

Roll-Over And Ejection Rates Are High

Utility Vehicles Found Hazardous On Highways

You are far more likely to overturn and be ejected onto the roadway while riding in a utility vehicle than while riding in a passenger car, Highway Safety Research Institute (HSRI) researchers have reported. As a result, your chances of being killed or seriously injured also are much greater, they said.

Conducted by members of the University of Michigan group for the Insurance Institute for Highway Safety, the study evaluated the *on-road* performance of utility vehicles – such as the Chevrolet Blazer, the International Scout, the Ford Bronco, and the Jeep CJ series. In addition to the high roll-over rates for utility vehicles in general, the study also reported large variations among the different models, which were related to their size. For example, the Jeep CJ series and the pre-1978 Ford Bronco – both smaller utility vehicles – were reported to roll over at least twice as often as the larger Chevrolet Blazer.

The study also included a series of physical measurements taken on a number of utility vehicles to assess their stability. The results of this analysis also indicated that the smaller utility vehicles have less resistance to rolling over than the larger models.

The authors of the study were Richard G. Snyder, Thomas L. McDole, William M. Ladd, and Daniel J. Minahan.

The study said that utility vehicles have experienced a “dramatic rise” in popularity in recent years, with registrations jumping from 831,000 in 1975 to 1,126,000 in 1977 – a 35 percent increase.

Military History

The authors pointed out that many of the utility vehicles now sold to the public have “evolved from the ‘Jeep’ of World War II.” Since considerable evidence exists showing that military jeep-type vehicles have had serious handling and stability problems, one of the principal purposes of the study was to determine whether the utility vehicles sold to the public have such problems.

Problems in the military were such that the National Highway Traffic Safety Administration in 1971 refused to sanction a Department of Army plan to sell surplus M151 (¼ ton jeep-type) vehicles to the public, citing a study that found the vehicles overturned in roughly 30 percent of their crashes (see *Status Report*, Vol. 7, No. 10, May 22, 1972). More recent U.S. Army statistics indicated that the M151 vehicles overturned in 66 percent of their reported 1,102 crashes between July 1974 and July 1976, the HSRI researchers said.

Based on data from five states, the researchers concluded that utility vehicles roll over from 5 to 11½ times more often than passenger cars. Of the utility vehicles in the five-state analysis involved in all types of

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Utility Vehicles Found Hazardous On Highways (Cont'd from page 1)

crashes, 5.6 to 12.7 percent reportedly rolled over, compared to 0.7 to 2.2 percent of the passenger cars (see Figure 1). In single-vehicle crashes in the same five states, 36 to 45 percent of the utility vehicles reportedly rolled over, compared to 6 to 14 percent of passenger cars (see Figure 2).

In *fatal* crashes nationwide, the study reported that 29 percent of those involving utility vehicles were roll-overs, compared to about 6 percent of those involving passenger cars.

Occupant Ejection

In a recent study, the National Highway Traffic Safety Administration concluded that occupant ejection is “probably the most dangerous occurrence” during automobile crashes, finding that it increases the chances of serious injury or death “approximately 40-fold.” It noted that occupant ejections occur most often in roll-over crashes (see *Status Report*, Vol. 14, No. 8, May 17, 1979).

The HSRI researchers concluded that “roll-over of utility vehicles is often accompanied by the ejection of one or more occupants.” On the whole, “Occupant ejection more often occurs in utility vehicle crashes than in passenger car crashes,” they said, noting that “15 percent of utility vehicle occupants were ejected in single-vehicle crashes between 1975 and 1977 in Maryland,” while the corresponding figure for passenger cars was one percent. Results from the state of Washington indicated that crashes in which drivers were totally ejected were much more common for the Jeep CJ series than for other utility vehicles and passenger cars. Total driver ejection reportedly occurred in 10 percent of all crashes of Jeep CJ models, in two to four percent of all crashes of four other utility vehicle models studied, and in one percent of all passenger car crashes.

