DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
July 13, 1976

NHTSA -- 52-76 (HP)
Tel. 202-426-9550

Testing of motor vehicles and motor vehicle equipment for possible safety defects is scheduled to begin this fall at a new engineering test facility operated by the U. S. Department of Transportation.

The department's National Highway Traffic Safety Administration (NHTSA) will begin staffing the facility, located at the Ohio Transportation Research Center near East Liberty, Ohio, on July 19.

Last November, the government signed a three-year lease with the Transportation Research Board of Ohio for 32,500 square feet of building space, altered to special NHTSA requirements. The NHTSA has programmed approximately $1 million to purchase and install testing equipment.

Joseph H. Clark Jr., director of the engineering test facility, said the federal safety agency already is receiving equipment and supplies at the test facility site. "Our initial staff of 11, which includes engineers, technicians and clerical support, will be engaged in checking testing equipment and preparing operating procedures in anticipation of testing in September," Clark said.

The engineering test facility plans to add 15 to its staff later this year, and maximum staff may reach 56. In addition to leasing the building space, the government will have access to other excellent facilities at the Ohio Transportation Research Center including a 7 1/2-mile high-speed track, a 2,500-foot skid pad with approaches and return loops, a 50-acre vehicle dynamics area, and a high acceleration crash simulator.

While the work performed at the engineering test facility primarily will involve testing of motor vehicles and motor vehicle equipment for possible safety defects, other testing, such as compliance testing, also will be performed as time permits.

Construction of a compliance test facility at the Ohio location is not funded at this time.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
July 19, 1976

NHTSA -- 47-76 (HP)

EXTENSION OF STANDARD PROPOSED

The U. S. Department of Transportation, in accordance with an earlier announcement by Secretary of Transportation William T. Coleman, Jr., today proposed to amend the federal standard dealing with occupant crash protection in passenger cars by extending until Aug. 31, 1977, the current requirements of the standard.

The department's National Highway Traffic Safety Administration (NHTSA), plans to extend the three options presently specified in Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection, and also proposes several technical changes which would modify the test requirements of the regulation.

In a separate action, the secretary issued a notice of proposed rulemaking on June 9 to amend Standard No. 208, and announced a public hearing for Aug. 3 to hear viewpoints on the future of occupant crash protection systems, such as air cushions or passive seat belts.

Standard No. 208 now requires motor vehicle manufacturers to provide occupant protection by one of three options (1) a passive restraint system providing protection in frontal, side and rollover crashes; (2) a passive restraint system providing protection in frontal crashes combined with seat belts that provide protection in side and rollover crashes; and (3) lap and shoulder belts at the front outboard positions and lap belts for all other positions.

Secretary Coleman indicated that a one-year extension of the present requirements of the standard is necessary to allow time for consideration of views from all interested parties on the long-term future requirements of the standard. A decision by the secretary on future requirements is expected on or before Jan. 1, 1977.

- more -

Interested persons are invited to submit comments on today's proposals, which parallel the secretary's notice of June 9, to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., SW, Washington, D. C. 20590. The comment period on the one-year extension proposal ends on Aug. 20 while a longer 90-day comment period to Oct. 20 is planned for the proposed technical changes.

Tel. 202-426-9550

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE FRIDAY
July 23, 1976

NHTSA--53-76 (BMA)
Tel. - 202-426-0670

The publication of a new booklet, "Motorcycle Safety," was announced today by the U.S. Department of Transportation.

Available without charge to motorcyclists and others interested in motorcycle safety, the booklet was prepared by the department's National Highway Traffic Safety Administration (NHTSA), with assistance from the Motorcycle Safety Foundation.

The new booklet makes a comparison, from a safety standpoint, of motorcycling versus driving an automobile. It describes the causes of motorcycle accidents, provides tips on selecting the right motorcycle and discusses the protective clothing and equipment necessary for safe motorcycling. Also included are safe driving tips, suggestions on how to react to emergency situations, and preventive maintenance recommendations.

The general public may obtain single copies of this publication, without charge, by writing to the General Services Division/Distribution, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
July 23, 1976

NHTSA-54-76(HP)
Tel. 202-426-9550

SIX MONTH TRAFFIC FATALITIES RUNNING BELOW 1975 FIGURE

Traffic fatalities in the United States during the first six months of the year are running slightly below the number recorded for a similar period in 1975, the U.S. Department of Transportation said today.

The nation's traffic toll for the first half of 1976 is estimated at 20,457, a reduction of 137 or less than 1 percent below the six-month corresponding total in 1975.

Traffic deaths declined again in June, falling more than 3 percent below the level of June 1975, according to preliminary figures reported to the National Highway Traffic Safety Administration (NHTSA) by the 50 states and the District of Columbia.

The June figure marked the ninth time in the last 11 months that the traffic fatality count was below the corresponding month of the previous year.

The number of persons killed in traffic accidents last month (June) is estimated at 3,914, a reduction of 145 or 3.6 percent below the 4,059 fatalities reported in June 1975.

The June 1976 figure was almost 23 percent below the death total for the same month in 1973, which the NHTSA uses as a base year for statistical comparison.

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE TUESDAY
July 27, 1976

NHTSA-55-76(HP)
Tel. 202-426-9550

MEDICAL TECHNICIAN COURSE
TRANSLATED INTO SPANISH

A basic training course designed to increase the competency and professionalism of all ambulance personnel is now available in Spanish as well as English.

The training course, prepared by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), consists of 25 lessons involving 71 hours of classroom training plus 10 hours of in-hospital observation and training.

The training course, entitled "Basic Training Program for Emergency Medical Technicians - Ambulance," was developed in 1970 for all groups who provide emergency medical services.

Lessons in the course cover life-threatening emergencies, injuries, common medical emergencies, emergency childbirth and problems of child patients, lifting and moving patients and extrication from motor vehicles.

The federal safety agency said Spanish translation of the course is expected to assist Spanish-speaking emergency medical technicians in the Southwest United States and Puerto Rico.

A limited supply of the two-booklet set may be obtained, free of charge, by writing to the General Services Division/ Distribution, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
July 28, 1976

NHTSA--57-76 (HP)
Tel. 202-426-9550

GM ORDERED TO RECALL VEHICLES AND PAY PENALTY

In a significant decision, a federal district court has ordered General Motors Corp. to pay a $400,000 civil penalty to the United States for refusing a federal government order to notify owners of a safety-related defect in certain GM vehicles.

In the ruling handed down late Friday, Judge June L. Green of the U.S. District Court for the District of Columbia, ordered General Motors to recall 1965 and 1966 Chevrolets, and 1966 Buicks because of a fire hazard caused by faulty carburetor plugs.

An investigation concluded by the National Highway Traffic Safety Administration in late 1974 found that a safety-related defect exists in those vehicles equipped with Rochester Quadrajet carburetors and manufactured before March 28, 1966.

When GM refused the government's order to issue defect notifications to the owners of the vehicles, the federal safety agency sued the auto manufacturer in January 1975. At the time litigation was initiated, the NHTSA estimated there were 375,000 vehicles manufactured that contained the possible defect. GM told the court there are an estimated 186,000 vehicles with the Rochester Quadrajet carburetor still on the highway.

-more-

The government complaint has alleged that an aluminum plug in the carburetor body could 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 said it had reports of more than 1,000 fires resulting from carburetor plug failure in such vehicles.

Significantly, Judge Green's ruling concluded that "it is not necessary that a collision or death has occurred or will occur as a result of the defect. The purpose of the Act (National Traffic and Motor Vehicle Safety Act) is to provide owners with an adequate margin of safety to protect against vehicle failures, which are in and of themselves an accident under the Act, and which result in an unreasonable risk of personal or property damage."

Judge Green also concluded that "even if this defect were not per se related to motor vehicle safety," the uncontested facts of this case establish that the faulty carburetor plugs result "in several obvious and undeniable safety hazards."

The civil penalty was the largest ever assessed against an automobile manufacturer in the 10-year history of the safety agency.

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

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
July 29, 1976

NHTSA -- 56-76 (HP)
Tel. 202-426-9550

NATIONAL SPEED LIMIT KEY TO MAJOR SAFETY BENEFITS

The 55 mile per hour national speed limit, a by-product of the 1974 energy crisis, has resulted in safety benefits of major proportions, the U. S. Department of Transportation reports.

Throughout 1974 and 1975, the nation experienced a reduction of 17 percent in the number of people killed on the highways as compared with 1973.

While fuel availability and travel in 1975 were either back to normal or exceeded the pre-energy shortage level, the country continued to enjoy the same safety benefits last year as in 1974. The fact that fewer people lost their lives leaves little doubt that the imposition of reduced speed limits was a significant factor in the fatality decline.

Accidents on the nation's highways claimed an estimated 45,674 lives in 1975, 6,000 less than in 1967, the year after Congress mandated a national safety effort, and some 9,000 fewer than 1973, the base year used by the Transportation Department for statistical comparison.

While the number of traffic deaths last year rose a fraction over the 1974 number (45,535), the traffic fatality rate per 100 million vehicle miles driven declined to 3.47, the lowest level on record.

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

- more -

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

The decrease in the fatality rate occurred despite numerous obstacles which could have produced a trend in the opposite direction. The reports cite problems such as:

o The growing numbers of vehicles, drivers, and miles traveled which add up to more traffic and more opportunity for accidents to happen.

o The increase in youthful drivers (the most accident-prone age group) as a percentage of all drivers. While only 22 percent of all licensed drivers are in the 16-24 age group, they are involved in 35 percent of the fatal accidents and 39 percent of all crashes.

o The abuse of alcohol, which is involved in half the fatal accidents on the highways. Per capita consumption of distilled spirits rose 36 percent from 1965 to 1974.

o The widening disparity in vehicle mix (more heavy vehicles and more small cars on the road). In two-car collisions, it is almost always the smaller car and its occupants that sustain the greater damage.

The reports note other important factors contributing to the lower fatality rate. The entire galaxy of motor vehicle and highway safety programs has improved the safety of the vehicle and the driving environment -- the streets and highways. Fewer people are killed because of poorly designed guardrails, rigid signs, and other road and roadside hazards. More accident victims are being saved by improved emergency medical services. Modern law enforcement uses new techniques and equipment to be more effective. Citizens are more aware of both motoring and pedestrian dangers. And the motor vehicles in this country are safer. Most cars on the road today were built in accordance with the basic motor vehicle safety standards, and they account for the vast majority of miles driven.

It is evident, the reports note, that a large segment of the driving population has complied with the 55 mph speed limit, or at least suscribes to the concept by driving at slower speeds. Credit for this also should be given to state enforcement agencies and their dedication to the reduction of highway fatalities.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE MONDAY
August 16, 1976

NHTSA-59-76 (HP)
Tel. 202-426-9550

NHTSA NAMES DUGOFF
TO HEAD RESEARCH PROGRAM

The appointment of Howard J. Dugoff as Associate Administrator for Research and Development in the National Highway Traffic Safety Administration (NHTSA) was announced today by the U.S. Department of Transportation.

Dugoff, who holds Bachelor's and Master's Degrees in mechanical engineering and physics, respectively, from Stevens Institute of Technology in Hoboken, N.J., has served the federal safety agency in executive positions the last 30 months.

In November 1975, he was appointed Associate Administrator for Planning and Evaluation, where he was responsible for the planning, development, and evaluation of federal motor vehicle and traffic safety programs. Before appointment to that position, Dugoff was Chief of the Handling and Stability Division for NHTSA's Motor Vehicle Programs Office.

In his new post, Dugoff will be responsible for the activities of five program offices and one laboratory conducting research in highway traffic safety. Dugoff, 39, replaces Dr. Gene G. Mannella, who resigned last March to accept a position with the Energy Research and Development Administration (ERDA).

Prior to joining NHTSA, Dugoff was Chief of Research and Analysis for the U.S. Army Tank-Automotive Command in Detroit from 1971 until early 1974. In 1973, he was awarded the Department of the Army Research and Development Achievement Award.

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Between 1967 and 1971, he was a research engineer at the Highway Safety Research Institute at the University of Michigan. He also was engaged in research activities between 1959 and 1967 at the Davidson Laboratory of Stevens Institute of Technology, investigating the dynamic performance of automotive and hydrodynamic vehicle systems.

A native of New York City, Dugoff is the author of more than 40 technical publications in the general areas of vehicle dynamics and highway safety, and has lectured on the subject of applied mechanics and automotive engineering at several universities.

A member of several technical societies, Dugoff and his wife, the former Sandra Karp, live in Potomac, Md., with their three children.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

NHTSA -- 61-76 (BMA)
Tel. - 202-426-0670

DEFECT INVESTIGATORY CASES REPORT

A new safety defect investigation was announced today by the National Highway Traffic Safety Administration (NHTSA) in its latest investigatory cases report covering the months of April and May 1976.

The U.S. Department of Transportation's auto safety agency is investigating reported failures of Budd Duo-Rim truck wheels which were installed on Ford Truck models F-250 and F-350 from 1972 through model year 1974. NHTSA opened the investigation when it received a report of an injury stemming from separation of the wheel's "C" rim-portion, impelled by tire inflation pressure, that struck a bystander.

Today's report lists 67 active defect investigations in progress, seven case determinations under litigation, and 37 federal surveys or audits of prior defect recall campaigns.

Under its listing of terminated investigations, NHTSA again reported its case 212 -- which had explored alleged control arm failures in 1965-69 Lincolns, Mercurys and Thunderbirds -- as failing to uncover any new evidence to reverse a prior finding of no defect in the case.

NHTSA placed one case, its number C4-60, in the status of "suspended" as an indication that more information is sought before NHTSA can reach a conclusion. Case C4-60 is an investigation of all 1971-73 Model 17 Renault Sports Coupes for the possibility of fuel-fed fires, stemming from leakage or failure of the engines' pressurized fuel systems.

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

Interested persons, including those with information bearing on current investigations, are invited to write to: The Office of Consumer Services, 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.

PLEASE NOTE:

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

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

Case Number:	C4-60
Manufacturer:	Renault
Make:	Sports Coupe
Model:	Model 17
Year(s):	1971-1973
Possible Problems:	Alleged Fuel Leakage from Pressurized System Onto Engine Exterior.
Status:	Suspended June 24, 1975, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

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

Reporting Period: April 30, 1976

Case Number:	A2-58
Manufacturer:	General Motors Corporation
Make:	Chevrolet
Model:	Chevrolet
Year(s):	1965-1970
Possible Problems:	Engine Mount Failure. Recall Campaign Number 71-0235.
Conclusions:	Based on NHTSA audit work, results as indicated by the manufacturer are satisfactory.

Reporting Period: May 31, 1976

Case Number:	212
Manufacturer:	Ford Motor Company
Make:	Ford Full-Size
Model:	Lincoln, Mercury and Thunderbird
Year(s):	1965-1969
Possible Problems:	Alleged failure of front lower control arm at ball joint area.
Conclusion:	All available information available both old and new did not reveal any additional substance that would modify the original definition of no defect in this investigation.

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

Reporting Period: April 30, 1976

Case Number:	A6-23
Manufacturer:	British Leyland Motors, Inc.
Make:	British Leyland
Model:	Austin Marina Vehicles
Year(s):	1974-1975
Possible Problems:	Deterioration of Front Brake Hoses. Recall Campaign Number 75-0174.

Case Number:	A6-24
Manufacturer:	Norton Triumph Corporation
Make:	Triumph Motorcycle
Model:	Ti60 Trident Motorcycles
Year(s):	1975
Possible Problems:	Failure of Rear Foot Brake Lever. Recall Campaign Number 75-1057.

Case Number:	A6-25
Manufacturer:	Ford Motor Company
Make:	Ford
Model:	Certain Econolines and Light Duty Trucks
Year(s):	1975
Possible Problems:	Failure of Front Brake Caliper. Recall Campaign Number 75-0134.

Case Number:	A6-26
Manufacturer:	Chrysler Corporation
Make:	Chrysler
Model:	Various Plymouth and Dodge Vehicles
Year(s):	1975
Possible Problems:	Disengaging of the lower control arm strut. Recall Campaign Number 75-0126.

Case Number: A6-27
Manufacturer: Yamaha International Corporation
Make: Yamaha Motorcycles
Model: LB80-11AC and LB80-11HC Motorcycles
Year(s): 1976

Possible Problems: Potential Oil Delivery Pipe Problem. Recall Campaign Number 75-0125.

Case Number: A6-28
Manufacturer: Ford Motor Company
Make: Ford
Model: Capri I and II
Year(s): 1974 Capri I & 1976 Capri II

Possible Problems: Potential Front Brake Hose Leakage. Recall Campaign Number 75-0093.

Case Number: A6-29
Manufacturer: Chrysler Corporation
Make: Chrysler
Model: Plymouth, Dodge and Chrysler
Year(s): 1974-1975

Possible Problems: Potential Tandem Power Brake Booster Diaphragm Failure. Recall Campaign Number 75-0086.

Reporting Period: May 31, 1976

Case Number: C6-31
Manufacturer: Ford Motor Company
Make: Ford Trucks
Model: F-250 & F-350 Series
Year(s): 1972-1974

Possible Problems: Alleged disengagement of "C" Section Side Ring from Budd Duo-Rimm Wheels Installed on Ford Trucks.

Case Number: A6-30
Manufacturer: Ford Motor Company
Make: Ford Trucks
Model: 1974 F Series and 1974-1975 B Series Chassis
Year(s): 1974-1975

Possible Problems: Front Spring Rear Hangar Bracket Failure Recall Campaign Number 76-0035.

NOTE: All cases listed as "Opened" in this reporting period -- excepting Case C6-31 as noted -- are audit cases to verify the effectiveness of Recall Campaigns previously conducted.

SUBJECT: Alleged Disengagement of "C" Section Side Ring from Budd Duo-Rim Wheels Installed on 1972-1974 Ford Motor Company Trucks, Models F-250 and F-350
ODI Case No. C6-31

BASIS FOR INVESTIGATION:

This case was opened on May 17, 1976, based upon information received from an attorney whose client sustained head injuries when struck by a "C" section side ring that suddenly disengaged from a Budd duo-rim wheel installed on a 1974 Ford F-350 truck. Investigation was initiated to determine whether separation of the side ring from the wheel rim is potentially a safety-related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966. The principal National Highway Traffic Safety Administration investigative objectives were to determine whether unexpected disengagement of the side ring occurs, and, if so, whether such disengagement results in property damage or injury accidents, or other safety-related problems.

DESCRIPTION AND FUNCTION OF THE BUDD DUO-RIM WHEEL ASSEMBLY:

The two-piece wheel under consideration consists of the basic rim and a "C" section side ring. It is manufactured by the Wheel and Brake Division of the Budd Company, and was installed as original equipment on 1972 through 1974 Ford Motor Company trucks, Models F-250 and F-350.

Illustration 1, attached, depicts the Budd duo-rim and "C" section side ring. The purpose of the side ring is to retain the tire. The side ring in this case is of a split design to facilitate mounting and demounting, and acts as a self-contained locking ring as well as a side ring.

Specifications for duo-rim and "C" section side ring wheel assemblies are shown in the attached Table 1.

ANALYSIS OF THE ALLEGED PROBLEM:

Failure Mode: The alleged failure occurs when the "C" section side ring disengages without warning from the rim.

Failure Symptoms: There are no known symptoms which clearly indicate impending disengagement of the side ring, although obvious physical damage and/or evidence of gross corrosion are indicators that replacement of the side ring should be considered.

THE Budd COMPANY

The Duo-Rim & "C" Section Side Ring

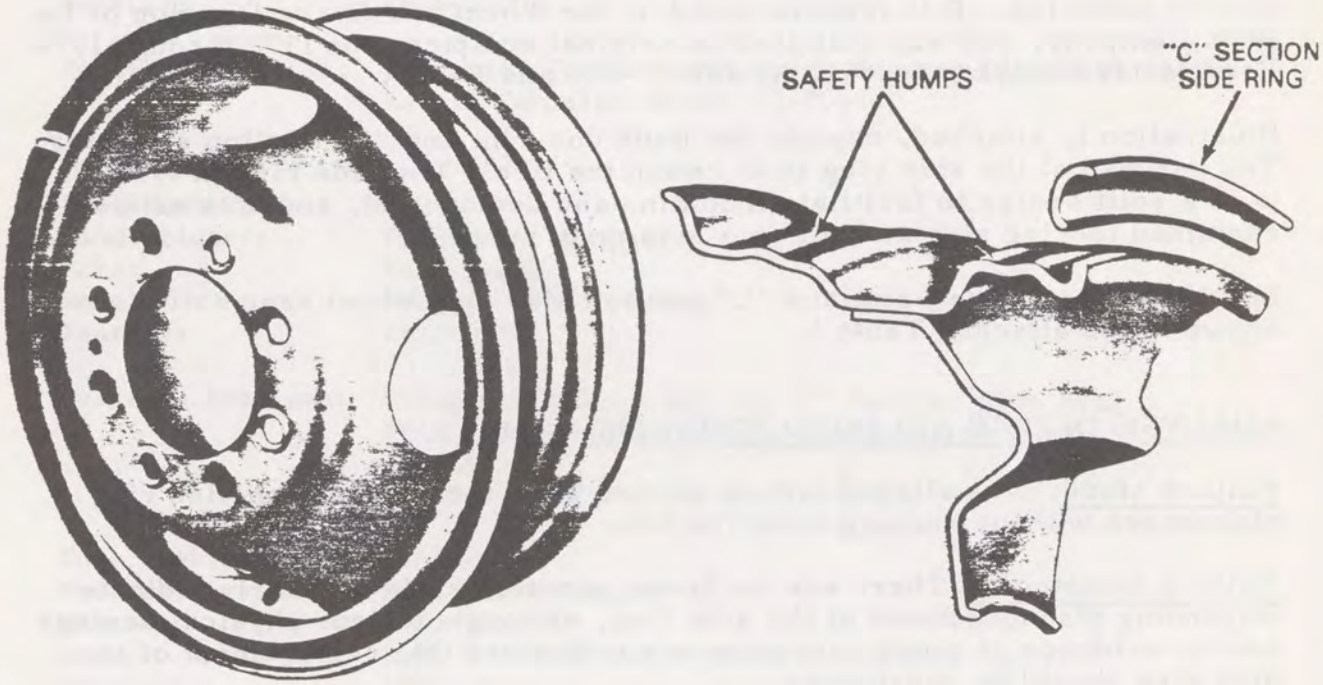

Illustration 1

Table 1: Budd Duo-Rim and "C" Section Side Ring Wheel Assembly Specifications (Selected)

Size	Part Number	Rim Type	Approx. Weight (lbs.)	Load Capacity (lbs.)
	8-Hole, 6 1/2" Bolt Circle, 4 - 25/32" Bore Tube Tire Wheels			
16 x 5.50F	87430-13	Duo	40	2640
	Dual Type - In - Out Coined Mounting Tube Tire Wheels			
16 x 5.50F	87440-13	Duo	38	2140
	86940-13	Duo	42	2140

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: May 31, 1976

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

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-in Fuel Tank	Certain Vents Exposed to Rupture by Shifting Luggage
128	Ford	F-250	1968-1969	16 x 5.5 Two Piece Wheel	Lock Ring Gutter Failure
190	All Manufacturers	Travel Trailers	1965-1970	Axles, Wheels and Tires	Overloading of Suspension
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

HS Form 338 (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-25	Ford, Chrysler, GM and International Harvester	School Bus	Pre-1969	Hydraulic Brake Steel Tubing	Alleged School Bus Hydraulic Brake Steel Tubing Failures Due to Corrosion
C2-32	General Motors	GMC and Chevrolet Pickup	1960-1970	15" x 5.5" Single Wheel	Inner Bead Seat Failure
*C2-53	Ford	All	1967and later	Dual Brake Master Cylinders	Failure of Cylinder Due to Corrosion
*C2-60	Volkswagen	All	Pre-1963	Heater	Engine Fume Instrusion Into Passenger Compartment
C2-61	Ford	Ford, Mercury	1969-1971	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	1969-1973	Bulkhead Eletrical 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 & 800B	1970-1973	Clutch Cable	Breakage Due to Bending Fatigue

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-33	Ford	Mercury Capri	1971-1973	Seat Latch and Seat Belt	Inboard Seat Belt Abrasion By Seat Latch
C3-34	General Motors	Light Duty Trucks	1966-1971	Rear Axle Control Arm	Alleged Rear Axle Control Arm Failures
C3-35	International Harvester	Travelall 1110 4x4	1972-1973	Steering Arm Ball	Alleged Steering Instability Upon Hard or Panic Brake Use
C3-40	Skyline Corporation	19½-Foot Nomad Travel Trailer	1971	Shackle Bolt	Inadequate Thread Engagement With Lock Nut
C3-42	Ford	B and F-500 Thru 700	1971-1972	Throttle Linkage	Seizure of Bellcrank at Firewall Linkage
C3-43	General Motors	Cadillac Eldorado and Oldsmobile Toronado	1967-1970	Front Wheel Lugs	Incorrect Torque
C4-01	Ford	B-700 School Bus	1969-1970	Right Front Springs	Failure of Main and Second Leaf
*C4-06	Mack Trucks	Cab-Over Truck Model FL and FS	1970-1972	Tilt-Cab Support/ Pivot Brackets	Alleged Failure of Tilt-Cab Support/Pivot Brackets

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-07	Ford	Full-Size	1970-1971	Hood Latch	Failure of Latch Mechanism
*C4-08	International Harvester	1600, 1700 and 1800 Series Loadstar Chassis	1972-1973	Rear Axle U-Bolt/Nuts	Alleged Low Torque of Rear Axle U-Bolts/Nuts
C4-09	Chrysler	Dodge Darts and Plymouth Valiants	1967-1972	Brake Proportioning Valve	Rear Wheel Lockup
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 Motorhomes	1971	Front End Suspension	Alleged inadequate front-end Suspension System
C4-13	Boise Cascade	Lifetime Premeir 23-Foot Motorhome	1969-1971	Front End Suspension	Alleged inadequate front-end Suspension System
C4-14	PRF Industries	Travco 220 Motor-home	1970	Front End Suspension	Alleged inadequate front-end Suspension System
C4-15	General Motors	Cadillac	1969-1970	Air Conditioner Blower Relay	Failure May Cause Overloading of Eletrical Harness

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-17	General Motors	Chevrolet Series C, P, G-10 Trucks and GMC Series C, P, G-1500 Trucks	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 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 Station Wagons	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	Alleged Power Steering Lock-Up and Self-Steering Problems
C4-27	Champion Home Builders	Concord 28-Foot Motor Home	1973	Gas Tank	Location and Installation of Gas Tank May Cause Over-loading
C4-28	Ford	All Pintos	1971-1972	Rack and Pinion Steering	Alleged Steering Difficulty or Loss of Steering Control

