

## § 586.12

is larger than that used in the remainder of the label and the alert symbol in black.

(b) The label shall include a message area in white with black text in at least 20-point font stating: “This vehicle is a replica motor vehicle and is exempt from complying with all current Federal motor vehicle safety standards that apply to motor vehicles, and with theft prevention and bumper standards in effect on the date of manufacture. [The expression “U.S.” or “U.S.A.” may be inserted before the word “Federal”.] See the certification label for a list of the standards from which this replica motor vehicle is exempt.”

(c) The message area shall be not less than 30 cm<sup>2</sup> (4.7 in<sup>2</sup>).

[87 FR 13233, Mar. 9, 2022, as amended at 87 FR 23111, Apr. 19, 2022]

### § 586.12 Annual report.

Each manufacturer of a replica motor vehicle shall furnish the following information to <https://vpic.nhtsa.dot.gov/> no later than March 1 following the end of a calendar year in which the manufacturer produced at least one (1) replica motor vehicle:

(a) Full individual, partnership or corporate name of the manufacturer.

(b) Residence address of the manufacturer, phone number and email address.

(c) Year to which the report applies (reporting year).

(d) The complete Vehicle Identification Number (VIN) of each replica vehicle manufactured.

(e) Vehicle make(s) and model(s).

(f) Replica model year.

(g) Original model year of the replicated vehicle(s).

(h) Total number of replica motor vehicles manufactured during the reporting year.

(i) Images of the front, rear, roof, and side views of the original vehicle(s) replicated, of the vehicle’s exterior, and images of the same views of a representative replica manufactured to resemble each original vehicle. Submit also information sufficient to establish that the replica motor vehicle, as manufactured, resembles the body of the original vehicle.

(j) State whether the replica vehicles contain any of the following vehicle safety features: Front or side air bags;

## 49 CFR Ch. V (10–1–24 Edition)

lap or lap and shoulder belts; advanced safety systems/passive safety systems (listed with locations); electronic stability control; rear visibility camera system; ejection mitigation.

(k) If the registrant will be manufacturing the same replica motor vehicle(s) in the next calendar year, a notification to NHTSA of which replica motor vehicle(s) will be produced, and a certification that the registrant will produce no more than 325 replica motor vehicles in total. If the manufacturer intends to continue manufacturing replica motor vehicle(s), the manufacturer must also submit information sufficient to establish that their annual world-wide production, including by a parent or subsidiary of the manufacturer, if applicable, is not more than 5,000 motor vehicles, and a statement certifying to that effect, including the total number of motor vehicles produced by or on behalf of the registrant in the 12-month prior to filing the registration.

### § 586.13 Revocation of registrations.

NHTSA may require registrants to provide information related to compliance with the requirements of this part at any time. NHTSA may revoke an existing registration or deny a registration based on a failure to comply with requirements of this part or a finding of a safety-related defect or unlawful conduct under 49 U.S.C. Chapter 301 *et seq.* that poses a significant safety risk. Prior to the revocation of the registration, NHTSA will provide the registrant a reasonable opportunity to correct deficiencies, if such are correctable, based on the sole discretion of NHTSA.

## PART 587—DEFORMABLE BARRIERS

### Subpart A—General

Sec.

587.1 Scope.

587.2 Purpose.

587.3 Application.

### Subpart B—Side Impact Moving Deformable Barrier

587.4 Definitions.

587.5 Incorporated materials.

587.6 General description.

587.7–587.10 [Reserved]

**Subpart C—Offset Deformable Barrier**

- 587.11 [Reserved]
- 587.12 Incorporation by reference.
- 587.13 General description.
- 587.14 Deformable face component dimensions and material specifications.
- 587.15 Verification of aluminum honeycomb crush strength.
- 587.16 Adhesive bonding procedure.
- 587.17 Construction.
- 587.18 Dimensions of fixed rigid barrier.
- 587.19 Mounting.

**FIGURES TO SUBPART C OF PART 587**

AUTHORITY: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

SOURCE: 55 FR 45779, Oct. 30, 1990, unless otherwise noted.

EDITORIAL NOTE: Nomenclature changes to part 587 appear at 69 FR 18803, Apr. 9, 2004.