FIGURE 1
 PERCENT OF ALL CRASHES IN WHICH VEHICLE ROLL-OVER
 WAS THE FIRST HARMFUL EVENT —
 PASSENGER CARS AND UTILITY VEHICLES

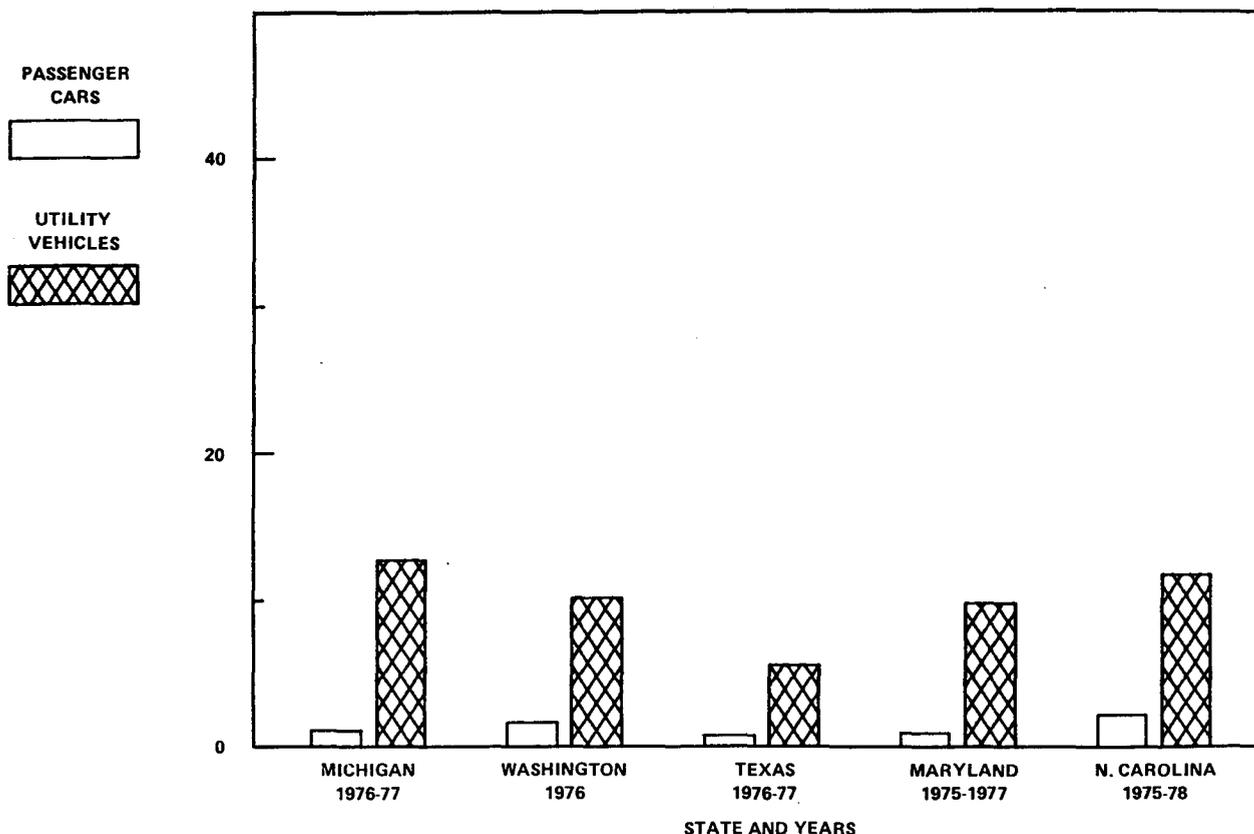
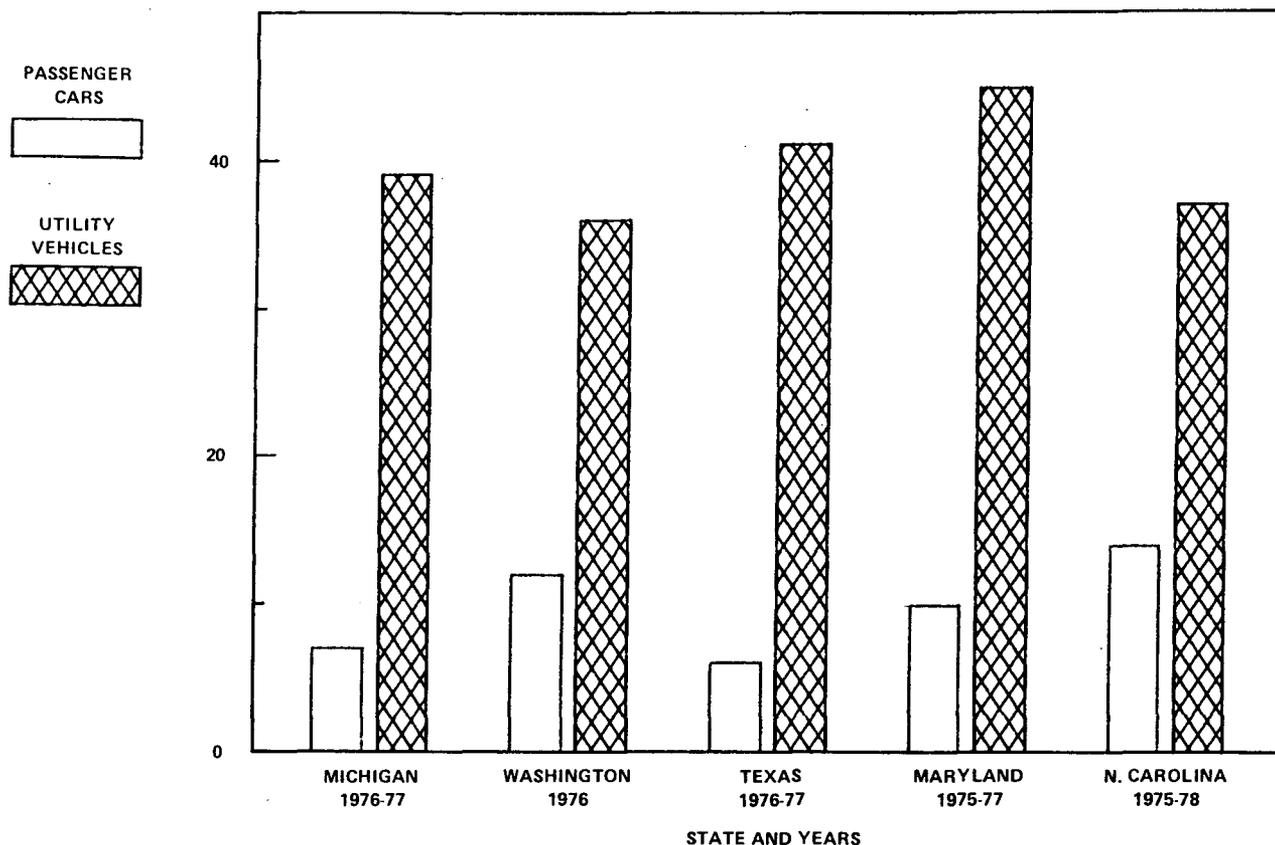


