



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Monday, July 3, 1995

NHTSA 43-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

DRUNK DRIVING DEATHS
DOWN SHARPLY IN 1994,
NHTSA FIGURES SHOW

The National Highway Traffic Safety Administration (NHTSA) today released final 1994 traffic crash data, showing a slight increase in fatalities overall, but a sharp drop in the number of alcohol-related fatalities.

NHTSA officials said alcohol-related traffic deaths -- the single largest component of the total -- were 16,589 in 1994, down 5 percent from 17,473 the previous year.

"The reduction in alcohol-related deaths is welcome news, and is the result of determined efforts by a partnership of state, local and federal organizations with a common goal," commented Dr. Ricardo Martinez, NHTSA Administrator.

Alcohol was involved in 40.8 percent of fatalities in 1994, as compared to 43.5 percent in 1993, NHTSA calculates. Secretary of Transportation Federico Peña has set a goal for the nation to reduce alcohol-related fatalities by 6,000 annually by the year 2005.

Overall fatalities were up 1.3 percent, an increase the agency tentatively attributes to a 2.2 percent increase in miles travelled. Total fatalities were 40,676 in 1994, compared to 40,150 in 1993, the agency said.

The fatality rate per 100 million miles of travel remained constant at 1.7 in 1994. This is the generally accepted measure of risk, since it takes into account variations in motor vehicle use from year to year.

"The fatality rate is still the lowest in history, but motor vehicle death and injury largely is a preventable, unnecessary epidemic. There are too many drivers who behave as if they have a license to kill. They drive too fast, drive drunk, and endanger themselves and others," Dr. Martinez said.

###

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

News:

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

FOR IMMEDIATE RELEASE

Tuesday, July 11, 1995

NHTSA 45-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

NHTSA CITES SAFETY PROGRAMS IN 10 STATES FOR EXCELLENCE

The National Highway Traffic Safety Administration (NHTSA) singled out highway safety programs in 10 states with awards for excellence during ceremonies in Washington today.

NHTSA's Administrator Ricardo Martinez, M.D., presented the awards to representatives from each of the winning states' highway safety offices. Dr. Martinez said that success in increasing highway safety depends on partnerships and mutual support in states and local communities throughout the nation.

Receiving recognition were programs in California, Maryland, Wisconsin, North Carolina, Indiana, Alabama, Tennessee, Kentucky, Missouri and Texas.

The 1995 awards program honored achievements in providing emergency care, boosting child restraint and bicycle helmet use, and in other traffic safety areas such as safety belt campaigns and efforts against drunk driving.

"Our gains in highway safety are being slowed as we confront the problem of the aggressive drivers who speed, drive drunk, and refuse to wear safety belts," Dr. Martinez said. "We are counting on the creativity of our state and local partners in finding ways to make progress with this group."

During 1994, alcohol-related fatalities decreased to 40.8 percent. Secretary of Transportation Federico Peña has set a goal to reach 75 percent safety belt use by 1997 and reduce alcohol-related fatalities by 6,000 by 2005.

-more-

-2-

The "Administrator's Highway Safety Program of Excellence" awards were established in 1992 to recognize outstanding projects funded under the State and Community Highway Safety Grant Program of the Highway Safety Act and encourage innovative highway safety efforts.

(NOTE TO EDITORS: A description of the award-winning programs and a point of contact for each follows.)

-more-

*National Highway Traffic Safety Administration
1995 Administrator's Highway Safety
Program of Excellence Awards*

Alcohol/Other Drugs

**Traffic Enforcement Program
San Jose, Calif.**

Contact: Marilyn Sabin, California Office of Traffic Safety, (916) 445-9734.

A comprehensive traffic safety education and awareness program to serve more than 800,000 ethnically diverse residents of San Jose. The program utilized a traffic safety/public information officer named "El Guardian" to develop and implement the multi-lingual, multi-cultural effort.

Pedestrian/Bicycle Safety

**Santa Cruz County Bicycle/Pedestrian Program
Santa Cruz, Calif.**

Contact: Marilyn Sabin, California Office of Traffic Safety, (916) 445-9734.

A community-based, self-sustaining coalition created to direct the development and implementation of a comprehensive public education campaign focusing on educating youngsters as safe bicyclists and raising motorists' awareness of bicyclists and pedestrians. Representatives from law enforcement, traffic engineering, bicycle retailers, schools, health care providers and other interested community members participate.

Police Traffic Services

**Pulaski Highway Project
Baltimore, Md.**

Contact: Elizabeth Baker, Ph.D., Maryland State Highway Administration, (410) 787-4014.

A multi-agency law enforcement task force coordinated by the Baltimore County Police department to analyze data and conduct safety belt surveys to determine the most effective places in which to patrol the Pulaski Highway corridor. A public information campaign was developed in cooperation with the media and businesses.

Motorcycle Safety

'Get in Gear' and 'Ride Straight' Campaigns State of Wisconsin

Contact: Ron Thompson, Wisconsin Department of Transportation, (608) 266-7855.

A state initiative in conjunction with the Wisconsin Motorcycle Safety Advisory Council that established two motorcycle programs to increase use of protective gear and decrease alcohol-related crashes. Specific age groups were targeted: 15-24 for "Get in Gear" and 21-24 for "Get It Straight."

Occupant Protection

'Click It or Ticket' State of North Carolina

Contact: Joe Parker, North Carolina Department of Transportation Governor's Highway Safety Program, (919) 733-3083.

A public-private partnership to address the highway safety problem in North Carolina and to develop elements for a model in occupant protection for the nation. "Click It or Ticket" is a five-year state effort that brought together public support and law enforcement activities for a highly visible safety belt campaign.

Emergency Medical Services

Indiana Highway Emergency Lifesaving Program (HELP) Indianapolis, Ind.

Contact: Maureen Misinski, R.N., Methodist Hospital of Indiana, (317) 929-2051.

A mediated instructional program for the lay public to promote more effective bystander actions at rural crash scenes. HELP targets rural residents, truck drivers and school children to reduce traffic fatalities in rural Indiana counties by influencing bystander attitude about the importance of stopping at a crash and increasing their knowledge and skills so they can perform the critical actions needed to help the crash victim.

Traffic Records

Comprehensive Accident RAPID Evaluation (CARE) State of Alabama

Contact: Jim Quinn, Alabama Department of Economic and Community Affairs,
(205) 242-5811.

A Windows-based computer software system that operates on crash and citation records. CARE enables law enforcement officials to find high-accident locations and retrieve information for any crash or citation type within seconds. Its most innovative feature is IMPACT, which uses expert systems technology to automate the problem-identification process.

Health Care/Injury Control

Children's Traffic Safety Program State of Tennessee

Contact: Mary Fran Hazinski, R.N., Vanderbilt University Medical Center, (615) 936-0175.
A school-based traffic safety program that teaches young children the importance of traffic safety. This program included simultaneous community education and increases in safety belt use through the media, businesses and a hospital.

Community/Corridor Traffic Safety Programs

Community Traffic Safety Program Bowling Green, Ky.

Contact: Beverly Steele, Bowling Green Police Department, (502) 843-5522.
A community-based project that utilizes education and enforcement to lower DUI occurrences and traffic-related crashes, thus decreasing the number of crash-related injuries. Implementing an active, highly visible traffic enforcement unit, the project developed and coordinated informative highway safety education projects that were promoted through the media and reached outlining counties.

Youth Programs

Missouri HEADS UP Speeding Offenders Program State of Missouri

Contact: Dan Needham, Missouri Division of Highway Safety, (314) 751-4161.
An educational injury prevention program at the University of Missouri-Columbia School of Medicine targets adolescents and young adults by providing a view of life as a crash survivor. The physical, emotional, financial and societal costs of injury are presented, allowing participants to determine for themselves what risk they take each time they choose unsafe driving behaviors.

Pupil Transportation

Development of Educational Resources in Occupant Protection for Transporting Preschoolers and Children with Special Needs on School Buses State of Indiana

Contact: Dr. Marilyn Bull or Kentin Gearhart, Automotive Safety for Children program at Riley Hospital, (317) 278-0506.
A comprehensive educational program developed by Riley Hospital for Children to provide needed information and education on safe and correct occupant protection on school buses for preschoolers and older children with special needs. The program was distributed to school transportation and special education directors in Indiana and other states.

Public Information and Education

Child Passenger Safety Promotion State of Texas

Contact: Jean Oliver, Texas Department of Transportation, (512) 416-3171.
A public information and education awareness campaign based on data and research. The program was created to teach parents on how to protect their children in motor vehicles and ways to increase their use of child safety seats to assist with State child safety seat law enforcement efforts.

###

*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

News:

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

FOR IMMEDIATE RELEASE

Wednesday, July 12, 1995

CONSUMER ADVISORY

NHTSA 46-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

NHTSA PUBLISHES LIST OF MAY RECALLS

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

-more-

Safety Recall Campaigns

May 1995

Vehicles

Alfa Romeo, Incorporated

Model(s): Alfa Romeo 164 **Year(s):** 1995

Manufactured Dates: September 1994-December 1994

No. of Vehicle(s): 229

Recall No.: 95V086000

System: Air bag; Federal Motor Vehicle Safety Standard No. 208.

Vehicle Description: Passenger vehicles.

Description of Noncompliance: The supplemental inflatable restraint caution label was not placed on the driver's sun visor. This does not meet the requirements of FMVSS No. 208, "Occupant Crash Protection."

Consequence of Noncompliance: Operators could fail to notice and heed the warning label.

Corrective Action: Dealers will install a warning label on the driver's sun visor.

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 Alfa Romeo at 1-407-856-5074.

American Honda Motor Co.

Model(s):	Acura Integra	Year(s): 1986 - 1991
	Acura Legend	Year(s): 1986 - 1990
	Honda Accord	Year(s): 1988 - 1991
	Honda Civic	Year(s): 1986 - 1991
	Honda Prelude	Year(s): 1986 - 1991

Manufactured Dates: March 1991

No. of Vehicle(s): 3,700,000

Recall No.: 95V103001

System: Seat belt buckles.

Vehicle Description: Two-door, four-door and five-door passenger vehicles equipped with safety belts made by the Takata Corporation.

Description of Defect: The front safety belt buckle release buttons can break. These red plastic release buttons are marked "Press." If a button breaks, pieces can fall into the buckle assembly causing the buckle to operate improperly.

Consequence of Defect: The safety belts would not provide adequate protection to an occupant in a vehicle crash.

Corrective Action: Owners should promptly check the condition and operation of both front safety belt buckles and carefully inspect the red release button for any breaks or cracks. They should ensure that both buckles are operating properly by inserting each latch plate into its buckle, tugging on the belt to make sure the latch is securely locked, and then pressing the release button. The latch plate should pop out of the buckle when the button is pressed. If either release button shows a sign of breaking or cracking or if either buckle fails to operate properly, owners should promptly contact their authorized Honda or Acura dealer to schedule an appointment to have the buckle replaced or repaired free of charge. The manufacturer is developing a remedy designed to prevent failure of the buttons that are not currently broken.

Note: The manufacturer has not yet provided the dates of manufacture for vehicles involved in this campaign.

Note: Owners who take their vehicles to an authorized dealer at an agreed upon service date and do not receive the free remedy within a reasonable time should contact Honda or Acura at 1-800-999-1009.

Blue Bird Body Company

Model(s): Blue Bird All American **Year(s):** 1980 - 1995
 Blue Bird TC2000 **Year(s):** 1988 - 1995

Manufactured Dates: March 1980-May 1995

No. of Vehicle(s): 27,189

Recall No.: 95V090000

System: Handrails at school bus entryways.

Vehicle Description: School buses equipped with tubular handrails.

Description of Defect: Clothing can become caught in the handrails at the school bus doors when a passenger, unaware, exits the bus.

Consequence of Defect: A person can be dragged by the bus when his or her clothing gets caught in the handrail and the bus driver closes the door and puts the vehicle in motion. This can result in serious injury or death.

Corrective Action: Dealers will install a set screw to the metal clamp which retains the intermediate handrail. A high impact molded plastic "clam shell" will be placed over each end of the intermediate handrail completely covering the clamp and eliminating all catch-points. The flange of the existing floor line bracket will be crimped securing the vertical section of the primary tubular handrail at the floor line.

Note: This campaign supersedes Blue Bird's recall campaign 93V-032000. 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 Blue Bird at 1-912-825-2021.

Cagiva North America, Inc.

Model(s): Ducati 916 **Year(s):** 1995

Manufactured Dates: March 1994-May 1994

No. of Vehicle(s): 209

Recall No.: 95V109000

System: Motorcycle disc brakes.

Vehicle Description: Motorcycles.

Description of Defect: Some motorcycles were produced without the application of the proper Loctite adhesive on the rear brake disc and counter shaft chain sprocket screws.

Consequence of Defect: This can cause the brake disc to become loose, interfere with the brake caliper support plate, and result in noise and reduced rear brake performance, increasing the risk of an accident.

Corrective Action: Dealers will remove, inspect, clean and reinstall the rear brake disc screws and counter shaft chain sprocket screws and apply the proper adhesive.

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 Cagiva at 1-201-839-2600, ext. 17 or ext. 26.

Chrysler Corporation

Model(s):	Dodge Colt	Year(s): 1986 - 1991
	Dodge Conquest	Year(s): 1986
	Dodge Stealth	Year(s): 1991
	Dodge Raider	Year(s): 1987 - 1989
	Dodge Ram 50	Year(s): 1986 - 1991
	Eagle Summit	Year(s): 1989 - 1991
	Eagle Talon	Year(s): 1990 - 1991
	Plymouth Colt	Year(s): 1986 - 1991
	Plymouth Conquest	Year(s): 1986
	Plymouth Laser	Year(s): 1990 - 1991

Manufactured Dates: Not Available

No. of Vehicle(s): 920,000

Recall No.: 95V103003

System: Seat belt buckles.

Vehicle Description: Passenger, multi-purpose vehicles and light duty trucks equipped with safety belts made by the Takata Corporation.

Description of Defect: The front safety belt buckle release buttons can break. These red plastic release buttons are marked "Press." If a button breaks, pieces can fall into the buckle assembly causing the buckle to operate improperly.

Consequence of Defect: The safety belts would not provide adequate protection to an occupant in a vehicle crash.

Corrective Action: Owners should promptly check the condition and operation of both front safety belt buckles and carefully inspect the red release button for any breaks or cracks. They should ensure that both buckles are operating properly by inserting each latch plate into its buckle, tugging on the belt to make sure the latch is securely locked, and then pressing the release button. The latch plate should pop out of the buckle when the button is pressed. If either release button shows a sign of breaking or cracking or if either buckle fails to operate properly, owners should promptly contact their authorized dealer to schedule an appointment to have the buckle replaced or repaired, free of charge. The manufacturer is developing a remedy designed to prevent failure of the buttons that are not currently broken.

Note: The manufacturer has not yet provided the dates of manufacture for vehicles involved in this campaign.

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.

Chrysler Corporation

Model(s): Dodge Dakota **Year(s):** 1991
 Dodge Ram **Year(s):** 1991
Manufactured Dates: July 1990-April 1991
No. of Vehicle(s): 78,000
Recall No.: 95V089000

System: Steering wheel and column.

Vehicle Description: Light duty trucks, vans and wagons equipped with premium steering wheels.

Description of Defect: The steering wheel armature stamping can crack because of fatigue and separate from the center hub attachment to the steering column.

Consequence of Defect: If the steering wheel comes off, the driver can lose control of the vehicle and an accident could result.

Corrective Action: Dealers will inspect the steering wheel for armature cracks and replace any wheels exhibiting cracks. All other vehicles will have a reinforcement plate installed to prevent steering wheel separation if cracking occurs.

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.

Chrysler Corporation

Model(s): Dodge Dakota **Year(s):** 1994
 Dodge Ram **Year(s):** 1994 - 1995
Manufactured Dates: July 1993-July 1994
No. of Vehicle(s): 293,043
Recall No.: 95V088000

System: Steering wheel and column.

Vehicle Description: Light duty trucks and club cab trucks.

Description of Defect: While making a turn, the extra keys on a vehicle operator's key ring can become lodged in the screw access holes in the back cover of the steering wheel.

Consequence of Defect: This condition can hamper the steering wheel return or cause the ignition to be turned off and result in loss of vehicle control and an accident.

Corrective Action: Dealers will replace the steering wheel back cover with a redesigned cover.

Note: This campaign supersedes 94V-145. 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): Lincoln Town Car **Year(s):** 1990 - 1991
Manufactured Dates: July 1989-March 1991
No. of Vehicle(s): 142,800
Recall No.: 95V091000

System: Hood latch.

Vehicle Description: Passenger vehicles registered or sold in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Texas, Vermont, Virginia, Wisconsin and Washington, D.C.

Description of Defect: Corrosion of the hood latch striker plate causes detachment of the plate from the hood assembly resulting in an unexpected opening of the hood while the vehicle is being driven.

Consequence of Defect: If the hood flies up while a car is in motion, the driver's view of the road will be reduced and this will increase the potential for a vehicle accident.

Corrective Action: Dealers will install a new hood inner panel reinforcement and a new, galvanized hood latch striker plate.

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 Ford at 1-800-392-3673.

Ford Motor Company

Model(s): Ford B600 **Year(s):** 1993
 Ford F600 **Year(s):** 1993
Manufactured Dates: July 1992-August 1993
No. of Vehicle(s): 260
Recall No.: 95V095000

System: Throttle linkage and control.

Vehicle Description: Medium duty trucks and cowl-chassis vehicles equipped with 160 horsepower FD-1060 engines and automatic transmissions.

Description of Defect: Friction between the accelerator lever and the automatic transmission modulator lever can result in interference between the two levers and could prevent the engine from fully returning to idle.

Consequence of Defect: This interference can prevent the engine from fully returning to idle and could result in loss of vehicle control and an accident.

Corrective Action: Dealers will install a revised modulator lever on the involved 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 Ford at 1-800-392-3673.

Ford Motor Company

Model(s):	Ford B600	Year(s): 1994 - 1995
	Ford B700	Year(s): 1994 - 1995
	Ford F600	Year(s): 1994 - 1995
	Ford F700	Year(s): 1994 - 1995
	Ford F800	Year(s): 1994 - 1995
	Ford FT900	Year(s): 1994 - 1995
	Ford LA9000	Year(s): 1994 - 1995
	Ford LL9000	Year(s): 1994 - 1995
	Ford LTA9000	Year(s): 1994 - 1995
	Ford LTL9000	Year(s): 1994 - 1995

Manufactured Dates: August 1993-August 1994

No. of Vehicle(s): 13,000

Recall No.: 95V092000

System: Electrical wiring.

Vehicle Description: Light and medium duty trucks, chassis-cabs and cowl-chassis.

Description of Defect: A connector in the wiring, where the tilt hood mounted lamps attach to the vehicle wiring harness, was built without sealing plugs. Moisture, road salt or other contaminants can enter the connection resulting in crossed circuits, shorts or corrosion of the wiring of the connector.

Consequence of Defect: The headlamps or other front-end lighting systems can malfunction as a result of this condition and increase the potential for a vehicle accident.

Corrective Action: Dealers will inspect the connector and install sealing plugs in the open cavities. If the inspection reveals corrosion, a new connector will be installed.

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 Ford at 1-800-392-3673.

Freightliner Corporation

Model(s):	Freightliner FLB	Year(s): 1994
	Freightliner FLD	Year(s): 1994

Manufactured Dates: February 1994-July 1994

No. of Vehicle(s): 4,630

Recall No.: 95V085000

System: Windows.

Vehicle Description: Heavy duty trucks with raised roof cabs.

Description of Defect: The glass in the swing-out side window can separate from the window frame.

Consequence of Defect: If glass falls out of the frame while the truck is in motion the glass can cause personal injury or a hazard to other vehicles

Corrective Action: Dealers will replace the swing-out side windows with a side window retained by adhesive.

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.

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): 3,050

Recall No.: 95V094000

System: Emergency parking brake.

Vehicle Description: Medium duty trucks equipped with mechanical parking brakes.

Description of Defect: The parking brake lever may not travel far enough over center to assure that it remains in the proper position.

Consequence of Defect: If the vehicle is not properly parked with the transmission in the correct position, and if the vehicle is parked on a grade, it could unintentionally roll away increasing the potential for an accident.

Corrective Action: Dealers will remove and replace the parking brake lever with a lever that requires a 25-pound effort to release.

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):	Geo Metro	Year(s): 1989 - 1991
	Geo Storm	Year(s): 1990 - 1991
	Geo Tracker	Year(s): 1989 - 1991
Manufactured Dates:	Not Available	
No. of Vehicle(s):	Not Available	
Recall No.:	95V103007	

System: Seat belt buckles.

Vehicle Description: Passenger and multi-purpose vehicles equipped with safety belts made by the Takata Corporation.

Description of Defect: The front safety belt buckle release buttons can break. These red plastic release buttons are marked "Press." If a button breaks, pieces can fall into the buckle assembly causing the buckle to operate improperly.

Consequence of Defect: The safety belts would not provide adequate protection to an occupant in a vehicle crash.

Corrective Action: Owners should promptly check the condition and operation of both front safety belt buckles and carefully inspect the red release button for any breaks or cracks. They should ensure that both buckles are operating properly by inserting each latch plate into its buckle, tugging on the belt to make sure the latch is securely locked, and then pressing the release button. The latch plate should pop out of the buckle when the button is pressed. If either release button shows a sign of breaking or cracking or if either buckle fails to operate properly, owners should promptly contact their authorized dealer to schedule an appointment to have the buckle replaced or repaired, free of charge. The manufacturer is developing a remedy designed to prevent failure of the buttons that are not currently broken.

Note: The manufacturer has not yet provided the number of vehicles involved or the manufactured dates for this campaign.

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 Geo at 1-800-222-1020.

General Motors Corporation

Model(s):	Buick Riviera	Year(s): 1990 - 1993
	Cadillac Eldorado	Year(s): 1990 - 1991
	Oldsmobile Toronado	Year(s): 1990 - 1992

Manufactured Dates: March 1989-July 1992

No. of Vehicle(s): 113,343

Recall No.: 95V110000

System: Shoulder belts.

Vehicle Description: Passenger vehicles.

Description of Defect: The front outer shoulder belt web sew stop can become stuck in the retractor. The belt can be difficult to pull out of the retractor and some occupants may not be able to fasten the belt.

Consequence of Defect: This can prevent a person from using their restraint system, thus creating an increased risk of injury in an accident.

Corrective Action: Dealers will install a webbing stop button for customers who request repair.

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 Buick at 1-800-521-7300; Oldsmobile at 1-800-442-6537; or Cadillac at 1-800-458-8006.

Hyundai Motor America

Model(s):	Hyundai Elantra	Year(s): 1994 - 1995
------------------	-----------------	-----------------------------

Manufactured Dates: June 1994-October 1994

No. of Vehicle(s): 14,651

Recall No.: 95V101000

System: Driver air bag.

Vehicle Description: Passenger vehicles.

Description of Defect: The driver's side air bag was improperly assembled and could cause the air bag warning light to illuminate because of increased electrical resistance.

Consequence of Defect: An increase in the electrical resistance might prevent the air bag from activating during a vehicle crash.

Corrective Action: Dealers will inspect the air bag assembly wiring harness connector to determine if it contains a terminal holder. If it does not, one will be installed.

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 Hyundai at 1-800-829-9956.

Isuzu Motor, Limited

Model(s): Isuzu Trooper **Year(s):** 1986
Manufactured Dates: Not Available
No. of Vehicle(s): Not Available
Recall No.: 95V103009

System: Seat belt buckles.

Vehicle Description: Passenger and multi-purpose vehicles equipped with safety belts made by the Takata Corporation.

Description of Defect: The front safety belt buckle release buttons can break. These red plastic release buttons are marked "Press." If a button breaks, pieces can fall into the buckle assembly causing the buckle to operate improperly.

Consequence of Defect: The safety belts would not provide adequate protection to an occupant in a vehicle crash.

Corrective Action: Owners should promptly check the condition and operation of both front safety belt buckles and carefully inspect the red release button for any breaks or cracks. They should ensure that both buckles are operating properly by inserting each latch plate into its buckle, tugging on the belt to make sure the latch is securely locked, and then pressing the release button. The latch plate should pop out of the buckle when the button is pressed. If either release button shows a sign of breaking or cracking or if either buckle fails to operate properly, owners should promptly contact their authorized dealer to schedule an appointment to have the buckle replaced or repaired, free of charge. The manufacturer is developing a remedy designed to prevent failure of the buttons that are not currently broken.

Note: The manufacturer has not yet supplied the dates of manufacture or the number of vehicles involved in this campaign.

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 Isuzu at 1-800-255-6727.

Jayco, Inc.

Model(s): Jayco Designer **Year(s):** 1995
 Jayco Eagle **Year(s):** 1995
Manufactured Dates: August 1994-March 1995
No. of Vehicle(s): 676
Recall No.: 95V084000

System: Entry step.

Vehicle Description: Class C mini-motorhomes.

Description of Defect: Staples were used to fasten the step box on the rear corners instead of screws.

Consequence of Defect: The weight of a person stepping onto the step box could cause the step to break loose and possibly cause personal injury.

Corrective Action: Dealers will install a support kit which consists of two angled brackets and additional screws to support the step box.

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.

Kawasaki Motors Corporation

Model(s):	Kawasaki VN800-A1	Year(s): 1995
	Kawasaki VN800-A1L	Year(s): 1995
	Kawasaki ZX600-C8	Year(s): 1995
	Kawasaki ZX600-C8L	Year(s): 1995
	Kawasaki ZX600-E3	Year(s): 1995
	Kawasaki ZX600-E3L	Year(s): 1995
	Kawasaki ZX600-F1	Year(s): 1995
	Kawasaki ZX600-F1L	Year(s): 1995
	Kawasaki ZX750-L3	Year(s): 1995
	Kawasaki ZX750-L3L	Year(s): 1995

Manufactured Dates: September 1994-May 1995

No. of Vehicle(s): Not Available

Recall No.: 95V096000

System: Drive chain.

Vehicle Description: Motorcycles.

Description of defect: The drive chains have been improperly heat-treated during the manufacturing process. Exposure to corrosive conditions can cause the chain side plates to crack and ultimately fail.

Consequence of Defect: This could result in loss of control of the motorcycle.

Corrective Action: Dealers will replace the drive chains on the motorcycles involved in this recall.

Note: The manufacturer has not yet supplied the number of vehicles included in this recall campaign.

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 Kawasaki at 1-714-770-0400.

Kawasaki Motors Corporation

Model(s):	Kawasaki ZX600-F1	Year(s): 1995
	Kawasaki ZX600-F1L	Year(s): 1995

Manufactured Dates: September 1994-May 1995

No. of Vehicle(s): Not Available

Recall No.: 95V097000

System: Equipment.

Vehicle Description: Motorcycles.

Description of Defect: The tools may come out of the tool kit bag while riding, fall into the drive train area and lodge in one of the moving parts.

Consequence of Defect: This could cause the rear wheel to lock up, resulting in loss of control of the motorcycle and personal injury.

Corrective Action: Dealers will replace the tool kit bag and its retaining strap with a drawstring bag and new retaining band.

Note: The manufacturer has not yet supplied the number of vehicles involved.

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 Kawasaki at 1-714-770-0400.

Mazda (North America), Inc.

Model(s):	Mazda 323	Year(s): 1988 - 1989
	Mazda MX-6	Year(s): 1988 - 1989
	Mazda 929	Year(s): 1988 - 1991
	Mazda MPV	Year(s): 1989 - 1991

Manufactured Dates: Not Available

No. of Vehicle(s): 360,433

Recall No.: 95V103005

System: Seat belt buckles.