**Subpart A—General**

**§ 587.1 Scope.**

This part describes deformable impact barriers that are to be used for testing compliance of motor vehicles with motor vehicle safety standards.

[65 FR 17198, Mar. 31, 2000]

**§ 587.2 Purpose.**

The design and performance criteria specified in this part are intended to describe measuring tools with sufficient precision to give repetitive and correlative results under similar test conditions and to reflect adequately the protective performance of a motor vehicle or item of motor vehicle equipment with respect to human occupants

**§ 587.3 Application.**

This part does not in itself impose duties or liabilities on any person. It is a description of tools that are used in compliance tests to measure the performance of occupant protection systems required by the safety standards that refer to these tools. It is designed to be referenced by, and become part of, the test procedures specified in motor vehicle safety standards such as Standard No. 208, *Occupant Crash Protection*, and Standard No. 214, *Side Impact Protection*.

[65 FR 17199, Mar. 31, 2000]

**Subpart B—Side Impact Moving Deformable Barrier**

**§ 587.4 Definitions.**

All terms defined in section 102 of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1391) are used in their statutory meaning.

**§ 587.5 Incorporated materials.**

(a) The drawings and specifications referred to in this regulation that are not set forth in full are hereby incorporated in this part by reference. These materials are thereby made part of this regulation. The Director of the Federal Register has approved the materials incorporated by reference. For materials subject to change, only the specific version approved by the Director of the Federal Register and specified in the regulation are incorporated. A notice of any change will be published in the FEDERAL REGISTER. As a convenience to the reader, the materials incorporated by reference are listed in the Finding Aid Table found at the end of this volume of the Code of Federal Regulations.

(b) The drawings and specifications incorporated in this part by reference are available for examination in the general reference section of Docket 79-04, Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW., Washington, DC 20590. Copies may be obtained from Rowley-Scher Reprographics, Inc., 1111 14th Street, NW., Washington, DC 20005, telephone (202) 628-6667 or (202) 408-8789. The drawings and specifications are also on file in the reference library of the Office of the Federal Register, National Archives and Records Administration, Washington, DC.

**§ 587.6 General description.**

(a) The moving deformable barrier consists of component parts and component assemblies which are described in drawings and specifications that are set forth in this § 587.6 of this chapter (incorporated by reference; see § 587.5).

(b) The moving deformable barrier specifications are provided in the drawings shown in DSL-1278 through DSL-1287, except DSL-1282, and the drawing shown in DSL-1290 (DSL-1278 through

## §§ 587.7–587.10

DSL–1287, except for DSL–1282, and DSL–1290 are incorporated by reference; see § 587.5).

(1) The specifications for the final assembly of the moving deformable barrier are provided in the drawings shown in DSL–1278, dated June 2002.

(2) The specifications for the frame assembly of the moving deformable barrier are provided in the drawings shown in DSL–1281, dated August 20, 1980.

(3) The specifications for the face of the moving deformable barrier are provided in the drawings shown in DSL–1285, dated October 1991, and DSL–1286, dated August 20, 1980.

(4) The specifications for the ballast installation and details concerning the ballast plate are provided in drawings shown in DSL–1279 and DSL–1280, both dated August 20, 1980.

(5) The specifications for the hub assembly and details concerning the brake are provided in drawings shown in DSL–1283, dated October 1991.

(6) The specifications for the rear guide assembly are provided in drawings shown in DSL–1284, dated August 20, 1980.

(7) The specifications for the research axle assembly are provided in drawings shown in DSL–1287, dated October 1991.

(8) The specifications for the compliance axle assembly are provided in drawings shown in DSL–1290, dated October 1991.

(c) In configuration 2 (with two cameras and camera mounts, a light trap vane, and ballast reduced), the moving deformable barrier (crabbable axle), including the impact surface, supporting structure, and carriage, weighs 3,015 pounds, has a track width of 74 inches, and has a wheelbase of 102 inches.

(d) In configuration 2, the moving deformable barrier has the following center of gravity:

X = 44.2 inches rear of front axle  
Y = 0.3 inches left of longitudinal center line  
Z = 19.7 inches from ground.