FIGURE 2
 PERCENT OF **SINGLE-VEHICLE** CRASHES IN WHICH
 VEHICLE ROLL-OVER WAS THE FIRST HARMFUL EVENT —
 PASSENGER CARS AND UTILITY VEHICLES



Limited copies of "On-Road Crash Experience of Utility Vehicles," by Snyder, McDole, Ladd, and Minahan, are available. They may be obtained by writing to the Insurance Institute for Highway Safety, Watergate 600, Washington, D.C. 20037.

Goldschmidt Says Safety Programs Won't Be Cut

Secretary of Transportation Neil Goldschmidt has told Congress that the department's budget axe will not fall on safety programs.

Yet, as a result of program cutbacks in this fiscal year, some federal-aid highway construction projects have been suspended throughout the country. Because the states must decide where available funds will be spent, there probably will be some adverse impact on safety spending for spot improvements, a Transportation Department spokesman told *Status Report*.

Spending under the federal-aid highway program during fiscal year 1980 has been reduced from \$8.85 billion in total obligations to \$7.7 billion. The projected program level for highway construction during fiscal 1981 (beginning Oct. 1, 1980) will be set at \$8.5 billion.

No program cutbacks were announced for the National Highway Traffic Safety Administration, although some savings are expected through reductions in operating costs and a hiring freeze.

Safety Board Says Rulemaking Process Has Improved

Federal rulemaking for motor vehicle safety has greatly improved since 1977, the National Transportation Safety Board (NTSB) has concluded, but “significant improvement” can yet be made.

This judgment was made in an evaluation of the effectiveness of the rulemaking process in the National Highway Traffic Safety Administration (NHTSA). The report deals not only with general observations on current rulemaking, but also examines specific actions taken in developing the heavy vehicle air brake systems standard (FMVSS 121) and the automatic restraint standard (FMVSS 208).

Five-Year Plan Important

The NTSB pointed out that development of NHTSA’s Five-Year Rulemaking Plan has played an important part in improvement of rulemaking procedures. Among the criticisms expressed of the agency were these:

- In the early stages of rulemaking, NHTSA failed to adequately define the “precise nature and magnitude” of the problems it was addressing.
- The agency did not consider “all significant and practicable alternative approaches” in addressing those problems.
- NHTSA limited research and development to demonstrating that a technological solution is “feasible,” leaving further research to industry.
- There was inadequate attention and allocation of resources to a coordinated evaluation program of a standard’s effectiveness.

