U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, February 1, 1995

NHTSA 07-95
Contact: Ellen Berlin
Barry McCahill
Tel. No.: (202) 366-9550

ANALYSIS OF ANTILOCK BRAKES SHOWS MIXED RESULTS

The head of the National Highway Traffic Safety Administration (NHTSA), Ricardo Martinez, M.D., said today that an analysis of the accident records of passenger cars equipped with antilock brake systems (ABS) shows they performed better in some situations, but, in contrast to expectations, did not perform as well in others.

Dr. Martinez emphasized that this analysis included only passenger cars, not light trucks, vans, buses or heavy trucks. However, a previous NHTSA study of rear-wheel ABS systems for pickup trucks, vans and sport utility vehicles, published in December 1993, found mixed results for those vehicles as well.

According to Dr. Martinez, NHTSA's study shows that ABS improves safety on wet roads, as expected --multivehicle fatal crashes are down 24 percent. Pedestrian and bicycle fatalities involving cars with ABS also are down significantly, a 27 percent drop. However, these reductions are offset by a sharp increase in the number of single vehicle, run-off-road crashes, as compared to cars without ABS. Run-off-road fatal crashes are up by 28 percent, but the reason for the increase is unknown.

"We need to know whether this disturbing increase is a consequence of ABS, or is due to other causes. In particular, we need to know if it is likely to persist in the future. The increase may involve all types of ABS or only certain ABS designs. Some drivers may not know how to use ABS and may be responding incorrectly to ABS. We are already performing our own tests and data analysis to better understand this unexpected finding. We expect to complete these findings this spring," Dr. Martinez said.

-more-

locked-wheels during braking, and to allow a driver to steer the vehicle during hard braking.

- ABS does *not* necessarily reduce stopping distances. ABS will only reduce stopping distances significantly in some special road conditions. It may increase distances in others. Drivers should not follow other vehicles more closely because they assume that ABS will allow them to stop more quickly -- in many road conditions it will *not*.

- Drivers must not pump the brake pedal in cars equipped with ABS. This can defeat the purpose of ABS and may reduce braking effectiveness.

- Since an ABS-equipped car can be steered during hard braking, an extreme steering maneuver could steer the car off the road or cause the driver to lose control.

- Some ABS systems can make noise and vibrate the brake pedal when it is working. A driver should continue to apply the brakes despite noise or brake pedal vibration.

- ABS will not prevent or reduce the skidding caused by actions other than braking, such as going too fast around a curve.

- A driver should not drive around curves faster, change lanes more abruptly, or perform other steering maneuvers any more aggressively with ABS. ABS will not improve driving control in these maneuvers.

- ABS can significantly **lengthen** stopping distances on loose surfaces such as gravel or soft snow. Drivers should slow down and allow extra distance between vehicles under those conditions.

"We are very interested in hearing from consumers about their experience with ABS systems, particularly about cases in which ABS-equipped vehicles ended up off the road. ABS owners are encouraged to call NHTSA's toll-free Auto Safety Hotline at 1-800-424-9393. We would like to hear from the public about ABS, and the Auto Safety Hotline can also provide information on the correct use of ABS," Dr. Martinez said.

"Until we learn more about ABS use and performance in passenger cars, the agency will suspend its rulemaking on ABS for passenger cars and light trucks," Dr. Martinez said.

U.S. Department
of Transportation

**National Highway
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Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
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FOR IMMEDIATE RELEASE
Monday, February 6, 1995

NHTSA 08-95
Contact: Ellen Berlin
Barry McCahill
Tel. No.: (202) 366-9550

NHTSA MODIFIES RULE TO IMPROVE HEAVY TRUCK BRAKES

The National Highway Traffic Safety Administration (NHTSA) has removed a design restriction that discouraged the use of brake chambers with longer dimensions (long-stroke). The change in design restriction has the potential to improve the braking efficiency of large trucks, buses and trailers equipped with air brakes.

NHTSA Administrator Ricardo Martinez, M.D., said, "Long-stroke brake chambers allow truck brakes to stay in adjustment longer, reduce the incidence of dragging brakes and help brakes operate effectively when the brake drums are hot. However, previous volume requirements for air reservoirs were unnecessarily high for long-stroke designs, and made it difficult to produce brake systems using them."

NHTSA made the rule change consistent with a recommendation by the National Transportation Safety Board and in response to a petition from the American Trucking Associations (ATA).

ATA Vice President for Government Affairs John J. Collins said, "This is a win-win situation in terms of improving safety and making it easier for the regulated trucking industry to comply. Long-stroke brake chambers make it easier to keep our brakes within safety adjustments and will allow manufacturers to design braking systems that are more effective."

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U.S. Department of Transportation

News:

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Wednesday, February 8, 1995

NHTSA 09-95
Contact: Ellen Berlin
Barry McCahill
Tel. No.: (202) 366-9550

DEMETER APPOINTED TO HEAD NHTSA'S DEFECT INVESTIGATIONS

Kathleen C. DeMeter has been appointed director of the Office of Defects Investigation at the National Highway Traffic Safety Administration (NHTSA), according to the agency's administrator, Ricardo Martinez, M.D.

DeMeter is now the assistant chief counsel for general law at NHTSA and has been an attorney with the agency since 1976. The Office of Defects Investigation reviews consumer complaints about motor vehicles and equipment, investigates alleged defects, monitors recalls conducted by manufacturers when safety defects are found and operates the Auto Safety Hotline.

