

DOT SHIFTING GROUND ON 'PASSIVE RESTRAINT' RULE

The Department of Transportation has shifted ground in drawing up its final passive restraint rule.

A switch in emphasis away from exclusive reliance on air bags became evident last week when DOT's National Motor Vehicle Safety Advisory Council met in Washington to discuss NHTSB's current passive restraint rulemaking activity.

Shortly before the meeting NHTSB Director Doug Toms wrote the Advisory Council's chairman, New York State Sen. Edward J. Speno, to urge that the Council discuss passive restraint rulemaking. He told Speno the Bureau wants to "make the public understand better" that any forthcoming NHTSB passive restraint rule will allow a "wide range of systems" — not only the "air bag" but also other ways of providing occupant protection in crashes up to 30 miles per hour. Among "other ways" he listed "improved interiors and energy absorbing structures, so-called 'safety blankets' and even 'passive' safety belts."

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During the meeting Bureau officials insisted that the rule could be met by improved windshields, steering columns and padding. However, they refused to discuss what changes were being made in the proposed rule to enable this.

(Before the meeting, it was learned that DOT Under Secretary James M. Beggs circulated a memorandum instructing DOT personnel against publicly discussing or leaking information about the passive restraint rulemaking case until the rule is issued. A Status Report request to see the memorandum was denied.)

When Council members asked what changes the Bureau was considering for the proposed standard, Bureau staff officials declined to detail them. One told the Council that the Bureau has received "information from the (auto) industry, very detailed discussions with them" suggesting that "at least for 30 mile

an hour (crashes) to begin with, we do not have to have the air bag" to provide passive passenger restraint if "minor improvements" are made in padding and other existing components.

Miffed by the Council's inability to get details, Speno said he wanted to take positive action in support of the Bureau's position, but only "based on knowledge that will support that position — reliable knowledge." He said the Council's position on passive restraints must be to "push the industry and those involved and perhaps even push the Bureau somewhat, as we represent the public." Bureau Deputy Director Charles Hartman replied that although he "sensed a certain frustration on your part in some of the responses we have given," the Bureau cannot give "blanket kinds of responses on some of these technical questions."

Later Speno prepared a letter to Secretary Volpe standing by the Council's June resolution "enthusiastically" supporting the concept of passive restraints and urging the "earliest possible implementation of passive restraint systems." However, he reflected the concern of some council members over "unresolved" questions about the reliability of the air bag and urged further "field testing of restraints."

Although Speno's letter noted that some Council members felt "the effective date of the proposed notice needs to be lengthened somewhat," it concluded by urging that "the automobile industry be given no encouragement by way of any substantial delay of the effective date of the new rule."

Both the Council and DOT have been looking until now almost exclusively to the air bag as the answer to DOT's proposed passive restraint requirement, and have faced considerable auto industry opposition as a result. Under the Council's June resolution, for instance, Speno has worked vigorously to get air bags fleet-tested on federal and state-owned vehicles.

On August 3 the Bureau closed its passive restraint docket and entered the final phase of rule-making. Effective date for the planned rule has been talked of as January 1, 1973, but current reports indicate this may be postponed a year when the rule is issued. The 1973 effective date proposal was itself a one-year postponement from an initial DOT proposal that auto manufacturers vigorously opposed.

'NATO' PASSIVE RESTRAINT PAPERS AVAILABLE

Papers presented by automakers and passive restraint developers at the NATO-sponsored International Conference on Passive Restraints at Milford, Mich., have been compiled by the National Highway Safety Bureau.

The 160-page document is available, without charge, from the Director of Administrative Services, National Highway Safety Bureau, 400 Seventh Street S.W., Washington, D. C. 20591.

BILL SEEKS CRASH-COST RATING OF CARS

Cars would be rated on their susceptibility to damage in low speed crashes under a provision of the "Motor Vehicle Information Act" introduced last week by Sen. Phillip Hart (D-Mich).

The bill, S. 4331, is a product of almost three years of hearings conducted by Hart's Antitrust and Monopoly Subcommittee on the high cost of auto repairs.

"In our hearings," Hart said, "we learned that 75 percent of crash claims paid by the insurance industry are under \$200 More startling is the fact that when the Insurance Institute for Highway Safety crashed four popular models of 1969 sedans at five miles per hour into a solid barrier, the average amount of damage was \$200."

"This bill is aimed at the production of cars which will survive low speed collisions by encouraging a market for them," Hart said. He feels that this market will emerge when manufacturers report to the Department of Transportation — and prospective buyers — how each model car would fare in a crash.

