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October 8, 2002

The Honorable Jeffrey W. Runge, M.D.
Administrator
National Highway Traffic Safety Administration
400 Seventh Street, SW
Washington, DC 20590

Subject: Docket No. NHTSA 2001-10773; Notice 2
Reporting of Information About Foreign Safety Recall Campaigns Related to Potential Defects

Dear Dr. Runge:

The Technical Affairs Committee of the Association of International Automobile Manufacturers, Inc. (AIAM)[1] submits the following comments in response to the NHTSA request for public comment on the proposed collection of information under the foreign safety recall and safety campaign reporting requirements of the TREAD Act (67 FR 51925). AIAM believes that NHTSA has significantly underestimated the burden to collect the proposed information and urges that the agency alleviate this burden by adopting the reporting content suggested by AIAM in response to the NHTSA Notice of Proposed Rulemaking on the Reporting of Information About Foreign Safety Recalls and Campaigns Related to Potential Defects (66 FR 51907).

AIAM appreciates the agency's consideration of our comments. If you have any questions or require additional information on this matter, please contact me at 703.247.2105.

Sincerely,

Michael X. Cammisa

Michael X. Cammisa
Director, Safety

cc: Kenneth N. Weinstein, Safety Assurance
George Person, Office of Defects Investigation
Docket Management

[1] *AIAM Technical Affairs Committee members are American Honda Motor Co., American Suzuki Motor Corp., Hyundai Motor America, Isuzu Motors America, Inc., Kia Motors America, Saab Cars USA, and Subaru of America. Associate members include Aston Martin Lagonda of North America, Inc., Denso International America, Inc., Peugeot Motors of America, Renault, SA, and Robert Bosch Corporation.*

BUCKLE UP AMERICA
There's Just So Much To Do

ASSOCIATION OF INTERNATIONAL AUTOMOBILE MANUFACTURERS, INC.
1001 19TH ST. NORTH ■ SUITE 1200 ■ ARLINGTON, VA 22209 ■ TELEPHONE 703.525.7788 ■ FAX 703.525.8817
INTERNET: http://www.aiam.org

Comments in Response to the National Highway Traffic Safety Administration Request for Public Comment on the Proposed Collection of Information Related to Reporting of Information About Foreign Safety Recalls and Campaigns Related to Potential Defects

Docket No. NHTSA 2001-10773

October 8, 2002

The Technical Affairs Committee of the Association of International Automobile Manufacturers, Inc. (AIAM)[1] submits the following comments in response to the National Highway Traffic Safety Administration's (NHTSA's) August 9, 2002 Federal Register Notice requesting public comment on a proposed collection of information for which NHTSA intends to seek approval from the Office of Management and Budget. The subject of the proposed collection of information is the October 11, 2001 Notice of Proposed Rulemaking (NPRM) on the Reporting of Information About Foreign Safety Recalls and Campaigns Related to Potential Defects (66 FR 51907). This comment focuses on the issue of the accuracy of NHTSA's estimate of the burden of the proposed collection of information. AIAM believes that NHTSA has significantly underestimated the burden of the reporting requirements as proposed in the NPRM.

Proposed section 579.14 of the NPRM would require that the contents of a report to NHTSA of a foreign recall include the information specified in section 573.5(c)(1) through (7) of Chapter V of Title 49 of the U.S. Code of Federal Regulations (CFR). The specified information includes a chronology of events in the foreign country, test results using the foreign country's test procedure, and information on the number of affected vehicles in the foreign country. Using the NPRM requirements as a basis, NHTSA estimates that preparation and submission to NHTSA of each foreign defect report will require 2 hours of technical staff time for translation and 1 hour of clerical staff time. Inherent in this estimate appears to be an assumption that all of the information required in 573.5(c)(1) through (7) has already been collected for the recall in the foreign country and included in a report to the manufacturer's representatives in the U.S. This is a flawed assumption.

Recalls in a foreign country are conducted on the basis of the requirements and practices in that specific country. For this reason, the detailed information that NHTSA has requested in the Foreign Recall Reporting NPRM may not be immediately available – a fact which NHTSA recognizes in proposed section

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[1] AIAM Technical Affairs Committee members are American Honda Motor Co., American Suzuki Motor Corp., Hyundai Motor America, Isuzu Motors America, Inc., Kia Motors America, Saab Cars USA, and Subaru of America. Associate members include Aston Martin Lagonda of North America, Inc., Denso International America, Inc., Peugeot Motors of America, Renault, SA, and Robert Bosch Corporation.