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-29	Ford	All With 4-Barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle In Open Position
C4-30	Ford	School Bus B-700	1966-1974	Brake Drum	Alleged Front Brake Drum Failure
C4-34	Nissan	Datsun 510 & 1200	1969-1971	Plastic Connector and Filler Hose	Leakage Allows Fuel or Fumes to Enter Passenger Compartment
C4-35	Nissan	Datsun 510	1968-1971	Transverse Link	Alleged Transverse Link Failure
*C4-44	General Motors	All With Rochester Carburetors	1965-1972	Carburetor Float	Alleged Carburetor Flooding Due to Float Saturation
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-51	Globe Fabricated	JS-100 & JS-200	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-52	International Harvester	Scout II Travelall and Pickups	1970-1973	Brake Lining	Alleged Erratic Service Brake Operation or Performance
*C4-53	General Motors	Chevelle	1965-1969	Engine Mount	Alleged Engine Mount Failure
*C4-58	Volvo	Volvo	1970-1973	Fuel Injector	Alleged Electronic Fuel Injector Leakage

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
*C4-59	Volkswagen	VW Type 3 prior to August 1971 Porsche 914 1.8, 1.7 and 2.0 Liter Engine VW Type 4 1.7 Liter Engine	1970-1972	Bosch Fuel Injector	See C4-58
C5-01	General Motors	Chevrolet Corvette	1963-1974	Rear Wheel Bearing	Failure Due to Insufficient Lubrication
C5-02	Cabana	25-Foot Motorhome	1970	Front Tires, Wheels Springs and Axles	See C4-10
*C5-03	International Harvester	Travelalls and Pickups	1974	Battery Cable	Alleged Shorting of the Positive Battery Cable
C5-04	Ceat S.p.A.	Mercurio 10.00 x20/ 22 14-ply (Load Range G) Steel Belted Radial	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 and Carina Vehicles equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking
C5-09	Kar-Rite	Jack Stand - Model	All	Jack Stand	Alleged Unsatifactory Performance

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
*C5-25	Volvo	Volvo	1973	Bumper Brackets	Alleged Failure of the Front Bumper Brackets
*C5-26	Ford	Capri	1971-1973	Seat	Alleged Seat Back Failures
C5-28	Ford	Mustang II	1974	Exhaust Heat Transfer	Alleged Underside Scorching of the Rear Seat from Exhaust System Heat
C5-32	Fruhling Products,	Fruhling SAF-T-RELEASE Motorcycle Helmet Chin Strap	All	Helmet Strap Fastner	Motorcycle Helmet Strap May be Prone to Opening While in Use.
C6-19	Alsport, Inc.	Tri-Sport SL Series	1974	Chassis, Drive Train and Brake	Alleged Failure of Chassis Drive Train and Brake
*C6-22	American Motors	Pacer	1975	Power Steering Gear Box and Steering Tie Rods	Alleged Failure of Power Steering Gear Box Seals and Steering Tie Rods
C6-31	Ford	F-250 & F-350 Series	1972-1974	Budd Duo-Rim & "C" Section Side Ring	Disengagement of Side Ring From Wheel

*Indicates Change In Case Title

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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

Report for Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
132	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	All	1965-1969	Quadrajet Carburetors	Fuel Leakage at Plug Resulting in Fire Potential
140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75, IN LITIGATION)	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failure
161	GM, CHRYSLER, AMC, and Ford (INITIAL DEFECT DETERMINATION MADE 5-16-75)	ALL	1965-1971	Power Brake Vacuum	No Power Assist With Failure
258.5	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	Cadillac, Pontiac Oldsmobile and Buick	1965-1969	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C3-11	General Motors IN LITIGATION 2-13-74)	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing of Vehicle Control

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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

Report for Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-29	Ford (FINAL DEFECT DETERMINATION MADE 12-30-75, IN LITIGATION)	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches from Drive Shaft Motor Fails Due to Underpower
C4-60	Renault (SUSPENDED 6-24-75)	Model 17 Sports Coupe	1971-1973	Bosch Fuel Injector	See C4-58

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for
Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of Various Replaced Parts that may contribute to a safety defect
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, Springs Wheels and Tires	Loading of Suspension May Exceed Component Ratings
S4-45	Various Manufacturers	Various	Various	Auto Jack Stand and Auto Ramps	Failure to Meet Load Rating
S4-54	All Manufacturers	School Bus	All	Total Vehicle	Review of Records to Determine Possibility of Safety Defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Wheels, Tires, Springs and Axles	Loading of Suspension May Exceed Component Rating in Late Model Vehicles
S6-09	Harley Davidson Co.	Harley Davidson Motorcycle	1973-1974	Front Disc Brake Caliper Leakage	Alleged Leakage of Front Disc Brake Caliper
A3-04	Toyota	1200 and 1600cc	1970-1971	Fuel System	Recall #72-0014
A4-21	Ford	Torino and Ranchero	1972	Rear Axle Assembly	Recall #72-0095
A4-39	AMF/Harley Davidson	LX1000 and LXCH1000	1973	Frame	Recall #73-0215
A4-63	General Motors	Chevrolet, Pontiac Buick and Oldsmobile	1974	Seat Belt Retractor	Recall #74-0016

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: May 31, 1976

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A5-06	Mack Trucks	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001
A5-14	Ford	Ford, Torino Elite Passenger Cars and Light Duty Trucks	1974	Firestone Tires HR 78-15	Recall #74-0118
A5-15	Ford	Torino, T-Bird Montego, Cougar Ranchero and Continental Mark IV	1974	Speed Control	Recall #74-0011
A6-02	Paccar, Inc.	Peterbuilt C.O.E. Trucks	1974	Hydraulic Hose	Recall #74-0172
A6-03	International Harvester	Transtar II	1974	Incorrect Routing of Air Lines	Recall #74-0220
A6-04	General Motors	Cadillac all except Eldorado	1973-1974	Steering Idler Arm Assembly	Recall #74-0202
A6-05	Bluebird Body	School Bus Ford	1974	Tubing and Fittings To Rear Brake Chamber	Recall #74-0209
A6-06	Firestone Tire and Rubber Company	Steel-Belted Radial TPC Tires FR78-14	1974	Tire - Possibility of Undercure in Lower Sidewall	Recall #75E-007
A6-08	Chrysler	Dodge Trucks D & S 6, 7 and 800 Series	1974-1975	Improper Routing of Steering Hose	Recall #74-0151

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DEPARTMENT OF TRANSPORTATION
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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-10	Fiat	Fiat X1/9	1974-1975	Accelerator Cable Malfunction	Recall #75-0173
A6-11	International Harvester	Loadstar and Cargostar	1975	Routing of Air Supply lines/valves to avoid frame contact and subsequent damage	Recall #75-0191
A6-12	Nissan Motors Corporation	Datsun PL-510	1971-1975	Alleged Gasoline Leak	Recall #75-0181
A6-13	American Motors	Matador	1975	Alleged Failure of Carburetor Secondary Throttle Lockout Lever	Recall #75-0057
A6-14	Harley Davidson	SXT-125 Motorcycles	1975	Alleged defective frame	Recall #75-0127
A6-15	Sebring Vanguard Incorporated	Citicars	April thru December 1974	Alleged failure of Master Cylinder Check Valve	Recall #75-0119

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for
Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-16	Mack Trucks, Inc.	R, RD, RM, U, DM, DMM, F and B Models	All	Alleged Failure of Dual Brake Treadle Valve-Air Supply Piping	Recall #75-0192
A6-17	Freightliner, Inc.	All	1967-1975	Alleged Brake Pedal Failure	Recall #75-0119
A6-18	General Motors	Chevrolet, Buick and Oldsmobile	1975	Alleged Failure of Spare Tire Hold Down Hook	Recall #75-0129
A6-20	General Motors	Cadillac Seville	1976	Flexible Coupling Steering Gear	Recall #75-0180
A6-21	Flexible Transit	Bus	1974-1975	Front Axle Radius Rod Bracket	Recall #75-0177
A6-23	British Leyland Motors, Inc.	Austin Marina Vehicles	1974-1975	Deterioration of Front Brake Hoses	Recall #75-0174
A6-24	Norton Triumph Corporation	Triumph T160 Trident Motorcycles	1975	Alleged failure of Rear Foot Brake Lever	Recall #75-1057
A6-25	Ford	Certain Econolines and Light Duty Trucks	1975	Failure of Front Brake Caliper	Recall #75-0134

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for Month Ending: May 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-26	Chrysler Corp.	Various Plymouth and Dodge	1975	Disengaging of the lower control arm strut	Recall #75-0126
A6-27	Yamaha International Corporation	LB80-11AC and LB80-11HC Model Motorcycles	1976	Potential Oil Delivery Pipe Problem	Recall #75-0125
A6-28	Ford	Capri I Capri II	1974 1976	Potential Front Brake Hose Leakage	Recall #75-0093
A6-29	Chrysler	Plymouth, Dodge and Chrysler	1974-1975	Potential Tandem Power Brake Booster Diaphragm Failure	Recall #75-0086
A6-30	Ford Motor Co.	1974 F Series Trucks and 1974-1975 B Series Chassis	1974-1975	Front Spring Rear Hangar Bracket Failure	Recall #76-0035

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
August 24, 1976

NHTSA-63-76 (HP)
Tel. 202-426-9550

JULY TRAFFIC FATALITIES SHOW INCREASE

The nation's traffic fatalities climbed almost 3 percent in July over the level of July 1975, the U.S. Department of Transportation said today.

The number of persons killed in traffic accidents last month (July) is estimated at 4,571, a boost of 124 deaths or 2.8 percent over the 4,447 fatalities reported in July 1975.

The July 1976 figure, however, was still more than 10 percent below the death total for the same month in 1973, which the department's National Highway Traffic Safety Administration (NHTSA) uses as a base year for statistical comparison.

The totals are based on preliminary figures reported to the NHTSA by the 50 states and the District of Columbia. It marked only the third time in the last 12 months that the traffic fatality count was above the corresponding month of the previous year.

John W. Snow, the federal traffic safety chief, said he was concerned with the increase in deaths reported for July, and urged motorists to make safe driving their No. 1 priority over the upcoming Labor Day holiday weekend.

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

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"One vital factor is to observe the 55 mile per hour national speed limit, which not only saves lives but conserves fuel. We are receiving an increasing number of reports of motorists violating the speed limits and I believe this is reflected in July's higher death count," Snow said.

"It's also a good idea to remember that alcohol is involved in about half of the nation's fatalities." He added that each driver should make sure that all the occupants of a vehicle are protected by wearing their safety belts.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
August 25, 1976

NHTSA-62-76 (HP)
Tel. 202-426-9550

DOT AMENDS STANDARD ON REARVIEW MIRRORS

School buses and motorcycles are among the vehicles affected by a U.S. Department of Transportation notice that amends the federal motor vehicle safety standard on rearview mirrors.

Written by the department's National Highway Traffic Safety Administration (NHTSA), the notice amends Standard No. 111, Rearview Mirrors, by setting separate requirements for school buses, extending coverage of the standard to motorcycles, and increasing the amount of reflective surface required for mirrors on large multipurpose passenger vehicles and large trucks.

The new amendment, effective six months from now, calls for motorcycles to be equipped with either a plane mirror with a reflective surface of no less than 12.5 square inches, or a convex mirror with no less than 10 square inches of reflective surface. Heavy duty trucks will be required to have two outside mirrors no smaller than 75 square inches each.

Requirements affecting school buses call for them to be equipped with outside rearview mirrors with no less than 50 square inches of reflective surface on both sides of the vehicle. In addition, school buses with conventional hoods must be equipped with a convex cross-view mirror to enable the driver to see small children in front of the vehicle.

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In a separate notice, the NHTSA proposes to permit, at the option of the manufacturer, the use of plane and convex mirror combinations for vehicles over 10,000 pounds, such as buses, multipurpose passenger vehicles and heavy duty trucks, in place of the presently required plane mirror.

The proposal also would give the manufacturer the option of providing convex mirrors on the passenger side of automobiles and other vehicles under 10,000 pounds. Interested persons are invited to submit comments on the proposal to the Docket Section, NHTSA, Room 5108, 400 Seventh St., SW, Washington, D.C. 20590. The comment closing date is Oct. 11, 1976.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
August 27, 1976

NHTSA-66-76 (HP)
Tel. 202-426-9550

DOT EXTENDS REQUIREMENTS OF STANDARD ON OCCUPANT CRASH PROTECTION

The current requirements for passenger cars in the federal standard dealing with occupant crash protection have been extended until Aug. 31, 1977, U.S. Secretary of Transportation William T. Coleman, Jr. announced today.

Secretary Coleman said the one-year extension is necessary to allow time for consideration of views from all interested parties on a proposal for the long term future requirements of the standard.

On Aug. 3, the secretary personally conducted a public meeting in Washington to hear viewpoints on occupant crash protection systems, such as air bags or passive seat belts. Written comments on this subject may still be presented on or before Sept. 17. Secretary Coleman said he plans to announce his decision before Jan. 1, 1977.

Today's action comes in the form of an amendment to Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection, issued by the National Highway Traffic Safety Administration (NHTSA).

Standard No. 208 now requires motor vehicle manufacturers to provide occupant protection by one of three options: (1) a passive restraint system providing protection in frontal, side and rollover crashes; (2) a passive restraint system providing protection in frontal crashes combined with seat belts that provide protection in side and rollover crashes; or (3) lap and shoulder belts at the front outboard positions and lap belts for all other positions.

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Last month, NHTSA also proposed several technical changes, which would be effective immediately, that would modify the test requirements of Standard 208. The comment period on that proposal ends on Oct. 20.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
August 30, 1976

NHTSA-60-76 (RHC)
Tel. 202-426-9550

DOT ANNOUNCES NEW TESTING
REQUIREMENTS FOR WINDSHIELDS

The U.S. Department of Transportation today announced an amendment to a federal safety standard to extend windshield mounting protection to a variety of light trucks and buses.

At the same time, the department announced new windshield testing requirements that will apply to most vehicles weighing less than 10,000 pounds.

Federal Motor Vehicle Safety Standard No. 212, "Windshield Mounting," has been effective for cars since Jan. 1, 1970. It has been amended by the department's National Highway Traffic Safety Administration (NHTSA) to include multipurpose vehicles, trucks and buses, effective Sept. 1, 1977.

Forward control vehicles, such as campers and vans, and open-body vehicles with fold-down type windshields are exempt, the federal safety agency said, because it would be impractical for them to meet the requirements of the standard.

Windshield retention requirements under the new amendment for both cars and trucks differ according to the type of passenger restraint system used. Vehicles using a passive system, such as the air cushion, would be required to retain at least 50 percent of their windshield area after the vehicle, equipped with a test dummy, is crashed into a barrier at any speed up to 30 miles per hour. Those equipped with an active restraint system, such as seat belts, must retain no less than 75 percent of the windshield area, under the same test conditions, but with the seat belt buckled around the dummy.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE MONDAY
August 30, 1976

CONSUMER ADVISORY
REQUEST FOR
PUBLIC COMMENT

NHTSA-64-76 (HP)
Tel. 202-426-9550

DOT ISSUES PROPOSAL TO LIMIT SPEEDOMETER SCALE

The days of automobile speedometers at speeds as high as 120 miles per hour or more may be coming to an end under a proposal issued today by the U.S. Department of Transportation.

The proposal would require all model year 1980 passenger cars, multipurpose passenger vehicles, trucks, buses and motorcycles to be equipped with speedometers that do not display speed readings which exceed 85 mph. Motor driven cycles that can reach a top speed in one mile of 30 mph of less, and vehicles used by law enforcement agencies, would be exempt from the standard.

The department's National Highway Traffic Safety Administration (NHTSA), said that a scale limited to 85 mph would allow speedometers to be more readable in normal speed ranges, and that a higher limitation might encourage immature drivers to test the top speed limit of the vehicle.

The federal safety agency said the proposed standard has been initiated to help maintain lower highway speeds which effectively have reduced traffic fatalities and resulted in fuel conservation benefits.

The proposal also calls for tamper-resistant odometers that would have to clearly indicate when a vehicle's mileage exceeded 100,000 miles.

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The NHTSA said the odometer requirements would supplement the federal odometer law, which is part of the Motor Vehicle Information and Cost Savings Act. This law prohibits acts that cause an odometer to reflect incorrect mileage, and also spells out legal steps a buyer may take if he suspects that the odometer mileage has been altered.

Interested persons may submit comments on the proposal by writing to the Docket Section, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D.C. 20590. The comment period closes on Nov. 29, 1976.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY 9:30 A.M.
August 30, 1976

NHTSA -- 67-76 (HP)
Tel. 202-426-9550

NHTSA CHIEF CALLS 55 MPH LAW EFFECTIVE SAFETY MEASURE

The federal traffic safety chief said today that one promising way to achieve further significant reductions in fatalities and injuries is in modifying and improving the behavior of the people who use our highways.

John W. Snow, Administrator of the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), told the 44th International Conference of the American Association of Motor Vehicle Administrators that the potential "people payoff" can be significant.

"We have already seen what can be achieved among drivers in the dramatic reduction in crashes related to the national 55 mile per hour speed limit law," Snow said in a keynote address to the group meeting in Dearborn, Mich.

The federal safety agency estimates that at least half of the 9,000 lives saved each year since the national speed limit law was enacted in 1974 is the result of lower, more uniform speeds.

"We can't deny that the 55 mph law is one of the most effective safety measures ever implemented in this country," Snow said. "But we need to do a better job in communicating to the public its tangible benefits in saving lives -- 'we' meaning government at all levels, business and industry and the nation's media."

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He said the national speed law clearly moves us in the right direction of achieving further marked reductions in the national highway toll. "We must, therefore, strengthen all of our efforts to win the cooperation of the nation's drivers."

He said his agency was embarking on a "consumer-centered" three-pronged approach that will emphasize the priority areas of speed control, use of safety belts and avoidance of drinking and driving.

"Our crash data show that these are priority safety issues -- for those on the highway and for those of us responsible for accident prevention programs," Snow added.

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NEWS

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

FOR RELEASE WEDNESDAY
September 1

NHTSA-65-76 (BMA)
Tel. 202-426-0670

CONSUMER ADVISORY

Vehicle owners, mechanics and auto service personnel were warned in a federal Consumer Protection Bulletin today that certain models of portable auto ramps -- widely used to support motor vehicles during repair and maintenance operations -- may collapse if used in accordance with their manufacturers' weight capacity ratings.

The U.S.Department of Transportation's National Highway Traffic Safety Administration(NHTSA) tested 11 auto ramp models which represented the products of six different manufacturers. NHTSA identified four of these models which collapsed under their rated capacities.

All four ramp models failed the first of four tests conducted by the federal safety agency on all of the models selected for testing. With a pair of selected ramps aligned in parallel on a level surface, the ramps failed to support a vehicle of axle weight matching the model's rated capacity, when the vehicle was slowly driven on and off the ramps, 10 times.

Failing this test were the following models; Petersen Industries, Inc. ramp models 30-2225 and 30-2010, rated at 5,000 pounds per pair and 4,000 pounds per pair, respectively; and Mark Fore-Vatco's models CR-1 and R-75, rated respectively at 7,000 and 6,500 pounds per ramp-pair.

Owners and users of these auto ramps are advised that Petersen Industries has redesigned its ramps to provide a carrying capacity equal to their rated capacities under all conditions of NHTSA's test procedures, and has established a proper rating for earlier ramp models. New rating labels will be sent to all owners of both models cited, upon written request. The revised capacities for models 30-2225 and 30-2010 are 4,500 and 3,500 pounds per pair, respectively.

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Mark Fore-Vatco has re-rated its models CR-1 and R-75 and will provide to all owners requesting them, new rating labels. The new ratings will indicate the above models may safely be used, in pairs, to support front or rear axle loads of vehicles with a gross weight not exceeding 7,000 pounds and 6,500 pounds, respectively. Since new rating labels will be supplied for both models, owner's should be sure to specify the Mark Fore-Vatco model owned.

New labels for Petersen ramps may be requested from Petersen Industries, Inc., 400 Wheeler Avenue, Fredonia, Wis., 53021. New Mark Fore labels are available by writing to Mark Fore-Vatco Industries, 109 Brookline Avenue, Boston, Mass., 02215.

NHTSA also warns that reports of failures have been received from users of Sears, Roebuck ramp model 1230, but that the model has not been manufactured for two years and was not subjected to federal testing. A Sears ramp model 1232, which is nearly identical except for the addition of two horizontal braces, has passed NHTSA testing, however. Inquiry with respect to model 1230 is continuing with the manufacturer -- Kar Rite Corporation -- to determine whether or not this discontinued model was defective as manufactured.

Owners and repair personnel are especially warned in today's bulletin that manufacturers do not always make clear whether the rated ramp capacity, as printed on ramp cartons or paste-on stickers, refers to a single ramp, a pair of ramps, to a single axle weight or to gross vehicle weight. The user should always assume that ramp ratings refer to ramp pairs, and should take special care to note whether the rating refers to axle weight or gross vehicle weight. When in doubt, assume the rating refers to gross vehicle weight.

NHTSA offers the following rules for safe use of portable auto ramps:

1. Know the load to be supported and the ramps' capacity. DO NOT OVERLOAD.
2. Use auto ramps only in pairs.
3. Use only on level paved surfaces; avoid glazed surfaces.

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4. Position ramps parallel to vehicle's direction, spaced so vehicle tires will travel the center of both ramp channels.
5. Keep bystanders clear of ramps when driving on or off of ramps.
6. Drive on or off ramps slowly.
7. While vehicle is positioned on ramps for service or repair, transmission should be in "Park" gear and the parking brakes set.
8. Wheels remaining on pavement should be blocked against any movement, forward or backward.

NHTSA requests that ramp owners or users who may have experienced an auto ramp failure, collapse, etc., report the incident in writing to the Office of Consumer Services, National Highway Traffic Safety Administration, 400 7th St. SW, Washington, D.C. 20590. Such reports should include the identity of the ramp manufacturer, ramp model number, type of vehicle involved, date of ramp purchase, and the consequences of the failure.

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SPECIAL CONSUMER
PROTECTION BULLETIN

SUBJECT:

Alerting vehicle owners, repairmen and auto service personnel to hazards which may result from the failure or collapse, under vehicle weights, of portable auto ramps which are incorrectly rated or overrated as to their weight carrying capacities.

PRODUCTS INVOLVED:

The following make/models of portable auto ramps:

Manufacture	Retail Outlets	Model/Make	Rating
Petersen Industries, Inc.	Automotive supply and chain stores	30-2225	5000 lbs/pr.
		30-2010	4000 lbs/pr.
Mark Fore-Vatco Industries	Automotive supply and chain stores	CR-1	7000 lbs/pr.
		R-75	6500 lbs/pr.

Failure reports received but product not included under federal testing:

KAR Rite Corp. Sears, Roebuck Co. No. 1230
(production discontinued 1974)

BACKGROUND:

The National Highway Traffic Safety Administration(NHTSA), following user-reports of auto ramp failures, tested 11 different ramp models representing six manufacturers. In each test series, comprising 4 separate test modes, vehicles were driven slowly up and down selected ramp-pairs, 10 times. In all cases axle weights equaled the rated weight capacities of the ramp-pairs. New ramps were selected for each test mode.

Test Modes:

A. Ramps aligned parallel on level surface.

B. Right Ramp 10 degrees out of parallel.

C. Ramps aligned across a 5 degree slope.

D. Ramps aligned down a 5 degree slope.

The four ramp models, two each from Peteren Industries and from Mark Fore-Vatco, failed test mode A. Sears, Roebuck model 1230 was not subjected to testing.

The following ramp models were subjected to all four test modes:

	Made by:	Sold by:	Model & Weight rating:	
	Kar Rite Corp.	Sears, Roebuck	No. 1232	5000 lbs/pr.
	Kar Rite Corp.	Sears, Roebuck	No. 1240	1200 lbs/pr.
*	Mark Fore-Vatco	misc. auto supply	CR-1	7000 lbs/pr.
*	Mark Fore-Vatco	misc. auto supply	R-75	6500 lbs/pr.
	Foxcraft	misc. auto supply	CR-1	6000 lbs/pr.
	Foxcraft	" " "	CR-75	5000 lbs/pr.
*	Petersen Ind.	" " "	No.30-2225	5000 lbs/pr.
*	Petersen Ind.	" " "	No.30-2010	4000 lbs/pr.
	Petersen Ind.	" " "	No.30-2020	4000 lbs/pr.
	Sumco	" " "	KD-10-R	4000 lbs/pr.
	Hollywood Access.	" " "	No.1435	5000 lbs/pr.

* FAILED TEST MODE A.

INTERPRETATION:

NHTSA's testing has verified that certain auto ramp models cannot safely support the vehicle weights which, guided by manufacturers' weight ratings, users would expect the ramps to carry. Thus, it is extremely important to user safety to know the correct weight capacity of the ramp-pairs in use, and to know the axle weights of the vehicle to be supported.

Petersen Industries has redesigned its ramps to provide a carrying capacity equal to rated capacity under the NHTSA test procedures, and has established a lower, correct rating for earlier models. Both cited Petersen models are subject to failure under their current weight ratings, but the manufacturer will supply corrected rating labels to owners requesting them, in writing, from: Petersen Industries, Inc., 400 Wheeler Ave., Fredonia, Wis., 53021.

The corrected new capacities for Petersen models 30-2225 and 30-2010 are, respectively, 4500 pounds per pair and 3500 pounds per pair.

New labels for the Mark Fore-Vatco models CR-1 and R-75 will also be supplied to owners making written request for them, from Mark Fore-Vatco Industries, 109 Brookline Ave., Boston, Mass., 02215. The corrected labels will specify that these models, respectively, will safely carry the front or rear axle weight of a vehicle having no greater gross weight than 7000 pounds per ramp-pair, and 6500 pounds per ramp-pair.

CONSUMER REQUEST:

NHTSA is requesting that anyone who has experienced an auto ramp failure, collapsing, etc., provide the details of the incident, in writing, to the Office of Consumer Services, National Highway Traffic Safety Administration, 400 7th St. SW, Washington, D.C. 20590. Owner or user reports should include the indentity of the ramp manufacturer, model number, type of vehicle involved, and date of ramp purchase.

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

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

CONSUMER SENSITIVE
REQUEST FOR
PUBLIC COMMENT

FOR RELEASE TUESDAY
September 9, 1975

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

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

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

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

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

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
September 10, 1976

NHTSA -- 70-76 (HP)
Tel. 202-426-9550

NHTSA DIRECTS FIRESTONE TO RECALL STEEL BELT 500 TIRES

The Firestone Tire & Rubber Co. was directed today by the administrator of the National Highway Traffic Safety Administration (NHTSA) to recall the company's bias ply "Steel Belt 500" tire because it fails to comply with the provisions of the federal standard on new pneumatic tires.

Administrator John W. Snow notified the president of Firestone of his final determination of non-compliance after a careful review of NHTSA files and of material presented by the company at a public meeting on July 10, 1975.

