

cc s.) Three preliminary prototypes delivered to NHTSA early in 1972 included high-priority crashworthiness design features. Final prototypes will include nonoperating safety features as well.

Germany, Japan, England, and Italy have designed and built prototypes for a smaller, 2,000-pound, experimental, safety family sedan under an international cooperative agreement with DOT. Each country is conducting its own program generally patterned after U.S. ESV performance specifications. Germany and Japan are expected to incorporate a minimum number of nonoperating safety features in their respective prototypes. England and Italy probably will not include any at all.

Experiments with safety car prototypes will evaluate specified safety-performance characteristics, including nonoperating safety features. Those characteristics found to be effective eventually will be developed and established as Federal Motor Vehicle Safety Standards.

2. The Safety Board believes that a considerable reduction in nonoperating injuries might be achieved with a relatively simple engineering effort. Such a possibility might be better pursued by voluntary methods rather than by mandatory standards since reducing injuries has lower priority than preventing fatalities. Vehicle manufacturers could be encouraged to undertake a study of nonoperating hazards and design changes which might prevent them.

3. Nonoperating hazards cannot be identified or classified from existing statistics since there is no comprehensive data-collecting system for accidents and injuries connected with nonoperating motor vehicles.

4. We conclude that cooperative use of the National Electronic Injury Surveillance System (NEISS) is needed to establish a data bank to record the frequency and severity of nonoperating injuries for use in the development of countermeasures.

IV. RECOMMENDATIONS

Consumer Information

Since January 1, 1970 auto manufacturers have been providing prospective buyers with safety information on stopping distance, acceleration and passing ability, and tire reserve load of their respective products. This information is required by Federal Motor Vehicle Safety Regulations on Consumer Information under the 1966 National Traffic and Motor Vehicle Safety Act (sections 112 (d) and 119). The purpose of requiring such information is to enable prospective buyers to compare safety features of different cars. No consumer information has been required on nonoperating safety features to date.

III. Conclusions

1. Estimates of the Health Interview Survey indicate that a relatively large number of painful and often disabling injuries result from nonoperating motor vehicle accidents in proportion to number of traffic accident injuries.

The National Transportation Safety Board recommends that:

1. The Secretary of the Department of Transportation consider interagency negotiations with the U.S. Department of Health, Education and Welfare (HEW) to consider the use of HEW's National Electronic Injury Surveillance System (NEISS) to provide DOT with computer-collected information on nonoperating motor vehicle accidents and injuries. This should be treated as a trial effort which may be expanded to cover injuries sustained in all modes of transportation.

2. The National Highway Traffic Safety Administration:

- a. Initiate a study to identify nonoperating hazards;
- b. Publish consumer information on nonoperating hazards which could be eliminated or reduced; and
- c. Develop technical corrections through the Experimental Safety Vehicle Program by encouraging contractors to include nonoperating safety features in their prototypes.