Vehicle Description: Passenger and multipurpose passenger vehicles and equipped with safety belts made by the Takata Corporation.

Description of Defect: The front safety belt buckle release buttons can break. These red plastic release buttons are marked "Press." If a button breaks, pieces can fall into the buckle assembly causing the buckle to operate improperly. The safety belts would not provide adequate protection to an occupant in a vehicle crash.

Corrective Action: Owners should promptly check the condition and operation of both front safety belt buckles and carefully inspect the red release button for any breaks or cracks. They should ensure that both buckles are operating properly by inserting each latch plate into its buckle, tugging on the belt to make sure the latch is securely locked, and then pressing the release button. The latch plate should pop out of the buckle when the button is pressed. If either release button shows a sign of breaking or cracking or if either buckle fails to operate properly, owners should promptly contact their authorized dealer to schedule an appointment to have the buckle replaced or repaired, free of charge. The manufacturer is developing a remedy designed to prevent failure of the buttons that are not currently broken.

Note: The manufacturer has not yet supplied the dates of manufacture for vehicles in this campaign.

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.

Mitsubishi Fuso Truck, America

Model(s):	Mitsubishi FE439	Year(s): 1994 - 1995
	Mitsubishi FE449	Year(s): 1994 - 1995

Manufactured Dates: May 1994-March 1995

No. of Vehicle(s): 2,971

Recall No.: 95V100000

System: Exhaust system.

Vehicle Description: Class 3 trucks, gross vehicle weight rating from 11,600 to 13,500 pounds.

Description of Defect: The welded joints connecting the catalytic converter muffler and the exhaust pipe are inferior. The weld can crack under normal operation.

Consequence of Defect: Cracks in welded joints could cause emission gas leakage and could allow the muffler assembly to fall onto the road and cause a traffic accident.

Corrective Action: Dealers will replace the muffler assembly.

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 Mitsubishi Fuso at 1-800-829-3876.

Mitsubishi Motor Sales, Inc.

Model(s):	Mitsubishi 3000GT	Year(s): 1991
	Mitsubishi Cordia	Year(s): 1986 - 1988
	Mitsubishi Eclipse	Year(s): 1990 - 1991
	Mitsubishi Galant	Year(s): 1986 - 1989
	Mitsubishi Mirage	Year(s): 1986 - 1991
	Mitsubishi Montero	Year(s): 1986 - 1991
	Mitsubishi Sigma	Year(s): 1988 - 1990
	Mitsubishi Starion	Year(s): 1986
	Mitsubishi Montero	Year(s): 1989 - 1991
	Mitsubishi Truck	Year(s): 1986 - 1991
	Mitsubishi Truck Van	Year(s): 1987 - 1990
Manufactured Dates:	Not Available	
No. of Vehicle(s):	658,000	
Recall No.:	95V103004	

System: Seat belt buckles.

Vehicle Description: Passenger vehicles and light duty trucks and vans equipped with safety belts made by the Takata Corporation.

Description of Defect: The front safety belt buckle release buttons can break. These red plastic release buttons are marked "Press." If a button breaks, pieces can fall into the buckle assembly causing the buckle to operate improperly.

Consequence of Defect: The safety belts would not provide adequate protection to an occupant in a vehicle crash.

Corrective Action: Owners should promptly check the condition and operation of both front safety belt buckles and carefully inspect the red release button for any breaks or cracks. They should ensure that both buckles are operating properly by inserting each latch plate into its buckle, tugging on the belt to make sure the latch is securely locked, and then pressing the release button. The latch plate should pop out of the buckle when the button is pressed. If either release button shows a sign of breaking or cracking or if either buckle fails to operate properly, owners should promptly contact their authorized dealer to schedule an appointment to have the buckle replaced or repaired, free of charge. The manufacturer is developing a remedy designed to prevent failure of the buttons that are not currently broken.

Note: The manufacturer has not yet supplied the dates of manufacture for vehicles included in this recall campaign.

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 Mitsubishi at 1-800-222-0037.

Navistar International Corporation

Model(s): International 9200 **Year(s):** 1994 - 1995
International 9300 **Year(s):** 1994 - 1995
International 9400 **Year(s):** 1994 - 1995

Manufactured Dates: April 1994-May 1995

No. of Vehicle(s): 5,752

Recall No.: 95V104000

System: Seats.

Vehicle Description: Heavy duty trucks equipped with Bostrom Pro Sleeper swivel driver and passenger seats.

Description of Defect: The swivel seat assembly attachments between the upper and lower portions are inadequate to insure that the assembly will stay together during normal use. Vibration can cause the attaching bolts to work loose and fall out.

Consequence of Defect: Should the bolts fall out, the seat swivel assembly would separate. If this should happen while the vehicle is in motion, it could cause the operator to lose control of the vehicle increasing the potential for a vehicle accident.

Corrective Action: Dealers will install a new re-designed swivel mount/stop ring, a spacer and new longer mounting bolts.

Note: Owners who take their vehicles 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.

Nissan Motors Corporation

Model(s):	Infiniti M30	Year(s): 1990 - 1991
	Infiniti Q45	Year(s): 1990 - 1991
	Nissan 200SX	Year(s): 1987 - 1988
	Nissan 240SX	Year(s): 1989 - 1991
	Nissan Sentra	Year(s): 1987 - 1991
	Nissan Pathfinder	Year(s): 1988 - 1991
	Nissan Truck	Year(s): 1988 - 1991
	Nissan Truck Van	Year(s): 1987 - 1990
Manufactured Dates:	Not Available	
No. of Vehicle(s):	2,000,000	
Recall No.:	95V103002	

System: Seat belt buckles.

Vehicle Description: Passenger, multi-purpose vehicles and light duty trucks equipped with safety belts made by the Takata Corporation.

Description of Defect: The front safety belt buckle release buttons can break. These red plastic release buttons are marked "Press." If a button breaks, pieces can fall into the buckle assembly causing the buckle to operate improperly.

Consequence of Defect: The safety belts would not provide adequate protection to an occupant in a vehicle crash.

Corrective Action: Owners should promptly check the condition and operation of both front safety belt buckles and carefully inspect the red release button for any breaks or cracks. They should ensure that both buckles are operating properly by inserting each latch plate into its buckle, tugging on the belt to make sure the latch is securely locked, and then pressing the release button. The latch plate should pop out of the buckle when the button is pressed. If either release button shows a sign of breaking or cracking or if either buckle fails to operate properly, owners should promptly contact their authorized dealer to schedule an appointment to have the buckle replaced or repaired free of charge.

Note: The manufacturer has not yet supplied the dates of manufacture for vehicles included in this recall campaign.

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 Nissan at 1-800-647-7261.

Paccar, Incorporated

Model(s):	Kenworth Aerocab	Year(s): 1994 - 1995
	Kenworth T600B	Year(s): 1994 - 1995
	Kenworth T800	Year(s): 1994 - 1995

Manufactured Dates: March 1994-October 1994

No. of Vehicle(s): 3,649

Recall No.: 95V098000

System: Seats.

Vehicle description: Medium duty trucks equipped with Bostrom Air Cushion II reclining seats.

Description of Defect: Interference between the back cushion and the recliner handle can cause an incomplete latching of the recliner mechanism.

Consequence of Defect: This can cause the seat back to ratchet rearward. Rearward movement of the seat back increases to where the seat back has moved to a fully reclined horizontal position. Complete loss of back support could cause the driver to lose control of the vehicle and cause an accident.

Corrective Action: Dealers will inspect the seat and, if necessary, install a new recliner latch spring and handle.

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 Kenworth at 1-206-828-5418.

Range Rover NA., Inc.

Model(s):	Range Rover County Classic	Year(s): 1995
	Range Rover Defender	Year(s): 1995
	Range Rover Discovery	Year(s): 1995

Manufactured Dates: December 1994-January 1995

No. of Vehicle(s): 155

Recall No.: 95V099000

System: Axle assembly.

Vehicle Description: Multipurpose vehicles.

Description of Defect: At port of entry, a quality overcheck of the differential pinion shaft torque was performed. This check required the removal of the driveshafts. When the driveshafts were reinstalled, the wrong sized nuts were used.

Consequence of Defect: The nuts can loosen, ultimately causing one or both driveshafts to disconnect, resulting in loss of control of the vehicle.

Corrective Action: Dealers will replace the hardware on the involved vehicles with hardware of the appropriate 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 Range Rover at 1-301-731-9040.

Subaru of America, Inc.

Model(s): Subaru **Year(s):** 1986
Manufactured Dates: Not Available
No. of Vehicle(s): Not Available
Recall No.: 95V103006

System: Seat belt buckles.

Vehicle Description: Passenger vehicles equipped with safety belts made by the Takata Corporation.

Description of Defect: The front safety belt buckle release buttons can break. These red plastic release buttons are marked "Press." If a button breaks, pieces can fall into the buckle assembly causing the buckle to operate improperly.

Consequence of Defect: The safety belts would not provide adequate Protection to an occupant in a vehicle crash.

Corrective Action: Owners should promptly check the condition and operation of both front safety belt buckles and carefully inspect the red release button for any breaks or cracks. They should ensure that both buckles are operating properly by inserting each latch plate into its buckle, tugging on the belt to make sure the latch is securely locked, and then pressing the release button. The latch plate should pop out of the buckle when the button is pressed. If either release button shows a sign of breaking or cracking or if either buckle fails to operate properly, owners should promptly contact their authorized dealer to schedule an appointment to have the buckle replaced or repaired, free of charge. The manufacturer is developing a remedy designed to prevent failure of the buttons that are not currently broken.

Note: The manufacturer has not yet supplied the model, dates of manufacture and number of vehicles included in this campaign.

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 Subaru at 1-800-782-2783.

Suzuki Motor Corporation

Model(s): Suzuki **Year(s):** Not Available
Manufactured Dates: Not Available
No. of Vehicle(s): Not Available
Recall No.: 95V103008

System: Seat belt buckles.

Vehicle Description: Passenger and multi-purpose vehicles equipped with safety belts made by the Takata Corporation.

Description of Defect: The front safety belt buckle release buttons can break. These red plastic release buttons are marked "Press." If a button breaks, pieces can fall into the buckle assembly causing the buckle to operate improperly.

Consequence of Defect: The safety belts would not provide adequate protection to an occupant in a vehicle crash.

Corrective Action: Owners should promptly check the condition and operation of both front safety belt buckles and carefully inspect the red release button for any breaks or cracks. They should ensure that both buckles are operating properly by inserting each latch plate into its buckle, tugging on the belt to make sure the latch is securely locked, and then pressing the release button. The latch plate should pop out of the buckle when the button is pressed. If either release button shows a sign of breaking or cracking or if either buckle fails to operate properly, owners should promptly contact their authorized dealer to schedule an appointment to have the buckle replaced or repaired, free of charge. The manufacturer is developing a remedy designed to prevent failure of the buttons that are not currently broken.

Note: The manufacturer has not yet supplied the models, years, dates of manufacture and number of vehicles included in this campaign.

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 Suzuki at 1-714-996-7040.

Thomas Built Buses, Inc.

Model(s): Thomas Built Conventional **Year(s):** 1994 - 1995
 Thomas Built Minotour **Year(s):** 1994 - 1995
 Thomas Built Saf-T-Liner **Year(s):** 1994 - 1995
 Thomas Built Vista **Year(s):** 1994 - 1995

Manufactured Dates: September 1994-April 1995

No. of Vehicle(s): 350

Recall No.: 95V087000

System: Windows; Federal Motor Vehicle Safety Standard No. 217.

Vehicle Description: School buses equipped with roof hatches.

Description of Noncompliance: The roof hatches on these buses do not meet the exterior handle requirements of FMVSS No. 217, "Bus window Retention and Release."

Consequence of Noncompliance: In the event of an emergency, rescue personnel may not be able to open the roof hatches from the outside.

Corrective Action: Dealers will remove the existing roof hatch lid and replace it with a lid equipped with an exterior handle.

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 Thomas Built at 1-910-889-4871.

Utility Trailer Manufacturing Co.

Model(s):	Utility FF2C	Year(s): 1995
	Utility FS1C	Year(s): 1995
	Utility FS2CHAE	Year(s): 1995
	Utility FS2CHE	Year(s): 1995

Manufactured Dates: January 1995-May 1995

No. of Vehicle(s): 213

Recall No.: 95V102000

System: Wheel lug nuts.

Vehicle Description: Flatbed centerframe trailers.

Description of Defect: The flanged wheel nuts were improperly torqued. The improperly torqued flanged wheel nuts could cause damage or deformation to the hubs, drums, studs and wheels.

Consequence of Defect: The trailer dual wheels could separate resulting in injury to persons or property in the vicinity.

Corrective Action: Dealers will inspect all wheel end assemblies and replace all wheel studs as well as any hubs, drums, or wheels which show deformation or damage.

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 Utility Trailer at 1-818-965-1541.

Volkswagen of America, Inc.

Model(s):	Volkswagen Fox	Year(s): 1987 - 1993
------------------	----------------	-----------------------------

Manufactured Dates: October 1986-July 1993

No. of Vehicle(s): 164,000

Recall No.: 95V105000

System: Engine cooling system.

Vehicle Description: Passenger cars.

Description of Defect: If a cooling system component fails while the vehicle is being driven, coolant can overheat causing cooling system pressure to rise to a level where a leak in the heat exchanger can occur.

Consequence of Defect: A leak or failure of the heat exchanger located under the dashboard can allow hot coolant to escape and injure the feet of a passenger. Hot coolant also can steam up the interior of the vehicle temporarily impairing the driver's visibility and increasing the potential for an accident.

Corrective Action: Dealers will install a bypass valve kit which is designed to route excessively hot coolant to the engine without flowing through the heat exchanger. Dealers will also install a plastic cover under the dashboard on the passenger side to ensure that the passenger is not exposed to hot coolant if there is a leak.

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 Volkswagen at 1-800-822-8987.

Volvo of America Corporation

Model(s): Volvo 964 **Year(s): 1995**
 Volvo 965 **Year(s): 1995**

Manufactured Dates: June 1994-November 1994

No. of Vehicle(s): 5,199

Recall No.: 95V093000

System: Tire reserve load label.

Vehicle description: Passenger cars, sedans and station wagons.

Description of Defect: The tire label contains size and pressure information concerning the spare tire. The listed size (155R15) and pressure (40 psi) are incorrect. The correct size and pressure for the spare tire are T125/90R15 and 60 psi.

Consequence of Defect: If an owner installs a spare tire and adjusts its pressure to 40 psi, there is a risk of tire failure, especially if the vehicle is driven for a long period of time.

Corrective Action: Owners will be mailed a new, correct tire pressure labels to install on their vehicles. If owners prefer, they can take their vehicle to their dealers and have them install the label.

Note: Owners who do not receive a label within a reasonable time should contact Volvo at 1-800-458-1552.

Volvo of America Corporation

Model(s): Volvo 854 **Year(s): 1995**
 Volvo 855 **Year(s): 1995**

Manufactured Dates: February 1995

No. of Vehicle(s): 475

Recall No.: 95V108000

System: Front seats; seat belts.

Vehicle Description: Passenger cars, sedans and station wagons equipped with one or two power seats.

Description of Defect: The threaded insert which attaches the safety belt catch to the front seat was incorrectly manufactured.

Consequence of Defect: This condition can reduce restraining capability of the safety belt in severe collisions.

Corrective Action: Dealers will replace the threaded insert in the affected front seats.

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 at 1-800-458-1552.

Volvo of America Corporation

Model(s):	Volvo 745	Year(s): 1992 - 1993
	Volvo 944	Year(s): 1992 - 1993
	Volvo 945	Year(s): 1992 - 1993
	Volvo 964	Year(s): 1992 - 1993
	Volvo 965	Year(s): 1992 - 1993

Manufactured Dates: May 1992-August 1992

No. of Vehicle(s): 11,562

Recall No.: 95V107000

System: Seat belt anchor.

Vehicle Description: Passenger cars, sedans and station wagons.

Description of Defect: The safety belt webbing guide (B Pillar D Ring) can break under heavy loads.

Consequence of Defect: This condition can reduce the restraining capabilities of the safety belt in an accident.

Corrective Action: Dealers will reinforce the metal plate which is part of the webbing guide (D ring) in the upper safety belt anchorage for both front seating positions.

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 at 1-800-458-1552.

Equipment**Accuride Corporation**

Brand(s): Accuride 22.5x8.25

Manufactured Dates: March 1993

No. of Unit(s): 372

Recall No.: 95E017000

System: Wheels.

Equipment Description: 22.5X8.25, 15-inch drop center, one-piece, tubeless dual wheels used on Class 8 trucks and trailers.

Description of Defect: These wheels are composed of 2 pieces - a disc and a rim which are normally welded together. These wheels lack the specified fillet welds, the lack of which can cause the rim to separate from the disc.

Consequence of Defect: If wheel separation occurs while the vehicle is in motion, both steering and braking could be affected, creating potential for a crash.

Corrective Action: Dealers will inspect the manufacturing codes stamped on each wheel, and if a wheel is within the specified date code range, dealers will replace that wheel.

Note: Owners who take their wheels to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time should contact Accuride at 1-502-826-5000.

Autoflug

Brand(s): Autoflug Safety Belts
 Chevrolet Astro **Year(s):** 1993 - 1994
 Chevrolet G20 **Year(s):** 1993 - 1994
 Dodge B250 **Year(s):** 1994
 Ford E150 **Year(s):** 1993 - 1994
 GMC G20 **Year(s):** 1993 - 1994
 GMC Safari **Year(s):** 1993

Manufactured Dates: May 1993-December 1993

No. of Unit(s): 414

Recall No.: 95E018000

System: Seat and shoulder belts; Federal Motor Vehicle Safety Standard No. 207 and No. 210.

Equipment Description: Rear sofa safety belts manufactured by A.S.T.A.S./ Autoflug for use on Chevrolet, GMC, Ford and Dodge conversion vans.

Description of Noncompliance: When used with the rear sofa seats, the safety belt buckles can fail. This does not meet the requirements of FMVSS No. 207, "Seating Systems," and FMVSS No. 210, "Seat Belt Assembly Anchorages."

Consequence of Noncompliance: The safety belts can fail to protect a passenger during a vehicle crash.

Corrective Action: Dealers will replace the safety belt assemblies with modified assemblies.

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 Autoflug/ASTAS at 1-800-423-4401.

Automotive Climate Control

Brand(s): ACC 8909

Manufactured Dates: August 1991-January 1994

No. of Unit(s): 1,087

Recall No.: 95E015000

System: Heater; defroster; defogger; ventilation.

Equipment Description: Heating, ventilation and air conditioning (HVAC) systems used in ambulances and emergency vehicles.

Description of Defect: The ambulance or emergency vehicle equipped with this HVAC system is wired with a circuit protection greater than 20 amps.

Consequence of Defect: Incorrect circuit protection for the HVAC blower assembly has caused fires in these vehicles.

Corrective Action: Dealers will install additional fuse protection to the blower motor assembly.

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 ACC at 1-903-677-3161.

Doran Manufacturing Co.

Brand(s): Doran 30506922
Magnetek Power
Converter

Manufactured Dates: January 1994-January 1995

No. of Unit(s): 313

Recall No.: 95E016000

System: Electrical fuse and fuse receptacle.

Equipment Description: Fuse panels used in power converters for recreational vehicles and supplied to Magnetek, Inc.

Description of Defect: A solder bridge on the printed circuit board passed undetected through a test fixture and bypasses the fuse protecting the circuit.

Consequence of Defect: This solder bridge, when coupled with a short elsewhere in the system, can result in circuit overload, overheating, and even fire, without warning.

Corrective Action: Detailed test instructions are being provided to Magnetek dealers. If a defective fuse panel is found, a new replacement panel will be installed.

Note: If the fuse panels are not replaced free of charge within a reasonable time owners should contact Doran at 1-800-681-5424.

Mirada Controls, Inc.

Brand(s): Mirada B-51300

Manufactured Dates: June 1991-February 1993

No. of Unit(s): 1,000

Recall No.: 95E014000

System: Compressed natural gas pressure relief device.

Equipment Description: CNG pressure relief device.

Description of Defect: Non-stainless steel balls (chrome plated steel) in the thermal trigger of the pressure relief device have corroded causing false thermal activation.

Consequence of Defect: This can cause a sudden release of CNG. If CNG is released and an ignition source is present, fire could occur.

Corrective Action: Mirada will replace these pressure relief devices with devices which have stainless steel balls.

Note: If the valves have not been replaced free within a reasonable time, owners should contact Mirada at 1-612-448-3686.

Road Rescue, Inc.

Brand(s): Road Rescue **Year(s):** 1992 - 1994
Manufactured Dates: October 1992-March 1994
No. of Unit(s): 277
Recall No.: 95E015001

System: Heater; defroster; defogger; ventilation.

Vehicle Description: Ambulance and emergency vehicles equipped with Automotive Climate Control (ACC) heating, ventilation and air condition (HVAC) units.

Description of Defect: There is incorrect circuit protection for the HVAC blower assembly in these vehicles.

Consequence of Defect: These units may overheat and circuit protection can fail. This could produce a fire in the HVAC unit.

Corrective Action: Dealers will install additional fuse protection for the blower motor assembly.

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 Road Rescue at 1-800-328-3804.

Sigma Interstate Automotive

Brand(s): Sigma NS1086L
Manufactured Dates: June 1993-January 1995
No. of Unit(s): 2,455
Recall No.: 95E019000

System: Headlights; Federal Motor Vehicle Safety Standard No. 108.

Equipment Description: Headlights used on Nissan Sentras.

Description of Noncompliance: These headlights do not meet the requirements of FMVSS No. 108, "Lamps, Reflective Devices, and Associated Equipment."

Consequence of Noncompliance: Reduced lighting from these headlights can cause a visibility problem and increase the potential for a vehicle accident.

Corrective Action: Sigma will replace these headlights.

Note: Owners whose headlights have not been replaced free of charge within a reasonable time should contact Sigma at 1-818-854-8420.

###



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Thursday, July 13, 1995

NHTSA 47-95
Contact: Barry McCahill
Tel. No.: (202) 366-9550

**AWARDS PRESENTED TO
FUTURE HOMEMAKERS OF AMERICA
FOR SAFETY BELT PROGRAMS**

Transportation Secretary Federico Peña, the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) today recognized three chapters of the Future Homemakers of America (FHA) for their work in boosting safety belt usage in their communities at a Capitol Hill ceremony involving the "buckling-up" of 4,500 members on the west Capitol steps.

"As Secretary of Transportation, nothing makes me more proud than to stand with enthusiastic students whose goal it is to spread the 'buckle up' message," Peña said. "When I was your age and seat belts became standard equipment in cars, nobody wanted to wear them. Twenty years later, maybe one in 10 Americans wore them. But once the states started passing seat belt laws in the mid-80's, and groups like yours started educating Americans, usage went up. Now, almost 7 out of every 10 Americans buckle up."

FHWA Administrator Rodney Slater praised the group for being aware of the importance of safety belt usage and thanked them for the significant steps they've taken to convey an important message - that traffic crashes are the leading cause of death for youths between the ages of 5-18 - to the citizens of their communities.

The Future Homemakers of America's 255,000 youth members' concern about traffic safety and the importance of safety belt usage led them to develop a special program entitled *Families Acting for Community Traffic Safety* (FACTS) during the organization's 50th anniversary year. The program is funded by NHTSA.

- more -

"We are talking about traffic deaths and injury – the leading cause of death and injury for young people – the most serious threat to their healthy, happy futures," Dr. Ricardo Martinez, NHTSA Administrator, said.

Dr. Martinez presented the first place award to the Frederic Area 6-12 School FHA Chapter of Frederic, Wis. The Frederic chapter decided to start its buckle-up community service awareness project after the loss of one of the students in their school. They found that only 37 percent of the citizens and 43 percent of the students were wearing their belts. After conducting a variety of activities, they boosted safety belt use by one-third in the community and by 37 percent in the student population.

Two runner up awards also were presented:

The Page County High School FHA Chapter of Shenandoah, Va. After several students were involved in serious car wrecks early in the year, the chapter decided to raise awareness of safety belt use and responsible driving among teenagers. They worked toward a safe "celebration season" before and after graduation. All 159 members took a very active part.

The Wayne High School FHA Chapter of Bicknell, Utah. After learning that Wayne County had the lowest safety belt usage in the state, the Wayne chapter members began their "Hold On for Dear Life" project. They worked with 18 different organizations and 65 community and government agencies, presenting programs to students and parents. The end result was a 25 percent increase in student safety belt usage.

"My agency is proud to have supported FHA in its efforts to keep young people safe through FACTS. We're convinced that the best way to fight the epidemic of highway injury is to form interlocking partnerships with people who have special knowledge and understanding – of local situations, of new techniques and of the concerns of different age groups," Dr. Martinez said.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Monday, July 24, 1995

NHTSA 48-95

Contact: Barry McCahill

Tel.: (202) 366-9550

**NHTSA PRAISES NEW SADD
"CONTRACT FOR LIFE"**

The National Highway Traffic Safety Administration (NHTSA) today praised the new "Contract for Life," produced by Students Against Driving Drunk (SADD), for its inclusion of safety belt use and responsible driving messages.

NHTSA Administrator Ricardo Martinez, M.D., commenting on the new Contract for Life, said, "I have long believed in trusting young people to find the best ways to confront the difficult issues in their lives. This contract is a foundation for young people and their parents or guardians to work together on their driving safety."

Dr. Martinez said that the contract is a document that both students and parents sign promising to abide by certain safe driving behaviors. For example, parents pledge to arrange for safe transportation for their son or daughter if drinking ever results in the possibility of an unsafe ride home. Parents and students also pledge to wear seat belts on every trip.

SADD said that over the past several months, students from Kansas, Florida, Ohio, Michigan and Massachusetts have re-examined the "Contract for Life," the most important tool used by SADD in its battle against drinking and driving. That examination led to a rewriting of the contract to reflect a broader view of highway safety, recognizing all problems that come from underage drinking and other drug use. NHTSA also had expressed an interest in expanding the contract to include other highway safety issues, such as safety belt use.

The National Director of SADD, Bill Cullinane, said, "This contract is truly a reflection of the needs of students. We believe they do have the answers to the tragedy of underage drinking and impaired driving."

- more -

SADD students have been at the forefront of a national effort that has cut the death rate due to drinking and driving in this age group -- 15-20 -- by over 50 percent in the past 12 years.

The new Contract for Life will be available through National SADD, Post Office Box 800, Marlboro, Mass. 01752.

#####

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Tuesday, July 25, 1995

NHTSA 49-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA ANNOUNCES SAFETY RECALL
OF EVENFLO CHILD SAFETY SEATS**

The National Highway Traffic Safety Administration (NHTSA) today announced a safety recall involving 193,332 infant child safety seats manufactured by Evenflo Juvenile Furniture Company, Inc., of Piqua, Ohio.

Some Evenflo infant safety seats with the model name, "On My Way," bearing model numbers beginning with 206 and manufactured from May 7, 1994, through May 31, 1995, do not comply with Federal Motor Vehicle Safety Standard No. 213, "Child Restraint Systems." During sled tests without the infant restraint's detachable auto base, a crack developed near the front hand hold. The tests were conducted by Evenflo, which subsequently initiated the recall.

"We're concerned that the crack could extend further into the structural area of the seat -- and it's possible that a child in the seat could be cut or harmed by the edges of the crack," said NHTSA Administrator Ricardo Martinez, M.D. He urged parents to use these infant restraints only with the vehicle safety belt threaded through the detachable auto base until plastic inserts, to be provided by the manufacturer, are installed.