579.14(b) of the NPRM. Obtaining U.S. required information which is missing from a foreign recall report will substantially increase the burden from a few additional hours of technical staff time to several days to enable the U.S. representatives to communicate with the manufacturers representatives in the recalling country as well as with the parent company personnel to assemble and translate the missing information.

To alleviate this additional reporting burden, AIAM has recommended that NHTSA adopt the reporting content requirements proposed by AIAM in response to the NPRM; specifically, that the agency require only the submittal of the information in 573.5(c)(1), (2), and (5). If, for a particular situation, the agency finds that it needs additional information for further analysis, it has the authority to require the submittal of such information through a more narrowly targeted request. This will provide NHTSA with the essential information needed for early warning purposes while minimizing the burden associated with the routine reporting requirements.

A copy of the AIAM comment to the Foreign Recall Reporting NPRM and the relevant section of the CFR are attached for your convenience.

AIAM

December 10, 2001

Chairman
T. ELLIOTT
Honda
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T. MacCARTHY

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Renault

The Honorable Jeffrey W. Runge, M.D.
Administrator
National Highway Traffic Safety Administration
400 Seventh Street, SW
Washington, DC 20590

Subject: Docket No. NHTSA-2001-10773
49 CFR Part 579
Reporting of Information About Foreign Safety Recall Campaigns Related to Potential Defects

Dear Dr. Runge:

The Association of International Automobile Manufacturers, Inc. (AIAM), submits the attached comments in response to NHTSA's Notice of Proposed Rulemaking (NPRM) regarding implementation of the Foreign Recall Reporting Requirements of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act (66 FR 51907). AIAM believes that simplicity and clarity are critical elements of the foreign recall reporting rule, particularly in light of the TREAD-mandated five working day reporting deadline and potential criminal penalties for noncompliance.

AIAM member companies are parts of global manufacturers and have unique experience and expertise in dealing with the complex issues of international manufacturing and the sale of motor vehicles. AIAM appreciates your consideration of our comments. Should you have any questions on this matter, please contact me at 703.247.2105.

Sincerely,

Michael X. Cammisa
Director, Safety

cc: Kenneth N. Weinstein, NHTSA Safety Assurance
Jonathan White, NHTSA Office of Defects Investigation
Z. Taylor Vinson, NHTSA Office of Chief Counsel

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There's Just One Right Thing To Do

ASSOCIATION OF INTERNATIONAL AUTOMOBILE MANUFACTURERS, INC.
1001 19TH ST. NORTH ■ SUITE 1200 ■ ARLINGTON, VA 22209 ■ TELEPHONE 703.525.7788 ■ FAX 703.525.8817
INTERNET: http://www.aiam.org

COMMENTS OF THE ASSOCIATION OF INTERNATIONAL AUTOMOBILE MANUFACTURERS (AIAM) REGARDING NHTSA'S NOTICE OF PROPOSED RULEMAKING ON FOREIGN RECALL REPORTING REQUIREMENTS UNDER THE TREAD ACT

December 10, 2001

The Association of International Automobile Manufacturers, Inc. (AIAM)[1] appreciates the opportunity to offer its comments and recommendations in response to NHTSA's NPRM on foreign recall reporting requirements under section 3(a) of the Transportation Recall Enhancement, Accountability, and Documentation ("TREAD") Act. AIAM has several concerns regarding the proposed requirements in NHTSA's notice, and we therefore offer several suggestions to clarify and narrow the proposed requirements.

On its face, section 3(a) imposes relatively straightforward reporting obligations. The provision stands in contrast to the detailed information elements and other requirements specified in section 3(b) of TREAD for "early warning" reports. When the simplicity of section 3(a) is considered along with the very stringent 5 working day reporting deadline and the addition of criminal penalties under section 5(b) of TREAD, the need for simple, unambiguous reporting requirements for foreign recalls is apparent. The two provisions are also distinguishable in that the "early warning" requirements address the earliest stages of an investigation, whereas the foreign recall requirements relate to the end of an overseas process, in which there has been a determination to conduct a campaign. Because of differences in the scope and level of detail of the two provisions, the agency should not feel compelled to combine definitions and procedures for the section 3(a) and 3(b) rules. Simplicity and clarity are critical elements of the foreign recall reporting rule.

