

Public Law 91-265

AN ACT

May 22, 1970
[H. R. 10105]

To amend the National Traffic and Motor Vehicle Safety Act of 1966 to authorize appropriations for fiscal years 1970, 1971, and 1972, and for other purposes.

National Traffic
and Motor Vehicle
Safety Act of 1966,
amendments,
80 Stat. 728.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 121 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1409) is amended by adding at the end thereof the following new subsection:

“(c) There is authorized to be appropriated for the purposes of carrying out this Act, other than title III, not to exceed \$23,000,000 for the fiscal year 1970, \$40,000,000 for the fiscal year 1971, and \$40,000,000 for the fiscal year 1972.”

80 Stat. 718.

“Motor vehicle
equipment.”

SEC. 2. Section 102(4) of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1391(4)) is amended to read as follows:

“(4) ‘Motor vehicle equipment’ means any system, part, or component of a motor vehicle as originally manufactured or any similar part or component manufactured or sold for replacement or improvement of such system, part, or component or as any accessory, or addition to the motor vehicle, and any device, article, or apparel not a system, part, or component of a motor vehicle (other than medicines, or eyeglasses prescribed by a physician or other duly licensed practitioner), which is manufactured, sold, delivered, offered, or intended for use exclusively to safeguard motor vehicles, drivers, passengers, and other highway users from risk of accident, injury, or death.”

Performance
data; original
purchaser.
80 Stat. 725.

SEC. 3. The second sentence of subsection (d) of section 112 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1401) is amended to read as follows: “The Secretary is authorized to require the manufacturer to give such notification of such performance and technical data as the Secretary determines necessary to carry out the purposes of this Act in the following manner—

“(1) to each prospective purchaser of a motor vehicle or item of equipment before its first sale for purposes other than resale at each location where any such manufacturer’s vehicles or items of motor vehicle equipment are offered for sale by a person with whom such manufacturer has a contractual, proprietary, or other legal relationship in a manner determined by the Secretary to be appropriate which may include, but is not limited to, printed matter (A) available for retention by such prospective purchaser and (B) sent by mail to such prospective purchaser upon his request; and

“(2) to the first person who purchases a motor vehicle or item of equipment for purposes other than resale, at the time of such purchase, in printed matter placed in the motor vehicle or attached to or accompanying the item of motor vehicle equipment.”

SEC. 4. (a) Section 113(a) of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1402) is amended by inserting immediately after “Every manufacturer of motor vehicles” the following: “or tires”.

(b) The first sentence of subsection (d) of section 113 of such Act is amended by inserting immediately after “Every manufacturer of motor vehicles” the following: “or tires”.

(c) Section 113 of such Act is further amended by adding at the end thereof the following:

Recordkeeping.

“(f) Every manufacturer of motor vehicles or tires shall maintain records of the names and addresses of the first purchaser (other than a dealer or distributor) of motor vehicles or tires produced by that manufacturer. The Secretary may establish, by order, procedures

to be followed by manufacturers in establishing and maintaining such records, including procedures to be followed by distributors and dealers to assist manufacturers to secure the information required by this subsection which will not affect the obligation of manufacturers under this subsection. Such procedures shall be reasonable for the particular type of motor vehicle or type of tires for which they are prescribed. With respect to a tire marketed under a brand name not owned by the manufacturer of the tire, the brand name owner shall maintain the records otherwise required of the manufacturer by this subsection, and shall give any notification required by this section of the manufacturer whenever he is furnished such a notification by the manufacturer, and for the purposes of section 112(c) of this Act, such brand name owner shall be deemed a manufacturer.

“(g) For the purpose of this section the term ‘manufacturer of tires’ includes, in the case of retreaded tires, the retreader.”

(d) The amendment made by subsection (b) of this section shall take effect on the date of enactment of this Act. The amendments made by subsections (a) and (c) of this section shall take effect on the one hundred and eightieth day after the date of enactment of this Act unless the Secretary of Transportation finds, for good cause shown, that a later effective date is in the public interest and publishes his reasons for such finding, except that such later effective date shall not be more than one year after the date of enactment of this Act.

SEC. 5. Subsection (a) of section 120 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1408) is amended by striking out “and (6)” and inserting in lieu thereof the following: “(6) a statement of enforcement actions including judicial decisions, settlements, or pending litigation during such year; and (7)”.