"With her background in law and years of experience in traffic safety issues, Ms. DeMeter is well qualified to supervise all safety defect investigations. This is one of the most important positions in the agency because of its role in removing defective vehicles from the nation's highways and its significance for public safety," Dr. Martinez said.

She earned her law degree in 1976 at the American University's Washington College of Law in Washington, D.C., and is a 1971 graduate of Ohio State University, Columbus, Ohio.

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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
Friday, February 10, 1995

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

10-95

U.S. JOINS OTHER COUNTRIES IN STANDARDIZING BRAKE REQUIREMENTS

The National Highway Traffic Safety Administration (NHTSA) today established a new Federal Motor Vehicle Safety Standard, "Passenger Car Brake Systems," to harmonize U.S. brake standards with those of many other European countries.

"This action maintains safety for American motorists while making it easier for both U.S. and other manufacturers to build cars for export. It helps to create jobs and increase trade," NHTSA Administrator Ricardo Martinez, M.D., said.

Martinez explained that the new standard differs from the existing one primarily in its revised testing procedure, developed during discussions between the agency and the United Nations Economic Commission for Europe. It will be phased in over a five-year period.

"We have to leave behind outmoded ways of thinking. The engineers and managers of today's global automobile industry can design to meet differing standards. But why waste their skill on meaningless differences in regulations? Our action helps dismantle one of the most significant non-tariff barriers to international motor vehicle trade," Martinez said.

"When U.S. and European brake regulations are made compatible, the requirements will then be recognized and accepted by all vehicle importing and exporting countries. Manufacturers will be able to build vehicles with standardized brake systems acceptable around the world, which should reduce costs for both producers and consumers," Martinez said.

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U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
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FOR IMMEDIATE RELEASE
Monday, February 13, 1995

NHTSA 11-95
Contact: Ellen Berlin
Barry McCahill
Tel. No.: (202) 366-9550

BLUE RIBBON PANEL NAMED TO MAKE CHILD SAFETY SEATS EASIER TO USE

Citing compatibility problems that discourage the correct use of child safety seats, the head of the National Highway Traffic Safety Administration (NHTSA) today announced the formation of a "blue ribbon panel" of experts to recommend ways that this safety equipment can be made easier to install and use.

At a news conference in Washington, D.C., NHTSA Administrator Ricardo Martinez, M.D., said, "We can do better, and we are going to do better. Routine safety equipment -- something that is required by law in all fifty states -- something that gives kids their best chance of surviving a crash -- should be unequivocally easy to install and convenient to use."

Dr. Martinez, a board-certified emergency physician, said that panel members include senior representatives of the motor vehicle and child safety seat industries, seat belt manufacturers, a pediatric physician and several child safety seat practitioners who will offer a user perspective. Additional technical advisers --including aviation industry representatives -- will be available if needed to provide ergonomic, statistical and other information. To foster an atmosphere in which the regulated industries may candidly discuss and agree on solutions, federal employees will not attend the meetings.

"Nearly every day our Auto Safety Hotline receives a call from a frustrated parent who can't understand why putting a child in a safety seat has to be so difficult --or in some cases, next to impossible. It's time for real solutions for real people. You shouldn't have to be a rocket scientist to install a child seat correctly," Dr. Martinez said.

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Dr. Martinez was joined in making the announcement by Philip Haseltine, president of the American Coalition for Traffic Safety, who will schedule and moderate the meetings. Also attending was Joseph Colella, executive director of the DANA Foundation. The Foundation was established to encourage correct safety seat use after his niece, Dana, died in a crash after suffering fatal injuries in an incorrectly installed child safety seat. Mr. Colella is a member of the panel.

"The convenient and correct use of child safety seats is a serious matter that needs special attention both to promote the correct use of these devices and to ensure the safest protection possible for young passengers. Instead of the usual practice of announcing proposed government solutions to a problem, we are trying the innovative approach of first giving the affected industries an opportunity to work together on solutions. They obviously want to make the best products for their customers," Dr. Martinez said.

According to Dr. Martinez, the panel will develop its recommendations quickly -- by June 1.

Child safety seats are required by law in all states and the District of Columbia. National Child Passenger Protection Week, being observed Feb. 12-18, is an annual event that emphasizes the importance of child passenger protection.

NHTSA estimates that 40 percent of children ride unprotected by restraints and at least 25 percent ride in safety seats that are seriously misused. Of the 615 child passengers who died in 1993, 362 were unrestrained. More than half (203) of these could have been saved if they had been in a correctly used child safety seat.

Martinez emphasized that it is important for parents and others who drive children to learn how to use child safety seats correctly by reading both the instructions that come with the safety seat and the vehicle owner's manual. "But even more fundamental is to make sure that the safety seat that you are buying fits well in your car or truck. If it's not convenient to use, you are more likely to use it incorrectly or not at all. Ask the retailer to permit you to test install the safety seat in your vehicle before buying it. Like clothing, safety seats should be 'tried on' first," Dr. Martinez said.

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(Note to editors: A list of organizations participating on the Blue Ribbon Panel on Child Safety Seats can be obtained from the NHTSA Public Affairs Office, (202) 366-9550.

