



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Monday, April 17, 1995

NHTSA 22-95
Contact: Ellen Berlin
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**AUTO SAFETY CHIEF URGES
CONSUMERS TO SEEK SAFETY
INFORMATION BEFORE BUYING**

The government's chief auto safety official today encouraged Americans to become well informed about vehicle safety before buying a new car or truck, and released the latest crash test results on several 1995 models.

Ricardo Martinez, M.D., administrator of the National Highway Traffic Safety Administration (NHTSA), said that new vehicle crash test results available from the safety agency provide "the best overall view of critical safety performance in a frontal crash," and urged consumers to use this and other available safety information to guide new vehicle purchase decisions.

Martinez, a board-certified emergency physician who specialized in automotive injury prevention before heading NHTSA, said that air bags and seat belts can cut in half the odds of being injured seriously or killed. Serious injuries to the arms and lower extremities often can still occur, but these injuries typically are not fatal, but can be disabling. The key is to minimize trauma to the head, chest and abdomen, the parts of the body that are most likely to sustain fatal injuries.

"A motor vehicle crash is a very violent event, even at relatively low speeds. No vehicle can guarantee your protection in all kinds of crash circumstances, but some offer better inherent protection than others. The combination of good structure to absorb the crash forces, air bags, seat belt use and prudent driving stacks the odds in your favor," he said.

(more)

Dr. Martinez encouraged consumers to seek as much safety information as possible before buying a new car or truck, and to learn how to use available safety equipment properly. "It always amazes me how little some people know about the safety features in today's cars and trucks, such as seat belts, air bags and anti-lock brakes. It is both important to have this equipment and know how to use it properly to ensure that you get the most benefit. A seat belt, for example, that is not fastened snugly and low over the bony hips has reduced safety benefits in a crash."

"Also keep in mind that the basic laws of physics remain a good measure of expected crash performance. Larger vehicles are safer than smaller ones because of their additional weight and size-- critical components in a collision between vehicles of dissimilar size. However, vehicles of similar size and weight offer varying levels of occupant protection, and it is these important differences that are illuminated by our tests."

According to Dr. Martinez, NHTSA's New Car Assessment Program (NCAP) has been testing new cars and trucks since 1979 by crashing them into a wall at 35 mph, which is five miles per hour faster and 36 percent more severe than required by the agency's safety standard for frontal protection. It is equivalent to a head-on crash between two cars of the same weight, each moving at 35 mph. NCAP results are made available to consumers as the tests are completed each model year, and insurance and consumer organizations also use the results as the basis for information they publish. Vehicles are given scores ranging from one to five stars, with five stars indicating the best performance.

The frontal barrier test being used in NCAP has been proven to correlate well to "real world" crash outcomes. A driver wearing the lap and shoulder belt is 15-25 percent less likely to be killed in a vehicle that performs well in an NCAP test, compared to one that does poorly. The agency hopes to expand the program soon to provide information on side crash performance which, after frontal crashes, is the leading cause of fatalities.

"There are many kinds of crash tests that can be performed, and ours is the worst case scenario --head-on into a concrete wall. Earning five stars on our test is not a guarantee of freedom from injury. No crash test can guarantee that. But our severe frontal test gives an indication of how well the vehicle is likely to protect the head and chest, the parts of the body most likely to incur fatal injuries in frontal crashes," he said.

"We urge you to start with our star rating system but seek more information from auto dealers, national organizations and media reports to make the best choice of vehicle for you and your family," Dr. Martinez said.

NHTSA released crash test results on these ten 1995 vehicles: Mazda Protégé, four-door sedan; Chevrolet Cavalier, four-door sedan; Chevrolet Lumina, four-door sedan; Dodge Avenger, two-door sedan; Oldsmobile Aurora, four-door sedan; Ford Explorer, four-door 4 x 4; Mitsubishi Montero, four-door 4 x 4; Chevrolet S-10 pickup; Ford Ranger pickup; and Mazda MPV. Results on a total of 81 vehicles have been released so far this year, all of which are available free to consumers by calling the agency's toll-free Auto Safety Hotline, (800) 424-9393.

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New Car Assessment Program

How To Use This Chart

Vehicles should be compared against other vehicles in the same weight class. If a light vehicle collides head-on with a heavier vehicle at 35 mph, the occupants in the lighter vehicle could experience a greater chance of injury than the results of this test indicate.

Vehicles are classified by the estimated chance of injury for the driver or passenger, and receive a one to five star rating, with five stars ★★★★★ indicating the best protection.

NEW IN THIS RELEASE:

1995 LIGHT PASSENGER CARS (2000 - 2499 lbs. Curb Weight)

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING
MAZDA PROTEGE 4-DR. SEDAN	2429 lbs.	DRIVER	★★★
		PASSENGER	NO DATA

BELTS & AIR BAG	BELTS
✓	
✓	

1995 COMPACT PASSENGER CARS (2500 - 2999 lbs. Curb Weight)

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING
CHEVROLET CAVALIER 4-DR. SEDAN	2731 lbs.	DRIVER	★★★
		PASSENGER	★★★
DODGE AVENGER 2-DR.	2952 lbs.	DRIVER	★★★★★
		PASSENGER	★★★★★

BELTS & AIR BAG	BELTS
✓	
✓	
✓	
✓	

**1995 MEDIUM PASSENGER CARS
(3000 - 3499 LBS. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
CHEVROLET LUMINA 4-DR. SEDAN	3344 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★	✓	

**1995 HEAVY PASSENGER CARS
(3500 lbs. & over Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
OLDSMOBILE AURORA 4-DR. SEDAN	3993 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	

1995 SPORT UTILITY VEHICLES

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
FORD EXPLORER 4-DR. 4X4	4242 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
MITSUBISHI MONTERO 4-DR. 4X4	4369 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★		✓

1995 LIGHT TRUCKS

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING
CHEVROLET S-10 PU 2-DR.	3091 lbs.	DRIVER	★ ★ ★
		PASSENGER	★
FORD RANGER PU 2-DR.	3245 lbs.	DRIVER	★ ★ ★ ★
		PASSENGER*	★ ★ ★ ★

BELTS & AIR BAG	BELTS
✓	
	✓
✓	
	✓

1995 VANS

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING
MAZDA MPV VAN	3794 lbs.	DRIVER	★ ★ ★ ★
		PASSENGER*	★ ★ ★

BELTS & AIR BAG	BELTS
✓	
	✓

* HYBRID II DUMMY

New Car Assessment Program

How To Use This Chart

Vehicles should be compared against other vehicles in the same weight class. If a light vehicle collides head-on with a heavier vehicle at 35 mph, the occupants in the lighter vehicle could experience a greater chance of injury than the results of this test indicate.

Vehicles are classified by the estimated chance of injury for the driver or passenger, and receive a one to five star rating, with five stars ★★★★★ indicating the best protection.

**1995 LIGHT PASSENGER CARS
(2000 - 2499 lbs. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH		RATING		BELTS & AIR BAG	BELTS
FORD ASPIRE 4-DR. HB	2066 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
HONDA CIVIC 4-DR. SEDAN	2317 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	
HONDA CIVIC COUPE 2-DR.	2498 lbs.	DRIVER*	★★★	✓	
		PASSENGER*	★★★★	✓	
HYUNDAI SCOUPE 2-DR.	2201 lbs.	DRIVER*	★★★★		✓
		PASSENGER*	★★★★		✓
MAZDA PROTEGE 4-DR. SEDAN	2429 lbs.	DRIVER	★★★	✓	
		PASSENGER	NO DATA	✓	
PLYMOUTH NEON 4-DR. SEDAN	2391 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	

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**1995 LIGHT PASSENGER CARS
(2000 - 2499 lbs. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING
SATURN SL2 4-DR. SEDAN	2332 lbs.	DRIVER	★★★★
		PASSENGER	★★★★
TOYOTA TERCEL 4-DR. SEDAN	2176 lbs.	DRIVER	★★★
		PASSENGER	★★★★

BELTS & AIR BAG	BELTS
✓	
✓	
✓	
✓	

1995 COMPACT PASSENGER CARS
(2500 - 2999 lbs. Curb Weight)

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
ACURA INTEGRA 4-DR. SEDAN	2709 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★	✓	
CHEVROLET CAVALIER 4-DR. SEDAN	2731 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	
CHEVROLET CORSICA 4-DR. SEDAN	2741 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★		✓
DODGE AVENGER 2-DR.	2952 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
DODGE SPIRIT 4-DR. SEDAN	2846 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★		✓
FORD PROBE 2-DR.	2773 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
HONDA ACCORD 4-DR. SEDAN	2901 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★	✓	
HYUNDAI ELANTRA 4-DR. SEDAN	2605 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★		✓
HYUNDAI SONATA 4-DR. SEDAN	2761 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★★★	✓	
MAZDA 626 4-DR. SEDAN	2762 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
MITSUBISHI GALANT 4-DR. SEDAN	2832 lbs.	DRIVER	NO DATA	✓	
		PASSENGER	★★★★★	✓	