Although section 3(a) is fundamentally straightforward, there are certain issues raised in the agency's proposal that increase complexity and could lead to confusion if not addressed in the final rule. The foreign recall requirements implicitly raise issues involving relationships among business entities overseas and product differences in various international markets. The AIAM member companies are parts of global manufacturers and have unique experience and expertise in dealing with these complex issues of international manufacturing and sale of motor vehicles. Therefore, through

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[1] AIAM members include American Honda Motor Co., Inc., American Suzuki Motor Corporation, Daewoo Motor America, Hyundai Motor America, Isuzu Motors America, Inc., Kia Motors America, Inc., Mitsubishi Motors America, Inc., Nissan North America, Inc., Peugeot Motors of America, Inc., Saab Cars USA, Inc., Societe Anonyme Des Usines Renault, Subaru of America, Inc., and Toyota Motor North America, Inc. The Association also represents original equipment suppliers and other automotive-related trade associations. AIAM members have invested over $20 billion dollars in new production and distribution capacity, creating tens of thousands of high-skill, high-wage jobs across the country in manufacturing, supplier industries, ports, distribution centers, headquarters, R&D centers and automobile dealerships.

these comments, we identify several areas of concern and suggest possible solutions for NHTSA's consideration.

1. **Definition of "manufacturer".** Proposed section 579.15 requires the reporting of any determination by the manufacturer, **"including any of its subsidiaries and affiliates,"** to recall vehicles or equipment. The proposed definitions of "other safety campaign" and "safety recall" in section 579.11 would add the term "agent" to the list of potentially affiliated entities for purposes of the foreign recall reporting rule. Unfortunately, the meaning of these three terms is not clear, creating a serious problem in the context of a reporting requirement with a 5-day deadline and criminal penalties for noncompliance.

In the preamble to the proposal, NHTSA asserts broad jurisdiction over foreign-based corporations that produce vehicles for sale in the U.S., not just U.S.-based subsidiaries. As stated in Attachment 10 to the Alliance of Automobile Manufacturers' comment on the agency's early warning reporting ANPRM, NHTSA should use the flexibility provided by Congress under TREAD to avoid unnecessary extraterritorial effects of regulations, by assuring that the regulations are reasonable, restrained, and sensitive to any concerns that might be raised by foreign countries in the regulatory process. To avoid unnecessary interference with the sovereignty of other nations, NHTSA should seek to extend its requirements to foreign entities only where there are direct, substantial, and foreseeable effects of the activities of those entities on the U.S.

AIAM is particularly concerned that the agency not seek to impose liability on a manufacturer based on a failure to obtain information in the possession of undefined "subsidiaries," "affiliates," and "agents" that have no nexus to the U.S. Manufacturers have relationships with a variety of entities overseas, and these relationships take a wide range of forms. Marketing in some countries is undertaken through distributors that are independent from the manufacturer. Some of these entities may add components to vehicles overseas without the involvement of the original manufacturer. In addition, some of these foreign entities may engage in "safety campaigns" (particularly as broadly defined in the proposal, see below) without notifying the manufacturer in advance or in some cases at all. In some instances, these distributor entities are no larger than a single dealership. These entities have no direct connection with the U.S. market, and it would be unreasonable for NHTSA to seek to extend the scope of its regulations to the activities of these entities. Manufacturers may have no, or only limited ability to discover the actions by such entities, so it would also be unreasonable to hold the manufacturers accountable for reporting the activities of these entities.

Due to the ambiguity in the scope of the terms "subsidiaries," "affiliates," and "agents" in section 579.13 and the potential for inappropriate extension of those terms, AIAM urges that NHTSA not attempt to expand the definition of "manufacturer" beyond the definition that is currently in the Safety Act and which Congress left unchanged when enacting TREAD.

2. **"Substantially similar" vehicles and equipment**. AIAM has several concerns with respect to proposed section 579.12 that purports to define 'substantially similar" vehicles

or equipment. We strongly urge that the provision be replaced with a simpler, more objective definition.