Owners of the seats should contact Evenflo to obtain the free reinforcing kit and installation instructions. They can do so by calling Evenflo toll-free at (800) 225-3056, or by writing Evenflo Juvenile Furniture Company, Inc., 1801 Commerce Drive, Piqua, Ohio 45356. Evenflo told NHTSA that owners who registered their seats with the company will automatically receive notification letters and kits.

- more -

The safety agency is aware of no injuries because of the cracking.

Owners 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, and requests for information are recorded around the clock.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Thursday, July 27, 1995

NHTSA : 50-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA PUBLISHES LIST
OF JUNE RECALLS**

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

-more-

Safety Recall Campaigns

June 1995

Vehicles

A. Girardin Inc.

Models: Girardin MB11 **Years:** 1989 - 1994
Girardin SB1000 **Years:** 1989 - 1994

Manufactured Dates: January 1989-December 1994

Number of Vehicles: 386

Recall Number: 95V120000

System: Handrails at bus entryway.

Vehicle Description: School buses with tubular handrails.

Description of Defect: A passenger's clothing can become caught in the handrails at the bus doors when he or she is getting off the bus.

Consequence of Defect: When a passenger's clothing becomes caught in the handrail, and the bus driver closes the door and puts the vehicle in motion, the individual can be dragged by the bus. This can result in serious injury or death.

Corrective Action: Dealers will install a half-moon shaped part behind the handrail, at the lower end where it attaches to the stepwell of the double leaf door.

Note: Owners who take their vehicles to an authorized dealer on an agreed upon service time and do not receive the free remedy within a reasonable time should contact Girardin at 1-819-477-3222, ext.238.

Airstream Trailers

Model: Airstream B190 **Years:** 1994 - 1995

Manufactured Dates: May 1994-April 1995

Number of Vehicles: 150

Recall Number: 95V111000

System: LPG (Liquid Propane Gas) container attachments.

Vehicle Description: Motorhomes equipped with LP tanks.

Description of Defect: The LP tank can pivot in its mounting bracket and work loose.

Consequence of Defect: If the tank works loose and falls onto the highway, extremely flammable LP fuel can be released and ignited by sparks resulting in fire or possible explosion.

Corrective Action: Dealers will add an additional mounting strap. Airstream will also provide the mounting strap, hardware and instructions to owners who wish to install the strap themselves.

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 Airstream at 1-513-596-6111.

American Honda Motor Company

Models:	Honda Aspencade	Years: 1991 - 1993
	Honda GL1500	Years: 1988 - 1990
	Honda GL1500SE	Years: 1990 - 1993
	Honda Interstate	Years: 1991 - 1993
	Honda ST1100	Years: 1991 - 1993
	Honda ST1100A	Years: 1992 - 1993

Manufactured Dates: July 1987-April 1993

Number of Vehicles: 54,388

Recall Number: 95V128000

System: Fuel cut off system.

Vehicle Description: Motorcycles equipped with a bank angle sensor designed to shut off the fuel pump and the engine electrical power when the motorcycle turns over or falls down.

Description of Defect: The sensor's plastic case material can leak allowing the sensor to shut off the engine unexpectedly during abrupt turns or when riding over bumpy surfaces.

Consequence of Defect: Sudden loss of engine power, especially while turning, can cause a vehicle crash.

Corrective Action: Dealers will replace the bank angle sensor.

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 Honda at 1-310-783-2000.

Buell Distribution Corporation

Model: Buell S2 Thunderbolt **Year:** 1995

Manufactured Dates: February 1994-May 1995

Number of Vehicles: 1,226

Recall Number: 95V116000

System: Fuel.

Vehicle Description: Motorcycle.

Description of Defect: Fuel seepage can occur at the mold parting line or at the area where the petcock attaches to the fuel tank.

Consequence of Defect: Fuel leaks could result in a fire if an ignition source is present.

Corrective Action: Dealers will remove and replace the fuel tanks on the involved motorcycles.

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 Buell at 1-414-935-8400.

Cagiva North America, Inc.**Model:** Cagiva Ducati 900SS CR **Year:** 1995**Manufactured Dates:** July 1994**Number of Vehicles:** 200**Recall Number:** 95V129000**System:** Rear suspension.**Vehicle Description:** Motorcycle.**Description of Defect:** The wrong rear axle screws were installed on some of these motorcycles.**Consequence of Defect:** This condition can cause the rear axle screw to interfere with the muffler and increase the potential for a vehicle accident.**Corrective Action:** Dealers will replace the rear axle screws.**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 Cagiva at 1-201-839-2600 ext. 17 or ext. 26.**Ford Motor Company****Models:** Ford Festiva **Years:** 1988 - 1991Mercury Tracer **Years:** 1987 - 1989**Manufactured Dates:** September 1987-July 1991**Number of Vehicles:** 265,000**Recall Number:** 95V103011**System:** Seat belt buckles.**Vehicle Description:** Passenger vehicles equipped with safety belts made by Takata Corporation.**Description of Defect:** The front safety belt buckle release buttons can break. These red plastic release buttons are marked "Press." If a button breaks, pieces can fall into the buckle assembly causing the buckle to operate improperly.**Consequence of Defect:** The safety belts would not provide adequate protection to an occupant in a vehicle crash.**Corrective Action:** Owners should promptly check the condition and operation of both front safety belt buckles and carefully inspect the red release button for any breaks or cracks.

They should ensure that both buckles are operating properly by inserting each latch plate into its buckle, tugging on the belt to make sure that latch is securely locked, and then pressing the release button. The latch plate should pop out of the buckle when the button is pressed.

If either release button shows a sign of breaking or cracking or if either buckle fails to operate properly, owners should promptly contact their authorized dealer to schedule an appointment to have the buckle replaced or repaired, free of charge. The manufacturer is developing a remedy designed to prevent failure of the buttons that are not currently broken.

Note: The 1987 through 1989 4-door Mercury Tracers involved in this recall campaign were sold only in Canada. Tracers sold in the United States are not involved.**Note:** Owners who take their vehicles to an authorized dealer on an agreed service date and do not receive the free remedy within a reasonable time, should contact Ford at

1-800-392-3673.

Freightliner Corporation

Model: Freightliner FLC-112 **Year:** 1993
Manufactured Dates: March 1991-July 1993
Number of Vehicles: 317
Recall Number: 95V114000

System: Air brake reservoir.

Vehicle Description: Heavy duty trucks equipped with 2,875-cubic inch primary air reservoirs that have a date code 2/27/93.

Description of Defect: The primary air reservoir can rupture because of inadequate seam welds.

Consequence of Defect: This defect could cause loss of braking capability and increase the potential for a vehicle accident.

Corrective Action: Dealers will remove and replace all primary air reservoirs date coded 2/27/93.

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.

Fruehauf Trailer Corporation

Models: Fruehauf **Year:** 1995
Fruehauf Trailer **Year:** 1995
Manufactured Dates: March 1995
Number of Vehicles: 13
Recall Number: 95V121000

System: Wheel bearing.

Vehicle Description: Dry freight van trailers.

Description of Defect: An inner wheel bearing cone may be missing on some of these trailers.

Consequence of Defect: Without an inner bearing cone, the wheel uses the oil seal as the inner load support. Under this load, the oil seal deteriorates causing the oil contained in the wheel cavity to seep and the brake drum to rest and drag on the brake lining. Dragging brakes can cause inadvertent or erratic braking or overheating of the brake drum which, in contacting the seeping oil, can start a fire in the affected wheel assembly.

Corrective Action: Dealers will inspect all brake components and the axle spindle for any damage or excessive wear. Dealers will replace and repair as required.

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 Fruehauf at 1-810-578-0905.

General Motors Corporation

Models:	Buick Regal	Years: 1988 - 1990
	Chevrolet Lumina	Year: 1990
	Oldsmobile Cutlass	Years: 1988 - 1990
	Pontiac Grand Prix	Years: 1988 - 1990
Manufactured Dates:	April 1988-March 1990	
Number of Vehicles:	22,361	
Recall Number:	95V115000	

System: Wheels.

Vehicle Description: Passenger vehicles equipped with Kelsey Hayes steel wheels, models RPO PB9 14-inch and PG1 15-inch.

Description of Defect: Cracks develop in the wheel mounting surface. If these cracks become severe enough, the wheel will separate from the vehicle.

Consequence of Defect: If wheel separation occurs while the vehicle is in motion, loss of steering and brake control of the vehicle occurs, and a vehicle crash could result.

Corrective Action: Dealers will inspect the manufacturing date codes stamped on each wheel of the vehicles and wheel assemblies that fall within the specified date code range will be replaced.

Note: Vehicles previously inspected that had fewer than four wheels replaced in recall campaign 94V-041 are to be re-inspected.

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; Buick at 1-800-521-7300; Pontiac at 1-800-762-2737; or Oldsmobile at 1-800-442-6537.

Holiday Rambler Corporation**Models:**

Holiday Rambler	Year: 1994
Aluma-Lite	
Holiday Rambler	Year: 1994
Endeavor	

Manufactured Dates:

June 1993-June 1994

Number of Vehicles:

215

Recall Number:

95V125000

System: Engine.

Vehicle Description: 33-foot and 35-foot rear-engine diesel pusher Class A motorhomes produced on an Oshkosh chassis and 35-foot rear-engine diesel pusher Class A motorhomes produced on a Spartan chassis and equipped with a rear-engine access cover.

Description of Defect: Two latches mounted on each side of the rear-engine access cover and secure the cover when the motorhome is in transit were not positioned correctly.

Consequence of Defect: The latches were not consistently positioned in the same location on the engine cover to obtain positive contact and could come loose under certain driving conditions.

Corrective Action: Dealers will straighten out the latch to provide additional length required to ensure positive contact to secure the engine cover.

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 Holiday Rambler at 1-800-685-6545.

Master Brake Systems, Inc.**Models:**

Coachmen	Year: 1995
Master Brake Valve	

Manufactured Dates:

January 1995-April 1995

Number of Vehicles:

198

Recall Number:

95V126000

System: Hydraulic brakes.

Equipment Description: Tag axle synchronizing valve used on Coachmen Recreational Class A and Classic motorhomes.

Description of Defect: The tag axle synchronizing valve has an hydraulic actuating piston which is below tolerance and could cause loss of brake fluid in the vehicle's rear brake hydraulic circuit.

Consequence of Defect: Loss of braking capability may occur increasing the potential for a vehicle accident.

Corrective Action: Master Brake Systems will remedy the defective components by redesign and modified inspection processes which will include a complete inspection of the component part.

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 either Master Brake Systems at 1-214-241-0164 or Coachmen at 1-219-825-7000.

Motor Coach Industries, Inc.**Model:** MCI 102 D3 **Year:** 1995**Manufactured Dates:** December 1994-March 1995**Number of Vehicles:** 36**Recall Number:** 95V122000**System:** Seat and shoulder belts and belt anchorage.**Vehicle Description:** 40-passenger buses with a gross vehicle weight rating of more than 30,000 pounds.**Description of Defect:** The webbed belt retractors used to secure a wheelchair in the bus fail when the plastic retractor cover separates, allowing the cover to open. This can allow the internal retractor spring to release out of the retractor.**Consequence of Defect:** The retractor could fail to hold an occupant in the event of a vehicle accident.**Corrective Action:** Dealers will retrofit the wheelchair securement retractors.**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 MCI at 1-204-287-4274.**Navistar International Corporation****Models:** International 3700 **Years:** 1989 - 1991International 3800 **Years:** 1989 - 1991**Manufactured Dates:** June 1988-March 1991**Number of Vehicles:** 21,742**Recall Number:** 95V127000**System:** Accelerator.**Vehicle Description:** School buses.**Description of Defect:** The wire end of the hand throttle cable passes through a split plastic grommet in the accelerator rod. This wire can work through the slot in the grommet and become lodged between the grommet and the edge of the hole in the accelerator rod.**Consequence of Defect:** If the throttle wire becomes lodged, the accelerator can stick and not return to idle. This could affect the driver's ability to control the vehicle and increase the potential for an accident.**Corrective Action:** Dealers will repair the buses by installing a new cable grommet without a slot and a new cable stop. They also will readjust the throttle 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 Navistar at 1-800-448-7825.

Range Rover NA., Inc.

Model: Range Rover Range Rover **Year:** 1995
Manufactured Dates: June 1994-April 1995
Number of Vehicles: 2,114
Recall Number: 95V123000

System: Hydraulic brake hose.

Vehicle Description: Multi-purpose passenger vehicles.

Description of Defect: A flexible brake hose that connects the hydraulic pump to the anti-lock brake system (ABS) valve block assembly can leak and cause loss of brake fluid.

Consequence of Defect: Loss of brake fluid can make the primary brake circuit inoperable, including the rear brakes, and loss of ABS operation with a consequent reduction in braking performance and possible increased braking distances. Also, brake fluid leakage in the engine compartment could cause a fire if there is a source of ignition.

Corrective Action: Dealers will inspect the vehicles to determine which ones are fitted with the suspect hose and then replace suspect hoses with the latest 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 Range Rover at 1-301-731-9040.

Utility Trailer Manufacturing Company

Models:

Utility FS2CDHE	Years: 1994 - 1995
Utility FS2CHAE	Years: 1994 - 1995
Utility FS2CHE	Years: 1994 - 1995
Utility FS3CHAE	Years: 1994 - 1995
Utility Tautliner	Years: 1994 - 1995
Utility TS1CHE	Years: 1994 - 1995
Utility TS2CHE	Years: 1994 - 1995

Manufactured Dates: September 1993-April 1995

Number of Vehicles: 421

Recall Number: 95V113000

System: Equipment.

Vehicle Description: Flatbed and "Tautliner" trailer models built with optional cargo-securing chain devices recessed in the floor.

Description of Defect: The vertical and horizontal welds on the cargo tie down devices were not properly welded.

Consequence of Defect: The cargo tie downs can separate causing the loss of cargo increasing the potential for a vehicle accident and injury.

Corrective Action: Dealers will inspect the welds and reweld all improper 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 Utility at 1-800-423-6591.

Volvo GM Heavy Truck Corporation

Models: Volvo FE Year: 1995
WhiteGMC ACL Year: 1995
WhiteGMC WG Year: 1995

Manufactured Dates: March 1995-April 1995

Number of Vehicles: 175

Recall Number: 95V119000

System: Steering.

Vehicle Description: Class 8 heavy duty trucks.

Description of Defect: Two bolts attaching the upper steering arm to the front steering axle were not tightened properly.

Consequence of Defect: The bolts could loosen increasing the potential for loss of steering control and an accident.

Corrective Action: Dealers will install new bolts and tighten them properly.

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 Heavy Duty Truck at 1-910-279-2000.

Warrick Industries, Inc.

Model: McCoy Miller Ambulance **Years:** 1992 - 1994
Manufactured Dates: July 1991-July 1994
Number of Vehicles: 192
Recall Number: 95V112000

System: Electrical.

Vehicle Description: Ambulances.

Description of Defect: The fluorescent light circuit diode, located under the driver's seat, can overheat.

Consequence of Defect: This diode can become hot enough to ignite surrounding material and result in a vehicle fire.

Corrective Action: Dealers will replace this diode with a solenoid that will electrically disconnect the wire instead of preventing back-feeding with a diode.

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 McCoy Miller at 1-219-264-7511.

Winnebago Industries, Inc.

Models: Winnebago VF1200 **Year:** 1994
Manufactured Dates: May 1994-September 1994
Number of Vehicles: 82
Recall Number: 95V117000

System: Electrical wires.

Vehicle Description: Passenger van converted to a camper.

Description of Defect: The wires of a 12-volt solenoid located inside the side plate behind the driver's seat can short on the solenoid case.

Consequence of Defect: This could result in a vehicle fire.

Corrective Action: Dealers will remove the solenoid and rewire the switching system using an existing internal relay.

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 Winnebago at 1-515-582-6939.

Winnebago Industries, Inc.

Model: Winnebago Vectra **Year:** 1995
Manufactured Dates: August 1994-October 1994
Number of Vehicles: 59
Recall Number: 95V118000
System: Tire certification label; Part 567 of the Code of Federal Regulations, "Certification."

Vehicle Description: Motorhomes.

Description of Noncompliance: The certification label on these vehicles has incorrect tire pressure data. A tire pressure rating of 110 PSI was listed for both front and rear tires. The proper tire pressure values are 90 PSI front and 80 PSI rear.

Consequence of Noncompliance: Incorrect inflation of tires causes excessive, uneven tire wear which can result in tire failure and an accident.

Corrective Action: Correct certification labels will be mailed to owners with instructions for installing the label on their vehicles. Owners who prefer can have their dealers can install the labels.

Note: Owners who do not receive a corrected certification label within a reasonable time should contact Winnebago at 1-515-582-6939.

Child Safety Seats**Evenflo Juvenile Furniture Company**

Brand: Evenflo On My Way
Manufactured Dates: May 1994-May 1995
Number of Units: 193,332
Recall Number: 95E024000
System: Child safety seats. Federal Motor Vehicle Safety Standard No. 213.

Equipment Description: Infant restraints with model numbers beginning with 206.

Description of Noncompliance: These infant safety seats do not meet the sled test requirements of FMVSS No. 213, "Child Restraint Systems," when tested without the detachable autobase.

Consequence of Noncompliance: Occupants of the safety seat would face an increased risk of injury in an accident.

Corrective Action: Evenflo will provide a set of plastic inserts to owners of the "On My Way" infant restraints. Evenflo recommends that owners use the restraint only with the detachable autobase until the plastic inserts are received and installed.

Note: Owners who do not receive the free inserts within a reasonable time should contact Evenflo at 1-800-225-3056.

*Equipment***Amerex Corporation**

Brand: Amerex Amgads **Year:** 1992
Manufactured Dates: January 1992-January 1995
No. of Unit(s): 96
Recall Number: 95E022000
System: Equipment.

Equipment Description: Methane gas detection system on Blue Bird school buses.

Description of Defect: The vehicle operator is able to silence the audible alarm which warns of "Trace" and "Moderate" levels of methane detection.

Consequence of Defect: The motion required for the bus driver to silence the alarm as installed requires the driver to divert his attention and field of vision away from the highway. This increases the potential for a vehicle accident.

Corrective Action: Dealers will remove the existing system and replace it with an improved AMGADS II (second generation) methane detection system.

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 Amerex at 1-205-655-3271.

Fulmer Helmets, Inc.

Brand: Fulmer AF-270II
Manufactured Dates: January-April 1995
Number of Units: 5,119
Recall Number: 95E021000
System: Motorcycle helmets with a forehead vent; Federal Motor Vehicle Safety Standard No. 218.

Description of Noncompliance: The quick release chin strap system can open without both buttons being depressed. This does not meet the requirements of FMVSS No. 218, "Motorcycle Helmets."

Consequence of Noncompliance: The helmet chin strap could release unexpectedly and distract the driver, increasing the potential for an accident.

Corrective Action: Owners should return their helmets to Fulmer for repair.

Note: Owners who returned their helmets and have not received them back, repaired free, in a reasonable amount of time should contact Fulmer at 1-901-525-5711.

General Motors Corporation

Brands: GMSP0 16-gallon fuel tank
 GMSP0 20-gallon fuel tank
Manufactured Dates: December 1993-September 1994
No. of Units: 13,105
Recall Number: 95E020000

System: Fuel tanks.

Equipment Description: 16- and 20-gallon aftermarket replacement fuel tanks for use on 1975 through 1986 Chevrolet and GMC C/K series trucks and 1987 through 1991 Chevrolet and GMC R/V pickup trucks and chassis-cab trucks.

Description of Defect: One or more pairs of the six projection welds that attach the sender unit retaining ring to the tank may not have been welded correctly.

Consequence of Defect: These welds can fracture during sending unit installation. If the welds fractured and were not noticed by the installer, the tank could spray some fuel in a collision or leak fuel if the vehicle rolled over. If an ignition source were present, a fire could occur.

Corrective Action: Dealers will inspect the fuel tank for inadequate welds attaching the sender unit retaining ring to the tank. Tanks having inadequate welds 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 Truck at 1-800-462-8782.

Indiana Mills & Mfg. Co.

Brand: Indiana Mills Hex Spacer
Manufactured Dates: December 1993-September 1994
Number of Units: 423
Recall Number: 95E023000

System: Safety belt anchor; Federal Motor Vehicle Safety Standard No. 210.

Equipment Description: Safety belt anchor hex spacer assembly used on Keiper Recaro AM-31 seats.

Description of Noncompliance: The hex spacer assembly which extends the safety belt anchorage can separate at static loads of 4,000 pounds. This does not meet the requirements of FMVSS No. 210, "Seat Belt Assembly Anchorages."

Consequence of Noncompliance: The seat occupant would suffer increased risk of injury if the safety belt anchorage failed in a sudden stop or accident.

Corrective Action: Indiana Mills will repair the involved seats using replacement hex spacer assembly hardware which is able to withstand a static force greater than 5,000 pounds.

Note: Owners who are unable to obtain the free replacement hardware within a reasonable time should contact Indiana Mills at 1-317-896-9531.

Mirada Controls, Inc.
Brands:

Mirada B-51246
 Mirada B-51246-3
 Mirada B-51298
 Mirada B-51298-1
 Mirada B-51299
 Mirada B-51299-1
 Mirada B-51300
 Mirada B-51308
 Mirada B-51336
 Mirada B-51339
 Mirada B-51363
 Mirada B-51386
 Mirada B-51440
 Mirada B-51459
 Mirada B-51464
 Mirada B-51465
 Mirada B-51468
 Mirada B-51469
 Mirada B-51487
 Mirada B-51498
 Mirada B-51506
 Mirada B-51572

Manufactured Dates: June 1992-July 1994
Number of Units: 15,590
Recall Number: 95E025000

System: Pressure relief device.

Equipment Description: Compressed Natural Gas (CNG) pressure relief valve.

Description of Defect: Some temperature sensitive triggers were not x-rayed. These triggers could contain internal voids that would make the triggers susceptible to advanced creep, causing false activation and venting of the CNG.

Consequence of Defect: Venting of the CNG could result in a fire.

Corrective Action: Mirada will replace the pressure relief devices with a newer design "Generation 2.5" pressure relief devices.

Note: Owners who have not received free replacement valves within a reasonable time should contact Mirada at 1-612-448-3686.

Vehicle Safety Manufacturing, Inc.**Brand:** VSM 4027**Manufactured Dates:** August 1994-December 1994**Number of Units:** 350**Recall Number:** 95E026000**System:** Brake lights; Federal Motor Vehicle Safety Standard No. 108.**Equipment Description:** Rear combination lamps for brake, tail lights and turn signal lights.**Description of Noncompliance:** These lamps do not meet the reflex function of FMVSS No. 108, "Lamps, Reflective Devices and Associated Equipment."**Consequence of Noncompliance:** The tail lights may be difficult to see when the vehicle is braking. This increases the potential for a vehicle accident.**Corrective Action:** Defective lenses will be removed and exchanged for a newer lens that has been made to specifications.**Note:** Owners who cannot exchange these lenses free within a reasonable time should contact Vehicle Safety Manufacturing at 1-201-643-3000.

###

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



U.S. Depart
Transport

211713
M-45

D 7790 002

138.47
News:

Assistant Secretary for Public Affairs
D.C. 20590

FOR IMMEDIATE RELEASE

Thursday, July 27, 1995

NHTSA 51-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**LIGHT TRUCKS, VANS, 4x4s TO MEET
SAME SAFETY STANDARDS AS CARS**

The National Highway Traffic Safety Administration (NHTSA) today said that light trucks, vans and sport utility vehicles now must have all of the same major safety features as passenger cars. The agency made the announcement as it issued a rule extending the passenger car side impact protection requirement to light trucks, vans and sport utility vehicles, the last in a series of such rules.

According to NHTSA Administrator Ricardo Martinez, M.D., "Light trucks, vans and sport utility vehicles are the station wagons of the 1990s, carrying families as commonly as cargo. Buyers expect these passenger car substitutes to have the same safety features, and our action today is an important step in making that a reality."

Dr. Martinez emphasized that light trucks, vans and sport utility vehicles (LTVs) sold today already meet virtually all the same federal safety standards as passenger cars. He said that prospective buyers should enter the new vehicle showroom confident that they are not trading off the safety of their family by purchasing such a vehicle.

The new requirement for side impact crash protection is effective Sept. 1, 1998. "Safety is a top priority with Transportation Secretary Federico Peña and it also is a key selling point in the 1995 new vehicle marketplace," Dr. Martinez said. "Some manufacturers of light trucks, vans and sport utility vehicles already offer this protection — even before being required to do so — and are advertising it."

-more-

NHTSA's final rule affects light trucks, vans and sport utility models with a gross vehicle weight rating of 6,000 pounds or less. The agency's action will ensure that these vehicles will offer side impact protection that is at least as effective as that for passenger cars, as measured in an actual crash test using instrumented dummies.

The safety agency required such side impact crash tests for passenger cars on a phased-in basis beginning on Sept. 1, 1993. The requirement becomes fully effective for all passenger cars on Sept. 1, 1996. In extending the side impact standard to light trucks, vans and sport utility vehicles, the safety agency did not allow such a phase-in.

The Intermodal Surface Transportation Efficiency Act of 1991 directed NHTSA to consider requiring light trucks to meet a side-impact protection standard.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE

Thursday, July 27, 1995

NHISA 51-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**LIGHT TRUCKS, VANS, 4x4s TO MEET
SAME SAFETY STANDARDS AS CARS**

The National Highway Traffic Safety Administration (NHTSA) today said that light trucks, vans and sport utility vehicles now must have all of the same major safety features as passenger cars. The agency made the announcement as it issued a rule extending the passenger car side impact protection requirement to light trucks, vans and sport utility vehicles, the last in a series of such rules.

According to NHTSA Administrator Ricardo Martinez, M.D., "Light trucks, vans and sport utility vehicles are the station wagons of the 1990s, carrying families as commonly as cargo. Buyers expect these passenger car substitutes to have the same safety features, and our action today is an important step in making that a reality."

Dr. Martinez emphasized that light trucks, vans and sport utility vehicles (LTVs) sold today already meet virtually all the same federal safety standards as passenger cars. He said that prospective buyers should enter the new vehicle showroom confident that they are not trading off the safety of their family by purchasing such a vehicle.

The new requirement for side impact crash protection is effective Sept. 1, 1998. "Safety is a top priority with Transportation Secretary Federico Peña and it also is a key selling point in the 1995 new vehicle marketplace," Dr. Martinez said. "Some manufacturers of light trucks, vans and sport utility vehicles already offer this protection -- even before being required to do so -- and are advertising it."

-more-

NHTSA's final rule affects light trucks, vans and sport utility models with a gross vehicle weight rating of 6,000 pounds or less. The agency's action will ensure that these vehicles will offer side impact protection that is at least as effective as that for passenger cars, as measured in an actual crash test using instrumented dummies.

The safety agency required such side impact crash tests for passenger cars on a phased-in basis beginning on Sept. 1, 1993. The requirement becomes fully effective for all passenger cars on Sept. 1, 1996. In extending the side impact standard to light trucks, vans and sport utility vehicles, the safety agency did not allow such a phase-in.

The Intermodal Surface Transportation Efficiency Act of 1991 directed NHTSA to consider requiring light trucks to meet a side-impact protection standard.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Wednesday, August 2, 1995

NHTSA 52-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**"STOMP & STEER" EVENT
TO SHOW SAFETY BENEFITS
OF ANTILOCK BRAKES**

Secretary of Transportation Federico Peña put the left pedal to the metal today to demonstrate the safety benefits of antilock brakes at "ABS: Stomp & Steer," a national event to educate drivers on the proper way to use this new safety technology.