In analyzing FMVSS 208 rulemaking, the NTSB observed that the rule “has been an innovative standard in its attempt to establish criteria which directly relate vehicle performance to crash forces on the human body,” but the board charged that the standard was initially drafted without adequate supporting data and said that NHTSA has not “until recently, seriously considered technological alternatives to the air bag, particularly passive belts.”

Critical of Braking Standard

As for the FMVSS 121 standard, key portions of which have been invalidated by the courts and rescinded by the agency, the NTSB charged that NHTSA did not conduct research and data analysis “to adequately define and document the types and causes of accidents the standard was intended to reduce.” Further, the board said NHTSA did not develop an adequate plan for evaluating the effectiveness of the standard.

NTSB Chairman James B. King filed a concurring statement on the FMVSS 121 study that took a somewhat different tack. He said the standard “was adequately defined at the time the original notices were issued,” and cited the known factors of a disproportionate share of deaths and injuries borne by occupants of smaller vehicles in collisions with trucks, the longer truck stopping distances, and the lagging of truck braking technology.

Single copies of the board’s report, “Safety Effectiveness Evaluation of the National Highway Traffic Safety Administration’s Rulemaking Process,” may be obtained without charge from Publications Branch, National Transportation Safety Board, Washington, D.C. 20594. Multiple copies are available for purchase from the National Technical Information Service, U.S. Department of Commerce, Springfield, Va. 22161.

Helmetless Motorcyclists Triple Fatal Head Injury Risks

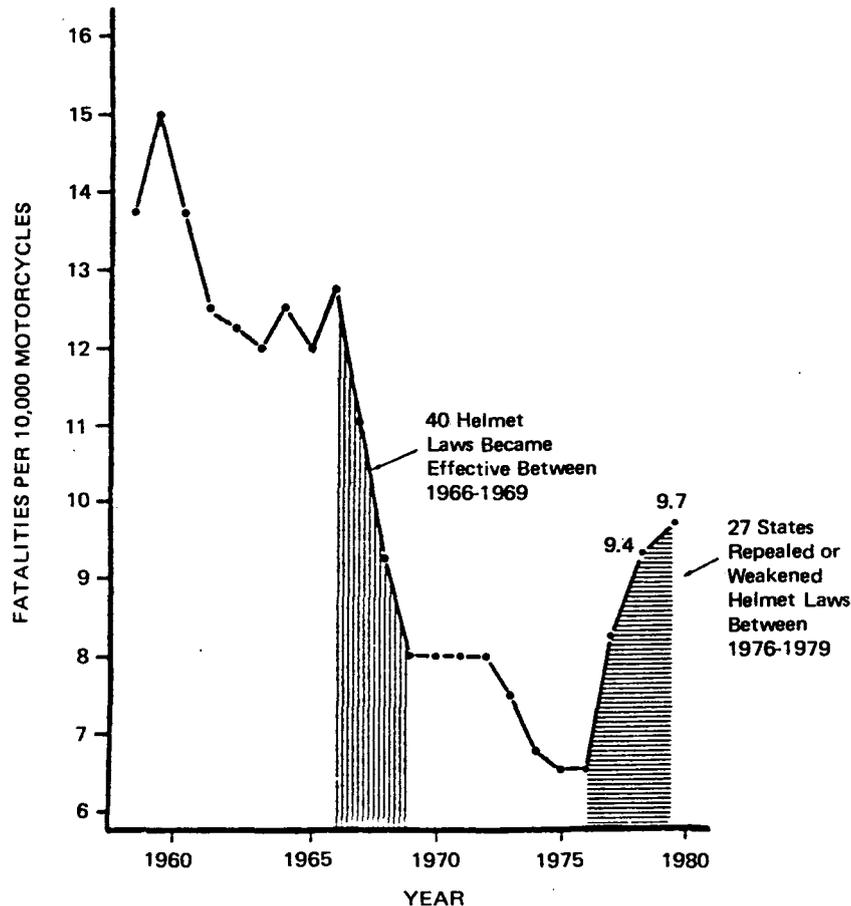
Motorcyclists who choose not to wear helmets are twice as likely to incur head injuries and at least three times more likely to die of head injuries than helmeted riders, the National Highway Traffic Safety Administration (NHTSA) has reported to Congress.