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**1995 COMPACT PASSENGER CARS
(2500 - 2999 lbs. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
NISSAN 240 SX 2-DR.	2765 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★★	✓	
NISSAN MAXIMA 4-DR. SEDAN	2970 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★	✓	
OLDSMOBILE ACHIEVA 2-DR.	2806 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★		✓
SUBARU LEGACY 4-DR. SEDAN	2654 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
TOYOTA COROLLA 4-DR. SEDAN	2553 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
VOLKSWAGEN JETTA III 4-DR. SEDAN	2725 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	

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**1995 MEDIUM PASSENGER CARS
(3000 - 3499 LBS. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
AUDI A6 4-DR. SEDAN	3373 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
BUICK CENTURY 4-DR. SEDAN	3049 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★		✓
CHEVROLET CAMARO 2-DR. HB.	3408 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
CHEVROLET LUMINA 4-DR. SEDAN	3344 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★	✓	
CHEVROLET MONTE CARLO 2-DR.	3284 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
DODGE INTREPID 4-DR. SEDAN	3254 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
FORD CONTOUR 4-DR. SEDAN	3020 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★	✓	
FORD MUSTANG 2-DR.	3119 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
FORD TAURUS 4-DR. SEDAN	3256 lbs.	DRIVER*	★★★★	✓	
		PASSENGER*	★★★★	✓	

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**1995 HEAVY PASSENGER CARS
(3500 lbs. & over Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
ACURA LEGEND 4-DR. SEDAN	3550 lbs.	DRIVER*	★★★	✓	
		PASSENGER*	★★★★	✓	
CHEVROLET CAPRICE 4-DR. SEDAN	4177 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★	✓	
CHRYSLER NEW YORKER 4-DR. SEDAN	3589 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
FORD CROWN VICTORIA 4-DR. SEDAN	3856 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★★	✓	
INFINITI J30 4-DR. SEDAN	3640 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
LEXUS GS300 4-DR. SEDAN	3765 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	
LINCOLN TOWN CAR 4-DR. SEDAN	4080 lbs.	DRIVER*	★★★★★	✓	
		PASSENGER*	NO DATA	✓	
OLDSMOBILE AURORA 4-DR. SEDAN	3993 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	
PONTIAC BONNEVILLE 4-DR. SEDAN	3558 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★	✓	

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1995 SPORT UTILITY VEHICLES

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
CHEVROLET S-10 BLAZER 4-DR. 4X4	4156 lbs.	DRIVER	★★★	✓	
		PASSENGER	★		✓
FORD BRONCO 2-DR. 4X4	4783 lbs.	DRIVER	★★★★★	✓	
		PASSENGER*	★★★★★		✓
FORD EXPLORER 4-DR. 4X4	4242 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
ISUZU RODEO 4-DR. 4X4	4021 lbs.	DRIVER	★★		✓
		PASSENGER	★★★		✓
JEEP CHEROKEE 4-DR.	2983 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★		✓
JEEP GRAND CHEROKEE 4-DR. 4X4	3748 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★		✓
JEEP WRANGLER 2-DR. 4X4	2896 lbs.	DRIVER	★★		✓
		PASSENGER	★★★★★		✓
MITSUBISHI MONTERO 4-DR. 4X4	4369 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★		✓
NISSAN PATHFINDER 4-DR. 4X4	3932 lbs.	DRIVER*	★		✓
		PASSENGER*	★★★		✓
TOYOTA 4-RUNNER 4-DR. 4X4	4114 lbs.	DRIVER*	★		✓
		PASSENGER*	★★★★★		✓

* HYBRID II DUMMY

1995 LIGHT TRUCKS

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING		BELTS & AIR BAG	BELTS
CHEVROLET S-10 PU 2-DR.	3091 lbs.	DRIVER	★★★		✓	
		PASSENGER	★			✓
DODGE DAKOTA PU 2-DR.	3924 lbs.	DRIVER	★★★★★		✓	
		PASSENGER	★★★★★			✓
DODGE RAM 1500 PU 2-DR.	4469 lbs.	DRIVER	★★★★★		✓	
		PASSENGER	NO DATA			✓
FORD F150 PU 2-DR.	4444 lbs.	DRIVER	★★★★★		✓	
		PASSENGER*	★★★★★			✓
FORD RANGER PU 2-DR.	3245 lbs.	DRIVER	★★★★★		✓	
		PASSENGER*	★★★★★			✓
ISUZU PU 2-DR.	2840 lbs.	DRIVER	★★★			✓
		PASSENGER	★★★★★			✓
MITSUBISHI MIGHTY MAX PU 2-DR.	2731 lbs.	DRIVER*	★★★			✓
		PASSENGER*	★★★			✓
NISSAN PU 2-DR.	2793 lbs.	DRIVER*	★★★			✓
		PASSENGER*	★★★★★			✓
TOYOTA PU 2-DR.	2563 lbs.	DRIVER*	★★			✓
		PASSENGER*	★★★★★			✓
TOYOTA T100 PU 2-DR.	3382 lbs.	DRIVER	★★★★★		✓	
		PASSENGER*	★★★★★			✓

* HYBRID II DUMMY

1995 VANS

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING		BELTS & AIR BAG	BELTS
CHEVROLET BEAUVILLE SPORT VAN	5031 lbs.	DRIVER	★ ★ ★		✓	
		PASSENGER	★ ★ ★			✓
DODGE CARAVAN	3457 lbs.	DRIVER	★ ★ ★ ★		✓	
		PASSENGER	★ ★ ★ ★		✓	
DODGE RAMVAN 2500	4162 lbs.	DRIVER	★		✓	
		PASSENGER	★ ★ ★			✓
FORD AEROSTAR VAN	3670 lbs.	DRIVER*	★ ★ ★ ★		✓	
		PASSENGER*	★ ★ ★			✓
FORD ECONOLINE VAN	5166 lbs.	DRIVER*	★ ★ ★ ★		✓	
		PASSENGER*	★ ★ ★			✓
FORD WINDSTAR VAN	3801 lbs.	DRIVER	★ ★ ★ ★ ★		✓	
		PASSENGER	★ ★ ★ ★ ★		✓	
MAZDA MPV VAN	3794 lbs.	DRIVER	★ ★ ★ ★		✓	
		PASSENGER*	★ ★ ★			✓
NISSAN QUEST VAN	3855 lbs.	DRIVER	★ ★ ★ ★		✓	
		PASSENGER*	★ ★ ★			✓
PONTIAC TRANSPORT VAN	3708 lbs.	DRIVER	★ ★ ★ ★		✓	
		PASSENGER	★ ★ ★			✓
TOYOTA PREVIA VAN	3644 lbs.	DRIVER	★ ★ ★ ★		✓	
		PASSENGER	★ ★ ★		✓	

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FOR IMMEDIATE RELEASE

Friday, April 21, 1995

NHTSA 23-95

Contact: Ellen Berlin
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Tel. No.: (202) 366-9550

**U.S. SAFETY BELT USE
REACHES NEW HIGH**

Transportation Secretary Federico Peña today announced that 67 percent of passenger car and light truck drivers are now buckled up, which is the highest belt use ever, and a one percent jump over usage in 1993.

Secretary Peña said, "The Clinton Administration and this department have made safety our top transportation priority, and this trend in safety belt usage is encouraging. I would like to commend the National Highway Traffic Safety Administration (NHTSA) for promoting the use of safety belts."

"Properly used safety belts can double the chance of surviving a serious crash, so this is good news in the fight against the neglected epidemic of traffic death and injury," NHTSA Administrator Ricardo Martinez, M.D., said.

"Over the past ten years, safety belts have prevented some 55,600 deaths, 1,300,000 injuries and saved more than \$105 billion in economic costs," Dr. Martinez said.

The percentage announced today is based on the combined findings of individual state surveys, a method that NHTSA has used since 1991. "NHTSA is using the individual state surveys for annual reports and to measure progress toward Secretary of Transportation Federico Peña's goal of 75 percent usage by 1997," Dr. Martinez said.

"Motor vehicle injuries cost the U.S. \$137 billion annually. By contrast, the midwest floods cost \$16 billion and Hurricane Andrew \$20 billion — these famous disasters took a small fraction of the continuing toll of motor vehicle crash costs," Dr. Martinez pointed out.

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NHTSA also conducted a national occupant protection use survey (NOPUS) in October and November, 1994, at 4,000 randomly selected sites across the country to collect additional data. A moving traffic study provided information on overall use, and a controlled intersection study gave details on belt users while measuring shoulder belt use and child seat use. A shopping center survey focused on rear-seat belt use and shoulder belt misuse.

NHTSA said the NOPUS information will be used to design new materials for targeted groups of non-users, and to help the agency evaluate and improve its programs to increase safety belt and child seat use.

A research note on one analysis of the surveys, "Observed Safety Belt Use in 1994," is available from NHTSA Distribution Services, (202) 366-2588.

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*An electronic version of this document can be obtained via the World Wide Web at:
<http://www.dot.gov/affairs/index.htm>*

U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

400 Seventh St., S.W.
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Official Business
Penalty for Private Use \$300



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NHTSA 24-95

Contact: Ellen Berlin
Barry McCahill
Tel. No.: (202) 366-9550

**RECHT APPOINTED
NHTSA DEPUTY ADMINISTRATOR**

Secretary of Transportation Federico Peña today announced the appointment of Philip R. Recht as Deputy Administrator of the National Highway Traffic Safety Administration.