"On the basis of my review, I have determined that the Firestone 500 Steel Belt bias ply tire fails to comply with (Federal Motor Vehicle Safety) Standard 109 because a substantial number of Firestone 500 Steel Belt bias ply tires tested failed to meet the minimum performance requirements prescribed for endurance and high speed in Standard 109," Snow said in a letter to the company.

The NHTSA said the noncompliance pertains to the existence of cord separation in the Steel Belt 500 tires.

At last year's public meeting, Firestone made an oral presentation of its position, together with voluminous exhibits, and attacked NHTSA's authority to dissect the tires, arguing that to determine the existence of cord separation, NHTSA was permitted only to visually examine the tire's uncut exterior.

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Snow, however, rejected that argument, saying agency investigators could cut a tire to disclose the cord area in order to see if cord separation had occurred.

The federal safety chief also rejected Firestone's attack on the validity of Standard 109. "It (the standard) has been generally accepted by the industry, including Firestone, since its inception; and it has been actively enforced for 10 years," Snow said.

Under the law, the company is required to recall those tires first purchased three years prior to Snow's Sept. 9, 1976 directives. However, all owners of the tires in question must be notified by Firestone that the Steel Belt 500 tires do not comply with the federal standard.

Snow asked the company to notify him within one week on whether it would comply with his recall directive.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
September 13, 1976

NHTSA — 72-76 (HP)
Tel. 202-426-9550

ROBERT HAWK NAMED DIRECTOR OF NHTSA'S
OFFICE OF PUBLIC AFFAIRS & CONSUMER SERVICES

Administrator John W. Snow of the National Highway Traffic Safety Administration (NHTSA) today announced the appointment of Robert M. Hawk as Director of the federal safety agency's Office of Public Affairs and Consumer Services.

Hawk, 38, has served almost three years in the U. S. Department of Transportation as a Special Assistant to the Assistant Secretary of Transportation for Policy, Plans and International Affairs.

In that role, Hawk has counseled the assistant secretary on a wide range of national transportation issues, and on communications and legislative affairs.

Prior to joining DOT, Hawk worked for the Chamber of Commerce of the United States from July 1967 to December 1973 where he was responsible for implementing and promoting programs and policies of interest to the business community before the Congress, the public and the Chamber's membership.

Hawk brings to the NHTSA's Office of Public Affairs and Consumer Services 20 years of experience in reporting and general newspaper work, industry and government liaison, and public and media relations.

He began his career in 1956 with a four-year stint as Associate Editor of the Air Force Times. Subsequently, he held positions as an editorial associate with Traffic World Magazine, a public relations representative with the Pennsylvania Railroad and a rail development representative with the Port of New York Authority.

Hawk received a BA in Communications from American University in 1962 and also attended graduate school at Pace College in New York City. He lives with his wife and one child in Springfield, Va.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
September 17, 1976

NHTSA -- 71-76 (BMA)
Tel. 202-426-0670

DEFECT INVESTIGATORY CASES REPORT

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a new defect investigatory cases report today, covering the month of June 1976. The report lists all investigations and recall campaign audits opened and terminated during June 1976, together with summaries of all investigations in progress as of June 30.

The report lists 73 active investigations, including six in which an initial or final defect determination has been made. Five of the investigations in which a final determination has been made are listed as being "in litigation" since the manufacturers have contested NHTSA findings. Today's report also lists 42 surveys and recall compaign audits, including four audits that were newly opened. No new investigations were opened during the period. One investigation, case C4-60, which was previously listed as suspended, has been terminated.

Case C4-60 was based on the allegation that the Bosch fuel injectors on the 1971-1973, Model 17, Renault Sports Coupe may leak, causing a potential for engine fires due to fuel leakage from the pressurized system onto the engine exterior. The case was terminated because no failure reports or other significant evidence were received during the year-long suspension period.

NHTSA's regular report series is issued to provide motorists, as well as the manufacturing industry, with a complete account of federal defect investigation activity, while at the same time providing defect-related information in the interest of highway safety.

Interested persons with information bearing on current investigations are invited to write to: The Office of Consumer Services, U. S. Department of Transportation, National Highway Traffic Safety Administration, 400 7th St., SW, Washington, D. C. 20590.

Reports should indicate the make, model, year and serial number (VIN) of the vehicle, and all pertinent facts relating to the failure. Persons wishing to review summaries of the NHTSA's findings in terminated cases, or in the public file for suspended cases, may do so in technical reference room 5108 of the NHTSA at the above address.

PLEASE NOTE:

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

TOLL FREE "HOTLINE" REMINDER:

Persons wishing to report automobile defects, request vehicle information or obtain information on activities of the National Highway Traffic Safety Administration may use the NHTSA Auto Safety Hotline, direct to the Washington headquarters office.

This number is 800-424-9393
Washington, D. C. residents may call 426-0123

Reporting Period: June 30, 1976

SAFETY RELATED RECALL CAMPAIGN AUDITS
OPENED THIS REPORTING PERIOD

Case Number:	A6-32
Manufacturer:	General Motors Corporation
Make:	General Motors
Model:	Chevette
Year(s):	1976
Possible Problems:	Front Brake Hose Hangs up on Upper Control Arm. Recall Campaign Number 76-0022.

Case Number:	A6-33
Manufacturer:	American Honda, Incorporated
Make:	Motorcycle
Model:	360 Series
Year(s):	1974-1975
Possible Problems:	Cam Chain Tensioner Slips and Interferes With the Sprocket. Recall Campaign Number 75-0066.

Case Number:	A6-34
Manufacturer:	Mercedes Benz of North America
Make:	All
Model:	All
Year(s):	1976
Possible Problems:	Cruise Control Cable Sticking. Recall Campaign Number 76-0027.

Case Number:	A6-35
Manufacturer:	Chrysler Corporation
Make:	Chrysler
Model:	Cordoba and Dodge Charger
Year(s):	1975
Possible Problems:	Cruise Control Lost Motion Link Travels Over Center and Jams Throttle. Recall Campaign Number 76-0008.

Reporting Period: June 30, 1976

SAFETY RELATED DEFECT INVESTIGATORY CASES
TERMINATED THIS REPORTING PERIOD

Case Number:	C4-60
Manufacturer:	Renault
Make:	Sports Coupe
Model	Model 17
Year(s):	1971-1973
Possible Problems:	Bosch Fuel Injector - Alleged leakage from pressurized system onto Engine Exterior.
Conclusions:	This case was suspended June 24, 1975. No failure reports or other significant evidence was received during a suspension period in excess of 60 days. In view of the foregoing, this case is considered closed.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: June 30, 1976

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

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-in Fuel Tank	Certain Vents Exposed to Rupture by Shifting Luggage
128	Ford	F-250	1968-1969	16 x 5.5 Two Piece Wheel	Lock Ring Gutter Failure
190	All Manufacturers	Travel Trailers	1965-1970	Axles, Wheels and Tires	Overloading of Suspension
*266	Ford	Lincoln-Mercury Passenger Cars & Light Duty Trucks	1968-1969	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

HS Form 338 (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: June 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-25	Ford, Chrysler, GM and International Harvester	School Bus	Pre-1969	Hydraulic Brake Steel Tubing	Alleged School Bus Hydraulic Brake Steel Tubing Failures Due to Corrosion
C2-32	General Motors	GMC and Chevrolet Pickup	1960-1970	15" x 5.5" Single Piece Wheel	Inner Bead Seat Failure
C2-53	Ford	All	1967 and later	Dual Brake Master Cylinders	Failure of Cylinder Due to Corrosion
C2-60	Volkswagen	All	Pre-1963	Heater	Engine Fume Intrusion Into Passenger Compartment
C2-61	Ford	Ford, Mercury	1969-1971	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	1969-1973	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 & 800B	1970-1973	Clutch Cable	Breakage Due to Bending Fatigue

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: June 30, 1976

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-33	Ford	Mercury Capri	1971-1973	Seat Latch and Seat Belt	Inboard Seat Belt Abrasion By Seat Latch
C3-34	General Motors	Light Duty Trucks	1966-1971	Rear Axle Control Arm	Alleged Rear Axle Control Arm Failures
C3-35	International Harvester	Travelall 1110 4x4	1972-1973	Steering Arm Ball	Alleged Steering Instability Upon Hard or Panic Brake Use
C3-40	Skyline Corporation	19½-Foot Nomad Travel Trailer	1971	Shackle Bolt	Inadequate Thread Engagement With Lock Nut
C3-42	Ford	B and F-500 Thru 700	1971-1972	Throttle Linkage	Seizure of Bellcrank at Firewall Linkage
C3-43	General Motors	Cadillac Eldorado and Oldsmobile Toronado	1967-1970	Front Wheel Lugs	Incorrect Torque
C4-01	Ford	B-700 School Bus	1969-1970	Right Front Springs	Failure of Main and Second Leaf
C4-06	Mack Trucks	Cab-Over Truck Model FL and FS	1970-1972	Tilt-Cab Support/ Pivot Brackets	Alleged Failure of Tilt-Cab Support/Pivot Brackets

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: June 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
*C4-07	Ford	Ford and Mercury Full-Size Vehicles	1970-1971	Hood Latch	Failure of Latch Mechanism
C4-08	International Harvester	1600, 1700 and 1800 Series Loadstar Chassis	1972-1973	Rear Axle U-Bolt/Nuts	Alleged Low Torque of Rear Axle U-Bolts/Nuts
C4-09	Chrysler	Dodge Darts and Plymouth Valiants	1967-1972	Brake Proportioning Valve	Rear Wheel Lockup
*C4-10	Winnebago	D24 Motorhomes	1970-1971	Front End Suspension	Alleged front end suspension overload
*C4-11	Action Industries Inc.	24 and 25-Foot Motorhomes	1971	Front End Suspension	Alleged Unsatisfactory Performance of the Front End Suspension Components
C4-12	Champion Home Builders	24-Foot Motorhomes	1971	Front End Suspension	Alleged inadequate front end Suspension System
C4-13	Boise Cascade	Lifetime Premier 23-Foot Motorhome	1969-1971	Front End Suspension	Alleged Inadequate front end Suspension System
C4-14	PRF Industries	Travco 220 Motorhome	1970	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-15	General Motors	Cadillac	1969-1970	Air Conditioner Blower Relay	Failure May Cause Overloading of Electrical Harness

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: June 30, 1976

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-17	General Motors	Chevrolet Series C, P, G-10 Trucks and GMC Series C, P, G-1500 Trucks	1971-1972	Steering Tie Rod End	Separation of Ball From Socket
C4-18	Ford	Fairlane and Ranchero Mercury Montego Ford Falcon Mercury Comet	1965-1969 1965-1969 1965-1970 1965-1970	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C4-19	RV Industries	Landau 25-Foot Motorhome	1970	Front Tires, Wheels, Springs and Axles	See C4-10
C4-20	Toyota	Coronas and Corollas	1971	Hood Latch	Alleged Unsatisfactory Performance of the Hood Latch System
C4-22	Ford	Pinto Station Wagons	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	Alleged Power Steering Lock-Up and Self-Steering Problems
C4-27	Champion Home Builders	Concord 28-Foot Motorhome	1973	Gas Tank	Location and Installation of Gas Tank May Cause Overloading

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: June 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-28	Ford	All Pintos	1971-1972	Rack and Pinion Steering	Alleged Steering Difficulty or Loss of Steering Control
C4-29	Ford	All With 4-Barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle In Open Position
C4-30	Ford	School Bus B-700	1966-1974	Brake Drum	Alleged Front Brake Drum Failure
*C4-34	Nissan	Datsun 510 and 1200 Sedans	1969-1971	Filler Hose and Three-Way Connector	Alleged Filler Hose and Three-Way Connector Leaks
C4-35	Nissan	Datsun 510	1968-1971	Transverse Link	Alleged Transverse Link Failure
C4-44	General Motors	All With Rochester Carburetors	1965-1972	Carburetor Float	Alleged Carburetor Flooding Due to Float Saturation
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-51	Globe Fabricated	JS-100 & JS-200	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-52	International Harvester	Scout II Travelall and Pickups	1970-1973	Brake Lining	Alleged Erratic Service Brake Operation or Performance
C4-53	General Motors	Chevelle	1965-1969	Engine Mount	Alleged Engine Mount Failure
C4-58	Volvo	Volvo	1970-1973	Fuel Injector	Alleged Electronic Fuel Injector Leakage

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: June 30, 1976

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-59	Volkswagen	VW Type 3 prior to August 1971 Porsche 914 1.8, 1.7 and 2.0 Liter Engine VW Type 4 1.7 Liter Engine	1970-1972	Bosch Fuel Injector	See C4-58
C5-01	General Motors	Chevrolet Corvette	1963-1974	Rear Wheel Bearing	Failure Due to Insufficient Lubrication
C5-02	Cabana	25-Foot Motorhome	1970	Front Tires, Wheels Springs and Axles	See C4-10
C5-03	International Harvester	Travelalls and Pickups	1974	Battery Cable	Alleged Shorting of the Positive Battery Cable
C5-04	Ceat S.p.A.	Mercurio 10.00 x 20/ 22 14-ply (Load Range G) Steel Belted Radial	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 and Carina Vehicles equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking
C5-09	Kar-Rite	Jack Stand - Model 1052 Rated at 4,000 pounds	All	Jack Stand	Alleged Unsatisfactory Performance

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for Month Ending: June 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-25	Volvo	Volvo	1973	Bumper Brackets	Alleged Failure of the Front Bumper Brackets
C5-26	Ford	Capri	1971-1973	Seat	Alleged Seat Back Failures
C5-28	Ford	Mustang II	1974	Exhaust Heat Transfer	Alleged Underside Scorching of the Rear Seat from Exhaust System Heat
C5-32	Fruhling Products	Fruhling SAF-T-RELEASE Motorcycle Helmet Chin Strap	All	Helmet Strap Fastner	Motorcycle Helmet Strap May be Prone to Opening While in Use
C6-19	Alsport, Inc.	Tri-Sport SL Series	1974	Chassis, Drive Train and Brake	Alleged Failure of Chassis Drive Train and Brake
C6-22	American Motors	Pacer	1975	Power Steering Gear Box and Steering Tie Rods	Alleged Failure of Power Steering Gear Box Seals and Steering Tie Rods
C6-31	Ford	F-250/F-350 Series Trucks	1972-1974	Budd Duo-Rim & "C" Section Side Ring	Disengagement of Side Ring From Wheel

*Indicates Change In Title.

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION
INITIAL DETERMINATION AND/OR SUSPENSION

Report for
Month Ending: June 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
132	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	All	1965-1969	Quadrajet Carburetors	Fuel Leakage at Plug Resulting in Fire Potential
140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75, IN LITIGATION)	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failures
161	GM, CHRYSLER, AMC, and Ford (INITIAL DEFECT DETFRMINATION MADE 5-16-75)	All	1965-1971	Power Brake Vaccum	No Power Assist With Failures
258.5	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	Cadillac, Pontiac Oldsmobile and Buick	1965-1969	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C3-11	General Motors (IN LITIGATION 2-13-74)	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing Loss of Vehicle Control

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION
INITIAL DETERMINATION AND/OR SUSPENSION

Report for
Month Ending: June 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-29	Ford (FINAL DEFECT DETERMINATION MADE 12-30-75, IN LITIGATION)	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches from Drive Shaft Motor Fails Due to Underpower

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: June 30, 1976

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of Various Related Parts that may contribute to a safety defect
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, Springs Wheels & Tires	Loading of Suspension May Exceed Component Ratings
S4-45	Various Manufacturers	Various	Various	Auto Jack Stand and Auto Ramps	Failure to Meet Load Rating
S4-54	All Manufacturers	School Bus	All	Total Vehicle	Review of Records to Determine Possibility of Safety Defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Wheels, Tires Springs and Axles	Loading of Suspension May Exceed Component Rating in Late Model Vehicles
S6-09	Harley Davidson Co.	Harley Davidson Motorcycle	1973-1974	Front Disc Brake Caliper Leakage	Alleged Leakage of Front Disc Brake Caliper
A3-04	Toyota	1200 and 1600cc	1970-1971	Fuel System	Recall #72-0014
A4-21	Ford	Torino and Ranchero	1972	Rear Axle Assembly	Recall #72-0095
A4-39	AMF/Harley Davidson	LX1000 and LXCH1000	1973	Frame	Recall #73-0215
A4-63	General Motors	Chevrolet, Pontiac Buick and Oldsmobile	1974	Seat Belt Retractor	Recall #74-0016

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for
Month Ending: June 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A5-06	Mack Trucks	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001
A5-14	Ford	Ford, Torino Elite Passenger Cars and Light Duty Trucks	1974	Firestone Tires HR 78-15	Recall #74-0118
A5-15	Ford	Torino, T-Bird Montego, Cougar Ranchero and Continental Mark IV	1974	Speed Control	Recall #74-0011
A6-02	Paccar, Inc.	Peterbuilt C.O.E. Trucks	1974	Hydraulic Hose	Recall #74-0172
A6-03	International Harvester	Transtar II	1974	Incorrect Routing of Air Lines	Recall #74-0220
A6-04	General Motors	Cadillac, all except Eldorado	1973-1974	Steering Idler Arm Assembly	Recall #74-0202
A6-05	Bluebird Body	School Bus, Ford	1974	Tubing and Fittings to Rear Brake Chamber	Recall #74-0209
A6-06	Firestone Tire and Rubber Company	Steel-Belted Radial TPC Tires FR78-14	1974	Tire - Possibility of Undercure in Lower Sidewall	Recall #75E-007
A6-08	Chrysler	Dodge Trucks D & S 6, 7 and 800 Series	1974-1975	Improper Routing of Steering Hose	Recall #74-0151

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for Month Ending: June 30, 1976

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-10	Fiat	Fiat X1/9	1974-1975	Accelerator Cable Malfunction	Recall #75-0173
A6-11	International Harvester	Loadstar and Cargostar	1975	Routing of Air Supply Lines/Valves to Avoid Frame Contact and Subsequent Damage	Recall #75-0191
A6-12	Nissan Motors Corporation	Datsun FL-510	1971-1975	Alleged Gasoline Leak	Recall #75-0181
A6-13	American Motors	Matador	1975	Alleged Failure of Carburetor Secondary Throttle Lockout Lever	Recall #75-0057
A6-14	Harley Davidson	SXT-125 Motorcycles	1975	Alleged Defective Frame	Recall #75-0127
A6-15	Sebring Vanguard Incorporated	Citicars	April thru December 1974	Alleged Failure of Master Cylinder Check Valve	Recall #75-0119

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for Month Ending: June 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-16	Mack Trucks, Inc.	R, RD, RM, U, DM, DMM, F and B Models	All	Alleged Failure of Dual Brake Treadle Valve-Air Supply Piping	Recall #75-0192
A6-17	Freightliner, Inc.	All	1967-1975	Alleged Brake Pedal Failure	Recall #75-0119
A6-18	General Motors	Chevrolet, Buick and Oldsmobile	1975	Alleged Failure of Spare Tire Hold Down Hook	Recall #75-0129
A6-20	General Motors	Cadillac Seville	1976	Flexible Coupling Steering Gear	Recall #75-0180
A6-21	Flexible Transit	Bus	1974-1975	Front Axle Radius Rod Bracket	Recall #75-0177
A6-23	British Leyland Motors, Inc.	Austin Marina Vehicles	1974-1975	Deterioration of Front Brake Hoses	Recall #75-0174
A6-24	Norton Triumph Corporation	Triumph T160 Trident Motorcycle	1975	Alleged Failure of Rear Foot Brake Lever	Recall #75-0157
A6-25	Ford	Certain Econolines and Light Duty Trucks	1975	Failure of Front Brake Caliper	Recall #75-0134

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: June 30, 1976

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-26	Chrysler Corp.	Various Plymouth and Dodge	1975	Disengaging of the Lower Control Arm Strut	Recall #75-0126
A6-27	Yamaha International Corporation	LB80-11AC and LB80-11HC Model Motorcycles	1976	Potential Oil Delivery Pipe Problem	Recall #75-0125
A6-28	Ford	Capri I Capri II	1974 1976	Potential Front Brake Hose Leakage	Recall #75-0093
A6-29	Chrysler	Plymouth, Dodge and Chrysler	1974-1975	Potential Tandem Power Brake Booster Diaphragm Failure	Recall #75-0086
A6-30	Ford Motor Company	1974 F Series Trucks and 1974-1975 B Series Chassis	1974-1975	Front Spring Rear Hangar Bracket Failure	Recall #76-0035
A6-32	General Motors	Chevett	1976	Front Brake Hose hangs up on upper control arm.	Recall #76-0022
A6-33	American Honda	360 Series Motorcycle	1974-1975	Cam chain tensinor slips and interferes with the sprocket.	Recall #75-0066
A6-34	Mercedes Benz	All Models	1976	Cruise Control Cable Sticking	Recall #76-0027

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for
Month Ending: June 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-35	Chrysler Corporation	Cordoba and Dodge Charger	1975	Cruise Control Lost Motion Link travels over center and jams throttle.	Recall #76-0008

HS Form 338A (Feb. 1975)

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DEPARTMENT OF TRANSPORTATION | NEWS

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

CONSUMER ADVISORY
REQUEST FOR
PUBLIC COMMENT

FOR RELEASE MONDAY
September 20, 1976

NHTSA -- 73-76 (HP)
Tel. 202-426-9550

DOT CALLS FOR COMMENTS ON PROPOSED FUEL ECONOMY STANDARDS FOR PASSENGER CARS

Information and views concerning the establishment of average fuel economy standards for model years 1981 through 1984 passenger cars were requested today by the U. S. Department of Transportation.

In an advance notice of proposed rulemaking, the Department's National Highway Traffic Safety Administration (NHTSA) said these standards will not be issued without further notice and opportunity to comment.

The Motor Vehicle Information and Cost Savings Act, as amended, requires the NHTSA Administrator to issue final rules, no later than July 1, 1977, on average fuel economy standards for passenger cars in each of the model years, 1981 through 1984.

The average fuel economy would represent the average fuel consumption of all passenger automobiles in a motor vehicle manufacturer's fleet in a particular model year.

The Act established an average fuel economy standard of 20.0 miles per gallon (mpg) for Model Year 1980 cars and 27.5 mpg for 1985 automobiles.

The standards set by the government would be for the intervening years (1981-1984) and must be set at a level which is the maximum feasible average fuel economy level, and which would result in steady progress toward the 1985 level of 27.5 mpg.

- more -

If the NHTSA administrator determines that the maximum feasible average fuel economy level for model year 1985 is higher or lower than the 27.5 mpg established in the Act, he is authorized to set a higher or lower level through rulemaking, although the standard may not be raised or lowered below 26.0 mpg without congressional review.

While information and views are desired on all considerations relevant to setting average fuel economy standards, the NHTSA is particularly interested in comments dealing with the technological potential for improving automobile fuel economy; economic effects of the standards for model years 1981 through 1984 cars; the effect of other federal motor vehicle standards on fuel economy, and the need of the nation to conserve energy.

All interested persons are invited to submit written data, views, and arguments concerning the advance notice. Comments should go to the Docket Section, National Highway Traffic Safety Administration, Room 5221, 400 Seventh St., SW, Washington, D. C. 20590. The comment period ends on Nov. 22.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
September 23, 1976

NHTSA -- 74-76 (HP)
Tel. 202-426-9550

NATION'S TRAFFIC FATALITIES SHOW SLIGHT DECLINE IN AUGUST

Traffic fatalities around the nation showed a slight decline in August dipping almost 1 percent below the level of August 1975, the U. S. Department of Transportation said today.

The number of persons killed in traffic accidents last month (August) is estimated at 4,318, or 28 deaths fewer than the 4,346 fatalities reported in August 1975.

The August 1976 figure, however, was almost 16 per cent below the death total for the same month in 1973, which the department's National Highway Traffic Safety Administration (NHTSA) uses as a base year for statistical comparison.

The totals are based on preliminary figures reported to NHTSA by the 50 states and the District of Columbia. It marked the 10th time in the last 13 months that the traffic fatality count was below the corresponding month of the previous year.

Traffic fatalities for the first eight months of 1976 are running slightly above the same period in 1975 with 29,566 deaths this year compared to 29,392 fatalities for the January-August period in 1975. That represents an increase of less than 1 percent.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY, 12:30 p.m. EST
September 28, 1976

NHTSA -- 75-76 (HP)
Tel. 202-426-9550

TRAFFIC SAFETY CHIEF TELLS AAA PRIVATE
SECTOR SUPPORT NEEDED TO COMBAT FATALITIES

Private sector involvement and support is absolutely vital in the national campaign to reduce accidents and fatalities on the nation's highways, the head of the National Highway Traffic Safety Administration (NHTSA) said today.

The federal government cannot do the job alone, NHTSA Administrator John W. Snow told officials of the American Automobile Association (AAA) at the group's 74th annual meeting in San Francisco.

"Rather, the unique characteristics of the private sector must be employed in cooperation with the federal effort if a national highway safety campaign is to achieve meaningful results over the long term," Snow said.

The federal traffic safety chief said that while vigorous attention to vehicle modifications leading to greater occupant protection must continue, it is important to note that 80 percent of our vehicles are equipped with effective safety features. And our highway system is the best, most extensive and safest in the world, he added.

"A major place to look for further significant reductions in crashes and injuries," Snow said, "is in the behavior of the people who use our highways. And, I believe the potential 'people payoff' can be significant."

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Snow said the people payoff could be seen in the drastic reduction in crashes related to the national 55 mile per hour speed limit law.

"The effect of the 55 mph speed limit is a most welcome phenomenon. We estimate that at least half of the 9,000 lives saved each year since enactment of the law is the result of lower, more uniform speeds."

He told the AAA officials there were high payoff methods for lowering the highway toll. He said it is estimated that use of safety belts by 80 percent of the nation's drivers and passengers could save 13,000 lives a year.

"And," Snow noted, "alcohol is another priority area for realizing highway safety improvements -- especially since alcohol is present in more than half of the fatal crashes occurring in the United States."

He said his agency is developing a public information and education campaign as a consumer-oriented program that will stress the safety benefits of adhering to improved driver performance and behavior standards.

"This will be a national program that will utilize the combined talents of a network of highway safety communications leaders in both the governmental and private sectors."

Snow stressed the need for improved communications between government and the private sector and said this relationship should be considered in the context of mandatory federal requirements versus the voluntary approach.

"We know that large scale efforts to regulate driver behavior at the federal level will meet with resistance. The experience with helmet laws and safety belt interlocks indicates that our people are reluctant to accept measures which they regard as intruding on their lives," Snow said.

"I am convinced that far more can be achieved through voluntary, cooperative actions."

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR IMMEDIATE RELEASE
September 28, 1976

NHTSA -- 76-76 (HP)
Tel. 202-426-9550

EXPERIMENTAL SAFETY VEHICLE CONFERENCE TO SHOW SMALL, SAFE AND ECONOMICAL CARS

Two mockups of small, safe, and economical family cars designed for the U. S. Department of Transportation will be exhibited in Washington, D. C. Oct. 12-15 at the Sixth International Technical Conference on Experimental Safety Vehicles.