Our principal concern relates to the fifth criterion in the definition (section 579.12(a)(5)). This provision would require the reporting of recalls involving foreign-sold vehicles (even if the vehicles are of a type not sold in the U.S.) if the component or system that formed the basis for the recall is used in a U.S.-sold vehicle. However, the determination of whether U.S. and foreign components/systems are the same is not always clear or readily ascertainable, and we know of no company that has a system that allows tracking at the component or sub-component level. Some portions of a system may be the same in U.S. and foreign vehicles without the entire system being the same. For example, the same hydraulic components could be used in U.S. and foreign brake systems but different friction components could be used. Moreover, the precise sub-component in a system that causes a recall to become necessary may not be used in the dissimilar U.S. vehicle, potentially making the reporting obligation ambiguous. In these circumstances, making a determination within the 5-day reporting window would be all but impossible. The meaning of section 579.12(a)(5) is further confused given the similarly worded 579.12(b). The existence of the two separate provisions raises questions about their meaning.

Another aspect of the fifth criterion that is confusing involves common suppliers. Suppose a vehicle manufacturer were to conduct a recall overseas based on a defect in a system (e.g., a seat belt) supplied by an independent supplier. This supplier may have sold the same system to other manufacturers, some of which may use the system in U.S. vehicles. Section 579.12(a)(5), in conjunction with section 579.13(a), could be read to require the first manufacturer to report to NHTSA. However, it would be unreasonable to require vehicle manufacturers to have such a complete knowledge of all component sourcing for other manufacturers. For all the reasons stated above, the fifth criterion (section 579.12(a)(5)) should be deleted.

In addition, we question the usefulness of the fourth criterion relating to "counterpart" vehicles. See section 579.12(a)(4). The term "counterpart" is no more objective or unambiguous than the phrase "identical or substantially similar," so its inclusion in section 579.12 is not only not useful, but also introduces an ambiguity, which is inappropriate given the penalties for noncompliance. Therefore, this criterion should also be deleted.

AIAM recommends that the agency adopt a simple, objective definition in section 579.12(a). Objectivity is critical, given TREAD's 5-day reporting period for foreign recalls and the existence of criminal penalties for noncompliance.

Notwithstanding these concerns, if the agency retains the fifth criterion in some form, it should not be incorporated into the annual reporting requirement in section 579.13(e). That provision would require each manufacturer to provide to NHTSA by November 1 of each year a list of "identical or substantially similar" vehicles that it intends to sell in the U.S. during the following year. With regard to the fifth criterion of 579.12(a), the scope

of this proposed requirement is unclear. Does NHTSA intend to require manufacturers to report all components in any of their vehicles that are used both in the U.S. and overseas? If so, the reporting obligation would be overly broad and the accompanying burden would be excessive, because we know of no manufacturers that have systems to do this, and we doubt that they reasonably could be created. This could result in the reporting of more information than NHTSA could effectively process and use. In fact, such an interpretation would likely result in the reporting of all vehicles worldwide, due to likely common part usage at some level (such as bolts and fasteners), and would thus make the annual list confusing and meaningless.

3. **Report content.** Proposed section 579.14 would require that reports must contain the information specified in section 573.5(c)(1) through (7). Collecting all this information within the 5 business day period may be extremely difficult, since some of it may not have been previously developed. The specified information includes a chronology of events in the foreign country, test results using the foreign country's test procedure, and information on the number of affected vehicles in the foreign country. Much of the information would be of limited value in assessing the potential effect in the U.S. AIAM recommends that the agency only require the submittal of the information in paragraphs (1), (2), and (5) (i.e., the manufacturer's name, the affected vehicle population, and a description of the defect) within the 5 business day period. If the agency finds that it needs additional information in order to evaluate a particular situation, it has the authority to require the submittal of such information at a later date through a more narrowly targeted request. Moreover, it would frequently be in the interest of the manufacturer to provide additional clarifying information voluntarily in its report, so further mandated information is unnecessary.