"Phil Recht has been doing an excellent job as NHTSA's Chief Counsel and has ably demonstrated his dedication to the agency's mission. He brings an exceptional mix of legal and management skills to this new assignment, and we look forward to his continuing accomplishments on behalf of motor vehicle safety," Secretary Peña said.

Recht was appointed as NHTSA's Chief Counsel in October, 1994. Previously, he was a partner in the law firm of Manatt, Phelps & Phillips, where he served in the litigation and administrative law departments of the firm's Los Angeles office.

In 1992, Recht was the chief counsel for the California Clinton for President Campaign, and he served earlier in many other roles in California Democratic Party politics.

In 1987, he was a prosecutor in the Los Angeles City Attorney's office as part of the Los Angeles County Bar Association-sponsored trial attorneys exchange program for civil litigators.

Recht graduated from Yale University in 1975 and subsequently worked as a legislative aide to Rep. John J. Moakley of Massachusetts, as a consultant at the Joint Center for Political Studies in Washington, D.C., and as a legislative assistant to Rep. David L. Cornwell of Indiana. He earned his law degree in 1981 at the University of Pennsylvania Law School.

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Recht, born in Pittsburgh, recently served as president of the California Political Attorneys Association, president of the Century City Bar Association, and on the board of governors of the Los Angeles County Bar Association.

He currently resides in Washington, D.C., with his wife, Helenann Hirsch.

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U.S. Department
of Transportation

**National Highway
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Wednesday, May 3, 1995

NHTSA 25-95

Contact: Ellen Berlin
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**NHTSA PUBLISHES LIST
OF FEBRUARY RECALLS**

The National Highway Traffic Safety Administration (NHTSA) today released a list of auto safety recalls announced in February and urged consumers to have the problems fixed promptly.

The list identifies the make and model of the vehicle or equipment involved, with a brief description of the safety problem.

NHTSA said it is publicizing the recalls to alert consumers about the safety problems and encourages them to take action. Under federal law, safety problems must be remedied without cost to consumers. Currently 68 percent of the owners of vehicles with safety problems have the recall work performed.

NHTSA said manufacturers are required to mail a recall notice to all purchasers, owners and dealers when a safety defect or noncompliance with federal safety standards is found. The agency urges owners to wait until they receive notification from the manufacturer before contacting their dealers to schedule the repair work. Not all vehicles of a particular make and model may be subject to the recall.

Consumers can get up-to-the-minute information on safety recall campaigns, or even information on the recall history of a particular make and model of car, truck, motorcycle or child safety seat, by calling the agency's toll-free Auto Safety Hotline at (800) 424-9393, or (202) 366-0123 in the Washington, D.C. area. The Hotline also can be used to report safety problems.

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Safety Recall Campaigns

February 1995

Passenger Cars

General Motors Corporation

Model(s): Chevrolet Cavalier Year(s): 1995
 Pontiac Sunfire Year(s): 1995
 Manufactured Dates: February 1994-January 1995
 No. of Vehicle(s): 21,340
 Recall No.: 95V025000

Vehicle Description: Passenger vehicles.

Description of Defect: These vehicles have been built with welds missing from the front suspension lower control arm assemblies causing excessive loads on the existing welds.

Consequence of Defect: This can result in separation of the front bushing sleeve subassembly from the control arm increasing the potential for a vehicle crash.

Corrective Action: Dealers will inspect both left-hand and right-hand front suspension lower control arm assemblies and replace all control arm assemblies found with omitted welds.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Chevrolet at 1-800-222-1020 or Pontiac at 1-800-762-2737.

General Motors Corporation

Model(s): General Motors Preview Year(s): 1993 - 1994
 Manufactured Dates: November 1993-April 1994
 No. of Vehicle(s): 30
 Recall No.: 95V029000

Vehicle Description: Developmental electric vehicles.

Description of defect: Hydrogen gas can accumulate in the battery compartment of these vehicles.

Consequence of Defect: If an ignition source is present, the accumulated gas could ignite and result in damage to the vehicle and injury to the occupant.

Corrective Action: General Motors Corporation has modified the battery compartment vent and has also inspected the battery packs on all vehicles for the possibility of gas leakage from the batteries.

Note: These vehicles are owned by General Motors, and all have been corrected. No owner notification or dealer bulletin will be necessary.

General Motors Corporation

Model(s): Buick Regal Year(s): 1995
 Chevrolet Lumina Year(s): 1995
 Manufactured Dates: October 1994
 No. of Vehicle(s): 420
 Recall No.: 95V030000

Vehicle Description: Passenger vehicles.

Description of Defect: The four steering column support bracket attaching bolts were not tightened enough during assembly.

Consequence of Defect: Inadequate torque can cause these bolts to vibrate, loosen or fall out, resulting in loss of steering control and increased potential for a crash.

Corrective Action: Dealers will re-torque the steering column support bracket attaching bolts to the correct specifications.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Chevrolet at 1-800-222-1020 or Buick at 1-800-521-7300.

Mazda (North America), Inc.

Model(s): Mazda Protege Year(s): 1995
 Manufactured Dates: Oct 1994-Nov 1994
 No. of Vehicle(s): 5,760
 Recall No.: 95V033000

Vehicle Description: Passenger vehicles equipped with 1.5 liter engine.

Description of Defect: The wire rod used in the manufacture of the engine valve springs can develop minute cracks causing the springs to break.

Consequence of Defect: This break can cause engine chatter, damage to the engine pistons and engine stall, and thus increase the potential for an accident.

Corrective Action: Dealers will replace all 16 valve springs in the engine of the affected vehicles.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Mazda at 1-800-222-5500.

Mercedes-Benz of N.A., Inc.

Model(s): Mercedes 124 (E Class) Year(s): 1992 - 1995
 Manufactured Dates: February 1992-October 1994
 No. of Vehicle(s): 50,000
 Recall No.: 95V031000

Vehicle Description: Passenger vehicles.

Description of Defect: The front passenger metal footrest can, over time, abrade through the wiring harness under the footrest causing the wiring harness to short circuit.

Consequence of Defect: A short circuit can cause the wires to overheat, stall the engine, or inadvertently deploy an air bag, any of which creates potential for a vehicle crash.

Corrective Action: Dealers will install additional wiring harness cable fastener ties and edge protective covering for sharp edges of the metal footrest.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Mercedes Benz at 1-800-367-6372.

Light Trucks and Vans**AM General Corporation**

Model(s): AM General Hummer Year(s): 1994 - 1995
 Manufactured Dates: July 1994-January 1995
 No. of Vehicle(s): 150
 Recall No.: 95V023000

Vehicle Description: Multi-purpose vehicles equipped with diesel engines and cruise control.

Description of Defect: Water can accumulate in the cruise control cable and if the outside temperature is below freezing and the cruise control is engaged, the water can freeze causing the cable to bind and not release as intended when the brake pedal is applied or the system is turned off at the master cruise control switch.

Consequence of Defect: The engine throttle can stick open resulting in loss of throttle control with the increased potential for a vehicle accident.

Corrective Action: Dealers will remove the current cruise control actuator and cable assembly and install a new assembly. Additionally, dealers will change the routing of the cable.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact AM General at 1-800-638-8303.

Chrysler Corporation

Model(s): Dodge Ram Year(s): 1994
 Manufactured Dates: Jun 1993-Dec 1993
 No. of Vehicle(s): 90
 Recall No.: 94V025002

Vehicle Description: Light duty pickup and chassis trucks; 10,000 lbs. Gross vehicle weight rating or more.

Description of Noncompliance: The right outside rearview mirror contains convex glass rather than flat. Therefore, these vehicles fail to comply with FMVSS No. 111, "Rearview Mirrors."

Consequence of Noncompliance: The images presented in the mirror are closer than they appear which may cause the driver to misjudge the distance from the object to the rear of the vehicle, possibly resulting in an accident.

Corrective Action: Dealers will replace the right outside rearview mirror with a mirror having a flat surface.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Chrysler at 1-800-853-1403.

Ford Motor Company

Model(s): Ford Aerostar Year(s): 1995
 Manufactured Dates: Aug 1994-Nov 1994
 No. of Vehicle(s): 12,000
 Recall No.: 95V037000

Vehicle Description: Passenger vans.

Description of Noncompliance: The certification labels on these vehicles have incorrect rear tire sizes listed. P215/70R14SL should be P215/75R14SL. This does not comply with FMVSS No. 120, "Tire Selection and Rims for Motor Vehicles Other Than Passenger Cars."

Consequence of Noncompliance: The incorrectly sized rear tire would not have sufficient load capacity for the vehicle's specified gross axle weight rating, increasing the potential for premature tire failure.

Corrective Action: Owners will be mailed a supplementary label containing the correct rear tire information and instructions for installing the label on their vehicles. If owners prefer, their dealer can install the label for them.

Note: Owners who do not receive a new supplementary certification label within a reasonable amount of time should contact Ford at 1-800-392-3673.