(e) The moving deformable barrier has the following moment of inertia:

Pitch = 1669 ft-lb-sec<sup>2</sup>  
Roll = 375 ft-lb-sec<sup>2</sup>

## 49 CFR Ch. V (10–1–24 Edition)

Yaw = 1897 ft-lb-sec<sup>2</sup>

[55 FR 45779, Oct. 30, 1990; 56 FR 47011, Sept. 17, 1991, as amended at 57 FR 7558, Mar. 3, 1992; 68 FR 44472, July 29, 2003]

### §§ 587.7–587.10 [Reserved]

### Subpart C—Offset Deformable Barrier

SOURCE: 65 FR 17199, Mar. 31, 2000, unless otherwise noted.

#### § 587.11 [Reserved]

#### § 587.12 Incorporation by reference.

Society of Automotive Engineers (SAE) Recommended Practice J211/1 Rev. MAR 95, Instrumentation for Impact Tests-Part 1—Electronic Instrumentation, is incorporated by reference in § 587.15 in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. A copy may be obtained from SAE at Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096. A copy of the material may be inspected at NHTSA's Docket Section, 400 Seventh Street, S.W., room 5109, Washington, DC, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

#### § 587.13 General description.

The offset deformable barrier is comprised of two elements: a fixed rigid barrier and a deformable face (Figure 1). The fixed rigid barrier is adequate to not deflect or displace more than 10 mm during the vehicle impact. The deformable face consists of aluminum honeycomb and aluminum covering.

#### § 587.14 Deformable face component dimensions and material specifications.

The dimensions of the deformable face are illustrated in Figure 1 of this subpart. The dimensions and materials of the individual components are listed separately below. All dimensions allow a tolerance of  $\pm 2.5$  mm (0.1 in) unless otherwise specified.

(a) Main honeycomb block.

(1) *Dimensions.* The main honeycomb block has a height of 650 mm (25.6 in) (in the direction of honeycomb ribbon axis), a width of 1,000 mm (39.4 in), and a depth of 450 mm (17.7 in) (in the direction of honeycomb cell axis).

(2) *Material.* The main honeycomb block is constructed of the following material. The honeycomb is manufactured out of aluminum 3003, with a foil thickness of 0.076 mm (0.003 in)  $\pm$ 0.004 mm (0.002 in) a cell size of 19.14 mm (0.75 in), a density of 28.6 kg/m<sup>3</sup> (1.78 lb/ft<sup>3</sup>)  $\pm$ 2kg/m<sup>3</sup> (0.25 lb/ft<sup>3</sup>), and a crush strength of 0.342 MPa (49.6 psi) + 0%–10%, measured in accordance with the certification procedure described in § 587.15.

(b) Bumper element honeycomb.

(1) *Dimensions.* The bumper element honeycomb has a height of 330 mm (13 in) (in the direction of honeycomb ribbon axis), a width of 1,000 mm (39.4 in), and a depth of 90 mm (3.5 in) (in the direction of honeycomb cell axis).

(2) *Material.* The bumper element honeycomb is constructed of the following material. The honeycomb is manufactured out of aluminum 3003, with a foil thickness of 0.076 mm (0.003 in)  $\pm$ 0.004 mm (0.0002 in), a cell size of 6.4 mm (0.25 in)  $\pm$ 1 mm (0.040 in), a density of 82.6 kg/m<sup>3</sup> (5.15 lb/ft<sup>3</sup>)  $\pm$ 3 kg/m<sup>3</sup> (0.19 lb/ft<sup>3</sup>), and a crush strength of 1.711 MPa (248 psi) + 0%–10%, measured in accordance with the certification procedure described in § 587.14.

(c) Backing sheet.

(1) *Dimensions.* The backing sheet has a height of 800 mm (31.5 in), a width of 1,000 mm (39.4 in), and a thickness of 2.0 mm (0.08 in)  $\pm$ 0.1 mm (0.004 in).

(2) *Material.* The backing sheet is manufactured out of aluminum 5251/5052.

(d) Cladding sheet.

(1) *Dimensions.* The cladding sheet of the main honeycomb block has a total length of 1,700 mm (66.9 in), a width of 1,000 mm (39.4 in), and a thickness of 0.81 mm (0.03 in)  $\pm$ 0.07 mm (0.003 in). It is shaped as indicated in Figure 1.

(2) *Material.* The cladding sheet of the main honeycomb block is manufactured out of aluminum 5251/5052.

(e) Bumper element honeycomb facing sheet.