4. **Other safety campaigns.** The definition of "other safety campaign" in section 579.11 is overly broad and unworkable. The proposed definition potentially applies to all communications from manufacturers relating to vehicle operation or repair. As written, it could apply to routine maintenance instructions in an owner's manual, advertising relating to maintenance, or even seat-belt use campaign or anti-drunk driving materials. Congress intended the phrase "or other safety campaign" in TREAD to assure that manufacturers report on foreign recall campaigns, whether government mandated or voluntary, even if the elements of such campaigns differ in minor respects from U.S. campaigns (such as timing or manufacturer payment requirements) and even if the activity is not expressly designated as a recall. There is insufficient justification to extend reporting requirements to other types of activities. To correct this problem, NHTSA should provide a single definition of "safety recall or other safety campaign," using the language of the proposed definition of "safety recall."

5. **Recall determinations.** Section 579.13(b) would require manufacturers to report any "determination" by a foreign government that a recall/campaign **"must"** be conducted. However, the preamble (66 Fed. Reg. 51910) states that such a "determination" includes any determination that a recall **"should"** be conducted, whether final, initial, or conditional. The preamble language might be read to extend to informal urging of a recall by staff level officials, even before a full technical analysis has been completed.

This provision should be clarified to apply only to "official" or "formal" determinations that are in writing.

6. **Report timing.** The reporting requirement in section 579.13 establishes a "5 business day" time frame for making reports, consistent with TREAD. The agency should clarify in that section that the "business day" calculation excludes company holidays and shutdown periods. The calculation should also reflect holiday and shutdown periods in any affected country, so that the report period would be 5 "overlapping" business days. Manufacturer staff in several countries may need to participate in the preparation of the report (e.g., the staff at the overseas parent company where the affected vehicles were manufactured, the other foreign country where the vehicles were sold and the recall occurred, and the United States). Holidays and shutdown periods in any of the relevant foreign countries limit the manufacturer's ability to gather the required information, while holidays/shutdowns in the U.S. limit the ability to process and transmit the information to the agency. The stringency of the 5-day period makes imperative the additional flexibility provided by our recommended approach.

7. **Non-safety defect communications.** Proposed section 579.6 carries over the existing regulation in section 573.8 regarding providing copies of notices, bulletins, and other communications relating to defects, whether or not such defects are safety related. The preamble to the proposal (66 Fed. Reg. 51908, October 11, 2001) states that the existing language does not specifically address communications relating to non-safety defects occurring in vehicles outside the U.S. It is our understanding that the longstanding practice in this area is to consider the provision applicable only to communications relating to U.S.-manufactured vehicles. The preamble also states that the agency simply intends to restate and transfer section 573.8, without re-proposing it (see 66 Fed. Reg. 51915). However, transferring this language into Part 579, which applies in part to foreign-manufactured vehicles, creates the potential for confusion regarding the scope of the provision. Nothing in TREAD requires the reporting of non-safety defect information. A requirement for reporting foreign, non-safety defect communications would impose significant burdens (including record gathering and translation burdens) with little or no benefit to the agency, given the significant product differences between the U.S. and foreign markets. NHTSA should modify this provision to state explicitly that it applies only to communications relating to U.S.-sold vehicles.

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(g) The provisions of §573.10 apply to all persons.

[43 FR 60169, Dec. 26, 1978, as amended at 60 FR 17268, Apr. 5, 1995; 66 FR 38162, July 23, 2001]

§573.4 Definitions.

For purposes of this part:

Act means 49 U.S.C. Chapter 301.

Administrator means the Administrator of the National Highway Traffic Safety Administration or his delegate.

First purchaser means first purchaser for purposes other than resale.

Leased motor vehicle means any motor vehicle that is leased to a person for a term of at least four months by a lessor who has leased five or more vehicles in the twelve months preceding the date of notification by the vehicle manufacturer of the existence of a safety-related defect or noncompliance with a Federal motor vehicle safety standard in the motor vehicle.

Lessee means a person who is the lessee of a leased motor vehicle as defined in this section.

Lessor means a person or entity that is the owner, as reflected on the vehicle's title, of any five or more leased vehicles (as defined in this section), as of the date of notification by the manufacturer of the existence of a safety-related defect or noncompliance with a Federal motor vehicle safety standard in one or more of the leased motor vehicles.