In its report examining the effects of helmet law repeals, NHTSA said that 27 states have either repealed or substantially weakened helmet use laws. One consequence, NHTSA said, was a 46 percent jump in total motorcycle deaths, from 3,132 in 1976 to 4,850 in 1979. Critics of helmet use laws had argued that part of the increase was due to increased use of motorcycles, yet NHTSA said motorcycle sales and registrations remained virtually level during that time.

Beginning in 1967 and until 1976, a federal highway safety standard required that all states enact and enforce mandatory motorcycle helmet laws. California, Utah, and Illinois were the only states that failed to comply. In 1976, with little opposition from the Department of Transportation, the U.S. Congress passed a law revoking federal sanctions against states not complying with the helmet standard. Now that same agency has put the blame for the rise in motorcycle deaths squarely upon that 1976 decision. (See *Status Report*, Vol. 10, No. 21, Dec. 23, 1975.)

(Cont'd next page)

MOTORCYCLE FATALITIES PER 10,000 MOTORCYCLES
1958-1979



Helmetless Motorcyclists Triple Fatal Head Injury Risks (Cont'd from page 5)

“A number of states have interpreted the 1976 [repeal of authority] as a statement by the Congress,” the report stated, “that helmet use is not important.” The current NHTSA report was requested by the 1978 Surface Transportation Act because some legislators had become alarmed by the rapid rise in motorcycle deaths.

Joan Claybrook, NHTSA administrator, explained, “This report makes it clear that many thousands of needless deaths and disabling head injuries have resulted because of the repeal of the helmet laws. We believe that each state should retain or re-enact such use laws.”

A study supported by the Institute showed that in states where helmet laws had either been abolished or substantially weakened (by requiring that only riders under 18 wear helmets), there has been a typical 40 percent rise in motorcycle fatalities. (See *Status Report*, Vol. 14, No. 18, Dec. 21, 1979.)

Helmet Laws Achieve Universal Helmet Use

In studies conducted under contract with NHTSA and various states, the data revealed that helmet use laws were effective in attaining nearly universal usage rates because of the ease with which the law could be enforced. Such laws are far more effective and less costly, NHTSA said, than educational programs which have had only marginal success in getting cyclists to wear helmets.

In states where helmet laws have been repealed or weakened, NHTSA said that helmet use has declined from nearly 100 percent to between 50 and 60 percent. Significantly, the agency found that the helmet use rate was lower for crash-involved riders, and strikingly low for cyclists who were fatally injured in crashes. That finding prompted NHTSA to speculate that riders who don't wear helmets may be more inclined to take risks than those who do, thus increasing the likelihood of being crash-involved.

NHTSA was particularly concerned about the low rate of helmet use by young motorcyclists “resulting from their failure to appreciate the potential consequences of not wearing a helmet.”

A University of California study (whose preliminary results were published last spring), involving 899 motorcycle crashes and analysis of 3,600 crash reports involving motorcycles in Los Angeles, also showed that the “use of a safety helmet is the single critical factor in the prevention or reduction of head injury.” (See *Status Report*, Vol. 14, No. 10, June 21, 1979.)

Observations revealed that approximately 50 percent of the motorcyclists in traffic wore safety helmets and 40 percent of those who were involved in crashes were wearing helmets at the time of the crash. Only 23 percent of the riders fatally injured were wearing helmets and only one helmeted rider died of head injuries. California has never had a helmet law.

That study, among others, discounted arguments used by anti-helmet law proponents concerning the effectiveness of helmets in crashes. Among those arguments were these:

- ***Helmets reduce peripheral vision and thus contribute to crash risk.*** Investigations showed that more than three-fourths of all crash hazards were within 45 degrees of either side or straight ahead, NHTSA reported. Actual measurements of peripheral vision found that full coverage helmets, representing approximately 95 percent of current helmet sales, restrict the field of view by less than 3 percent.

- ***Helmets make it difficult for cyclists to hear.*** Both measurements and actual crash investigations revealed that helmet use did not lower the cyclists' ability to distinguish critical traffic sounds, the report said.

- ***Helmets can contribute to neck injuries.*** Studies conducted in Nebraska, California, and Canada revealed that neck injuries occur in less than 2 percent of all motorcycle crashes, NHTSA reported. In the

California study, researchers found that neck injuries were associated with head impact and that only four of the 980 head and neck injuries reported were attributed to safety helmets. These involved minor injuries and in each case, NHTSA reported, the helmet prevented far more serious injuries.