(1) *Dimensions.* The bumper facing sheet has a height of 330 mm (13 in), a

width of 1,000 mm (39.4 in), and a thickness of 0.81 mm (0.03 in)  $\pm$ 0.07 mm (0.003 in).

(2) *Material.* The bumper element honeycomb facing sheet is manufactured out of aluminum 5251/5052.

(f) Adhesive. The adhesive used throughout is a two-part polyurethane, (such as Ciba-Geigy XB5090/1 resin with XB5304 hardener, or equivalent).

**§ 587.15 Verification of aluminum honeycomb crush strength.**

The following procedure is used to ascertain the crush strength of the main honeycomb block and the bumper element honeycomb, as specified in §§ 587.14(a)(2) and 587.14(b)(2).

(a) *Sample locations.* To ensure uniformity of crush strength across the whole of the deformable face, 8 samples are taken from 4 locations evenly spaced across the honeycomb material. Seven of these 8 samples must meet the crush strength requirements when tested in accordance with the following sections. The location of the samples depends on the size of the honeycomb material being tested. Four samples, each measuring 300 mm (11.8 in)  $\times$  300 mm (11.8 in)  $\times$  25 mm (1 in) thick are cut from the honeycomb material. (See Figure 2 for how to locate these samples on two different sizes of honeycomb material.) Each of these larger samples is cut into samples of the size specified in § 587.15(b). Verification is based on the testing of two samples from each of the four locations. The other two samples are retained for future verification, if necessary.

(b) *Sample size.* Samples of the following size are used for testing. The length is 150 mm (5.9 in)  $\pm$ 6 mm (0.24 in), the width is 150 mm (5.9 in)  $\pm$ 6 mm (0.24 in), and the thickness is 25 mm (1 in)  $\pm$ 2 mm (0.08 in). The walls of incomplete cells around the edge of the sample are trimmed as follows (See Figure 3). In the width ("W") direction, the fringes ("f") are no greater than 1.8 mm (0.07 in); in the length ("L") direction, the fringes ("e") are at least half the length of one bonded cell wall ("d") (in the ribbon direction).

(c) *Area measurement.* The length of the sample is measured in three locations, 12.7 mm (0.5 in) from each end and in the middle, and recorded as L1,

L2, and L3 (Figure 3). In the same manner, the width is measured and recorded as W1, W2, and W3 (Figure 3). These measurements are taken on the centerline of the thickness. The crush area is then calculated as:

$$A = \frac{(L1+L2+L3)}{3} \times \frac{(W1+W2+W3)}{3}$$

(d) *Crush rate and distance.* The sample is crushed at a rate of not less than 5.1 mm/min (0.2 in/min) and not more than 7.6 mm/min (0.29 in/min). The minimum crush distance is 16.5 mm (0.65 in). Force versus deflection data are collected in either analog or digital form for each sample tested. If analog data are collected, a means of converting the data to digital data must be made available. All digital data are collected at a rate consistent with SAE Recommended Practice J211/1 Rev. MAR 95 (see §587.12).

(e) *Crush strength determination.* Ignore all data prior to 6.4 mm (0.25 in) of crush and after 16.5 mm (0.65 in) of crush. Divide the remaining data into three sections or displacement intervals ( $n = 1, 2, 3$ ) (see Figure 4) as follows. Interval one is from 6.4–9.7 mm (0.25–0.38 in) deflection, inclusive. Interval two is from 9.7–13.2 mm (0.38–0.52 in) deflection, exclusive. Interval three is from 13.2–16.5 mm (0.52–0.65 in) deflection, inclusive. Find the average for each section as follows:

$$F(n) = \frac{[F(n)1 + \dots + F(n)m]}{m}; n = 1, 2, 3$$

where  $m$  represents the number of data points measured in each of the three intervals. Calculate the crush strength of each section as follows:

$$S(n) = \frac{F(n)}{A}; n = 1, 2, 3$$

(f) *Sample crush strength specification.* For a honeycomb sample to meet crush strength requirements, the following condition must be met. For the 0.342 MPa (49.6 psi) material, the strength must be equal to or greater than 0.308 MPa (45 psi) but less than or equal to 0.342 MPa (49.6 psi) for all three compression intervals. For the 1.711 MPa (248 psi) material the strength must be equal to or greater than 1.540 MPa (223 psi) but less than or equal to 1.711 MPa

(248 psi) for all three compression intervals.

