

a higher or lower value for the final rule. With respect to two-sided vehicle testing, we believe that, with the additional tests conducted by the agency, there is now sufficient available information for the agency to consider a two-sided requirement as an alternative to the single-sided procedure described in the NPRM. The agency plans to evaluate both the single-sided and two-sided testing alternatives for the final rule. We are requesting comments that will help us reach a decision on that issue.

In developing a final rule, the agency will consider the comments submitted on both the August 2005 NPRM and this document. Thus, there is no need for persons to re-submit the comments they provided for the NPRM. We note that we are generally not discussing the comments in this document, except for a few brief references that are relevant to the potential economic impact of our proposal. We also note that the

proposed regulatory text in this document includes both the single-sided and two-sided test requirement alternatives. The fact that the proposed regulatory text for the two alternatives does not reflect other changes suggested by commenters on the NPRM does not mean that we will not consider those recommended changes in developing a final rule.

We are providing a 45-day comment period. We believe this is appropriate given that this is an SNPRM with a more limited focus than the NPRM, and given the need to comply with a statutory deadline.

## II. Release of Vehicle Test Results

The test reports for the additional vehicle tests conducted by NHTSA are being made available to the public through the agency's internet vehicle crash test database. We are placing a memorandum in the docket which provides the Web address for that

database and lists the vehicle models and test numbers that are needed to reference the information in the database. The agency incorporates by reference these test reports as part of the record for this rulemaking.

### A. Single-Sided Tests

Since the publication of the NPRM, the agency has conducted 35 additional single-sided tests. In this testing, the force was applied to one side of the roof over the front seat area. Force was applied until there was 127 mm (5 inches) of platen travel, unless head contact occurred first. The strength of the roof was measured prior to any subsequent testing the agency may have conducted on the second side. The agency is releasing these data to the public in conjunction with this document.

A summary of the test results is presented in the Table 2 below.

TABLE 2.—SINGLE-SIDED TEST RESULTS

Vehicle	Unloaded vehicle weight (kg)	Peak strength within 127 mm		Peak strength prior to head contact		Platen displacement at head contact (mm)
		N	SWR	N	SWR	
2006 VW Jetta .....	1,443	72,613	5.1	72,613	5.1	158
2007 Scion tC .....	1,326	59,749	4.6	59,749	4.6	113
2006 Volvo XC90 .....	2,020	90,188	4.6	N/A	N/A	N/A
2006 Honda Civic .....	1,251	55,207	4.5	55,207	4.5	177
2007 Toyota Tacoma .....	1,489	64,441	4.4	64,441	4.4	123
2006 Mazda 5 .....	1,535	66,621	4.4	66,621	4.4	155
2007 Toyota Camry .....	1,468	62,097	4.3	62,097	4.3	N/A
2007 Toyota Yaris .....	1,038	41,073	4	41,073	4	115
2006 Ford 500 .....	1,657	63,181	3.9	63,181	3.9	150
2007 Nissan Frontier .....	1,615	62,828	3.9	62,828	3.9	167
2006 Subaru Tribeca .....	1,907	72,306	3.9	72,306	3.9	112
2006 Mitsubishi Eclipse .....	1,485	51,711	3.6	51,711	3.6	127
2006 Hummer H3 .....	2,128	70,264	3.4	70,264	3.4	185
2006 Hyundai Sonata .....	1,505	46,662	3.2	46,662	3.2	131
2007 Dodge Caravan .....	1,759	52,436	3	52,436	3	N/A
2006 Chrysler Crossfire .....	1,357	38,179	2.9	38,179	2.9	107
2004 Honda Accord .....	1,413	38,281	2.8	38,281	2.8	140
2007 Saturn Outlook* .....	2,133	57,222	2.7	57,222	2.7	N/A
2006 Ford Mustang .....	1,527	40,101	2.7	41,822	2.8	132
2005 Buick Lacrosse .....	1,590	40,345	2.6	40,345	2.6	126
2006 Sprinter Van* .....	1,946	49,073	2.6	N/A	N/A	N/A
2004 Cadillac SRX .....	1,961	50,346	2.6	50,346	2.6	138
2007 Honda CRV .....	1,529	38,637	2.6	38,637	2.6	N/A
2007 Chrysler 300 .....	1,684	41,257	2.5	41,257	2.5	N/A
2005 Buick Lacrosse .....	1,588	37,196	2.4	37,196	2.4	123
2006 Honda Ridgeline .....	2,036	47,334	2.4	47,334	2.4	172
2007 Ford F-150* .....	2,413	54,829	2.3	54,829	2.3	N/A
2007 Buick Lucerne .....	1,690	38,268	2.3	38,268	2.3	N/A
2004 Chevrolet 2500 HD* .....	2,450	55,934	2.3	56,294	2.3	171
2007 Pontiac G6 .....	1,497	33,393	2.3	33,393	2.3	124
2007 Chevrolet Express* .....	2,471	55,038	2.3	55,038	2.3	N/A
2007 Jeep Grand Cherokee .....	1,941	41,582	2.2	41,582	2.2	117
2007 Chevrolet Tahoe* .....	2,462	49,878	2.1	49,878	2.1	N/A
2006 Dodge Ram* .....	2,287	37,596	1.7	42,578	1.9	158
2003 Ford F-250* .....	2,658	44,776	1.7	44,776	1.7	205

\*GVWR greater than 6,000 pounds