General Motors Corporation

Model(s):	Chevrolet C20	Year(s): 1995
	Chevrolet C30	Year(s): 1995
	Chevrolet G30	Year(s): 1995
	Chevrolet K20	Year(s): 1995
	Chevrolet K30	Year(s): 1995
	Chevrolet P	Year(s): 1995
	Chevrolet Sportvan	Year(s): 1995
	Chevrolet Suburban	Year(s): 1995
	GMC C25	Year(s): 1995
	GMC C35	Year(s): 1995
	GMC G35	Year(s): 1995
	GMC K25	Year(s): 1995
	GMC K35	Year(s): 1995
	GMC P	Year(s): 1995
	GMC Rally	Year(s): 1995
	GMC Sierra	Year(s): 1995
	GMC Suburban	Year(s): 1995

Manufactured Dates: December 1994-January 1995

No. of Vehicle(s): 13,853

Recall No.: 95V026000

Vehicle Description: Pickup trucks and vans equipped with 4180-E automatic transmission.

Description of Defect: Due to a thin case casting, an external transmission leak can occur.

Consequence of Defect: This condition can cause transmission oil to spray onto the exhaust system and result in a possible vehicle fire.

Corrective Action: Dealers will inspect the transmission case assembly for the involved case casting. If the assembly is involved, the transmission will be replaced.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Chevrolet at 1-800-222-1020 or GMC at 1-810-456-4547.

Large Trucks, Buses and Trailers

Blue Bird Body Company

Model(s):	Blue Bird All American	Year(s): 1994 - 1995
	Blue Bird CSRE	Year(s): 1994 - 1995
	Blue Bird Q-Bus	Year(s): 1994 - 1995
	Blue Bird TC2000	Year(s): 1994 - 1995

Manufactured Dates: March 1994-January 1995

No. of Vehicle(s): 2,714

Recall No.: 95V036000

Vehicle Description: Transit buses.

Description of Defect: Quench cracks occurred in the pitman arm pinch bolt during the bolt manufacturing process.

Consequence of Defect: These cracks can cause the bolts to fracture resulting in a loss of steering control and increasing the potential for a vehicle crash.

Corrective Action: Blue Bird will provide replacement bolts for all affected units.

Note: Owners who have not received the free replacement bolts within a reasonable time should contact Blue Bird at 1-912-825-2021.

Freightliner Corporation

Model(s):	Freightliner FL-60	Year(s): 1991 - 1995
	Freightliner FL-70	Year(s): 1991 - 1995
	Freightliner MB-60	Year(s): 1991 - 1995
	Freightliner MB-70	Year(s): 1991 - 1995

Manufactured Dates: May 1991-February 1995

No. of Vehicle(s): 5,700

Recall No.: 95V018000

Vehicle Description: Heavy duty trucks equipped with 12-inch and 16-inch front brake chambers mounted on Rockwell foundation brakes.

Description of Defect: The brake chamber mounting studs can loosen or pull through due to fatigue in the brake chamber housing caused by foundation brake chatter.

Consequence of Defect: This condition can result in loss of braking capability.

Corrective Action: Dealers will change the brake lining materials, replace the wing bracket with a reinforced bracket and install brake chambers with reinforced chamber housing and larger (1/2-inch) mounting studs.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Freightliner at 1-503-735-8000.

General Motors Corporation

Model(s):	Chevrolet Truck C6	Year(s): 1995
	Chevrolet Truck C7	Year(s): 1995
	Chevrolet Truck Topkick	Year(s): 1995
	GMC C6	Year(s): 1995
	GMC C7	Year(s): 1995
	GMC Kodiak	Year(s): 1995

Manufactured Dates: July 1994-October 1994

No. of Vehicle(s): 1,720

Recall No.: 95V027000

Vehicle Description: Medium duty pickup trucks equipped with National Seating Company air suspension driver and passenger low and high back bucket seats.

Description of Noncompliance: The seats of these vehicles can have incomplete welded left side seat back frame extender arm welds. Vehicles with affected seats do not comply with FMVSS No. 207, "Seating Systems."

Consequence of Noncompliance: This can cause the seat to collapse during a vehicle accident and would not properly protect the vehicle's occupant.

Corrective Action: Dealers will inspect the left side seat back extender arms of the seats for missing welds. Welds should be on both sides of the seat back extender arm. If a weld is missing, the affected seat back frame assembly(ies) will be replaced.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Chevrolet at 1-800-222-1020 or GMC at 1-810-456-4547.

Navistar International Corporation

Model(s):	International Harvester 9600	Year(s): 1991-1995
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Manufactured Dates: September 1991-November 1994

No. of Vehicle(s): 762

Recall No.: 95V039000

Vehicle Description: Heavy duty trucks built with high rise roof.

Description of Noncompliance: The special high rise cab roof has clearance lamps flush mounted in the cab roof. These clearance lamps do not meet the photometric requirements of FMVSS No. 108, "Lamps, Reflective Devices, and Associated Equipment," to also be acceptable as side marker lamps.

Consequence of Noncompliance: These vehicles do not have side marker lamps as required for better vehicle visibility, increasing the potential for a vehicle crash.

Corrective Action: Dealers will install a combination side marker lamp/reflex reflector on the left and right side of the cab in place of the current side reflex reflector.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Navistar at 1-800-448-7825.

Oshkosh Truck Corporation

Model(s):	Oshkosh VC-26RD	Year(s): 1994
	Oshkosh VC-26RR	Year(s): 1994
	Oshkosh VC-29RD	Year(s): 1994
	Oshkosh VC-29RR	Year(s): 1994

Manufactured Dates: January 1994-April 1994

No. of Vehicle(s): 22

Recall No.: 95V020000

Vehicle Description: Chassis model vehicles.

Description of Defect: Air compressor governor sensing line does not sense both front and rear brake system reservoir pressure. A front brake system air leak will not be sensed by the governor and the compressor will fail to resupply the front air system causing a reduction of the front brake system performance.

Consequence of Defect: This can cause loss of braking capability and increase the potential for an accident.

Corrective Action: Dealers will relocate the one way check valve in the inlet air line to the rear service tank and a pressure protection valve will be added to allow the governor to sense both front and rear brake system reservoir pressure.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Oshkosh at 1-414-235-1726.

Oshkosh Truck Corporation

Model(s):	Oshkosh M-Line	Year(s): 1994
	Oshkosh T-Line	Year(s): 1994
	Oshkosh X-Line	Year(s): 1994

Manufactured Dates: Mar 1994-Aug 1994

No. of Vehicle(s): 1,057

Recall No.: 95V021000

Vehicle Description: Chassis models.

Description of Defect: Metric grade 8.8 bolts were mixed in inventory with metric grade 10.9 bolts. Incorrect grade bolts (8.8) were used in attaching the 710 Saginaw steering gear to the frame.

Consequence of Defect: The use of incorrect bolts can cause the steering gear to separate from the frame causing a loss of steering control, increasing the potential for a vehicle accident.

Corrective Action: Dealers will replace all metric grade 8.8 bolts with the correct metric grade 10.9 bolts, Loctite will be installed into the bolt hole, and the bolts will be torqued to specification.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Oshkosh at 1-414-235-1726.

Oshkosh Truck Corporation

Model(s): Oshkosh MB Year(s): 1993 - 1995
 Oshkosh MC Year(s): 1993 - 1995
 Manufactured Dates: April 1993-January 1995
 No. of Vehicle(s): 336
 Recall No.: 95V022000

Vehicle Description: Chassis models.

Description of Defect: Two of the four bolt-and-washer combinations used to secure the 710 Saginaw steering gear to the chassis frame had different washer material thicknesses. This can affect the bolt thread engagement into the steering gear causing loose steering gear bolts.

Consequence of Defect: This can cause loss of steering control and increase the potential for an accident.

Corrective Action: Dealers will increase the steering gear bolt hole depth, replace the existing washers and bolts with new flanged-head cap screws installed with Loctite.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Oshkosh at 1-414-235-1726.

Prevost Car, Incorporated

Model(s): Prevost Astral XL Year(s): 1968 - 1991
 Prevost Le Mirage 96 Year(s): 1968 - 1991
 Prevost Prestige Year(s): 1968 - 1991
 Prevost XL Year(s): 1968 - 1991

Manufactured Dates: Dec 1967-Jun 1991
 No. of Vehicle(s): 1,090
 Recall No.: 95V013000

Vehicle Description: Transit buses.

Description of Defect: If a passenger tries to exit the lavatory compartment by pushing with his back against the lavatory window and his legs against the lavatory door, the window can separate.

Consequence of Defect: If the window separates, the occupant could fall through the window and suffer severe injuries.

Corrective Action: Dealers will install a rail in the lavatory compartment window so that lavatory occupants can press against the rail rather than the window, and to help the passenger to keep balance while the vehicle is moving.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Prevost at 1-418-883-3391.

Prevost Car, Incorporated

Model(s):	Prevost Astral XL	Year(s): 1984 - 1994
	Prevost H3-40	Year(s): 1989 - 1994
	Prevost H3-41	Year(s): 1989 - 1994
	Prevost H3-45	Year(s): 1989 - 1994
	Prevost H5-60	Year(s): 1988 - 1992
	Prevost Le Mirage	Year(s): 1968 - 1994
	Prevost Le Mirage XL	Year(s): 1984 - 1994
	Prevost Marathon	Year(s): 1968 - 1994
	Prevost Prestige	Year(s): 1968 - 1994
	Prevost XL	Year(s): 1984 - 1994

Manufactured Dates: December 1967-December 1994

No. of Vehicle(s): 2,075

Recall No.: 95V016000

Vehicle Description: Transit buses.

