

PROPOSED RULES

National Highway Traffic Safety  
Administration

[49 CFR Part 571]

[Docket No. 73-10; Notice 1]

**MOTOR VEHICLE SAFETY STANDARDS**

**Advance Notice of Proposed Standard on  
Rollover Resistance**

This is an advance notice of a proposed motor vehicle safety standard on resistance to rollover. It is issued to gather information to be used in developing a standard, and to give notice to the interested public that work is in process in this area. No rule will be issued on this subject without further notice of proposed rulemaking and opportunity to comment.

The NHTSA is considering the issuance of a safety standard that would specify minimum performance requirements for the resistance of vehicles to rollover in simulations of extreme driving conditions encountered in attempting to avoid accidents. At this time the agency is primarily concerned with vehicle rollover tendencies on smooth, dry pavement. Test maneuvers might, for example, include step and sinusoidal steering inputs and momentary application and locking of the brakes while the vehicle is responding to a steering input. In order to meet the need for motor vehicle safety and the statutory requirements of objectivity, such a standard should minimize the variability of results attributable to driver skill and other human factors. It should also not force a degradation in other areas of vehicle handling, such as road holding on rough pavement.

The use of automatic controllers to apply predetermined control inputs to a test vehicle has been demonstrated to be technologically feasible. Further information is needed, however, to form the basis for regulatory decisions concerning their use. Information is specifically requested in the following areas:

The cost and practicability of tests using automatic controllers.

The possibility of using, and designs for, simplified controllers, or of using specified test-driver inputs with suitable constraints to insure repeatability.

The relationship of controller tests to actual driver behavior and capabilities.

The usefulness of smooth, dry pavement testing in determination of actual handling characteristics of vehicles in normal use.

Appropriate test inputs and conditions, and required levels of performance, which would result in the maximum discrimination among vehicles, with respect to rollover tendencies, that is consistent with test repeatability and accuracy.

The NHTSA recognizes that the design and condition of the tires and of the skid surfaces play a critical role in any test of vehicle handling. Comments are requested on the best methods of normalizing the tire-surface interface parameters in handling response tests, and reducing the effect of tire wear on test repeatability. Comments are also requested on methods of producing test surfaces with uniform skid numbers, and methods for

extrapolating test results on a given surface to a standardized surface.

An important general subject for comment is the costs and benefits associated with various types and levels of vehicle requirements, both in terms of testing expense and of vehicle design and production costs. Other subjects on which information is needed are the research planned or in progress in the private sector, suggested areas appropriate for federally sponsored research, the requirements that would be appropriate for multipurpose passenger vehicles, trucks, and buses, and the use of safety equipment such as outriggers in testing. Finally, the NHTSA seeks information on the effective dates, specifically the earliest feasible effective dates, by which compliance to performance requirements can be achieved.

Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, room 5221, 400 Seventh Street SW., Washington, D.C. 20590. It is requested but not required that 10 copies be submitted. All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered by the Administration. However, the rulemaking action may proceed at any time after that date, and comments received after the closing date and too late for consideration in regard to the action will be treated as suggestions for future rulemaking. The Administration will continue to file relevant material, as it becomes available in the docket after the closing date, and it is recommended that interested persons continue to examine the docket for new material.

**Comment closing date.—August 15, 1973.**

(Sec. 103, 119, Public Law 92-583, 80 Stat. 718, 15 U.S.C. 1992, 1407; delegations of authority at 49 CFR 1.51 and 49 CFR 501.8.)

Issued on April 9, 1973.

**ROBERT L. CARTER,**  
Associate Administrator,  
Motor Vehicle Programs.

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**DEPARTMENT OF  
TRANSPORTATION**

**National Highway Traffic Safety  
Administration**

**[ 49 CFR Part 571 ]**

**[ Docket No. 73-10; Notice 2 ]**

**VEHICLE ROLLOVER RESISTANCE**

**Passenger Vehicles, Multipurpose Passenger  
Vehicles, Trucks, and Buses**

The purpose of this notice is to supplement the "Advance Notice of Proposed Rulemaking on Rollover Resistance," published on April 18, 1973 (docket No. 73-10, notice 1, 38 FR 9596), with respect to its intended applicability, which was not clearly stated in that notice.

The standard as presently projected may apply to passenger cars, multipurpose passenger vehicles, trucks, and buses, and comments are requested with respect to all of these vehicle types.

(Secs 103, 119, Public Law 89-563, 80 Stat. 718, 15 U.S.C. 1322, 1407, delegation of authority at 38 FR 12147.)

Issued on May 22, 1973.

**JAMES E. WILSON,  
Associate Administrator,  
Traffic Safety Programs.**

**[ FR Doc. 73-10739 Filed 5-29-73; 8:45 am ]**

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