DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

44 CFR Part 65

[Docket ID FEMA--2011--0002]

Changes in Flood Elevation Determinations

Correction

In rule document 2011--20963 appearing on pages 50915--50918 in the issue of Wednesday, August 17, 2011, make the following correction:

§ 65.4 [Amended]

1. On page 50917, in the untitled table, the second through the sixth entries should read:

**Colorado:**

<table>
<thead>
<tr>
<th>State</th>
<th>City/County</th>
<th>Date of Approval</th>
<th>Newspaper/Publication</th>
<th>Mayor/Chairman</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado:</td>
<td>Adams (FEMA Docket No.: B--1186)</td>
<td>February 1, 2011; February 8, 2011</td>
<td><em>The Commerce City Sentinel Express</em></td>
<td>The Honorable Paul Natale, Mayor, City of Commerce City, 7887 East 60th Avenue, Commerce City, CO 80022.</td>
<td>June 8, 2011 .......... 080006</td>
</tr>
<tr>
<td></td>
<td>Douglas (FEMA Docket No.: B--1191)</td>
<td>February 10, 2011; February 17, 2011</td>
<td><em>The Douglas County News-Press</em></td>
<td>The Honorable Jill Repella, Chair, Douglas County Board of Commissioners, 100 3rd Street, Castle Rock, CO 80104.</td>
<td>June 17, 2011 .......... 080049</td>
</tr>
<tr>
<td></td>
<td>Douglas (FEMA Docket No.: B--1195)</td>
<td>March 10, 2011; March 17, 2011</td>
<td><em>The Douglas County News-Press</em></td>
<td>The Honorable Jill Repella, Chair, Douglas County Board of Commissioners, 100 3rd Street, Castle Rock, CO 80104.</td>
<td>February 28, 2011 ....... 080049</td>
</tr>
</tbody>
</table>

2. On the same page, in the same table, the fourteenth entry should read:

**Oklahoma: Tulsa**

<table>
<thead>
<tr>
<th>State</th>
<th>City/County</th>
<th>Date of Approval</th>
<th>Newspaper/Publication</th>
<th>Mayor/Chairman</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oklahoma:</td>
<td>Tulsa (FEMA Docket No.: B--1113)</td>
<td>February 23, 2010; March 2, 2010</td>
<td><em>Tulsa Daily Commerce and Legal News</em></td>
<td>The Honorable Mike Lester, Mayor, City of Broken Arrow, 220 South 1st Street, Broken Arrow, OK 74012.</td>
<td>March 18, 2010 .......... 400236</td>
</tr>
</tbody>
</table>

3. On the same page, in the same table, the twentieth entry should read:

**Texas: Bexar**

<table>
<thead>
<tr>
<th>State</th>
<th>City/County</th>
<th>Date of Approval</th>
<th>Newspaper/Publication</th>
<th>Mayor/Chairman</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Texas:</td>
<td>Bexar (FEMA Docket No.: B--1135)</td>
<td>April 23, 2010; April 30, 2010</td>
<td><em>The San Antonio Express-News</em></td>
<td>The Honorable Julian Castro, Mayor, City of San Antonio, P.O. Box 839966, San Antonio, TX 78283.</td>
<td>April 26, 2010 .......... 480045</td>
</tr>
</tbody>
</table>

4. On page 50918, in the same table, the first through the third entries should read:

**Texas:**

<table>
<thead>
<tr>
<th>State</th>
<th>City/County</th>
<th>Date of Approval</th>
<th>Newspaper/Publication</th>
<th>Mayor/Chairman</th>
<th>Address</th>
</tr>
</thead>
</table>
DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration

49 CFR Part 571
[Docket No. NHTSA–2010–0032]

RIN 2127–AK82

Federal Motor Vehicle Safety Standards; Side Impact Protection

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Final rule; response to petitions for reconsiderations; correction.

SUMMARY: This document responds to a petition for reconsideration from the Alliance of Automobile Manufacturers regarding a March 2010 final rule on the Federal motor vehicle safety standard for side impact protection. Today’s rule makes minor changes to the standard’s testing requirements and clarifies some aspects of the standard.

DATES: This rule is effective February 21, 2012.

FOR FURTHER INFORMATION CONTACT: For non-legal issues, you may call Christopher J. Wiacek, NHTSA Office of Crashworthiness Standards, telephone 202–366–4801. For legal issues, you may call Deirdre Fujita, NHTSA Office of Chief Counsel, telephone 202–366–2992. The mailing address of these officials is the National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Table of Contents
I. Background
II. Petition for Reconsideration
III. Response to Petition
a. Location of the Seat on the Non-Impact Side; Correcting Amendment
b. SID–IIs Lower Neck Bracket Adjustment
c. SID–IIs Head Restraint Position

IV. Corrections
a. Deleted Text
b. Hm Stamp
c. Seat Back Adjustment
d. Typographical Errors

V. Rulemaking Analyses and Notices

I. Background

On September 11, 2007, NHTSA published a final rule that upgraded Federal Motor Vehicle Safety Standard (FMVSS) No. 214, “Side impact protection.” (72 FR 51908, Docket No. NHTSA–2007–29134). Until the final rule, the only dynamic test in FMVSS No. 214 was a moving deformable barrier (MDB) test simulating an intersection collision with one vehicle being struck in the side by another vehicle. The 2007 final rule upgraded FMVSS No. 214 to add a pole test to the standard. The pole test requires all vehicles with a gross vehicle weight rating (GVWR) of 4,536 kilograms (kg) or less (10,000 pounds (lb) or less) to protect front seat occupants in a vehicle-to-pole test simulating a vehicle crashing sideways into narrow fixed objects, such as utility poles and trees. The pole test requires vehicle manufacturers to assure head and improved chest protection in side crashes for a wide range of occupant sizes and over a broad range of seating positions.

Under the September 11, 2007 final rule, vehicles are tested with two sizes of test dummies. A test dummy known as the ES–2re represents mid-size adult male occupants. A test dummy known as the SID–IIs represents smaller stature occupants. The SID–IIs is the size of a 5th percentile adult female. Both the ES–2re and the SID–IIs test dummies are used in the new pole test and in the MDB test. (Prior to the rule, only a first-generation side impact dummy (SID) (49 CFR part 572 subpart F), representing a mid-size adult male, was used in the MDB test.)

The agency received petitions for reconsideration on the September 11, 2007 final rule. The agency addressed the petitions for reconsideration in two documents prior to today’s document. To respond to petitioners’ concerns about lead time as quickly as possible, the lead time issue, and other matters that needed to be resolved or clarified concerning lead time and the phasing-in of the new requirements, were addressed in an initial response to petitions published June 9, 2008 (73 FR 32473, Docket No. NHTSA–2008–0104).

On March 15, 2010 (75 FR 12123, Docket No. NHTSA–2010–0032), the agency addressed the remaining issues raised by the petitions for reconsideration. In that document, the agency clarified or revised aspects of the test procedures relating to, among other matters: vehicle setup (adjusting the non-struck side seat; adjusting head restraints, shoulder belt anchorages, and adjustable steering wheels, clarifying the vehicle test attitude tolerance); test dummy setup (positioning the SID–IIs; removing redundant foot positioning procedures); and other technical matters.

II. Petition for Reconsideration

The agency received an April 29, 2010 petition for reconsideration of the March 15, 2010 final rule from the Alliance of Automobile Manufacturers...