U.S. Department
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**National Highway
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400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

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

FOR IMMEDIATE RELEASE
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NHTSA 14-95
Contact: Ellen Berlin
Barry McCahill
Tel. No.: (202) 366-9550

NEW BROCHURE GIVES CONSUMERS INFORMATION ON BUYING A SAFER CAR

Which new minivans have air bags? Will that new, dark green 4x4 protect the family in a head-on crash? Which car is most likely to be stolen? A new brochure called "Buying a Safer Car" has the answers to these and other questions and is available free from the U.S. government.

The brochure was prepared by the National Highway Traffic Safety Administration (NHTSA), the American Automobile Association (AAA) and the Federal Trade Commission (FTC), and its purpose is to provide consumers information to help them decide which new cars and light trucks are best for them.

According to NHTSA Administrator Ricardo Martinez, M.D., safety features, crash test results and theft ratings are listed by make and model of vehicle. A list of "Buying Tips" also is included. The public can obtain a copy free of charge by writing the Consumer Information Center, Dept. 501B, Pueblo, Colo. 81009.

"NHTSA is pleased to cooperate in this joint project with the AAA and the FTC to provide important and timely safety information on new vehicles, in a format that consumers can use," Dr. Martinez said.

"To ensure continued success in reducing the number of accidents, injuries and deaths on our highways, AAA believes motorists should have reliable, up-to-date information about which vehicles offer them the best protection. This brochure does just that," AAA's Senior Vice President Darryl Wyland said.

"The FTC was pleased to play a role in preparing this guide to 'Buying a Safer Car' and hopes it will serve as a useful tool as consumers shop for cars," FTC Chairman Janet D. Steiger said.

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U.S. Department of Transportation

News:

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FOR IMMEDIATE RELEASE
Thursday, March 2, 1995

NHTSA 15-95
Contact: Barry McCahill
Tel. No.: (202) 366-9550

SAFETY AGENCY ASKS PUBLIC TO REPORT LIFTGATE/HATCHBACK OPENINGS IN CHRYSLER MINIVANS, OTHER VEHICLES

As part of its investigation into whether 1984-1994 Chrysler minivans have a safety defect related to rear latch failures in crashes, the National Highway Traffic Safety Administration (NHTSA) today urged owners of these and other vehicles to report any incidents of rear hatch or liftgate openings in crashes.

According to NHTSA's Associate Administrator for Safety Assurance, William A. Boehly, the safety agency is seeking more information on actual consumer experience with all vehicles that have rear passenger doors, liftgates or a hatch, including minivans, full-sized vans, sedans, station wagons and sport utility vehicles. This additional information will supplement the agency's existing database.

Boehly said that the agency has a toll-free Auto Safety Hotline -- 1-800-424-9393 -- to make it easy for consumers to make reports. Calls can be made to the Hotline 24 hours a day.

NHTSA is investigating rear liftgate latch openings in 1984-1994 Dodge Caravan, Plymouth Voyager and Chrysler Town and Country minivans produced by the Chrysler Corporation.

Boehly emphasized that the agency wants consumers to report any incidents in which they experienced or witnessed a rear door/liftgate or hatch opening in a crash, including events in which there were only minor or no injuries.

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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
Friday, March 3, 1995

NHTSA 16-95
Contact: Ellen Berlin
Barry McCahill
Tel. No.: (202) 366-9550

NHTSA RELEASES FOURTH GROUP OF 1995 CRASH TEST RESULTS

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

Included are test results for the **Saab 900 4-door hatchback, Audi A6 4-door sedan, Dodge Ram Van 2500, Volkswagen Passat 4-door sedan, Acura Integra 4-door sedan, Toyota Tercel 4-door sedan, and the Jeep Cherokee,** 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 71 vehicle tests are included -- 21 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," said Secretary of Transportation Federico Peña.

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.

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.

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.

(more)

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.

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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	BELTS & AIR BAG	BELTS
TOYOTA TERCEL 4-DR. SEDAN	2176 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★★	✓	

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	★★★	✓	

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	★★★★★	✓	
SAAB 900 4-DR. HB	3064 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
VOLKSWAGEN PASSAT 4-DR. SEDAN	3124 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	

1995 SPORT UTILITY VEHICLES

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
JEEP CHEROKEE 4-DR.	2983 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★		✓

1995 VANS

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
DODGE RAMVAN 2500	4162 lbs.	DRIVER	★	✓	
		PASSENGER	★★★		✓

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	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*	★★★★		✓
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

FEBRUARY 1995

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 CORSICA 4-DR. SEDAN	2741 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	★★★★	✓	
NISSAN 240 SX 2-DR.	2765 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★★	✓	
NISSAN MAXIMA 4-DR. SEDAN	2970 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
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	★★★★★	✓	
BUICK CENTURY 4-DR. SEDAN	3049 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★		✓
CHEVROLET CAMARO 2-DR. HB.	3408 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*	★★★★	✓	

* 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
FORD THUNDERBIRD 2-DR.	3460 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	✓	
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*	★★★★★		✓
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	★★★★		✓
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
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*	★★★★★		✓
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	★★★★★	✓	
NISSAN QUEST VAN	3855 lbs.	DRIVER	★★★★	✓	
		PASSENGER*	★★★		✓
PONTIAC TRANSPORT VAN	3708 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★		✓
TOYOTA PREVIA VAN	3644 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★	✓	

* HYBRID II DUMMY

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, March 7, 1995

NHTSA 17-95
Contact: Ellen Berlin
Barry McCahill
Tel. No.: (202) 366-9550

SECRETARY PEÑA ANNOUNCES RULE TO IMPROVE SAFETY OF BIG TRUCKS

Stressing the importance of improving the stability and steering control of trucks and buses on the nation's highways, Secretary of Transportation Federico Peña today announced a requirement that heavy trucks, tractors, trailers and buses be equipped with antilock braking systems.

