

Report on DOT Significant Rulemakings

Table of Contents

National Highway Traffic Safety Administration

56. [Federal Motor Vehicle Safety Standard No. 111, Rearview Mirrors \(RRR\)](#)
57. [Require Installation of Seat Belts on Motorcoaches, FMVSS No. 208](#)
58. [Alternative Fuel Vehicle Badging and Fuel Compartment Labels on Alternative Fuel Usage](#)
59. [Tire Fuel Efficiency Consumer Information - Part 2](#)
60. [Passenger Car and Light Truck Corporate Average Fuel Economy Standards MYs 2017 and Beyond \(RRR\)](#)
61. [Mandatory Part 563 Event Data Recorder Requirements \(RRR\)](#)
62. [Upgrade of Event Data Recorder Requirements](#)
63. [Heavy Vehicle Speed Limiters](#)
64. [Sound for Hybrid and Electric Vehicles](#)
65. [Motorcoach Rollover Structural Integrity](#)
66. [Electronic Stability Control Systems for Heavy Vehicles](#)
67. [FMVSS No. 218 and Enforcement Policy Concerning Novelty Helmets](#)
68. [Part 571 FMVSS No. 205, Glazing Materials, GTR \(RRR\)](#)

National Highway Traffic Safety Administration

National Highway Traffic Safety Administration

56. Federal Motor Vehicle Safety Standard No. 111, Rearview Mirrors (RRR) Red

Popular Title:Rearview Visibility

RIN 2127-AK43

Stage: Final Rule

Previous Stage:ANPRM: Publication Date 03/04/09; End of Comment Period 05/04/09. NPRM: Publication Date 12/07/2010; End of Comment Period 02/07/2011. NPRM Re-opened Comment Period: Publication Date 03/02/2011; End of Re-opened Comment Period 04/18/2011.

Abstract: This rulemaking would amend Federal Motor Vehicle Standard No. 111; Rearview Mirrors, to reflect requirements contained in the Cameron Gulbransen Kids Transportation Safety Act of 2007. The Act requires that NHTSA expand the required field of view to enable the driver of a motor vehicle to detect areas behind the motor vehicle to reduce death and injury resulting from backing incidents, particularly incidents involving small children and disabled persons. According to the Act, such a standard may be met by the provision of additional mirrors, sensors, cameras, or other technology to expand the driver's field of view.

Effects:

- Economically Significant
- Major
- EU
- NAFTA
- Foreign

Prompting action:Statute

Legal Deadline:FR per Letter to Congress : 12/31/2011

FR per 2nd Letter to Congress : 02/29/2012

FR per 3rd Letter to Congress : 12/31/2012

Initiate rulemaking : 02/28/2009

Final Rule : 02/28/2011

Rulemaking Project Initiated: 02/28/2008

Dates for Final Rule:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	08/10/2011	10/03/2011	10/03/2011
To OMB	09/24/2011	11/03/2011	11/14/2011
OMB Clearance	12/23/2011	12/23/2012	
Publication Date	12/31/2011	12/31/2012	

Explanation for any delay: Additional research and data analysis necessary.

Federal Register Citation for Final Rule: None

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57.	Require Installation of Seat Belts on Motorcoaches, FMVSS No. 208	Red
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Popular Title: Seat Belts on Motorcoaches

RIN 2127-AK56

Stage: Final Rule

Previous Stage: NPRM: Publication Date 08/18/2010; End Of Comment Period 10/1/2010.

Abstract: This rulemaking would require the installation of lap/shoulder belts in newly-manufactured motorcoaches. Specifically, this rulemaking would establish a new definition for motorcoaches in 49 CFR Part 571.3. It would also amend Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection, to require the installation of lap/shoulder belts at all driver and passenger seating positions. It would also require the installation of lap/shoulder belts at driver seating positions of large school buses in FMVSS No. 208. This rulemaking responds, in part, to recommendations made by the National Transportation Safety Board for improving bus safety.