Description of Defect: The parking brake button can be hit accidentally allowing the parking brake to release.

Consequence of Defect: Unintended operation of the parking brake button can allow the bus to roll freely causing a potential for a vehicle accident.

Corrective Action: Dealers will install a protector over the parking brake button in order to prevent accidental release of the parking brakes.

Note: Owners who take these vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Prevost at 1-418-883-3391.

Volvo White Truck Corporation

Model(s):	WhiteGMC ACLF	Year(s): 1993 - 1995
	WhiteGMC ACLFF	Year(s): 1993 - 1995
	WhiteGMC ACLFT	Year(s): 1993 - 1995
	WhiteGMC WCM	Year(s): 1993 - 1995
	WhiteGMC WHR	Year(s): 1993 - 1995
	WhiteGMC WIM	Year(s): 1993 - 1995
	WhiteGMC WX	Year(s): 1993 - 1995
	WhiteGMC WXLL	Year(s): 1993 - 1995
	WhiteGMC WXR	Year(s): 1993 - 1995

Manufactured Dates: October 1993-January 1995

No. of Vehicle(s): 1,157

Recall No.: 95V038000

Vehicle Description: Heavy duty Class 8 trucks.

Description of Defect: The wrong ball socket assembly was used to attach the steering arms to both the steering drag link and the steering ram assist cylinder, resulting in a binding condition.

Consequence of Defect: This can cause the ball socket to fatigue, increasing the potential for loss of steering control and an accident.

Corrective Action: Dealers will replace the ball socket assembly on the affected vehicles.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Volvo GM at 1-910-279-2000.

Warrick Industries, Inc.

Model(s): Goshen Pacer Year(s): 1993 - 1994

Manufactured Dates: February 1993-November 1994

No. of Vehicle(s): 104

Recall No.: 95V032000

Vehicle Description: Transit and para-transit model buses.

Description of Noncompliance: A discrepancy between the vehicle load carrying capabilities and the actual load carrying capabilities was listed on the vehicle's certification label. This does not conform with the requirements of the Code of Federal Regulations, Part 567, "Certification Label."

Consequence of Noncompliance: These vehicles could be overloaded, increasing the potential for a vehicle accident.

Corrective Action: Dealers will make modifications and/or verifications regarding total passenger design load and load distribution certifications and capabilities of these buses.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Warrick (Goshen Coach) at 1-219-264-7511.

Western Star Trucks Inc.

Model(s): Western Star Conventional Year(s): 1990 - 1995
 Manufactured Dates: November 1990-February 1995
 No. of Vehicle(s): 122
 Recall No.: 95V014000

Vehicle Description: Trucks equipped with double sleeper bunks.

Description of Defect: Straps holding the sleeper upper bunk in the raised position can release without warning.

Consequence of Defect: If the restraining strap releases suddenly, the bunk falls without warning and can strike an occupant sitting in the lower bunk causing personal injury.

Corrective Action: Dealers will replace the upper bunk retaining straps with an improved automotive safety belt style design strap.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Western Star at 1-604-868-6222.

Western Star Trucks Inc.

Model(s): Western Star Conventional Year(s): 1987 - 1990
 Manufactured Dates: November 1987-June 1990
 No. of Vehicle(s): 48
 Recall No.: 95V034000

Vehicle Description: Heavy duty truck chassis equipped with Eaton 16.5X6 front brakes and Rockwell front hubs.

Description of Defect: The brake return springs on the front brakes can contact the front hubs as the brake pads and drums wear, resulting in spring failure. A piece of the failed spring can lodge in the brake cam causing the brake to drag and the steering to pull to one side.

Consequence of Defect: Steering pull from the dragging brake can increase the potential for a vehicle crash.

Corrective Action: Dealers will replace the front hubs on the affected vehicles.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Western Star at 1-604-868-6222.

Western Star Trucks Inc.

Model(s): Western Star Conventional Year(s): 1994
 Manufactured Dates: January 1994-November 1994
 No. of Vehicle(s): 159
 Recall No.: 95V019000

Vehicle Description: Heavy duty trucks with Rockwell axle assemblies.

Description of Defect: A protective grease coating used on the steering knuckle was not removed prior to assembly of the steering arms. Also the joints could have been assembled with keys that were softer than specified and with nuts of a "softer" material than anticipated.

Consequence of Defect: These conditions can allow the steering arm to turn inside the knuckle shearing the locator key. This would result in loss of steering control and increase the potential for an accident.

Corrective Action: Dealers will clean the steering arm/knuckle joints, replace the nuts and keys, and retorque the steering arm nuts.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Western Star at 1-604-868-6222.

*Motorhomes and Campers***Fleetwood Enterprises, Inc.**

Model(s): Fleetwood Jamboree Rallye Year(s): 1994
 Fleetwood Tioga Arrow Year(s): 1994
 Manufactured Dates: October 1993-August 1994
 No. of Vehicle(s): 934
 Recall No.: 95V015000

Vehicle Description: Motorhomes.

Description of Defect: The front cabover has a tempered glass window mounted at an angle of 20 degrees from the vertical which can cause the glass to break while the vehicle is in motion.

Consequence of Defect: If the window shatters, tempered glass fragments are forced into the motorhome interior by air pressure caused by the moving vehicle. These fragments can cause personal injury to occupants.

Corrective Action: Dealers will remove the existing tempered glass cabover window and replace with a laminated safety glass cabover window.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Fleetwood at 1-800-854-4755.

Jayco, Inc.

Model(s): Jayco Sportster Year(s): 1995
 Manufactured Dates: June 1994-December 1994
 No. of Vehicle(s): 154
 Recall No.: 95V035000

Vehicle Description: Slide-in truck campers, models 8' PG, 8D PH, 9 1/2 PK and 9 1/2D PL, containing a Wedgewood high output cooktop, model C36.

Description of Defect: When the furnace and cooktop are operating at the same time, the furnace air-circulating fan can pull the cooktop burner flame down into the aluminum burner, causing the burner to melt.

Consequence of Defect: This can cause a fire.

Corrective Action: Dealers will install an enclosure under the cooktop to correct the air flow problem.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Jayco at 1-219-825-0670.

Monaco Coach Corporation

Model(s): Monaco Executive Year(s): 1993- 1995
 Manufactured Dates: Jun 1993-Jan 1995
 No. of Vehicle(s): 189
 Recall No.: 95V024000

Vehicle Description: Motorhomes.

Description of Defect: The windshield wiper motor fails causing the wipers to stop functioning.

Consequence of Defect: This can cause poor visibility in inclement weather and increase the potential for a crash.

Corrective Action: Dealers will replace the windshield wiper drive motor assembly with a new assembly of a different design.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Monaco at 1-800-283-0869.

Safari Motor Homes

Model(s): Safari Trek Year(s): 1995
 Manufactured Dates: June 1994-January 1995
 No. of Vehicle(s): 68
 Recall No.: 95V017000

Vehicle Description: Gasoline powered motorhomes with #2430 or #2830 floorplans.

Description of Defect: The gasoline filler neck is located less than 3 feet from the propane water heater creating a fire hazard potential during gasoline fueling.

Consequence of Defect: This can result in a vehicle fire if gasoline vapors are ignited by the propane water heater.

Corrective Action: Dealers will move the gasoline filler spout to another location on the motorhome. To remind owners to turn off the water heater while fueling the vehicle, a sticker will be mailed to the owners to place on the gasoline filler door.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Safari at 1-503-995-8214.

Tires**Cooper Tire & Rubber Co.**

Brand(s): Cooper LT23575R25
 Manufactured Dates: May 1994-Nov 1994
 No. of Tire(s): 6,603
 Recall No.: 95T001000

Tire Description: Polyester/steel tubeless radial light truck tires, load range C, Discoverer Radial LT.

Tire Identification Numbers: UTHKCLK204 008L through and including UTHKCLK314 008L; UTHKCLK344 P08L through and including UTHKCLK374 P08L; and UTHKCLK424 00R through and including UTHKCLK474 00R.

Description of Noncompliance: The maximum inflation pressure stamping on the opposite serial side of the tires is incorrect for both single and dual loads. A pressure of 30 psi is stamped for both single and dual load applications. The correct stamping on the tire should read a maximum of 50 psi.

Consequence of Noncompliance: The incorrect markings do not comply with FMVSS No. 119, "New Pneumatic Tires for Vehicles Other than Passenger Cars." A vehicle owner may inflate the tire to 30 psi or less causing the tire to be underinflated resulting in tread separation and tire failure.

Corrective Action: Dealers will replace the incorrect tires with new, correctly marked tires.

Note: Owners who take their tires to an authorized dealer on an agreed upon service date, and the tire is not replaced free within a reasonable time, should contact Cooper at 1-800-854-6288.

Equipment**Rockwell International**

Brand(s): Rockwell WABCO Air Dryer
Manufactured Dates: October 1992-February 1995
No. of Unit(s): 90,100
Recall No.: 95E003000

Equipment Description: System Saver 1000 and System Saver twin air dryers.