● **Helmets are too hot.** NHTSA said that while some helmets are too warm to be comfortable when riding in hot weather on congested city streets, in general, once a rider is moving in normal traffic flow, air circulation does increase, making the helmet more comfortable. Nonetheless, NHTSA said, the relative discomfort of a warm helmet is a small price to pay for the increased safety advantages it offers.

Motorcyclists Not Seen By Drivers

NHTSA said the chief cause of crashes was the failure of motorists to see and recognize motorcycles in traffic. Fifty-one percent of the crashes reviewed in the California study were caused by motorists who did not see the cyclist until it was too late. Some never saw the motorcyclist until after the impact, researchers reported. Crashes occurred most frequently at intersections, where the driver of the striking vehicle turned left into an oncoming motorcyclist.

In other findings, alcohol and drug use by the motorcyclist were cited in 12 percent of all crashes reported, but were involved in 45 percent of all fatal crashes.

Only 55 percent of the crash-involved riders had valid motorcycle operator licenses, the study found. Ninety-two percent had never had formal or professional training on riding motorcycles and more than half of them had less than five months of experience with the motorcycles they were riding, even though the average street riding experience of these riders was almost three years. A total of 41 percent of the motorcycle crashes was attributed to errors made by the cyclist.

NHTSA said that wearing high visibility upper torso garments (such as orange or yellow jackets or vests) appears to be very effective in reducing crash involvement, along with using headlights at all hours.

Unhelmeted Motorcyclists Are Taxpayers' Burden

In its report to Congress on motorcycle safety, the National Highway Traffic Safety Administration (NHTSA) said that lower helmet use rates are resulting in more severe head injuries and longer hospital stays for crash-involved motorcyclists.

The argument that failure to use a helmet results only in harm to the individual is wrong, NHTSA said. In a review of hospital cost data in six states, studies revealed that not only are hospital stays longer for unhelmeted riders, but the cost to taxpayers is significantly higher since many are uninsured.

Out of 71 motorcyclists hospitalized at the Denver General Hospital, only 38 percent were covered by commercial insurance or workmen's compensation. Fifty-nine percent of the unpaid bills were borne by taxpayers.

Another study, conducted at the Maryland Institute for Emergency Medical Services Shock Trauma Center, found that the average cost (not counting doctors' fees) for treatment of motorcycle injuries was just under \$10,000 in fiscal 1977. Of 65 patients studied, 26 (40 percent) did not pay their bills. Between June 1977 and April 1978 the average bill for injured motorcyclists rose to \$11,038. Out of 57 patients admitted, 16 (25 percent) were uninsured. In both years, NHTSA reported, the combined unpaid bills amounted to \$433,200, all of which had to be absorbed by taxpayers.

That estimate was conservative, NHTSA said, because the study did not review costs for patients who were transferred to other hospitals for continued treatment or rehabilitation.

Committee Agrees No One Program Will Bring Safety Belt Use

Compulsory safety belt use in federal vehicle fleets and encouragement for states to adopt child-restraint laws are among suggestions for improving belt use outlined in a report to the Department of Transportation and Congress.

The report, requested by Congress in 1978, was made by a committee convened by the Transportation Research Board of the National Academy of Sciences. No single program is likely to work, the group agreed, adding: "It will take a combination of approaches on many fronts to overcome public apathy or antipathy toward safety belts and to change safety belt behavior so as to increase both the number of safety belt users and the regularity with which belts are used."

Other recommendations made by the committee were these:

- More productive use of federal assistance funds should be made by the states, with more detailed federal guidance.
- Employers should require on-the-job belt use by employees in their commercial vehicle fleets.
- The economic costs of not using safety belts should be identified and publicized.
- Traffic crash injury and death should be recognized as a major public health problem, with the government involving its own health agencies in safety belt programs, as well as encouraging the entire health-care community to participate.

NTSB Warns Of Farm Vehicle Hazards On Highways

Steps should be taken to ensure that farm vehicles have adequate marking and lighting systems to make them conspicuous on the highways, the National Transportation Safety Board (NTSB) has urged. Only 12 states have adopted requirements recommended in the Uniform Vehicle Code for ensuring the visibility of the vehicles, the board said.

The recommendation was prompted by a predawn crash last September 12 in which a van ran into the protruding end of a 15½-foot-wide haying machine on a 24-foot-wide highway in Utah. Seven van occupants died as a result of the crash. An NTSB investigation concluded that an "inadequate" rear lighting system "failed to identify the slow-moving, overwidth windrower, as a hazard to higher speed traffic approaching from the rear."