As outlined by Hart, the bill would require rating of cars for relative susceptibility to damage in low speed collisions, strengthen and implement vehicle inspection standards and establish a nationally uniform titling system. Under the provision to require crash damage rating the bill would require:

- DOT to establish crash tests at, "but not limited to," speeds of 5, 10 and 15 miles per hour to determine and compare susceptibility to damage;
- DOT to "study the feasibility" of tests to determine "risk of personal injury or death" in crashes of various automobiles;
- Manufacturers to test cars for damage susceptibility and turn test results over to DOT;
- DOT to make the manufacturers' test results available to insurance companies;
- DOT to study and report the extent to which the information is being used by the insurance industry in establishing premium rates.

Another provision of the bill would beef up DOT's vehicle inspection standard to require that all states inspect cars to make sure that safety-related repair work has been done on a crashed car before it is put on the road again.

The bill singles out this standard (and the vehicle registration standard, which Hart wants modified to reflect his anti-auto theft uniform titling provision) for special penalty provisions. Currently, DOT can withhold 10 per cent of a state's federal roadbuilding funds if the state's effort to comply with the 16 National Highway Safety Standards does not meet with DOT approval. Under Hart's proposal, DOT could withhold up to a maximum of 30 per cent per year — an extra 10 per cent added for each year of noncompliance.

Despite findings that many states fail to meet requirements of the 16 standards, DOT has never invoked the 10 per cent penalty provision against them.

EFFECTIVE BUMPERS? NOT WITHOUT NEW RULES OR LAWS

Detroit automakers say they cannot — or will not — put effective bumpers on cars without new federal standards or laws.

They support the concept of the National Highway Safety Bureau's proposed bumper standard (it would protect occupants in low-speed crashes) but complain about state and federal legislative efforts aimed at improving bumper performance (these would eliminate costly damage to cars in low-speed crashes).

This is the synthesis of what they told Status Report in a survey of the largest domestic car manufacturers. Official spokesmen for General Motors, Ford, Chrysler and American Motors claimed that the biggest problem in making bumpers more effective is eliminating bumper mismatch between models of different companies. They said this cannot be solved without federal regulation because, as one put it, "the antitrust shadow falls over us all."

HART QUOTES DETROIT

Senator Hart reports favorable reaction from Detroit on his "Motor Vehicle Information Act." He said Ed Cole, president of General Motors, has indicated that GM is "making an effort to improve our front and rear end bumper problems by pulling the bumpers further away from the sheet metal and providing a uniform height and surface for contact."

Chrysler has said that there is "merit" in Hart's bill which would give consumers crash worthiness data on which they could make purchase decisions.

Hart says that he has been "advised informally" that both Chrysler and Ford are "engaged in extensive research programs in an effort to develop property protection features for their vehicles."

The automakers were asked about their current efforts and plans for coming model years and their attitudes toward bumper legislation and a proposed NHTSB standard. These were their responses:

General Motors: The company declined to confirm or deny reports that its 1973 cars will be capable of withstanding 10 mile per hour front and rear end crashes without damage. Legislation introduced by Sen. Abraham Ribicoff, (D-Conn.), would require such performance by 1973. A state law in Florida requires it on all cars manufactured for sale in that state by 1975.

(GM President Ed Cole has indicated that the company is evaluating energy absorbing devices which can withstand 10 mile per hour car-to-car collisions with perfect matching bumpers.)

The GM spokesman said, however, that the company "will have bumpers on 1972 models that will be considerably improved, but we can't put specific numbers on (bumper performance) until proposed standards are more clearly defined."

Each of the industry spokesmen complained that current bumper legislation does not specify how cars are to be crashed to determine whether or not they meet standards. (The Florida law specifies "a standard Society of Automotive Engineers test barrier" and the Ribicoff proposal specifies that standards "be based upon findings of the Society of Automotive Engineers.")

CALIFORNIA 'BUMPER BILLS' DIE

If California is to get legislation to require better bumpers on cars, it'll have to wait until next year. Even though California legislators were among the first in the nation to propose legislation that would prevent damage to cars in low speed crashes, their proposals died in committee this year.

Three bills were introduced. One, to require that cars be able to withstand five mile per hour crashes without damage by 1975, was introduced in the lower chamber (the Assembly) and was passed by that chamber, but it and the remaining two bills, both of which were introduced in the Senate, died in Senate committee. Similar bills are expected to be introduced when the new legislative session opens in January 1971.