Description of Defect: Air system blockage in the air dryer occurs degrading the moisture removing capabilities of the dryer when the vehicle is operated in a cold environment.

Moisture accumulates and freezes in the air dryer or in the line between the dryer and the air system reservoir. The air dryer can become overpressurized causing the air dryer cartridge to separate from the mounting base.

Consequence of Defect: If the air dryer separates from the base, the cartridge can separate enough to cause personal injury or property damage.

Corrective Action: Dealers will equip air systems with a pressure relief valve to be located between the compressor and the air dryer. This pressure relief valve is intended to vent if excessive pressure develops in the air dryer.

Note: Owners who take their vehicle to an authorized dealer on an agreed upon service date and the remedy is not provided free within a reasonable time, should contact Rockwell WABCO at 1-800-535-5560.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Monday, May 8, 1995

CONSUMER ADVISORY

NHTSA 26-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA ANNOUNCES RECALL
OF CHILD SAFETY SEATS
BY GERRY BABY PRODUCTS**

The National Highway Traffic Safety Administration (NHTSA) today announced a safety recall involving 37,599 SecureRide infant child safety seats manufactured by Gerry Baby Products (Gerry) of Denver, Colo.

NHTSA said that Model 626 infant child safety seats manufactured from Aug. 15, 1994 through March 17 do not comply with the federal safety standard because an important warning label is mislocated.

The required label warns owners not to use a rear-facing child safety seat in a seating position equipped with an air bag. A deploying air bag could injure a child in such a seat. It cautions parents to put rear-facing infant safety seats in the back seat.

Owners of the seats should contact Gerry to obtain a new label and installation instructions. Owners can do so by calling Gerry toll-free at (800) 952-5552, or by writing Gerry Baby Products Company, 1500 E. 128th Ave., Denver, Colo., 80241.

Owners of Gerry child safety seats who have questions about this or other recalls should call NHTSA's Auto Safety Hotline, (800) 424-9393. In the Washington area, the number is (202) 366-0123. Operators are on duty Monday through Friday from 8 a.m. to 10 p.m., Eastern time, and requests for information are recorded around the clock.

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<http://www.dot.gov/affairs/index.htm>*



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Tuesday, May 9, 1995

NHTSA 27-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA WARNS ABOUT RISK
FROM SNAGGED CLOTHING
ON SCHOOL BUS HANDRAILS**

The National Highway Traffic Safety Administration (NHTSA) today issued its third warning that school bus handrails can catch loose clothing, jackets, jacket strings or book bags while children disembark, and this can result in a child's being dragged and killed as the bus is driven away.

According to NHTSA Administrator Ricardo Martinez, M.D., five children since April 1991 have been killed and others have been severely injured when their clothing or book bags snagged on the handrail while getting off the bus. The children were dragged alongside the vehicle and many were run over by the bus wheels after the drivers closed the door and drove away. The latest fatality occurred in Ohio in February.

"We consider school bus handrail snagging a significant problem and will continue to search for ways to prevent these tragic events. Approaches to redesign developed by manufacturers will help, but ultimately drivers and other adults must recognize that extreme caution is absolutely necessary every time a child disembarks from a school bus. Like many other injuries, these are preventable," Dr. Martinez said.

NHTSA first expressed concern in 1993 and repeated a warning last year. The safety agency conducted 14 investigations of U.S. school bus body manufacturers to determine if their handrails pose snagging problems. Nine companies subsequently conducted safety recalls to change the handrail designs and make them less prone to snagging. Safety recalls were conducted by AmTran/Ward, Blue Bird, Carpenter, Coach and Equipment Co., Collins Bus Corporation, Gillig Corporation, Sturdicorp, Thomas Built Buses and Van-Con, Inc.

-more-

NHTSA determined that other buses, except for those built by the Wayne Corporation, had handrail designs which were not prone to snagging.

Dr. Martinez said that some buses built from 1979 to 1992 by the Wayne Corporation of Richmond, Ind., had handrails that are prone to snag drawstrings, and that these vehicles will not be recalled because the Wayne Corporation is out of business. He urged owners to inspect them and make necessary repairs. "School bus fleet operators must ensure that necessary changes have been made to all affected vehicles, regardless of who manufactured the vehicle," Dr. Martinez said.

Currently, dealers for Wayne Wheeled Vehicles of Marysville, Ohio, a separate company, sell at a nominal cost components to repair handrails on Wayne Corporation buses, but parts are expected to remain available only for a short period.

Since most states require school bus fleets to be inspected annually, Dr. Martinez suggested that inspection teams examine handrails to see if their designs lend themselves to snagging. He also suggested that school bus driver trainers incorporate handrail inspections into their syllabus and that drivers make it a point to see children safely away from the bus before moving forward.

The handrails, also called grabrails, are located inside school buses, on both sides of the stepwell. Snagging occurs when a clothing part, such as the toggle on the end of a drawstring, gets wedged and caught between the wall of the bus and the lower, angled end of the handrail. Manufacturers' remedies range from redesigning the handrail to inserting a rubber "standoff" between the wall and the end of the handrail.

Additional information about school bus recalls is available by calling NHTSA's toll-free Auto Safety Hotline, (800) 424-9393. The agency also has a video news release on the subject available for television stations, schools and others who would like to inform the public about this safety concern. The video news release is available from the NHTSA Office of Public and Consumer Affairs, (202) 366-9550.

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Assignment editors: The VNR will be transmitted via Daily Business Satellite at 2:30-3 p.m. Eastern, May 11, Telestar coordinates 302\1H at 3740 Mhz and audio, 6.2 and 6.8, and again from 11-11:30 a.m. Eastern May 12, Telestar coordinates 401\CH.3 at 3760 Mhz and audio, 6.2 and 6.8.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Wednesday, May 10, 1995

NHTSA 28-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA STUDY SHOWS BENEFITS
OF USING SAFETY BELTS
AND MOTORCYCLE HELMETS**

The National Highway Traffic Safety Administration (NHTSA) today released the results of a new survey linking crash and medical information from six states that show how seat belt and motorcycle helmet use produce dramatic reductions in deaths, injuries and medical costs.

"The data verify the value of using your seat belt when you are in a passenger vehicle and wearing a helmet when you are riding a motorcycle. There is no doubt that these two preventive measures reduce casualties and social costs, and could reduce the cost of crashes even more if they were used more widely," NHTSA Administrator Ricardo Martinez, M.D., said.

Dr. Martinez highlighted the following key findings:

- ▶ Safety belts are highly effective in preventing fatalities and injuries.
- ▶ Considering all drivers, including those not hospitalized, the average hospital inpatient charge for unbelted drivers is five times the cost for those who were belted. For those admitted as inpatients, the cost for unrestrained drivers was 1.6 times the cost for those who used their seat belts.
- ▶ Motorcycle helmets are 33 percent effective in preventing fatalities and 67 percent effective in preventing brain injuries. The average cost for all crash-involved motorcycle riders who did not wear a helmet was 1.3 times the cost for those who wore helmets.

-more-

- ▶ The average charge for inpatient care for motorcyclists who are not wearing helmets and who receive brain injuries is more than twice the charge for motorcyclists receiving medical care for other injuries.
- ▶ Private insurance pays about 60 percent of inpatient costs for these motor vehicle crash victims. Public sources pay 20 percent and other sources, such as individuals who pay their own bills, account for 20 percent. This means that 80 percent of all inpatient costs are borne by society rather than by individual drivers.

"The American public cannot afford to pay for the consequences of traffic crashes that are largely preventable. Choosing not to buckle up and not to wear a motorcycle helmet results in costly burdens borne by the public at large, in the payment of higher insurance premiums and taxes. Common sense and basic social responsibility should motivate everyone to use this safety equipment," said the safety agency's administrator, a board-certified emergency physician.

Dr. Martinez said that the study linked traffic crash and medical information from Hawaii, Maine, Missouri, New York, Utah and Wisconsin. Called NHTSA's Crash Outcome Data Evaluation System (CODES), it was undertaken in response to the Intermodal Surface Transportation Efficiency Act of 1991. The study used information from police crash reports, emergency medical services, hospital emergency departments, hospital discharge files, claims and other sources. The crash experiences of 745,533 passenger vehicle drivers and 8,318 motorcycle riders were analyzed.

Twenty-five states and the District of Columbia have laws requiring motorcyclists to wear helmets. Forty-eight states, the District of Columbia and Puerto Rico require seat belt use.

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138.34
News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, May 18, 1995

NHTSA 30-95
Contact: Barry McCahill
Tel. No.: (202) 366-9550

**NHTSA PERMITS AIR BAG SWITCH
TO PREVENT INJURY TO INFANTS
IN REAR-FACING SAFETY SEATS**

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To reduce the potential of injury by an air bag to an infant in a rear-facing child safety seat, the National Highway Traffic Safety Administration (NHTSA) announced today that car and light truck manufacturers may install a manual cutoff switch for the passenger air bag.

According to NHTSA Administrator Ricardo Martinez, M.D., the switch, which must be operated by using the ignition key to deactivate the passenger side air bag, will be permitted in vehicles that can accommodate a child seat in the front seat only, such as pick-up trucks, sports cars and certain other passenger cars. The affected vehicles either have no rear seats or have rear seats that are too small to accommodate typical rear-facing infant seats and convertible child safety seats in their rear-facing mode.