"We are here today to show motorists what safety engineers have known for years. Antilock brakes offer an important safety advantage by allowing drivers to steer and maneuver their vehicles during hard braking," Secretary Peña said.

The Secretary joined representatives of the National Automobile Dealers Association (NADA), the American Coalition for Traffic Safety (ACTS), and Robert Bosch Corporation, a supplier of antilock braking systems (ABS), and others at RFK Stadium in Washington, D.C., to demonstrate the difference between antilock and non-antilock braking systems.

"For many years we supported antilock brakes as a new safety technology that improves a driver's ability to avoid crashes. Drivers now have some experience with this system, but many do not use these brakes properly," said Ricardo Martinez, M.D., administrator of the department's National Highway Traffic Safety Administration (NHTSA).

He said the correct way to use antilock brakes for emergency braking is to stomp and steer. "Stomp and steer means that you step hard on the brake pedal and don't let up, even if you feel the brake pedal pulsing beneath your foot. By preventing the wheels from locking, ABS allows you to steer around obstacles in your path," Dr. Martinez said.

-more-

211713
M=45

D 7790 002

He said that many people may be in the habit of pumping their brakes to prevent wheel lock-up. However, ABS pumps the brakes automatically when wheel lock-up is detected. Manually pumping antilock brakes or letting up on them actually will decrease their effectiveness.

"It is important for drivers to keep firm and continuous pressure on the brakes for the system to work properly. If a driver pumps the pedal, which is a common mistake, they are simply turning the system off and on and losing braking efficiency, which will increase stopping distance," said Joe Borruso, senior vice president, Sales and Engineering, of Robert Bosch Corporation.

NHTSA also is working with motor vehicle dealers to improve understanding among consumers of antilock brakes.

"Today, many dealerships already provide important safety information at the point of sale and delivery of new cars and trucks. To encourage this effort NADA recently distributed a new management guide to all 19,500 NADA members, and we will continue to cooperate with NHTSA, safety groups and manufacturers to get this vital message to consumers," said Frank McCarthy, executive vice president of NADA.

"Drivers always should keep a safe distance away from the vehicle ahead. Antilock brakes do not allow vehicle operators to drive more aggressively. As with any type of brakes, drivers must leave enough room to stop," added Phil Haseltine, president of ACTS.

Consumers can get information on antilock brakes by calling the Auto Safety Hotline at (800) 424-9393.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, August 7, 1995

NHTSA 53-95
Contact: Barry McCahill
Tel. No.: (202) 366-9550

HEAD OF NHTSA ASSURES PARENTS ABOUT CHILD SAFETY SEATS

The nation's leading highway safety official today sought to reassure parents that all child safety seats on the market today are safe and offer effective protection for child passengers.

Ricardo Martinez, M.D., head of the National Highway Traffic Safety Administration (NHTSA) said, "Because of Consumers Union's announcement that it had rated three models of child seats as "not acceptable," parents across the country understandably are confused and concerned that the safety seat they are using may not be safe. I want to set the record straight—parents should have confidence in any safety seat that meets the federal safety standard. Their safety performance has been validated time and again in real world crashes. The agency has carefully monitored their test performance for more than a decade."

Martinez said that the safety agency has responded to more than 55,000 calls from parents concerned about the protection provided by the child safety seats. In reassuring parents, Martinez said that the agency has received no complaints regarding the performance in real-world crashes of the seats identified by Consumers Union. It is carefully reviewing the information provided by Consumers Union to determine whether any further action is appropriate.

Martinez, a board-certified emergency physician, said that the seats in question are the Century 590, Kolcraft Traveler 700 and Evenflo "On My Way." He noted that the Evenflo seat was subject to a recall announced by the agency earlier this month after Evenflo detected that, when tested without its base, the seat did not meet the federal safety standard. The manufacturer currently is notifying owners about the recall, but parents should continue to use the seat—with the base attached—while awaiting the free repair kit.

-more-

Martinez said that each year NHTSA routinely crash tests all child safety seats to make sure that they meet the federal safety requirement. "Today's child safety seats are well-designed for the job they are required to do. Even when we find a safety concern in a crash test, in most cases parents can and should continue to use the seat until the repairs are made. The major child passenger safety concern today is not the structure of the seats themselves, but the fact that many children still ride unprotected, or in seats that are installed or used incorrectly."

Parents and others who have questions or concerns about their child safety seat are encouraged to call NHTSA's Auto Safety Hotline, (800) 424-9393.

.

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, August 16, 1995

NHTSA 54-95
Contact: Barry McCahill
Tel. No.: (202) 366-9550

SECRETARY PEÑA MOVES TO PREVENT HEAD INJURIES IN MOTOR VEHICLE CRASHES

To reduce the number and severity of head injuries in traffic crashes, Secretary of Transportation Federico Peña today announced the most significant new safety rule in a decade, a requirement that cars and light trucks provide better head protection for occupants.

"People die and sustain serious injuries in crashes often because their heads strike hard, upper interior parts of their vehicles. This is a leading cause of fatal head injury in crashes. Safety is the Clinton administration's top transportation priority and improved head protection -- such as padding to make upper interior vehicle components more friendly -- will prevent more than a third of these deaths each year," Secretary Peña said.

The head protection requirement will save up to 1,200 lives, prevent up to 975 serious head injuries and provide an estimated annual economic benefit of as much as \$900 million annually, according to Ricardo Martinez, M.D., administrator of the department's National Highway Traffic Safety Administration (NHTSA). He noted that in recent years about 2,400 occupants of light vehicles have been killed and 60,000 have been injured in crashes annually because their heads strike pillars, side rails, headers and other upper interior components.

"Better head protection in cars, pickups, vans and sport utility vehicles will be a major antidote in reducing the size of this neglected epidemic on the nation's highways. Head injuries often have lifetime consequences and most could have been prevented. Even the best medical care in the country cannot restore all head injury victims to normal health. Some will never achieve their former quality of life," Dr. Martinez, a board-certified emergency physician, said.

-more-

"The American public expects us to move forward in preventing death and injury when regulatory solutions clearly are the right course. This requirement is right because the benefits are there, it's technologically feasible and can be done at a comparatively small cost to all of us," Dr. Martinez said.

He estimated that the new requirement will increase the cost for new passenger cars by about \$33, and \$51 for new light trucks, vans and sport utility vehicles. The head protection requirement extends to all occupants, including those in rear seats.

"We will give Americans the protection of a batting helmet at a price less than the cost of floor mats," Dr. Martinez said.

The requirement will be phased in over five years, starting with model year 1999. During the first year, beginning Sept. 1, 1998, 10 percent of each manufacturer's vehicles must comply; beginning Sept. 1, 1999, 25 percent; beginning Sept. 1, 2000, 40 percent; and beginning Sept. 1, 2001, 70 percent. All vehicles manufactured on or after Sept. 1, 2002, must comply, according to Dr. Martinez.

NHTSA's safety standard for occupant protection in interior impacts, in effect since Jan. 1, 1968 for passenger cars and Sept. 1, 1981 for light trucks and vans, already requires protection against injury from components such as instrument panels, seat backs and head restraints. It has reduced the risk of fatality and serious injury among unrestrained occupants by about 25 percent in contacts against lower interior components, such as instrument panels and seat backs, according to Dr. Martinez.

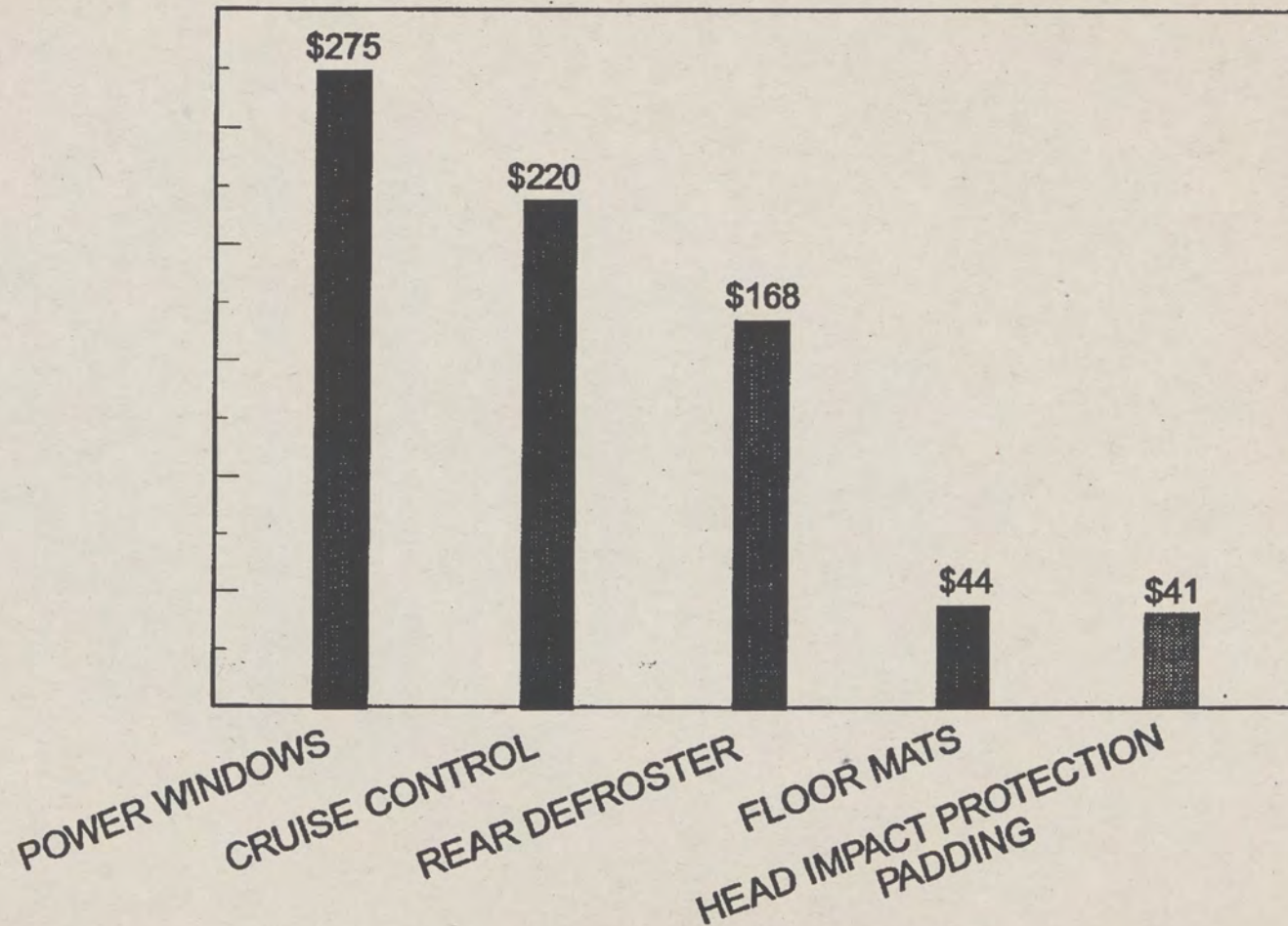
###

Assignment editors: A video news release will be transmitted by Daily Business Satellite at 2-2:30 p.m. Eastern Aug. 16. Coordinates: Telstar 302, Transponder 2 Vertical; Downlink Frequency, 3760 Mhz; Audio, 6.2 and 6.8. It will be transmitted again at 11:30 a.m. to 12 noon Eastern Aug. 17. Coordinates: Galaxy 6, Transponder 2 Vertical; Downlink Frequency, 3740 Mhz; Audio, 6.2 and 6.8.

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

UPPER INTERIOR HEAD IMPACT PROTECTION

CONSUMER COST COMPARISON OF OPTIONAL EQUIPMENT AND REQUIRED UPPER INTERIOR PADDING



SOURCE: NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Friday, August 25, 1995

CONSUMER ADVISORY

NHTSA 56-95
Contact: Barry McCahill
Tel. No.: (202) 366-9550

NHTSA PUBLISHES LIST OF JULY RECALLS

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

The list identifies the make and model of the vehicle or equipment involved and includes 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.

-more-

Safety Recall Campaigns

July 1995

Vehicles

Blue Bird Body Company

Models:	Blue Bird CSFE	Years: 1988 - 1996
	Blue Bird SAFE	Years: 1988 - 1996
	Blue Bird TC2000	Years: 1988 - 1996

Dates of Manufacture: January 1988-June 1995

Number of Vehicles: 416

Recall Number: 95V136000

System: Frame.

Vehicle Description: Forward engine transit buses with 132-inch wheelbase, body models 2409 or 2504, equipped with air brakes.

Description of Defect: These units are equipped with a counter weight assembly made up of 300 pounds of 1/4-inch plate steel welded together and bolted between the frame rails in the rear overhang just forward of the rear bumper. Some of the welds have broken due to insufficient welds, corrosion or ice expansion.

Consequence of Defect: These plates can drop to the roadway and become a hazard to following vehicles, thus increasing the potential for an accident.

Corrective Action: Dealers will install a mechanical retaining device that clamps the plates together and fastens with threaded fasteners. Bus owners have an option to repair their own 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 Blue Bird at 1-912-825-2021.

DaBryan Coach Builders

Models:	DaBryan Lincoln Town Car	Years: 1993 - 1995
	Lincoln Town Car	Years: 1993 - 1995

Dates of Manufacture: September 1992-June 1995

Number of Vehicles: 692

Recall Number: 95V133000

System: Hydraulic brake lines.

Vehicle Description: Lincoln Town Cars remanufactured into stretch limousines by DaBryan Coach Builders.

Description of Defect: There was improper installation of the rear brake line at the point at which the extended brake line first bends and extends over the left rear wheel area of the frame. If it was not installed with sufficient clearance, chafing of the brake line can occur in an area adjacent to the rear floor pan.

Consequence of Defect: The rear brake line can leak or rupture, resulting in reduced braking capability, loss of rear brakes, and loss of brake fluid reserves in the master brake cylinder.

Corrective Action: Dealers will inspect the brake line for proper installation and damage and replace as necessary. Also a protective boot or sleeve over the brake line will be installed.

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 DaBryan at 1-417-864-4411.

Daihatsu America, Inc. -

Models: Daihatsu Rocky **Years:** 1990 - 1991
Dates of Manufacture: August 1989-July 1991
Number of Vehicles: 7,514
Recall Number: 95V103010

System: Seat belt buckles.

Vehicle Description: Passenger vehicles equipped with safety belts made by Takata Corporation.

Description of Defect: The front safety belt buckle release buttons can break. These red plastic release buttons are marked "PRESS". If a button breaks, pieces can fall into the buckle assembly and cause the buckle to operate improperly.

Consequence of Defect: The safety belts would not provide adequate protection to an occupant in a vehicle crash.

Corrective Action: Owners should promptly check the condition and operation of both front safety belt buckles and carefully inspect the red release button for breaks or cracks. They should ensure that both buckles are operating properly by inserting each latch plate into its buckle, tugging on the belt to make sure that latch is securely locked, and then pressing the release button. The latch plate should pop out of the buckle when the button is pressed. If either release button shows a sign of breaking or cracking or if either buckle fails to operate properly, owners should promptly contact their authorized dealer to schedule an appointment to have the buckle replaced or repaired, free of charge. Owners who do not live near a Daihatsu dealer should contact Daihatsu directly so arrangements can be made at a repair facility of choice free of charge.

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 Daihatsu at 1-800-777-7070.

Fleetwood Enterprises, Inc.

Models: Fleetwood American Dream **Years:** 1994 - 1995
 Fleetwood American Eagle **Years:** 1991 - 1995

Dates of Manufacture: February 1991-June 1995

Number of Vehicles: 1,175

Recall Number: 95V137000

System: Low air brake pressure warning device.

Vehicle Description: Class A motorhome built on a Spartan chassis.

Description of Noncompliance: A low air pressure warning light in the driver's instrument cluster fails to activate if the front brake air reservoir system falls below 60 pounds per square inch. This does not comply with Federal Motor Vehicle Safety Standard No.121, "Air Brake Systems."

Consequence of Noncompliance: Low air pressure in the front brake system could lead to decreased vehicle braking performance or cause the emergency brake system to engage without the driver being given visual or audible warning.

Corrective Action: Dealers will install a wiring harness which correctly connects the front brake reservoir system low pressure switch to the low air pressure warning light located in the driver's instrument cluster.

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 1-909-351-3814.

Ford Motor Company

Models: Ford Mustang **Year:** 1995

Dates of Manufacture: February 1995

Number of Vehicles: 1,300

Recall Number: 95V134000

System: Tie rod end.

Vehicle Description: Passenger vehicles.

Description of Defect: The affected vehicles were built with outer tie rod ends with incorrect taper ball studs. The incorrect tapered ball studs can fracture within 50,000 miles.

Consequence of Defect: A fractured ball stud can result in a noticeable shake or shimmy and could cause the affected wheel to tuck inward or outward, increasing the potential for a vehicle accident.

Corrective Action: Dealers will inspect the outer tie rod ends and replace the incorrectly tapered ball 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 Ford at 1-800-392-3673.

General Motors Corporation

Models:	Chevrolet B7	Year: 1995
	Chevrolet B7 Chassis	Year: 1995
	Chevrolet C6	Year: 1995
	Chevrolet C7	Year: 1995
	Chevrolet Kodiak	Year: 1995
	Chevrolet P6	Year: 1995
	Chevrolet P6 Chassis	Year: 1995
	GMC B7	Year: 1995
	GMC B7 Chassis	Year: 1995
	GMC C6	Year: 1995
	GMC C7	Year: 1995
	GMC P6 Chassis	Year: 1995

Dates of Manufacture: November 1994-April 1995

No. of Vehicles: 5,482

Recall Number: 95V130000

System: Back up lights and audible alarm; FMVSS No. 108.

Vehicle Description: Medium duty conventional trucks and chassis equipped with Allison AT/MT Series automatic transmissions (Option RPO's MF1, MT9, ME3, ME4, ME5 and ME6).

Description of Noncompliance: These vehicles were assembled with a transmission reverse signal switch that could leak causing loss of electrical contact when the transmission is in reverse. This does not meet the requirements of Federal Motor Vehicle Safety Standard No. 108, "Lamps, Reflective Devices, and Associated Equipment."

Consequence of Noncompliance: This condition can prevent the backup warning system (lights and audible alarm) from operating properly, thus increasing the potential for a vehicle accident.

Corrective Action: Dealers will replace the reverse signal pressure switch.

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 1-800-462-8782.

General Motors Corporation

Models:	Chevrolet Suburban	Year: 1995
	Chevrolet Tahoe	Year: 1995
	GMC Suburban	Year: 1995
	GMC Yukon	Year: 1995

Dates of Manufacture: April 1994-April 1995

Number of Vehicles: 3,651

Recall Number: 95V140000

System: Air bag; FMVSS No. 208.

Vehicle Description: Light duty trucks and multipurpose passenger vehicles equipped with L56/L65 diesel engines.

Description of Noncompliance: The vehicles have both the supplemental inflatable restraint (SIR) label and an engine start label installed on the same side of the sun visor. This does not comply with Federal Motor Vehicle Safety Standard No. 208, "Occupant Crash Protection."

Consequence of Noncompliance: Operators could fail to notice and heed the warning label.

Corrective Action: The engine start label will be removed from the stowed side of the sun visor and a new engine start label will be installed on the headliner in the sun visor depression. Owners will receive the new label and may install it themselves or have a dealer install it.

Note: Owners who do not receive a new label free in a reasonable time should contact Chevrolet at 1-800-222-1020 or GMC at 1-800-462-8782.

General Motors Corporation

Models:	Chevrolet Cavalier	Year: 1995
	Pontiac Sunfire	Year: 1995

Dates of Manufacture: August 1994

Number of Vehicles: 16

Recall Number: 95V141000

System: Structure; FMVSS No. 208.

Vehicle Description: Passenger vehicles.

Description of Noncompliance: Some welds were omitted from the body lock or "B" pillar. This does not comply with Federal Motor Vehicle Safety Standard No. 208, "Occupant Crash Protection."

Consequence of Noncompliance: If a vehicle crash should occur, occupant protection levels could be reduced.

Corrective Action: All vehicles in this recall campaign have been repurchased and replaced with a comparable vehicle.

Note: All vehicles have been repurchased. No other owners will be contacted.

General Motors Corporation

Models:	Chevrolet C3500HD	Year: 1995
	Chevrolet Suburban	Year: 1995
	Chevrolet Tahoe	Year: 1995
	GMC C3500HD	Year: 1995
	GMC Sierra	Year: 1995
	GMC Suburban	Year: 1995
	GMC Yukon	Year: 1995

Dates of Manufacture: March 1994-October 1994

Number of Vehicles: 36,641

Recall Number: 95V139000

System: Automatic transmission.

Vehicle Description: Light duty trucks equipped with M30/MT1 automatic transmissions.

Description of Defect: The transmission shift-cable lock clip can back out of its installed position and result in a loss of cable adjustment. When the shift lever is placed in the "PARK" position, the "PARK" indicator light may not illuminate.

Consequence of Defect: The vehicle can move unintentionally if the driver does not notice that the indicator light is not on and does not apply the parking brake.

Corrective Action: Dealers will adjust the shift cable and install a lock clip.

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 1-800-462-8782.

Oshkosh Truck Corporation

Models:	Oshkosh MB	Years: 1990 - 1992
	Oshkosh MT	Years: 1990 - 1992

Dates of Manufacture: August 1990-July 1992

Number of Vehicles: 921

Recall Number: 95V132000

System: Steering gear.

Vehicle Description: Heavy duty truck chassis equipped with a Saginaw 710 steering gear (Saginaw Part No.26025646/Oshkosh Part No. P100614).

Description of Defect: This steering gear can fail from fatigue caused by high twisting forces that can occur in certain severe daily uses such as turning the steering wheel up against the axle stops when the vehicle is not on dry pavement.

Consequence of Defect: This condition can result in broken pitman shafts and increase the risk of a vehicle accident from a loss of steering control.

Corrective Action: Dealers will replace the affected steering gears with a new steering gear (Saginaw Part No.26035369/Oshkosh Part No.4SK351).

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's M-Line representative at 1-414-235-1726.

Paccar, Inc.

Models: Peterbilt **Year:** 1995
Dates of Manufacture: May 1995-Jun 1995
Number of Vehicles: 225
Recall Number: 95V131000

System: Seats.

Vehicle Description: Heavy duty trucks equipped with "Ultra Ride" driver seats.

Description of Defect: These seats may have an improperly located weld on a lever arm which supports the seat back. This weld can fail causing the seat back to fall backward freely without support to the driver.

Consequence of Defect: This can cause the driver to fall backward in the seat and lose control of the vehicle, potentially causing a vehicle accident.

Corrective Action: Dealers will inspect the seats for the suspect weld and replace the seats if necessary.

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 Peterbilt at 1-510-790-4013.

Thomas Built Buses, Inc.

Models: Thomas Built Vista **Year:** 1995
Dates of Manufacture: May 1995-June 1995
Number of Vehicles: 17
Recall Number: 95V135000

System: Safety belt assembly; FMVSS No. 209.

Vehicle Description: School and transit buses equipped with a driver's seat pre-assembled by National Seating.

Description of Noncompliance: The wrong attachment bolts were used on the driver's seat. This does not comply with FMVSS No. 209, "Seat Belt Assemblies."

Consequence of Noncompliance: The seat occupant would suffer increased risk of injury if the safety belt anchorage failed in a sudden stop or accident.

Corrective Action: Dealers will remove the noncomplying 5/16-inch bolts from the anchorages and replace them with 7/16-inch bolts.

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 Thomas Built at 1-910-889-4871.

Equipment

General Motors Corporation

Brands: Delco DC-27
Delco DC-27F

Dates of Manufacture: February 1995

Number of Units: 990

Recall Number: 95E027000

System: Battery.

Equipment Description: AC-Delco aftermarket batteries with the date code of 5BC16.

Description of Defect: These batteries may have terminals that were improperly welded.

Consequence of Defect: If these batteries are charged, load tested or jump started, they could explode without warning and result in injury to persons standing nearby.

Warning: Do not attempt to service these batteries.

Corrective Action: Dealers will inspect the batteries for the date code involved, and batteries that have a date code of 5BC16 will be replaced free.

Note: Owners who take their vehicles or batteries to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time should contact AC-Delco at 1-800-AC-DELCO (1-800-223-3526).

Magnetek

Brands: Magnetek 6620C
Magnetek 6620DC
Magnetek 6620F
Magnetek 6620H
Magnetek 6620HC
Magnetek 6620O
Magnetek 6620OC

Dates of Manufacture: January 1995-April 1995

Number of Units: 2,673

Recall Number: 95E030000

System: Electrical wiring.

Equipment Description: Power converters used to convert standard 115-Volt AC to 12-Volt DC on recreational vehicles.

Description of Defect: A wire from the low voltage output of the transformer can contact the chassis of the power converter. This condition can send large amounts of current (amperage) through the wiring of the vehicle for extended periods.

Consequence of Defect: High current can result in overheating of the wiring system and fire.

Corrective Action: Owners will be contacted and asked to return these power converters to Magnetek for replacements.

Note: Owners who have not been contacted within a reasonable time and have not had the power converter replaced free should contact Magnetek at 1-219-356-7100.

Phillips Industries

Brands: Phillips Gladhand Bolt
Dates of Manufacture: May 1995-Jun 1995
Number of Units: 22,000
Recall Number: 95E029000

System: Trailer hitches and attachments.

Equipment Description: Gladhand connector plate bolts used on tractor-trailers. A double concentric circle is etched on the head of the suspect bolts.

Description of Defect: The Gladhand connector plate bolts were affected by hydrogen embrittlement caused by improper plating procedures.

Consequence of Defect: The bolts could break, resulting in a separation of the trailer from the tractor, thus increasing the potential for a vehicle accident.

Corrective Action: Phillips will provide replacement bolts for the affected bolts.

Note: Owners who do not receive free replacement bolts within a reasonable time should contact Phillips at 1-800-423-4512.

###

*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**

News:

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

FOR IMMEDIATE RELEASE

Monday, August 28, 1995

NHTSA 57-95

Contact: Barry McCahill

Tel.: (202) 366-9550

**TRANSPORTATION SECRETARY PEÑA
URGES SAFE DRIVING OVER LABOR DAY**

Secretary of Transportation Federico Peña today urged motorists to drive sober, buckle up and slow down over the Labor Day weekend.

"Each year as Americans take to the road for their final summer trips, too many are involved in tragic crashes, often because someone was drinking or speeding. Holiday weekends are a time when extreme caution should be exercised on the road and safety belts should be buckled on every trip -- even short ones," Secretary Peña said.

"Each year we offer this safety reminder at the beginning of Labor Day weekend, and each year there are hundreds who still will die because they choose to ignore this common sense advice. Virtually all traffic fatalities could be prevented with common sense behavior," Secretary Peña said.

According to the Department's National Highway Traffic Safety Administration (NHTSA), there were 494 traffic fatalities during the Labor Day weekend last year, and more than half were alcohol-related.

NHTSA's Administrator Ricardo Martinez, M.D., said he could not overemphasize the importance of safe driving over the holiday weekend to prevent tragedies from marring the end of summer. "Irresponsible drivers can bring pain and sorrow any time, and we notice it especially on holidays," he said. "Law enforcement officers will be on the road and very visible over the Labor Day weekend. They will be enforcing state safety belt use laws and be on the lookout for speeders and drunk drivers."

-more-

According to Dr. Martinez, there are three things motorists should do to take unnecessary risk out of their Labor Day trips. "The most important is to buckle up and ensure that children are properly restrained in child safety seats. Second, by staying sober and in control, you reduce risk to yourself, to occupants of your vehicle and to others using the road. And finally, by slowing down, you increase the likelihood of surviving a crash because the energy in the crash is less," he said.