(cont'd. from page 4)

GM said it has had a "program under development for some time to improve bumper match" among its own models and that some effects of this program will be "seen in most 1972 GM vehicles."

Ford: A spokesman called the timetable in the Ribicoff proposal "impossible" and "unrealistic" and the Florida law "mostly just dumb . . . naive." Agreeing that the "intent is fine," he said that, as written, the Florida law "doesn't help the customer and may hurt him." He explained that while the law calls for use of a test barrier, Ford research has shown much of the problem comes from minor car-to-car collisions in "parking lot situations."

He said Ford will offer bumper guards as options on all 1971 models. (They are options on some 1970 models.) Admittedly ineffective in 5 mile per hour collisions, they would offer some protection in the "tapping type" situations, he said. Beginning in 1972 models, design changes would include recessed grilles and greater clearance between bumper and sheet metal. He said recessed grilles on some 1971 models already are providing greater clearance — as much as an inch over some 1970 models.

Asked if bumpers might ever be able to withstand 30 mile per hour crashes without damage, he said, "Not in anything we've seen." At NHSB hearings in April, Menasco Manufacturing Company said:

"In tests, we achieved a near 30 mile per hour vehicle-to-vehicle crash with little, if any, damage to either vehicle." Ford's spokesman commented: "It's one thing to weld one of these things to the front of a car and run it into something. It's something else to develop it and phase it in . . . in order to have a saleable product, a safe product."

Chrysler: An official spokesman agreed with most of the observations of the other automakers concerning bumper effectiveness legislation and the industry-wide "mismatch" problem: "There obviously has to be a single decision applicable to all (including foreign manufacturers). I don't think the best efforts of any one company have the merest chance of conforming to the best efforts of another company" without running afoul of antitrust legislation.

He didn't think such bills as Ribicoff's are helpful: "They suffer from drafting by lawyers who are not engineers and don't get engineering help and cause hardship later. If there's going to be a set of ground rules developed, they should be developed by the NHSB with plenty of opportunity for discussion (to plug loopholes) by engineers. They should be set up by competent engineers on both sides and without politicians who are looking for newspaper headlines. "

Chrysler's spokesman, however, disagreed with other automakers in believing "Menasco showed that a great deal can be done in providing this if we're willing to pay the price. "

American Motors: A spokesman said the company has 5 and 10 mile per hour bumpers "under study right now," but both the Florida law and the Ribicoff bill are "impractical and tend to slow down progress." He did not elaborate except to say such problems as reducing the high cost of low speed crashes "can't be resolved overnight. "

He said the industry "has its hands tied" by antitrust laws and thus needs an NHSB standard before it can make effective, matching bumpers. Even then, he said, "It'll be a long lead item. It'll take time. "

As far as reducing or eliminating damage in higher-speed collisions (up to 30 miles per hour) he said that "with the present state of technology, it's not feasible." Asked about the Menasco research, he said, "We don't know . . . We don't know what's happening at 5 miles per hour."

FORD RECALL STIRS QUESTIONS

Initial response to the DOT-instigated recall of about 85,000 police cars for lower control arm replacement by Ford Motor Company has been tinged with questions about why non-police Fords were not also included.

In its news report on the recall action, **The Washington Post** said: "The NHSB concluded that, because of the difference in use to which Ford police and non-police cars are exposed, only police cars should be recalled. Still unexplained are . . . non-police Fords that suffered arms breaks."

Lowell Dodge, director of the Washington-based **Center for Auto Safety**, pressed the matter in a letter to Francis Armstrong, director of the Office of Compliance in NHSB's Motor Vehicle Programs division. His letter said:

"It would seem extremely difficult to justify the Bureau's failure to conclude that non-police vehicles should not also be included in the recall, in view of the conclusions contained in the two reports prepared for the Bureau by General Testing Laboratories of Springfield, Virginia. These reports conclude that defects in the control arms are conducive to the formation of fatigue cracks in police and non-police vehicles alike.

"It would appear that we have in the making here a situation much like the Kelsey-Hayes 3-piece truck wheel episode (in which the Center and other plaintiffs recently won a court ruling ordering NHSB to reopen its investigation into wheel defects in some General Motors pick-up trucks).

"The Bureau has conducted studies showing a defect which appears inherent in the design of the part in question, but then chooses to characterize the defect as one which is cause for concern only when the part in question is subjected to more than normal loads and stresses. Then the Bureau shapes its strategy for recalls to include only those vehicles subjected to the extra stress.