"Many new vehicles now have passenger side air bags. Although air bags offer excellent supplemental protection to adults and most children, they pose a unique safety risk to infants in rear-facing child seats. The manual cutoff switch which we are permitting is a temporary measure to prevent injury to infants who are in the front seat by necessity," Dr. Martinez, a board-certified emergency physician, said.

He said the manual cutoff switch is needed because when rear-facing infant restraints are used in the front seat of dual air bag vehicles, they extend forward to a point near the dashboard where they can be struck by a deploying air bag. NHTSA tests showed that an air bag deploying against a rear-facing child seat could injure the child.

-more-

Today's amendment to the Federal Motor Vehicle Safety Standard for occupant protection permits manufacturers to install the manual cutoff switch on passenger cars manufactured before Sept. 1, 1997, and on light trucks manufactured before Sept. 1, 1998. The safety agency expects manufacturers to develop other means of preventing the danger on vehicles built after those dates.

Dr. Martinez said that the safety agency is aware of no air bag-induced injuries to infants, and that the agency's action is precautionary.

"In most vehicles with dual air bags, the simple solution is to put the infant seat in the rear seat, the safest place for children of all ages. But owners of pickup trucks, sports cars and certain other passenger cars do not have that option. The manual cutoff switch is a practical solution that will enable parents to transport their infants safely, while still providing older children and adults with the benefit of an air bag," Dr. Martinez said.

NHTSA began warning vehicle owners in 1991 not to use a rear-facing child safety seat in a seating position with an air bag. NHTSA took the further step of requiring manufacturers to put notices on sun visors, in vehicle owner's manuals and on rear-facing child safety seats, warning against using them in a seating position with an air bag.

The Intermodal Surface Transportation Efficiency Act of 1991 requires that all model year 1998 passenger cars have air bags and manual lap/shoulder safety belts for both drivers and right front passengers. The same law requires that all model year 1999 light trucks be equipped similarly. Currently, the vast majority of front seat-only vehicles do not have air bags.

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Thursday, May 18, 1995

NHTSA 30-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

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138.33

FOR IMMEDIATE RELEASE

Thursday, May 18, 1995

NHTSA 31-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**AUTO SAFETY AGENCY JOINS
ELECTRONIC INFORMATION HIGHWAY**

Important motor vehicle safety information published by the National Highway Traffic Safety Administration (NHTSA) may now be quickly obtained by consumers through the online services of the National Technical Information Service (NTIS) FedWorld Information System, it was announced today.

NHTSA inaugurated the new service to the public by making available more than 250 highway safety-related publications and documents.

"This is part of our continuing effort to improve customer service. By going online, we are speeding up delivery of information about traffic safety, and we are providing citizens a medium for exchanging ideas," NHTSA Administrator Ricardo Martinez, M.D., said.

NHTSA publications and reports in the data system library include press releases, information on safety recalls, crash test results, accident and fatality statistics, tire quality ratings, safety campaigns and emergency medical services. Dr. Martinez said more information would be added as consumers made their needs known to the safety agency.

FedWorld provides 24-hour, free system access, help desk support between 7 a.m. and 6 p.m. Eastern time, and 24-hour hotline message answering capability. Comments and feedback from the public are encouraged with the special "forum" feature and "mail to NHTSA." Consumers can comment on highway safety-related issues with the "forum." "Mail to NHTSA" encourages comments on what is in the information system itself.

-more-

The FedWorld system can be accessed with personal computers and modems by dialing 703-321-3339. Persons with Internet access should use "fedworld.gov." On the World Wide Web, access is via "www.fedworld.gov."

With a modem connection, new users should first register on the system, Dr. Martinez said. After registering, from the main FedWorld menu they should select "F" for Regulatory, Government Administration and State Systems. At the next menu, they should select "A" for Regulatory Information Mall. Menu selection "F" takes users immediately to the NHTSA menu which can be identified by a NHTSA graphic.

From the Web, after accessing Fedworld, the NHTSA library of files can be accessed by clicking on the "FTP Services, FedWorld FTP Site." Then the "FedWorld FTP Libraries" will appear, and NHTSA is listed alphabetically. Click on NHTSA to bring up the library of files.

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Contact: Barry McCahill

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FOR IMMEDIATE RELEASE

Thursday, May 25, 1995

NHTSA 34-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**TRANSPORTATION SECRETARY
SAYS PICKUP TRUCK BEDS
POSE SAFETY RISK**

The Department of Transportation today announced that it will work with auto manufacturers and the National Parent Teacher Association (NPTA) and the National Auto Dealers Association (NADA) to reduce the number of people killed while riding in the cargo area of pickup trucks.

"About 200 people die each year as a result of riding in the cargo area of pickup trucks, and a majority of these fatalities are teens and children," Secretary of Transportation Federico Peña said. "As part of the Clinton administration's effort to make all modes of transportation safer for children, we at the Department of Transportation are committed to reducing this tragic and preventable loss of life."

"Pickup truck beds are a wonderful place... for cargo to ride. Kids aren't cargo and need to ride up front and with a seat belt," according to Ricardo Martinez, M.D., Administrator of DOT's National Highway Traffic Safety Administration (NHTSA).

As part of a cooperative effort between manufacturers and NHTSA, automobile manufacturers have agreed to provide a direct and uniform warning no later than the 1997 model year in owners manuals.

- more -

"The American Automobile Manufacturers Association (AAMA) recognizes that this uniform warning is but one part of a broad-based effort to raise the public's awareness of this traffic safety concern. AAMA is also ready to join individual states in promoting the adoption and enforcement of traffic laws restricting people riding in the cargo areas of motor vehicles. And we look forward to continuing to work with NHTSA to explore other means of providing information to the public on this important topic," said Vann Wilber, Director, Vehicle Safety and International Department, AAMA.

At present, twenty-eight states and the District of Columbia permit riding in the open bed of a pickup truck, without any restrictions.

NHTSA and the National Parent Teacher Association will join this fall in a campaign to educate parents and teens about the dangers associated with riding in the cargo area of pickups. The National Automobile Dealers Association will encourage dealers to alert their customers about this danger.

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FOR IMMEDIATE RELEASE

Wednesday, May 31, 1995

NHTSA 35-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA RELEASES FINAL
1995 CRASH TEST RESULTS**

The National Highway Traffic Safety Administration (NHTSA) today released the final crash test results for model year 1995 vehicles.

Included are test results for the **Geo Metro 4-door sedan, Kia Sephia 4-door sedan, Ford Escort 4-door sedan, Mitsubishi Eclipse 2-door sedan, BMW 325i 4-door sedan, Dodge Stratus 4-door sedan, Honda Odyssey 4-door wagon, Isuzu Trooper 4-door 4x4, Suzuki Sidekick 4-door 4x4, and the Chevrolet C1500 pickup truck**, as well as results for vehicles tested previously which remain valid because the same or essentially the same vehicles are being sold in model year 1995. A total of 91 vehicle tests are included —41 current tests and 50 from previous model years.

"This information on crash test performance helps consumers make informed decisions on which motor vehicles to buy," Secretary of Transportation Federico Peña said.

Eight vehicles on the list have five-star ratings for both the driver and passenger. These vehicles are the Audi A6, Chevrolet Camaro, Chevrolet C1500 pickup, Dodge Avenger, Ford Bronco, Ford F150 pickup, Ford Thunderbird and Ford Windstar.

NHTSA's crash tests compare vehicles according to the frontal crash protection they provide. Vehicles are crashed into a fixed barrier at 35 mph, which is equivalent to a head-on collision between two identical vehicles, each moving at 35 mph. Instrumented dummies register forces and impacts during the crash, which are used by NHTSA to predict potential head and chest injuries.

-more-

The New Car Assessment Program crash test results are reported in a range of one to five stars, with five stars indicating the best crash protection for vehicles within the same weight class. Head and chest injury data are combined into a single rating, and reflected by the number of stars, which represents a vehicle's relative level of crash protection in a head-on collision.

NHTSA recently refined the calculation procedures used to generate the star ratings, and this resulted in a change in the Ford Windstar van driver's rating from four to five stars. This change is reflected in the chart for vans.

Test results demonstrate the relative crash protection provided to front seat occupants using all of the vehicle's occupant protection equipment. Occupant protection equipment consists of safety belts, air bags, or a combination of both. The results do not apply to unbelted occupants. The occupant protection equipment provided on each tested vehicle is indicated to the right of the vehicle's overall score.

NHTSA emphasized that the results are meaningful only in comparing relative injury risk between vehicles of similar weight, within an approximate weight range of 500 pounds. The test results for passenger cars are presented in separate tables for each weight class and listed alphabetically within each table. Separate tables are provided for sport utility vehicles, vans and for light trucks. Occupants in a lighter weight vehicle almost always experience greater risk of injury than those in a heavier vehicle.

Consumers who want more detailed information on these crash test results can obtain them by calling the agency's toll-free Auto Safety Hotline, (800) 424-9393.

###

New Car Assessment Program

How To Use This Chart

Vehicles should be compared against other vehicles in the same weight class. If a light vehicle collides head-on with a heavier vehicle at 35 mph, the occupants in the lighter vehicle could experience a greater chance of injury than the results of this test indicate.

