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Memorandum

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

NHTSA-99-6407-119
NHTSA-00-7013-9

Subject: Submittal to Docket Nos. NHTSA-1999-6407 and
NHTSA-2000-7013 of Ex Parte Conversation with
Staff Members of Ford Motor Company and Alliance
of Automobile Manufacturers

Date: **MAY 11 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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U.S. DEPARTMENT OF TRANSPORTATION

On January 14, 2000, NHTSA had a video conference with members of the Ford Motor Company (Ford) and the Alliance of Automobile Manufacturers (AAM) regarding the mathematical analysis conducted in the AAM response to the FMVSS No. 208 Supplemental Notice of Proposed Rulemaking (SNPRM) on advanced air bags. Members of NHTSA included: Raymond P. Owings, Joseph N. Kianianthra, William T. Hollowell, Rolf Eppinger, Lori Summers, James Saunders, Jim Simons, Clarke Harper, and Ed Jettner. Bill King from Ford and Scott Schmidt from AAM were also in attendance with the NHTSA members. Members from Ford that were communicating through video conference included: Bill Eagleson, Joe Marsh, Sherman Hensen, Dave Clark, Tony Laituri, and Ram Sriram.

The purpose of this meeting was to discuss the mathematical analysis used in Annex 3 ("Benefits") of the AAM response to the FMVSS No. 208 SNPRM on advanced air bags (NHTSA-1999-6407-40). A presentation was made on the theoretical, relative benefits analysis conducted on one experimental passenger car. The analysis compared rigid fixed barrier testing at 40 kmph (25 mph) vs. rigid fixed barrier testing at 48 kmph (30 mph).

AAM submitted the information that was presented in this meeting to Docket No. NHTSA-1999-6407-95. Please include this memorandum in NHTSA Docket Nos. NHTSA-1999-6407 and NHTSA-2000-7013.

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