

Title 49—TRANSPORTATION

Chapter V—National Highway Traffic Safety Administration, Department of Transportation

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Recodification

The Motor Vehicle Safety Standards formerly contained in § 571.21 of Title 49 are being recodified and reissued as Subpart B of Part 571 (§§ 571.101 through 571.302). The recodification is for convenience and ease in incorporating future amendments, particularly those amendments with future effective dates.

These sections are keyed to the numbers of the existing standards. Regulations for concurrent standards bearing the same standard number and becoming effective at a future date involving a time period of a year or more, are identified with the suffix "a", "b", etc. The suffix will be dropped from the new standard when the effective date is reached. This in effect denotes a supersedeure of the former standard. Amendments published in the FEDERAL REGISTER to these standards are reflected in the recodification and have been incorporated in these regulations through November 11, 1971.

DOUGLAS W. TOMS,
Administrator.

Subpart B—Federal Motor Vehicle Safety Standards

Sec.	
571.101	Standard No. 101; Control location and identification.
571.101a	Standard No. 101a; Control location, identification, and illumination. (Effective Jan. 1, 1972, with amendments effective Sept. 1, 1972, and Mar. 1, 1973)
571.102	Standard No. 102; Transmission shift lever sequence, starter interlock, and transmission braking effect.
571.103	Standard No. 103; Windshield defrosting and defogging systems.
571.104	Standard No. 104; Windshield wiping and washing systems.
571.105	Standard No. 105; Hydraulic service brake, emergency brake and parking brake systems.
571.106	Standard No. 106; Hydraulic brake hoses.
571.107	Standard No. 107; Reflecting surfaces.
571.108	Standard No. 108; Lamps, reflective devices, and associated equipment. (Effective Jan. 1, 1973)
571.108	Standard No. 108; Lamps, reflective devices, and associated equipment. (Reflecting amendments effective Jan. 1, 1973)
571.109	Standard No. 109; New pneumatic tires.
571.110	Standard No. 110; Tire selection and rims.
571.111	Standard No. 111; Rearview mirrors.
571.112	Standard No. 112; Headlamp concealment devices.
571.113	Standard No. 113; Hood latch system.
571.114	Standard No. 114; Theft protection.
571.115	Standard No. 115; Vehicle identification number.

Sec.	
571.116	Standard No. 116; Motor vehicle hydraulic brake fluids.
571.116a	Standard No. 116a; Motor vehicle brake fluids. (Effective Mar. 1, 1972)
571.117	Standard No. 117; Retreaded pneumatic tires.
571.118	Standard No. 118; Power-operated window systems.
571.121	Standard No. 121; Air brake systems. (Effective Jan. 1, 1973)
571.201	Standard No. 201; Occupant protection in interior impact.
571.202	Standard No. 202; Head restraints.
571.203	Standard No. 203; Impact protection for the driver from the steering control system.
571.204	Standard No. 204; Steering control rearward displacement.
571.205	Standard No. 205; Glazing materials.
571.206	Standard No. 206; Door locks and door retention components.
571.207	Standard No. 207; Seating systems. (Effective Jan. 1, 1972)
571.208	Standard No. 208; Occupant crash protection. (Effective Jan. 1, 1972)
571.209	Standard No. 209; Seat belt assemblies.
571.210	Standard No. 210; Seat belt assembly anchorages.
571.211	Standard No. 211; Wheel nuts, wheel discs, and hub caps.
571.212	Standard No. 212; Windshield mounting.
571.213	Standard No. 213; Child seating systems.
571.214	Standard No. 214; Side door strength. (Effective Jan. 1, 1973)
571.215	Standard No. 215; Exterior protection. (Effective Sept. 1, 1972, with amendments effective Sept. 1, 1973, Sept. 1, 1974, and Sept. 1, 1975)
571.301	Standard No. 301; Fuel tanks, fuel tank filler pipes, and fuel tank connections.
571.302	Standard No. 302; Flammability of interior materials. (Effective Sept. 1, 1972)

AUTHORITY: The provisions of this Subpart B issued under 49 U.S.C. 103, 118, 80 Stat. 719, 728; 15 U.S.C. 1392, 1407.

Subpart B—Federal Motor Vehicle Safety Standards

§ 571.101 Standard No. 101; Control location and identification.

S1. Purpose and scope. This standard specifies the requirements for location and identification of certain controls to facilitate their selection and ensure their accessibility.

S2. Application. This standard applies to passenger cars.

S3. Requirements.

S3.1 Location. Control of the following shall be provided within operational reach of a person seated at the controls, restrained by a Type 2 seat belt system with a reasonable degree of slack in the upper torso portion of the belt assembly:

- (a) Steering;
- (b) Horn;
- (c) Transmission, except transfer case;
- (d) Ignition;
- (e) Headlamps;
- (f) Turn signal;
- (g) Windshield wiping system;
- (h) Windshield washing system;

- (i) Choke (if manual); and,
- (j) Driver's sun visor.