Readable form means a form readable by the unassisted eye or readable by machine. If readable by machine, the submitting party must obtain written confirmation from the Office of Defects Investigation immediately prior to submission that the machine is readily available to NHTSA. For all similar information responses, once a manufacturer has obtained approval for the original response in that form, it will not have to obtain approval for future submissions in the same form. In addition, all coded information must be accompanied by an explanation of the codes used.

[43 FR 60169, Dec. 26, 1978, as amended at 60 FR 17268, Apr. 5, 1995]

§573.5 Defect and noncompliance information report.

(a) Each manufacturer shall furnish a report to the NHTSA for each defect in his vehicles or in his items of original or replacement equipment that he or the Administrator determines to be related to motor vehicle safety, and for each noncompliance with a motor vehicle safety standard in such vehicles or items of equipment which either he or the Administrator determines to exist.

(b) Each report shall be submitted not more than 5 working days after a defect in a vehicle or item of equipment has been determined to be safety related, or a noncompliance with a motor vehicle safety standard has been determined to exist. Information required by paragraph (c) of this section that is not available within that period shall be submitted as it becomes available. Each manufacturer submitting new information relative to a previously submitted report shall refer to the notification campaign number when a number has been assigned by the NHTSA.

(c) Each manufacturer shall include in each report the information specified below.

(1) The manufacturer's name: The full corporate or individual name of the fabricating manufacturer and any brand name or trademark owner of the vehicle or item of equipment shall be spelled out, except that such abbreviations as "Co." or "Inc.", and their foreign equivalents, and the first and middle initials of individuals, may be used. In the case of a defect or noncompliance decided to exist in an imported vehicle or item of equipment, the agency designated by the fabricating manufacturer pursuant to 49 U.S.C. section 30164(a) shall be also stated. If the fabricating manufacturer is a corporation that is controlled by another corporation that assumes responsibility for compliance with all requirements of this part the name of the controlling corporation may be used.

(2) Identification of the vehicles or items of motor vehicle equipment potentially containing the defect or noncompliance, including a description of the manufacturer's basis for its determination of the recall population and a description of how the vehicles or

items of equipment to be recalled differ from similar vehicles or items of equipment that the manufacturer has not included in the recall.

(i) In the case of passenger cars, the identification shall be by the make, line, model year, the inclusive dates (month and year) of manufacture, and any other information necessary to describe the vehicles.

(ii) In the case of vehicles other than passenger cars, the identification shall be by body style or type, inclusive dates (month and year) of manufacture and any other information necessary to describe the vehicles, such as GVWR or class for trucks, displacement (cc) for motorcycles, and number of passengers for buses.

(iii) In the case of items of motor vehicle equipment, the identification shall be by the generic name of the component (tires, child seating systems, axles, etc.), part number, size and function if applicable, the inclusive dates (month and year) of manufacture if available and any other information necessary to describe the items.

(iv) In the case of motor vehicles or items of motor vehicle equipment in which the component that contains the defect or noncompliance was manufactured by a different manufacturer from the reporting manufacturer, the reporting manufacturer shall identify the component and the manufacturer of the component by name, business address, and business telephone number. If the reporting manufacturer does not know the identity of the manufacturer of the component, it shall identify the entity from which it was obtained.

(v) In the case of items of motor vehicle equipment, the manufacturer of the equipment shall identify by name, business address, and business telephone number every manufacturer that purchases the defective or noncomplying component for use or installation in new motor vehicles or new items of motor vehicle equipment.

(3) The total number of vehicles or items of equipment potentially containing the defect or noncompliance, and where available the number of vehicles or items of equipment in each group identified pursuant to paragraph (c)(2) of this section.

(4) The percentage of vehicles or items of equipment specified pursuant to paragraph (c)(2) of this section estimated to actually contain the defect or noncompliance.

(5) A description of the defect or noncompliance, including both a brief summary and a detailed description, with graphic aids as necessary, of the nature and physical location (if applicable) of the defect or noncompliance.

(6) In the case of a defect, a chronology of all principal events that were the basis for the determination that the defect related to motor vehicle safety, including a summary of all warranty claims, field or service reports, and other information, with their dates of receipt.

(7) In the case of a noncompliance, the test results or other data on the basis of which the manufacturer determined the existence of the noncompliance.