"I would not like to press the analogies between the two cases any further at this point. Hopefully the Bureau will act this time to adequately protect the public interest without encouragement from the outside."

United Press International has quoted **Attorney Ralph Nader** as saying he plans to ask the Bureau to reopen its investigation because "if it's good enough to be brought back to protect police, I think it's good enough to be brought back to protect the millions of other drivers."

Meanwhile, an editorial in the Washington Evening Star prompted an angry letter to the editor from Rodney W. Markley Jr., **Ford** vice president in Washington. The Star then supported its position with a second editorial, published as this issue of Status Report went to press. Following is that latest editorial, reprinted in full, as published September 14.

Wobblies (Cont.)

It is both our pleasure and our duty to serve our readers by providing them with as much grist as we can from the world's mill, to comment on life in these United States and elsewhere as we see it and — when we have to — to take our lumps.

On August 23, for instance, in an editorial entitled "The Wheels of Law," we commented on the recall because of lower control arm failures of some 85,000 Ford police vehicles. Mr. Rodney W. Markley Jr., Ford's local vice president, felt we had done "a disservice, not only to the Ford Motor Company and its products, but to your readers as well."

In The Star of September 1, we printed Mr. Markley's letter, which, among other things, hotly denied that the wheels ever had come off a Ford patrol car while in motion. Mr. Markley undoubtedly was not aware that precisely that happened on July 19, resulting in a crash between a 1969 Ford of the Milwaukee sheriff's department and another police vehicle, the second such incident this year in that city.

There also came into our possession a few days ago a publication of the Insurance Institute for Highway Safety, dated September 1, which points out that non-police Fords of 1965-1969 vintage

are equipped with lower control arms of the same type.

In his letter, Mr. Markley made much of the fact that a Department of Transportation report found that lower control arm failures had occurred (in his words) "only after severe high impact collisions, such as repeatedly jumping the patrol cars over curbs or median strips at extreme speeds."

Yet a National Highway Safety Bureau report quoted by the IIHS states that among 37 verified cases involving non-police cars, the failures occurred at low speeds, often with cars fresh from the showroom floor. A NHTSB safety standards engineer is quoted as saying that investigative methods used were not sufficient for detection of cracked control arms.

The retail price of a lower control arm is \$33.50. "Were Ford to recall all 1967, 1968 and 1969 cars," concludes the IIHS, "the cost would be about \$200 million, not including labor." So perhaps Mr. Markley's ire is understandable. For our part, we understand his concern for Ford's reputation and pocketbook. And we are quite sure that he understands and shares our concern for the safety of those who use our streets and highways—and his company's cars.

NTSB CHAIRMAN DISCUSSES HIGHWAY-LOSS ISSUES

Before 1966, the federal government was faced with two glaring deficiencies in the attempt to reduce crash losses: lack of information about why losses occur and lack of an agency which could fix responsibility for reducing them.

In 1966 the National Transportation Safety Board was created to meet these needs as they applied to all forms of domestic transportation. Through investigations of selected crashes, the NTSB identifies safety problems and makes recommendations to the appropriate operating agencies — such as DOT's National Highway Safety Bureau, Bureau of Motor Carrier Safety and Federal Aviation Administration. NTSB serves as an information gathering and recommendation-making agency for government, private industry and the public. It is advisory, not regulatory.

Its current chairman is John H. Reed, former governor of Maine. He is being considered by the Nixon Administration for reappointment at the end of his term in December. In a recent interview Reed outlined for Status Report the NTSB's concerns, problems and concept of its role in highway loss reduction:

Staffing and financing of NTSB: "The original thought was that the Board would not have a large number of investigators but would utilize the expertise of the operating administrations. So, from this standpoint, we probably have enough. (But) we could use more people, and I think Congress has been recognizing this, and they've been giving us a small increase each year I think we could make good use of many additional people in the highway field."

DOT's record of implementation of NTSB recommendations: "In the aviation field it runs about 75 to 78 per cent acceptance, in whole or in part." But, in the highway area: "It has been lower, I think in great part due to the fact that they (NHSB officials) haven't had the resources to carry them out or the authority to carry them out."

The air safety-highway safety gap: Commercial air transportation has been "a highly regulated industry from the start I think we are seeing real results (in air safety) because of the effort that has gone in, the funds and energy spent for safety in the (commercial) aircraft field" as contrasted with highway safety.

Techniques developed for commercial air transportation, Reed said, "Could be applied to highway travel." Some air safety measures not yet being applied widely enough to highway safety, he said, are traffic control systems, grooved runways, records-keeping on metals and all vehicle components, efficient evacuation procedures and padded, fire-resistant interior linings.