Secretary of Transportation William T. Coleman, Jr. will deliver the keynote address opening the four-day conference at the New State Department Building. The final three days of the meeting, sponsored by the United States as part of the Bicentennial Celebration, are scheduled at the Sheraton-National Hotel in Arlington, Va.

John W. Snow, Administrator of the department's National Highway Traffic Safety Administration (NHTSA), will address the conference Tuesday afternoon on the United States status report on Experimental Safety Vehicle progress.

Technical progress reports will be exchanged among the more than 400 delegates, representing the U. S., Japan, Italy, West Germany, Great Britain, France, Sweden, Canada, Denmark and The Netherlands.

The attendance list includes key government officials, research personnel, auto design engineers, manufacturing experts and spokesmen for the major motor vehicle manufacturing firms involved in the worldwide auto safety program.

The two mockups of small, safe cars were developed by Calspan Corp. of Buffalo, N. Y., under a $3.1 million contract, and by Minicars Inc. of Goleta, Calif., under a $3.2 million contract.

- more -

The vehicles represent an advanced state-of-the-art Research Safety Vehicle (RSV) and culminate the 16-month second phase of the RSV program. The program is administered by the NHTSA and draws upon the federal safety agency's experience with the international Experimental Safety Vehicle Program, related research projects, and an expanding accident data base.

NHTSA plans to use the results of the RSV Program as an aid in the establishment of safety goals for cars in the mid-1980s.

The Calspan RSV, a 2,700 pound, five-passenger, four-door vehicle with rear lift-gate, employs front-wheel drive, using a sidewise mounted engine to produce an expected 26-miles-per gallon fuel economy.

The Calspan design also stresses accident avoidance characteristics, overturning immunity, improved visibility, and an inflating belt occupant restraint system that is deployed passively, with protection to 50 mph in frontal crashes. The soft Calspan bumper has been shaped to provide protection for pedestrians as well as low speed property damage protection.

Minicars' four-passenger RSV, with a target weight of less than 2,000 pounds, is designed to get 34 miles per gallon and protect its occupants from serious injury in accidents up to 50 mph. Weight saving in the design is obtained by using a thin gauge sheet metal box frame structure filled with crash energy absorbing plastic foam, a process which the company claims will offer improved crash protection. Flexible plastic body panels replace forward and rear conventional exterior sheet metal to reduce frequency of damage.

In addition, the Minicars' design features air cushion restraints for the driver and right-front passenger, radar activated emergency braking, a small on-board digital computer, and instrument readouts displayed on an electronic driver display.

The ESV conferences were initiated by the United States to permit a free exchange of scientific data on the design and building of internationally acceptable safer cars. Previous conferences were held in France (1971); West Germany (1971); the United States (1972); Japan (1973) and the United Kingdom (1974).

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY, 11:00 A.M.
October 4, 1976

NHTSA -- 77-76 (HP)
Tel. 202-426-9550

NHTSA DEPUTY ADMINISTRATOR SWORN

Dr. Charles E. Duke, a professional engineer, today became the Deputy Administrator of the National Highway Traffic Safety Administration (NHTSA) in an official swearing-in ceremony at the U. S. Department of Transportation.

The oath of office was given by Secretary of Transportation William T. Coleman, Jr., who appointed Dr. Duke with the approval of President Ford. The new appointee will be deputy to John W. Snow, who became head of the federal traffic safety agency last July 8.

Dr. Duke comes to the NHTSA from E-Systems Inc., Melpar Division, an aerospace electronics manufacturer, where he was vice president for research and engineering. He was with the firm nearly four years and prior to that spent six years with Mitre Corp., as director of planning and director of administration. Prior to that he spent 11 years with HRB-Singer, Inc., where he was an executive vice president.

Dr. Duke was an assistant professor of aeronautical engineering at Pennsylvania State University, where he was a member of the staff from 1946 to 1955. He previously earned a BS Degree in mechanical engineering and a Master's and Ph.D Degrees in aeronautical engineering at Penn State.

A native of Williamsport, Pa., Dr. Duke, 54, has held numerous memberships and offices in academic and engineering organizations.

He and his wife Shirley have three daughters and make their home in McLean, Va.

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NEWS

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

CONSUMER ADVISORY

FOR RELEASE TUESDAY
October 12, 1976

NHTSA -- 78-76 (RC)
Tel. 202-426-9550

U. S. DISTRICT COURT UPHOLDS
MUSTANG/COUGAR RECALL

Judicial support for the safety defect recall of an estimated 500,000 1968 and 1969 Mustangs and Cougars was gained last week in a ruling issued by the U. S. District Court for the District of Columbia, the U. S. Department of Transportation announced today.

Judge George Hart upheld a recall order issued against the Ford Motor Co. more than a year ago by the department's National Highway Traffic Safety Administration. The agency determined that a safety defect existed in the seat back pivot pin brackets of both front seats of the vehicles involved. Failure of the brackets can cause sudden partial collapse of the front seat backs, resulting in loss of vehicle control and possible accidents and injuries, NHTSA said.

Ford's contention that the failures did not pose an unreasonable risk to the public, was rejected by Judge Hart who characterized the problem as a "severe threat to motor vehicle safety," which if uncorrected, could lead to accidents, injuries or fatalities in the future.

The testimony of more than 40 owners of the affected cars shows a record of some collisions and injuries as a result of seat back failures, the court said, and many cases of loss of control for periods of up to 30 seconds, at speeds ranging up to 60 miles per hour.

Ford's own testimony conceded that at least 11,000 such seat failures were reported during the initial warranty periods for the cars, and that the failures continued through 1975, Judge Hart stated. The manufacturer also had not contended that the pivot pin brackets were not continuing to fail or would not fail in the future.

- more -

Ford indicated that complying with the order would cost several millions of dollars, but it is not known whether the manufacturer will appeal the District Court ruling.

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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

CONSUMER ADVISORY

REQUEST FOR PUBLIC COMMENT

FOR RELEASE TUESDAY
October 12, 1976

NHTSA -- 80-76 (HP)
Tel. 202-426-9550

DOT PROPOSES TO AMEND
VEHICLE-IN-USE STANDARDS

In response to a suggestion by a manufacturer, the U. S. Department of Transportation has issued a proposal that could save consumers money when their car's suspension system begins to sag.

The department's National Highway Traffic Safety Administration (NHTSA) has proposed a change in the requirements of current federal vehicle-in-use inspection standards. The proposed amendment would authorize the use of resilient spacers in the springs of an automobile to raise it to the height necessary to pass state inspection.

Most states which carry out motor vehicle inspection programs utilize federal safety standards. These standards require owners to install new springs, rather than spacers, when the old springs are unable to maintain the vehicle at the proper height.

It has been estimated that the cost of new springs is considerably more than the cost of using spring spacers. The NHTSA proposal was issued in response to a petition by a manufacturer of spacers, which also submitted engineering data to support its conclusion that the use of spacers is as safe as replacing the entire spring.

The NHTSA is calling for comments on the safety and effectiveness of the spacers as compared to new springs. Interested persons may submit comments on the proposal to the Docket Section, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D. C. 20590. The comment period closes on Nov. 29, 1976.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

CONSUMER ADVISORY
REQUEST FOR
PUBLIC COMMENT

FOR RELEASE MONDAY
October 18, 1976

NHTSA — 79-76 (HP)
Tel. 202-426-9550

NEW STANDARD PROPOSED FOR
VEHICLE CONTROL DISPLAYS

A new standard that would make it easier for drivers of motor vehicles to safely identify and reach essential vehicle controls under daylight and nighttime conditions was proposed today by the U. S. Department of Transportation.

The new rule, which would be designated Federal Motor Vehicle Standard No. 101-79, Controls and Displays, would be effective for 1980 model vehicles. It was issued by the department's National Highway Traffic Safety Administration (NHTSA).

Currently, Federal Motor Vehicle Standard No. 101 requires certain controls to be identified by means of specified words, with identification by symbols as an optional supplement. The new proposal would require that most controls and displays be identified with specified symbols.

The continued use of words would be permitted as an option, but the choice of these words would be limited to ensure uniformity. The proposed standard would specify word identification for those controls and displays for which no internationally agreed upon symbols have yet been established.

The NHTSA said symbols can convey information more quickly and with less chance of human error than can words. Another advantage is that manufacturers who sell vehicles both domestically and abroad can realize significant cost savings by using internationally standardized symbols.

- more -

Accordingly, the new standard would specify symbols that have been adopted by the International Standards Organization. Manufacturers would be required to provide symbols for the following controls: headlamps and taillamps, windshield washing and wiping combined, hazard warning signal, clearance lamps (for trucks), heating and/or air conditioning fan, windshield defrosting and defogging system, and rear window defrosting and defogging system.

Symbols for these displays -- turn signal indicator, fuel level, engine coolant temperature, oil pressure, seat belts, highbeam lights, hazard warning, and electrical charge -- would also be required and words for several others would be included.

The NHTSA said the current standard would be amended to allow the manufacturers the option of complying with either Standard No. 101 or the new regulation until Sept. 1, 1979.

Interested persons are invited to submit comments on the proposal to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., SW, Washington, D. C. 20590, by Dec. 6, 1976.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
October 22, 1976

NHTSA -- 83-76 (HP)
Tel. 202-426-9550

TRAFFIC FATALITIES IN SEPTEMBER MATCH TOLL FOR SAME MONTH IN 1975

The nation's traffic fatalities in September virtually matched the toll recorded for the same month last year, the U. S. Department of Transportation said today.

The number of persons killed in traffic accidents last month (September) is estimated at 3,936, or just one fewer than the 3,937 fatalities reported in September 1975.

The September 1976 figure, however, was more than 18 percent below the death total for the same month in 1973, the period the department's National Highway Traffic Safety Administration (NHTSA) uses as a base year for statistical comparison.

The totals are based on preliminary figures reported to the NHTSA by the 50 states and the District of Columbia. It marked the 11th time in the last 14 months that the traffic fatality count either matched or was below the corresponding month of the previous year.

Traffic fatalities for the first nine months of 1976 are running slightly above the same period in 1975 with 33,502 deaths this year compared to 33,329 for the January-September period in 1975. That represents an increase of only one-half percent.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

NHTSA -- 84-76 (HP)
Tel. 202, 426-9550

GOVERNMENT WITHDRAWS RECALL SUIT
AGAINST FIRESTONE TIRE & RUBBER CO.

The U.S. Department of Transportation said today that, based upon a recent re-examination of test evidence, the government has withdrawn a suit against the Firestone Tire & Rubber Co. to recall a company brand called "500 Steel Belt bias ply tire."

The suit followed a Sept. 9 order to Firestone by the National Highway Traffic Safety Administration (NHTSA) and a refusal by the company to recall the bias ply tires because they allegedly failed to comply with the provisions of the federal standard on new pneumatic tires.

In an Oct. 21 letter to the president of Firestone, John W. Snow, the Administrator of NHTSA, said that evidence has come to his attention of conflicting test interpretations.

A re-examination of the test findings, Snow said in a letter to the company, "has disclosed conflicting test interpretations which in my view undermine the noncompliance determination previously made. Accordingly, I have decided to withdraw the noncompliance determination...and recall order."

In a related development, however, the NHTSA announced it is conducting an investigation of the "Firestone 500 Steel Belt radial" tires. It said it was advising owners of the radial tires to inspect them immediately for any signs of tread separation, or for any bulges or other irregularities in the tire's configuration. Tires exhibiting such evidence should no longer be used.

- more -

The federal traffic safety agency said withdrawal of a suit against Firestone in the case of the bias ply tires does not in any way affect the ongoing investigation of the "Firestone 500 Steel Belt radial tire."

The NHTSA asked owners who have experienced radial tire damage or failure, or who have observed irregularities in the tire's configuration, to provide a full description of the problem.

Persons wishing to report to the agency should also provide the manufacturer's name, tire name, tire size, the DOT identification number (which is located on the sidewall of the tire), the model and year of the vehicle, the identity of the vendor of the tire and the estimated mileage of the suspect tires.

This information, NHTSA said, is vital to public safety and to the ongoing investigation of the Firestone 500 Steel Belt radial tires. All reports should be in writing and should be sent to:

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

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE TUESDAY
October 26, 1976

CONSUMER ADVISORY

NHTSA — 82-76 (HP)
Tel. 202-426-9550

CHANGE IN STANDARD PERMITS TWO-LAMP RECTANGULAR HEADLIGHTS IN MOTOR VEHICLES

Motor vehicle manufacturers will be able to use a two-lamp rectangular headlight system for passenger cars, multipurpose passenger vehicles, trucks, buses and motorcycles under a change in a federal standard issued by the U. S. Department of Transportation.

Since January 1974, four-lamp rectangular systems have been permitted by an amendment to Federal Motor Vehicle Safety Standard No. 108. Now, under a new amendment to the standard, manufacturers will have the option of a two-lamp or four-lamp headlight system, with either rectangular or circular lenses.

Consumers have generally accepted the four-lamp rectangular system, and the department's National Highway Traffic Safety Administration (NHTSA) said an on-the-road evaluation has indicated no problems of supply, mechanical aiming, or safety.

The two-lamp system is of sealed beam construction with mechanical aiming capability that provides the same advantages of the rectangular four-lamp system.

The amendment is effective Nov. 1, 1976.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
November 19, 1976

NHTSA-86-76 (BMA)
Tel - 202-426-0670

DEFECT INVESTIGATORY CASES REPORT

The U. S. Department of Transpotation's National Highway Traffic Safety Administration (NHTSA) issued its latest Defect Investigatory Cases Report today, listing all investigations and recall campaign audits opened or terminated during the period July through September, 1976. The report also includes a complete listing of all NHTSA investigations, surveys, and audits in progress as of Sept. 30.

The report lists 73 active investigations in progress and two that have been terminated. Active investigations include one new defect investigation begun during the period, and six investigations in which an initial or final defect determination has been made. Of the latter, NHTSA findings have been disputed by manufacturers in five cases and are currently in litigation.

The federal safety agency report also lists 35 surveys and audits in progress and the termination of seven recall campaign audits.

NHTSA's newly-opened investigation, Case C7-01, concerns the alleged failure of the fuel line/fuel filter connector on 1976 Ford Motor Co. Mustangs, Pintos, and Bobcats equipped with the 2.3 liter engine. Such failures can result in engine compartment fires.

Case C4-19, involving alleged overload of the front end suspension system on the 1970, 25-foot Landau Motorhome manufactured by RV Industries was terminated because of the financial condition of the company, which now exists only as a corporate shell. Owners of these motorhomes can stay within suspension component ratings by altering their loading practices or upgrading the capacity of their axle systems in accordance with instructions provided by the chassis manufacturer.

Also terminated was Case 190.005 involving alleged failure of suspension systems on all model year travel trailers manufactured by Coachman Industries, Inc. In this case, investigation produced no relevant reports of suspension component failure, and the manufacturer has published and distributed an advisory providing instructions on how owners can evaluate and operate their trailers within recommended limits.

NHTSA's regular report series is issued to provide motorists, as well as the manufacturing industry, with a complete account of federal defect investigation activity, while at the same time providing defect-related information in the interest of highway safety.

Interested persons with information bearing on current investigations are invited to write to: The Office of Consumer Services, U. S. Department of Transportation, National Highway Traffic Safety Administration, 400 7th Street, SW, Washington, D.C. 20590.

Reports should indicate the make, model, year and serial number (VIN) of the vehicle, and all pertinent facts relating to the failure. Persons wishing to review summaries of the NHTSA's findings in terminated cases, or in the public file for suspended cases, may do so in technical reference room 5108 of the NHTSA at the above address.

PLEASE NOTE:

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

TOLL FREE "HOTLINE" REMINDER:

Persons wishing to report automobile defects, request vehicle information or obtain information on activities of the National Highway Traffic Safety Administration may use the NHTSA Auto Safety Hotline, direct to the Washington headquarters office.

This number is 800-424-9393
Washington, D.C. residents may call 426-0123

Reporting Period: July 1 through September 30, 1976

SAFETY RELATED DEFECT INVESTIGATORY CASES
OPENED THIS REPORTING PERIOD

Case Number:	C7-01
Manufacturer:	Ford Motor Company
Make:	Mustang, Pinto & Bobcat
Model:	All with 2.3 Liter Engines
Year(s):	1976

Possible Problems: Alleged failure of fuel line/filter connector, resulting in engine compartment fires.

Reporting Period: June 1 through September 30, 1976

SAFETY RELATED DEFECT INVESTIGATORY CASES
TERMINATED THIS REPORTING PERIOD

Case Number:	C4-19
Manufacturer:	RV Industries
Make:	Motorhome
Model:	25-Foot Landau Motorhome
Year(s):	1970
Possible Problems:	Alleged front end suspension overload.
Conclusions:	In view of the fact that RV Industries exists merely as a corporate shell due to its financial condition, further investigation does not appear feasible. Nevertheless, owners of these motorhomes are reminded that while there have been no reported failures of suspension system components on Landau motorhomes, field data and other technical data indicate that the loaded front end weight of these motorhomes may exceed the rated capacity to a relatively small degree. Owners of these motorhomes can stay within suspension component ratings by altering their loading practices and/or by making modifications to upgrade the capacity of axle systems in accordance with a manufacturer's bulletin issued by the chassis manufacturer (Motorhome Service Newsletter No. 29A issued by the Chrysler Corporation).

Case Number:	190.005
Manufacturer:	Coachmen Industries, Inc.
Make:	Coachmen Industries
Model:	Travel Trailers
Year(s):	All
Possible Problems:	Alleged failure of suspension system.
Conclusions:	Investigation has disclosed no relevant reports of suspension component failure. In view of the fact that Coachmen trailers described as having "relatively small" cargo carrying capacity are the subject of a Coachmen advisory enabling owners to evaluate and operate their trailers within recommended limits, and in view of higher priorities in other matters, further investigation appears unwarranted.

Reporting Period: June 1 through September 30, 1976

SAFETY RELATED RECALL CAMPAIGN AUDITS TERMINATED THIS REPORTING PERIOD

NOTE: Audits are used to verify the effectiveness of recall campaigns previously conducted.

Case Number:	A4-39
Manufacturer:	AMF/Harley Davidson
Make:	Harley Davidson Motorcycle
Model:	LX1000 and LXCH1000
Year(s):	1973
Possible Problems:	Alleged failure of frame. Recall Campaign Number 73-0215.
Conclusions:	Based on NHTSA audit work, the manufacturer agreed to renotify owners to achieve greater completion rate.

Case Number:	A5-14
Manufacturer:	Ford Motor Company
Make:	Ford Trucks F-500-600, B-500-600-700 Series
Model:	School Bus Chassis
Year(s):	1974
Possible Problems:	Alleged failure of carburetor throttle lever. Recall Campaign Number 74-0031
Conclusions:	Based on NHTSA audit work, the completion rate for Recall Campaign Number 74-0031 was found to be above average.

Case Number:	A6-02
Manufacturer:	Paccar, Incorporated
Make:	Paccar
Model:	Peterbuilt C.O.E. Trucks
Year(s):	1974
Possible Problems:	Alleged failure of hydraulic hose. Recall Campaign Number 74-0172.
Conclusions:	Based on NHTSA audit work, results to date, as indicated by the manufacturer are satisfactory.

Case Number:	A6-06
Manufacturer:	Firestone Tire & Rubber Company
Make:	Tires
Model:	Steel-Belted Radial TPC Tires FR78-14
Year(s):	1974
Possible Problems:	Possibility of undercure in lower sidewall. Recall Campaign Number 75E-007.
Conclusions:	Based on NHTSA audit work, Recall Campaign Number 75E-007 was found to be satisfactory.

Case Number:	A6-08
Manufacturer:	Chrysler Corporation
Make:	Dodge Trucks
Model:	D & S 6, 7 & 800 Series
Year(s):	1974-1975
Possible Problems:	Alleged improper routing of steering hose. Recall Campaign Number 74-0151.
Conclusions:	Based on NHTSA audit work, Recall Campaign Number 74-0151 was found to be above average.

Case Number:	A6-10
Manufacturer:	Fiat
Make:	Fiat
Model:	X1/9
Year(s):	1974-1975
Possible Problems:	Alleged accelerator cable malfunction. Recall Campaign Number 75-0173.
Conclusions:	Based on NHTSA audit work, the manufacturer agreed to renotify owners to achieve a greater completion rate.

Case Number:	A6-14
Manufacturer:	Harley Davidson Company
Make:	Motorcycle
Model:	SXT-125
Year(s):	1975
Possible Problems:	Alleged defective frame. Recall Campaign Number 75-0127.
Conclusions:	Based on NHTSA audit work, the manufacturer has taken additional action with dealers and owners to improve completion of campaign.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date: September 30, 1976

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

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-in Fuel Tank	Certain Vents Exposed to Rupture by Shifting Luggage
128	Ford	F-250	1968-1969	16 x 5.5 Two Piece Wheel	Lock Ring Gutter Failure
190	All Manufacturers	Travel Trailers	1965-1970	Axles, Wheels and Tires	Overloading of Suspension
266	Ford	Lincoln-Mercury Passenger Cars & Light Duty Trucks	1968-1969	Ignition Switch	Poor Connection Between Harness Plug and Switch
282	Ford	Ford Mercury	1965-1974	15 x 5-inch Single Piece Wheel	Alleged Wheel Rim Failures
287	Ford	Galaxie	1968-1970	Front Wheel Spindle	Fatigue Crack in Heel Area

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date: September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-25	Ford, Chrysler, GM, and International Harvester	School Bus	Pre-1969	Hydraulic Brake Steel Tubing	Alleged School Bus Hydraulic Brake Steel Tubing Failures Due to Corrosion
C2-32	General Motors	GMC 1/2-Ton Pickups	1960-1970	15 x 5.5-inch Single Piece Wheel	Alleged Wheel Rim Failure
C2-53	Ford	All	1967 and later	Dual Brake Master Cylinders	Failure of Cylinder Due to Corrosion
C2-60	Volkswagen	All	Pre-1963	Heater	Engine Fume Intrusion Into Passenger Compartment
C2-61	Ford	Ford, Mercury	1969-1971	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	1969-1973	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	Alleged Lockup of the Steering Relay Rod by Foreign Objects

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date: September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-28	International Harvester	Scout 800A & 800B	1970-1973	Clutch Cable	Breakage Due to Bending Fatigue
C3-33	Ford	Mercury Capri	1971-1973	Seat Latch and Seat Belt	Inboard Seat Belt Abrasion by Seat Latch
C3-34	General Motors	Light Duty Trucks	1966-1971	Rear Axle Control Arm	Alleged Rear Axle Control Arm Failures
C3-35	International Harvester	Travelall 1110 4x4	1972-1973	Steering Arm Ball	Alleged Steering Instability Upon Hard or Panic Brake Use.
C3-40	Skyline Corporation	19 1/2-Foot Nomad Travel Trailer	1971	Shackle Bolt	Inadequate Thread Engagement with Lock Nut
C3-42	Ford	B and F-500 Thru 700	1971-1972	Throttle Linkage	Seizure of Bellcrank at Firewall Linkage
C3-43	General Motors	Cadillac Eldorado Oldsmobile Toronado	1967-1973 1966-1973	Front Wheel Mounting Bolts	Alleged failure of Front Wheel Mounting Bolts
C4-01	Ford	B-700 School Bus	1969-1970	Right Front Springs	Failure of Main and Second Leaf
C4-06	Mack Trucks	Cab-Over Truck Model FL and FS	1970-1972	Tilt-Cab Support/ Pivot Bracket	Alleged Failure of Tilt-Cab Support/Pivot Brackets
C4-07	Ford	Ford and Mercury Full-Size Vehicles	1970-1971	Hood Latch	Failure of Latch Mechanism

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date :September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-08	International Harvester	1600, 1700 and 1800 Series Loadstar Chassis	1972-1973	Rear Axle U-Bolts/ Nuts	Alleged Low Torque of Rear Axle U-Bolts/Nuts
C4-09	Chrysler	Dodge Darts and Plymouth Valiants	1967-1972	Brake Proportioning Valve	Rear Wheel Lockup
C4-10	Winnebago	D24 Motorhome	1970-1971	Front End Suspension	Alleged Front End Suspension verload
C4-11	Action Industries, Inc.	24 and 25-Foot Motorhome	1971	Front End Suspension	Alleged Unsatisfactory Performance of the Front End Suspension Components
C4-12	Champion Home Builders	24-Foot Motorhome	1971	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-13	Boise Cascade	Lifetime Premier 23-Foor Motorhome	1969-1971	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-14	PRF Industries	Travco 220 Motorhome	1970	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-15	General Motors	Cadillac	1969-1970	Air Conditioner Blower Relay	Failure May Cause Overloading of Electrical Harness
C4-17	General Motors	Chevrolet Series C, P G-10 Trucks and GMC Series C, P & G-1500 Trucks	1971-1972	Steering Tie Rod	Separation of Ball From Socket

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-18	Ford	Fairlane and Ranchero	1965-1969	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
		Mercury Montego	1965-1969		
		Ford Falcon	1965-1970		
		Mercury Comet	1965-1970		
C4-20	Toyota	Coronas and Corollas	1971	Hood Latch	Alleged Unsatisfactory Performance of the Hood Latch System
C4-22	Ford	Pinto Station Wagon	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	Alleged Power Steering Lock-up and Self-Steering Problem
C4-27	Champion Home Builders	Concord 28-Foot Motorhome	1973	Gas Tank	Location and Installation of Gas Tank May Cause Overloading
C4-28	Ford	All Pintos	1971-1972	Rack and Pinion Steering	Alleged Steering Difficulty or Loss of Steering Control
C4-29	Ford	All With 4-Barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle in Open Position
C4-30	Ford	School Bus B-700	1966-1974	Brake Drum	Alleged Front Brake Drum Failure

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-34	Nissan	Datsun 510 and 1200 Sedans	1969-1971	Filler Hose and Three-Way Connector	Alleged Filler Hose and Three-Way Connector Leaks
C4-35	Nissan	Datsun 510	1968-1971	Transverse Link	Alleged Transverse Link Failure
C4-44	General Motors	All With Rochester Carburetors	1965-1972	Carburetor Float	Alleged Carburetor Flooding Due to Float Saturation
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-51	Globe Fabricated	JS-100 & JS-200	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-52	International Harvester	Scout II Travelall and Pickups	1970-1973	Brake Lining	Alleged Erratic Service Brake Operation or Performance
C4-53	General Motors	Chevelle	1965-1969	Engine Mount	Alleged Engine Mount Failure
C4-58	Volvo	Volvo	1970-1973	Fuel Injector	Alleged Electronic Fuel Injector Leakage
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 Injector	See C4-58