(8)(i) A description of the manufacturer's program for remedying the defect or noncompliance. The manufacturer's program will be available for inspection in the public docket, Room 5109, Nassif Building, 400 Seventh St., SW., Washington, DC 20590.

(ii) The estimated date on which it will begin sending notifications to owners that there is a safety-related defect or noncompliance and that a remedy without charge will be available, and the estimated date on which it will have completed such notification. If a manufacturer subsequently becomes aware that either the beginning or the completion date reported to the agency will be delayed by more than two weeks, it shall promptly advise the agency of the delay and the reasons therefor, and furnish a revised estimate.

(iii) If a manufacturer intends to file a petition for an exemption from the recall requirements of the Act on the basis that a defect or noncompliance is inconsequential as it relates to motor vehicle safety, it shall notify NHTSA of that intention in its report to NHTSA of the defect or noncompliance under this section. If such a petition is filed and subsequently denied, the manufacturer shall provide the information required by paragraph (c)(8)(ii) of this section within five Federal government

business days from the date the petition denial is published in the FEDERAL REGISTER.

(iv) If a manufacturer advises NHTSA that it intends to file such a petition for exemption from the notification and remedy requirements on the grounds that the defect or noncompliance is inconsequential as it relates to motor vehicle safety, and does not do so within the 30-day period established by 49 CFR 556.4(c), the manufacturer must submit the information required by paragraph (c)(8)(ii) of this section no later than the end of that 30-day period.

(9) A representative copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and are sent to more than one manufacturer, distributor, dealer, or purchaser. These copies shall be submitted to the NHTSA not later than 5 days after they are initially sent to manufacturers, distributors, dealers, or purchasers. In the case of any notification sent by the manufacturer pursuant to part 577 of this chapter, the copy of the notification shall be submitted by certified mail.

(10) Except as authorized by the Administrator, the manufacturer shall submit a copy of its proposed owner notification letter to the Office of Defects Investigation ("ODI") no fewer than five Federal government business days before it intends to begin mailing it to owners. Submission shall be made by any means which permits the manufacturer to verify promptly that the copy of the proposed letter was in fact received by ODI and the date it was received by ODI.

(11) The manufacturer's campaign number, if it is not identical to the identification number assigned by NHTSA.

[43 FR 60169, Dec. 26, 1978, as amended at 44 FR 20437, Apr. 5, 1979; 48 FR 44081, Sept. 27, 1983; 60 FR 17268, Apr. 5, 1995; 61 FR 278, Jan. 4, 1996]

§ 573.6 Quarterly reports.

(a) Each manufacturer who is conducting a defect or noncompliance notification campaign to manufacturers, distributors, dealers, or owners shall submit to NHTSA a report in accordance with paragraphs (b), (c), and (d) of this section. Unless otherwise directed by the NHTSA, the information specified in paragraphs (b)(1) through (5) of this section shall be included in the quarterly report, with respect to each notification campaign, for each of six consecutive quarters beginning with the quarter in which the campaign was initiated (i.e., the date of initial mailing of the defect or noncompliance notification to owners) or corrective action has been completed on all defective or noncomplying vehicles or items of replacement equipment involved in the campaign, whichever occurs first.

(b) Each report shall include the following information identified by and in the order of the subparagraph headings of this paragraph.

(1) The notification campaign number assigned by NHTSA.

(2) The date notification began and the date completed.

(3) The number of vehicles or items of equipment involved in the notification campaign.

(4) The number of vehicles and equipment items which have been inspected and repaired and the number of vehicles and equipment items inspected and determined not to need repair.

(5) The number of vehicles or items of equipment determined to be unreachable for inspection due to export, theft, scrapping, failure to receive notification, or other reasons (specify). The number of vehicles or items or equipment in each category shall be specified.

(6) In reports by equipment manufacturers, the number of items of equipment repaired and/or returned by dealers, other retailers, and distributors to the manufacturer prior to their first sale to the public.

(c) Information supplied in response to the paragraphs (b)(4) and (5) of this section shall be cumulative totals.

(d) The reports required by this section shall be submitted in accordance with the following schedule, except that if the due date specified below falls on a Saturday, Sunday or Federal holiday, the report shall be submitted on the next day that is a business day for the Federal government:

(1) For the first calendar quarter (January 1 through March 31), on or before April 30;