

NHTSA Form 1802 Interview Guide – OEM

OMB Control No. 2127-XXXX

Expiration Date: XX/XX/XXXX

Pre-interview Script

Hello, this is _____ from R.L Polk and S&P Global Mobility. We are a leading provider of automotive data, and you may recognize our names, R.L. Polk and S&P Global, from news regarding vehicle sales, production, or technologies. We've recently launched research into the limousine market and would like to have a conversation with you and ask you some questions about your work in the space. We are specifically interested in understanding more about the market with respect to crash safety as limousines are not currently subject to federal crash safety regulations. The interview should be relatively brief, but given you may want to ask us questions, we are setting aside 1 hour for discussion. Participation is voluntary, no personal information will be collected, and company information will not be disclosed. Finally, Federal law requires we offer the opportunity to hear a "Paperwork Reduction Act Statement", but you may decline.

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2127-XXXX. The information collected in this study will support NHTSA in understanding the limousine market and characteristics of limousine vehicles with respect to fabrication, and safety-related questions on evacuation, crashworthiness, seating, and restraints. We estimate that it will take approximately one hour to complete the questions in this interview. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, National Highway Traffic Safety Administration, 1200 New Jersey Ave, S.E., Room W45-205, Washington, DC, 20590.

Name: _____

Company: _____

Date: _____

Vehicle OEMs

1. Are you supporting stretch limousine fabrication through program partners? If not, which types of vehicles are you supplying to upfitters in the limousine fabrication market?
2. Can CMC/Expert Upfitter/QVM participants make changes to the GVWR of a vehicle? If they do make changes, do they re-certify the altered GVWR?
3. What is the GVWR of vehicles supplied as part of the program?
4. Do upfitted vehicles fall into the bus category (sometimes, always)?
5. When you supply an incomplete vehicle to an upfitter does that change the certificate of origin? Is the upfitter then responsible for the certificate of origin?
6. Are there some FMVSS regulations that present more of a challenge for upfitters than others?
7. Can non-program participants also source incomplete vehicles from you?
8. Are there changes to the vehicle that you encourage or mandate upfitters not perform: J-seats not using factory mounts, drink bar with loose crystal, partitions restricting door access.
9. When an upfitter is sourcing an incomplete vehicle, do they all have the seat mounting locations and safety belt mounting locations in the vehicle? Is that different for passenger vans vs. cargo vans? Does the program dictate seat belt and seat mounting hardware?
10. Are installed seats certified to FMVSS No. 207 "Seating Systems?" How does this relate to the pre and post GVWR of the vehicle?
11. What seat belt types does the program require be installed (lap or lap/shoulder) and what is the relationship between the belt type and GVWR (pre and post upfit), seat orientation, number of seating positions or any other relevant factors?
12. Do the installed seatbelts need to meet applicable FMVSSs?
13. Have you had to change your approach with EVs when it comes to incomplete vehicles or what you will allow as part of an upfit?
14. Do you have any control over what the non-participating shops are doing regarding stretching vehicles?
15. Is there anything we didn't ask that would help us understand the changing demands of the limousine and livery market?

OMB Control Number: XXXX-XXXX

NHTSA Form Number: 1802

Expiration Date: TBD