HS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-01	General Motors	Chevrolet Corvettes	1964-1974	Rear Wheel Bearing	Failure of Rear Wheel Bearing
C5-02	Cabana	25-Foot Motorhome	1970	Front Tires, Wheels Springs & Axles	See C4-10
C5-03	International Harvester	Travellalls and Pickups	1974	Battery Cable	Alleged Shorting of the Positive Battery Cable
C5-04	Ceat S.p.A.	Mercurio 10.00 x 20/22 14-ply (Load Range G) Steel Belted Radial	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 and Carina Vehicles equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking
C5-09	Kar-Rite	Jack Stand Model 1052, Rated at 4,000 Pounds	All	Jack Stand	Alleged Unsatisfactory Performance
C5-25	Volvo	Volvo	1973	Front Bumper Bracket	Failure of Front Bumper Support Bracket

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I. INVESTIGATIONS

Date : September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-26	Ford	Mercury Capri	1971-1973	Seat Failures	Failure in Reclining Mechanism Allowing Seat to Rotate Rearwards which Could Result in Loss of Vehicle Control
C5-28	Ford	Mustang II	1974	Exhaust Heat Transfer	Alleged Underside Scorching of the Rear Seat from Exhaust System Heat
C5-32	Fruhling Products, Incorporated	Fruhling SAF-T-RELEASE Motorcycle Helmet Chin Strap	All	Helmet Strap Fastener	Motorcycle Helmet Strap May be Prone to Opening While in Use
C6-19	Alsport, Inc.	Tri-Sport SL Series	1974	Chassis, Drive Train and Brake	Alleged Failure of Chassis Drive Train and Brake
C6-22	American Motors Corporation	Pacer	1975	Power Steering Gear	Alleged Leakage of Rack and Pinion Seal resulting in Possible Loss of Steering Control
C6-31	Ford	F-250 and F-350 Series Trucks	1972-1974	Budd Duo-Rim & "C" Section Side Ring	Alleged Explosive Separation of "C" Section Side Ring from Budd Duo-Rim Wheels

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C7-01	Ford Motor Co.	Mustang, Pinto & Bobcat with 2.3 Liter Engines	1976	Fuel Line/Filter Connector	Alleged Failure of the Fuel Line/Filter Connector resulting in Engine Compartment Fires

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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

Date :September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
132	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	All	1965-1969	Quadrajet Carburetors	Fuel Leakage at Plug Resulting in Fire Potential
140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75, IN LITIGATION)	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failures
161	GM, CHRYSLER, AMC, and FORD (INITIAL DETERMINATION MADE 5-16-75)	All	1965-1971	Power Brake Vacuum	No Power Assist With Failure
258.5	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	Cadillac, Pontiac, Oldsmobile and Buick	1965-1969	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C3-11	General Motors (IN LITIGATION 2-13-74)	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing Loss of Vehicle Control

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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

Date .. September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-29	Ford (FINAL DEFECT DETERMINATION MADE 12-30-75, IN LITIGATION)	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches from Drive Shaft; Motor fails Due to Underpower

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Date : September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of Various Related Parts that may Contribute to a Safety Defect
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, Springs, Wheels & Tires	Loading of Suspension May Exceed Component Ratings
S4-45	Various Manufacturers	Various	Various	Auto Jack Stands and Auto Ramps	Failure to Meet Load Rating
S4-54	All Manufacturers	School Bus	All	Total Vehicle	Review of Records to Determine Possibility of Safety Defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Wheels, Springs, Tires & Axles	Loading of Suspension May Exceed Component Rating in Late Model Vehicles
S6-09	Harley Davidson Company	Harley Davidson Motorcycle	1973-1974	Front Disc Brake Caliper Leakage	Alleged Leakage of Front Disc Brake Caliper
A3-04	Toyota	1200 and 1600cc	1970-1971	Fuel System	Recall #72-0014
A4-21	Ford	Torino and Ranchero	1972	Rear Axle Assembly	Recall #72-0095
A4-63	General Motors	Chevrolet, Pontiac Buick and Oldsmobile	1974	Seat Belt Retractor	Recall #74-0016

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DEPARTMENT OF TRANSPORTATION
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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Date : September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A5-06	Mack Trucks	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001
A5-15	Ford	Torino, T-Bird, Montego, Cougar, Ranchero and Continental Mark IV.	1974	Speed Control	Recall #74-0011
A6-03	International Harvester	Transtar II	1974	Incorrect Routing of Air Lines	Recall #74-0220
A6-04	General Motors	Cadillac: all except Eldorado	1973-1974	Steering Idler Arm Assembly	Recall #74-0202
A6-05	Bluebird Body	School Bus, Ford	1974	Tubing and Fittings to Rear Brake Chamber	Recall #74-0209

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Date .September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-11	International Harvester	Loadstar and Cargostar	1975	Routing of Air Supply Lines/Valves to Avoid Frame Contact and Subsequent Damage	Recall #75-0191
A6-12	Nissan Motors Corporation	Datsun FL-510	1971-1975	Alleged Gasoline Leak	Recall #75-0181
A6-13	American Motors	Matador	1975	Alleged Failure of Carburetor Secondary Throttle Lockout Lever	Recall #75-0057
A6-15	Sebring Vanguard Incorporated	Citicars	April thru December, 1974	Alleged Failure of Master Cylinder Check Valve	Recall #75-0034
A6-16	Mack Trucks, Inc.	R, RD, RM, U, DM, DMM, F & B Models	All	Alleged Failure of Dual Brake Treadle Valve-Air Supply Piping	Recall #75-0192
A6-17	Freightliner, Inc.	All	1967-1975	Alleged Brake Pedal Failure	Recall #75-0119

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Date : September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-18	General Motors	Chevrolet, Buick and Oldsmobile	1975	Alleged Failure of Spare Tire Hold Down Hook	Recall #75-0129
A6-20	General Motors	Cadillac Seville	1976	Flexible Coupling Steering Gear	Recall #75-0180
A6-21	Flexible Transit	Bus	1974-1975	Front Axle Radius Rod Bracket	Recall #75-0177
A6-23	British Leyland Motors, Inc.	Austin Marina Vehicles	1974-1975	Deterioration of Front Brake Hoses	Recall #75-0174
A6-24	Norton Triumph Corporation	Triumph T160 Trident Motorcycle	1975	Alleged Failure of Rear Foot Brake Lever	Recall #75-0157
A6-25	Ford	Certain Econolines and Light Duty Trucks	1975	Failure of Front Brake Caliper	Recall #75-0134
A6-26	Chrysler Corp.	Various Plymouths and Dodges	1975	Disengaging of the Lower Control Arm Strut	Recall #75-0126
A6-27	Yamaha International Corp.	LB80-11AC and LB80-11HC Motorcycles	1976	Potential Oil Delivery Pipe Problem	Recall #75-0125

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Date : September 30, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-28	Ford	Capri I Capri II	1974 1976	Potential Front Brake Hose Leakage	Recall #75-0093
A6-29	Chrysler	Plymouth, Dodge and Chrysler	1974-1975	Potential Tandem Power Brake Booster Diaphragm Failure	Recall #75-0086
A6-30	Ford	1974 F Series Trucks and 1974-1975 B Series	1974-1975	Front Spring Rear Hangar Bracket	Recall #76-0035
A6-32	General Motors	Chevette	1976	Front Brake Hose Gets Hung Up On Lower Control Arm	Recall #76-0022
A6-33	American Honda	360 Series Motorcycle	1974-1975	Drive Chain Tension Slips and Interferes With the Sprocket	Recall #75-0066
A6-34	Mercedes Benz	All Models	1976	Cruise Control Cable Sticking	Recall #76-0027
A6-35	Chrysler Corp.	Cordoba and Dodge Charger	1975	Cruise Control Lost Motion Link Going Over Center and Jamming	Recall #76-008

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

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NEWS

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

FOR IMMEDIATE RELEASE

NHTSA -- 85-76
Tel. 202-426-9550

MONTHLY

COMPLIANCE REPORT

FOR AUGUST 1976

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

Reproduced copy of any page, or an entire report, may be purchased at the above address in accordance with the fee schedule prescribed by Part 7, 40 CFR (Public Availability of Information). Basically, the fee is established at 25¢ for the first page and 5¢ for each additional page.

110476

SUMMARY OF ENFORCEMENT TEST PROGRAM FY 1975 and FY 1976 released for August 1976 wherein the components of vehicles failed to meet the requirements of the Standard.

		DOT-HS Numbers
FY 1975 Test Program		
FMVSS No. 116	Unknown Beck Arnley Corporation Brake Fluid	615619
FY 1976 Test Program		
FMVSS No. 109	Firestone HR 7814	615605.15 615605.14 615605.11
FMVSS No. 218	Daytona Sports Co Motorcycle Helmet	615590
	National Helmet Co, Inc Motorcycle Helmet	615591
	Premier Pacific Inc Motorcycle Helmet	615589
	Rebcor Inc Motorcycle Helmet	615586
FMVSS No. 301	Ford Motor Co 2 Door Sedan	615603
	Ford Motor Co 2 Door Coupe	615598
	SAAB Scania of America 4 Door Sedan	615595

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1, THRU AUG 31, 1976

THE FOLLOWING DEFINITIONS ARE ESSENTIAL TO THE INTERPRETATION OF THE MONTHLY REPORT:

SET - STANDARDS ENFORCEMENT TESTING=

INVESTIGATIONS INITIATED BASED ON THE RESULTS OF TESTING TO DETERMINE COMPLIANCE WITH THE FMVSS'S.

OTSET - OTHER THAN STANDARDS ENFORCEMENT TESTING=

INVESTIGATIONS INITIATED AS A RESULT OF INFORMATION OBTAINED FROM SOURCES OTHER THAN STANDARDS ENFORCEMENT TESTING (CONSUMER COMPLAINTS, INDUSTRY DISCLOSURES, ARTICLES IN THE NEWS MEDIA, ETC.). THESE INVESTIGATIONS MAY ULTIMATELY INVOLVE SOME TESTING ALSO.

R - RESPONSIVE TESTS=

TESTS OTHER THAN OUR PLANNED, SCHEDULED TEST PROGRAM. THESE MAY INCLUDE SPECIAL TESTS OR RETESTS OF ITEMS WHICH HAVE FAILED IN THE REGULAR PROGRAM.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

SET

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
101	0	0	0	0	0	0	0
101R	0	0	0	0	0	0	0
102	0	0	0	0	0	0	0
102R	0	0	0	0	0	0	0
103	1	0	0	3	0	0	0
103R	0	0	0	0	0	0	0
104	0	0	0	0	0	0	0
104R	0	0	0	0	0	0	0
105	0	0	0	1	0	0	0
105R	0	0	0	0	0	0	0
106	0	0	1	0	0	0	0
106R	0	0	0	0	0	0	0
107	0	0	0	0	0	0	0
107R	0	0	0	0	0	0	0
108	0	1	0	6	0	1	0
108R	0	0	0	0	0	0	0
109	59	0	0	11	0	4	0
109R	0	0	0	0	0	0	0
110	0	0	0	0	0	0	0
110R	0	0	0	0	0	0	0
111	0	0	0	0	0	0	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

SET

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
111R	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0
112R	0	0	0	0	0	0	0
113	0	0	0	0	0	0	0
113R	0	0	0	0	0	0	0
114	0	0	0	0	0	0	0
114R	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0
115R	0	0	0	0	0	0	0
116	3	1	0	1	0	0	0
116R	0	0	0	0	0	0	0
117	0	0	0	20	0	2	0
117R	0	0	0	0	0	0	0
118	0	0	0	0	0	0	0
118R	0	0	0	0	0	0	0
119	0	0	0	0	0	0	0
119R	0	0	0	0	0	0	0
121	0	0	0	0	0	0	0
121R	0	0	0	0	0	0	0
122	0	0	0	0	0	0	0
122R	0	0	0	0	0	0	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

SET

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
123	0	0	0	0	0	0	0
123R	0	0	0	0	0	0	0
124	1	0	0	2	0	0	0
124R	0	0	0	0	0	0	0
125	0	0	0	0	0	0	0
125R	0	0	0	0	0	0	0
126	0	0	0	1	0	0	0
126R	0	0	0	0	0	0	0
201	0	0	0	0	0	0	0
201R	0	0	0	0	0	0	0
202	0	0	0	0	0	0	0
202R	0	0	0	0	0	0	0
203	0	0	0	0	0	0	0
203R	0	0	0	0	0	0	0
204	0	0	0	0	0	0	0
204R	0	0	0	0	0	0	0
205	0	0	0	0	0	0	0
205R	0	0	0	0	0	0	0
206	12	0	0	0	0	0	0
206R	0	0	0	0	0	0	0
207	0	0	0	4	0	3	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1, THRU AUG 31, 1976

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FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
207R	0	0	0	0	0	0	0
208	0	0	0	1	0	0	0
208R	0	0	0	0	0	0	0
209	0	0	0	7	0	0	0
209R	0	0	0	0	0	0	0
210	0	0	0	0	0	0	0
210R	0	0	0	0	0	0	0
211	0	0	0	0	0	0	0
211R	0	0	0	0	0	0	0
212	0	0	0	0	0	0	0
212R	0	0	0	0	0	0	0
213	0	0	0	3	0	3	0
213R	0	0	0	0	0	0	0
214	0	0	0	0	0	0	0
214R	0	0	0	0	0	0	0
215	1	0	0	3	0	2	1
215R	0	0	0	0	0	0	0
216	0	0	0	1	0	0	0
216R	0	0	0	0	0	0	0
217	0	0	2	19	0	5	2
217R	0	0	0	0	0	0	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

SET

	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
FMVSS							
218	8	3	1	57	0	14	5
218R	0	0	0	0	0	0	0
301	10	1	0	3	0	0	0
301R	0	0	0	0	0	0	0
302	20	0	1	9	0	6	0
302R	0	0	0	0	0	0	0
P555	0	0	0	0	0	0	0
P555R	0	0	0	0	0	0	0
P566	0	0	0	0	0	0	0
P566R	0	0	0	0	0	0	0
P567	0	0	0	0	0	0	0
P567R	0	0	0	0	0	0	0
P568	0	0	0	0	0	0	0
P568R	0	0	0	0	0	0	0
P569	0	0	0	0	0	0	0
P569R	0	0	0	0	0	0	0
P572	0	0	0	0	0	0	0
P572R	0	0	0	0	0	0	0
P573	0	0	0	0	0	0	0
P573R	0	0	0	0	0	0	0
P574	0	0	0	0	0	0	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1, THRU AUG 31, 1976

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FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS —CUMULATIVE—	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
P574R	0	0	0	0	0	0	0
P575	0	0	0	0	0	0	0
P575R	0	0	0	0	0	0	0
P580	0	0	0	0	0	0	0
P580R	0	0	0	0	0	0	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

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OTSET

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
101	0	0	0	4	0	1	0
101R	0	0	0	0	0	0	0
102	0	1	0	2	0	0	0
102R	0	0	0	0	0	0	0
103	0	0	0	1	0	0	0
103R	0	0	0	0	0	0	0
104	0	0	0	1	0	0	0
104R	0	0	0	0	0	0	0
105	0	2	0	17	0	0	0
105R	0	0	0	0	0	0	0
106	0	0	0	0	0	0	0
106R	0	0	0	0	0	0	0
107	0	0	0	2	0	0	0
107R	0	0	0	0	0	0	0
108	0	0	0	23	0	5	0
108R	0	0	0	0	0	0	0
109	0	1	0	21	0	2	2
109R	23	0	0	0	0	0	0
110	0	0	1	3	0	0	0
110R	0	0	0	0	0	0	0
111	0	0	0	0	0	0	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1, THRU AUG 31, 1976

OTSET

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
111R	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0
112R	0	0	0	0	0	0	0
113	0	0	0	0	0	0	0
113R	0	0	0	0	0	0	0
114	0	0	0	1	0	0	0
114R	0	0	0	0	0	0	0
115	0	0	0	1	0	0	0
115R	0	0	0	0	0	0	0
116	0	0	0	0	0	0	0
116R	0	0	0	0	0	0	0
117	0	0	0	1	0	0	0
117R	0	0	0	0	0	0	0
118	0	0	0	0	0	0	0
118R	0	0	0	0	0	0	0
119	0	1	0	2	0	0	0
119R	0	0	0	0	0	0	0
121	0	1	1	11	0	2	0
121R	0	0	0	0	0	0	0
122	0	0	0	2	0	0	0
122R	0	0	0	0	0	0	0

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OTSET

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
123	0	0	0	2	0	0	0
123R	0	0	0	0	0	0	0
124	0	0	0	2	0	0	0
124R	0	0	0	0	0	0	0
125	0	0	0	0	0	0	0
125R	0	0	0	0	0	0	0
126	0	0	0	0	0	0	0
126R	0	0	0	0	0	0	0
201	0	0	0	0	0	0	0
201R	0	0	0	0	0	0	0
202	0	0	0	0	0	0	0
202R	0	0	0	0	0	0	0
203	0	0	0	0	0	0	0
203R	0	0	0	0	0	0	0
204	0	0	1	3	0	0	0
204R	0	0	0	0	0	0	0
205	0	0	0	5	0	0	0
205R	0	0	0	0	0	0	0
206	0	0	0	1	0	0	0
206R	0	0	0	0	0	0	0
207	0	0	0	1	0	1	3

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FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS —CUMULATIVE—	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
207R	0	0	0	0	0	0	0
208	0	1	0	3	0	1	0
208R	0	0	0	0	0	0	0
209	0	0	0	3	0	1	0
209R	0	0	0	0	0	0	0
210	0	0	0	2	0	1	0
210R	0	0	0	0	0	0	0
211	0	0	0	0	0	0	0
211R	0	0	0	0	0	0	0
212	0	0	1	1	0	0	0
212R	0	0	0	0	0	0	0
213	0	0	0	0	0	0	0
213R	0	0	0	0	0	0	0
214	0	0	1	0	0	0	0
214R	0	0	0	0	0	0	0
215	0	0	1	1	0	0	0
215R	0	0	0	0	0	0	0
216	0	0	1	2	0	0	0
216R	0	0	0	0	0	0	0
217	0	0	0	0	0	0	0
217R	0	0	0	0	0	0	0

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FMVSS							
218	0	0	0	1	0	0	0
218R	0	0	0	0	0	0	0
301	0	0	0	1	0	0	0
301R	0	0	0	0	0	0	0
302	0	0	0	0	0	0	0
302R	0	0	0	0	0	0	0
P555	0	0	0	0	0	0	0
P555R	0	0	0	0	0	0	0
P566	0	0	0	3	0	0	0
P566R	0	0	0	0	0	0	0
P567	0	1	2	62	0	10	1
P567R	0	0	0	0	0	0	0
P568	0	0	0	0	0	0	0
P568R	0	0	0	0	0	0	0
P569	0	0	0	1	0	0	0
P569R	0	0	0	0	0	0	0
P572	0	0	0	0	0	0	0
P572R	0	0	0	0	0	0	0
P573	0	0	0	0	0	0	0
P573R	0	0	0	0	0	0	0
P574	0	0	1	11	0	1	1

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P574R	0	0	0	0	0	0	0
P575	0	1	0	8	0	1	0
P575R	0	0	0	0	0	0	0
P580	0	0	0	0	0	0	0
P580R	0	0	0	0	0	0	0

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 116

HYDRAULIC BRAKE FLUIDS

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY FORD FORD HEAVY DUTY	BRAKE FLUID		H L75013	PASSED	615620	
SEARS ROEBUCK COMPANY SEARS HEAVY DUTY DOT 3	BRAKE FLUID		H L75005	PASSED	615616	
UNKNOWN BECK ARNLEY CORP LOCKHEED SUPER 105	BRAKE FLUID		H L75006	FAILED	615619	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 109

NEW PNEUMATIC TIRES

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
ARMSTRONG ARMSTRONG SURVEYOR 70	H7015		E6S3150BC	PASSED	61561405	
ARMSTRONG ARMSTRONG SURVEYOR 70	H7015		E6S3147BC	PASSED	61561404	
ARMSTRONG ARMSTRONG PECOS 78	H7815		E6S3110BC	PASSED	61561403	
ARMSTRONG ARMSTRONG PECOS 78	H7815		E6S3107BC	PASSED	61561402	
ARMSTRONG ARMSTRONG PECOS 78	H7815		E6S3106BC	PASSED	61561401	
B.F.GOODRICH B.F.GOODRICH SILVERTOWN BELTED	G7815		E6S3038BC	PASSED	61560812	
B.F.GOODRICH B.F.GOODRICH SILVERTOWN BELTED	G7815		E6S3036BC	PASSED	61560811	
B.F.GOODRICH HOOD RADIAL STEEL	HR7015		D6S2234BC	PASSED	61560804	
B.F.GOODRICH HOOD RADIAL STEEL	HR7015		D6S2233BC	PASSED	61560803	
B.F.GOODRICH HOOD RADIAL STEEL	HR7015		D6S2232BC	PASSED	61560802	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 109

NEW PNEUMATIC TIRES

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
B.F.GOODRICH HOOD RADIAL STEEL	HR7015		D6S2231BC	PASSED	61560801	
B.F.GOODRICH HOOD RADIAL STEEL	HR7015		D6S2240BC	PASSED	61560810	
B.F.GOODRICH HOOD RADIAL STEEL	HR7015		D6S2239BC	PASSED	61560809	
B.F.GOODRICH HOOD RADIAL STEEL	HR7015		D6S2238BC	PASSED	61560808	
B.F.GOODRICH HOOD RADIAL STEEL	HR7015		D6S2237BC	PASSED	61560807	
B.F.GOODRICH HOOD RADIAL STEEL	HR7015		D6S2236BC	PASSED	61560806	
B.F.GOODRICH HOOD RADIAL STEEL	HR7015		D6S2235BC	PASSED	61560805	
DUNLOP DUNLOP GOLD SEAL RADIAL	HR7815		E6S3176BC	PASSED	61561701	
GISLAVED GISLAVED BRODD 116 M & S	165R15		D6S2027BC	PASSED	61560702	
GISLAVED GISLAVED BRODD 116 M & S	165R15		D6S2026BC	PASSED	61560701	

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NEW PNEUMATIC TIRES

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
KELLYSPRINGFIELD ASTROSTAR ULTRA WIDE 60	G6015		E6S3175BC	PASSED	61560405	
KELLYSPRINGFIELD ASTROSTAR ULTRA WIDE 60	G6015		E6S3173BC	PASSED	61560404	
KELLYSPRINGFIELD KELLYSPRINGFIELD ROADMARK	G7815		E6S3007BC	PASSED	61560403	
KELLYSPRINGFIELD KELLYSPRINGFIELD ROADMARK	G7815		E6S3006BC	PASSED	61560402	
MANSFIELD DENMAN SUPREME RADIAL	HR7014		D6S2280BC	PASSED	61560910	
MANSFIELD DENMAN SUPREME RADIAL	HR7014		D6S2279BC	PASSED	61560909	
MANSFIELD DENMAN SUPREME RADIAL	HR7014		D6S2278BC	PASSED	61560908	
MANSFIELD DENMAN SUPREME RADIAL	HR7014		D6S2277BC	PASSED	61560907	
MANSFIELD DENMAN SUPREME RADIAL	HR7014		D6S2276BC	PASSED	61560906	
MANSFIELD DENMAN SUPREME RADIAL	HR7014		D6S2275BC	PASSED	61560905	

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NEW PNEUMATIC TIRES

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
MANSFIELD DENMAN SUPREME RADIAL	HR7014		D6S2274BC	PASSED	61560904	
MANSFIELD DENMAN SUPREME RADIAL	HR7014		D6S2273BC	PASSED	61560903	
MANSFIELD DENMAN SUPREME RADIAL	HR7014		D6S2272BC	PASSED	61560902	
MANSFIELD DENMAN SUPREME RADIAL	HR7014		D6S2271BC	PASSED	61560901	
METZLER METZELER PERFECT STEEL	165R13		D6S2299BC	PASSED	61561102	
METZLER METZELER PERFECT STEEL	165R13		D6S2298BC	PASSED	61561101	
METZLER METZELER PERFECT STEEL	165R13		D6S2300BC	PASSED	61561103	
MICHELIN MICHELIN X RADIAL	20515		E6S3089BC	PASSED	61561302	
MICHELIN MICHELIN X RADIAL	20515		E6S3086BC	PASSED	61561301	
MOHAWK MOHAWK SUPER MAG 78	L7815		E6S3153BC	PASSED	61561601	

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NEW PNEUMATIC TIRES

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
MOHAWK MOHAWK ALL-GLAS RADIAL	HR7015		E6S3159BC	PASSED	61561602	
MOHAWK MOHAWK METEOR	L7815		E6S3181BC	PASSED	61561603	
PENNSYLVANIA IMPERIAL FALCON	G7815		E6S3137BC	PASSED	61561502	
PENNSYLVANIA IMPERIAL FALCON	G7815		E6S3136BC	PASSED	61561501	
SEIBERLING ZENITH POLYESTER 202	H7815		E6S3085BC	PASSED	61561201	
UNIROYAL GILETTE STEEL BELTED RADIAL	HR7815		D6S2262BC	PASSED	61560603	
UNIROYAL GILETTE STEEL BELTED RADIAL	HR7815		D6S2261BC	PASSED	61560602	
UNIROYAL GILETTE STEEL BELTED RADIAL	HR7815		D6S2270BC	PASSED	61560611	
UNIROYAL GILETTE STEEL BELTED RADIAL	HR7815		D6S2269BC	PASSED	61560610	
UNIROYAL GILETTE STEEL BELTED RADIAL	HR7815		D6S2268BC	PASSED	61560609	

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NEW PNEUMATIC TIRES

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
UNIROYAL GILETTE STEEL BELTED RADIAL	HR7815		D6S2267BC	PASSED	61560608	
UNIROYAL GILETTE STEEL BELTED RADIAL	HR7815		D6S2266BC	PASSED	61560607	
UNIROYAL GILETTE STEEL BELTED RADIAL	HR7815		D6S2265BC	PASSED	61560606	
UNIROYAL GILETTE STEEL BELTED RADIAL	HR7815		D6S2264BC	PASSED	61560605	
UNIROYAL GILETTE STEEL BELTED RADIAL	HR7815		D6S2263BC	PASSED	61560604	
VEITH-PIRELLI VEITH 440 SUPERMETALLIC	185R14		D6S2290BC	PASSED	61561004	
VEITH-PIRELLI VEITH 440 SUPERMETALLIC	185R14		D6S2289BC	PASSED	61561003	
VEITH-PIRELLI VEITH 440 SUPERMETALLIC	185R14		D6S2288BC	PASSED	61561002	
VEITH-PIRELLI VEITH 440 SUPERMETALLIC	185R14		D6S2287BC	PASSED	61561001	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD- 109R