For example: padded interiors are standard in commercial aircraft cabins, he said, but when the NTSB investigated the July chartered bus crash in Allentown, Pa., its investigators found that the bus's overhead lining was made of a "hard-type plastic, very brittle, very hard — and when it shattered, it left long serrated edges that just acted like a knife You could see where the heads had butted up against it, you could see the blood marks"

NHSB rulemaking procedures: NTSB often intervenes in rulemaking proceedings of such regulatory agencies as NHSB. "We are constantly submitting our views on proposed

rulemaking (But) we don't have the staff to evaluate all (proposals) to come up with sound positions."

The chairman said all NTSB actions, positions and dialogue with federal agencies are maintained as publicly available information and "anything that we have sent out officially to the Secretary, to the administrators, is in the public docket and available for scrutiny at any time."

Passive restraints: "I'm a strong supporter of . . . expediting this type of device I realize there is some difference of opinion between the industry and our people who are developing these standards, but I think they have to be developed, and I think we have to put deadlines on them and try to meet those deadlines."

Abusive drinkers who drive: "We still don't have our tolerance (presumptive legal limit for intoxication) low enough in my judgement We may have to go down even lower (than the .10 per cent sought by DOT's alcohol standard for all states and now prevailing in most)."

Roadside booby trap correction: Chairman Reed is "impatient" to see the Bureau of Public Roads devote more resources and activity to removal of roadside hazards erected, with federal highway funds, along freeways.

Correcting highway safety hazards already built into the Interstate System is estimated to cost \$820 million — an increase of \$335 million over the BPR's 1968 estimate for removal of booby traps.

DOT PROBING NADER'S NEW CHARGES AGAINST GM

Secretary Volpe has asked NHTSB Director Doug Toms to "assign high priority to a prompt and painstaking analysis" of evidence in the latest round of dispute between attorney Ralph Nader and General Motors.

In a recent letter to Volpe, Nader accused GM of hiding "hot documents" that showed its now out-of-production compact car, the Corvair, "uniquely unstable with unprecedented roll-over capability unlike any other American car."

The attorney contended that films taken at GM's proving grounds showed the controversial compact rolling over at speeds of 26, 28 and 30 miles per hour, and said GM was aware of the car's instability. He said the manufacturer also was aware that a heating system defect in the compact allowed carbon monoxide and other combustion chamber gases to seep into the passenger compartment.

GM President Ed Cole responded by writing his own letter to Volpe. He called Nader's latest charges "false and vitriolic" and said the attorney's contentions apparently were based on "engineering development tests in which Corvairs, specially equipped with experimental parts, were intentionally overturned by experienced test drivers using violent maneuvers designed to overturn them." Cole offered to come to Washington, D. C., to answer any questions Volpe might have.

Nader, in turn, issued a public statement defending his charges. He contended that the films show production model Corvairs "which rolled over easily" at the proving grounds. He said his informants were former GM employees motivated by "moral outrage."

The attorney has asked Sen. Abraham Ribicoff (D-Conn.) to reopen Senate hearings into charges on the Corvair. (Ribicoff held auto safety hearings following publication of Nader's book, "Unsafe at Any Speed." The book, published in 1965, focused national attention on alleged safety hazards inherent in the Corvair. Since publication, GM has faced a continuous flow of lawsuits from consumers. More than 50 Corvair lawsuits are still outstanding.)

As requested by Volpe, NHTSB has asked GM to supply the reports and films itemized in Nader's original letter to Volpe on the Corvair test runs plus "such other data as are pertinent to Corvair handling stability." The NHTSB asked for delivery of the material by September 16.

In the letter to GM, NHTSB's acting associate director for motor vehicle programs, Rodolfo A. Diaz, said the Bureau "will analyze these data in depth before concluding whether or not an investigation of possible safety defect in the Corvair should be initiated."

Volpe also has asked Nader to supply whatever "documentation or additional information you may have that would aid the Bureau in its analysis."

AMA VS. THE LIQUOR INDUSTRY — Advertisements under the heading "The Liquor Industry Vs. The Drunk Driver" may have "the unfortunate effect of encouraging persons to drive who are appreciably intoxicated," according to the American Medical Association.

AMA has attacked the Licensed Beverage Industries for a chart used in an advertising campaign which the liquor industry claims will help "social drinkers to know their limits." The chart shows how much alcohol an individual of a given weight may drink over a given period of time before he is "presumed by law to be impaired."