In addition, heavy buses, tractors and single unit trucks will be required to meet stopping distance criteria from a speed of 60 mph.

"The new requirement will prevent about 29,000 crashes involving up to 500 deaths and 25,000 injuries annually," Secretary Peña said.

"This is an important step in reducing the number of heavy truck crashes that result from loss of control, skidding and jackknifing. Antilock brakes will give drivers better control, especially on wet and slippery surfaces, and that will make our roads safer for all who use them," he explained.

Ricardo Martinez, M.D., administrator of the department's National Highway Traffic Safety Administration (NHTSA), said that the requirement is made possible by dramatic progress in antilock brake technology. "An extensive fleet study showed these new systems are reliable and provide significantly improved stability and control. This requirement for antilock brakes on heavy trucks will help reduce deaths and injuries on our highways," the board-certified emergency physician said.

The fleet study, conducted between 1988 and 1993, was the largest of its kind ever conducted. It involved 200 truck tractors and 50 semi-trailers equipped with antilock brakes as well as a comparison group of 88 tractors and 35 semi-trailers not equipped with antilock brakes. Based on data collected during the fleet study, NHTSA concluded the currently available antilock braking systems are reliable, durable and able to be maintained.

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The requirement also stipulates that newly-manufactured truck tractors pass a 30-mph braking-in-a-curve performance test with brakes fully applied. All powered units (tractors, trucks and buses) must have indicator lights that will signal the driver when there is an antilock brake malfunction on that unit. In addition, tractors and towing trucks must be capable of indicating antilock malfunctions on trailers they tow.

Dr. Martinez said that the rule applies to vehicles with a gross vehicle weight rating over 10,000 pounds and will be phased in. All truck tractors manufactured after March 1, 1997, will be required to have antilock brakes. New trailers, single unit trucks and buses with air brakes must have antilock brakes after March 1, 1998, and new single unit trucks and buses with hydraulic brakes must have antilock brakes after March 1, 1999. Antilock brakes are expected to cost between $500 and $850 per vehicle.

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U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, March 9, 1995

NHTSA 18-95
Contact: - Ellen Berlin
Barry McCahill
Tel. No.: (202) 366-9550

NHTSA PUBLISHES LIST OF DECEMBER RECALLS

The National Highway Traffic Safety Administration (NHTSA) today released a list of auto safety recalls announced in December 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 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

December 1994

Passenger Cars

General Motors Corporation
Model(s): Pontiac Lemans Year(s): 1990 - 1993
No. of Vehicle(s): 91,275
Recall No.: 94V248000
Date Received: 23-Dec-94
System: Interior; shoulder belts.
Vehicle Description: Passenger cars.
Description of Defect: Insufficient lubrication in the guide track rail in which the shoulder belt carrier moves causing a chattering noise, momentary binding while traveling, cycling back and forth, or stopping completely.
Consequence of Defect: This condition can prevent occupants from using their restraint system resulting in an increased risk of injury.
Corrective Action: Dealers will lubricate the track system on these vehicles.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Pontiac at 1-800-762-2737.

Jaguar Cars
Model(s): Jaguar XJ Year(s): 1995
No. of Vehicle(s): 48
Recall No.: 94V249000
Date Received: 30-Dec-94
System: Steering; linkages.
Vehicle Description: Passenger cars.
Description of Defect: The steering assembly was fitted with incorrect specification nuts. These nuts retain the track rod end ball pins to the steering arms.
Consequence of Defect: This condition can result in loss of steering control.
Corrective action: Dealers will install new correct specification nuts on the steering assembly.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Jaguar at 1-201-818-8500.

Light trucks and vans

Ford Motor Company
Model(s): Ford Aerostar Year(s): 1995
No. of Vehicle(s): 9,400
Recall No.: 94V239000
Date Received: 01-Dec-94
System: Equipment; carrier; spare tire.
Vehicle Description: Light duty passenger van.
Description of Defect: The spare tire supplied with the vehicle can contact the brake lines on the rear axle if it is mounted in the underbody spare tire carrier. Such contact could result in fracture of a rear brake line.
Consequence of Defect: This can result in reduced vehicle brake capability.
Corrective Action: Dealers will install a lower profile mini-spare tire on the existing mini-spare wheel. The new tire will allow the mini-spare to be installed with appropriate clearances in the underbody spare tire carrier.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Ford at 1-800-392-3673.

General Motors Corporation
Model(s): Chevrolet Blazer Year(s): 1995
GMC Jimmy Year(s): 1995
No. of Vehicle(s): 262
Recall No.: 94V242000
Date Received: 12-Dec-94
System: Brakes; hydraulic; linkage; pedal.
Vehicle Description: Light duty utility vehicles.
Description of Defect: The brake pedal pivot bolt was started in the weld nut, but was not torqued correctly causing the bolt to disengage from the weld nut.
Consequence of Defect: This condition can result in a total loss of braking capability.
Corrective Action: Dealers will inspect for hand-started brake pedal bolts and torque them to correct specifications.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Chevrolet at 1-800-222-1020 or GMC at 1-810-462-8782.