Effects:

Economically Significant

Major

EU

NAFTA

Foreign

Prompting action: None

Legal Deadline: None

Rulemaking Project Initiated: 08/12/2009

Dates for Final Rule:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	09/14/2011	03/14/2012	
To OMB	10/26/2011	04/26/2012	
OMB Clearance	01/25/2012	07/25/2012	
Publication Date	01/30/2012	07/30/2012	

Explanation for any delay: Unanticipated issues requiring further analysis

Federal Register Citation for Final Rule: None

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58. Alternative Fuel Vehicle Badging and Fuel Compartment Labels on Alternative Fuel Usage	Red
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Popular Title:Alternative Fuel Usage Labeling & Badging

RIN 2127-AK75

Stage: NPRM

Previous Stage:None

Abstract: This rulemaking would respond to requirements of the Energy Independence and Security Act of 2007 (EISA), Title 1, Subtitle A, Section 105, as it amends 49 USC § 32908, to implement Consumer Information and Consumer Education programs related to fuel economy, GHG, other emissions, and alternative fuels. EISA directs the Secretary of Transportation to label vehicles with a permanent and prominent display that an automobile is capable of operating on alternative fuels, and to include in the owner's manual for vehicles capable of operating on alternative fuels information that describes that capability and the benefits of using alternative fuels, including the renewable nature and environmental benefits of using alternative fuels. Additionally, EISA requires a label to be attached to the fuel compartment of vehicles capable of operating on alternative fuels, with the form of alternative fuel stated on the label. EISA, signed into Law on December 19, 2007, requires that the Secretary issue a final rule not later than 42 months after the date of the enactment.

Effects:

EU

NAFTA

Foreign

Prompting action: Statute

Legal Deadline:Final rule : 06/19/2011

Rulemaking Project Initiated: 12/19/2007

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	07/19/2010	04/17/2012	
To OMB	08/26/2010	05/29/2012	
OMB Clearance	11/25/2010	08/28/2012	
Publication Date	11/30/2010	08/30/2012	
End of Comment Period	01/31/2011	10/30/2012	

Explanation for any delay: Unanticipated issues requiring further analysis

Federal Register Citation for NPRM: None

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59.	Tire Fuel Efficiency Consumer Information - Part 2	Green
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Popular Title: Tire Fuel Efficiency Part 2

RIN 2127-AK76

Stage: SNPRM

Previous Stage: NPRM: Publication Date 06/22/2009; Comment Period End 08/21/2009.

Abstract: This rulemaking would respond to requirements of the Energy Independence & Security Act of 2007 to establish a national tire fuel efficiency consumer information program for replacement tires designed for use on motor vehicles. On March 30, 2010, NHTSA published a final rule specifying the test procedures to be used to rate the performance of replacement passenger car tires for this new program (75 FR 15893). This rulemaking would address how this information would be made available to consumers. A SNPRM was originally scheduled for 12/31/2011.

Effects:

EU

NAFTA

Foreign

Prompting action: Statute

Legal Deadline: None

Rulemaking Project Initiated: 12/19/2007

Dates for SNPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	04/03/2012		
To OMB	05/14/2012		
OMB Clearance	08/13/2012		
Publication Date	08/15/2012		
End of Comment Period	10/15/2012		

Explanation for any delay: Awaiting development of additional data

Federal Register Citation for SNPRM: None

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60.	Passenger Car and Light Truck Corporate Average Fuel Economy Standards MYs 2017 and Beyond (RRR)	Red
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Popular Title:CAFE 2017 and Beyond

RIN 2127-AK79

Stage: NPRM

Previous Stage:Notice of Intent: 10/13/2010. Supplemental Notice of Intent: Publication Date 12/08/2010. Supplemental Notice of Intent: Signed by DOT Secretary and EPA Administrator 7/29/2011.

Abstract: This rulemaking would establish Corporate Average Fuel Economy (CAFE) standards for light trucks and passenger cars for model years 2017 and beyond. This rulemaking would respond to requirements of the Energy Policy and Conservation Act, as amended by the Energy Independence and Security Act of 2007. The statute requires that CAFE standards be prescribed separately for passenger automobiles and non-passenger automobiles to achieve a combined fleet fuel economy of at least 35 mpg by model year 2020. For model years 2021 and beyond, the statute requires that the average fuel economy required to be attained by each fleet of passenger and non-passenger automobiles be the maximum feasible for each model year. The law requires the standards be set at least 18 months prior to the start of the model year. On May 21, 2010, President Obama issued a memorandum directing NHTSA and EPA to conduct a joint rulemaking (NHTSA regulating fuel economy and EPA regulating greenhouse gas emissions), and to issue a Notice of Intent to Issue a Proposed Rule (NOI) by September 30, 2010.