NEW PNEUMATIC TIRES

RESPONSIVE TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FIRESTONE FIRESTONE STEEL RADIAL 500	HR7815		C6C8148C	PASSED	61560503	
FIRESTONE FIRESTONE STEEL RADIAL 500	HR7815		C6C8147C	PASSED	61560502	
FIRESTONE FIRESTONE PRIMERO	GR7815		A6C1020A	PASSED	61560501	
FIRESTONE FIRESTONE STEEL RADIAL 500	LR7815		C6C8167C	PASSED	61560521	
FIRESTONE FIRESTONE STEEL RADIAL 500	LR7815		C6C8166C	PASSED	61560520	
FIRESTONE FIRESTONE STEEL RADIAL 500	LR7815		C6C8165C	PASSED	61560519	
FIRESTONE FIRESTONE STEEL RADIAL 500	LR7815		C6C8164C	PASSED	61560518	
FIRESTONE FIRESTONE STEEL RADIAL 500	LR7815		C6C8163C	PASSED	61560517	
FIRESTONE FIRESTONE STEEL RADIAL 500	HR7814		C6C8162C	PASSED	61560516	
FIRESTONE FIRESTONE STEEL RADIAL 500	HR7814		C6C8161C	FAILED H.S.	61560515	

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NEW PNEUMATIC TIRES

RESPONSIVE TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FIRESTONE FIRESTONE STEEL RADIAL 500	HR7814		C6C8160C	FAILED H.S.	61560514	
FIRESTONE FIRESTONE STEEL RADIAL 500	HR7814		C6C8159C	PASSED	61560513	
FIRESTONE FIRESTONE STEEL RADIAL 500	HR7814		C6C8157C	PASSED	61560512	
FIRESTONE FIRESTONE STEEL RADIAL 500	HR7815		C6C8151C	PASSED	61560506	
FIRESTONE FIRESTONE STEEL RADIAL 500	HR7815		C6C8150C	PASSED	61560505	
FIRESTONE FIRESTONE STEEL RADIAL 500	HR7814		C6C8156C	FAILED H.S.	61560511	
FIRESTONE FIRESTONE STEEL RADIAL 500	GR7015		C6C8155C	PASSED	61560510	
FIRESTONE FIRESTONE STEEL RADIAL 500	LR7815		C6C8152C	PASSED	61560507	
FIRESTONE FIRESTONE STEEL RADIAL 500	HR7815		C6C8149C	PASSED	61560504	
FIRESTONE FIRESTONE STEEL RADIAL 500	GR7015		C6C8154C	PASSED	61560509	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD- 109R

NEW PNEUMATIC TIRES

RESPONSIVE TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FIRESTONE FIRESTONE STEEL RADIAL 500	LR7815		C6C8153C	PASSED	61560508	
KELLYSPRINGFIELD ASTROSTAR ULTRA WIDE	G7015		A6C1011A	PASSED	61560401	
UNIROYAL UNIROYAL TIGER PAW	H7815		A6C1031A	PASSED	61560601	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 206

DOOR LOCKS AND DOOR RETENTION COMPONENTS

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
BRITISH LEYLAND MOTORS INC JAGUAR XJ6C	HINGES LATCHES		DTB76007	PASSED	615622	
BRITISH LEYLAND MOTORS INC TRIUMPH TR7	HINGES LATCHES		DTB76008	PASSED	615623	
FORD MOTOR COMPANY FORD COURIER	HINGES LATCHES		DTB76012	PASSED	615624	
FORD MOTOR COMPANY FORD L SERIES	HINGES LATCHES		DTB76027	PASSED	615628	
FORD MOTOR COMPANY (FOREIGN) FORD CAPRI II	HINGES LATCHES		DTB76020	PASSED	615626	
INTERNATIONAL HARVESTER COMPANY IHC INTERNATIONAL TRUCK	HINGES LATCHES		DTB76031	PASSED	615632	
KENWORTH TRUCK COMPANY KENWORTH KENWORTH TRUCK	HINGES LATCHES		DTB76029	PASSED	615630	
MACK TRUCKS INC. MACK MACK	HINGES LATCHES		DTB76028	PASSED	615629	
MERCEDES-BENZ OF NORTH AMERICA MERCEDES TRUCK L1113-1116	HINGES LATCHES		DTB76026	PASSED	615627	
NISSAN MOTOR COMPANY LTD DATSUN B210	HINGES LATCHES		DTB76013	PASSED	615625	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 206

DOOR LOCKS AND DOOR RETENTION COMPONENTS

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
PETERBILT MOTORS COMPANY PETERBILT PETERBILT	HINGES LATCHES		DTB76030	PASSED	615631	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN RABBIT	HINGES LATCHES		DTB76003	PASSED	615621	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 215

EXTERIOR PROTECTION

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
CHRYSLER CORPORATION DODGE 1976 DODGE ASPEN	4 DOOR STATION WAGON	NL45G6B116066	AET76003	PASSED	615585	76301

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 218

MOTORCYCLE HELMETS

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
DAYTONA SPORTS COMPANY DAYTONA SPORTS DAYTONA 300	MOTORCYCLE HELMET		SR176144	FAILED	615590	
LEAR SIEGLER INC PLASTICS DIVISION LEAR SIEGLER INC S-80	MOTORCYCLE HELMET		SR176146	PASSED	615592	
NATIONAL HELMET COMPANY INC NATL HLMT CO INC NATIONAL	MOTORCYCLE HELMET		SR176145	FAILED	615591	
PREMIER PACIFIC INCORPORATED PREMIER PACIFIC PPI-555A	MOTORCYCLE HELMET		SR176143	FAILED	615589	
PREMIER SEAT & ACCESSORY COMPANY PREM SEAT & ACC C-2	MOTORCYCLE HELMET		SR176142	PASSED	615588	
REBCOR INCORPORATED REBCOR INC R-1	MOTORCYCLE HELMET		SR176141	PASSED	615587	
REBCOR INCORPORATED REBCOR INC R-9	MOTORCYCLE HELMET		SR176140	FAILED	615586	
ROPER CORPORATION J.C. PENNEY CO LSI-4170	MOTORCYCLE HELMET		SR176147	PASSED	615593	

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 301

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

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1976 HORNET	4 DOOR STATION WAGON	A6S087E10978	AGA76004	PASSED	615597	76402
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1976 GREMLIN	2 DOOR HATCHBACK	AGE463E30330	DYS76001	PASSED	615602	76406
CHRYSLER CORPORATION DODGE 1976 ROYAL MONACO	2 DOOR HARDTOP	DH23JGD10532	AGA76006	PASSED	615599	76314
FORD MOTOR COMPANY FORD 1976 MAVERICK	2 DOOR SEDAN	6K91L141781	AGA76003	PASSED	615596	76204
FORD MOTOR COMPANY FORD 1976 PINTO PONY MPG	2 DOOR SEDAN	6X10Y200196	DYS76006	FAILED	615603	76216
FORD MOTOR COMPANY FORD 1976 TORINO	4 DOOR SEDAN	6H31H184946	AGA76008	PASSED	615601	76217
FORD MOTOR COMPANY FORD 1976 GRANADA	4 DOOR SEDAN	6W81L263354	AGA76007	PASSED	615600	76213
FORD MOTOR COMPANY MERCURY DIVISION 1976 CAPRI II	2 DOOR COUPE	GAECRU56727	AGA76005	FAILED	615598	76510
SAAB SCANIA OF AMERICA SAAB 1976 99GL	4 DOOR SEDAN	99762004184	AGA76002	FAILED	615595	76515
VOLVO OF AMERICA CORPORATION VOLVO 1976 245 DL	4 DOOR STATION WAGON	24545E106016	AGA76001	PASSED	615594	76502

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM - FY-76

REPORTS ACCEPTED - AUG 1, THRU AUG 31, 1976

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 302

FLAMMABILITY OF INTERIOR MATERIALS

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
A.M. GENERAL CORPORATION AM GENERAL BUS	INTERIOR MATERIALS		UST76006	PASSED	615638	
AM GENERAL CORPORATION AM GENERAL BUS	INTERIOR MATERIALS		UST76017	PASSED	615649	
BLUE BIRD BODY COMPANY BLUE BIRD BUS	INTERIOR MATERIALS		UST76003	PASSED	615635	
CARPENTER BODY WORKS INC. CARPENTER BUS	INTERIOR MATERIALS		UST76007	PASSED	615639	
CROWN COACH CORPORATION CROWN BUS	INTERIOR MATERIALS		UST76008	PASSED	615640	
CROWN COACH CORPORATION CROWN BUS	INTERIOR MATERIALS		UST76001	PASSED	615633	
EAGLE INTERNATIONAL, INC. EAGLE BUS	INTERIOR MATERIALS		UST76009	PASSED	615641	
FAR WEST COACHES BUS	INTERIOR MATERIALS		UST76002	PASSED	615634	
FLXIBLE COMPANY FLXIBLE BUS	INTERIOR MATERIALS		UST76011	PASSED	615643	
FMC CORPORATION FMC BUS	INTERIOR MATERIALS		UST76004	PASSED	615636	

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 302

FLAMMABILITY OF INTERIOR MATERIALS

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FMC CORPORATION FMC CORP BUS	INTERIOR MATERIALS		UST76010	PASSED	615642	
GENERAL MOTORS CORPORATION GMC BUS	INTERIOR MATERIALS		UST76014	PASSED	615646	
GILLIG BROS GILLIG BUS	INTERIOR MATERIALS		UST76013	PASSED	615645	
GRUMMAN ALLIED INDUSTRIES, INC. OLSEN BODIES INC BUS	INTERIOR MATERIALS		UST76005	PASSED	615637	
HIGHWAY PRODUCTS, INC. TWIN COACH BUS	INTERIOR MATERIALS		UST76012	PASSED	615644	
MERCEDES-BENZ OF NORTH AMERICA MERCEDES BUS	INTERIOR MATERIALS		UST76016	PASSED	615648	
SHELLER GLOBE CORPORATION SUPERIOR COACH BUS	INTERIOR MATERIALS		UST76019	PASSED	615651	
THOMAS BUILT BUS COMPANY THOMAS BUS	INTERIOR MATERIALS		UST76018	PASSED	615650	
WARD SCHOOL BUSES WARD BUS	INTERIOR MATERIALS		UST76015	PASSED	615647	
WAYNE TRANSPORTATION DIVISION WAYNE BUS	INTERIOR MATERIALS		UST76020	PASSED	615652	

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM - FY-76 TRANSITION QUARTER

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 103

WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT-NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
GENERAL MOTORS CORPORATION BUICK 1976 SKYHAWK S-2	2 DR HATCHBACK COUPE		AET6X023	PASSED	615583	76141

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM - FY-76 TRANSITION QUARTER

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FEDERAL MOTOR VEHICLE SAFETY STANDARD - 124

ACCELERATOR CONTROL MECHANISMS

STANDARDS ENFORCEMENT TESTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT--NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY FORD W9000	TRUCK		BBR6X006TR46	PASSED	615584	76620

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SET

FMVSS	MANUFACTURER	CIR NUMBER(S)
103	FORD MOTOR COMPANY	1146
103	NISSAN MOTOR CORP. IN U.S.A.	1456
103	TOYO KOGYO U.S.A.	1495
105	PORSCHE KG	1175
108	FORD MOTOR COMPANY	1559
108	FORD MOTOR COMPANY (FOREIGN)	1123
108	GENERAL MOTORS CORPORATION	1555 1601 1405 1420
109	B.F. GOODRICH TIRE & RUBBER CO.	1067 1080
109	FIRESTONE TIRE & RUBBER COMPANY	1474
109	GATES RUBBER COMPANY	0305.01.01 0305.02.01 0305.04.01 0305.03.01
109	GOODYEAR TIRE & RUBBER COMPANY	1484
109	KELLY-SPRINGFIELD TIRE CO.	1556
109	LEE TIRE AND RUBBER COMPANY	1485
109	PIRELLI TIRE COMPANY	1586
116	UNKNOWN	1598

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

SET

FMVSS	MANUFACTURER	CIR NUMBER(S)
117	B.F. GOODRICH TIRE & RUBBER CO.	1508
117	COLEMAN TIRE COMPANY, INC.	1526
117	CORDER-VOSSLER	1557
117	DEANS GOODYEAR INC.	1471
117	EVERGREEN TIRE COMPANY, INC.	1458
117	FOWLER-DOZIER TIRE SERVICE	1513
117	KAHN & KEVILLE	1468
117	O.K. TIRE & RUBBER COMPANY	1451
117	OLYMPIC TIRE COMPANY	1452
117	PHILLIPS & ANDERSON TIRE COMPANY	1167
117	QUADCO INC	1470
117	RISING BROTHERS	1460
117	STATE TIRE INC.	1459
117	STEPHENS TIRE CO., INC.	1503
117	TECHNITREAD	1450
117	TIRE KINGDOM, INC.	1506
117	TODDS TIRE SERVICE	1478
117	VETERAN NO-TREAD	1449
117	WESTERN MD GENERAL TIRE, INC.	1505
117	WILSON TIRE & RECAPPING INC AYN	1221
124	FORD MOTOR COMPANY	1554
124	INTERNATIONAL HARVESTER COMPANY	1467

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

SET

FMVSS	MANUFACTURER	CIR NUMBER(S)
126	NEONEX LEISURE PRODUCTS CA. INC.	1188
207	AMERICAN MOTORS CORPORATION	0773
207	FORD MOTOR COMPANY	0906 1376
207	GENERAL MOTORS CORPORATION	0733
208	VOLKSWAGEN OF AMERICA, INC.	1303
209	BRITISH LEYLAND MOTORS	1382 1058 0667
209	CHRYSLER CORPORATION	1419 1436
209	RENAULT, INC.	1342
209	VOLKSWAGEN OF AMERICA, INC.	1424
213	BABYHOOD INDUSTRIES, INC.	1193
213	KANTWET BABY PRODUCTS COMPANY	1374
213	PRIDE-TRIMBLE CORPORATION	1199
215	FORD MOTOR COMPANY	1329 1113
215	NISSAN MOTOR CORP. IN U.S.A.	1540
216	GENERAL MOTORS CORPORATION	1168
217	A.M. GENERAL CORPORATION	1483
217	ARGOSY MANUFACTURING COMPANY	1416

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

SET

FMVSS	MANUFACTURER	CIR NUMBER(S)
217	BLUE BIRD BODY COMPANY	1392 1177
217	CARPENTER BODY WORKS INC.	1401
217	COACH AND EQUIPMENT SALES CORP	1377
217	COLLINS INDUSTRIES INC.	1370
217	FLYER INDUSTRIES LIMITED	1583
217	GENERAL MOTORS CORPORATION	1192
217	GRUMMAN ALLIED INDUSTRIES INC.	1383
217	GRUMMAN ALLIED INDUSTRIES, INC.	1501
217	HIGHWAY PRODUCTS,INC.	1248
217	OTIS ELEVATOR COMPANY	1244
217	PREVOST CAR, INC.	1560
217	SHELLER GLOBE CORPORATION	1446
217	SPORTSCOACH CORPORATION	1520
217	THOMAS BUILT BUSES, INC.	1433
217	WARD SCHOOL BUS MANUFACTURING CO	1425
217	WINNEBAGO INDUSTRIES INC.	1390
218	ABADDON PRODUCTS INCORPORATED	1434 1435
218	ACCESSORY DISTRIBUTORS, INC.	1515 1266 1265

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

SET

FMVSS	MANUFACTURER	CIR NUMBER(S)
		1267
218	AMERICAN SAFETY EQUIPMENT CORP.	1240 1473
218	AMERICAN SPORTS COMPANY, INC.	1264 1265
218	CYCRAFT MANUFACTURING, INC.	1275
218	DAYTONA SPORTS COMPANY	1274 1273 1600
218	ELECTROFILM INCORPORATED	1454 1262 1261
218	FLORIDA SAFETY PRODUCTS INC	1480 1481
218	HEAD PRODUCTS INCORPORATED	1378
218	JEFFERSON HELMETS,INC.	1472
218	LEAR SIEGLER INC.,BON-AIRE DIVISION	1457 1482
218	LIFE-AMERICA INC.	1578 1577
218	MCHAL ENTERPRISES INCORPORATED	1574 1475

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

SET

FMVSS	MANUFACTURER	CIR NUMBER(S)
		1476
		1575
		1576
		1393
218	NATIONAL HELMET COMPANY INC.	1461
218	NORCON MANUFACTURING COMPANY	1278
		1279
218	PREMIER PACIFIC, INC.	1593
		1537
218	PREMIER PACIFIC,INC.	1477
218	PREMIER SEAT & ACCESSORY COMPANY	1246
218	REBCOR INCORPORATED	1592
218	REBCOR, INC.	1546
		1426
218	RIOS PLASTICS, DBA BENCO	1479
218	ROPER CORPORATION,HELMET DIVISION	1453
218	SAFETY ENGINEERING CORP.	1280
218	SHOEI SAFETY HELMET CORPORATION	1339
		1538
218	STERLING PRODUCTS COMPANY, INC.	1455
		1263
218	T & C MANUFACTURING CO.	1282

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

SET

FMVSS	MANUFACTURER	CIR NUMBER(S)
		1281
218	TRABACA PRODUCTS OF CALIFORNIA INC	1276 1277 1573 1572
218	WHEELSPORT DISTRIBUTING COMPANY	1585
218	YODER WESTERN, INC.	1336 1337
301	FORD MOTOR COMPANY	1589 1587
301	SAAB,SCANIA OF AMERICA, INC.	1582
302	CHAMPION HOME BUILDERS COMPANY	1062
302	COMMANDER MOTOR HOMES	1327
302	FMC CORPORATION	1325
302	OPEN ROAD INDUSTRIES, INC.	1328 1085
302	PACE ARROW INCORPORATED	1046
302	TRAVEL EQUIPMENT CORPORATION	1326 1077
302	WINNEBAGO INDUSTRIES, INC.	1083

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

OTSET

FMVSS	MANUFACTURER	CIR NUMBER(S)
101	ELECTRIC VEHICLE COMPANY	1157.01
101	PANTHER WESTWINDS LIMITED	1191.01
101	SHELLER-GLOBE CORPORATION	1408
101	TOYOTA MOTOR SALES. U.S.A. INC	1217
102	AMERICAN MOTORS CORPORATION	1599
102	FREIGHTLINER CORPORATION	1521
103	ELECTRIC VEHICLE COMPANY	1157.02
104	VOLKSWAGEN OF AMERICA, INC.	1588
105	ALFA ROMEO, INC.	1530
105	BMW OF NORTH AMERICA, INC.	1529
105	BRITISH LEYLAND MOTORS INC	1594
105	BRITISH LEYLAND MOTORS INC.	1595
105	CHRYSLER CORPORATION	1528
105	FORD MOTOR COMPANY	1535
105	GENERAL MOTORS CORPORATION	1395 1527 1492 1504
105	NISSAN MOTOR CORP. IN U.S.A.	1532
105	PANTHER WESTWINDS LIMITED	1191.02
105	PORSCHE/AUDI CORPORATION	1536
105	SEBRING VANGUARD, INC.	1570.04

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

OTSET

FMVSS	MANUFACTURER	CIR NUMBER(S)
105	TOYO KOGYO U.S.A.	1534
105	VOLKSWAGEN OF AMERICA, INC.	1533
105	VOLVO OF AMERICA CORPORATION	1531
107	ELECTRIC VEHICLE COMPANY	1157.03
107	PANTHER WESTWINDS LIMITED	1191.03
108	AMERICAN BUMPER COMPANY	1384
108	AMERICAN JAWA LTD.	1438.01
108	BEVERLY MANUFACTURING CORP.	0808.01
108	BRITISH LEYLAND MOTORS	1447
108	CERTIFIED MARINE INDUSTRIES	0804.01
108	CHRYSLER CORPORATION	1423
108	COSMOPOLITAN MOTORS	1542.01
108	EAST SIDE MACHINE COMPANY	0886.01
108	EFPE COMPANY	1412
108	ELCAR CORPORATION	1580
108	EXECUTIVE INDUSTRIES, INC.	0958
108	HARNISCHFEGER	1350.01
108	LONG MANUFACTURING N.C., INC.	0898
108	MURRAY BOAT TRAILERS, INC. OF GA.	0881.01
108	PANARAMA	1386
108	PANTHER WESTWINDS LIMITED	1191.04
108	RADELMACHER SALES AND RENTALS, INC	0875.01

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

OTSET

FMVSS	MANUFACTURER	CIR NUMBER(S)
108	ROADSAFE EMERGENCY VEHICLES INC.	1201.02
108	SEBRING VANGUARD, INC.	1570.05
108	SOUTHEASTERN FABRICATORS INC.	1414.01
108	STERLING-SALEM CORPORATION	0892
108	TIDE CRAFT, INC.	0902.01
108	TRI-WAY TRAILER, INC.	0617.01
109	ARMSTRONG RUBBER COMPANY	0965
109	B.F. GOODRICH TIRE & RUBBER CO.	1463 1517
109	BANK OF NORTH BAY VILLAGE	1432
109	BASANTA AMERICAN	1429
109	FIRESTONE TIRE AND RUBBER CO.	1185 1407 1406 1209 1210 1596
109	GATES RUBBER COMPANY	0353
109	GENERAL TIRE & RUBBER CO.	1352
109	GEORGE M.RUDDY SALVAGE COMPANY	1579
109	GOODYEAR TIRE AND RUBBER COMPANY	1516 1428

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

OTSET

FMVSS	MANUFACTURER	CIR NUMBER(S)
		1427
109	LAWRENCE SYSTEMS INC.	1462
109	MOHAWK RUBBER COMPANY	1299
109	THE BANK OF MIAMI	1431
109	THOMAS AMERICAN	1430
110	CHRYSLER CORPORATION	1543
110	GENERAL MOTORS CORPORATION	1522
110	PANTHER WESTWINDS LIMITED	1191.05
114	PANTHER WESTWINDS LIMITED	1191.06
115	PANTHER WESTWINDS LIMITED	1191.07
117	MFA OIL COMPANY	1441
119	ARMSTRONG RUBBER COMPANY	1591
119	DENMAN RUBBER MANUFACTURING CO.	1553
121	ADVANCE MIXER INC.	1371.01
121	CITY WELDING & MANUFACTURING CO.	1523
121	EAST MANUFACTURING CORP.	1524
121	FERREE TRAILER CORPORATION	1563.01
121	FORD MOTOR COMPANY	1597
121	GEORGIA TRAILERS, INC.	1564.02
121	HARRY WHITE SALES AND SERVICE	1562.01
121	J & J MANUFACTURING CO, INC.	1491
121	JOHN EVANS MFG. CO.	1566.01

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

OTSET

FMVSS	MANUFACTURER	CIR NUMBER(S)
121	TRAIL-O-MATIC, INC.	1565.02
121	WOODKE ENTERPRISES	1490
122	AMERICAN HONDA MOTOR CO., INC.	1493
122	AMERICAN JAWA LTD.	1438.02
123	AMERICAN JAWA LTD.	1438.03
123	CIMATTI LTD.	1373.01
124	SAAB,SCANIA OF AMERICA	1494
124	SEBRING VANGUARD, INC.	1570.06
204	BMW OF NORTH AMERICA	1544
204	CHRYSLER CORPORATION	1507
204	SEBRING VANGUARD, INC.	1570
205	ELCAR CORPORATION	1580.01
205	ELECTRIC VEHICLE COMPANY	1157.04
205	MINNESOTA MINING & MANUF. CO.	1561
205	PANTHER WESTWINDS LIMITED	1191.08
205	ROADSAFE EMERGENCY VEHICLES INC.	1201.03
206	ROADSAFE EMERGENCY VEHICLES INC.	1201.04
207	GENERAL MOTORS CORPORATION	1038
208	BMW OF NORTH AMERICA, INC.	1228
208	PARMA MOTORS	1539
208	SEBRING VANGUARD, INC.	1570.08
209	AMBASSADOR LEATHER PRODUCTS	0810

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

OTSET

FMVSS	MANUFACTURER	CIR NUMBER(S)
209	ELCAR CORPORATION	1580.02
209	PANTHER WESTWINDS LIMITED	1191.09
210	ELECTRIC VEHICLE COMPANY	1157.05
210	GENERAL MOTORS CORPORATION	1038.01
212	SEBRING VANGUARD, INC.	1570.01
215	SEBRING VANGUARD, INC.	1570.02
216	HURST PERFORMANCE, INC.	1541
216	SEBRING VANGUARD, INC.	1570.03
218	ACCESSORY DISTRIBUTORS, INC.	1268
301	PANTHER WESTWINDS LIMITED	1191.10

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

OTSET

REG.	MANUFACTURER	CIR NUMBER(S)
P566	GEORGIA TRAILERS, INC.	1564.01
P566	HARRY WHITE SALES AND SERVICE	1562.02
P566	TRAIL-O-MATIC, INC.	1565.01
P567	ACCRMEX S A	1500
P567	ADVANCE MIXER INC.	1371
P567	ALABAMA TRAILER COMPANY	1568
P567	ALLIED TANK TRUCK EQUIPMENT CO.	1443
P567	ALSPORT INC.	1375
P567	AMERICAN JAWA LTD.	1438
P567	AMERICAN MOTORS CORPORATION	1444
P567	APPLEBY MANUFACTURING CO.	0857
P567	BATAVUS INTERCYCLE B.V.	1497
P567	BECK / ARNLEY	1421
P567	BERLINER MOTOR CORP.	1498
P567	BEVERLY MANUFACTURING CORP	0808
P567	BROWNLOW MANUFACTURING COMPANY	1525
P567	CARPENTER BODY WORKS INC.	1349
P567	CERTIFIED MARINE INDUSTRIES	0804
P567	CHISHOLM BOAT TRAILER CO.	1549
P567	CHRYSLER CORPORATION	1448
P567	CIMATTI LTD.	1373
P567	COBRA CUSTOM TRAILERS INC.	1357

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INVESTIGATIONS IN PROGRESS (CUMULATIVE)

OTSET

REG.	MANUFACTURER	CIR NUMBER(S)
P567	COSMOPOLITAN MOTORS	1542
P567	DECKER TANK COMPANY	1442
P567	EAST SIDE MACHINE COMPANY	0886
P567	EASY TRAIL, INC.	1356
P567	ELECTRIC VEHICLE COMPANY	1157
P567	EXECUTIVE INDUSTRIES, INC.	1545
P567	FERREE TRAILER CORPORATION	1563
P567	FIBERFAB	1296
P567	FORTIN WELDING AND MANUFACTURING	1546
P567	FOX CORPORATION	1036
P567	FRANKLIN COACH COMPANY	0910
P567	GARELLI EUREKA	1365
P567	GEORGIA TRAILERS, INC.	1564
P567	GOVERNMENT INNOVATORS	1403
P567	HARNISCHFEGER	1350
P567	HARRY WHITE SALES AND SERVICE	1562
P567	HERCULES	1496
P567	INTERNATIONAL HARVESTER	1440
P567	INTERNATIONAL SPORTCYCLES	1359
P567	ITOM	1361
P567	JOHN EVANS MFG. CO.	1566
P567	KRIEDLER-WERKE	1499