Nissan Motors Corporation
Model(s): Nissan Pickup Year(s): 1995
No. of Vehicle(s): 200
Recall No.: 94V243000
Date Received: 14-Dec-94
System: Structure; door assembly; latches and locks.
Vehicle description: Light duty pickup truck.
Description of Defect: Trucks were assembled without a door lock plate in the right side door.
Consequence of Defect: This condition can result in the door not latching correctly, exposing passenger to increased risk of injury.
Corrective Action: Dealers will inspect and install door lock plate in vehicles which are missing a door plate.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Nissan at 1-800-647-7261.

Nissan Motors Corporation
Model(s): Nissan Pickup Year(s): 1995
No. of Vehicle(s): 500
Recall No.: 94V251000
Date Received: 30-Dec-94
System: Brakes; hydraulic; disc; caliper.
Vehicle Description: 4-wheel drive pickup trucks.
Description of Defect: The right front brake caliper piston seal groove was improperly machined causing a brake fluid leak when the brakes are applied.
Consequence of Defect: This condition can cause a loss of braking capability.
Corrective Action: Dealers will inspect and replace the brake calipers on the affected vehicles.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Nissan at 1-800-647-7261.

Large trucks, buses and trailers

Chance Coach, Inc.

Model(s): Chance Coach AMTV Year(s): 1986-- 1994
Chance Coach RT-52 Year(s): 1986-- 1994
No. of Vehicle(s): 33
Recall No.: 94V245000
Date Received: 14-Dec-94
System: Lighting; reflective devices.
Vehicle Description: Buses under 30' in length.
Description of Noncompliance: The rear lights did not have reflective devices installed. This does not comply with Federal Motor Vehicle Safety Standard No. 108, "Lamps, Reflective Devices and Associated Equipment."
Consequence of Noncompliance: Following vehicles would have insufficient light reflecting from buses.
Corrective Action: Additional rear red reflective devices will be installed.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Chance Coach at 316-942-7411.

Ford Motor Company

Model(s): Ford F700 Year(s): 1995
Ford F800 Year(s): 1995
No. of Vehicle(s): 560
Recall No.: 94V244000
Date Received: 12-Dec-94
System: Steering; linkages; drag link.
Vehicle Description: Heavy duty trucks with low profile option, 6,000 lb. or 7,000 lb. rated front axles.
Description of Defect: The drag link installed can contact the front axle I-beam under certain extreme conditions. This drag link was not intended to be installed on "low profile" vehicles.
Consequence of Defect: This can result in loss of steering control.
Corrective Action: Dealers will install the correct drag link on the vehicles.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Ford at 1-800-392-3673.

Holiday Rambler Corporation
Model(s): Holiday Rambler Endeavor Year(s): 1993 - 1994
No. of Vehicle(s): 138
Recall No.: 94V246000
Date Received: 29-Dec-94
System: Electrical; fuses.
Vehicle Description: Class A motorhomes built on Oshkosh diesel powered chassis.
Description of Defect: The 12 volt buss bar and terminal connector lug post were installed without a protective cover. These components are susceptible to potential shorting upon contact by any type of metal foreign object.
Consequence of Defect: This condition can cause a short circuit and a potential fire hazard.
Corrective Action: Dealers will install a protective shield to cover the electrical components.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Holiday Rambler at 1-800-685-6545.

Holiday Rambler Corporation
Model(s): Holiday Rambler Imperial Year(s): 1995
No. of Vehicle(s): 313
Recall No.: 94V250000
Date Received: 29-Dec-94
System: Equipment; electric.
Vehicle Description: Travel and fifth wheel trailers produced with either one or two hydraulically operated slide-out rooms.
Description of Defect: The remote power switch(es) located on the hydraulic motor that operates the slide-out room is not water-proof allowing moisture to penetrate into the switch creating an electrical path.
Consequence of Defect: This electrical path can energize the motor solenoid coil starting the motor for the slide-out room and the room will begin to extend. This can cause loss of vehicle control.
Corrective Action: Dealers will remove the remote slide-out switch(es) and limit the operation of the slide-out to the primary switch(es) mounted inside the trailer.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Holiday Rambler at 1-800-685-6545.

Volvo GM Heavy Truck Corporation

Model(s):	WhiteGMC ACL	Year(s): 1993 - 1994
	WhiteGMC WG	Year(s): 1993 - 1994
No. of Vehicle(s):	1,275	
Recall No.:	94V238000	
Date Received:	01-Dec-94	

System: Electrical system; wiring.

Vehicle Description: Class 8 heavy duty trucks equipped with Detroit Diesel series 60 (DDec III) engines.

Description of Defect: The main electrical power harness was misrouted. If there was an electrical short in this harness, the circuit would not be fuse-protected.

Consequence of Defect: This would create a potential for a vehicle fire.

Corrective Action: Dealers will reroute the subject power harness and reconnect the affected wires to the correct fuse-protected power junction.

Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Volvo GM Heavy Trucks at 1-910-393-2000.

