Planning and Review. NHTSA has considered the impact of this rulemaking action under the DOT's regulatory policies and procedures and has determined that it is not "significant" within the meaning of those policies and procedures.

The amendments promulgated by this final rule extend the requirements of Standard No. 206 to back doors of passenger cars and MPVs, including hatchbacks, passenger vans, station wagons and sport utility vehicles with a GVWR of 4,536 kg (10,000 pounds) or less that are so equipped. The agency believes that the economic impact of this rulemaking action is minimal both to manufacturers and consumers since agency data indicate that many back door latches, hinges, and locks already comply with the requirements of this rule. If any changes must be made by manufacturers to comply with this rule, the agency believes that such changes will be minor in nature, of very little or no cost, and easily capable of being accomplished within the lead time provided. As noted above, the total cost of bringing the remaining noncompliant vehicles into compliance is estimated to be up to a total of \$1,740,000. Accordingly, a full regulatory evaluation was not prepared.

(b) Regulatory Flexibility Act

NHTSA has considered the effects of this rulemaking action under the Regulatory Flexibility Act. I hereby certify that the amendments promulgated by this final rule will not have a significant impact on a substantial number of small entities. Accordingly, a regulatory flexibility analysis has not been prepared.

The agency believes that few, if any, motor vehicle manufacturers qualify as small businesses. Small businesses, small organizations, and small governmental units may be affected by this rulemaking action only to the extent that they could pay a few dollars more for the vehicles that they purchase with the complying back door latches, hinges, and locks.

(c) Executive Order 12612, Federalism

NHTSA has analyzed this rulemaking action in accordance with the principles and criteria of Executive Order No. 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

(d) National Environmental Policy Act

NHTSA has analyzed this rulemaking action for the purposes of the National Environmental Policy Act and has determined that implementation of this rulemaking action will not have any significant impact on the quality of the human environment.

(e) Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1980, P.L. 96–511, NHTSA states that there are no information collection requirements associated with this rulemaking action.

(f) Civil Justice Reform

This rule does not have any retroactive effect. Under 49 U.S.C. 30103(b), whenever a Federal motor vehicle safety standard is in effect, a state or political subdivision thereof may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle only if the standard is identical to the Federal standard. However, a state may prescribe a standard for a motor vehicle or equipment obtained for its own use that imposes a higher performance requirement than the Federal standard. 49 U.S.C. 30161 sets forth a procedure for judicial review of final rules establishing, amending or revoking Federal motor vehicle safety standards. A petition for reconsideration or other administrative proceedings is not required before parties may file suit in court.

List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles, Rubber and rubber products, Tires, Incorporation by reference.

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

In consideration of the foregoing, 49 CFR Part 571 is amended as follows:

1. The authority citation for Part 571 continues to read as follows:

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

2. Section 571.206 is amended by revising S1; adding the definitions of "auxiliary door latch," "back door," "fork-bolt," "fork-bolt opening," and "primary door latch", in alphabetical order, to S3; revising S4, S4.1.1.1, S4.1.1.2, S4.1.2, S4.2.1.1, S4.2.1.2, S4.2.2, and S4.3; adding S4.4 through S4.5; revising the heading of S5.1; revising S5.1.1.1, S5.1.1.2, S5.2.1, S5.2.2, and S5.3; revising the heading of S5.2; adding S5.4 through S5.5; and adding Figure 1 to the end of the section, to read as follows:

$\S\,571.206$ Standard No. 206, Door locks and door retention components.

S1. *Purpose and Scope.* This standard specifies requirements for door locks

and door retention components including latches, hinges, and other supporting means, to minimize the likelihood of occupants being thrown from the vehicle as a result of impact.

S3. Definitions.

*

Auxiliary door latch means a latch or latches, other than the primary latch or latches, fitted to a back door or back door system that is equipped with more than one latch.

Back door means a door or door system on the back end of a vehicle through which passengers can enter or depart the vehicle, or cargo can be loaded or unloaded, except—

- (1) the trunk lid of a passenger car whose trunk is separated from the passenger compartment by a partition; and
- (2) a door or window composed entirely of glazing material whose latches and/or hinges are attached directly onto the glazing material.

Fork-bolt means the part of the door latch that engages the striker when in a latched position.

Fork-bolt opening means the direction opposite to that in which the striker enters to engage the fork-bolt.

Primary door latch means, with respect to a back door or back door system, the latch or latches equipped with both the fully latched position and the secondary latched position.

S4. Requirements. Components on any side door leading directly into a compartment that contains one or more seating accommodations, and components on any back door of a passenger car or multipurpose passenger vehicle manufactured on or after September 1, 1997 with a gross vehicle weight rating of 4,536 kilograms (10,000 pounds) or less shall conform to this standard. A particular latch or hinge assembly (i.e., test specimen) need not meet further requirements after having been subject to and having met any one of the requirements of S4 or S5.1 through \$5.4. Components on folding doors, roll-up doors, doors that are designed to be easily attached to or removed from motor vehicles manufactured for operation without doors, and doors that are equipped with wheelchair lifts and that are linked to an alarm system consisting of either a flashing visible signal located in the driver's compartment or an alarm audible to the driver that is activated when the door is open, need not conform to this standard.