Dr. Martinez said that in September the safety agency's Safe & Sober campaign will continue to remind motorists of all three safety tips, with a special emphasis on slowing down. Speed -- exceeding the speed limit or driving too fast for conditions -- is a factor in 31 percent of all fatal crashes, and speed-related crashes cost society \$24 billion each year.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Tuesday, August 29, 1995

NHTSA 58-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**TOP TRAFFIC SAFETY OFFICIAL
WARNS ABOUT DANGEROUS
SCHOOL BUS HANDRAILS**

211713
M=45

D 7790 002

With the new school year about to begin, the nation's leading traffic safety official underscored his concern about a hidden safety problem in some school buses that could put youngsters at risk for injury or death.

Ricardo Martinez, M.D., head of the National Highway Traffic Safety Administration (NHTSA), said that five students since 1991 have been killed and others injured when clothing, especially coat drawstrings, got snagged in handrails as they stepped off school buses. They were dragged and subsequently run over as the school bus moved forward.

Dr. Martinez said school buses manufactured by A. Girardin, Inc., AmTran/Ward, Bluebird, Carpenter, Coach and Equipment Co., Collins Bus Corporation, Gillig Corporation, Sturdicorp, Thomas Built Buses and Van-Con, Inc. were recalled to change the handrail designs and make them less prone to snagging.

"But it is not enough to have a recall. Someone needs to make sure that the repairs actually are performed. As of last school year, many had not been done," Dr. Martinez said.

According to NHTSA, some buses made by the Wayne Corporation also are prone to snagging and must be fixed. "This firm is no longer in business and will not be contacting bus owners. Owners of these buses must find and install remedies on their own initiative, and I cannot overemphasize how important it is to do so," Dr. Martinez said.

He said he hoped that transportation authorities at school districts throughout the United States used the summer slack time for buses to install the handrail modifications and added to school bus driver training programs information to deal with the problem. At least two states, Connecticut and Ohio, developed inspection tools for identifying potentially hazardous handrails.

-more-

Dr. Martinez urged parents to insist that any buses that need the modifications actually have the repairs performed and that children know about the risk from drawstrings. "Dangling drawstrings are dangerous. I recommend parents call school administrators and ask if there is a program to make students aware of the danger from dangling drawstrings and whether the handrails on affected buses from their schools have been fixed," Dr. Martinez said.

###

(Assignment editors: A video news release will be transmitted by Daily Business Satellite at 2:30 to 3 p.m. Eastern Aug. 29. Coordinates: Galaxy 3, Transponder 16; Downlink frequency, 4020 Mhz; Audio, 6.2 and 6.8. It will be transmitted again at 11 to 11:30 a.m. Eastern Aug. 30. Coordinates: Galaxy 3, Transponder 19; Downlink frequency, 4080 Mhz; Audio, 6.2 and 6.8.

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Wednesday, September 27, 1995

NHTSA 60-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA ANNOUNCES NEW STANDARD
TO STRENGTHEN BACK DOOR LATCHES**

The National Highway Traffic Safety Administration (NHTSA) today announced a new requirement extending the lock and retention standard for side doors of passenger vehicles to the back doors of hatchbacks, station wagons, sport utility vehicles and passenger vans.

"Minivans and other vehicles with hatchbacks are the station wagons of the '90s, the most popular form of family transportation. The back door, although used primarily for loading cargo, should meet the same standards as other doors," NHTSA Administrator Ricardo Martinez, M.D., said.

"With the increasing popularity of minivans and sport utility vehicles, fatalities and serious injuries from back door ejections are also increasing. Stronger latches, hinges and locks are expected to prevent about 13 fatalities each year. Even more lives could be saved if everyone used seat belts. A stronger latch is not a substitute for belt use," Dr. Martinez said.

Dr. Martinez emphasized that seat belts both prevent ejections through opened doors and window glass, and keep occupants from impacting hard interior surfaces of the vehicle.

- more -

The new standard is effective Sept. 1, 1997. Because rear doors on different models open in different ways, the new regulation modifies side door test procedures to accommodate the varying arrangements of back door latches and hinges. It also prescribes an additional test for those components.

The agency proposed extending the requirement for stronger latches to back doors of passenger cars and multipurpose passenger vehicles in August 1994. Today's final rule incorporates comments received in response to the proposal.

###

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

U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

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

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

138.60

FOR IMMEDIATE RELEASE

Friday, October 13, 1995

NHTSA 62-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**VICE PRESIDENT GORE GIVES HAMMER
AWARD TO NHTSA'S AUTO SAFETY HOTLINE**

On behalf of Vice President Gore, Transportation Secretary Federico Peña today presented a Hammer Award to the National Highway Traffic Safety Administration's (NHTSA) Auto Safety Hotline.

The Hotline is a toll-free number consumers can call to request auto safety information or to report safety-related problems with motor vehicles. Representatives are available Monday through Friday from 8:00 a.m. to 10:00 p.m., and an automated system can be accessed 24 hours a day. The Hotline provides information over the phone, by mail or by fax.

The Hammer Award is Vice President Gore's special recognition to teams who have made significant contributions in support of the principles of putting customers first; cutting red tape; empowering employees; and getting back to basics.

"Increasing public expectations and decreasing resources have forced the federal government to reexamine the way it does business," Secretary Peña said. "Auto Safety Hotline employees increased their productivity and redesigned their business process to transform the Hotline into a fully functional highway safety information clearinghouse," the Secretary said.

"The Hotline is the critical link between NHTSA and the public. Calls to the Hotline sparked 75 percent of the defect investigations opened in 1994," NHTSA Administrator Dr. Ricardo Martinez said. "Along with receiving safety-related complaints, the Hotline provides one-stop shopping for important safety information on child safety seats, crash test results, recalls and more."

- more -

Dr. Martinez said that while the services of the Hotline have increased significantly, the cost of providing these services has not.

"From October 1989 to May 1995, the number of consumer inquiries to the Hotline increased by 30 percent with no increase in cost. New technologies such as fax-on-demand, electronic forms and an automated caller tracking system only partially account for these savings. The bulk comes from the improved productivity of the Hotline representatives themselves," Dr. Martinez said.

##

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

U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

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

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Friday, October 13, 1995

NHTSA 62-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**VICE PRESIDENT GORE GIVES HAMMER
AWARD TO NHTSA'S AUTO SAFETY HOTLINE**

On behalf of Vice President Gore, Transportation Secretary Federico Peña today presented a Hammer Award to the National Highway Traffic Safety Administration's (NHTSA) Auto Safety Hotline.

The Hotline is a toll-free number consumers can call to request auto safety information or to report safety-related problems with motor vehicles. Representatives are available Monday through Friday from 8:00 a.m. to 10:00 p.m., and an automated system can be accessed 24 hours a day. The Hotline provides information over the phone, by mail or by fax.

The Hammer Award is Vice President Gore's special recognition to teams who have made significant contributions in support of the principles of putting customers first; cutting red tape; empowering employees; and getting back to basics.

"Increasing public expectations and decreasing resources have forced the federal government to reexamine the way it does business," Secretary Peña said. "Auto Safety Hotline employees increased their productivity and redesigned their business process to transform the Hotline into a fully functional highway safety information clearinghouse," the Secretary said.

"The Hotline is the critical link between NHTSA and the public. Calls to the Hotline sparked 75 percent of the defect investigations opened in 1994," NHTSA Administrator Dr. Ricardo Martinez said. "Along with receiving safety-related complaints, the Hotline provides one-stop shopping for important safety information on child safety seats, crash test results, recalls and more."

- more -

Dr. Martinez said that while the services of the Hotline have increased significantly, the cost of providing these services has not.

"From October 1989 to May 1995, the number of consumer inquiries to the Hotline increased by 30 percent with no increase in cost. New technologies such as fax-on-demand, electronic forms and an automated caller tracking system only partially account for these savings. The bulk comes from the improved productivity of the Hotline representatives themselves," Dr. Martinez said.

##

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

138.61

EMBARGOED UNTIL:

9 p.m. Monday, October 16, 1995

NHTSA 61-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**BAKER AWARDS RECOGNIZE SIX
FOR TRAFFIC SAFETY EFFORTS**

The commissioner of the California Highway Patrol and the Oklahoma trooper whose traffic stop netted the suspect in the Oklahoma City bombing were among six persons recognized today by the National Highway Traffic Safety Administration (NHTSA) for their contributions to traffic safety.

NHTSA Administrator Ricardo Martinez, M.D., presented each of them a J. Stannard Baker Award at the Division of State and Provincial Police meeting during the International Association of Chiefs of Police (IACP) Conference in Miami. An IACP panel selected the award winners.

"The Clinton administration and Secretary Peña believe that enforcement is the backbone of traffic safety. The best laws in the world prevent no crashes or injuries if they are not backed up by the threat of enforcement," Dr. Martinez said.

Commissioner Hannigan was recognized with the J. Stannard Baker Award for Highway Safety for 31 years of service to the safety of California motorists, and his national and international contributions to traffic safety. He successfully encouraged California lawmakers to write a primary safety belt use law that helped the state to achieve one of the highest safety belt use rates in the United States. He also established a program to detect drug-impaired drivers in California that became a model for the nation.

Oklahoma Trooper Charles Hanger earned a special award for demonstrating to the nation that there is "no such thing as a routine traffic stop" and that it's important to look beyond the traffic ticket. On Interstate 35 on April 19, he stopped Timothy McVeigh for speeding and driving a vehicle without a license plate. McVeigh was wanted as a suspect in the bombing of the A.T. Murrah Federal Building in Oklahoma City.

-more-

211713
M-45

D 7790 002

The J. Stannard Baker Award to a private individual was presented to Suzanne Peterson of Heber, Utah, president of Freeway Watch. When a teenager was killed by a drunk driver with nine prior drunk driving arrests, Peterson created the Freeway Watch Program to train owners of cellular phones to report impaired drivers to law enforcement officers. The training she provided to about 1,500 citizens increased the number of arrests made by the Utah Highway Patrol, according to Lieutenant Kevin Youngberg of the Utah Highway Patrol.

Trooper Juan M. Montemayor of the Washington State Patrol earned the J. Stannard Baker Award for a state law enforcement officer. He developed a driver licensing program for seasonal laborers and reduced traffic crashes by 28 percent in the six counties targeted by the program.

The J. Stannard Baker Award for a municipal agency went to Assistant Chief William Georges of the Albany, N.Y., Police Department and Lieutenant Michael Geraci of the Colonie, N.Y., Police Department. They developed a statewide inter-agency "blanket patrol" enforcement concept to detect drunk drivers and developed a model for detecting underage alcohol purchasers. Both also served a one-year assignment in NHTSA's Police Traffic Services Division.

The awards are named for J. Stannard Baker who died June 12, 1995. Baker was associated for many years with traffic safety training at Northwestern University and is considered the founder of traffic crash investigation in the United States.

The awards were established in 1985 and are presented each year by NHTSA, the IACP and Northwestern University to law enforcement professionals who made significant contributions to highway safety.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

EMBARGOED UNTIL:

9 p.m. Monday, October 16, 1995

NHTSA 61-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**BAKER AWARDS RECOGNIZE SIX
FOR TRAFFIC SAFETY EFFORTS**

The commissioner of the California Highway Patrol and the Oklahoma trooper whose traffic stop netted the suspect in the Oklahoma City bombing were among six persons recognized today by the National Highway Traffic Safety Administration (NHTSA) for their contributions to traffic safety.

NHTSA Administrator Ricardo Martinez, M.D., presented each of them a J. Stannard Baker Award at the Division of State and Provincial Police meeting during the International Association of Chiefs of Police (IACP) Conference in Miami. An IACP panel selected the award winners.

"The Clinton administration and Secretary Peña believe that enforcement is the backbone of traffic safety. The best laws in the world prevent no crashes or injuries if they are not backed up by the threat of enforcement," Dr. Martinez said.

Commissioner Hannigan was recognized with the J. Stannard Baker Award for Highway Safety for 31 years of service to the safety of California motorists, and his national and international contributions to traffic safety. He successfully encouraged California lawmakers to write a primary safety belt use law that helped the state to achieve one of the highest safety belt use rates in the United States. He also established a program to detect drug-impaired drivers in California that became a model for the nation.

Oklahoma Trooper Charles Hanger earned a special award for demonstrating to the nation that there is "no such thing as a routine traffic stop" and that it's important to look beyond the traffic ticket. On Interstate 35 on April 19, he stopped Timothy McVeigh for speeding and driving a vehicle without a license plate. McVeigh was wanted as a suspect in the bombing of the A.T. Murrah Federal Building in Oklahoma City.

-more-

The J. Stannard Baker Award to a private individual was presented to Suzanne Peterson of Heber, Utah, president of Freeway Watch. When a teenager was killed by a drunk driver with nine prior drunk driving arrests, Peterson created the Freeway Watch Program to train owners of cellular phones to report impaired drivers to law enforcement officers. The training she provided to about 1,500 citizens increased the number of arrests made by the Utah Highway Patrol, according to Lieutenant Kevin Youngberg of the Utah Highway Patrol.

Trooper Juan M. Montemayor of the Washington State Patrol earned the J. Stannard Baker Award for a state law enforcement officer. He developed a driver licensing program for seasonal laborers and reduced traffic crashes by 28 percent in the six counties targeted by the program.

The J. Stannard Baker Award for a municipal agency went to Assistant Chief William Georges of the Albany, N.Y., Police Department and Lieutenant Michael Geraci of the Colonie, N.Y., Police Department. They developed a statewide inter-agency "blanket patrol" enforcement concept to detect drunk drivers and developed a model for detecting underage alcohol purchasers. Both also served a one-year assignment in NHTSA's Police Traffic Services Division.

The awards are named for J. Stannard Baker who died June 12, 1995. Baker was associated for many years with traffic safety training at Northwestern University and is considered the founder of traffic crash investigation in the United States.

The awards were established in 1985 and are presented each year by NHTSA, the IACP and Northwestern University to law enforcement professionals who made significant contributions to highway safety.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

138.64

News:

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

FOR IMMEDIATE RELEASE

Tuesday, October 17, 1995

NHTSA 64-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA WILL CRASH TEST
43 MODEL YEAR 1996 VEHICLES**

The National Highway Traffic Safety Administration (NHTSA) today announced it will crash test 43 model year 1996 vehicles to provide consumers with information that they can use to help guide their new vehicle purchase decisions.

The federal safety agency said it will crash test 22 passenger cars, 11 sport utility vehicles, six vans, and four pickups in its New Car Assessment Program (NCAP). Each will be crashed frontally into a fixed barrier at 35 mph. NHTSA also will provide consumers with the results from previous tests of models that have not been redesigned for 1996.

The 35 mph crash test speed is five mph faster than the speed prescribed for compliance with several existing federal motor vehicle safety standards, including Federal Motor Vehicle Safety Standard No. 208, "Occupant Crash Protection." The crash tests are conducted at the higher speed to demonstrate differences that are more apparent at 35 mph than at 30 mph. They indicate relative levels of occupant protection and safety performance among vehicles of the same type and similar weight. The test results are presented in "star" format —one to five stars, with five stars the best score -- to make the technical crash results easy for consumers to understand.

Instrumented dummies are used in the tests. The head, chest, and upper legs of the dummies are equipped with instruments that monitor impact forces. Each dummy is protected by the vehicle's occupant protection equipment, which may include a combination of manual or automatic safety belts and air bags.

Consumers can request test results and additional information on the NCAP program and other safety topics by calling the agency's toll-free Auto Safety Hotline at (800) 424-9393, or (202) 366-0123 in the Washington area.

###

VEHICLES SELECTED FOR TESTING IN THE 1996 NEW CAR ASSESSMENT PROGRAM

MANUFACTURER	MAKE	MODEL	BODY
CHRYSLER	DODGE	NEON	4-DR
	DODGE	GRAND CARAVAN	VAN
	DODGE	RAM	VAN
	JEEP	GRAND CHEROKEE	4-DR UTILITY
FORD	FORD	CROWN VICTORIA	4-DR
	FORD	MUSTANG	CONV.
	FORD	TAURUS	4-DR
	LINCOLN	TOWN CAR	4-DR
	FORD	RANGER	TRUCK
	MERCURY	VILLAGER	VAN
GENERAL MOTORS	CADILLAC	DEVILLE	4-DR
	BUICK	PARK AVENUE	4-DR
	PONTIAC	GRAND AM	4-DR
	CHEVROLET	ASTRO VAN	VAN
	CHEVROLET	TAHOE	4-DR UTILITY
	CHEVROLET	C/K	TRUCK
	CHEVROLET	VAN	VAN
	SATURN	SATURN COUPE	2-DR
HONDA	ACURA	TL	4-DR
	HONDA	CIVIC	4-DR
	HONDA	CIVIC COUPE	2-DR
HYUNDAI	HYUNDAI	ACCENT	4-DR
	HYUNDAI	AVANTE	4-DR
ISUZU	ISUZU	RODEO	4-DR UTILITY
	ISUZU	TROOPER	4-DR UTILITY
KIA	KIA	SPORTAGE	4-DR UTILITY
LAND ROVER	LAND ROVER	DISCOVERY	4-DR UTILITY
MAZDA	MAZDA	MX-5	2-DR CONV.
	MAZDA	MPV	VAN
MITSUBISHI	MITSUBISHI	GALANT	4-DR
	MITSUBISHI	MONTERO	4-DR UTILITY
NISSAN	NISSAN	ALTIMA	4-DR
	NISSAN	SENTRA	4-DR
	NISSAN	PATHFINDER	4-DR UTILITY
	NISSAN	TRUCK	TRUCK
SUBARU	SUBARU	IMPREZA	4-DR
SUZUKI	SUZUKI	SIDEKICK	2-DR UTILITY
TOYOTA	LEXUS	ES300	4-DR
	TOYOTA	AVALON	4-DR
	TOYOTA	4-RUNNER	4-DR UTILITY
	TOYOTA	CAMRY	2-DR
	TOYOTA	TACOMA	TRUCK
VOLKSWAGEN	AUDI	A4	4-DR



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Tuesday, October 17, 1995

NHTSA 64-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA WILL CRASH TEST
43 MODEL YEAR 1996 VEHICLES**

The National Highway Traffic Safety Administration (NHTSA) today announced it will crash test 43 model year 1996 vehicles to provide consumers with information that they can use to help guide their new vehicle purchase decisions.

The federal safety agency said it will crash test 22 passenger cars, 11 sport utility vehicles, six vans, and four pickups in its New Car Assessment Program (NCAP). Each will be crashed frontally into a fixed barrier at 35 mph. NHTSA also will provide consumers with the results from previous tests of models that have not been redesigned for 1996.

The 35 mph crash test speed is five mph faster than the speed prescribed for compliance with several existing federal motor vehicle safety standards, including Federal Motor Vehicle Safety Standard No. 208, "Occupant Crash Protection." The crash tests are conducted at the higher speed to demonstrate differences that are more apparent at 35 mph than at 30 mph. They indicate relative levels of occupant protection and safety performance among vehicles of the same type and similar weight. The test results are presented in "star" format -- one to five stars, with five stars the best score -- to make the technical crash results easy for consumers to understand.

Instrumented dummies are used in the tests. The head, chest, and upper legs of the dummies are equipped with instruments that monitor impact forces. Each dummy is protected by the vehicle's occupant protection equipment, which may include a combination of manual or automatic safety belts and air bags.

Consumers can request test results and additional information on the NCAP program and other safety topics by calling the agency's toll-free Auto Safety Hotline at (800) 424-9393, or (202) 366-0123 in the Washington area.

###

VEHICLES SELECTED FOR TESTING IN THE 1996 NEW CAR ASSESSMENT PROGRAM

MANUFACTURER	MAKE	MODEL	BODY
CHRYSLER	DODGE	NEON	4-DR
	DODGE	GRAND CARAVAN	VAN
	DODGE	RAM	VAN
	JEEP	GRAND CHEROKEE	4-DR UTILITY
FORD	FORD	CROWN VICTORIA	4-DR
	FORD	MUSTANG	CONV.
	FORD	TAURUS	4-DR
	LINCOLN	TOWN CAR	4-DR
	FORD	RANGER	TRUCK
	MERCURY	VILLAGER	VAN
GENERAL MOTORS	CADILLAC	DEVILLE	4-DR
	BUICK	PARK AVENUE	4-DR
	PONTIAC	GRAND AM	4-DR
	CHEVROLET	ASTRO VAN	VAN
	CHEVROLET	TAHOE	4-DR UTILITY
	CHEVROLET	C/K	TRUCK
	CHEVROLET	VAN	VAN
	SATURN	SATURN COUPE	2-DR
HONDA	ACURA	TL	4-DR
	HONDA	CIVIC	4-DR
	HONDA	CIVIC COUPE	2-DR
HYUNDAI	HYUNDAI	ACCENT	4-DR
	HYUNDAI	AVANTE	4-DR
ISUZU	ISUZU	RODEO	4-DR UTILITY
	ISUZU	TROOPER	4-DR UTILITY
KIA	KIA	SPORTAGE	4-DR UTILITY
LAND ROVER	LAND ROVER	DISCOVERY	4-DR UTILITY
MAZDA	MAZDA	MX-5	2-DR CONV.
	MAZDA	MPV	VAN
MITSUBISHI	MITSUBISHI	GALANT	4-DR
	MITSUBISHI	MONTERO	4-DR UTILITY
NISSAN	NISSAN	ALTIMA	4-DR
	NISSAN	SENTRA	4-DR
	NISSAN	PATHFINDER	4-DR UTILITY
	NISSAN	TRUCK	TRUCK
SUBARU	SUBARU	IMPREZA	4-DR
SUZUKI	SUZUKI	SIDEKICK	2-DR UTILITY
TOYOTA	LEXUS	ES300	4-DR
	TOYOTA	AVALON	4-DR
	TOYOTA	4-RUNNER	4-DR UTILITY
	TOYOTA	CAMRY	2-DR
	TOYOTA	TACOMA	TRUCK
VOLKSWAGEN	AUDI	A4	4-DR



U.S. Department of
Transportation

News:

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

138.65

FOR IMMEDIATE RELEASE

Thursday, October 19, 1995

NHTSA 66-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA AIDS IN CUSTOMS SEIZURE
OF ILLEGALLY IMPORTED CARS**

The National Highway Traffic Safety Administration (NHTSA) today warned consumers not to purchase automobiles that have been illegally imported, citing the recent seizure of smuggled expensive foreign-built cars valued at \$2.5 million.

According to NHTSA, in late August a task force of U.S. Customs agents staged a surprise raid on the Ed Weaver estate auto collection in Dalton, Ga., which was to be auctioned the next day. Fifteen vehicles were seized because they were smuggled into the country or were otherwise imported in violation of Department of Transportation regulations. They were withdrawn from the highly-publicized auction.

Investigation is continuing to determine how and where the vehicles entered the country and if any were stolen in Europe. One car, a Ferrari 246 Dino Coupe, appeared to have altered serial numbers, possibly indicating theft.

"Unsuspecting consumers may risk forfeiture of their imported vehicles if they do not meet U.S. safety and emissions standards," warned Dr. Ricardo Martinez, NHTSA Administrator.

"Many people assume they are safe in buying an imported 'grey market' foreign car as long as they receive a clear, valid title, but they are mistaken," Martinez said. The title is only evidence of ownership, and does not prove that the vehicle meets U.S. Customs, DOT, Environmental Protection Agency (EPA) and Internal Revenue Service (IRS) regulations. The IRS collects the "Gas Guzzler" tax on certain vehicles built after 1980, Martinez explained.

(more)

Martinez said so-called "grey-market" vehicles are manufactured overseas and do not meet all applicable U.S. safety and emissions standards. Since January 1990, they are allowed to be imported into the U.S. only by or through the auspices of an importer registered with DOT and must be modified to meet U.S. regulations before they can be used in this country.

Prospective buyers should check any foreign-built car that is not at least 25 years old to determine if it has been certified to meet DOT and EPA specifications. If not, it may be a "grey market" vehicle and purchasers should request copies of the DOT and EPA bond release letters. These letters are sent to importers after federal conformance obligations have been met. Forgeries of these documents are common, so they should be verified with the agencies involved. Many states will not title a vehicle without these papers. Insurance problems can also develop for owners of an illegally imported car, NHTSA officials said.

The status of grey market cars can be verified with NHTSA by calling (202) 366-2830 and with EPA at (202) 233-9660.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE

Thursday, October 19, 1995

NHTSA 65-95

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

**NHTSA ADMINISTRATOR OFFERS
SAFETY ADVICE FOR HALLOWEEN**

The National Highway Traffic Safety Administration (NHTSA) today urged all motorists, parents and children to take special precautions to ensure a safe Halloween.

According to NHTSA Administrator Dr. Ricardo Martinez, "This is the holiday when children make trick-or-treat visits in their neighborhoods, and when adults attend costume parties or other festivities. By taking a few simple precautions, everyone can have a fun and safe holiday. Many children will be out on the streets after dark, making it difficult for drivers to see them. This is particularly true since the nation will return to standard time on October 29."

Dr. Martinez, a board-certified emergency physician, said motorists should be especially careful when driving through residential areas. He offered these safety tips:

- ▶ Slow down: Watch for children walking on roads, medians and curbs.
- ▶ Enter and exit driveways carefully.
- ▶ Be alert to children darting out from between parked vehicles, and from behind bushes and shrubs. Adults should accompany children and supervise their activities.

(more)

Adults driving to Halloween parties have a responsibility to see that their passengers are safe. "Drunk driving is the number one killer on our roads. If you are driving, don't drink. Make sure that everyone wears safety belts," Dr. Martinez said.

He also suggested these important safety precautions for children and adults:

- ▶ Before crossing a street stop at the curb or edge of the road and look left, right and left again to be sure no cars are coming. Continue to check for traffic while on the street.
- ▶ Walk—never run—from house to house or across the road.
- ▶ Cross the street only at intersections and crosswalks.
- ▶ When crossing at an intersection with a traffic light, be certain to watch for turning cars. Obey all pedestrian signals.
- ▶ Use a flashlight and wear reflective strips or patches on your clothing or costume to be more visible to motorists.
- ▶ Walk on sidewalks, not streets. If there are no sidewalks, walk on the left side of the street, facing traffic.
- ▶ Be certain that any mask does not obstruct vision or hearing.
- ▶ Ensure that costumes do not impede walking or driving ability.

#

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

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

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

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Thursday, October 19, 1995

NHTSA 66-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA AIDS IN CUSTOMS SEIZURE
OF ILLEGALLY IMPORTED CARS**

The National Highway Traffic Safety Administration (NHTSA) today warned consumers not to purchase automobiles that have been illegally imported, citing the recent seizure of smuggled expensive foreign-built cars valued at \$2.5 million.

According to NHTSA, in late August a task force of U.S. Customs agents staged a surprise raid on the Ed Weaver estate auto collection in Dalton, Ga., which was to be auctioned the next day. Fifteen vehicles were seized because they were smuggled into the country or were otherwise imported in violation of Department of Transportation regulations. They were withdrawn from the highly-publicized auction.

Investigation is continuing to determine how and where the vehicles entered the country and if any were stolen in Europe. One car, a Ferrari 246 Dino Coupe, appeared to have altered serial numbers, possibly indicating theft.

"Unsuspecting consumers may risk forfeiture of their imported vehicles if they do not meet U.S. safety and emissions standards," warned Dr. Ricardo Martinez, NHTSA Administrator.

"Many people assume they are safe in buying an imported 'grey market' foreign car as long as they receive a clear, valid title, but they are mistaken," Martinez said. The title is only evidence of ownership, and does not prove that the vehicle meets U.S. Customs, DOT, Environmental Protection Agency (EPA) and Internal Revenue Service (IRS) regulations. The IRS collects the "Gas Guzzler" tax on certain vehicles built after 1980, Martinez explained.