Wayne Wheeled Vehicles

Model(s):	Wayne Chaperone	Year(s): 1994
No. of Vehicle(s):	317	
Recall No.:	94V241000	
Date Received:	05-Dec-94	

System: Fuel; fuel tank assembly; pipe.

Vehicle Description: Buses built on Chevrolet or GMC chassis.

Description of Defect: During installation of the rear seats, the drills used to create pilot holes for mounting the rear seat penetrated the fuel tank crossover pipe located behind the rear spring hangar bracket above the rear spring. The damaged fuel lines can cause fuel leakage.

Consequence of Defect: Fuel leakage from the damaged fuel line can result in a fire if exposed to a source of ignition.

Corrective Action: Dealers will inspect the fuel tank crossover pipe and if a puncture is found, a replacement pipe will be installed.

Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Wayne Wheeled at 1-800-860-9296.

Western Star Trucks, Inc.
Model(s): Western Star Conventional Year(s): 1994
No. of Vehicle(s): 192
Recall No.: 94V247000
Date Received: 20-Dec-94
System: Electrical; wiring.
Vehicle Description: Conventional trucks equipped with Caterpillar 3406E engines.
Description of Defect: The ECM ground terminals were installed such that there is residual stress on the terminal causing the terminal to fatigue and eventually fail.
Consequence of Defect: If this terminal fails, the engine will stop and will not re-start. Sudden stopping of the engine can cause loss of power steering assist.
Corrective Action: Dealers will modify the ECM ground terminal installation.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Western Star at 1-604-868-6222.

Motorcycles

Buell Motorcycle Co.
Model(s): Buell S2 Thunderbolt Year(s): 1995
No. of Vehicle(s): 443
Recall No.: 94V240000
Date Received: 05-Dec-94
System: Brakes; hydraulic lines; fittings.
Vehicle Description: Motorcycles.
Description of Defect: Front brake line assembly can crack at either of the fittings, allowing brake fluid leakage.
Consequence of Defect: This can result in loss of brake system hydraulic pressure and increased braking distance.
Corrective Action: Dealers will repair the brake line assembly.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Buell distribution at 1-414-935-4358.

Equipment

Ekley Industries
Brand(s): Ekley TCS 2500
No. of Unit(s): 130
Recall No.: 94E038000
Date Received: 09-Dec-94
System: Suspension; axle.
Equipment Description: Universal trailer axle system.
Description of Defect: Inconsistent welding technique can cause axle spindle weld to crack, causing the spindle to loosen, or an out of alignment wheel.
Consequence of Defect: This condition can result in loss of vehicle control.
Corrective Action: Axles will be replaced with a newly manufactured axle.
Note: If the axle is not replaced within a reasonable time free of charge, contact Ekley at 616-361-7844 collect.

Philatron International
Brand(s): Stallion-Flex Air Hose
No. of Unit(s): 1,505
Recall No.: 94E039000
Date Received: 30-Dec-94
System: Brakes; air systems; lines; non-metallic hoses.
Equipment Description: Stallion-Flex coiled air assembly, Part S3-600-15-CBR.
Description of Noncompliance: During final assembly crimping process the internal support tube was damaged and does not meet the requirements of Federal Motor Vehicle Safety Standard No. 106, "Brake Hoses."
Consequence of Noncompliance: This could affect braking effectiveness and result in increased braking distance.
Corrective Action: Philatron will inspect and replace any noncomplying hoses.
Note: If the manufacturer has failed or is unable to remedy the noncompliance without charge within a reasonable time, contact Philatron at 1-310-802-2570.

Westinghouse Electric Corporation
Brand(s): Thermo King Air Filter
No. of Unit(s): 10,000
Recall No.: 94E037000
Date Received: 12-Dec-94
System: Air conditioner: other part.
Equipment Description: Bus air conditioning air filters.
Description of Defect: The scrim used in production to shape filters is flammable and should have been removed prior to shipment. This filter scrim can ignite.
Consequence of Defect: Vehicle fire can occur and smoke can fill the passenger area, resulting in passenger injury.
Corrective Action: Remove and replace air filters.
Note: If the manufacturer has failed or is unable to remedy the defect without charge, contact Thermo King at 1-612-887-2200.

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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
Thursday, March 23, 1995

NHTSA 20-95
Contact: Ellen Berlin
Barry McCahill
Tel. No.: (202) 366-9550

NHTSA PUBLISHES LIST OF JANUARY RECALLS

The National Highway Traffic Safety Administration (NHTSA) today released a list of auto safety recalls announced in January 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

January 1995

Passenger Cars

Ford Motor Company

Model(s):	Ford Contour	Year(s): 1995
	Mercury Mystique	Year(s): 1995
No. of Vehicle(s):	2,512	
Recall No.:	95V009000	
Date Received:	24-Jan-95	

System: Visual systems; glass; window; door and side; FMVSS 205.
Vehicle Description: Passenger vehicles.
Description of Noncompliance: The glass tempering process on the right hand rear door windows was not correctly performed. This does not meet the requirements of Federal Motor Vehicle Safety Standard No. 205, "Glazing Materials."
Consequence of Noncompliance: If the window breaks, the glass fragments of the rear windows exceed the size specifications of FMVSS No. 205.
Corrective Action: Dealers will replace the right rear door glass.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Ford at 1-800-392-3673.

