

Abstract
Limousine Crashworthiness Safety Research
OMB Control No. 2127-XXXX

Abstract:¹

In an effort to understand the limousine market and the characteristics of limousine vehicles with respect to crashworthiness and occupant safety, and to comply with a Congressional mandate, the National Highway Traffic Safety Administration (NHTSA) is seeking approval for a new information collection request (ICR).

Many federal safety regulations (e.g., FMVSS No. 208, 209, 210 pertaining to overall occupant protection and seat belts) do not currently apply to limousines and, as a result, the extent of limousine crash safety features and performance is not well known. Furthermore, limousine manufacturers fall into one of three categories (Vehicle Original Equipment Manufacturer (OEM), OEM program participant, OEM program nonparticipants) and the respective differences of these manufacturer's approach to fabrication and vehicle safety requires targeted research. The proposed NHTSA research will consist of a one-time voluntary interview to manufacturers that fall into one of the three groups related to the limousine market: a) Vehicle Original Equipment Manufacturer (OEM), b) OEM program participant, and c) OEM program nonparticipants. The research will involve a maximum of 160 contacts for a request with an interview goal of 41 total completed responses. Recruitment will end when the 41 respondents with completed interviews are attained. Each interview will include approximately 10 – 15 open-ended questions about limousine fabrication intended for reporting on safety characteristics related to evacuation, crashworthiness, occupant seating, and restraints. Three versions of an interview guide will be used, one for each category of manufacturer, and the guides are intended as a framework for discussion rather than a strict script. It is possible that the respondents will not need to be asked each question separately if information is provided through responses to previous questions. The interviewers will not ask questions that are not presented on the interview guide. This information collection serves as a reporting collection. Interview results will be collected and summarized in a final report, which will include an executive summary, introduction, methodology, results, discussion, and conclusions of important market findings relating to the relevant crashworthiness safety topics. The report data will help provide NHTSA with information necessary for cost-benefit analyses and will be made available to the public. This is a new information collection and is not required to go through an Institutional Review Board. This new ICR is a one-time collection that is anticipated to be completed within three years. The Annualized Burden Hours is estimated to be 53 hours and annual labor costs are estimated to be \$6,137. There are no additional costs beyond the cost of any hour burden (labor costs).

¹ The Abstract must include the following information: (1) whether responding to the collection is mandatory, voluntary, or required to obtain or retain a benefit; (2) a description of the entities who must respond; (3) whether the collection is reporting (indicate if a survey), recordkeeping, and/or disclosure; (4) the frequency of the collection (e.g., bi-annual, annual, monthly, weekly, as needed); (5) a description of the information that would be reported, maintained in records, or disclosed; (6) a description of who would receive the information; (7) if the information collection involves approval by an institutional review board, include a statement to that effect; (8) the purpose of the collection; and (9) if a revision, a description of the revision and the change in burden.