Effects:

Economically Significant

Major

EIS

EU

NAFTA

Foreign

Prompting action:Statute

Legal Deadline:Final rule: : 04/01/2015

Rulemaking Project Initiated: 05/27/2010

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	06/15/2011	10/12/2011	10/14/2011
To OMB	07/15/2011	10/25/2011	10/14/2011
OMB Clearance	08/29/2011	11/10/2011	11/16/2011
Publication Date	09/01/2011	11/15/2011	12/01/2011
End of Comment Period	11/01/2011	01/30/2012	01/30/2012
Extension of Comment Period			01/13/2012
End of Extended Comment Period			02/13/2012

Explanation for any delay: Additional coordination necessary

Federal Register Citation for NPRM: 77 FR 2028

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61.	Mandatory Part 563 Event Data Recorder Requirements (RRR)	Yellow
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Popular Title: Mandatory EDR Requirements

RIN 2127-AK86

Stage: NPRM

Previous Stage: None

Abstract: This rulemaking would establish a new Federal motor vehicle safety standard to mandate the installation of Event Data Recorders (EDR) in light vehicles. The standard would incorporate the current 49 CFR Part 563, which established the current reporting requirement of voluntarily installed EDRs in light vehicles. Part 563 presently requires vehicle manufacturers who are voluntarily installing EDRs to be in compliance with the regulation by September 1, 2012. This rulemaking would not affect the 2012 compliance date for voluntarily-installed EDRs. Furthermore, this rulemaking would not modify any of the Part 563 data elements, data capture and format requirements, data retrieval specifications, or data survivability and crash test requirements. Moreover, this rulemaking to mandate EDRs across the entire light vehicle fleet could contribute to advancements in vehicle designs, and advanced restraint and other safety countermeasures. The estimated total incremental costs associated with this rulemaking would be \$24.4 million (2009 dollars), which is measured from a baseline of 91.6 percent EDR installation to 100 percent installation, assuming the sale of 15.5 million light vehicles per year.

Effects:

None

Prompting action: None

Legal Deadline: None

Rulemaking Project Initiated: 02/22/2011

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	06/15/2011	09/20/2011	09/13/2011
To OMB	07/26/2011	01/03/2012	02/01/2012
OMB Clearance	10/25/2011	05/25/2012	
Publication Date	10/31/2011	05/31/2012	
End of Comment Period	12/31/2011	07/31/2012	

Explanation for any delay: N/A

Federal Register Citation for NPRM: None

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62.	Upgrade of Event Data Recorder Requirements	Red
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Popular Title:Light Vehicle Upgrade of EDR Requirements

RIN 2127-AK87

Stage: Undetermined

Previous Stage:None

Abstract: This rulemaking would expand the utility of the amount and type of data Event Data Recorders (EDRs) capture in light vehicles in the event of a crash. The rulemaking would consider requiring some of the optional data elements specified in 49 CFR Part 563. Part 563 established the current reporting requirement of voluntarily installed EDRs in light vehicles. In addition, this rulemaking would make revisions to the optional data elements to account for the latest advances in vehicle safety. Part 563 presently requires vehicle manufacturers who are voluntarily installing EDRs to be in compliance with the regulation by September 1, 2012. In a separate rulemaking (2127-AK86 Mandatory Part 563 Event Data Recorder Requirements), the agency would propose requiring that all light vehicles comply with the requirements specified in current 49 CFR 563. This rulemaking would seek additional information from the public and expand upon that initiative. Moreover, this rulemaking would contribute to advancements in vehicle designs, advanced restraints and other safety countermeasures. The costs are expected to be minimal since some vehicle manufacturers presently capture additional data beyond Part 563 in their EDRs. Originally, an ANPRM was scheduled for 12/31/2011.