The board urged that all states adopt Uniform Vehicle Code provisions for proper lighting and marking and that the code include guidelines to ensure that lighting and delineation systems such as reflectors "do not obscure each other." The NTSB characterized the measures needed to make farm vehicles more visible as "relatively simple."

Quoted Without Comment

Automobile designers must expand even more their efforts to promote highway safety. Is there really any reason to design vehicles with an 80 mph operating speed when that is clearly 25 mph over the maximum national speed limit? Couldn't we save energy and possibly enhance safety by developing a vehicle capable of lower speeds but with reserve for passing?

— John S. Hassell, Jr., acting Federal Highway Administrator,
in a speech before an American Society of Civil Engineers
meeting in San Diego, Calif., March 12, 1980.

NHTSA Opposes End Of Mandatory Tire Registration

The federal vehicle safety agency has expressed strong opposition to a move in Congress to end mandatory registration of new tires by tire dealers. Such registration is essential to make necessary recalls effective, the agency said.

A change to a voluntary registration system would be permitted under an amendment to the National Highway Traffic Safety Administration (NHTSA) authorizations bill already approved by the Senate. The authorizations bill has been referred to a Senate-House conference committee in an effort to reconcile differences with the House version of the bill.

In a letter to Rep. James H. Scheuer (D.-N.Y.), chairman of the House consumer subcommittee, NHTSA warned against the Senate-approved plan to allow voluntary tire registration by the individual purchaser. "Our experience with the recent Firestone Radial 500 and TPC tire recall demonstrates better than anything else the effectiveness and the indispensability of the existing tire registration requirements," NHTSA wrote Scheuer.

The NHTSA letter said that "with the single exception of the independent dealers," the current tire registration system has worked well. About 61 percent of all new passenger car tires were registered in 1979, the agency said.

NHTSA disputed charges made by the National Tire Dealers and Retreaders Association that only 20 percent of the new tires sold are now being registered under the current system, excluding sales by company-owned stores and mass merchandisers. The agency also rejected the association's contentions that the mandatory registration system has buried small businessmen under a mass of costly paperwork, and that a voluntary system is preferable.

"The Senate's voluntary tire registration provision is not supported by any reliable data," NHTSA said. "'Real world' experiences of warranty card return data for products comparative to tires in price and potential hazard also show that a voluntary mail-in registration system for tires would produce a far lower registration rate than the existing system."

Haddon Discusses Means Of Preventing Crash Injury

An Israeli medical journal has published a systematic review of the "Options for the Prevention of Motor Vehicle Crash Injury," by William Haddon, Jr., M.D., president of the Insurance Institute for Highway Safety.

The review is an edited version of the keynote address Haddon delivered in January 1979 at a Conference on the Prevention of Motor Vehicle Injury at Ben-Gurion University of the Negev, in Beersheba, Israel. In his address, Haddon discussed means of identifying and classifying opportunities for the reduction of human and economic loss in vehicle crashes, offering specific illustrations of precrash, crash, and postcrash events and influences.

Reprints of the article from the *Israel Journal of Medical Sciences* for January 1980 are available at no charge from the Insurance Institute for Highway Safety, Watergate 600, Washington, D.C. 20037.

Child Restraint Standard Delayed Six Months

A safety standard covering child restraint systems, originally scheduled to become effective June 1, has been postponed for six months by the National Highway Traffic Safety Administration (NHTSA).

Responding to comments on the standard (Federal Motor Vehicle Safety Standard 213), NHTSA explained that delaying the effective date to Jan. 1, 1981, should provide the necessary leadtime for compliance by restraint makers. "Several manufacturers have informed the agency that they are designing new restraints to meet the standard," NHTSA said. "Based on prototypes of those restraints shown to the agency, NHTSA believes that these new restraints may be more convenient to use, less susceptible to misuse, and provide a higher overall level of protection than current restraints."

In the same announcement, NHTSA also made some minor changes in labeling requirements and design standards specified in the rule as announced Dec. 13, 1979. (See *Status Report*, Vol. 14, No. 18, Dec. 21, 1979.)

Lack Of Child Restraints May Be Charged As Parental Neglect

Parents involved in crashes harming unrestrained children under the age of four may face charges of neglect, a Michigan prosecutor has warned.