SEC. 6. Title II of the National Traffic and Motor Vehicle Safety Act of 1966 is amended by adding at the end thereof the following new section:

“SEC. 206. The Secretary shall, not later than one year after the date of enactment of this section, establish safety standards under title I of this Act setting limits on the age of tire carcasses which can be retreaded. Such standards shall establish varying age limits for such carcasses based on the extent to which the carcass was designed and constructed to be retreaded, the rate of deterioration of the materials in such tire, and such other factors as he determines necessary to carry out the purposes of this Act.”

SEC. 7. Title III of the National Traffic and Motor Vehicle Safety Act of 1966 is amended to read as follows:

“TITLE III—RESEARCH AND TEST FACILITIES

“SEC. 301. (a) The Secretary of Transportation is authorized to plan, design, and construct (including the alteration of existing facilities) facilities suitable to conduct research, development, and compliance and other testing in traffic safety (including highway safety and motor vehicle safety), except that no appropriation shall be made for any such planning, designing, or construction involving an expenditure in excess of \$100,000 if such planning, designing, or construction has not been approved by resolutions adopted in substantially the same form by the Committees on Interstate and Foreign Commerce and on Public Works of the House of Representatives, and by the Committees on Commerce and on Public Works of the Senate. For the purpose of securing consideration of such approval the Secretary shall transmit to Congress a prospectus of the proposed facility including (but not limited to)—

“(1) a brief description of the facility to be planned, designed, or constructed;

80 Stat. 725.
15 USC 1401.
“Manufacturer of
tires.”
Effective dates.

80 Stat. 728.

15 USC 1421-
1425.

Retreaded tires.

15 USC 1381
note.

Prospectus,
transmittal to
Congress.

"(2) the location of the facility, and an estimate of the maximum cost of the facility;

"(3) a statement of those agencies, private and public, which will use such facility, together with the contribution to be made by each such agency toward the cost of such facility; and

"(4) a statement of justification of the need for such facility.

"(b) The estimated maximum cost of any facility approved under this section as set forth in the prospectus may be increased by the amount equal to the percentage increase, if any, as determined by the Secretary, in construction costs, from the date of the transmittal of such prospectus to Congress, but in no event shall the increase authorized by this subsection exceed 10 per centum of such estimated maximum cost."

SEC. 8. (a) The Secretary of Transportation (hereinafter referred to as the "Secretary") is hereby authorized to prepare and to submit to the Congress no later than January 1, 1971, a report on the extent, causes and means of prevention of agricultural tractor accidents on both public roads and farms. In addition to such other information as he deems appropriate, the Secretary shall include in the report—

(1) an estimate, based on the best statistical information available, of the number of deaths and injuries resulting annually from agricultural tractor accidents;

(2) an identification of the primary causes of agricultural tractor accidents, including consideration of the hazards most likely to cause death or injury; and

(3) specific recommendations on means of preventing the occurrence of, and reducing the severity of injuries resulting from, agricultural tractor accidents, including such legislative proposals as the Secretary determines are needed.

(b) In formulating the recommendations to be submitted to the Congress, the Secretary shall give careful consideration to the advisability of establishing uniform Federal safety standards in the design and manufacture of all agricultural tractors sold in interstate commerce, requiring the installation on such tractors of safety devices, and providing assistance to the States in developing accurate reporting procedures for accidents involving such tractors.

(c) In order to facilitate the prompt completion of this report, officials of other Federal departments or agencies shall make available to the Secretary, upon his request, any data or information in their possession relating to agricultural tractor accidents and shall otherwise provide assistance.

Approved May 22, 1970.

Agricultural tractor accidents.
Report to Congress.

May 22, 1970
[S. 1458]

Public Law 91-266

AN ACT

To prohibit the business of debt adjusting in the District of Columbia except as an incident to the lawful practice of law or as an activity engaged in by a nonprofit corporation or association.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, as used in this Act, the term—

(1) "Debt adjusting" means an activity, whether referred to by the term "budget counseling", "budget planning", "budget service", "credit advising", "debt adjusting", "debt counseling", "debt help", "financial adjusting", "financial arranging", "prorating", or some other term of

D. C.
Debt adjustment,
prohibition.
"Debt adjusting."