

review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

List of Subjects

49 CFR Part 571

Imports, Motor vehicle safety, Reporting and recordkeeping requirements, Tires.

49 CFR Part 586

Reporting and recordkeeping requirements.

■ In consideration of the foregoing, NHTSA is amending 49 CFR part 571 and revising part 586 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

■ 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

■ 2. In § 571.214, paragraphs S3(b), (c), (d), and (f) are revised to read as follows:

§ 571.214 Standard No. 214; Side impact protection.

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S3 *Requirements.* (a) * * *

(b) When tested under the conditions of S6, each passenger car manufactured on or after September 1, 1996, shall meet the requirements of S5.1, S5.2, and S5.3 in a 53 ± 1.0 km/h impact in which the car is struck on either side by a moving deformable barrier. 49 CFR part 572, subpart F test dummies are placed in front and rear outboard seating position on the struck side of the car. However, the rear seat requirements do not apply to passenger cars with a wheelbase greater than 3,300 mm, or to passenger cars that have rear seating areas that are so small that 49 CFR part 572, subpart F test dummies cannot be accommodated according to the positioning procedure specified in S7.

(c) [Reserved].

(d) [Reserved].

(e) * * *

(f) When tested according to the conditions of S6, each multipurpose passenger vehicle, truck, and bus manufactured on or after September 1, 1998, shall meet the requirements of S5.1, S5.2, and S5.3 in a 53 ± 1.0 km/h impact in which the vehicle is struck on either side by a moving deformable barrier. A 49 CFR part 572, subpart F test dummy is placed in the front outboard seating position on the struck side of the vehicle, and if the vehicle is equipped with rear seats, then another 49 CFR part 572, subpart F test

dummy is placed in the outboard seating position of the second seat on the struck side of the vehicle. However, the second seat requirements do not apply to side-facing seats or to vehicles that are so small that the 49 CFR part 572, subpart F test dummy cannot be accommodated according to the procedure specified in S7.

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■ 3. In § 571.301, paragraphs S6.2, S6.3, S7.1.6(b), S7.2, and S7.3 are revised, paragraph S8 is added, and Figure 3 is added following Figure 2, to read as follows:

§ 571.301 Standard No. 301; Fuel system integrity.

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S6.2 *Rear moving barrier crash.* (a) *Vehicles manufactured before September 1, 2006.* When the vehicle is impacted from the rear by the barrier specified in S7.3(a) of this standard moving at 48 km/h, with 50th percentile test dummies as specified in part 572 of this chapter at each front outboard designated seating position, under the applicable conditions of S7, fuel spillage must not exceed the limits of S5.5.

(b) *Vehicles manufactured on or after September 1, 2006.* When the vehicle is impacted from the rear by a moving deformable barrier 80 ± 1.0 km/h with a 70 percent overlap, with 50th percentile test dummies as specified in part 572 of this chapter at each front outboard designated seating position, under the applicable conditions of S7, fuel spillage must not exceed the limits of S5.5.

S6.3 *Side moving barrier crash.* (a) *Vehicles manufactured before September 1, 2004.* When the vehicle is impacted laterally on either side by a barrier moving at 32 km/h with 50th percentile test dummies as specified in part 572 of this chapter at positions required for testing to Standard No. 208 (49 CFR 571.208), under the applicable conditions of S7, fuel spillage must not exceed the limits of S5.5.

(b) *Vehicles manufactured on or after September 1, 2004.* When the vehicle is impacted laterally on either side by a moving deformable barrier at 53 ± 1.0 km/h with 49 CFR part 572, subpart F test dummies at positions required for testing by S3(b) of Standard No. 214, under the applicable conditions of S7 of this standard, fuel spillage shall not exceed the limits of S5.5 of this standard.

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S7.1.6 * * *

(a) * * *

(b) Except as specified in S7.1.1, a multipurpose passenger vehicle, truck,

or bus with a GVWR of 4,536 kg or less is loaded to its unloaded vehicle weight, plus the necessary test dummies as specified in S6, plus 136 kg or its rated cargo and luggage capacity weight, whichever is less, secured in the load carrying area and distributed as nearly as possible in proportion to its GAWR. For the purpose of this standard, unloaded vehicle weight does not include the weight of work-performing accessories. Each dummy is restrained only by means that are installed in the vehicle for protection at its seating position.

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S7.2 *Side moving barrier test conditions.* (a) *Vehicles manufactured before September 1, 2004.* The side moving barrier crash test conditions are those specified in S8.2 of Standard No. 208 (49 CFR 571.208).

(b) *Vehicles manufactured on or after September 1, 2004.* The side moving deformable barrier crash test conditions are those specified in S6 and S7 of Standard No. 214 (49 CFR 571.214).

S7.3 *Rear moving barrier test conditions.* (a) *Vehicles manufactured before September 1, 2006.* The rear moving barrier test conditions are those specified in S8.2 of Standard No. 208 (49 CFR 571.208), except for the positioning of the barrier and the vehicle. The barrier and test vehicle are positioned so that at impact—

(1) The vehicle is at rest in its normal attitude;

(2) The barrier is traveling at 48 km/h with its face perpendicular to the longitudinal centerline of the vehicle; and

(3) A vertical plane through the geometric center of the barrier impact surface and perpendicular to that surface coincides with the longitudinal centerline of the vehicle.

(b) *Vehicles manufactured on or after September 1, 2006.* The rear moving deformable barrier is the same as that shown in Figure 2 of Standard No. 214 (49 CFR 571.214) and specified in 49 CFR part 587, except as otherwise specified in paragraph S7.3 (b). The barrier and test vehicle are positioned so that at impact—

(1) The vehicle is stationary;

(2) The deformable face of the barrier is mounted on the barrier 50 mm (2 inches) lower than the height from the ground specified in Figure 2 of Standard No. 214 (49 CFR 571.214) (All dimensions from the ground in Figure 2, Front View should be reduced by 50 mm (2 inches.));

(3) The barrier is traveling 80 ± 1.0 km/h; and

(4) The barrier impacts the test vehicle with the longitudinal centerline