



**GENERAL
PRODUCT DEVELOPMENT
SAFETY PROGRAM LETTER**

NO. 73S-4-S1

DATE April 26, 1971

Corporate Fuel System Integrity Objectives

SUBJECT _____
 DATES: Product Review Meeting April 22, 1971
 SUPERSEDES LETTER: 73S-4 (In Part)
 SUPPLEMENTS LETTER: _____

MARKETING PROTOTYPES
 APPEARANCE AFFECTED
 APPEARANCE NOT AFFECTED
 ENGR PRIORITY _____
 ACTION - RELEASE
 OTHER - SEE BELOW

To maintain product program flexibility to meet potential NHTSA fuel tank integrity requirements and to avoid unnecessary variable cost penalties until a fuel tank integrity standard is promulgated, it has been decided to modify the Corporate fuel tank integrity program approved in Safety Program Letter 73S-4 as follows:

• 30 MPH Movable Rear Barrier Impact

Program Change

Package provision will be provided to meet this requirement on all cars by 1976, but actual hardware will not be added until required by law. (Basic structural changes will be incorporated but add on items such as "flak suits" will not be adopted.)

• Rollover (90°/180°/270° Rotating Spit)

Package provisions for rollover should be included on all cars by 1976 concurrent with changes to meet the 30 MPH rear movable barrier capability. Actual rollover hardware will not be added until required by law.

Therefore, the following fuel tank integrity plan should be implemented:

1. Fuel System Integrity Test Procedures

Model Year	30 MPH		Rollover	
	Front Impact Fixed Barrier	Rear Impact (4000# Movable Barrier) 20 MPH	30 MPH	90°/180°/270° Rotating Spit
1973	All Car Lines	All Car Lines	No Requirement	No Requirement
1974	All Car Lines	All Car Lines	Package Provision In Mustang/Pinto, Cougar Maverick/Comet	Package Provision Mustang/Pinto, Cou Maverick/Comet
1975	All Car Lines	All Car Lines	Package Provision In Torino/Montego Thunderbird/Mark IV	Package Provision Torino/Montego Thunderbird/Mark
1976	All Car Lines	All Car Lines	Package Provision In Ford/Mercury, Lincoln	Package Provision Ford/Mercury, Lincoln
1977			ALL CAR LINES	NOT TO IMPLEMENT. LOW IS CONFIDENTIAL

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2. Fuel Leakage Acceptance Standard

- Maximum fuel loss of one ounce during front or rear crash and one ounce/minute maximum loss after front or rear crash.
- Maximum fuel loss of one ounce per minute during rollover with vehicle in 90°/180°/270° attitudes (test after either a 30 mph fixed barrier front impact or 30 mph movable barrier rear impact).

3. Test Weight

Vehicle curb weight plus 335 pounds (2-50th percentile adult male dummies - SAE J963).

4. Revisions to carburetors to meet the above requirements should be accomplished during planned redesigns if possible. In any event they must be complete by Job 1, 1976.

All affected activities are requested to implement appropriate product programs to meet the fuel system integrity requirements specified above. All car lines will have package provision to meet the full intent of the Corporate objectives by Job #1, 1976.


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