

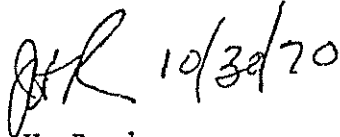
These observations indicate that the forms of protection offered by the options differ as to human body types protected or as to the scope of various types of crash impact. This fact, however, can be determined only by close study of the internal language of the standard, from a technically informed point of view. In addition, it appears that some potentially harmful side effects of devices which could be approved by the standard are not controlled. For example, air bags may cause unevaluated trajectories of children, or may affect hearing. These matters are not controlled by tests.

The Board believes that these differences in assured coverage of the different options will produce significant differences in the value of the protection available in different automobiles which meet the standard. These differences could be a basis for consumer choice. Such choice will be practical if the differences in protection are described to the consumer in simple terms.

The National Transportation Safety Board recommends that:

② "The issuance of the proposed new Standard 208 for Occupant Crash Protection be accompanied by a clear statement of the protection assured by each option and sub-part of an option in terms of human body type, and various types of crash impact covered. Alternatively, an additional consumer information document should be initiated immediately to make clear to the prospective purchaser the various forms, grades, or classes of protection offered. The issuance of the final standard should also be accompanied by a statement concerning the existence of any harmful side effects of the various devices which meet the standard."

Sincerely,


John H. Reed
Chairman

cc: NC-1(2), NM-2, NM-3, NM-4, NM-5, NE-1,
NG-1, NC-5, NP-1, NE-51, NE-515, NS-1, NS-2,
NS-10, Mudrowsky:alw:NS-10:10/29/70
NOTATION No. 522-A, Approved by the Board 10/28/70