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Memorandum

U.S. Department of Transportation

National Highway Traffic Safety Administration

NHTSA-99-6407-148
NHTSA-00-7013-8

Subject: Submittal to Docket Nos. NHTSA-1999-6407 and NHTSA-2000-7013 of Ex Parte Conversation with Staff Members of General Motors Corporation

Date: MAY 12 2000

From: Raymond P. Owings, Ph.D.
Associate Administrator for Research and Development

Reply to
Attn. of

To: The Docket
THRU: Frank Seales, Jr.
Chief Counsel

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On November 29, 1999, NHTSA had a teleconference with members of General Motors Corporation (GM) to discuss the countermeasures used in the 1999 Model Year Saturn SL1. Members of GM included Tom Terry and Mic Scherba. Members of NHTSA included Joseph Kianthra, William T. Hollowell, Rolf Eppinger, Lori Summers, James Saunders, Emily Sun, Jim Simons, Clarke Harper, Ed Jettner, Charlie Case, Ed Glancy, Rebecca MacPherson, and staff from the Vehicle Research and Test Center.

The purpose of this meeting was to discuss countermeasures that NHTSA identified during testing of the 1999 Model Year Saturn SL1 (i.e., recessed air bag module, I-tear seam cover, smaller air bag volume, internal bias flap, soft crash pulse, etc.). NHTSA also inquired about the existence of other current production GM vehicles that incorporate a similar set of countermeasures. NHTSA was cautioned that all countermeasures used in the Saturn SL1 are not applicable to all vehicle makes/models and that differences in crash pulse, geometry of the compartment, and occupant seating position could greatly affect the overall performance.

Please include this memorandum in NHTSA Docket Nos. NHTSA-1999-6407 and NHTSA-2000-7013.

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