

IMPROVING THE SAFETY OF VEHICLE ROOFS

Whereas 10,000 people in the United States die in rollover crashes each year;

Whereas rollover crashes constitute 3 percent of passenger vehicle crashes, but about one third of the fatalities;

Whereas 24,000 people are seriously injured in the United States in rollover crashes each year;

Whereas an internal NHTSA study *The Role of Vertical Roof Intrusion and Post-Crash Headroom in Predicting Roof Contact Injuries to the Head, Neck, or Face During FMVSS No. 216 Rollovers; An Updated Analysis* became publicly available on January 31, 2008 and concluded: "A statistically significant relationship existed between both vertical roof intrusion and post-crash headroom on the one hand and maximum injury severity on the head, neck, or face injury from roof contact on the other hand."; and

Whereas the Insurance Institute for Highway Safety (IIHS) sponsored study *Roof Strength and Injury Risk in Rollover Crashes*, dated March 2008 concluded: "Increased vehicle roof strength reduces the risk of fatal or incapacitating driver injury in single-vehicle rollover crashes."; Now, therefore, be it

(a) To amend title 49, United States Code §30101(1) to require Federal Motor Vehicle Safety Standard No. 216; Roof Crush Resistance to incorporate the following—

- (1) Increase applied force to 3.5 times the maximum unloaded vehicle weight;
- (2) Prohibit any roof component or test device from contacting a seated 50th percentile male Hybrid III dummy under the specific applied force; and
- (3) Conduct two-sided sequential tests on each vehicle retaining the current test procedure.

(4) MOTOR VEHICLES COVERED.—This subsection applies to motor vehicles, including passenger cars, multipurpose passenger vehicles, and trucks, with a gross vehicle weight rating of 10,000 pounds or less.

(5) EFFECTIVE DATE.—Subsection (a) shall take effect no later than 4 years after the date of enactment of this Bill.

(b) To amend title 49, United States Code §30101(2) to require ROLLOVER TESTS FOR ROOF STRENGTH.—

(1) DEVELOPMENT.—No later than 2 years after the date of the enactment of this Bill, the Secretary of Transportation shall—

- (A) develop a repeatable dynamic test on rollovers of motor vehicles for the purpose of a consumer information program of vehicle roof strength; and
- (B) carry out a program of conducting such tests.

(2) TEST RESULTS.—As the Secretary develops a test under paragraph (1)(A), the Secretary shall conduct a rulemaking to determine how best to disseminate test results to the public.

(3) MOTOR VEHICLES COVERED.—This subsection applies to motor vehicles, including passenger cars, multipurpose passenger vehicles, and trucks, with a gross vehicle weight rating of 10,000 pounds or less.

(c) To amend title 49, United States Code §30117(a)(1) to require a ROOF STRENGTH SAFETY RATING PROGRAM.—No later than 90 days after the date of enactment of this Bill, the Secretary of Transportation shall issue a notice of proposed rulemaking to establish a roof strength safety rating consumer information program and make publicly available the SWR (Strength to Weight Ratios) of all vehicles, to provide practicable, readily understandable, and timely information to consumers for use in making informed decisions in the purchase of vehicles. No later than 6 months after the date of enactment of this Bill, the Secretary shall issue a final rule establishing a roof strength safety rating program and provide consumer information which the Secretary determines would be useful to consumers who purchase vehicles.

(1) MOTOR VEHICLES COVERED.—This subsection applies to motor vehicles, including passenger cars, multipurpose passenger vehicles, and trucks, with a gross vehicle weight rating of 10,000 pounds or less.

(d) To amend title 49, United States Code §30101(2) to require SAFETY RESEARCH AND DEVELOPMENT TO RETROFIT VEHICLES WITH LOW SWR.—

(1) SAFETY RESEARCH.—No later than 12 months after the date of enactment of this Bill, the Secretary of Transportation shall initiate and complete a study compiling information on the advantages and disadvantages of retrofitting vehicles with the 10% lowest SWR (Strength to Weight Ratios) to increase their SWR, determining the benefits, if any, of retrofitting, and submit a report on the results of that study to Congress.

(2) DEVELOPMENT.—If Congress believes there is a benefit to retrofitting vehicles with the 10% lowest SWR, then no later than 12 months after the date of enactment of this Bill, the Secretary of Transportation shall issue a notice of proposed rulemaking to require the manufacturers of vehicles with the 10% lowest SWR to develop retrofit kits to strengthen the roofs of those vehicles. No later than 18 months after the date of enactment of this Bill, the Secretary shall issue a final rule requiring the manufacturers of vehicles with the 10% lowest SWR to develop retrofit kits to strengthen the roofs of those vehicles and make the retrofit kits publicly available.

(3) MOTOR VEHICLES COVERED.—This subsection applies to the previous 10 model years prior to the date of the enactment of this Bill.

I support this bill for IMPROVING THE SAFETY OF VEHICLE ROOFS:

Name _____

Address _____

City/State/Zip _____

E-Mail _____

Signature _____

Please scan and e-mail petition to: paula@PeopleSafeInRollovers.org

or mail signed petition to: **People Safe In Rollovers Foundation**
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