S3.2 Identification. The following controls, when mounted on the instrument panel, shall be identified to permit recognition, by words or symbols, under daylight lighting conditions:

- (a) Headlamps;
- (b) Windshield wiping system;
- (c) Windshield washing system;
- (d) Windshield defrosting and defogging system; and,
- (e) Choke (if manual).

§ 571.101a Standard No. 101a; Control location, identification, and illumination. (Effective Jan. 1, 1972, with amendments effective Sept. 1, 1972, and Mar. 1, 1973)

S1. Scope. This standard specifies requirements for the location, identification, and illumination of motor vehicle controls.

S2. Purpose. The purpose of this standard is to insure the accessibility of motor vehicle controls and to facilitate their selection under daylight and nighttime conditions, in order to reduce the hazards caused by the diversion of the driver's attention from the motoring environment.

S3. Application. This standard applies to passenger cars, multipurpose passenger vehicles, trucks, and buses.

S4. Requirements. Each passenger car, multipurpose passenger vehicle, truck, and bus manufactured with any control listed in S4.1 or Column 1 of Table 1, shall meet the requirements of this standard for the location, identification, and illumination of such control.

S4.1 Control location. This section applies to each passenger car manufactured on or after January 1, 1972, and to each multipurpose passenger vehicle, truck, and bus manufactured on or after September 1, 1972. Each of the following controls shall be operable, under the conditions of S5, by a person seated at the controls:

- (a) Steering wheel.
- (b) Horn control.
- (c) Transmission shift lever, except transfer case.
- (d) Ignition switch.
- (e) Headlamp switch.
- (f) Turn signal control.
- (g) Illumination intensity control.
- (h) Windshield wiper control.
- (i) Windshield washer control.
- (j) Manual choke.
- (k) Driver's sun visor.

S4.2 Control identification. This section applies to each passenger car manufactured on or after January 1, 1972, and to each multipurpose passenger vehicle, truck, and bus manufactured on or after September 1, 1972. If any control listed in Column 1 of Table 1 is manually operated, the control shall be identified by the word or abbreviation specified in Column 2. Each position of an automatic vehicle speed control and a heating and air conditioning system control, other than an intermediate position of a rocker-type or push-pull type control, shall be identified. A control may, in addition, be identified by a symbol, but

§ 571.117 Standard No. 117; Retreaded pneumatic tires.

S1. Scope. This standard specifies performance, labeling, and certification requirements for retreaded pneumatic passenger car tires.

S2. Purpose. The purpose of this standard is to require retreaded pneumatic passenger car tires to meet safety criteria similar to those for new pneumatic passenger car tires.

S3. Application. This standard applies to retreaded pneumatic tires for use on passenger cars manufactured after 1948.

S4. Definitions.

S4.1 "Casing" means a used tire to which additional tread may be attached for the purpose of retreading.

"Retreaded" means manufactured by a process in which a tread is attached to a casing.

S4.2 All terms defined in §§ 571.109 and 571.110 are used as defined therein.

S5. Requirements.

S5.1 Retreaded tires.

S5.1.1 Except as specified in S5.1.3, each retreaded tire, when mounted on a test rim of the width specified for the tire's size designation in Appendix A of § 571.109, shall comply with the following requirements of § 571.109:

- (a) S4.1 (Size and construction).
- (b) S4.2.1 (General).
- (c) S4.2.2.3 (Tubeless tire resistance to bead unseating).
- (d) S4.2.2.4 (Tire strength).
- (e) S4.2.2.5 (Tire endurance).
- (f) S4.2.2.6 (High speed performance).

S5.1.2 Except as specified in S5.1.3, each retreaded tire, when mounted on a test rim of the width specified for the tire's size designation in Appendix A of § 571.109, shall comply with the requirements of S4.2.2.2 of § 571.109, except that the section width shall be not less than 3 percent, nor more than 10 percent, of the section width specified for its size designation and type in Appendix A of § 571.109.

S5.1.3 Each retreaded tire shall be capable of meeting the requirement of S5.1.1, and S5.1.2 when mounted on any rim in accordance with those sections. However, a particular tire need not meet further requirements after having been subjected to, and having met the requirements of, one of the following test groups:

- (a) The physical dimension (S5.1.2), bead unseating (S5.1.1(c)), and strength (S5.1.1(d)) tests; or
- (b) The endurance test (S5.1.1(e)); or
- (c) The high speed performance test (S5.1.1(f)).

S5.1.4 No retreaded tire shall have a recommended maximum load rating or maximum permissible inflation pressure that is greater than that originally specified on the casing pursuant to S4.3 of § 571.109, or specified for the casing in Figure 1.

S5.2 Casings.

S5.2.1 No retreaded tire shall be manufactured with a casing—

- (a) On which bead wire or cord fabric is exposed before processing, or

- (b) On which bead wire or cord fabric, except for belt material, is exposed during processing.

S5.2.2 No retreaded tire shall be manufactured with a casing—

- (a) From which a belt or ply, or part thereof, is removed during processing; or

- (b) On which a belt or ply, or part thereof, is added or replaced during processing.

