

APPENDIX L

RESOLUTION  
OF  
THE NATIONAL MOTOR VEHICLE SAFETY ADVISORY COUNCIL

November 14, 1974

A Resolution of the  
National Motor Vehicle Safety Advisory Council  
(A body advisory to the Secretary of Transportation)

November 14, 1974

Whereas, analysis of the cost/benefits of revising standard 208 to require passive restraints has produced limited field evidence of the life saving value of passive restraints, including air bags; and

Whereas, the analysis indicates that mathematical projection and tests with dummies do not predict with sufficient accuracy the potential value of these restraints in actual use; and

Whereas, there is likelihood that indignation over installation of passive restraints may eventually result in public pressure for the removal of such restraints after huge investment is made in them, as in the case of the seat belt interlock; and

Whereas, the mandated addition of yet another costly feature to new automobiles would be a financial hardship to the American consumer who must depend on automobiles for transportation; therefore be it

RESOLVED, that this Council recommends that the Secretary make a concerted effort to come to an agreement with industry on a plan that would result in increased passive restraint usage on the road **and defer** a call for rulemaking with respect to passive restraints until such time as further actual experience with them on the highways proves that they will reduce deaths and injuries.