(g) *Testing hardware.* (1) The hardware used to verify crush strength is capable of applying a load of 13.3 kN (3,000 lb), over at least a 16.5 mm (0.65 in) stroke. The crush rate is constant and known. To ensure that the load is applied to the entire sample, the top and bottom crush plates are no smaller than 165 mm by 165 mm (6.5 in × 6.5 in). The engaging surfaces of the crush plates have a roughness approximately equivalent to 60 grit sandpaper. The bottom crush plate is marked to ensure that the applied load is centered on the sample.

(2) The crush plate assemblies have an average angular rigidity (about axes normal to the direction of crush) of at least 1017 Nm/deg (750 ft-lb/deg), over the range of 0 to 203 Nm (0 to 150 ft-lb) applied torque.

**§587.16 Adhesive bonding procedure.**

Immediately before bonding, aluminum sheet surfaces to be bonded are thoroughly cleaned using a suitable solvent, such as 1-1-1 Trichloroethane. This is carried out at least twice and more often if required to eliminate grease or dirt deposits. The cleaned surfaces are abraded using 120 grit abrasive paper. Metallic/silicon carbide abrasive paper is not to be used. The surfaces are thoroughly abraded and the abrasive paper changed regularly during the process to avoid clogging, which could lead to a polishing effect. Following abrading, the surfaces are thoroughly cleaned again, as above. In total, the surfaces are solvent-cleaned at least four times. All dust and deposits left as a result of the abrading process are removed, as these can adversely affect bonding. The adhesive is applied to one surface only, using a ribbed rubber roller. In cases where honeycomb is to be bonded to aluminum sheet, the adhesive is applied to the aluminum sheet only. A maximum pressure of 0.5 kg/m<sup>2</sup> (11.9 lb/ft<sup>2</sup>) is applied evenly over the surface, giving a maximum film thickness of 0.5 mm (0.02 in).

**§ 587.17 Construction.**

(a) The main honeycomb block is bonded to the backing sheet with adhesive such that the cell axes are perpendicular to the sheet. The cladding sheet is adhesively bonded to the front surface of the main honeycomb block. The top and bottom surfaces of the cladding sheet are not bonded to the main honeycomb block but are positioned close to it. The cladding sheet is adhesively bonded to the backing sheet at the mounting flanges. The bumper element honeycomb is adhesively bonded to the front of the cladding sheet such that the cell axes are perpendicular to the sheet. The bottom of the bumper element honeycomb is flush with the bottom surface of the cladding sheet. The bumper facing sheet is adhesively bonded to the front of the bumper element honeycomb.

(b) The bumper element honeycomb is divided into three equal sections by means of two horizontal slots. These slots are cut through the entire depth of the bumper element and extend the whole width of the bumper. The slots are cut using a saw; their width is the width of the blade used which do not exceed 4.0 mm (0.16 in).

(c) Clearance holes for mounting the deformable face are drilled in the cladding sheet mounting flanges (shown in Figure 5). The holes are 20 mm (0.79 in) in diameter. Five holes are drilled in the top flange at a distance of 40 mm (1.57 in) from the top edge of the flange and five holes in the bottom flange at a distance of 40 mm (1.6 in) from the bottom edge of the flange. The holes are spaced at 100 mm (3.9 in), 300 mm (11.8 in), 500 mm (19.7 in), 700 mm (27.5 in), 900 mm (35.4 in) horizontally, from either edge of the barrier. All holes are drilled within  $\pm 1$  mm (0.04 in) of the nominal distances.

**§ 587.18 Dimensions of fixed rigid barrier.**

(a) The fixed rigid barrier has a mass of not less than  $7 \times 10^4$  kg (154,324 lb).

(b) The height of the fixed rigid barrier is at least as high as the highest point on the vehicle at the intersection of the vertical transverse plane tangent to the forwardmost point of both front tires, when the tires are parallel to the longitudinal centerline of the vehicle, and the vertical plane through the longitudinal centerline of the vehicle.

