for newborn dummy (January 8, 1993, 58 FR 3229); 9-month-old dummy (August 19, 1991; 56 FR 41077); 6-yearold dummy (November 14, 1991; 56 FR 57830). Those rulemakings on part 572 standardized the test dummies and comprised a first step toward incorporating the dummies into Standard 213 compliance tests. Following that rulemaking, NHTSA issued the NPRM for today's rule.

d. Overview of NPRM

That NPRM proposed adding the newborn, 9-month-old and 6-year old child test dummies to Standard 213. It specified how NHTSA would determine the child dummy or dummies to be used in testing a particular child restraint system. It proposed detailed descriptions of the clothing, conditioning and positioning procedures for the dummies to ensure that the test conditions are carefully controlled. It proposed the use of these dummies to determine compliance with existing performance criteria (e.g., head and chest injury criteria and excursion limits) that a child restraint must meet before, during and after dynamic testing involving restraint of a dummy. The NPRM proposed to allow manufacturers 180 days leadtime to comply with the proposed requirements (i.e., proposed an effective date for the rule of 180 days after the date on which the rule is published).

In addition, the NPRM proposed miscellaneous amendments to Standard 213. The notice also sought to obtain information on child restraining devices that are designed to be attached to a vehicle's Type II belt system to improve the fit of the belts on children (and in some cases, on small adults).

e. Overview of Comments

The NPRM attracted a variety of commenters. Commenters included vehicle and child seat manufacturers (Ford, Cosco, Safeline Children's Products, Century Products); a child seat accessory manufacturer (Redlog Products Inc.); a dummy manufacturer (First Technology Safety Systems); industry groups (American Automobile Manufacturers Association, Insurance Institute for Highway Safety); and child passenger groups and consultants (Advocates for Highway and Auto Safety, CompUTence, the University of Michigan-Child Passenger Protection Program, SafetyBeltSafe U.S.A.). Commenters also included Transport Canada, the Australian Roads and Traffic Authority, United Airlines, and the University of Illinois.

Commenters were generally favorable toward the idea of adding a newborn, 9-

month old and 6-year old test dummy to FMVSS 213. (A few commenters, discussed below in the next section, raised a concern about whether adding new dummies was justified.) Several commenters suggested adding newer, more advanced dummies. Many commenters suggested changes on the proposed criteria to be used in determining which dummies would be used to test a particular child restraint (i.e., the proposed weight and height ranges). There were also comments on the proposed performance criteria that a child restraint must meet when restraining the dummy used to test the restraint. Some commenters suggested a longer leadtime for any new requirement. These and other issues are discussed below.

f. Overview Comparison of NPRM and Final Rule

The main differences between the provisions of this final rule and those of the NPRM relate to the following matters. This rule clarifies the provisions used to determine which dummy is used to test a child restraint system. It also requires that each child restraint be labeled with information regarding the standing height (instead of sitting height) of children for which the restraint is designed. This rule slightly changes the provisions for testing buckle release requirements, so that only the heavier dummy of a range of dummies will be used to assess compliance with the requirement. This rule also changes how compliance with the standard's knee excursion requirement for built-in seats will be evaluated. In addition, the rule excludes child seats with a mass of less than 4 kg from an adopted requirement that the mass of the child seat not impose any load on the child occupant in a crash. In response to commenters, a longer leadtime for the rule is provided to manufacturers of built-in restraint systems.

II. Amendments for New Dummies

a. General Acceptability

Overall, commenters supported the proposal to add new test dummies to Standard 213 compliance testing. However, as discussed below, some commenters suggested adding dummies other than those proposed in the NPRM. Some commenters also recommended changes to the provisions for determining which dummy or dummies are to be used for testing child restraints.

Concerning the first issue, some commenters wanted NHTSA to adopt newer, and what they believed to be

more advanced, dummies than the proposed child dummies. The American Automobile Manufacturers Association (AAMA) agreed with adopting the newborn infant dummy and retaining the 3-year-old dummy currently specified in Standard 213. However, AAMA suggested adopting a new 12month-old dummy (referred to as the Child Restraint and Air Bag Interaction (CRABI) dummy) instead of the proposed 9-month-old dummy, and a 6year-old child dummy based on the 50th percentile male Hybrid III dummy, instead of the proposed part 572 6-yearold dummy (referred to as the SA106C dummy). "These new [CRABI and Hybrid III] dummies have improved anthropometric emulation and have superior instrumentation capability.' The commenter said that while the calibration and user's manual for the dummies is not yet completed, they should be completed by the time of the effective date of today's final rule. First Technology Safety Systems, Inc., a dummy manufacturer, commented that the "design and development" of the CRABI 12-month-old dummy and the Hybrid III six-year-old dummy "have been completed and are commercially available." In addition, First Technology, a dummy manufacturer, stated that the CRABI 12-month-old and 18-month old dummies are also commercially available.

The issue of whether NHTSA should adopt the Hybrid-III six-year-old dummy instead of the SA 106C dummy was addressed in the NPRM and in the rule adopting the six-year-old dummy specifications into part 572. NHTSA's position has been that, while the Hybrid-III dummy might have potential advantages over the SA106C dummy in the number of injury parameters the dummies can measure, rulemaking on the latter dummy should not be delayed pending assessment of the performance of the new dummy. NHTSA stated in the part 572 final rule:

The SA106C dummy's ability to measure HIC, chest acceleration and femur loads, and its ability to replicate the motions and excursions of a child in a crash are sufficient to provide valid assessment of the injury potential of child restraint systems in a reliable manner. Since the SA106C dummy is ready now, and a final rule specifying the dummy will help improve safety, the agency believes it is appropriate to proceed with adding the dummy to part 572.

Likewise, NHTSA believes rulemaking adopting use of a six-yearold dummy in Standard 213 compliance tests should not be delayed pending evaluation of the suitability and availability of the dummy as a test device. Such evaluation will be