It is based on the .10 per cent blood alcohol content now reflected for "presumptive limit" drunk driving laws in some, but not all, states.

Richard S. Wilbur M.D., Assistant Executive Vice President of AMA, pointed out in a letter to Time and Newsweek magazines, which had printed the liquor industry's ad, that "if a person follows the chart in the ad, he is likely not to be either a sensible drinker or driver." He said, "The chart shows what the legal limits are with respect to drinking and driving. The safe limits are something else."

NHTSB OFFERS FUEL SYSTEM RULE AMENDMENT — NHTSB proposes to apply its rule on "Fuel Tanks, Fuel Tank Filler Pipes and Fuel Tank Connections" to the entire fuel system of all self-propelled vehicles (except motorcycles) with a gross weight under 10,000 pounds.

Under the amendment no fuel spillage would be permitted in tests of sudden braking or front and rear barrier collisions at specified speeds. The proposed effective date of the amendment is Jan. 1, 1972, with increases in test speeds on Jan. 1, 1973. Comments to the Bureau should be made prior to Nov. 30, 1970.

A 'STATUS REPORT' EDITORIAL

The new car season is upon us. The first 1971 models are bobbing up in newspapers and TV ads and dealer showrooms.

Publicity is intense, but no more so than the public's rush to see, touch, and often buy the newest models. Eager salesmen urge slick promotional brochures and demonstration rides on interested consumers. Soon we'll all be able to compare new body styles, latest comfort-creating accessories and — of course — the prices for the 1971's.

But we won't be able to do much comparing of their safety performance — unless, that is, the Department of Transportation's "consumer information" program for prospective car buyers does a much better job on the new models this year than it did last year.

Last fall DOT, using authority in the Traffic and Motor Vehicle Safety Act, ordered each car maker to "make available" to prospective customers detailed, written information about the stopping distance, acceleration and passing and tire reserve load capabilities of its various models. The information was to be disseminated at dealer showrooms; with it, a car shopper presumably could compare basic performance differences between the makes and models he was considering.

The kindest thing to be said is that the first year gave DOT a chance to find the bugs in its well-intentioned new venture. Otherwise, it went badly. Shoppers who knew enough about the requirement to ask for the information too often found that automakers and dealers were lackadaisical and didn't have the material available. Those who didn't know about it usually got nothing.

Public ignorance of the program prompted an auto official to suggest at a recent meeting of the Presidentially appointed Motor Vehicle Safety Advisory Council that the requirement should be abolished because of public rejection. That's a specious proposal: the public can hardly reject a program about which it knows so little.

What DOT's consumer information effort needs is not an early grave, but a well thought-out, aggressive publicity campaign timed to the appearance of the new car models — a campaign that could include:

- Press releases and radio-TV spot announcements alerting the public that comparative new-car safety information is available on demand at dealer showrooms by law;
- Placards on dealer showroom walls informing shoppers of the information's availability. (If automakers and dealers didn't voluntarily cooperate in placarding, a change in law might be needed to require it.)
- An official DOT announcement listing, by individual auto make and model, the best and worst performances in each of the consumer information

categories — stopping distances, passing and acceleration, tire reserve load and several more soon to be added.

These are a few of the possible ways to draw the interest and understanding of car shoppers to DOT's consumer information program. The point is to get enough of them going, fast, to encourage support and use of the program — and to discourage suggestions that it be executed without a fair and public trial.

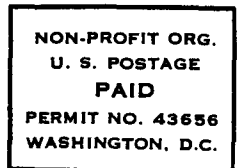
NHSB SEEKS CAMPUS TALENT — In an attempt to tap the academic community for help in solving highway loss reduction problems, the National Highway Safety Bureau hopes to recruit 10 college and university faculty members with Ph.D. or Sc.D. degrees or their equivalents for appointive, temporary positions. Candidates may be placed "in positions of a scientific, professional or analytical nature," with salaries to be determined on an individual basis. Further information and application forms are available from the Personnel Management Division, Office of Administration, National Highway Safety Bureau, Washington D. C., 20591.

'SPRAY PROTECTOR' STANDARD PROPOSED — NHSB has initiated rulemaking procedures to require "spray protectors" on passenger cars, multi-purpose passenger vehicles, trucks, buses and trailers by January 1, 1972, to reduce the safety hazard created by wheels throwing "water spray and road surface debris" on the windshields of following or passing vehicles. Comments on the proposed standard should be submitted to the Bureau prior to Dec. 3, 1970.

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