Vehicles are classified by the estimated chance of injury for the driver or passenger, and receive a one to five star rating, with five stars ★★★★★ indicating the best protection.

1995 MINI PASSENGER CARS (1500 - 1999 lbs. Curb Weight)

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH		RATING	
GEO METRO 4-DR. SEDAN	1986 lbs.	DRIVER	★★★★
		PASSENGER	★★★★

* HYBRID II DUMMY

BELTS & AIR BAG	BELTS
✓	
✓	

**1995 LIGHT PASSENGER CARS
(2000 - 2499 lbs. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
FORD ASPIRE 4-DR. HB	2086 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
HONDA CIVIC 4-DR. SEDAN	2317 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	
HONDA CIVIC COUPE 2-DR.	2498 lbs.	DRIVER*	★★★	✓	
		PASSENGER*	★★★★	✓	
HYUNDAI SCOUPE 2-DR.	2201 lbs.	DRIVER*	★★★★		✓
		PASSENGER*	★★★★		✓
KIA SEPHIA 4-DR. SEDAN	2456 lbs.	DRIVER*	★★★		✓
		PASSENGER*	★★★★		✓
MAZDA PROTEGE 4-DR. SEDAN	2429 lbs.	DRIVER	★★★	✓	
		PASSENGER	NO DATA	✓	
PLYMOUTH NEON 4-DR. SEDAN	2391 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	
SATURN SL2 4-DR. SEDAN	2332 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
TOYOTA TERCEL 4-DR. SEDAN	2176 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★★	✓	

* HYBRID II DUMMY

**1995 COMPACT PASSENGER CARS
(2500 - 2999 lbs. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH		RATING		BELTS & AIR BAG	BELTS
ACURA INTEGRA 4-DR. SEDAN	2709 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★	✓	
CHEVROLET CAVALIER 4-DR. SEDAN	2731 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	
CHEVROLET CORSICA 4-DR. SEDAN	2741 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★		✓
DODGE AVENGER 2-DR.	2952 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
DODGE SPIRIT 4-DR. SEDAN	2846 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★		✓
FORD ESCORT 4-DR. SEDAN	2509 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
FORD PROBE 2-DR.	2773 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★	✓	
HONDA ACCORD 4-DR. SEDAN	2901 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★	✓	
HYUNDAI ELANTRA 4-DR. SEDAN	2605 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★		✓
HYUNDAI SONATA 4-DR. SEDAN	2761 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★★	✓	
MAZDA 626 4-DR. SEDAN	2762 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★★	✓	
MITSUBISHI ECLIPSE 2-DR.	2853 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	

* HYBRID II DUMMY

**1995 COMPACT PASSENGER CARS
(2500 - 2999 lbs. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
MITSUBISHI GALANT 4-DR. SEDAN	2832 lbs.	DRIVER	NO DATA	✓	
		PASSENGER	★★★★	✓	
NISSAN 240 SX 2-DR.	2765 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★★	✓	
NISSAN MAXIMA 4-DR. SEDAN	2970 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★	✓	
OLDSMOBILE ACHIEVA 2-DR.	2806 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★		✓
SUBARU LEGACY 4-DR. SEDAN	2654 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
TOYOTA COROLLA 4-DR. SEDAN	2553 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
VOLKSWAGEN JETTA III 4-DR. SEDAN	2725 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	

* HYBRID II DUMMY

**1995 MEDIUM PASSENGER CARS
(3000 - 3499 LBS. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
AUDI A6 4-DR. SEDAN	3373 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
BMW 325i 4-DR. SEDAN	3234 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
BUICK CENTURY 4-DR. SEDAN	3049 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★		✓
CHEVROLET CAMARO 2-DR. HB.	3408 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
CHEVROLET LUMINA 4-DR. SEDAN	3344 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★	✓	
CHEVROLET MONTE CARLO 2-DR.	3284 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
DODGE INTREPID 4-DR. SEDAN	3254 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
DODGE STRATUS 4-DR. SEDAN	3144 lbs.	DRIVER	★★★	✓	
		PASSENGER	NO DATA	✓	
FORD CONTOUR 4-DR. SEDAN	3020 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★	✓	
FORD MUSTANG 2-DR.	3119 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
FORD TAURUS 4-DR. SEDAN	3256 lbs.	DRIVER*	★★★★	✓	
		PASSENGER*	★★★★	✓	
FORD THUNDERBIRD 2-DR.	3460 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	

* HYBRID II DUMMY

**1995 MEDIUM PASSENGER CARS
(3000 - 3499 LBS. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
HONDA ODYSSEY 4-DR. WAGON	3459 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
MAZDA MILLENIA 4-DR. SEDAN	3150 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★★	✓	
MERCEDES-BENZ C220 4-DR. SEDAN	3190lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
PONTIAC GRAND PRIX 2-DR.	3210 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★	✓	
SAAB 900 4-DR. HB	3064 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
TOYOTA CAMRY 4-DR. SEDAN	3128 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★	✓	
VOLKSWAGEN PASSAT 4-DR. SEDAN	3124 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
VOLVO 850 4-DR. SEDAN	3241lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★	✓	

* HYBRID II DUMMY

**1995 HEAVY PASSENGER CARS
(3500 lbs. & over Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
ACURA LEGEND 4-DR. SEDAN	3550 lbs.	DRIVER*	★ ★ ★	✓	
		PASSENGER*	★ ★ ★ ★	✓	
CHEVROLET CAPRICE 4-DR. SEDAN	4177 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★	✓	
CHRYSLER NEW YORKER 4-DR. SEDAN	3589 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★	✓	
FORD CROWN VICTORIA 4-DR. SEDAN	3856 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★ ★	✓	
INFINITI J30 4-DR. SEDAN	3640 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★	✓	
LEXUS GS300 4-DR. SEDAN	3765 lbs.	DRIVER	★ ★ ★	✓	
		PASSENGER	★ ★ ★	✓	
LINCOLN TOWN CAR 4-DR. SEDAN	4080 lbs.	DRIVER*	★ ★ ★ ★ ★	✓	
		PASSENGER*	NO DATA	✓	
OLDSMOBILE AURORA 4-DR. SEDAN	3993 lbs.	DRIVER	★ ★ ★	✓	
		PASSENGER	★ ★ ★	✓	
PONTIAC BONNEVILLE 4-DR. SEDAN	3558 lbs.	DRIVER	★ ★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★	✓	

* HYBRID II DUMMY

1995 SPORT UTILITY VEHICLES

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
CHEVROLET S-10 BLAZER 4-DR. 4x4	4156 lbs.	DRIVER	★ ★ ★	✓	
		PASSENGER	★		✓
FORD BRONCO 2-DR. 4x4	4783 lbs.	DRIVER	★ ★ ★ ★ ★	✓	
		PASSENGER*	★ ★ ★ ★ ★		✓
FORD EXPLORER 4-DR. 4x4	4242 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★	✓	
ISUZU RODEO 4-DR. 4x4	4021 lbs.	DRIVER	★ ★		✓
		PASSENGER	★ ★ ★		✓
ISUZU TROOPER 4-DR. 4x4	4301 lbs.	DRIVER	★ ★ ★	✓	
		PASSENGER	★ ★ ★	✓	
JEEP CHEROKEE 4-DR.	2983 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★		✓
JEEP GRAND CHEROKEE 4-DR. 4x4	3748 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★		✓
JEEP WRANGLER 2-DR. 4x4	2896 lbs.	DRIVER	★ ★		✓
		PASSENGER	★ ★ ★ ★		✓
MITSUBISHI MONTERO 4-DR. 4x4	4369 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★		✓
NISSAN PATHFINDER 4-DR. 4x4	3932 lbs.	DRIVER*	★		✓
		PASSENGER*	★ ★ ★		✓
SUZUKI SIDEKICK 4-DR. 4x4	2762 lbs.	DRIVER	★ ★		✓
		PASSENGER	★ ★ ★		✓
TOYOTA 4-RUNNER 4-DR. 4x4	4114 lbs.	DRIVER*	★		✓
		PASSENGER*	★ ★ ★ ★		✓

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1995 VANS

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
CHEVROLET BEAUVILLE SPORT VAN	5031 lbs.	DRIVER	★ ★ ★	✓	
		PASSENGER	★ ★ ★		✓
DODGE CARAVAN	3457 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★	✓	
DODGE RAM VAN 2500	4162 lbs.	DRIVER	★	✓	
		PASSENGER	★ ★ ★		✓
FORD AEROSTAR VAN	3670 lbs.	DRIVER*	★ ★ ★ ★	✓	
		PASSENGER*	★ ★ ★		✓
FORD ECONOLINE VAN	5166 lbs.	DRIVER*	★ ★ ★ ★	✓	
		PASSENGER*	★ ★ ★		✓
FORD WINDSTAR VAN	3801 lbs.	DRIVER	★ ★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★ ★	✓	
MAZDA MPV VAN	3794 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER*	★ ★ ★		✓
NISSAN QUEST VAN	3855 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER*	★ ★ ★		✓
PONTIAC TRANSPORT VAN	3708 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★		✓
TOYOTA PREVIA VAN	3644 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★	✓	

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