

NHTSA Form 1803 Interview Guide – OEM Program Non-Participant

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: _____

OEM Program Nonparticipants

1. Does your company stretch chassis as part of your limousine business?
2. Do upfitted vehicles fall into the bus category (sometimes, always)?
3. Who sources the vehicle for upfit? Does the customer supply the vehicle to you, or do you have relationships with vehicle manufacturers (not dealers)?
4. What's the typical length of a stretch? When you produce that stretch how do you reinforce the vehicle to prevent flexing, side impact protection, sufficient mounting points for interior features?
5. Some states require 4 doors or 5 doors on limos. Does the stretch or adding a partition facilitate a need for roof hatches or egress windows?
6. Do you still install sunroofs? Can that be considered one of the doors?
7. Have you ever heard of anyone installing airbags as part of fabricating the limousine?
8. Is there a source for a 200" stretch piece of glass? When you stretch to some extended length, what type of glass are you using?
9. Does the GVWR increase when you stretch a vehicle? Have you ever had to recertify a vehicle after the stretch?
10. Do you build your own or do you buy the seats? If bought, do you have a preferred supplier?
11. Do you have a preferred seating configuration? (Benches, J-seats, buckets)
12. Are installed seats certified to FMVSS No. 207 "Seating Systems?" How does this relate to the pre and post GVWR of the vehicle? Does this relate to the pre and post GVWR of the vehicle?
13. How do you decide the seat belt types and how they are mounted? What is the hardware specification?
14. Do the installed seatbelts need to meet applicable FMVSSs?
15. Is there anything we didn't ask that would help us understand the changing demands of the limousine and livery market?

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