Effects:

None

Prompting action:None

Legal Deadline: None

Rulemaking Project Initiated: 02/22/2011

Dates for Undetermined:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

Explanation for any delay: Lack of resources

Federal Register Citation for Undetermined: None

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63.	Heavy Vehicle Speed Limiters	Red
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Popular Title: Heavy Vehicle Speed Limiters

RIN 2127-AK92

Stage: NPRM

Previous Stage: None

Abstract: This rulemaking would respond to petitions from ATA and Roadsafe America to require the installation of speed limiting devices on heavy trucks. In response, NHTSA requested public comment on the subject and received thousands of comments supporting the petitioner's request. Based on the available safety data and the ancillary benefit of reduced fuel consumption, this rulemaking would consider a new Federal Motor Vehicle Safety Standard that would require the installation of speed limiting devices on heavy trucks. We believe this rule would have minimal cost, as all heavy trucks already have these devices installed, although some vehicles do not have the limit set. This rule would decrease the estimated 8991 fatalities caused by crashes involving heavy trucks and buses. It would also increase the fleet fuel efficiency of these vehicles.

Effects:

Economically Significant

Major

Prompting action: None

Legal Deadline: None

Rulemaking Project Initiated: 03/18/2011

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	08/11/2011	04/11/2012	
To OMB	09/24/2011	05/24/2012	
OMB Clearance	12/23/2011	08/23/2012	
Publication Date	12/31/2011	08/30/2012	
End of Comment Period	03/02/2012	10/30/2012	

Explanation for any delay: Additional coordination necessary

Federal Register Citation for NPRM: None

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64.	Sound for Hybrid and Electric Vehicles	Green
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Popular Title: Quieter Vehicles Sound Alert

RIN 2127-AK93

Stage: NPRM

Previous Stage: None

Abstract: This rulemaking would respond to The Pedestrian Safety Enhancement Act of 2010, which directs the Secretary of Transportation to study and establish a motor vehicle safety standard that provides for a means of alerting blind and other pedestrians of motor vehicle operation. NHTSA is conducting research in this area and has not yet developed an estimate for the potential costs and benefits associated with this rulemaking action.

Effects:

Economically Significant

Major

EU

NAFTA

Foreign

Prompting action: None

Legal Deadline: Initiate rulemaking : 07/05/2012

Final Rule : 01/03/2014

Rulemaking Project Initiated: 03/18/2011

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	02/14/2012		03/07/2012
To OMB	03/27/2012		
OMB Clearance	06/27/2012		
Publication Date	07/05/2012		
End of Comment Period	09/05/2012		

Explanation for any delay: N/A

Federal Register Citation for NPRM: None

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65.	Motorcoach Rollover Structural Integrity	Red
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Popular Title:Motorcoach Rollover Structural Integrity

RIN 2127-AK96

Stage: NPRM

Previous Stage:None

Abstract: This rulemaking would promulgate a new FMVSS for rollover structural integrity requirements for motorcoaches. In August 2007, NHTSA published a motorcoach safety plan identifying four specific priority items: seat belts on motorcoaches, rollover structural integrity, emergency evacuation, and fire safety. The DOT published a comprehensive motorcoach safety action plan in November 2009 that reiterated NHTSA's motorcoach safety priorities. This rulemaking also addresses 6 recommendations issued by the NTSB on motorcoach roof strength and structural integrity.

Effects:

None

Prompting action:None

Legal Deadline: None

Rulemaking Project Initiated: 03/18/2011

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	08/12/2011	10/28/2011	11/10/2011
To OMB	09/23/2011	01/26/2012	
OMB Clearance	12/23/2011	04/25/2012	
Publication Date	12/30/2011	04/30/2012	
End of Comment Period	03/02/2012	06/30/2012	

Explanation for any delay: Additional coordination necessary

Federal Register Citation for NPRM: None

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66.	Electronic Stability Control Systems for Heavy Vehicles	Red
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Popular Title:Truck Tractor Electronic Stability Control