**§ 587.19 Mounting.**

(a) The deformable face is rigidly attached to the edge of the fixed rigid barrier or to some rigid structure attached thereto. The front of the fixed rigid barrier to which the deformable face is attached is flat (continuous over the height and width of the face and vertical  $\pm 1$  degree and perpendicular  $\pm 1$  degree to the axis of the run-up track). The edge of the deformable face is aligned with the edge of the fixed rigid barrier appropriate for the side of the vehicle to be tested.

(b) The deformable face is attached to the fixed rigid barrier by means of ten bolts, five in the top mounting flange and five in the bottom, such that the bottom of the bumper element honeycomb is 200 mm (7.8 in)  $\pm 15$  mm (0.6 in) from the ground. These bolts are at least 8 mm (0.3 in) in diameter. Steel clamping strips are used for both the top and bottom mounting flanges (Figure 1). These strips are 60 mm (2.4 in) high and 1000 mm (39.4 in) wide and have thickness of at least 3 mm (0.12 in). Five clearance holes of 20 mm (0.8 in) diameter are drilled in both strips to correspond with those in the mounting flange on the deformable face cladding sheet (see § 586.17(c)).

FIGURES TO SUBPART C OF PART 587

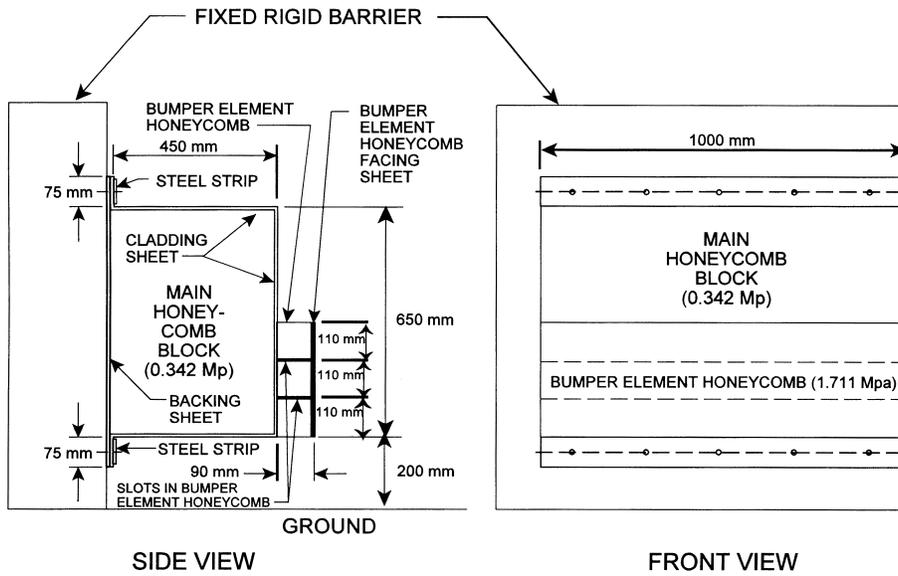
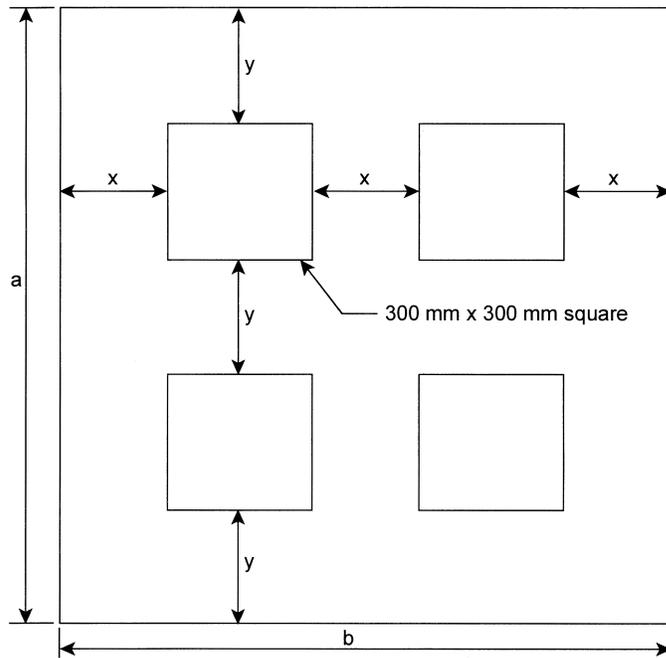
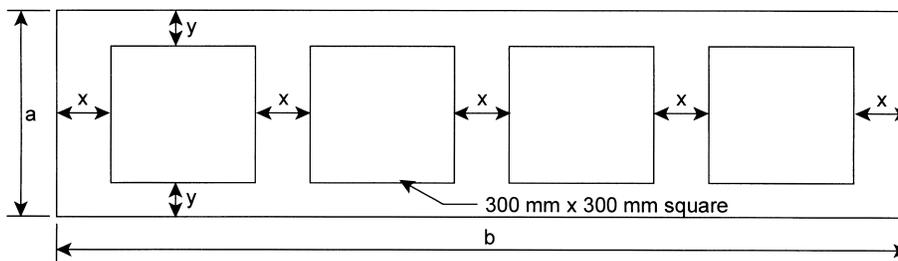