(more)

Martinez said so-called "grey-market" vehicles are manufactured overseas and do not meet all applicable U.S. safety and emissions standards. Since January 1990, they are allowed to be imported into the U.S. only by or through the auspices of an importer registered with DOT and must be modified to meet U.S. regulations before they can be used in this country.

Prospective buyers should check any foreign-built car that is not at least 25 years old to determine if it has been certified to meet DOT and EPA specifications. If not, it may be a "grey market" vehicle and purchasers should request copies of the DOT and EPA bond release letters. These letters are sent to importers after federal conformance obligations have been met. Forgeries of these documents are common, so they should be verified with the agencies involved. Many states will not title a vehicle without these papers. Insurance problems can also develop for owners of an illegally imported car, NHTSA officials said.

The status of grey market cars can be verified with NHTSA by calling (202) 366-2830 and with EPA at (202) 233-9660.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Monday, October 23, 1995

NHTSA 68-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NEW TECHNOLOGY PROMISES
IMPROVED ROAD SAFETY**

The National Highway Traffic Safety Administration (NHTSA) today announced two research projects that could improve the safety of motor vehicles by helping avoid crashes and reduce injuries when crashes do occur.

According to NHTSA Administrator Ricardo Martinez, M.D., the projects are part of the department's Intelligent Transportation Systems (ITS) program. One will demonstrate automatic collision notification and the other will demonstrate "intelligent" cruise control technology.

"Using technology to improve safety is one of the Clinton Administration's transportation priorities. These two projects have the potential to improve safety on our nation's roadways," Dr. Martinez, a board-certified emergency physician, said.

The Automatic Collision Notification project will test an in-vehicle system that automatically alerts Emergency Medical Services (EMS) after a crash. Such a system could significantly reduce EMS response time by directly transmitting vehicle location and crash severity data. A public/private partnership led by CALSPAN Advanced Technology Center in Buffalo, N.Y., will implement the project.

"Imagine the peace of mind and security of knowing that if you are involved in a crash, especially in a remote location, that medical help would be summoned automatically," Dr. Martinez said. "Emergency physicians say 'time is tissue.' Early access to medical care can markedly decrease the severity of injuries sustained in a crash."

- more -

The Intelligent Cruise Control project will test the ability of a vehicle equipped with an advanced cruise control to help drivers maintain a safe distance between their vehicle and the vehicle ahead. This test will be conducted by a public/private partnership led by the University of Michigan Transportation Research Institute, in Ann Arbor, Mich.

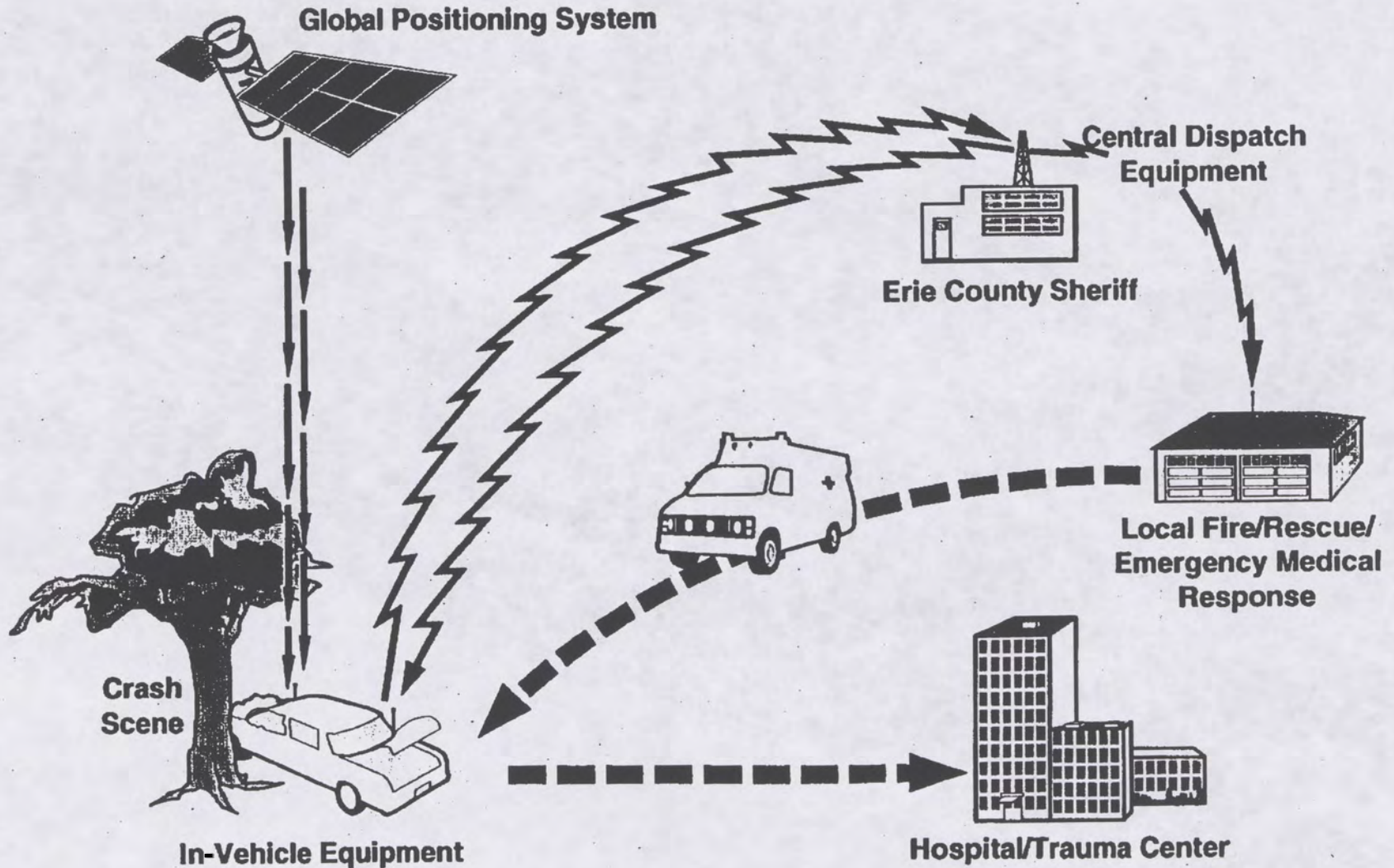
###

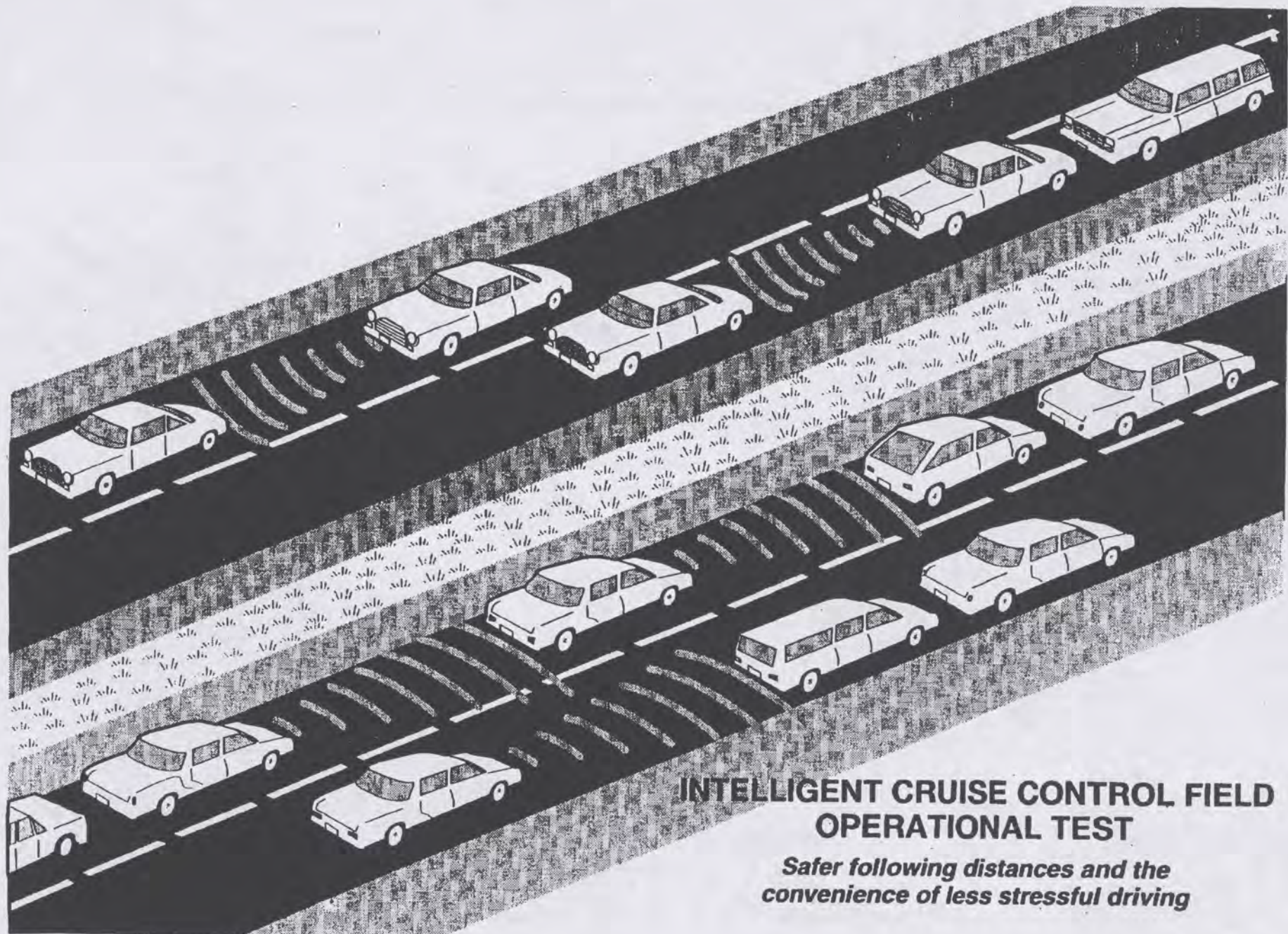
The attached graphics show the operation of these two safety-related systems.

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

AUTOMATED COLLISION NOTIFICATION FIELD OPERATIONAL TEST

Immediate emergency response





**INTELLIGENT CRUISE CONTROL FIELD
OPERATIONAL TEST**

*Safer following distances and the
convenience of less stressful driving*



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Tuesday, October 24, 1995

NHTSA 67-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA PUBLISHES LIST
OF AUGUST RECALLS**

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

-more-

Safety Recall Campaigns

August 1995

Vehicles

AM General Corporation

Models: AM General Hummer **Year:** 1995

Manufactured Dates: November 1994-August 1995

Number of Vehicles: 463

Recall Number: 95V161000

System: Fuel tank.

Vehicle Description: Gasoline powered multi-purpose passenger vehicles.

Description of Defect: Under high ambient temperatures (greater than 95 degrees Fahrenheit) and with the fuel tank level between 1/4 and 1/2 full, the fuel tank internal pressure can increase and cause the tank to expand. Tank expansion causes an interference between the fuel tank protective shield and the propeller shaft. This results in a hole in the fuel tank at the point of shield-to-shaft contact.

Consequence of Defect: This hole can result in a fuel leak, and if an ignition source is present, could result in a fire.

Corrective Action: Dealers will install a supplemental fuel tank venting system on these 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 AM General at 1-800-638-8303.

American Cargo Corporation

Models: American Cargo Truck **Years:** 1994 - 1995

Manufactured Dates: January 1994-March 1995

Number of Vehicles: 137

Recall Number: 95V147000

System: Wrecker.

Vehicle Description: Incomplete Dodge cab chassis vehicles equipped with Rugby LR416 E.D.A. Hoistpump assemblies.

Description of Defect: Insufficient grounding of the electrical pump assembly.

Consequence of Defect: Insufficient grounding can cause slow operation of the hoist, possible overload of the vehicle's electrical system or an electrical short in the power supply.

Corrective Action: Dealers will install a four-gauge ground wire between the pump housing assembly and the negative battery terminal.

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 American Cargo at 1-800-283-3993.

Blue Bird Body Company

Models:	Blue Bird All American	Years: 1994 - 1996
	Blue Bird GMCV	Years: 1994 - 1996
	Blue Bird GPWB	Years: 1995 - 1996
	Blue Bird MBWB	Years: 1994 - 1996
	Blue Bird SBCV	Years: 1994 - 1996
	Blue Bird TC2000	Years: 1994 - 1996
	Blue Bird VCTA	Years: 1995 - 1996

Manufactured Dates: September 1994-July 1995

Number of Vehicles: 2,557

Recall Number: 95V150000

System: School bus handrail.

Vehicle Description: Forward and rear engine school buses; conventional and wide body chassis.

Description of Defect: The floor line handrail bracket can expand during use and create an opening which could entrap coat strings and other articles of clothing.

Consequence of Defect: When a passenger's clothing becomes caught in the handrail, and the bus driver closes the door and puts the vehicle in motion, the individual could be dragged by the bus. This can result in serious injury or death.

Corrective Action: Dealers will replace the flat split floor line bracket with a round tubular bracket.

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 Blue Bird at 1-912-825-2021.

Buell Distribution Corporation

Models:	Buell S2 Thunderbolt	Year: 1995
Manufactured Dates:	February 1994-March 1995	
Number of Vehicles:	970	
Recall Number:	95V153000	

System: Motorcycle fairing.

Vehicle Description: Motorcycles.

Description of Defect: The fairing mount assembly bracket can crack and detach from the frame.

Consequence of Defect: If the bracket fails, the fairing could contact the front fender causing the operator to lose control of the motorcycle increasing the potential for a vehicle accident.

Corrective Action: Dealers will inspect the motorcycles and install an instrument panel stabilizer. Some motorcycles may already have the stabilizer installed.

Note: Owners who take their motorcycles to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time, should contact Buell at 1-414-935-8400.

Cagiva North America

Models: Ducati 916 **Year:** 1995
Manufactured Dates: March 1994-June 1995
Number of Vehicles: 1,000
Recall Number: 95V145000

System: Throttle cable.

Vehicle Description: Motorcycles.

Description of Defect: The Teflon bushing for the throttle cable can slide out of the throttle cable housing.

Consequence of Defect: This can cause the accelerator to stick open partially, increasing the potential for a vehicle accident.

Corrective Action: Dealers will modify the throttle cable assembly by eliminating the Teflon bushing inside 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 Cagiva at 1-201-839-2600, extension 17 or extension 26.

Cobra Industries, Inc.

Models:	Cobra Cavalier	Years: 1990 - 1993
	Cobra Corsica	Years: 1990 - 1996
	Cobra Lumina	Years: 1991 - 1996
	Cobra Salem	Years: 1988 - 1996
	Cobra Sandpiper	Years: 1990 - 1996
	Cobra Scottsdale	Years: 1990 - 1995
	Cobra Sierra	Years: 1988 - 1996
	Cobra Sunrise	Years: 1992 - 1996
	Rockwood Lumina	Years: 1991 - 1996
	Rockwood Prestige	Years: 1991 - 1996
	Rockwood Royale	Years: 1991 - 1995
	Rockwood Wildwood	Years: 1993 - 1996

Manufactured Dates: May 1987-August 1995

Number of Vehicles: 43,330

Recall Number: 95V169000

System: Electrical wiring.

Vehicle Description: Fifth wheel and travel trailers built in Indiana.

Description of Defect: The chassis harness is not properly secured to the frame of the trailer or is improperly routed over the axle.

Consequence of Defect: The wiring can be pinched or cut between the frame and axle causing loss of control or total brake failure of the trailer or fifth wheel.

Corrective Action: Dealers will tighten the slack in the chassis wire harness and secure them to the frame of the trailer with a single eye wire loop.

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 Cobra at 1-219-534-1418.

Ford Motor Company

Model: Ford Explorer **Years:** 1992 - 1993 -

Manufactured Dates: January 1992-March 1993

Number of Vehicles: 364,784

Recall Number: 95V164001

System: Hatchback hydraulic cylinder.

Vehicle Description: Multi-purpose passenger vehicles.

Description of Defect: The hydraulic lift cylinders are attached to brackets that are welded to the liftgate. The bracket welds can fracture.

Consequence of Defect: With a broken bracket weld, there is a potential for the liftgate bracket to gradually bend inward allowing the lift cylinder ball stud to disengage.

Corrective Action: Dealers will install reinforcement brackets.

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 Ford at 1-800-392-3673.

Ford Motor Company

Models:	Ford B700	Years: 1993 - 1995
	Ford F700	Years: 1993 - 1995
	Ford F800	Years: 1993 - 1995
	Ford FT900	Years: 1993 - 1995
	Ford L8000	Years: 1993 - 1995
	Ford LN7000	Years: 1993 - 1995
	Ford LN8000	Years: 1993 - 1995
	Ford LNT8000	Years: 1993 - 1995
	Ford LS8000	Years: 1993 - 1995
	Ford LT8000	Years: 1993 - 1995
	Ford LTS8000	Years: 1993 - 1995

Manufactured Dates: March 1993-August 1994

Number of Vehicles: 29,000

Recall Number: 95V143000

System: Throttle linkage and control.

Vehicle Description: Trucks, chassis-cabs and cowl-chassis vehicles with inline fuel injection pump equipped FD-1060 or FD-1460 engines and hand throttles.

Description of Defect: The hand throttle cable can wear the brass swivel block on the governor lever through which it passes.

Consequence of Defect: This wear can result in the governor's jamming in the damaged swivel and could prevent the governor lever from returning to the idle position.

Corrective Action: Dealers will install a revised governor lever with a stainless steel swivel. Also letters will be sent to vehicle owners who have the same vehicles but do not have a Ford-installed hand throttle advising them that they may require service if they have had an aftermarket hand throttle installed.

Note: The vehicle's brakes are capable of overriding the engine power and bringing the vehicle to a stop.

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 Ford at 1-800-392-3673.

General Motors Corporation**Model:** Buick Regal **Years:** 1993-- 1995**Manufactured Dates:** June 1991-February 1995**Number of Vehicles:** 39,849**Recall Number:** 95V152000**System:** Side marker lights. Federal Motor Vehicle Safety Standard No. 108.**Vehicle Description:** Passenger vehicles.**Description of Noncompliance:** Incorrect clear front side marker bulbs were installed instead of amber bulbs. This does not conform to the requirements of FMVSS No. 108, "Lamps, Reflective Devices and Associated Equipment."**Consequence of Noncompliance:** During illumination, the bulbs will show clear rather than amber and could momentarily confuse other drivers.**Corrective Action:** Dealers will replace the clear bulbs with the correct amber bulbs.**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 Buick at 1-800-521-7300.**Holiday Rambler Corporation****Model:** Holiday Rambler Aluma Lite **Year:** 1994**Manufactured Dates:** June 1993-June 1994**Number of Vehicles:** 174**Recall Number:** 95V167000**System:** Certification label. Federal Motor Vehicle Safety Standard No.120.**Vehicle Description:** 27- and 30-foot travel trailers.**Description of Noncompliance:** The federal certification label incorrectly states the gross axle weight rating (GAWR). This causes the load ratings for the tires and tire pressures to be wrong. This does not comply with FMVSS No. 120, "Tire Selection and Rims for Motor Vehicles Other than Passenger Cars."**Consequence of Noncompliance:** Incorrect tires and tire inflations can result in tire failure and possible vehicle accidents.**Corrective Action:** Owners will be sent replacement certification labels and instructions for replacing them. If they prefer, owners can have their dealers replace these labels for them.**Note:** Owners who do not receive new certification labels within a reasonable time should contact Holiday Rambler at 1-800-685-6545.

Holiday Rambler Corporation

Model: Holiday Rambler Aluma Lite **Year:** 1995

Manufactured Dates: July 1994-May 1995

Number of Vehicles: 251

Recall Number: 95V149000

System: Certification label. Federal Motor Vehicle Safety Standard No. 120.

Vehicle Description: 25-foot travel trailers.

Description of Noncompliance: The federal certification label incorrectly states the gross axle weight rating (GAWR). This causes the load ratings for the tires and tire pressures to be wrong and does not comply with FMVSS No. 120. "Tire Selection and Rims for Motor Vehicles Other than Passenger Cars."

Consequence of Noncompliance: Incorrect tires and tire inflations can result in tire failure and possible vehicle accidents.

Corrective Action: Owners will be sent replacement certification labels and instructions for replacing them. If they prefer, owners can have their dealers replace these labels for them.

Note: Owners who do not receive a new certification labels within a reasonable time should contact Holiday Rambler at 1-800-685-6545.

Holiday Rambler Corporation

Models:	Holiday Rambler Aluma Lite	Years: 1994 - 1995
	Holiday Rambler Aluma Lite	Year: 1994
	35 CSSO	
	Holiday Rambler Aluma Lite	Year: 1995
	Custom 31 CFS	
	Holiday Rambler Aluma Lite	Year: 1995
	Custom 35 WCS	

Manufactured Dates: August 1993-June 1995

Number of Vehicles: 783

Recall Number: 95V154000

System: Suspension.

Vehicle Description: 31- and 35-foot travel trailers which have a storage compartment at the rear of the unit.

Description of Defect: The storage compartment at the rear of the unit has no specified storage weight limit and can therefore be loaded beyond the manufacturer's intentions. Also some units were designed with a fresh water tank located at the rear of the unit. As a result, these trailers exhibit reduced stability while being towed.

Consequence of Defect: Overloading of the rear storage compartment, especially with a full, rear-mounted fresh water tank, can cause reduced trailer stability and increase the potential for an accident.

Corrective Action: Dealers will place a label on the storage compartment to indicate the maximum storage weight capacity, will relocate the fresh water tank on the affected models, and install a "Hensley Arrow" hitch which will provide a better towing stability. The "Hensley Arrow" hitch will not be a required part for the corrective action on the 1995 Aluma-Lite 31CFS travel trailer because this unit is shorter.

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 Holiday Rambler at 1-800-685-6545.

Hyundai Motor America

Model: Hyundai Sonata **Year:** 1995
Manufactured Dates: March 1995-July 1995
Number of Vehicles: 356
Recall Number: 95V163000

System: Shock absorber.

Vehicle Description: Passenger vehicles equipped with gas-filled shock absorbers (lot numbers 5C4 and 5C9).

Description of Defect: One or both of the rear suspension lower spring seats are not securely attached to the shock absorber and can slide lower onto the shock absorber than intended. The rear spring would no longer function to support the vehicle body at its normal height.

Consequence of Defect: Loss of rear spring support can increase the potential for a vehicle accident if it occurs while the vehicle is moving.

Corrective Action: Dealers will inspect the vehicle to determine whether the rear shock absorbers are from the suspect production. If the shock absorbers are from the suspect production, the shock absorbers and spring seat assemblies 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 Hyundai at 1-800-829-9956.

Mazda (North America), Inc.

Model: Mazda Truck Navajo **Years:** 1992-- 1993
Manufactured Dates: January 1992-March 1993
Number of Vehicles: Not Available
Recall No. 95V164002

System: Hatchback hydraulic cylinder.

Vehicle Description: Multi-purpose passenger vehicles.

Description of Defect: The hydraulic lift cylinders are attached to brackets that are welded to the liftgate. The bracket welds can fracture.

Consequence of Defect: With a broken bracket weld, there is a potential for the liftgate bracket to gradually bend inward allowing the lift cylinder ball stud to disengage.

Corrective Action: Dealers will install reinforcement brackets.

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.

Navistar International Corporation

Models:	International 2500	Years: 1995 - 1996
	International 2600	Years: 1995 - 1996
	International 8100	Years: 1995 - 1996
	International 8200	Years: 1995 - 1996
	International 9600	Years: 1995 - 1996
	International 9700	Years: 1995 - 1996

Manufactured Dates: April 1995-May 1995**Number of Vehicles:** 278**Recall No:** 95V144000**System:** Brake lines.**Vehicle Description:** Truck tractors built with proportional brakes.**Description of Defect:** These vehicles were built with an improperly plumbed brake system which affects the braking on the rear axle when running either bobtail or pulling a trailer.**Consequence of Defect:** This condition can affect the stopping ability of the vehicle because the front steering axle brakes and trailer's brakes would be doing most of the braking.

Increased stopping distances would be required causing accelerated wear on the steering axle and the trailer brakes.

Corrective Action: Navistar dealers will inspect vehicles and repair by installing brake lines and fittings as required.**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.**Range Rover NA., Inc.****Models:** Range Rover **Years:** 1987 - 1991**Manufactured Dates:** May 1987-September 1990**Number of Vehicles:** 15,378**Recall No.** 95V155000**System:** Fuel tank assembly.**Vehicle Description:** Multi-purpose passenger vehicles.**Description of Defect:** The bottom of the fuel tank can corrode over time and allow fuel to leak.**Consequence of Defect:** A fuel leak can occur and increase the potential for a vehicle fire.**Corrective Action:** Dealers will inspect the fuel tank and replace the tank if needed.**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 Range Rover at 1-301-731-9040.

Range Rover NA., Inc.**Model:** Range Rover **Year:** 1995**Manufactured Dates:** June 1994-July 1995**Number of Vehicles:** 3,147**Recall No.** 95V157000**System:** Engine pulley.**Vehicle Description:** Multi-purpose 4.0SE passenger vehicles.**Description of Defect:** The idler pulley, part of the engine front end serpentine belt system, can fail resulting in serpentine belt damage or disengagement.**Consequence of Defect:** Disengagement of the pulley on the roadway can cause harm to pedestrians and other vehicles. Also, failure of the belt causes a loss of power steering assist which can increase the potential for an accident.**Corrective Action:** Dealers will replace the idler pulley with a newly designed idler pulley.**Note:** While power steering assist will be lost if the belt fails, manual steering control remains. **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 Range Rover at 1-301-731-9040.

Rolls-Royce Motors, Inc.

Models:	Bentley Azure	Years: 1992 - 1996
	Bentley Brooklands	Years: 1992 - 1996
	Bentley Brooklands LWB	Years: 1992 - 1996
	Bentley Continental	Years: 1992 - 1996
	Bentley Continental R	Years: 1992 - 1996
	Bentley Eight	Years: 1992 - 1996
	Bentley Mulsanne LWB	Years: 1992 - 1996
	Bentley Mulsanne S	Years: 1992 - 1996
	Bentley Turbo R	Years: 1992 - 1996
	Bentley Turbo RL	Years: 1992 - 1996
	Rolls Royce Corniche IV	Years: 1992 - 1996
	Rolls Royce Corniche S	Years: 1992 - 1996
	Rolls Royce Flying Spur	Years: 1992 - 1996
	Rolls Royce Silver Dawn	Years: 1992 - 1996
	Rolls Royce Silver Spur	Years: 1992 - 1996
	Rolls Royce Silver Spur II	Years: 1992 - 1996
	Rolls Royce Silver Spur III	Years: 1992 - 1996
	Rolls Royce Silverspirit	Years: 1992 - 1996
	Rolls Royce Silverspirit II	Years: 1992 - 1996
	Rolls Royce Silverspirit III	Years: 1992 - 1996

Manufactured Dates: May 1991-July 1995

Number of Vehicles: 1,202

Recall No. 95V159000

System: Automatic transmission.

Vehicle Description: Sedan and limousines.

Description of Defect: An incorrectly positioned wire within the electrically operated gearbox actuator can chafe against the cover causing the transmission selector fuse to blow.