S5.2.3 Except as specified in S5.2.4, each retreaded tire shall be manufactured with a casing that has been labeled pursuant to S4.3 of § 571.109.

S5.2.4 Until January 1, 1974, a retreaded tire may be manufactured with a casing that is for use on rims having diameters of 14 or 15 inches, that has a size designation of either 6.45, 6.85, 6.95, 7.35, 7.75, 8.15, 8.25, 8.45, 8.55, 8.90, 9.00, or 9.15, and that has been permanently labeled on the sidewall with each of the following:

- (a) The generic name of the cord material used in the plies of the tire;
- (b) The actual number of plies;
- (c) The size of the tire; and
- (d) Whether the tire is tubeless or tube type.

S6. Certification and labeling.

S6.1 Except as specified in S6.2, each manufacturer of a retreaded tire shall certify that his product complies with this standard, pursuant to section 114 of the National Traffic and Motor Vehicle Safety Act of 1966, by labeling the tire with the symbol DOT in the location specified by § 574.5 of this chapter.

S6.2 From January 1, 1972, to February 29, 1972, inclusive, a manufacturer may certify compliance by affixing to the tread of the tire, in such a manner that it is not easily removable, a label that states in letters not less than three thirty-seconds of an inch high:

This retreaded tire was manufactured after January 1, 1972, and conforms to all applicable Federal motor vehicle safety standards.

S6.3 Permanent labeling.

S6.3.2 Each retreaded tire manufactured with a casing that has been labeled pursuant to S4.3 of § 571.109 shall retain enough of its original labeling that each item of information required by § 571.109 is clearly legible in at least one location on the completed retreaded tire.

E6.3.2 Each retreaded tire manufactured with a casing that meets the requirements of S5.2.4 shall—

- (a) Retain enough of its original labeling that each item of information specified in S5.2.4 is clearly legible in at least one location on the completed retreaded tire; and

- (b) Be permanently labeled during the retreading process with its maximum permissible inflation pressure and maximum load rating as specified in Figure 1, in the location specified in § 574.5 of this chapter for the placement of the tire identification number, in letters not less than one-fourth of an inch high, in the following form:

Max. inflation-----p.s.i.
Max. load-----lbs.

Tire size	Plies					
	2 ply-4 ply (4 ply rating)		4 ply (6 ply rating)		4 ply (8 ply rating)	
	Maxi- mum load	Maxi- mum infla- tion pres- sure	Maxi- mum load	Maxi- mum infla- tion pres- sure	Maxi- mum load	Maxi- mum infla- tion pres- sure
6.45-14.	1,120	32	1,200	30	1,270	40
6.95-14.	1,230	32	1,310	30	1,390	40
7.35-14.	1,300	32	1,460	30	1,540	40
7.75-14.	1,300	32	1,600	30	1,690	40
8.25-14.	1,020	32	1,730	30	1,830	40
8.65-14.	1,770	32	1,890	30	2,060	40
8.85-14.	1,860	32	1,990	30	2,100	40
8.85-15.	1,230	32	1,320	30	1,390	40
7.35-15.	1,300	32	1,480	30	1,670	40
7.75-15.	1,490	32	1,590	30	1,690	40
8.15-15.	1,010	32	1,720	30	1,820	40
8.25-15.	1,020	32	1,730	30	1,830	40
8.45-15.	1,740	32	1,860	30	1,970	40
8.55-15.	1,770	32	1,890	30	2,000	40
8.55-16.	1,600	32	1,680	30	2,100	40
9.00-15.	1,900	32	2,030	30	2,150	40
9.15-15.	1,970	32	2,100	30	2,230	40
8.99-16.	2,210	32	2,360	30	2,500	40

FIGURE 1

§ 571.118 Standard No. 118; Power-operated window systems.

S1. Purpose and scope. This standard specifies requirements for power-operated window and partition systems to minimize the likelihood of death or injury from their accidental operation.

S2. Application. This standard applies to passenger cars and multipurpose passenger vehicles.

S3. Requirements. When the key that controls activation of the vehicle's engine is in an off position or is removed from the lock, no power-operated window or partition shall be movable except—

- (a) By muscular force, unassisted by a power source within the vehicle; or
- (b) Upon activation by a key-locking system on the exterior of the vehicle.

§ 571.121 Standard No. 121; Air brake systems. (Effective Jan. 1, 1973)

S1. Scope. This standard establishes performance and equipment requirements for braking systems on vehicles equipped with air brake systems.

S2. Purpose. The purpose of this standard is to insure safe braking performance under normal and emergency conditions.

S3. Application. This standard applies to trucks, buses, and trailers equipped with air brake systems.

S4. Definitions.

"Air brake system" means a system that uses air as a medium for transmitting pressure or force from the driver control to the service brake, but does not include a system that uses compressed air or vacuum only to assist the driver in applying muscular force to hydraulic or mechanical components.

"Antilock system" means a portion of a service brake system that automatically controls the degree of wheel slip at one or more road wheels of the vehicle during braking.

"Gross axle weight rating" (GAWR) means the value specified by the vehicle