Ingham County prosecutor Peter Houk said that parents may be prosecuted under existing child-neglect laws if they repeatedly fail to use proper child-restraint systems. Houk said that in 1978 alone, 136 Ingham County children received injuries in auto crashes.

"In an effort to reverse this trend," said Houk, "we will consider the repeated and unwarranted failure of an adult to use proper restraining devices in a vehicle to protect the life or health of a small child, as evidence of neglect of that child's physical care and environment in cases where such failure results in injury to the child."

According to David Shinn, a Michigan Department of State official who heads up the state's model child-safety program, families would be referred to probate court for investigation of negligence, since failure to protect a child in a car may be indicative of neglect.

Such an approach is fairly unusual, Shinn told *Status Report*, but it would "begin to establish clearly, a public definition of negligence," of what could be construed as abusive behavior and establish a basis for prosecution, if that seems appropriate.

In the past, prosecutors have been reluctant to charge parents with negligent homicide in crashes where children were riding unrestrained and the parent was obviously at fault. The reluctance stemmed from the thought that "parents suffer enough" when a child dies. However, there has been a shift in opinion, Shinn said, and several county prosecutors are considering following Houk's example.

Legislation Considered

Currently, the Michigan state senate is considering S. 394, a bill that would provide an income-tax credit for parents who purchase child restraints. Still pending before the senate committee on transportation and tourist industries is a bill that would eventually require that all children weighing under 40 pounds be restrained in approved child-restraint systems when riding in vehicles.

At the local level, Shinn says community groups have organized to generate support for requiring day care centers, camps and other institutions to use restraints when transporting infants and toddlers. Eventually, Shinn said, the groups hope to pressure school districts to require the use of seat belts by children on school buses as well.

"It boils down," Shin said, "to developing societal support for providing protection for children in cars." According to a survey done by Michigan volunteers, the problem is not unrelated to socio-economic status. Overall, very few Michigan children are properly restrained when traveling in cars. Based on observations made in five cities, proper use of restraints among children less than 16 years old ranged from a high of 9 percent in Midland, to a low of 2 percent in Muskegon, a relatively depressed area.

(In 1975, the Institute reported observations showing, overall, only 7 percent were properly restrained in vehicles. See *Status Report*, Vol. 10, No. 10, May 12, 1975.)

Tot Drowning Blamed On Faulty Ford Transmission

The Center for Auto Safety has called on Wisconsin's attorney general to charge Ford Motor Co. with reckless homicide in the death of a small child, which the consumer group attributes to a faulty vehicle transmission.

In a letter to Bronson C. LaFollette, Wisconsin attorney general, the Center for Auto Safety's Clarence Ditlow outlined the details of the incident. On April 15, Mrs. Edwin Cannon pulled her 1977 Ford Thunderbird into the family driveway in Hartland, Wis., put the transmission lever in park, and left the car to open the garage door. Her 18-month-old son, Michael, remained in the car, strapped in his child seat.

Before Mrs. Cannon could complete her task, the car suddenly jumped into reverse, Ditlow said, and backed down the driveway, crossed the street, and continued backing into a pond with a 20-foot drop-off. Although Mrs. Cannon ran after the car and struggled to open its door, according to a newspaper account, the pressure of the water against the car door made it impossible to open and she was forced to watch the car as it continued backing into deeper water.

The center charged that Ford had known for at least 10 years that FMX, C-6, C-3, and C-4 automatic transmissions installed on Ford, Mercury, and Lincoln models built between 1964 and 1979 have a tendency to creep from a park position into reverse when the engine is left idling. It wasn't until the National Highway Traffic Safety Administration (NHTSA) launched a major defect investigation in 1977 that Ford changed the transmission design, Ditlow said. Ford began installing an improved transmission in its cars beginning with the 1980 model year.

Prior to the Cannon death, the Center for Auto Safety, in conjunction with *Mother Jones*, an investigative publication, filed a petition with NHTSA asking the agency to make a decision on the two-and-a-half-year case. Since the investigation began, Ditlow said, there have been an estimated 3,700 accidents linked to the alleged defect and 34 more people have died.

Correction

In the April 15, 1980, issue of *Status Report* (Vol. 15, No. 6), a Bureau of Motor Carrier Safety regulation concerning maintenance of hours-of-service work logs was cited incorrectly. Under the bureau's regulation, any commercial driver who fails to produce on request current logs containing hours of service for the preceding seven days will be prohibited from driving a commercial vehicle for eight consecutive *hours*, not days, as was reported.

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