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OTSET

REG.	MANUFACTURER	C1R NUMBER(S)
P567	KTM	1366
P567	LAMBORGINI, INC.	1399
P567	LINCOLN STEEL CORPORATION	1288
P567	MANTA CARS, INC.	1290
P567	MOTOR BIKES IMPORT	1404
P567	MOTORCICLI NEGRINI OF AMERICA INC.	1439
P567	MURRAY BOAT TRAILERS, INC. OF GA.	0881
P567	PANTHER WESTWINDS LIMITED	1191
P567	R & A ENTERPRISES	1590
P567	R.E. THOMAS, INC.	1567
P567	RADELMACHER SALES AND RENTALS, INC	0875
P567	ROADSAFE EMERGENCY VEHICLES INC.	1201
P567	SEBRING VANGUARD, INC.	1570.07
P567	SELF CYCLE AND MARINE	1422
P567	SOMERSET MARINE	1367
P567	SOUTHEASTERN FABRICATORS INC.	1414
P567	THUMB TRUCK EQUIPMENT, INC.	1518
P567	TIDE CRAFT, INC.	0902
P567	TRAIL-O-MATIC, INC.	1565
P567	TRI-WAY TRAILER, INC.	0617
P567	WOODKE ENTERPRISES	1490.01
P569	TIRE KINGDOM, INC.	1581

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

OTSET

REG.	MANUFACTURER	CIR NUMBER(S)
P574	AMERICAN JAWA LTD.	1438.04
P574	B.F. GOODRICH	1413
P574	CHENG SHIN RUBBER IND. CO.	1558
P574	COOPER TIRE AND RUBBER COMPANY	1487
P574	DUNLOP TIRE AND RUBBER COMPANY	1488
P574	LUCAS ENGINEERING	1358
P574	MICHELIN TIRE CORPORATION	1514
P574	MOHAWK RUBBER COMPANY	1489
P574	OHTSU TIRE & RUBBER CO LTD	1354
P574	RED OAK TIRE COMPANY	1216
P574	ROADSAFE EMERGENCY VEHICLES INC.	1201.01
P575	AMERICAN JAWA LTD.	1438.05
P575	CHRYSLER CORPORATION	1509 1602
P575	CIMATTI LTD.	1373.02
P575	FORD MOTOR COMPANY	1510 1131
P575	NISSAN MOTOR CORP. IN U.S.A.	1511
P575	VOLKSWAGEN OF AMERICA, INC.	1512

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

INVESTIGATIONS CLOSED

SET

FMVSS	MANUFACTURER	CIR NUMBER
106	RENAULT, INC.	1346
217	FMC CORPORATION	1400
217	MINIBUS INCORPORATED	1229
218	JEFFERSON HELMETS, INC.	1269
302	TRAVOY CORPORATION	1324

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

INVESTIGATIONS CLOSED

OTSET

FMVSS	MANUFACTURER	CIR NUMBER
110	NISSAN MOTOR CORP. IN U.S.A.	1584
121	R & R AGRICULTURAL ENGR & MANUF. CO	1417
204	ELCAR CORPORATION	1571
212	ELCAR CORPORATION	1571.01
214	ELCAR CORPORATION	1571.02
215	ELCAR CORPORATION	1571.03
216	ELCAR CORPORATION	1571.04

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

INVESTIGATIONS CLOSED

OTSET

REG.	MANUFACTURER	CIR NUMBER
P567	ALEXANDER TANK & EQUIPMENT CO.	1502
P567	GLASS FAB INDUSTRIES LTD.	1379
P574	GOODYEAR TIRE AND RUBBER COMPANY	1355

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

INVESTIGATIONS INITIATED

SET

FMVSS	MANUFACTURER	CIR NUMBER
108	GENERAL MOTORS CORPORATION	1601
116	UNKNOWN	1598
218	DAYTONA SPORTS COMPANY	1600
218	PREMIER PACIFIC, INC.	1593
218	REBCOR INCORPORATED	1592
301	FORD MOTOR COMPANY	1589

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

INVESTIGATIONS INITIATED

OTSET

FMVSS	MANUFACTURER	C1R NUMBER
102	AMERICAN MOTORS CORPORATION	1599
105	BRITISH LEYLAND MOTORS INC	1594
105	BRITISH LEYLAND MOTORS INC.	1595
109	FIRESTONE TIRE AND RUBBER CO.	1596
119	ARMSTRONG RUBBER COMPANY	1591
121	FORD MOTOR COMPANY	1597
208	SEBRING VANGUARD, INC.	1570.08

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

INVESTIGATIONS INITIATED

OTSET

REG.	MANUFACTURER	CIR NUMBER
P567	R & A ENTERPRISES	1590
P575	CHRYSLER CORPORATION	1602

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

INVESTIGATORY FILES RELEASED TO PUBLIC

SET

FMVSS	MANUFACTURER	CIR NUMBER
215	FORD MOTOR COMPANY	1158
217	FLXIBLE COMPANY	1161
217	FMC CORPORATION	1400
218	BORDER DISTRIBUTING COMPANY, INC.	1364
218	FIM PRODUCTS, INC.	1264
218	SAFETECH	1225
218	SAFETECH	1226
218	SAFETECH	1224

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

INVESTIGATORY FILES RELEASED TO PUBLIC

OTSET

FMVSS	MANUFACTURER	CIR NUMBER
109	FIRESTONE TIRE AND RUBBER CO.	1018
109	KELLY-SPRINGFIELD TIRE CO.	1026
207	CHRYSLER CORPORATION	1464
207	FIAT MOTOR COMPANY, INC.	1465
207	GENERAL MOTORS CORPORATION	1466

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STANDARDS ENFORCEMENT PROGRAM

MONTHLY REPORT - AUG 1,THRU AUG 31, 1976

INVESTIGATORY FILES RELEASED TO PUBLIC

OTSET

REG.	MANUFACTURER	CIR NUMBER
P567	SNOW COMPANY	0869
P574	GOODYEAR TIRE AND RUBBER COMPANY	1355

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

CONSUMER ADVISORY
REQUEST FOR
PUBLIC COMMENT

FOR RELEASE FRIDAY
November 19, 1976

NHTSA -- 88-76 (HP)
Tel. 202-423-9550

DOT PROPOSES STANDARD TO CUT THEFT OF MOTOR VEHICLES

A highway safety program standard designed to reduce the theft of motor vehicles was proposed today by the U.S. Department of Transportation.

Issued by the department's National Highway Traffic Safety Administration (NHTSA), the proposal sets uniform procedures to be adopted by the states for the titling of motor vehicles and for disposition of titles after vehicles are sold for salvage.

Statistics provided by the Federal Bureau of Investigation indicate that almost 1 million motor vehicles were stolen in 1974 with a loss estimated at $1.5 billion.

Studies conducted by the FBI and the Law Enforcement Assistance Administration show that stolen vehicles are involved in accidents at a disproportionate rate. The common practice of stripping stolen vehicles and modifying them for resale has safety consequences in that such reconstructed vehicles may conceal serious safety problems.

Under the NHTSA proposal, the states would have to adopt title laws requiring each vehicle to have a certificate of title before it can be registered for operation in the state. Almost all states have adopted satisfactory title laws, so that this requirement would serve to close the few remaining gaps.

Currently, an effort is underway to standardize the format of title certificates. Also, special tamper-proof paper, similar to that used for checks, has been developed which should be effective in limiting the counterfeiting of the titling document itself.

(more)

The NHTSA also wants to change the current title procedures to make it more difficult to secure clean titles for stolen vehicles and to provide an opportunity to examine the safety of reconstructed vehicles before allowing them to be re-registered for use on the highways.

Therefore, the proposed standard would require the owner of a vehicle sold for salvage to submit the title to the state for cancellation. This requirement would apply to all owners.

The proposal would require that the Vehicle Identification Number (VIN) for each vehicle titled in a state be recorded and that a cancelled title or equivalent document be presented before a reconstructed vehicle could be titled or registered.

Currently, the NHTSA has two motor vehicle safety standards designed to deal with theft problems. These are Standard No. 114, Theft Protection, and Standard No. 115, Vehicle Identification Number. The federal safety agency is also considering ways to improve both standards.

Written comments on the proposed highway safety program standard should be submitted to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh Street, S.W. Washington, D. C. 20590.

Comments are requested concerning the cost and practicability of the proposed requirements. The comment closing date is Feb. 15, 1977.

If the NHTSA decides to continue rulemaking after reviewing the comments, it will submit a final draft standard to the Congress, as provided by law.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

CONSUMER ADVISORY

FOR RELEASE MONDAY
November 22, 1976

NHTSA 89-76 (BMA)
Phone: (202) 426-0670

OPERATORS OF OLDER SCHOOL BUSES WARNED OF BRAKE-LINE CORROSION FAILURES

Operators of older school buses, particularly those manufactured before 1969, were warned today that the braking systems on their vehicles may be dangerous and may fail due to corrosion and rusting of steel hydraulic brake tubing.

In a public advisory, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) said that the problem is particularly prevalent in areas where salt, chemicals, and abrasives are used for control of roadway ice and snow. Brake failures can result from the corrosive action of these materials which weakens brake tubing.

The NHTSA also warned that other pre-1969 buses, trucks, and passenger vehicles may experience similar problems. The safety agency advises owners and operators of vehicles which are subject to such corrosives to make a thorough inspection of their steel brake tubing at least once a year, to replace corroded tubing and periodically wash exposed tubing to remove road splash containing corrosives.

The government's warnings are based on random sample surveys of school buses conducted in 18 states. All but one of the survey states are located in snow belt areas where road salts, chemicals, and abrasives are used for snow control. These materials, over a period of time, produced rusting and corrosion in the low-carbon steel hydraulic brake tubing, even though the tubing had a protective coating of lead/tin alloy (terne).

John W. Snow, NHTSA Administrator, said the survey showed that "the corrosion is not limited to any single make or model school bus; but may be present in any vehicle exposed over a period of four or more years to road splash containing heavy concentrations of salt, dirt, or chemicals used for snow and ice control on roadways."

Snow also noted that the problem of corrosive attack on steel hydraulic brake tubing is not unique to the United States, having been found on almost 70 percent of trucks examined during a nationwide inspection program in Sweden in 1969.

Among the observations resulting from both surveys, are:

- Low carbon steel hydraulic brake tubing used on passenger cars, trucks, and school buses is manufactured with a protective coating of lead/tin alloy (terne). In 1969, the automotive industry and its brake tubing suppliers changed their specifications to provide for a thicker external terne coating.

- Despite the protective coating, vehicles operated in an environment which includes ice control salts, chemicals, or abrasives are subject to external corrosion of steel hydraulic tubing.

- Vehicle operation over extended periods in such an environment may eventually result in the weakening and failure of brake tubing unless preventive measures are taken.

- Contaminants in hydraulic brake fluid contribute to internal corrosion of brake tubing, but with less significant effect than ice control salts, chemicals, and abrasives.

- With respect to corrosion, vehicle age is a more significant factor than mileage.

- Tubing failure can result in a catastrophic loss of braking capability in vehicles equipped with single hydraulic brake systems.

In addition to issuing a public advisory, NHTSA notified appropriate authorities in all of the states of its findings, and provided suggestions and recommendations toward control of the problem.

Complete details of the NHTSA survey are contained in a report which is on public file and may be examined in the NHTSA Technical Reference Division, Room 5108, 400 Seventh St., S.W., Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR IMMEDIATE RELEASE
November 24, 1976

NHTSA -- 91-76 (RC)
Tel. 202-426-9550

DOT ASKS BETTER ECONOMY FOR LIGHT TRUCKS

Improved fuel economy is being sought under a new proposal announced today by the U. S. Department of Transportation for light trucks and similar vehicles rated at not more than 6,000 pounds gross vehicle weight.

In model year 1979, each manufacturer's fleet of new light pickup trucks, vans, panel trucks, and off-road vehicles such as jeeps, will be required to meet an average fuel economy standard of 18.7 miles per gallon, according to the department's National Highway Traffic Safety Administration (NHTSA). The standard would be expressed in terms of combined highway-city mileage.

The proposed standard, which is issued under the Motor Vehicle Information and Cost Savings Act, as amended, would represent the average fuel economy that must be achieved by each manufacturer's 1979 fleet of such vehicles. Thus, a manufacturer could produce vehicles with a fuel economy of less than 18.7 mpg as long as it compensated by also producing vehicles with a fuel economy greater than 18.7 mpg.

A manufacturer who fails to comply with the standard will, under the Act, be liable for a civil penalty equal to $5 for each one-tenth of a mile per gallon by which the average falls below the standard, multiplied by the total number of the manufacturer's vehicles to which the standard applies.

Emphasizing the importance of the proposal as an energy saving measure, the federal safety agency pointed out that these vehicles account for four percent of the annual national consumption of petroleum. Raising the average fuel economy of all domestic manufacturers' nonpassenger automobiles to 18.7 mpg would result in a savings over the lifetime of the model year 1979 fleet of 104.5 million gallons below what would have been consumed if the average fuel economy remained at the 1976 level.

- more -

Standards for models manufactured after 1979 will be proposed at a later date. In addition, NHTSA indicated that future standards for trucks and similar vehicles may be applicable to vehicles rated up to 10,000 pounds gross vehicle weight.

Although manufacturers may adopt any methods they wish to attain the proposed standard, NHTSA said, the most practical methods would include use of improved engine and driveline technology, smaller engines, different gear ratios, and a reduction of vehicle weight.

All interested persons are invited to submit comments on the proposal to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., SW, Washington, D.C. 20590. The comment period ends on Jan. 10, 1977.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
November 26, 1976

NHTSA - 92-76
Tel. 202-426-9550

NATION'S TRAFFIC FATALITIES
CLIMB IN OCTOBER

Secretary of Transportation William T. Coleman, Jr. expressed his disappointment today over a monthly report that shows the nation's traffic fatalities climbed 5 percent in October over the level of October 1975.

"The increase in the fatality toll is a clear indication that motorists are driving at higher average speeds and not holding the line on the 55 mile per hour national speed limit," Secretary Coleman said.

"This is a particularly distressing development because we know that compliance with the speed law has produced beneficial results, not only in lives saved but also in fuel conservation.

"As we approach the holiday season, we cannot emphasize enough that motorists should observe the speed limits, use their safety belts and guard against alcohol abuse," the secretary said.

The number of persons killed in traffic accidents last month (October) is estimated at 4,127, a boost of 196 deaths over the 3,931 fatalities reported in October 1975.

The October 1976 figure, however, was still 19 percent below the death total for the same month in 1973, the period the department's National Highway Traffic Safety Administration (NHTSA) uses as a base year for statistical comparison.

(more)

The totals are based on preliminary figures reported to the NHTSA by the 50 states and the District of Columbia. It marked only the fourth time in the last 15 months that the traffic fatality count was above the corresponding month of the previous year.

Traffic fatalities for the first 10 months of 1976 are running about 1 percent above the same period in 1975 with 37,629 deaths this year compared to 37,267 for the January-October period in 1975.

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WASHINGTON, D.C. 20590

CONSUMER ADVISORY
REQUEST FOR
PUBLIC COMMENT

FOR RELEASE FRIDAY
December 10, 1976

NHTSA -- 90-76 (HP)
Tel. 202-426-9550

DOT REISSUES PROPOSAL TO
LIMIT SPEEDOMETER SCALE

A proposal that could spell the end of automobile speedometers that show speeds as high as 120 miles per hour or more was reissued today by the U. S. Department of Transportation.

Under the proposal, all model year 1980 passenger cars, multipurpose passenger vehicles, trucks, buses and motorcycles would have to be equipped with speedometers that do not display speed readings which exceed 85 mph. Motor driven cycles that reach a top speed in one mile of 30 mph or less, and vehicles used by law enforcement agencies, would be exempt from the standard.

The proposal, published originally last Aug. 30 by the department's National Highway Traffic Safety Administration (NHTSA), was withdrawn on Sept. 23 for further evaluation. It was reissued today with essentially the same requirements as the August proposal.

The NHTSA said a scale limited to 85 mph would allow speedometers to be more readable and more accurate in normal speed ranges, and that the higher limitations now in use might encourage immature drivers to test the top speed limit of the vehicle.

The federal safety agency said the proposed standard was initiated to help maintain lower highway speeds which have reduced traffic fatalities and conserved fuel.

The proposal also calls for tamper-resistant odometers that would have to clearly indicate when a vehicle's mileage exceeded 100,000 miles.

- more -

The odometer requirements, the NHTSA said, would supplement the federal odometer law, which is part of the Motor Vehicle Information and Cost Savings Act. This law prohibits acts that cause an odometer to reflect incorrect mileage, and also spells out legal steps a buyer may take if he suspects that the odometer mileage has been altered.

Interested persons may submit comments on the proposal by writing to the Docket Section, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D. C. 20590. The comment period closes on March 14, 1977.

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

CONSUMER ADVISORY

FOR RELEASE MONDAY
December 13, 1976

NHTSA -- 95-76 (BMA)
Tel. (202) 426-0670

NHTSA ENCOURAGES MOTORISTS TO CHECK AND USE SAFETY BELTS

In a Christmas holiday message to the nation's motorists today, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) reemphasized the need for motorists to use their safety belts, and stressed that such usage could save thousands of lives each year.

John W. Snow, the Administrator of the NHTSA, emphasized that "the gift of life is the best gift that motorists can share with their families. With the increased traffic on the nation's highways during the holiday season, the use of safety belts can mean the difference between life and death for those involved in traffic accidents." The safety agency chief also urged motorists to curtail their use of alcohol prior to driving and to observe the 55 mph speed limit.

Coupled with its plea for motorists to use their safety belts, the NHTSA recommended that motorists routinely check the positioning of their safety belts when entering and leaving their vehicles to assure that they are properly placed and do not become entangled in doors or

in seat mechanisms. Such entanglement can cause abrasion and weakening of the belts, the safety agency warned, and stressed the need for periodic inspection of the belts for abrasion damage and the necessity to replace weakened belts.

Safety belt damage due to entanglement and abrasion is more prevalent in vehicles equipped with bucket or split front seats. It generally involves the inboard portion of the belt assembly which is normally anchored to the vehicle hump or floor pan in the center of the vehicle.

Entanglement occurs when the backs of the seats are tilted forward to load passengers or cargo, and are subsequently returned to their original position. During this process, the loose belt may become entangled in, and abraded by the seat back latching mechanism, and the problem may not be noticed until damage has been done.

In a recently closed investigation involving this problem in 1971-1973 Mercury Capri vehicles, the NHTSA concluded that safety belt abrasion is easily preventable if the vehicle owner is careful not to let the belts become entangled in the seat back latch. The NHTSA also said that abrasion of the safety belt can be noted by the vehicle owner or operator through sight and touch.

The federal safety agency also reminded motorists that a recent report entitled "The National Highway Safety Needs Report," suggests that of the 37 highway traffic accident countermeasures listed, safety belts rank first in potential for preventing deaths and injuries over the next decade.

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 14, 1976

NHTSA -- 98-76 (HP)
Tel. 202-426-9550

DOT CALLS FOR SUGGESTIONS ON HOW TO IMPROVE SAFETY BELTS

The U. S. Department of Transportation called for suggestions today from motor vehicle manufacturers and the general public on how to improve the comfort, convenience and durability of seat belt systems so that people are encouraged to use them more.

In an advance notice of proposed rulemaking, issued by the department's National Highway Traffic Safety Administration (NHTSA), the federal safety agency said it is considering several modifications of the occupant crash protection standards that regulate safety belts.

The notice is in response to a directive by Secretary of Transportation William T. Coleman, Jr. for proposed rulemaking that would help increase belt convenience, comfort, reliability, and effectiveness.

On Dec. 6, the secretary announced at a news conference that he is asking automobile manufacturers to join the federal government in conducting a large-scale, nationwide demonstration of the life-saving and injury-reducing capabilities of passive restraint systems, such as air bags, in automobiles. The plan would make available to the public at least 500,000 cars equipped with air bags or other passive restraints beginning in September 1978.

-more-

Secretary Coleman noted that if lap and shoulder belt usage in this country reached 70 percent, an estimated 11,500 fatalities could be prevented annually. But voluntary belt usage levels in the United States currently are only 15 percent for lap and shoulder belts plus an additional 5 percent usage rate for lap belts only.

The government wants to examine possible new requirements for safety belts to increase their rate of usage and effectiveness as installed in new motor vehicles.

Problems such as belt buckles that are too difficult to reach and operate, webbing that twists or knots, and components that malfunction and disable the whole system are listed for change, Also, the shape and size of the buckle hadware would be modified so that occupants can more easily open and close the systems.

Requirements for better retractors could keep the belt system from getting caught in the door when exiting a vehicle. NHTSA also wants to evaluate the possibility of mounting the seat belts to the seat itself.

Dynamic test requirements are being considered to ensure that the belts provide adequate occupant protection in the event of a crash. Also, new durability tests could improve the chances that the belt assembly would not malfunction in a way that prevents its use. Suggestions are also solicited regarding improvements in the buzzer and light reminder system.

All interested persons are invited to submit comments on the advance notice to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., SW, Washington, D.C., 20590, by the comment closing date, April 15, 1977.

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WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
December 17, 1976

NHTSA -- 97-76 (RC)
Tel. 202-426-9550

DOT ANNOUNCES NEW GRANT PLAN

States which show significant progress in reducing their highway fatalities now will be eligible to receive two incentive grants, the U. S. Department of Transportation has announced.

New criteria for receiving the grants were prepared jointly by the department's National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). The criteria, effective immediately, will be used to calculate incentive grants for fiscal year 1977.

Incentive grants under the new criteria will be based on a reduction in the number of fatalities on each state's highways and will amount to 25 percent of the federal highway safety funds apportioned to the individual state.

Since there may not be sufficient funds to award a 25 percent grant to all eligible states, NHTSA said, the states will be ranked so that those with the best safety records receive grants.

To be eligible for consideration, a state must show that its number of highway fatalities during the calendar year preceding the fiscal year for which the federal highway safety funds are approved, is less than the average number of fatalities during the four preceding years.

In addition to this formula, grants will continue to be made under existing criteria that measure improvement in terms of a state's fatality rate. That means states now will be eligible for two different grants -- one for reduction in the fatality rate, and another for reduction in actual fatalities.

- more -

Meanwhile, NHTSA and FHWA are also requesting comments on four alternative proposals for awarding highway fatality and fatality rate incentive grants to the states in subsequent years.

Three of the four alternative grant proposals are similar to existing criteria, but change the size of the incentive grants made to each state so that more states will receive them. Neither the eligibility requirements nor the ranking of the states would be affected by these three alternatives.

Alternative A would reduce the present grant size of 25 percent to 20 percent.

Alternative B would do much the same in that the top state would usually receive $1 million, the next two states $750,000, the next three $500,000, the next four $350,000 and the remaining states $250,000 until the grant money is exhausted.

Alternative C also changes only the amount of the grant to a particular state. However, a state would be judged upon its quality of performance as compared to other eligible states. Awards would be made on a sliding scale basis, ranging from 25 down to 5 percent improvement until available funds are exhausted.

Alternative D differs from the others in that all eligible states would receive a grant based upon a mathematical formula comparing the ratio of an individual state's fatality rate reduction, and/or reduction in actual fatalities with the sum of fatality rate reductions and/or fatality reductions of all eligible states.

NHTSA emphasized that it is interested in learning the views of interested people as to their preference among the four alternatives, and particularly whether the dollar amounts and percentages suggested are appropriate.

Comments on the alternative incentive grant proposals should be addressed to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., SW, Washington, D.C. 20590. Closing date for submission of comments is March 1, 1977.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

CONSUMER ADVISORY

FOR RELEASE TUESDAY
December 21, 1976

NHTSA #100-76 (HP)
Tel. (202) 426-9550

DOT ADVISES MOTORISTS ON USE OF WINTER TIRES

In a special advisory issued on the first day of winter, the U.S. Department of Transportation urged motorists not to mix radial tires with snow tires unless the snow tires are of radial construction.

Administrator John W. Snow of the department's National Highway Traffic Safety Administration (NHTSA), emphasized the need for motorists to make the proper selection of deep-tread, winter type tires (snow treads) for use on passenger cars.

"Careful driving is even more vital in winter weather because of poor road conditions, particularly in areas that have periodic snow and ice," Snow said. "Making the proper selection of tires can often be critical to safe driving."

The traffic safety chief also offered this advice to motorists, especially during adverse weather conditions. "Slow down on slippery roads and at intersections, keep a safe distance between you and the car in front, use your safety belts, guard against alcohol abuse and observe the 55 mile per hour national speed limit."

The NHTSA gives these tire tips for best protection during the winter season:

- o If your car is equipped with radial ply tires and you want to use snow treads, it is essential that radial ply constructed snow treads be purchased. Never mix bias or belted-bias constructed tires with radials, because handling characteristics of the car will be adversely affected.

- o Many motorists consider radial tires equal in traction to snow tires. However, most states do not recognize radial tires as snow tires. When a motorist has any doubt, he or she should check with state, county or city officials.

- o Snow tires should be inflated to the same pressure as recommended for conventional tires by the car owner's manual. Lower pressure does not increase traction, and excessive heat buildup from underinflation may damage your tires.

- o Changing weather changes tire inflation pressure. Tires lose about one pound of air pressure for every 10-degree drop in temperature. Always check for proper tire inflation pressure before driving, when the tires are still cold.

- o If you plan to use snow tires, store your regular tires flat in a cool, dry place. Make sure they are out of the sun and away from electric motors, which produce rubber-deteriorating ozone.

- o If your car is in a skid, pump rapidly but lightly on your brakes until you slow down. If you begin to slide sideways, steer in the direction of the skid, foot off the brake pedal until you feel you are in control again.

- o If you are thinking about using studded tires (tires with studs, usually carbide tipped imbedded in the tread to help increase traction) check your state regulations to see when and if they are permissible. In some states, studded tires are legal year-round, while in others, there is a restricted period of use. Studded tires are illegal in Florida, Hawaii, Illinois, Louisiana, Minnesota, Mississippi and Wisconsin.

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

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
December 22, 1976

NHTSA -- 96-76 (BMA)
Tel. (202) 426-0670

DEFECT INVESTIGATORY CASES REPORT

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a new defect investigatory cases report today listing all investigations, surveys, and recall campaign audits in progress as of October 29, 1976.

The federal safety agency report lists 67 active investigations, including six in which an initial or final determination has been made. Of the latter, NHTSA findings have been disputed by manufacturers in five cases and are currently in litigation.

The report also lists 35 surveys and audits in progress, the termination of 13 investigations and one audit, and the opening of two new audits.

NHTSA's regular report series is issued to provide motorists, as well as the motor vehicle industry, with a complete account of federal defect investigation activity, while at the same time providing defect-related information in the interest of highway safety.