RIN 2127-AK97

Stage: NPRM

Previous Stage:None

Abstract: This rulemaking would promulgate a new Federal standard that would require stability control systems on truck tractors and motorcoaches that address both rollover and loss of control crashes, after an extensive research program to evaluate the available technologies, an evaluation of the costs and benefits, and a review of manufacturer's product plans. Rollover and loss of control crashes involving heavy vehicles is a serious safety issue that is responsible for 304 fatalities and 2,738 injuries annually. They are also a major cause of traffic tie-ups, resulting in millions of dollars of lost productivity and excess energy consumption each year. Suppliers and truck and motorcoach manufacturers have developed stability control technology for heavy vehicles to mitigate these types of crashes. Our preliminary estimate produces an effectiveness range of thirty-seven to fifty-six percent against single-vehicle tractor-trailer rollover crashes and three to fourteen percent against loss of control crashes that result from skidding on the road surface. With these effectiveness estimates, annually, we estimate 29 - 66 lives would be saved, 517 - 979 MAIS 1-5 injuries would be reduced, and 810 - 1,693 crashes that involved property damage only would be eliminated. Additionally, it would save \$10 - \$26 million in property damage and travel delays. Based on the technology unit costs and affected vehicles, we estimate technology costs would be \$55 to 107 million, annually. However, the costs savings from reducing travel delay and property damage would produce net benefits of \$128 - \$372 million.

Effects:

Economically Significant
Major
Federalism

Prompting action:None

Legal Deadline: None

Rulemaking Project Initiated: 03/18/2011

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	05/11/2011	08/12/2011	09/28/2011
To OMB	06/23/2011	11/25/2011	12/09/2011
OMB Clearance	09/23/2011	03/30/2012	
Publication Date	09/30/2011	04/30/2012	
End of Comment Period	11/30/2011	06/30/2012	

Explanation for any delay: Additional coordination necessary

Federal Register Citation for NPRM: None

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67.	FMVSS No. 218 and Enforcement Policy Concerning Novelty Helmets	Red
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Popular Title: Novelty Helmets Enforcement

RIN 2127-AL01

Stage: NPRM

Previous Stage: None

Abstract: This rulemaking would reduce the sale and use of novelty motorcycle helmets. The rulemaking would set forth an interpretation that clarifies that novelty helmets are within the reach of 49 USC 30102(a)(7), motor vehicle equipment. In addition, this rulemaking would propose preliminary screening requirements that could be used by laboratories, law enforcement, or Customs and Border Protection to identify helmets that are not designed to comply with FMVSS No. 218.

Effects:

EU

NAFTA

Foreign

Prompting action: None

Legal Deadline: None

Rulemaking Project Initiated: 04/21/2011

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	10/12/2011	04/12/2012	
To OMB	11/23/2011	05/23/2012	
OMB Clearance	02/22/2012	08/22/2012	
Publication Date	02/29/2012	08/30/2012	
End of Comment Period	04/30/2012	10/30/2012	

Explanation for any delay: Additional coordination necessary

Federal Register Citation for NPRM: None

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68.	Part 571 FMVSS No. 205, Glazing Materials, GTR (RRR)	Yellow
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Popular Title: Window Glazing (RRR)

RIN 2127-AL03

Stage: NPRM

Previous Stage: None

Abstract: This rulemaking would enhance FMVSS No. 205 by adopting a Global Technical Regulation (GTR), which contains updated performance tests for glazing materials that are composed of glass, laminated glass, or glass faced with plastic compared to what is currently in FMVSS No. 205. The tests in the GTR would allow manufacturers to achieve efficiencies in the certification process while not degrading safety or imposing new burdens.

Effects:

EU

NAFTA

Foreign

Prompting action: 2011 Retrospective Regulatory Review

Legal Deadline: None

Rulemaking Project Initiated: 04/22/2011

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	02/13/2012	03/13/2012	02/29/2012
To OMB	03/26/2012	09/26/2012	
OMB Clearance	06/25/2012	12/25/2012	
Publication Date	06/30/2012	12/30/2012	
End of Comment Period	08/29/2012	02/28/2013	

Explanation for any delay: Other, higher priorities

Federal Register Citation for NPRM: None

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