Consequence of Defect: If the fuse blows, the driver cannot change gears or place the vehicle in park. This can disable the vehicle transmission, increasing the potential for a vehicle accident.

Corrective Action: Dealers will reposition the affected wire to prevent contact with the gearbox actuator cover.

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 Rolls Royce at 1-201-967-9100.

Spartan Motors, Inc.

Models:	Spartan GT1	Years: 1993 - 1995
	Spartan Metro Star	Years: 1991 - 1995

Manufactured Dates: October 1991-April 1995**Number of Vehicles:** 161**Recall No.** 95V142000**System:** Suspension.**Vehicle Description:** Fire truck chassis.**Description of Defect:** The rear spring hanger on the front suspension can break.**Consequence of Defect:** This condition can allow the spring to become detached from the lower frame rail and affect vehicle control, increasing the potential for an accident.**Corrective Action:** Dealers will add two fasteners per bracket, increasing the number of fasteners from four to six.**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 Spartan at 1-517-543-6400.**Thomas Built Buses, Inc.**

Models:	Thomas Built Citiliner	Years: 1993 - 1994
	Thomas Built MVP	Years: 1993 - 1994
	Thomas Built	Years: 1993 - 1994
	Saf-T-Liner	

Manufactured Dates: August 1993-December 1994**Number of Vehicles:** Not reported yet**Recall No.** 95V148000**System:** Transmission.**Vehicle Description:** Rear engine chassis school and transit buses equipped with "Morse" shifters.**Description of Defect:** The automatic transmission will not shift into low gear because the PRNDL indicator is misaligned.**Consequence of Defect:** PRNDL misalignment can cause the driver to be unaware of the gear position and increase the potential for a vehicle accident.**Corrective Action:** The dealer will correct the misalignment of the automatic transmission.

Union City Body Company

Model: Union City Van **Year:** 1995
Manufactured Dates: December 1994-July 1995
Number of Vehicles: 43
Recall No. 95V146000

System: Certification label. Federal Motor Vehicle Safety Standard No. 120.

Vehicle Description: Forward control walk-in vans built on Chevrolet or GMC incomplete chasses.

Description of Noncompliance: These vehicles were built with incorrect tire, wheel, and inflation information printed on the final stage manufacturer's certification label. This does not meet the requirements of FMVSS No. 120, "Tire Selection and Rims for Motor Vehicles Other than Passenger Cars."

Consequence of Noncompliance: Incorrect inflation of tires can cause excessive uneven tire wear which can result in tire failure and an accident.

Corrective Action: Dealers will install a corrected final stage manufacturer certification label.

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 Union City Body Company at 1-317-964-3121.

Utilimaster Motor Corporation

Model: Utilimaster Walk-In Van **Year:** 1995
Manufactured Dates: September 1994-June 1995
Number of Vehicles: 143
Recall No. 95V162000

System: Certification label. Federal Motor Vehicle Safety Standard No. 120.

Vehicle Description: Walk-in vans built on a Chevrolet P42 chassis.

Description of Noncompliance: The tires/tire pressures and wheels listed on the label are incorrect. This does not comply with FMVSS No. 120, "Tire Selection and Rims for Motor Vehicles Other than Passenger Cars."

Consequence of Noncompliance: Incorrectly sized tires 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 tire information and instructions for installing the label on vehicles. If owners prefer, their dealer can install the label for them.

Note: Owners who do not receive supplementary certification labels within a reasonable time should contact Utilimaster at 1-219-862-4561.

Equipment

Autoflug

Brand: Autoflug Safety Belts

Manufactured Dates: May 1995-July 1995

Number of Unit(s): 300

Recall Number: 95E018000

System: Seat and shoulder belts.

Equipment Description: Rear safety belts manufactured by Astas/Autoflug for use on Chevrolet, GMC, Ford and Dodge conversion vans.

Description of Defect: As part of an ongoing recall campaign (93E-040), sofa safety belt buckle assemblies were being replaced. Some of the corrective safety belt assemblies were sent out to dealers which were of the wrong design.

Consequence of Defect: The safety belts can fail to protect a passenger during a vehicle crash.

Corrective Action: Dealers will replace the safety belt assemblies with the correct assemblies.

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 Autoflug/Astas at 1-800-423-4401.

Beam Industries, Inc.

Brand: Beam Lap Belt Retractor

Manufactured Dates: May 1995-June 1995

Number of Units: 1,479

Recall Number: 95E031000

System: Front lap seat belts. Federal Motor Vehicle Safety Standard No. 209.

Equipment Description: International orange lap belt retractors used only on Postal Long Life Vehicles (LLV), Batch No. RR95-4-86.

Description of Noncompliance: About 10 inches to 11 inches of excess webbing can cause the first point of lock-up to be delayed. This does not conform to the requirements of FMVSS No. 209, "Seat Belt Assemblies."

Consequence of Noncompliance: Users who are of below average size may not be properly restrained while using the Postal LLV lap belt retractor.

Corrective Action: All noncomplying lap belt retractors will be replaced.

Note: This recall will be done at postal facilities. No vehicle owners are involved. Postal authorities who do not receive the necessary parts free of charge within a reasonable time should contact Beam at 1-405-793-0505.

EDO Canada, Ltd.**Brand:** EDO Canada LiteRider**Manufactured Dates:** March 1993-May 1995**Number of Units:** 3,539**Recall Number:** 95E032000**System:** Compressed natural gas (CNG).**Equipment Description:** CNG vehicle cylinder.**Description of Defect:** The water seal O-ring used in the valve end boss assembly of the "LiteRider" cylinder could be improperly installed and cause an interference condition.**Consequence of Defect:** This condition, over time, can lead to a CNG leak. If CNG is allowed to collect in a confined space or is exposed to a source of ignition, a fire could result.**Corrective Action:** EDO Canada will inspect each cylinder and, where necessary, retrofit these cylinders.**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 EDO Canada at 1-800-361-8265.**General Motors Corporation****Brand:** Allison Transmission**Manufactured Dates:** November 1994-April 1995**Number of Units:** 665**Recall Number:** 95E033000**System:** Automatic transmission. Federal Motor Vehicle Safety Standard No. 108.**Equipment Description:** Allison replacement non-electronic automatic transmissions.**Description of Noncompliance:** The transmission reverse switches can cause the backup lights to be inoperative. This does not conform to the requirements of FMVSS No. 108, "Lamps, Reflective Devices, and Associated Equipment."**Consequence of Noncompliance:** The backup lights would be inoperative. The non-complying switches also would make the backup audible warning system alarm inoperative. This can increase the potential for a vehicle accident or personal injury.**Corrective Action:** Dealers will inspect the reverse pressure switch to determine the type of switch installed in the vehicle and replace those switches identified as being suspect.**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 Allison Transmission at 1-317-242-3554.

Rostra Precision Controls

Brands: Rostra Cruise Control
 Volkswagen Golf **Years: 1993 - 1995**
 Volkswagen Jetta **Years: 1993 - 1995**

Manufactured Dates: Not Available

Number of Units: 79

Recall Number: 95E034000

System: Speed control equipment.

Vehicle Description: Aftermarket cruise control units used on Volkswagen Jetta and Golf vehicles.

Description of Defect: When installed in the vehicles, a tie wrap is used to guide the cruise control cable in the engine compartment. Some tie wraps have been installed with a large loop opening improperly guiding the cable which could prevent the throttle from returning to its full idle position.

Consequence of Defect: The engine speed may not return to idle and increase the potential for a vehicle collision.

Corrective Action: Dealers will remove the cruise control tie wrap and install a newly designed guide.

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 Volkswagen at 1-800-822-8987.

Child Safety Seats**Kolcraft Products, Inc.**

Brand: Kolcraft Traveler 700

Manufactured Dates: November 1994-August 1995

Number of Units: 100,000

Recall Number: 95E035000

System: Child Safety Seat.

Equipment Description: Child safety seats.

Description of Problem: During crashes involving speeds greater than 30 mph and with the seat in a forward-facing position, the buckle can unlatch.

Consequence of Problem: Failure of the buckle in a high speed collision can cause personal injury to the seat occupant.

Corrective Action: Kolcraft is providing owners with a new buckle mechanism, instructions, and tools needed to replace the buckle.

Note: If a replacement buckle is not provided free of charge within a reasonable time, owners should contact Kolcraft at 1-800-453-7673.

###



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Wednesday, October 25, 1995

NHTSA 69-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA RELEASES FIRST
1996 CRASH TEST RESULTS**

The National Highway Traffic Safety Administration (NHTSA) today released the first group of crash test results for model year 1996 vehicles.

Included are test results for the Chevrolet Tahoe 4-door 4x4, Nissan Altima 4-door sedan, Nissan Sentra 4-door sedan, Toyota Avalon 4-door sedan, and the Toyota Camry 2-door sedan, 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 1996. A total of 68 vehicle tests are included -- 5 new tests and 63 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.

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, or a 70 mph closing speed. 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 data, which indicate the chance of a life-threatening injury, are combined into a single rating, reflected by the number of stars. These represent a vehicle's relative level of crash protection in a head-on collision. Thigh injury, though rarely life-threatening, is also measured in the tests. Such injury can be disabling, and if a high likelihood of thigh injury is shown in the tests, it will be noted in the charts. None is noted for any of the vehicles in this release.

NHTSA recently refined the calculation procedure to generate the star ratings, and this resulted in a change in the Pontiac Transport van driver's rating from four to five stars and in the Toyota T-100 pickup passenger's rating from four to five stars. These changes are shown in the charts.

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 life-threatening head and chest injury for the driver or passenger,

and receive a one to five star rating, with five stars ★★★★★ indicating the best head and chest protection.

Thigh injury, although rarely life threatening, is also measured in the tests. Such injury can be disabling and, if a high likelihood of thigh injury occurs in the tests, it is indicated in the charts by an asterisk (*).

1996 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	★★★★★

BELTS & AIR BAG	BELTS
✓	
✓	

**1996 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	★★★★	✓	
MAZDA PROTEGE 4-DR. SEDAN	2429 lbs.	DRIVER	★★★	✓	
		PASSENGER	NO DATA	✓	
NISSAN SENTRA 4-DR. SEDAN	2454 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
SATURN SL2 4-DR. SEDAN	2332 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
TOYOTA TERCEL 4-DR. SEDAN	2176 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★★	✓	

**1996 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	★★★★★	✓	
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 SONATA 4-DR. SEDAN	2761 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★★	✓	
MAZDA 626 DX 4-DR. SEDAN	2762 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★★	✓	
MITSUBISHI ECLIPSE 2-DR.	2853 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	

**1996 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 ALTIMA 4-DR. SEDAN	2941 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
NISSAN MAXIMA 4-DR. SEDAN	2970 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★	✓	
SUBARU LEGACY 4-DR. SEDAN	2654 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
TOYOTA CAMRY 2-DR.	2992 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★★	✓	
TOYOTA COROLLA 4-DR. SEDAN	2553 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
VOLKSWAGEN JETTA III 4-DR. SEDAN	2725 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	

**1996 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 328i 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 THUNDERBIRD 2-DR.	3460 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
HONDA ODYSSEY 4-DR. WAGON	3459 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
MAZDA MILLENIA 4-DR. SEDAN	3150 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	

**1996 MEDIUM PASSENGER CARS
(3000 - 3499 LBS. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
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 AVALON 4-DR. SEDAN	3290 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	★★★★	✓	

**1996 HEAVY PASSENGER CARS
(3500 lbs. & over Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
CHEVROLET CAPRICE 4-DR. SEDAN	4177 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★	✓	
CHRYSLER NEW YORKER 4-DR. SEDAN	3589 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
INFINITI J30 4-DR. SEDAN	3640 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
LEXUS GS300 4-DR. SEDAN	3765 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	
OLDSMOBILE AURORA 4-DR. SEDAN	3993 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	
PONTIAC BONNEVILLE SSE 4-DR. SEDAN	3558 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★	✓	

1996 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	★		✓
CHEVROLET TAHOE 4-DR. 4x4	5276 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★		✓
FORD BRONCO 2-DR. 4x4	4783 lbs.	DRIVER	★ ★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★ ★		✓
FORD EXPLORER 4-DR. 4x4	4242 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★	✓	
JEEP CHEROKEE 4-DR.	2983 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★		✓
JEEP WRANGLER YJ 2-DR. 4x4	2896 lbs.	DRIVER	★ ★		✓
		PASSENGER	★ ★ ★ ★		✓

1996 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	★★★★★		✓
MITSUBISHI PU 2-DR.	2731 lbs.	DRIVER	★★★		✓
		PASSENGER	★★★		✓
TOYOTA T100 PU 2-DR.	3382 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★		✓

1996 VANS

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
FORD AEROSTAR VAN	3670 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★		✓
FORD ECONOLINE VAN	5166 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★		✓
FORD WINDSTAR VAN	3801 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
PONTIAC TRANS SPORT VAN	3708 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★		✓
TOYOTA PREVIA VAN	3644 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★	✓	



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Wednesday, October 25, 1995

NHTSA **70-95**
Contact: **Barry McCahill**
Tel. No.: **(202) 366-9550**

TOP SAFETY OFFICIAL TELLS MINIVAN OWNERS: GET YOUR VEHICLE FIXED

In what he characterized as a "common sense, smart government solution," Ricardo Martinez, M.D., Administrator of the National Highway Traffic Safety Administration (NHTSA) said he is closing the investigation of Chrysler minivans, and urged owners of the more than four million 1984-1995 Chrysler minivans to have stronger, safer rear liftgate latches installed when notified that their dealer has the parts and is ready to make the free repairs.

"This is a safety issue that demands attention by Chrysler minivan owners. We all live busy lives and taking a vehicle in for service may be inconvenient. But in this case, take the time because the addition of a stronger, safer latch is very important."

Martinez explained that the agency has reports of 134 ejections by means of the rear liftgate, resulting in 98 injuries and 37 deaths to occupants of Chrysler minivans.

Martinez also announced that NHTSA was closing its formal investigation of Chrysler minivan rear latches because the latch replacement campaign is proceeding satisfactorily and on schedule. The agency will, however, continue to monitor progress to ensure a high completion rate, and Chrysler will submit quarterly reports.

"We negotiated an agreement with Chrysler, instead of pressing on with our investigation that may have led to a forced safety recall, because Chrysler's latch replacement campaign includes the key components of a formal safety recall. The company has agreed to go even further, taking extensive steps to ensure a high completion rate.

-more-



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Wednesday, October 25, 1995

NHTSA **70-95**
Contact: **Barry McCahill**
Tel. No.: **(202) 366-9550**

**TOP SAFETY OFFICIAL TELLS MINIVAN
OWNERS: GET YOUR VEHICLE FIXED**

In what he characterized as a "common sense, smart government solution," Ricardo Martinez, M.D., Administrator of the National Highway Traffic Safety Administration (NHTSA) said he is closing the investigation of Chrysler minivans, and urged owners of the more than four million 1984-1995 Chrysler minivans to have stronger, safer rear liftgate latches installed when notified that their dealer has the parts and is ready to make the free repairs.

"This is a safety issue that demands attention by Chrysler minivan owners. We all live busy lives and taking a vehicle in for service may be inconvenient. But in this case, take the time because the addition of a stronger, safer latch is very important."

Martinez explained that the agency has reports of 134 ejections by means of the rear liftgate, resulting in 98 injuries and 37 deaths to occupants of Chrysler minivans.

Martinez also announced that NHTSA was closing its formal investigation of Chrysler minivan rear latches because the latch replacement campaign is proceeding satisfactorily and on schedule. The agency will, however, continue to monitor progress to ensure a high completion rate, and Chrysler will submit quarterly reports.

"We negotiated an agreement with Chrysler, instead of pressing on with our investigation that may have led to a forced safety recall, because Chrysler's latch replacement campaign includes the key components of a formal safety recall. The company has agreed to go even further, taking extensive steps to ensure a high completion rate.

-more-



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Wednesday, October 25, 1995

NHTSA 71-95
Contact: Barry McCahill
Tel. No.: (202) 366-9550

**NHTSA RELEASES STRATEGIC PLAN
FOR PUBLIC COMMENT**

The National Highway Traffic Safety Administration (NHTSA) has released its first-ever draft Strategic Execution Plan, setting priorities for the agency over the next five years, and asked for public comment.

"This plan spells out the priorities, performance measures of success and milestones that will guide NHTSA in its vision of leading the nation to create the highest level of road safety in the world," Dr. Ricardo Martinez, NHTSA Administrator, said.

Martinez, a board-certified emergency physician, said the plan was developed with extensive input from the public and employees of the agency. Numerous copies were distributed to individuals and organizations.

The notice, published in the Oct. 24, 1995 Federal Register, invites comments, suggestions and recommendations from all individuals and organizations that have an interest in highway safety, motor vehicle safety, NHTSA's non-safety programs and other activities. These comments will be considered along with NHTSA's 1996 budget appropriation in the development of a final Strategic Execution Plan.

For further information contact Eleanor A. Hunter, Strategic Planning Division, NPP-11, NHTSA, 400 7th St., S.W., Washington, D.C. 25090. The telephone number is (202) 366-2573, and the facsimile number is (202) 366-2559. A copy of NHTSA's Strategic Execution Plan is also available via the World Wide Web at <http://www.nhtsa.dot.gov>.

###

*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

News:

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

FOR IMMEDIATE RELEASE

Wednesday, October 25, 1995

NHTSA 71-95
Contact: Barry McCahill
Tel. No.: (202) 366-9550

**NHTSA RELEASES STRATEGIC PLAN
FOR PUBLIC COMMENT**

The National Highway Traffic Safety Administration (NHTSA) has released its first-ever draft Strategic Execution Plan, setting priorities for the agency over the next five years, and asked for public comment.

"This plan spells out the priorities, performance measures of success and milestones that will guide NHTSA in its vision of leading the nation to create the highest level of road safety in the world," Dr. Ricardo Martinez, NHTSA Administrator, said.

Martinez, a board-certified emergency physician, said the plan was developed with extensive input from the public and employees of the agency. Numerous copies were distributed to individuals and organizations.

The notice, published in the Oct. 24, 1995 Federal Register, invites comments, suggestions and recommendations from all individuals and organizations that have an interest in highway safety, motor vehicle safety, NHTSA's non-safety programs and other activities. These comments will be considered along with NHTSA's 1996 budget appropriation in the development of a final Strategic Execution Plan.

For further information contact Eleanor A. Hunter, Strategic Planning Division, NPP-11, NHTSA, 400 7th St., S.W., Washington, D.C. 25090. The telephone number is (202) 366-2573, and the facsimile number is (202) 366-2559. A copy of NHTSA's Strategic Execution Plan is also available via the World Wide Web at <http://www.nhtsa.dot.gov>.

###

*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

News:

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

138.76

FOR IMMEDIATE RELEASE
Friday, October 27, 1995

NHTSA 72-95
Contact: Barry McCahill
Tel. No.: (202) 366-9550

**SAFETY AGENCY ISSUES WARNING
ON AIR BAG DANGER TO CHILDREN**

234252
M-45.1
D 7249 001
D GRINDER DOT HISTORIAN

The head of the National Highway Traffic Safety Administration (NHTSA) today warned that children who are not protected by a seat belt could be injured seriously or killed by an air bag, and in the strongest possible terms urged parents to insist that their children ride belted in the back seat whenever possible.

NHTSA Administrator Dr. Ricardo Martinez said, "Don't gamble with your child's life, regardless of whether the vehicle has an air bag or not. Make it a hard and fast family rule that the vehicle doesn't move unless all occupants are belted."

NHTSA repeatedly has issued warnings of the dangers of placing a rear-facing infant seat in front of an air bag. Today's action broadens that warning to include older children and even adults who may be riding unrestrained.

The safety agency considers air bags to be supplemental frontal crash protection. The seat belt, which provides protection in all kinds of crashes, is the primary and most essential item of safety equipment.

Martinez also announced that next week NHTSA will issue a request for public comment on overall air bag performance to better understand their crash experience. The comments received will be the basis for any actions that may be necessary to improve motor vehicle occupant protection.

He pledged that this action would be handled expeditiously and include the motor vehicle industry, safety and medical organizations, individual citizens and others interested in the issue. "My charge to the agency staff and other participants will be to take stock of where we are today, determine what actions may be necessary to improve the safety of the American public, and set a course to take action quickly."

- more -

Martinez, a board-certified emergency physician, explained that children are very different physiologically than adults and more vulnerable to injury in a crash. "Parents and others who drive children ages 12 and under need to be aware of the added risk and make a fundamental decision that children will not ride without a seat belt or child safety seat. Preferably, they should ride in the back seat which is a much safer environment in a crash."

"If a child must ride in the front seat, move the seat back as far as it will go to put as much distance as possible between the child and the air bag," he added.

He said that air bags have a good overall safety record and credited them with saving more than 900 lives since they were introduced in the late 1980s. But NHTSA is aware of six crashes, some of which occurred at low speeds, in which a child riding in the front seat without a lap/shoulder belt was killed when the air bag deployed. In two other crashes, infants riding in a rear-facing child seat also were killed when the air bag struck the child seat and caused head injuries.

The lap and shoulder belt in combination with air bags is about 50 percent effective in preventing fatal injuries compared to being unrestrained. However, Martinez stressed that it is important for the public to understand that no safety device is a panacea and that deaths and injuries sometimes occur even when occupants have the benefit of both seat belts and air bags.

NHTSA crash investigators believe that all of the air bag-related child fatalities involved unbelted or improperly belted children. Because of pre-crash braking, they probably were positioned on or very near the dashboard at the time the air bag deployed. They were injured by the force of the deploying air bag or by being propelled against structures within the vehicle.

"It is alarming that after years of unprecedented national awareness about the importance of seat belts, and belt use laws in all but two states, that 40 percent of children still ride unprotected, without the critical protection of a seat belt or child safety seat. Seventy-two percent of children who were injured fatally in the front seat of a motor vehicle were riding unrestrained," Martinez said.

NHTSA's Federal Motor Vehicle Safety Standard No. 208 requires driver and front seat passenger air bags in all passenger cars and light trucks by 1999. But air bags already are standard equipment, at least on the driver-side, in most passenger vehicles sold today. The seat belt, which provides protection in all kinds of crashes, is the primary and most essential item of safety equipment.

As part of NHTSA's plan to open a public dialogue on air bag performance, Martinez said he would solicit the support of NHTSA's many highway and motor vehicle safety partners to ensure that even more is done to educate the public on the absolute need for seat belt use, and encourage such measures as tougher state seat belt use laws.

###

*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**

News:

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

211713
M-45

D 7790 002

FOR IMMEDIATE RELEASE

Monday, November 6, 1995

NHISA 74-95

Contact: Barry McCahill

Tel. No.:(202) 366-9550

**DUBBIN APPOINTED
NHISA CHIEF COUNSEL**

Deputy Secretary of Transportation Mortimer Downey today announced the appointment of Samuel J. Dubbin as Chief Counsel of the National Highway Traffic Safety Administration (NHTSA).

"We are very pleased to welcome Sam Dubbin to the department. His legal expertise and public policy experience will be valuable to this key position within the agency responsible for advancing motor vehicle safety," Deputy Secretary Downey said.

Dubbin joined the Clinton Administration in April 1993 as Special Assistant to Attorney General Janet Reno. He has served as Deputy Assistant Attorney General for Policy Development, U.S. Department of Justice, since September 1993. Among his duties, Dubbin had primary responsibility for the Administration's National Performance Review activities in the Department of Justice through September 1994.

Prior to his appointment at the Department of Justice, Dubbin was a litigation partner at Steel Hector & Davis in Miami. He practiced commercial trial and appellate litigation and administrative law for clients in the fields of transportation, banking and finance, print and broadcast media, utilities and education.

Dubbin served as a member of the Florida Supreme Court Nominating Commission, to which he was appointed by Gov. Lawton Chiles.

- more -

After graduating *magna cum laude* from Harvard College in 1977, Dubbin worked for a year as an economist for the U.S. Department of Housing and Urban Development. He earned a law degree from the University of Miami Law School in 1981, where he graduated *cum laude* and served as an editor of the *Law Review*. From 1981 to 1982, he worked as a law clerk for the Honorable James Lawrence King, United States District Judge for the Southern District of Florida.

Dubbin is married to Lori Rosen Dubbin who is also a native of Miami and who now teaches preschool at Temple Beth El in Bethesda, Md. They have three children: Robert, 13; Jeffrey, 10; and Andy, 6.

###

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

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

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

Official Business
Penalty for Private Use \$300



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE

Monday, November 6, 1995

NHTSA 74-95

Contact: Barry McCahill

Tel. No.:(202) 366-9550

**DUBBIN APPOINTED
NHTSA CHIEF COUNSEL**

Deputy Secretary of Transportation Mortimer Downey today announced the appointment of Samuel J. Dubbin as Chief Counsel of the National Highway Traffic Safety Administration (NHTSA).

"We are very pleased to welcome Sam Dubbin to the department. His legal expertise and public policy experience will be valuable to this key position within the agency responsible for advancing motor vehicle safety," Deputy Secretary Downey said.

Dubbin joined the Clinton Administration in April 1993 as Special Assistant to Attorney General Janet Reno. He has served as Deputy Assistant Attorney General for Policy Development, U.S. Department of Justice, since September 1993. Among his duties, Dubbin had primary responsibility for the Administration's National Performance Review activities in the Department of Justice through September 1994.

Prior to his appointment at the Department of Justice, Dubbin was a litigation partner at Steel Hector & Davis in Miami. He practiced commercial trial and appellate litigation and administrative law for clients in the fields of transportation, banking and finance, print and broadcast media, utilities and education.

Dubbin served as a member of the Florida Supreme Court Nominating Commission, to which he was appointed by Gov. Lawton Chiles.

- more -

After graduating *magna cum laude* from Harvard College in 1977, Dubbin worked for a year as an economist for the U.S. Department of Housing and Urban Development. He earned a law degree from the University of Miami Law School in 1981, where he graduated *cum laude* and served as an editor of the *Law Review*. From 1981 to 1982, he worked as a law clerk for the Honorable James Lawrence King, United States District Judge for the Southern District of Florida.

Dubbin is married to Lori Rosen Dubbin who is also a native of Miami and who now teaches preschool at Temple Beth El in Bethesda, Md. They have three children: Robert, 13; Jeffrey, 10; and Andy, 6.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE

Tuesday, November 7, 1995

NHTSA 73-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**NHTSA PUBLISHES LIST
OF SEPTEMBER RECALLS**

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

-more-

Safety Recall Campaigns

September 1995

Vehicles

Capacity of Texas

Models: Capacity Trailer Jockey **Years:** 1995
Manufactured Dates: May 1995-June 1995
Number of Vehicles: 5
Recall Number: 95V171000

System: Air brakes. Federal Motor Vehicle Safety Standard No. 121.

Vehicle Description: Truck tractors built on 29,000-pound gross vehicle weight rating chassis and equipped with hydraulically moveable fifth wheels.

Description of Noncompliance: The front and rear service brake reservoir is plumbed so a single point failure can empty both reservoirs. This plumbing allows air from the wet tank to go through one of the rear service reservoirs before entering the front system service reservoir. This does not comply with the requirements of FMVSS No. 121, "Air Brake Systems."

Consequence of Noncompliance: If a line were to break, a leak would disable both the front and rear brake systems, increasing the potential for a vehicle accident.

Corrective Action: Dealers will replumb the front and rear air brake reservoir lines.

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 Capacity at 1-800-323-0135.

Chrysler Corp.

Models: Jeep Cherokee **Years:** 1995
 Jeep Grand Cherokee **Years:** 1995
Manufactured Dates: October 1994-February 1995
Number of Vehicles: 135,000
Recall Number: 95V172000

System: Emergency parking brake release.

Vehicle Description: Multi-purpose passenger vehicles.