Hyundai Motor Company

Model(s):	Hyundai Accent	Year(s): 1995
No. of Vehicle(s):	1,638	
Recall No.:	95V003000	
Date Received:	20-Jan-95	

System: Lighting; switch; high/low beam dimmer.
Vehicle Description: Passenger vehicles sold to fleet operators only.
Description of Defect: A plastic slider piece within the headlamp dimmer switch assembly does not fully retract when the headlamp dimmer switch is moved from low beam to high beam position. The low beam lamps go out as intended, but the high beam lamps do not come on.
Consequence of Defect: This condition will result in inadequate lighting causing a visibility problem for the driver and other oncoming motorists and an accident can occur.
Corrective Action: Dealers will replace the headlamp dimmer switch assembly.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Hyundai at 1-800-829-9956.

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Nissan Motor Corporation

Model(s):	Nissan Altima	Year(s): 1995
No. of Vehicle(s):	68	
Recall No.:	95V008000	
Date Received:	24-Jan-95	

System: Brakes; hydraulic; lines; hose; non-metallic.
Vehicle Description: Passenger vehicles.
Description of Defect: The brake hose for the right rear wheel was routed incorrectly so that it contacts a suspension component. This causes abrasion to the hose and eventual leakage.
Consequence of Defect: A leaking brake hose reduces braking capability, increases stopping distances and increases the risk of an accident.
Corrective Action: The right rear brake hose will be inspected to determine if it is routed correctly. Misrouted hoses will be inspected for damage, replaced if necessary, and correctly routed.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Nissan at 1-800-647-7261.

Light Trucks, Sport Utility Vehicles and Vans

Chrysler Corporation

Model(s):	Dodge Ram	Year(s): 1994
No. of Vehicle(s):	185,000	
Recall No.:	95V005000	
Date Received:	18-Jan-95	

System: Interior systems; active restraints; belt buckles.
Vehicle Description: Light duty pickup trucks.
Description of Defect: The cinch bar component within the passenger side safety belt buckle assembly shatters causing the belt to release.
Consequence of Defect: The passenger would not be properly restrained and could be injured in the event of a sudden stop or accident.
Corrective Action: Dealers will replace the cinch bar with a newly designed part.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Chrysler at 1-800-853-1403.

Large Trucks, Buses and Trailers

Emerald Isle of Southern California

Model(s):	Emerald Isle Trailer	Year(s): 1994
No. of Vehicle(s):	3	
Recall No.:	95V011000	
Date Received:	27-Jan-95	

System: Equipment; vehicle identification number and plate; FMVSS No. 115.
Vehicle Description: Trailer.
Description of Noncompliance: The manufacturer's identification label was omitted. This does not meet the requirements of Federal Motor Vehicle Safety Standard No. 115, "Vehicle Identification Number - Basic Requirements."
Consequence of Noncompliance: The vehicles cannot be identified correctly.
Corrective Action: Emerald Isle will affix the proper manufacturer identification label.
Note: If your vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Emerald Isle at 1-714-921-0171.

Freightliner Corporation

Model(s):	Freightliner FLD-120	Year(s): 1994
No. of Vehicle(s):	70	
Recall No.:	95V007000	
Date Received:	23-Jan-95	

System: Interior systems; restraint; belt anchor and attachment; FMVSS 207 & FMVSS 210
Vehicle Description: Heavy duty trucks.
Description of Noncompliance: Washers were not installed on the passenger side retractor and outboard safety belt anchors. This does not meet the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 207, "Seating Systems," and FMVSS No. 210, "Seat Belt Assembly Anchorages."
Consequence of Noncompliance: If the washers are missing from the anchors, there is an increased risk of injury to the passenger in an accident.
Corrective Action: Dealers will install washers at both locations.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Freightliner at 1-503-735-8000.

Monon Corporation

Model(s):	Monon Trailer	Year(s): 1994
No. of Vehicle(s):	304	
Recall No.:	95V010000	
Date Received:	27-Jan-95	

System: Equipment; trailer hitches and attachments.
Vehicle Description: Closed top dry freight van trailers.
Description of Defect: Missing welds in the upper coupler assembly can lead to fatigue cracks in the bottom plate of the assembly over a length of time, causing failure of the upper coupler assembly.
Consequence of Defect: This condition can result in separation of the upper control assembly with the potential for a vehicle accident.
Corrective Action: Dealers will inspect the trailers for fatigue cracks and reweld the upper coupler assemblies, if necessary.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Monon at 1-219-253-6621.

Oshkosh Truck Corporation

Model(s):	Oshkosh MB-18FD	Year(s): 1993 - 1994
	Oshkosh MB-19FD	Year(s): 1993 - 1994
No. of Vehicle(s):	142	
Recall No.:	95V001000	
Date Received:	20-Jan-95	

System: Fuel; throttle linkages and control.
Vehicle Description: Chassis equipped with high idle throttle option.
Description of Defect: A bracket installed to secure a high idle component onto the engine throttle arm can hook the wire harness and prevent its return to idle speed.
Consequence of Defect: The engine throttle can stick partially open resulting in loss of throttle control and an accident.
Corrective Action: Dealers will re-locate the high idle bracket away from the throttle linkage and secure the wiring harness away from the throttle linkage.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Oshkosh at 1-414-235-1726.