FIGURE 1  
OFFSET BARRIER



If  $a \geq 900$  mm:  $x = 1/3 (b - 600)$  mm and  $y = 1/3 (a - 600)$  mm (for  $a < b$ )



If  $a < 900$  mm:  $x = 1/5 (b - 1200)$  mm and  $y = 1/2 (a - 300)$  mm (for  $a \leq b$ )

FIGURE 2

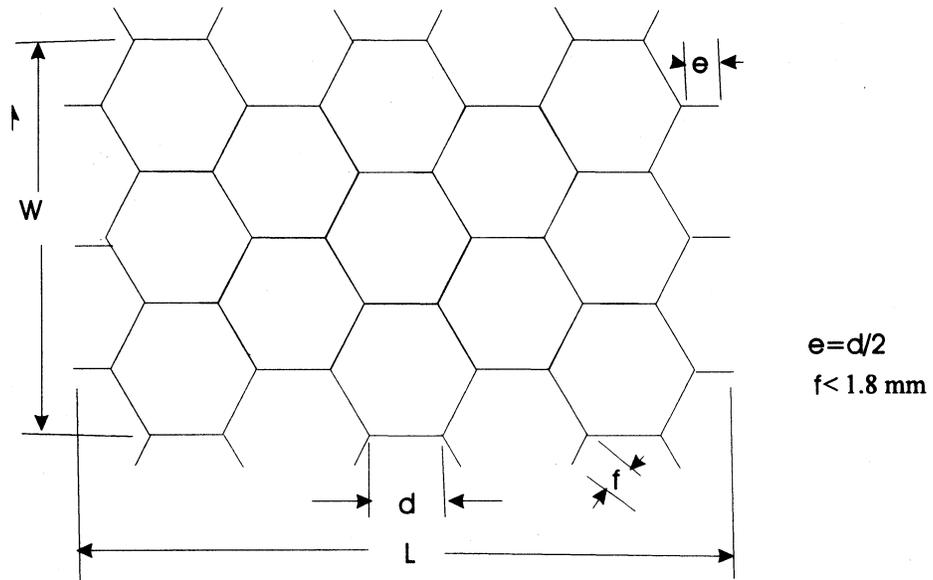


Figure 3  
Honeycomb Axes and Measured Dimensions

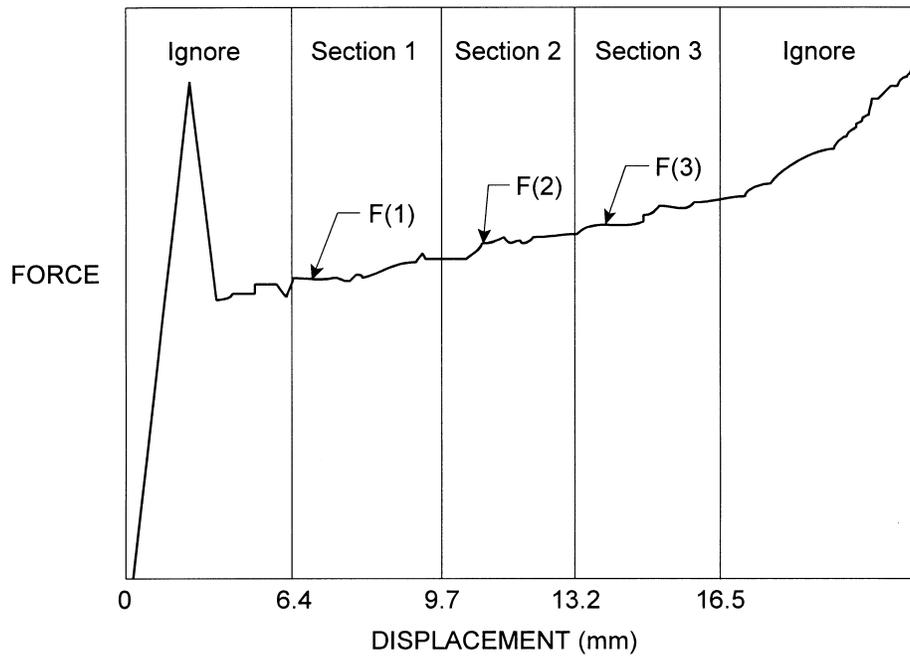
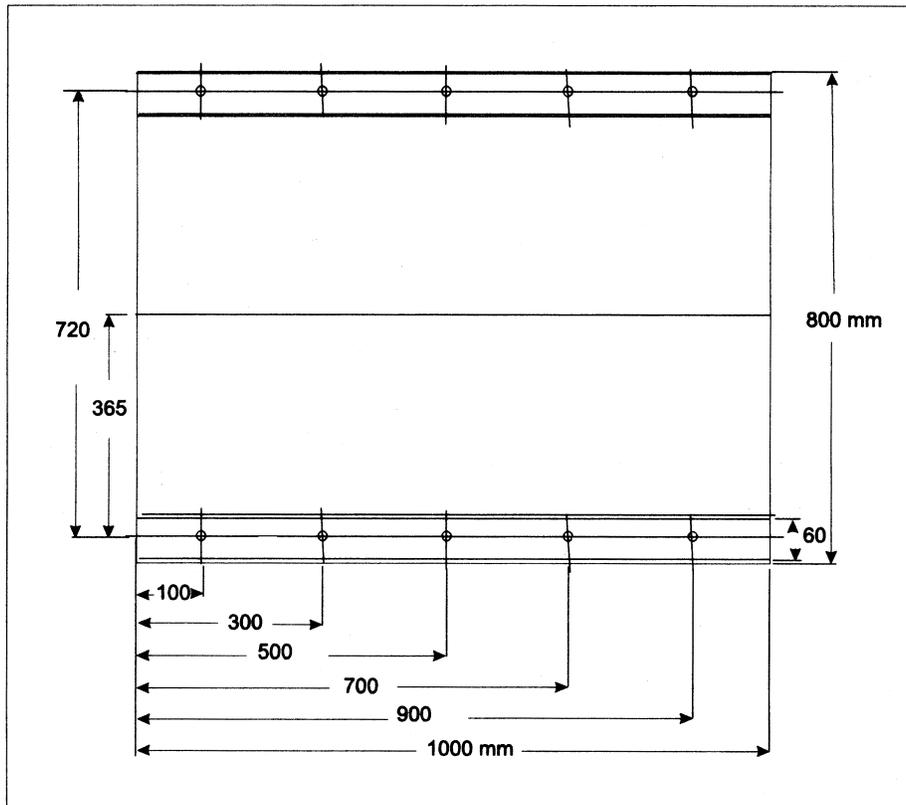


FIGURE 4  
CRUSH FORCE AND DISPLACEMENT



**Figure 5**  
**Positions of Holes for Deformable Face Mounting**

**PART 588—CHILD RESTRAINT SYSTEMS RECORDKEEPING REQUIREMENTS**

- Sec.
- 588.1 Scope.
- 588.2 Purpose.
- 588.3 Applicability.
- 588.4 Definitions.
- 588.5 Records.
- 588.6 Record retention.

**AUTHORITY:** 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

**SOURCE:** 57 FR 41438, Sept. 10, 1992, unless otherwise noted.

**§ 588.1 Scope.**

This part establishes requirements for manufacturers of child restraint systems to maintain lists of the names and addresses of child restraint owners.

**§ 588.2 Purpose.**

The purpose of this part is to aid manufacturers in contacting the owners of child restraints during notification campaigns conducted in accordance with 49 CFR part 577, and to aid the National Highway Traffic Safety Administration in determining whether a manufacturer has met its recall responsibilities.