The Commonwealth of Massachusetts

In the Year One Thousand Nine Hundred and Sixty-Four.

RESOLVE ESTABLISHING A SPECIAL COMMISSION TO DRAFT A CODE OF MINIMUM SAFETY STANDARDS FOR THE MANUFACTURE OF MOTOR VEHICLES.

1. Resolved, That an unpaid special commission, to consist of two members of the Senate, three members of the House of Representatives, and Registrar of Motor Vehicles, the Commissioner of Public Safety, and two persons to be appointed by the Governor is hereby authorized and directed to make a thorough study of the safety utility of current motor vehicle design, of devices developed by research and experimental groups, and to evaluate these matters for the purpose of developing a Code of Minimum Safety Standards for the Manufacture of Motor Vehicles to be sold within the Commonwealth of Massachusetts. Said commission shall, not later than December 31, 1964, report to the general court the results of its study, together with legislative recommendations drawn up as a proposed code of minimum safety standards for motor vehicle design and construction.

16. The commission's findings and recommendations shall include, but not be limited to, a consideration of the following motor vehicle design features.

19. 1. Padded head rests to prevent whiplash injury.
20. 2. Design of seat moulded to person's natural pressure distribution.
3. Securely fastened seat cushions.
4. Back rests which can be secured in an upright position, when the back is designed to be lowered for easy access to the back seat.
5. Seats adjustable for height so that drivers of all sizes can have clear forward vision.
6. 180° forward visibility area from driver's seat.
8. Use of only hardened glass, not laminated.
9. Constant radius of curvature in window glass to avoid distortion.
10. Fuller sweep design of windshield wipers.
11. Rear windshield wipers and defrosters.
12. Ensolite or equivalent padding wherever impact is most frequent — visor, dash, header area and the like.
13. Recessing or removal of all projecting knobs or instrument controls which could be a dangerous point of impact.
15. Ceiling lights recessed.
16. Roof padded on inside to protect against head injuries.
17. Rollover strength in roof.
18. Strengthened wall between trunk and rear seat and attachments to secure trunk contents so that objects carried there will not become "missiles" into the passenger compartment in the event of collision.
20. Fuel monitor light to indicate dangerously low fuel level.
21. Illumination of dash instruments at night by red light of appropriate level of intensity to protect the driver's night vision.
22. Dark painted dashboards to reduce glare and reflections.
23. Automatic light dimmer switch (similar to autronic eye).
24. Shape coding of knobs and handles so they can be distinguished by feel.
25. Hydraulic steering.
26. Stand-by mechanical steering system on vehicles having power steering.
27. Fail-safe braking system, involving two separate, independent braking systems for front and rear wheels.

28. Telescoping steering shafts.

29. Deep-dish steering wheels with appropriate energy absorbing design.

30. Standardization of shift lever patterns on both automatic and manual shift mechanisms.

31. Exhaust pipe positioned so carbon-monoxide fumes are not exhausted under or drawn under car.


33. Air intake to passenger compartment near top of car, (carbon-monoxide avoidance).

34. Passenger compartment air exhaust near top of car.

35. Engineering of cars and trucks so that no interference exists in driving actions, as brake and accelerator too close or wheel too close to body.

36. Rigid bumper backup plate with energy absorbing material between it and the bumper.

37. Complete wraparound bumpers rigidly attached to frame and having energy absorbing padding.

38. Use of steel of adequate strength for the body of vehicles, reinforced with adequate framework, so that vehicles will not so readily collapse or fold up in collision.

39. Recessed door handles.

40. Colored rear light indicator when foot leaves gas pedal.

41. Bumpers shaped smoothly.

42. Rounded hood to protect pedestrians.

43. No headlight shades or sharp hood ornaments, (pedestrian protection).

44. Light under the car to silhouette at night for easy visibility.

45. Improved front suspension systems designed to keep wear to a minimum and development of lubricants which will not wash away or run out, further increasing wear and metal fatigue.

Said commission shall be provided with quarters in the State House or elsewhere, may hold public hearings, and invite individuals to testify and shall have the power to employ
98 such consultants and professional and research organizations
99 as may be necessary and to incur such expenses as may be
100 necessary for carrying out the purpose of this resolve.