Oshkosh Truck Corporation

Model(s):	Oshkosh T-line	Year(s): 1994
	Oshkosh X-line	Year(s): 1994
No. of Vehicle(s):	509	
Recall No.:	95V002000	
Date Received:	20-Jan-95	

System: Fuel; fuel tank assembly; attachments.
Vehicle Description: Heavy duty truck chassis.
Description of Defect: The fuel tank strap can break allowing a slight upward movement of the tank. A dual fuel tank strap breakage can also allow the tank to slide forward or rearward.
Consequence of Defect: Movement of the fuel tank can allow diesel fuel to leak, possibly resulting in a vehicle fire.
Corrective Action: The top fuel tank strap will be replaced with a redesigned, thicker strap.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Oshkosh at 1-414-235-1726.

Thomas Built Buses, Inc.

Model(s):	Thomas Built Conventional	Year(s): 1993 - 1994
	Thomas Built MVP	Year(s): 1993 - 1994
	Thomas Built Saf-T-Liner	Year(s): 1993 - 1994
	Thomas Built Vista	Year(s): 1993 - 1994
No. of Vehicle(s):	3,076	
Recall No.:	95V004000	
Date Received:	11-Jan-95	

System: Interior system; active restraints; belt retractors.
Vehicle Description: Transit and school buses.
Description of Defect: The metal housing of the safety belt retractors on automatic locking retractor/emergency locking retractor safety belts can become deformed preventing extension and/or retraction of the belt.
Consequence of Defect: Passengers would be unable to extend or retract their safety belts and would be at a risk of injury in the event of an accident.
Corrective Action: Dealers will install a hardened washer which will decrease the possibility of deformation of the safety belt retractor. Damaged retractors will be replaced.
Note: If the vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Thomas Built at 1-910-889-4871.

Thomas Built Buses, Inc.

Model(s):	Thomas Built Bus	Year(s): 1994 - 1995
	Thomas Built Citiliner	Year(s): 1994 - 1995
No. of Vehicle(s):	80	
Recall No.:	95V006000	
Date Received:	30-Jan-95	

System: Electrical; wiring.
Vehicle Description: Transit buses.
Description of Defect: A power connector in the main wiring harness can become corroded causing loss of power.
Consequence of Defect: This condition can result in a total loss of power to the bus, immobilizing the bus, disable the lights, and increase the potential for an accident.
Corrective Action: Dealers will replace and seal the connectors.
Note: If your vehicle is presented to an authorized dealer on an agreed upon service date and the remedy is not provided free of charge within a reasonable time, contact Thomas Built at 1-910-889-4871.

Equipment

Granning Air Suspensions

Brand(s):	Granning 4871
No. of Unit(s):	2,100
Recall No.:	95E001000
Date Received:	09-Jan-95

System: Brakes; hydraulic.
Equipment Description: Vacuum/hydraulic synchronizing valves used in rear add-on tag axle brake controls.
Description of Defect: Inside components of the valve fail to work properly due to insufficient clearance between the activation pin and bushing causing the valve to seize in the activated position.
Consequence of Defect: This condition will cause the tag axle brakes to stay applied at all times and can result in a possible tire fire.
Corrective Action: Designated service facilities will replace the valves with new, updated valves.
Note: If the valves are not replaced within a reasonable time free of charge, contact Granning Air Suspensions at 1-800-255-7824.

Rockwell International

Brand(s):	Rockwell 3219-P-5034 Rockwell Brake Drum
No. of Unit(s):	90
Recall No.:	95E002000
date received:	18-Jan-95

System: Brakes; hydraulic; shoe and drum assembly.

Equipment Description: Brake drums installed in certain 18,000 to 21,000 lb. capacity front drive steering axles.

Description of Defect: The machining performed on the brake drums will not permit the drum to seat fully against the hub face. The reduced brake drum and hub contact area will abrade and fret allowing the wheel mounting joint to loosen.

Consequence of Defect: The wheel mounting studs can break resulting in separation of the wheel from the vehicle. Vehicle steering and braking will be reduced and the separated wheel would cause a hazard to others on the highway. Either event can result in a vehicle accident.

Corrective Action: Rockwell will replace the incorrectly machined drums with new brake drums and replace the wheel mounting studs.

Note: If the brake drums are not replaced within a reasonable time free of charge, contact Rockwell at 810-435-9205.

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U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
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NHTSA 21-95
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MONK APPOINTED DIRECTOR OF VEHICLE RESEARCH AND TEST CENTER

Michael Monk has been appointed director of the National Highway Traffic Safety Administration's (NHTSA) Vehicle Research and Test Center (VRTC), according to NHTSA's Administrator, Ricardo Martinez, M.D.

Monk, a mechanical engineer with a 20-year career at NHTSA, has been at the VRTC since it was established in 1978 at East Liberty, Ohio. Previously he was responsible for developing crashworthiness standards for motor vehicles, working at NHTSA's headquarters in Washington, D.C.

"With his background in safety standards and applied research, Mr. Monk will continue to make important contributions to vehicle safety. This is an important leadership position because the VRTC is a recognized world leader in improving vehicle safety," Dr. Martinez said.

Monk was involved in developing the side-impact safety standard for passenger cars. Among his other achievements is winning a patent for a device to locate the center of gravity of any vehicle.

Monk, whose home town is Rexburg, Idaho, received his masters degree in mechanical engineering from Brigham Young University, Provo, Utah. He and his wife, Karen, reside in Marysville, Ohio. They have five children.

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