Interested persons with information bearing on current investigations are invited to write to: The Office of Consumer Services, U.S. Department of Transportation, National Highway Traffic Safety Administration, 400 Seventh St. SW, Washington, D.C. 20590.

Reports should indicate the make, model, year and serial number (VIN) of the vehicle, and all pertinent facts relating to the failure. Persons wishing to review summaries of the NHTSA's findings in terminated cases, or in the public file for suspended cases, may do so in technical reference room 5108 of the NHTSA at the above address.

PLEASE NOTE:

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

TOLL FREE "HOTLINE" REMINDER:

Persons wishing to report automobile safety-related defects, request vehicle information or obtain information on activities of the National Highway Traffic Safety Administration may use the NHTSA Auto Safety Hotline, direct to the Washington headquarters office.

This number is (800) 424-9393
Washington, D.C. residents may call 426-0123

Reporting Period: October 31, 1976

SAFETY RELATED RECALL CAMPAIGN AUDITS OPENED THIS REPORTING PERIOD

Case Number:	A7-02
Manufacturer:	White Motor Corporation
Make:	White Motors
Model:	Autocar
Year(s):	October 1, 1973 thru March 30, 1976
Possible Problems:	Steering Arm Failure. Recall Campaign Number 76-0073.

Case Number:	A7-03
Manufacturer:	Fiat Motor Company
Make:	Lancia Beta
Model:	Coupe and Sedan
Year(s):	1975-1976
Possible Problems:	Brake Line Assembly. Recall Campaign Number 76-0071.

Reporting Period: October 31, 1976

SAFETY RELATED DEFECT INVESTIGATORY CASES TERMINATED THIS REPORTING PERIOD

Case Number:	190.003
Manufacturer:	Blazon Mobile Homes
Make:	Blazon
Model:	Travel Trailer
Year(s):	1965-1970
Possible Problems:	Axles, Wheels and Tires. Overloading of Suspension.
Conclusions:	Investigation has established that the subject travel trailers have some cargo capacity. In view of the fact that all Blazon trailers identified as having "relatively small" cargo capacities are the subject of a Blazon advisory via their dealers so that owners can operate their trailers within recommended limits, further investigation is unwarranted.

Case Number:	190.004
Manufacturer:	Champion Home Builders
Make:	Champion
Model:	Travel Trailer
Year(s):	1965-1970
Possible Problems:	Axles, Wheels, and Tires. Overloading of Suspension.
Conclusions:	Investigation has disclosed no relevant reports of suspension component failure and has established that subject trailer models have some cargo capacity. In view of the fact that a Department of Transportation (DOT) news release has alerted owners to the potential problem of overloading so owners can evaluate and operate their trailers within recommended limits, further investigation is unwarranted.

Case Number:	190.010
Manufacturer:	Pathfinder Mobile Homes
Make:	Pathfinder
Model:	Travel Trailer
Year(s):	1965-1970
Possible Problems:	Axles, Wheels and Tires. Overloading of Suspension.
Conclusions:	Investigation has disclosed no relevant reports of suspension component failure and has established that subject trailer models have some cargo capacity. In view of the fact that Pathfinder is no longer an operating entity and that a DOT news release has alerted owners to the potential problem of overloading so owners can evaluate and operate their trailers within recommended limits, further investigation is unwarranted.

Case Number:	190.011
Manufacturer:	Security Industries
Make:	Security
Model:	Travel Trailer
Year(s):	1965-1970
Possible Problems:	Axles, Wheels and Tires. Overloading of Suspension.
Conclusions:	Investigation has disclosed no relevant reports of suspension component failure and has established that subject trailer models have some cargo capacity. In view of the fact that a DOT news release has alerted owners to the potential problem of overloading so owners can evaluate and operate their trailers within recommended limits, further investigation is unwarranted.

Case Number:	190.012
Manufacturer:	Shasta Trailer Company
Make:	Shasta
Model:	Travel Trailer
Year(s):	1965-1970
Possible Problems:	Axles, Wheels and Tires. Overloading of Suspension.

Conclusions: The investigation has established that subject trailer models have some cargo capacity. In addition, all Shasta trailers identified as having "relatively small" cargo capacities are the subject of a Shasta advisory via their dealer network so that owners can operate their trailers within recommended limits. Further investigation is unwarranted.

Case Number: 190.013
Manufacturer: HI-LO Trailer Company
Make: HI-LO
Model: Travel Trailer
Year(s): 1965-1970

Possible Problems: Axles, Tires and Wheels. Overloading of Suspension.

Conclusions: Investigation has disclosed no relevant reports of suspension component failure and has established that subject trailer models have some cargo capacity. In view of the fact that a DOT news release has alerted owners to the potential problem of overloading so owners can evaluate and operate their trailers within recommended limits, further investigation is unwarranted.

Case Number: 190.018
Manufacturer: Aljo Trailer Company
Make: Aljo
Model: Travel Trailer
Year(s): 1965-1970

Possible Problems: Axles, Wheels and Tires. Overloading of Suspension.

Conclusions: Investigation has disclosed no relevant reports of suspension component failure and has established that subject trailer models have some cargo capacity. In view of the fact that a DOT news release has alerted owners to the potential problem of overloading so owners can evaluate and operate their trailers within recommended limits, further investigation is unwarranted.

Case Number:	C3-33
Manufacturer:	Ford Motor Company
Make:	Mercury
Model:	Capri
Year(s):	1971-1973
Possible Problems:	Alleged Inboard Seat Belt Abrasion by Seat Latch.
Conclusions:	Logical investigation has shown that the failure mode and mechanism are essentially an owner maintenance problem and that impending failure is readily apparent through visual observation. Information developed indicates that the abrasion mode and its results are not likely to represent a greater threat to motor vehicle safety in the future than in the past.

Case Number:	C3-40
Manufacturer:	Skyline Corporation
Make:	Skyline
Model:	19 1/2-Foot Travel Trailer
Year(s):	1971
Possible Problems:	Alleged failure of Spring Shackle Bolts. Inadequate Thread Engagement with Lock Nut.
Conclusions:	Investigation has revealed no other instances of trailer "sway" or other handling problems similar to the one reported. Tests have shown that the self-locking ability of top-locking nuts was slightly greater than that of center-locking nuts. Additionally, top-locking nuts had consistent torque retention, even with no threads exposed beyond the nut. Tests which involved deliverate removal of as many as three shackle nuts and bolts produced no observable adverse handling effects. Further investigation is unwarranted.

Case Number:	C3-42
Manufacturer:	Ford Motor Company
Make:	Ford
Models:	B and F-500 thru 700 Series School Bus Chassis
Year(s):	1971-1972
Possible Problem:	Alleged failure of throttle linkage.
Conclusions:	Investigation indicates the problem of throttle binding to be one of nuisance rather than one of safety. Ample warning of the condition is provided thru increased throttle pedal effort, the slow return of engine to idle, not returning to idle and difficulty in starting the engine. The binding or inoperative condition is associated with periods of inactivity.

Case Number	C4-01
Manufacturer:	Ford Motor Company
Make:	Ford
Models:	B-700-750 School Bus Chassis
Year(s):	1969-1970
Possible Problem:	Alleged Failure of Right Front Springs.
Conclusions:	In surveys involving over 24,000 school buses, 13 spring leaf failures, two cases of property damage and no injuries were reported. Eleven of 13 spring failures were discovered during maintenance inspection. Investigation results indicate that an overload which causes spring failure (the failure cause attributed by testing in this case) is more likely to occur in trucks than in school buses. Testing revealed no evidence of metal fatigue, but did find that the broken leaves revealed evidence of failures resulting from sudden overload. The NHTSA investigation failed to reveal the existence of a potential safety hazard involving front springs on 1969-1970 Ford B-700/750 school bus chassis. Further investigation is unwarranted.

Case Number:	C4-06
Manufacturer:	Mack Trucks
Make:	Mack
Model:	Cab-Over Truck, Models FL & FS
Year(s):	1970-1972
Possible Problems:	Alleged failure of Tilt-Cab Support/Pivot Bracket.
Conclusions:	It has been established that failures of the subject cab support/pivot brackets have occurred in significant numbers, and that failures were detectable through excessive cab vibrations or through visual inspection. It has been further established that when fracture occurs, the cab support system provides for retention of the cab at three other points on the frame. Even though the integrity of the cab support system is lessened, the three remaining support points adequately preclude the existence of a safety problem, including vehicle controllability. Further investigation is unwarranted.

Case Number:	C5-28
Manufacturer:	Ford Motor Company
Make:	Ford
Model:	Mustang II
Year(s):	1974
Possible Problems:	Alleged Failure of Exhaust Heat Transfer.
Conclusions:	Engineering review and analysis of owner reports, the test programs of the U.S. Forest Service in California and those which were conducted by Value Engineering Laboratory in Virginia, as well as other data received or developed during this investigation disclosed no significant threat of vehicle fire, injury accidents or other safety hazards relating to the alleged problem.

Reporting Period: October 31, 1976

SAFETY RELATED RECALL CAMPAIGN AUDITS
TERMINATED THIS REPORTING PERIOD

Case Number:	A6-16
Manufacturer:	Mack Trucks, Incorporated
Make:	Mack Trucks
Models:	R, RD, RM, U, DM, DMM, F & B Models
Year(s):	All
Possible Problems:	Alleged Failure of Dual Brake Treadle Valve - Air Supply Piping. Recall Campaign Number 75-0192.
Conclusions:	The Mack Truck branches and dealers appear to be more conscious of recall campaigns, and the recall completion rate as indicated by this audit is much higher than the national average.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for
Month Ending: October 31, 1976

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

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-in Fuel Tank	Certain Vents Exposed to Rupture by Shifting Luggage
128	Ford	F-250	1968-1969	16 x 5.5 Two Piece Wheel	Lock Ring Gutter Failure
190	All Manufacturers	Travel Trailers	1965-1970	Axles, Wheels and Tires	Overloading of Suspension
266	Ford	Lincoln-Mercury Passenger Cars & Light Duty Trucks	1968-1969	Ignition Switch	Poor Connection Between Harness Plug and Switch
282	Ford	Ford Mercury	1965-1974	15 x 5-inch Single Piece Wheel	Alleged Wheel Rim Failure
287	Ford	Galaxie	1968-1970	Front Wheel Spindle	Fatigue Crack in Heel Area

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-25	Ford, Chrysler, GM and International Harvester	School Bus	Pre-1969	Hydraulic Brake Steel Tubing	Alleged School Bus Hydraulic Brake Steel Tubing Failures Due to Corrosion
C2-32	General Motors	GMC 1/2-Ton Pickups	1960-1970	15 x 5.5-inch Single Piece Wheel	Alleged Wheel Rim Failure
C2-53	Ford	All	1967 and later	Dual Brake Master Cylinders	Failure of Cylinder Due to Corrosion
C2-60	Volkswagen	All	Pre-1963	Heater	Engine Fume Intrusion into Passenger Compartment
C2-61	Ford	Ford, Mercury	1969-1971	15 x 6.5-inch 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	1969-1973	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	Alleged Lockup of the Steering Relay Rod by Foreign Objects

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-28	International Harvester	Scout 800A & 800B	1970-1973	Clutch Cable	Breakage Due to Bending Fatigue
C3-34	General Motors	Light Duty Trucks	1966-1971	Rear Axle Control Arm	Alleged Rear Axle Control Arm Failures
C3-35	International Harvester	Travelall 1110 4x4	1972-1973	Steering Arm Ball	Alleged Steering Instability Upon Hard or Panic Brake Use.
C3-43	General Motors	Cadillac Eldorado Oldsmobile	1967-1973	Front Wheel Mounting Bolts	Alleged failure of Front Wheel Mounting Bolts
C4-07	Ford	Ford and Mercury	1970-1971	Hood Latch	Failure of Latch Mechanism
C4-08	International Harvester	1600, 1700 and 1800 Series Loadstar Chassis	1972-1973	Rear Axle U-Bolts/Nuts	Alleged Low Torque of Rear Axle U-Bolts/Nuts
C4-09	Chrysler	Dodge Darts and Plymouth Valiants	1967-1972	Brake Proportioning Valve	Rear Wheel Lockup
C4-10	Winnebago	D24 Motorhome	1970-1971	Front End Suspension	Alleged Front End Suspension Overload
C4-11	Action Industries Inc.	24 and 25-Foot Motorhome	1971	Front End Suspension	Alleged Unsatisfactory Performance of the Front End Suspension Components

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-12	Champion Home Builders	24-Foot Motorhome	1971	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-13	Boise Cascade	Lifetime Premier 23-Foot Motorhome	1969-1971	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-14	PRF Industries	Travco 220 Motorhome	1970	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-15	General Motors	Cadillac	1969-1970	Air Conditioner Blower Relay	Failure May Cause Overloading of Electrical Harness
C4-17	General Motors	Chevrolet Series C, P, G-10 Trucks and GMC Series C, P & G-1500 Trucks	1971-1972	Steering Tie Rod	Separation of Ball From Socket
C4-18	Ford	Fairlane and Ranchero Mercury Montego Ford Falcon Mercury Comet	1965-1969 1965-1969 1965-1970 1965-1970	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C4-20	Toyota	Coronas and Corollas	1971	Hood Latch	Alleged Unsatisfactory Performance of the Hood Latch System
C4-22	Ford	Pinto Station Wagon	1972-1973	Assembly Aid Tab on Rear Wheel Well	Tab May Contact and Cut Tire

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-23	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	Alleged Power Steering Lock-up and Self-steering problem
C4-27	Champion Home Builders	Concord 28-Foot Motorhome	1973	Gas Tank	Location and Installation of Gas Tank May Cause Overloading
C4-28	Ford	All Pintos	1971-1972	Rack and Pinion Steering	Alleged Steering Difficulty or Loss of Steering Control
C4-29	Ford	All With 4-Barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle in Open Position
C4-30	Ford	School Bus, B-700	1966-1974	Brake Drum	Alleged Front Brake Drum Failure
C4-34	Nissan	Datsun 510 and 1200 Sedans	1969-1971	Filler Hose and Three-Way Connector	Alleged Filler Hose and Three-Way Connector Leaks
C4-35	Nissan	Datsun 510	1968-1971	Transverse Link	Alleged Transverse Link Failure
C4-44	General Motors	All With Rochester Carburetors	1965-1972	Carburetor Float	Alleged Carburetor Flooding Due to Float Saturation

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-51	Globe Fabricated	JS-100 & JS-200	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-52	International Harvester	Scout II Travelall and Pickups	1970-1973	Brake Lining	Alleged Erratic Service Brake Operation or Performance
C4-53	General Motors	Chevrolet Chevelle	1965-1969	Engine Mount	Alleged Engine Mount Failure
C4-58	Volvo	Volvo	1970-1973	Fuel Injector	Alleged Electronic Fuel Injector Leakage
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 Injector	See C4-58
C5-01	General Motors	Chevrolet Corvettes	1964-1974	Rear Wheel Bearing	Failure of Rear Wheel Bearings
C5-02	Cabana	25-Foot Motorhome	1970	Front Tires, Axles, Springs & Wheels	See C4-10
C5-03	International Harvester	Travelalls and Pickups	1974	Battery Cable	Alleged Shorting of the Positive Battery Cable

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-04	Ceat S.p.A.	Mercurio 10.00 x 20/22 14-ply (Load Range G) Steel Belted Radial	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 and Carina Vehicles equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking
C5-09	Kar-Rite	Jack Stand, Model 1052, Rated at 4,000 Pounds	All	Jack Stand	Alleged Unsatisfactory Performance
C5-25	Volvo	Volvo	1973	Front Bumper Bracket	Failure of Front Bumper Support Bracket
C5-26	Ford	Mercury Capri	1971-1973	Seat Failures	Failure in Reclining Mechanism Allowing Seat to Rotate Rearwards which Could Result in Loss of Control
C5-32	Fruhling Products, Incorporated	Fruhling SAF-T-RELEASE Motorcycle Helmet Chin Strap	All	Helmet Strap Fastner	Motorcycle Helmet Strap May be Prone to Opening While in Use

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C6-19	Alsport, Inc.	Tri-Sport, SL Series	1974	Chassis, Drive Train and Brake	Alleged Failure of Chassis Drive Train and Brake
C6-22	American Motors Corporation	Pacer	1975	Power Steering Gear	Alleged Leakage of Rack and Pinion Seal Resulting in Possible Loss of Steering Control
C6-31	Ford	F-250 and F-350 Series Trucks	1972-1974	Budd Duo-Rim & "C" Section Side Ring	Alleged Explosive Separation of "C" Section Side Ring From Budd Duo-Rim Wheels
C7-01	Ford	Mustang, Pinto and Bobcat with 2.3 Liter Engines	1976	Fuel Line/Filter Connector	Alleged Failure of the Fuel Line/Filter Connector Resulting in Engine Compartment Fires

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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

Report for Month Ending: October 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
132	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	All	1965-1969	Quadrajet Carburetor	Fuel Leakage at Plug Resulting in Fire Potential
140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75, IN LITIGATION)	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failures
161	GM, CHRYSLER, AMC and FORD (INITIAL DEFECT DETERMINATION MADE 5-16-75)	All	1965-1971	Power Brake Vaccum	No Power Assist With Failure
258.5	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	Cadillac, Pontiac, Oldsmobile and Buick	1965-1969	Engine Mounts	Secondary Effects From Shearing of Engine Mounts
C3-11	General Motors (IN LITIGATION 2-13-74)	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing Loss of Vehicle Control

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

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-29	Ford (FINAL DEFECT DETERMINATION MADE 12-30-75, IN LITIGATION)	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches from Drive Shaft; Motor fails Due to Underpower

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III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of Various Related Parts that may Contribute to a Safety Defect
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, Springs, Wheels & Tires	Loading of Suspension May Exceed Component Ratings
S4-45	Various Manufacturers	Various	Various	Auto Jack Stands and Auto Ramps	Failure to Meet Load Rating
S4-54	All Manufacturers	School Bus	All	Total Vehicle	Review of Records to Determine Possibility of Safety Defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Wheels, Springs, Tires & Axles	Loading of Suspension May Exceed Component Rating in Late Model Vehicles
S6-09	Harley Davidson Company	Harley Davidson Motorcycle	1973-1974	Front Disc Brake Caliper Leakage	Alleged Leakage of Front Disc Brake Caliper
A3-04	Toyota	1200 and 1600cc	1970-1971	Fuel System	Recall #72-0014
A4-21	Ford	Torino and Ranchero	1972	Rear Axle Assembly	Recall #72-0095
A4-63	General Motors	Chevrolet, Pontiac, Buick and Oldsmobile	1974	Seat Belt Retractor	Recall #74-0016

DEPARTMENT OF TRANSPORTATION
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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Report for
Month Ending: October 31, 1976

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A5-06	Mack Trucks	C F, MB, R, RD and TU	1974	Front Axle	Recall #74-0001
A5-15	Ford	Torino, T-Bird, Montego, Cougar, Ranchero and Continental Mark IV.	1974	Speed Control	Recall #74-0011
A6-03	International Harvester	Transtar II	1974	Incorrect Routing of Air Lines	Recall #74-0220
A6-04	General Motors	Cadillac; all except Eldorado	1973-1974	Steering Idler Arm Assembly	Recall #74-0202
A6-05	Bluebird Body	School Bus, Ford	1974	Tubing and Fittings to Rear Brake Chamber	Recall #74-0209
A6-11	International Harvester	Loadstar and Cargostar	1975	Routing of Air Supply Lines/Valves to Avoid Frame Contact and Subsequent Damage	Recall #75-0191
A6-12	Nissan Motors	Datsun FL-510	1971-1975	Alleged Gasoline Leak	Recall #75-0181

HS Form 338A (Feb. 1975)

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-13	American Motors	Matador	1975	Alleged Failure of Carburetor Secondary Throttle Lockout Lever	Recall #75-0057
A6-15	Sebring Vanguard Incorporated	Citicars	April thru Dec. 1974	Alleged Failure of Master Cylinder Check Valve	Recall #75-0034
A6-17	Freightliner, Inc.	All	1967-1975	Alleged Brake Pedal Failure	Recall #75-0119
A6-18	General Motors	Chevrolet, Buick and Oldsmobile	1975	Alleged Failure of Spare Tire Hold Down Hook	Recall #75-0129
A6-20	General Motors	Cadillac Seville	1976	Flexible Coupling Steering Gear	Recall #75-0180
A6-21	Flexible Transit	Bus	1974-1975	Front Axle Radius Rod Bracket	Recall #75-0177
A6-23	British Leyland Motors, Inc.	Austin Marina Vehicles	1974-1975	Deterioration of Front Brake Hoses	Recall #75-0174
A6-24	Norton Triumph Corporation	Triumph T160 Trident Motorcycle	1975	Alleged Failure of Rear Foot Brake Lever	Recall #75-0157

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A6-25	Ford	Certain Econolines and Light Duty Trucks	1975	Failure of Front Brake Caliper	Recall #75-0134
A6-26	Chrysler Corp.	Various Plymouth and Dodge	1975	Disengagement of the Lower Control Arm Strut	Recall #75-0126
A6-27	Yamaha International Corp.	LB80-11AC and LB80-11HC Motorcycles	1976	Potential Oil Delivery Pipe Problem	Recall #75-0125
A6-28	Ford	Capri I Capri II	1974 1976	Potential Front Brake Hose Leakage	Recall #75-0093
A6-29	Chrysler	Plymouth, Dodge and Chrysler	1974-1975	Potential Tandem Power Brake Booster Diaphragm Failure	Recall #75-0086
A6-30	Ford	1974 F Series Trucks and 1974-1975 B Series	1974-1975	Front Spring Rear Hangar Bracket	Recall #76-0035
A6-32	General Motors	Chevette	1976	Front Brake Hose Gets Hung Up On Lower Control Arm	Recall #76-0022
A6-33	American Honda	360 Series Motorcycle	1974-1975	Drive Chain Tension Slips and Interferes With the Sprocket	Recall #75-0066

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-34	Mercedes Benz	All Models	1976	Cruise Control Cable Sticking	Recall #76-0027
A6-35	Chrysler Corp.	Cordoba and Dodge Charger	1975	Cruise Control Lost Motion Link Going Over Center and Jamming	Recall #76-0008
A7-02	White Motor Corp.	Autocar	10-1-73 thru 3-30-76	Steering Arm Failure	Recall #76-0073
A7-03	Fiat Motor Company	Lancia Beta Coupe and Sedan	1975-1976	Brake Line Assembly	Recall #76-0071

HS Form 338A (Feb. 1975)

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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
December 29, 1976

NHTSA--102-76 (HP)
Tel. 202-426-9550

NOVEMBER FATALITIES

The nation's traffic fatalities dipped dramatically in November declining almost 10 percent below the level of November 1975, the U.S. Department of Transportation said today.

The number of persons killed in traffic accidents last month (November) is estimated at 3,457, or 379 deaths fewer than the 3,836 fatalities reported in November 1975.

Traffic fatalities for the first 11 months of 1976 are running virtually even with the same period in 1975 with 41,086 deaths this year compared to 41,103 for the January-November period 1975.

The totals are based on preliminary figures reported to the department's National Highway Traffic Safety Administration (NHTSA) by the 50 states and the District of Columbia. It marked the 12th time in the last 16 months that the traffic fatality count was below the corresponding month of the previous year.

The November 1976 figure was more than 20 percent below the death total for the same month in 1973, the period the NHTSA uses as a base year for statistical comparison.

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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

CONSUMER ADVISORY

FOR RELEASE THURSDAY
December 30, 1976

NHTSA -- 101-76 (GLW)
Tel (202) 426-0670

DOT SAYS 1969 FORD AND MERCURY
FRONT WHEEL SPINDLES ARE DEFECTIVE

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced today that it has made an initial determination that a safety defect exists in the front wheel spindles on certain 1969 Ford and Mercury full size automobiles.

The vehicles involved are 1969 model year, full sized Ford and Mercury vehicles equipped with disc brakes and used or formerly used in police service. The safety agency estimates that there are less than 10,000 of these cars still in use.

The front wheel spindles of the involved vehicles serve as the links between the upper and lower control arms and are connected to the steering linkage. The spindle stem serves as the axle for the front wheel and tire assembly.

The NHTSA said its findings are based on a defect investigation into reports of cracking and fracturing of the spindle stem just inboard of the inner wheel bearing location. When the spindle stem breaks, the front wheel and tire suddenly separate from the vehicle.

As a part of its investigation, the safety agency said it had conducted inspections of 11 - 1969 Fords equipped with disc brakes and formerly used as police cars, and found that nine of these cars were being operated with cracked spindles. The NHTSA noted, however, that other model year Ford and Mercury vehicles appear not to be involved and added that drum brake cars also are not involved, even though these cars may have seen police service.

The Ford Motor Co. has been notified of the government's initial safety defect determination. The manufacturer will be given an opportunity to present its views, before a final determination is made, at a public meeting on February 3, 1977 at 10:00 a.m. The meeting will be held in room number 5332 at the Department of Transportation headquarters, 400 Seventh Street, S.W., Washington, D.C. Interested parties are also invited to make their views known at the public meetings or by mail to The Office of Defects Investigation, National Highway Traffic Safety Administration, Department of Transportation, Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION

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FOR RELEASE THURSDAY
December 30, 1976

NHTSA -- 103-76 (BAB)
Tel. 202-426-9550

SAFETY CHIEF APPEALS FOR CAUTION

The Christmas holiday just passed was the worst for highway fatalities since 1973, according to the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

Estimates are that a total of 590 persons have died or will die within 30 days as a result of highway crashes which occurred between 6 p.m. Thursday Dec. 23 and midnight Sunday Dec. 26. That total would be 75 more for the three day holiday period than for the four day period last year, according to National Safety Council figures.

NHTSA Administrator John W. Snow appealed to the American motoring public today to help prevent a recurrence of the high traffic toll over the approaching New Year's holiday weekend.

Said Snow, "Although today's cars and highways are safer than ever before, we continue to see unacceptably high numbers of traffic deaths and severe injuries. This means that we, as a nation of drivers, must re-examine and re-evaluate our individual approach to driving and alter our driving practices and habits."

The safety chief went on to point out three major areas in which individual action can contribute to substantial reductions in deaths and fatalities. "First of all, wear the safety belts that are provided for you in your car. Use them, they are your best availabe protection against death or injury if you are involved in a crash.

"Second, observe the national speed limit of 55 mph. Our statistics leave little doubt that this one factor alone can save thousands of lives.

"Third, and especially appropriate for the New Year's holiday, don't drive after drinking and don't ride with anyone who has been drinking. If you have plans to celebrate the New Year which include serving and drinking alcoholic beverages, take a taxi to and from your destination. Leave your car at home. If you are entertaining at home, serve food with any alcohol, make sure non-alcoholic beverages are available for your guests. And if a guest does imbibe too much, offer to drive him home, call him a taxi, or offer to let him spend the night. You could save his life. Have a happy New Year, but do whatever you can to make it a safe one."

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