

Federal Register Document Number: 2019-12869

Summary: Request for Public Comments in Petition from General Motors, LLC to delay recall of Takata airbags used in GM vehicles with evidence from inclusive scientific testing.

Agency: National Highway Traffic Safety Administration (NHTSA)

Parent Agency: Department of Transportation (DOT)

Date Published: Jun 18, 2019

Docket Number: NHTSA-2016-0124-0246

Action:

Notice of request for public comments

Action Reply: Public Submission

Date Posted: Jul 10, 2019

Comments Submitted By:

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Attachments: (File Name)

DOT-NHTSA-Airbag-Title-49-Amendments_David-DeVeau.pdf

DOT-NHTSA-Airbag-Recall-Delay-Petitions_David-DeVeau.pdf

Federal Legislation: Mandatory Airbags - Sep 01, 1998

On September 1, 1998, the Intermodal Surface Transportation Efficiency Act of 1991 finally went into effect. The law requires that all cars and light trucks sold in the United States have air bags on both sides of the front seat.

This standard was originally written with pressurized fluid or gas as the only means of airbag inflation that has since been supplemented with chemical compositions that require additional definition.

The following are proposals for amending the airbag section of these transportation safety standards.

Motor Vehicle Safety

Title 49 United States Code

SECRETARY OF TRANSPORTATION

Administered By The

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

49 USC §571.208: Standard No. 208: Occupant Crash Protection

(Proposed Amendments)

S1. Scope. This standard specifies performance requirements for the protection of vehicle occupants in crashes.

S2. Purpose. The purpose of this standard is to reduce the number of deaths of vehicle occupants, and the severity of injuries, by specifying vehicle crashworthiness requirements in terms of forces and accelerations measured on anthropomorphic dummies in test crashes, and by specifying equipment requirements for active and passive restraint systems.

S3. Application.

(a) This standard applies to passenger cars, multipurpose passenger vehicles, trucks, and buses. In addition, S9, Pressure vessels and explosive devices, applies to vessels designed to contain a pressurized fluid or gas **or chemical composition**, and to explosive devices, for use in the above types of motor vehicles as part of a system designed to provide protection to occupants in the event of a crash.

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S9. Pressure vessels and explosive devices.

S9.1 Pressure vessels. A pressure vessel that is continuously pressurized shall conform to the requirements of §§ 178.65(a), 178.65(c)(2), 178.65(d), 178.65(e)(1), and 178.65(e)(2) of this title; and to the pressure relief device requirements of §§ 173.301(a)(2), 173.301(a)(3) and 173.301(f) of this title. It shall not leak or evidence visible distortion when tested in accordance with § 178.65(f)(1) of this title and shall not fail in any of the ways enumerated in § 178.65(f)(2) of this title when hydrostatically tested to destruction. It shall not crack when flattened in accordance with § 178.65(g) of this title to the limit specified in § 178.65(g)(4) of this title.

S9.2 Explosive devices. An explosive device shall not exhibit any of the characteristics prohibited by § 173.54 of this title. All explosive material shall be enclosed in a structure that is capable of containing the explosive energy without sudden release of pressure except through overpressure relief devices or parts designed to release the pressure during actuation.

(a) Chemical Compositions are subject to continue reaction with age and shall not be of characteristics to increase explosive energy with age.

(a1) Duration of age minimum is eight years in which a minimum of 80% of functional design is to be sustained and to not decrease below 50% until at least sixteen years.

(b) Chemical Compositions are subject for exposure to occupants and shall not be of characteristics to be poisonous or caustic.

(b1) To include vehicle environmental conditions and during actuation and after explosive energy is released.

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References

Attached:

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