Description of Defect: The parking brake handle release button can separate from the parking brake handle assembly, causing the parking brake to be inoperative.

Consequence of Defect: The parking brake may not hold, allowing the vehicle to roll inadvertently.

Corrective action: Dealers will replace the parking brake handle assembly.

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.

General Motors Corp.

Models:	Buick Century	Years: 1989 - 1996
	Chevrolet Celebrity	Years: 1989 - 1990
	Oldsmobile Ciera	Years: 1989 - 1996
	Pontiac 6000	Years: 1989 - 1991

Manufactured Dates: April 1988-July 1990

Number of Vehicles: 2,216,325

Recall Number: 95V173000

System: Left and right rear safety belts. Federal Motor Vehicle Safety Standard No. 210.

Vehicle Description: Passenger vehicles.

Description of Noncompliance: These vehicles were assembled with rear outboard safety belt anchorages that may not withstand the required load. This does not comply with FMVSS No. 210, "Seat Belt Assembly Anchorages."

Consequence of Noncompliance: In a collision, stress can cause the attachment metal to tear and allow the anchor to separate from the body of the vehicle. The safety belt may not protect an occupant in the event of a vehicle crash.

Corrective Action: Dealers will replace the existing anchor bolts with a new shoulder bolt and thread locking adhesive. Additionally, noise control patches will be applied at each anchorage.

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 Buick at 1-800-521-7300, Chevrolet at 1-800-222-1020, Pontiac at 1-800-762-2737 or Oldsmobile at 1-800-442-6537.

General Motors Corp.

Models:	Chevrolet Blazer	Year: 1995
	Chevrolet S10	Year: 1995
	GMC Jimmy	Year: 1995
	GMC S15	Year: 1995

Manufactured Dates: September 1994-November 1994

Number of Vehicles: 73,163

Recall Number: 95V180000

System: Engine cooling fan.

Vehicle Description: Light duty pickup trucks and utility vehicles equipped with air conditioning and 4.3-liter engines.

Description of Defect: The fan blade rivets can break and allow the fan blade to separate from the hub.

Consequence of Defect: If this occurs while the hood is open, a person working under the hood of the vehicle or in the vicinity of the vehicle could be struck by the fan blade and injured.

Corrective Action: Dealers will inspect and replace the fan, as necessary, with a fan that has rivets with thicker heads.

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 1-800-462-8782.

General Motors Corp.

Models: Chevrolet Astro Year: 1995
 GMC Safari Year: 1995

Manufactured Dates: August 1995

Number of Vehicles: 69

Recall Number: 95V175000

System: Lower front control arm.

Vehicle Description: Passenger vans.

Description of Defect: These vehicles were assembled with the left-hand lower control arm-to-frame rear nut not tightened to the specified torque.

Consequence of Defect: Low torque can allow the attachment bolt to loosen and subsequently fatigue and break. This can result in separation of the left-hand control arm from the frame and increase the potential for a vehicle accident.

Corrective Action: Dealers will tighten the left-hand lower control arm-to-frame rear nut to the proper torque 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 Chevrolet at 1-800-222-1020 or GMC at 1-800-462-8782.

Navistar International Corp.

Models: International 5070 Years: 1996
 International 9200 Years: 1996
 International 9300 Years: 1996
 International 9400 Years: 1996

Manufactured Dates: July 1995-August 1995

Number of Vehicles: 651

Recall Number: 95V174000

System: Driveline.

Vehicle Description: Heavy duty trucks.

Description of Defect: The driveline could have little torque or no torque on the driveline nut that retains the yoke at the center bearing (or bearings if the vehicle is equipped with multiple center bearings).

Consequence of Defect: The low torque can cause the driveline to separate and result in personal injury or property damage from parts being thrown from the vehicle or scattered on the roadway.

Corrective Action: Dealers will disconnect the driveline at the rear of the center bearing or bearings, torque the yoke nut and reconnect the driveline.

Note: Owners who take their vehicle 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.

Navistar International Corp.

Models: International 9200 **Years:** 1995 - 1996
 International 9300 **Years:** 1995 - 1996
 International 9400 **Years:** 1995 - 1996

Manufactured Dates: November 1994-September 1995

Number of Vehicles: 1,843

Recall Number: 95V182000

System: Sleeper bunks.

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 modify the attachment of the upper bunk restraining strap to the upper bunk and rear wall of the sleeper and install a redesigned bunk restraining 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 Navistar International at 1-800-448-7825.

Navistar International Corp.

Models: International 3600 **Years:** 1992 - 1994

Manufactured Dates: November 1991-February 1994

Number of Vehicles: 745

Recall Number: 95V179000

System: Fuel lines.

Vehicle Description: School and transit buses equipped with a 7.3-liter International diesel engine (engine codes 12NAB, 12NAC, and 12NAD).

Description of Defect: The fuel hose to the fuel filter is routed too close to the alternator belt so that it rubs the fuel hose. This can cause a fuel leak.

Consequence of Defect: A fuel leak can result in a vehicle fire if an ignition source is present.

Corrective Action: Dealers will strap the fuel hose to the chassis frame to insure a minimum of 2.5-inch clearance between the fuel hose and the alternator belt.

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 International at 1-800-448-7825.

Nissan Diesel America, Inc.

Models:	Nissan Diesel UD1800	Years: 1995
	Nissan Diesel UD2300	Years: 1995
	Nissan Diesel UD2600	Years: 1995
	Nissan Diesel UD3000	Years: 1995

Manufactured Dates: February 1995

Number of Vehicles: 890

Recall Number: 95V176000

System: Electrical wiring.

Vehicle Description: Medium duty trucks.

Description of Defect: The electrical wiring harness protector behind the battery box can chafe or rub on the driver's side lower frame rail flange causing possible failure of the wiring harness protector and exposure or breakage of the wiring.

Consequence of Defect: Failure of the wiring harness can cause loss of electrical power to various vehicle components or systems, including the headlights and windshield wipers. Loss of headlights during nighttime driving or loss of windshield wiper function during heavy rain can increase the potential for a vehicle accident.

Corrective Action: Dealers will install a plastic friction insulator on the frame rail lower flange between the flange and the wiring harness protector. If the protector or any of the wiring has been broken, it will be repaired. **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 Nissan Diesel at 1-214-756-5500.

Oshkosh Truck Corp.

Models: Oshkosh X-Line **Year:** 1993

Manufactured Dates: April 1993-July 1993

Number of Vehicles: 192

Recall Number: 95V177000

System: Air brakes.

Vehicle Description: Heavy duty truck chassis.

Description of Defect: A stop light switch on the brake treadle valve and a cruise control dump valve switch were omitted during assembly, or both switches were installed but were not wired correctly.

Consequence of Defect: If a loss of air pressure occurs in either front or rear brake system, the cruise control, if turned on, would not disengage when the service brake is applied and the brake lights would not illuminate, increasing the potential for a vehicle accident.

Corrective Action: Dealers will install a second stop light switch (wired in parallel) and a second cruise control dump valve switch (wired in series) into the treadle valve.

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 1-800-648-9486.

Skyline Corp.

Models: Skyline Aljo **Years:** 1995 - 1996
 Skyline Layton **Years:** 1995 - 1996
 Skyline Nomad **Years:** 1995 - 1996

Manufactured Dates: July 1994-August 1995

Number of Vehicles: 100

Recall Number: 95V181000

System: Recreational vehicle furnace.

Vehicle Description: 1995 and 1996 Models 1661 and 1902 and 1996 Model 1850 equipped with a Suburban DD-17P furnace.

Description of Defect: The furnaces were improperly installed. A 1 1/4-inch minimum overlap between the chamber exhaust tube and the vent assembly exhaust is needed for proper exhaust.

Consequence of Defect: This condition can lead to carbon monoxide poisoning.

Corrective Action: Dealers will replace the furnace vent assembly.

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 Skyline at 1-800-962-7773.

Thomas Built Buses, Inc.

Models: Thomas Built MVP-EF **Years:** 1994 - 1995

Manufactured Dates: June 1994-August 1995

Number of Vehicles: 300

Recall Number: 95V170000

System: Battery cable.

Vehicle Description: School and transit buses.

Description of Defect: The routing of the positive battery cable can allow heat from the air discharge line to melt the cable.

Consequence of Defect: This can cause a possible short circuit and loss of power to the vehicle.

Corrective Action: Dealers will reroute the positive battery cable and replace any cables that show damage.

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 Thomas Built at 1-910-889-4871.

Volkswagen of America, Inc.

Models:	Volkswagen Corrado	Years: 1993 - 1995
	Volkswagen Golf	Years: 1993 - 1995
	Volkswagen Jetta	Years: 1993 - 1995
	Volkswagen Passat	Years: 1993 - 1995
Manufactured Dates:	April 1993-February 1995	
Number of Vehicles:	34,000	
Recall Number:	95V178000	

System: Engine cooling fan.

Vehicle Description: Passenger vehicles equipped with VR6 engines.

Description of Defect: Improper material was used in manufacturing the radiator fan motor shaft causing the shaft to wear and become noisy.

Consequence of Defect: A worn and noisy fan motor shaft can seize, rendering the fan motor inoperative, eventually causing the engine to overheat and stall. A stalled vehicle in traffic can increase the potential for a vehicle accident.

Corrective Action: Dealers will replace the complete cooling fan assembly on vehicles that have the potential shaft material problem. Dealers will install a new fan blade including a new lock nut on vehicles with loose fan blade lock 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 Volkswagen at 1-800-822-8987.

Equipment**Dynamic Electronics Mfg.**

Brand:	Dynamic Smartlock I
Manufactured Dates:	February 1994-October 1994
Number of Units:	60,000
Recall Number:	95E036000

System: Electric power accessories.

Equipment Description: Aftermarket anti-theft devices.

Description of Defect: Some of these devices have experienced an electrical short within the module.

Consequence of Defect: If an electrical short occurs, a fire could result or the starter solenoid would activate. This could cause unwanted forward motion of the vehicle increasing the potential for a vehicle accident.

Corrective Action: Dealers will install a 1/16-amp. fuse in the wiring leading to the anti-theft device.

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 Dynamic Electronics at 1-310-801-1244.

###

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

News:

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

FOR IMMEDIATE RELEASE

Tuesday, November 7, 1995

NHTSA **75-95**
Contact: Barry McCahill
Tel. No.: (202) 366-9550

**NHTSA TAKES ACTION TOWARD
IMPROVING AIR BAG SAFETY**

Just days after issuing a consumer advisory regarding the potential danger of air bags to children, the National Highway Traffic Safety Administration (NHTSA) today asked for broad-based public comment on ways to minimize adverse side effects of current and future air bag designs.

"Air bags have a good overall safety record and have already saved more than 900 lives since being introduced in the late 1980s. But NHTSA is aware of incidents of death and injury to children and adults related to air bag deployment," said Dr. Ricardo Martinez, NHTSA Administrator.

NHTSA repeatedly has issued warnings of the dangers of placing a rear-facing infant seat in front of an air bag. Last week, NHTSA broadened that warning to include older children and even adults who may be riding unrestrained. The agency stresses the extreme importance of ensuring that children be restrained and ride in the *back seat* whenever possible. The safety agency considers air bags to be supplemental frontal crash protection. The seat belt, which provides protection in all kinds of crashes, is the primary and most essential item of safety equipment.

The air bag and lap/shoulder belt combination is about 50 percent effective in preventing fatal injuries compared to being unrestrained. However, Martinez stressed that it is important for the public to understand that no safety device is a panacea and that deaths and injuries sometimes occur even when occupants have the benefit of both seat belts and air bags.

- more -

Martinez, a board-certified emergency physician, pledged that the agency's decision-making would be handled expeditiously and encouraged the motor vehicle industry, safety and medical organizations, individual citizens and others interested in the issue to participate by responding to the request for comments.

A notice to be published in this week's Federal Register contains a series of questions for experts and the public on field experience with air bags, crash sensors, air bag inflators, air bag design and positioning of occupants. For further information, contact Stephen R. Kratzke, Office of Vehicle Safety Standards, NPS-10, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. The facsimile number is (202) 366-4329.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Monday, November 27, 1995

NHTSA 76-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**SECRETARY PEÑA ANNOUNCES SECOND \$2 MILLION
DONATION BY GM FOR CHILD SAFETY SEATS**

Secretary of Transportation Federico Peña today announced the second \$2 million donation, out of a total of \$8 million, by General Motors Corporation to national organizations for the purchase and distribution of child safety seats to low-income families and children with disabilities.

Funds totalling \$2 million will be given to SAFE TEAM, USA (\$800,000); the National SAFE KIDS Campaign (\$800,000); and the National Easter Seal Society in association with Shriners Hospitals (\$400,000).

The organizations comprising SAFE Team, USA are the Safe America Foundation, National Safety Council, Native American Injury Prevention Network, National Association of Community Action Agencies, National Association of Hispanic Health and Human Services Organizations, and the International Association of Chiefs of Police. Included in the National SAFE KIDS Campaign are the National Head Start Association and the National Association of Community Health Centers.

"Today's announcement now accounts for half of the eventual \$8 million in donations by General Motors for the purchase of nearly 200,000 child safety seats," Secretary Peña said.

The safety seats are part of a \$51 million settlement announced last December between the Department of Transportation and General Motors which closed the government's investigation into alleged safety problems in certain General Motors pickup trucks.

According to Ricardo Martinez, M.D., administrator of the National Highway Traffic Safety Administration (NHTSA), it is estimated that the distribution of these child safety seats through national organizations and their use will save 50 lives and prevent approximately 6,000 injuries.

In order to qualify for these donations, organizations must demonstrate that they are national in scope, prepared to purchase and distribute child safety seats, and provide education on their use within 120 days of their receipt of the funds.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Monday, November 27, 1995

NHTSA **77-95**
Contact: Barry McCahill
Tel. No.: (202) 366-9550

**NHTSA SEEKS NOMINEES
FOR RESEARCH AWARD**

The National Highway Traffic Safety Administration (NHTSA), moving to recognize contributions to improving motor vehicles, today requested nominations for the National Award for the Advancement of Motor Vehicle Research and Development.

According to NHTSA Administrator Ricardo Martinez, M.D., the award goes to those who have substantially improved domestic motor vehicle research and development in safety, energy savings or environmental impact. Individuals associated with domestic vehicle manufacturing and supply, and federal laboratories are eligible for the award. Nominations are due by Dec. 15.

"This award is special because it recognizes the great talent that makes American automotive design and manufacturing the best. We can take great pride in our achievements and the people responsible for tremendous progress in producing cleaner, safer and more efficient vehicles," Dr. Martinez said.

This is the third time the award will be made since it was established by Congress. The first was presented in March 1994 to Dr. Priyaranjan Prasad of Ford Motor Company for his work in applied crash simulation and biomechanical research, including the effects of crashes on the human spine. The second was presented in April 1995 to the team of Larry Orr, Tim Kangas, Wayne Simons, Rick Drollinger, Roy Meryman and Don Richardson of PACCAR, Inc., for their work in the research and development of aerodynamic heavy trucks.

- more -

A complete description of the nomination requirements was published in the *Federal Register* on Nov. 1. Copies may be obtained by calling Barbara Coleman at (202) 366-1537 or by faxing a request to (202) 366-5930.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE

Friday, December 8, 1995

NHTSA 79-95

Contact: Kathie Klass

Tel.: (202) 366-9550

**DOT'S HOLIDAY PRESENT
TO CONSUMERS**

If your wish list includes improved customer service by the government, the National Highway Traffic Safety Administration (NHTSA) has a gift for you.

"President Clinton challenged us to find common sense ways to make the federal government work better and cost less," Secretary of Transportation Federico Peña said. "In finding new and better ways to deliver safety information to the public, NHTSA has met the challenge I set for the Department of becoming a model for government in serving our customers," said Transportation Secretary Federico Peña.

In October, the agency's Auto Safety Hotline earned Vice President Gore's Hammer Award for improved customer service and effective re-design of the way the system processes calls. Improvements such as extended operating hours, and a new fax-on-demand system, which enables consumers to instantly receive crash test and other safety information when they enter their fax number through the phone, has helped the Hotline handle its largest call volume ever.

So far this year, the Hotline has received over 630,000 calls, and mailed or faxed thousands of crash test results, child safety seat information packets, recall summaries, and other information to consumers. The Hotline, (800) 424-9393, also records complaints by consumers of safety problems used to guide the agency's defect investigations.

- more -

NHTSA went on-line in May 1995, making available more than 250 highway safety-related publications and documents. Information, including press releases, information on safety recalls and emergency medical services, crash test results, and accident and fatality statistics, is available through the online services of the National Technical Information Service (NTIS) FedWorld Information System. To provide instant access to a variety of resources pertaining to child passenger safety issues, NHTSA also recently established a Child Passenger Safety Bulletin Board System.

Other customer service initiatives in 1995 include the opening of a New Car Assessment Program (NCAP) exhibit at the Petersen Automotive Museum in Los Angeles, Calif., with a live phone line to the Auto Safety Hotline. Crash test results for model year 1996 vehicles will also be available to consumers through a 1996 edition of NHTSA's "Buying a Safer Car" brochure, which was initiated in 1995 to provide comparative safety information to new car buyers.

To incorporate customer service into all agency business, NHTSA staff members developed a series of Customer Service Standards that provide procedures for helping consumers in a timely fashion over the phone and in writing, and for referring consumers to other departments.

#####

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

[A photo of the Secretary on the Auto Safety Hotline is available upon request].

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

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

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, December 14, 1995

CONSUMER ADVISORY

NHTSA 80-95
Contact: Barry McCahill
Tel. No.: (202) 366-9550

NHTSA RELEASES SECOND 1996 CRASH TEST RESULTS

The National Highway Traffic Safety Administration (NHTSA) today released the second group of crash test results for model year 1996 vehicles.

Included are test results for the Audi A4 four-door sedan, Dodge Grand Caravan minivan, Dodge Neon four-door sedan, Ford Taurus four-door sedan, Hyundai Accent four-door sedan, Isuzu Rodeo four-door 4x4 and Toyota Tacoma pickup 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 1996. A total of 75 vehicle tests are included -- 12 tests conducted with model year 1996 vehicles and 63 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.

NHTSA's crash tests compare vehicles according to the frontal crash protection they provide. Nearly half of vehicle occupant injuries occur in frontal collisions.

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, or a 70 mph closing speed. 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 data, which indicate the chance of a life-threatening injury, are combined into a single rating, reflected by the number of stars. These represent a vehicle's relative level of crash protection in a head-on collision. Thigh injury, though rarely life-threatening, is also measured in the tests. Such injury can be disabling, and if a high likelihood of thigh injury is shown in the tests, it will be noted in the charts. None is noted for any of the vehicles in this release.

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 Administrator Ricardo Martinez, M.D., underscored the importance of buckling up, even in vehicles with air bags. "Safety belts are the single, most effective protective measure available to motorists involved in crashes. Children especially must be properly restrained in air bag-equipped positions," he said. Several deaths involving air bags have been reported among children who were not properly restrained by infant seats or safety belts.

NHTSA emphasized that the results are meaningful only for comparing relative injury risk in frontal collisions 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. In head-on collisions involving two vehicles of different weights, occupants in lighter weight vehicles almost always experience greater risk of injury than those in heavier vehicles.

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.

###

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

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 life-threatening head and chest injury for the driver or passenger,

and receive a one to five star rating, with five stars ★★★★★ indicating the best head and chest protection.

Thigh injury, although rarely life threatening, is also measured in the tests. Such injury can be disabling and, if a high likelihood of thigh injury occurs in the tests, it is indicated in the charts by an asterisk (*).

NEW IN THIS RELEASE:

1996 LIGHT PASSENGER CARS (2000 - 2499 lbs. Curb Weight)

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING
HYUNDAI ACCENT 4-DR. SEDAN	2261 lbs.	DRIVER	★★★
		PASSENGER	★★★★★

BELTS & AIR BAG	BELTS
✓	
✓	

**1996 COMPACT PASSENGER CARS
(2500 - 2999 lbs. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING
DODGE NEON 4-DR. SEDAN	2547 lbs.	DRIVER	★★★★
		PASSENGER	★★★★

BELTS & AIR BAG	BELTS
✓	
✓	

**1996 MEDIUM PASSENGER CARS
(3000 - 3499 LBS. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING
AUDI A4 4-DR. SEDAN	3096 lbs.	DRIVER	★★★★
		PASSENGER	★★★★★
FORD TAURUS 4-DR. SEDAN	3358 lbs.	DRIVER	★★★★
		PASSENGER	★★★★

BELTS & AIR BAG	BELTS
✓	
✓	
✓	
✓	

1996 SPORT UTILITY VEHICLES

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING
ISUZU RODEO 4-DR. 4x4	4105 lbs.	DRIVER	★★★★
		PASSENGER	★★★

BELTS & AIR BAG	BELTS
✓	
✓	

1996 LIGHT TRUCKS

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING
TOYOTA TACOMA PU 2-DR.	2560 lbs.	DRIVER	★ ★
		PASSENGER	★ ★ ★

BELTS & AIR BAG	BELTS
✓	
	✓

1996 VANS

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING
DODGE GRAND CARAVAN VAN	4000 lbs.	DRIVER	★ ★ ★
		PASSENGER	★ ★ ★ ★

BELTS & AIR BAG	BELTS
✓	
✓	

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 life-threatening head and chest injury for the driver or passenger,

and receive a one to five star rating, with five stars ★★★★★ indicating the best head and chest protection.

Thigh injury, although rarely life threatening, is also measured in the tests. Such injury can be disabling and, if a high likelihood of thigh injury occurs in the tests, it is indicated in the charts by an asterisk (*).

1996 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	★★★★★

BELTS & AIR BAG	BELTS
✓	
✓	

1996 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 NEON 4-DR. SEDAN	2547 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 SONATA 4-DR. SEDAN	2761 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★★	✓	
MAZDA 626 DX 4-DR. SEDAN	2762 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★★	✓	
MITSUBISHI ECLIPSE 2-DR.	2853 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	

**1996 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 ALTIMA 4-DR. SEDAN	2941 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
NISSAN MAXIMA 4-DR. SEDAN	2970 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★	✓	
SUBARU LEGACY 4-DR. SEDAN	2654 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
TOYOTA CAMRY 2-DR.	2992 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★★	✓	
TOYOTA COROLLA 4-DR. SEDAN	2553 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
VOLKSWAGEN JETTA III 4-DR. SEDAN	2725 lbs.	DRIVER	★★★	✓	
		PASSENGER	★★★	✓	

**1996 MEDIUM PASSENGER CARS
(3000 - 3499 LBS. Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
AUDI A4 4-DR. SEDAN	3096 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★★	✓	
AUDI A6 4-DR. SEDAN	3373 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	
BMW 328i 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	3358 lbs.	DRIVER	★★★★	✓	
		PASSENGER	★★★★	✓	
FORD THUNDERBIRD 2-DR.	3460 lbs.	DRIVER	★★★★★	✓	
		PASSENGER	★★★★★	✓	

**1996 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 AVALON 4-DR. SEDAN	3290 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	★★★★	✓	

**1996 HEAVY PASSENGER CARS
(3500 lbs. & over Curb Weight)**

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING		BELTS & AIR BAG	BELTS
CHEVROLET CAPRICE 4-DR. SEDAN	4177 lbs.	DRIVER	★★★★		✓	
		PASSENGER	★★		✓	
CHRYSLER NEW YORKER 4-DR. SEDAN	3589 lbs.	DRIVER	★★★★		✓	
		PASSENGER	★★★★		✓	
INFINITI J30 4-DR. SEDAN	3640 lbs.	DRIVER	★★★★		✓	
		PASSENGER	★★★★		✓	
LEXUS GS300 4-DR. SEDAN	3765 lbs.	DRIVER	★★★		✓	
		PASSENGER	★★★		✓	
OLDSMOBILE AURORA 4-DR. SEDAN	3993 lbs.	DRIVER	★★★		✓	
		PASSENGER	★★★		✓	
PONTIAC BONNEVILLE SSE 4-DR. SEDAN	3558 lbs.	DRIVER	★★★★★		✓	
		PASSENGER	★★★		✓	

1996 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	★ ★ ★ ★		✓
MITSUBISHI PU 2-DR.	2731 lbs.	DRIVER	★ ★ ★		✓
		PASSENGER	★ ★ ★		✓
TOYOTA T100 PU 2-DR.	3382 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★ ★		✓
TOYOTA TACOMA PU 2-DR.	2560 lbs.	DRIVER	★ ★	✓	
		PASSENGER	★ ★ ★		✓

1996 VANS

TEST RESULTS BASED ON 35 MPH FRONTAL CRASH			RATING	BELTS & AIR BAG	BELTS
DODGE GRAND CARAVAN VAN	4000 lbs.	DRIVER	★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★	✓	
FORD AEROSTAR VAN	3670 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★		✓
FORD ECONOLINE VAN	5166 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★		✓
FORD WINDSTAR VAN	3801 lbs.	DRIVER	★ ★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★ ★ ★	✓	
PONTIAC TRANS SPORT VAN	3708 lbs.	DRIVER	★ ★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★		✓
TOYOTA PREVIA VAN	3644 lbs.	DRIVER	★ ★ ★ ★	✓	
		PASSENGER	★ ★ ★	✓	



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Thursday, December 14, 1995

NHTSA 81-95

Contact: Barry McCahill

Tel. No.: (202) 366-9550

**SECRETARY PEÑA ASKS MOTORISTS
TO KEEP THEIR LIGHTS ON DEC. 15 AS
REMINDER OF SAFE AND SOBER DRIVING**

Secretary of Transportation Federico Peña today asked all motorists to drive with their headlights turned on Dec. 15 in remembrance of victims of drunk driving crashes.

"Lights on for Life" Day is part of the annual observance of National Drunk and Drugged Driving Prevention Month.

At a news conference in Washington, D.C., Secretary Peña said, "By taking this symbolic action of driving with headlights on, we demonstrate our commitment to reducing deaths and injuries caused by those who drive impaired by alcohol or illegal drugs. Drunk driving deaths have been reduced by 15 percent in the last three years, but the battle is far from over."

Secretary Peña was joined by D.C. Police Chief Larry Soulsby, Mothers Against Drunk Driving President Katherine Prescott, International Association of Chiefs of Police President David Walchak, State and Provincial Police General Chairman Lloyd Jennings, and Recording Artists Against Drunk Driving Chairman David Niven Jr.

"Because of the parties and celebrations traditionally held during the holidays, it's especially important to focus attention on the impaired driving problem. This year, we are paying special attention to the young adult drinking drivers, particularly 21- to 34-year-old males, who are responsible for more alcohol-related crashes than any other age group," Secretary Peña said.

- more

"Lights on for Life" begins the Dec. 15-17 "National Holiday Lifesaver Weekend," during which state, municipal and sheriff law enforcement officers will encourage motorists to observe all traffic safety laws, especially those involving alcohol, speeding and safety belt use, according to Ricardo Martinez, M.D., administrator of the department's National Highway Traffic Safety Administration (NHTSA).

Dr. Martinez explained that to help build the seasonal awareness of the consequences of drunk driving, the agency is releasing a study by the Harvard School of Public Health, that profiles those who chronically drink and drive, together with strategies to reach these high-risk drivers.

"In 1994, 16,600 people died in alcohol-related crashes. That is a 15 percent decline just since 1991, when the toll was 19,887. Tough state laws and local ordinances, educational efforts and publicity have changed attitudes and behavior throughout the United States," said Dr. Martinez, a board-certified emergency physician. Still, NHTSA estimates that at the present rate, about two in every five Americans will be involved in an alcohol-related crash at some time in their lives.

###

*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.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300