

REG UPDATE INDEX FOR JUNE 2019

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SAFETY (NHTSA/DOT)		
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SAFETY (NHTSA/DOT) (cont.)		
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<u>MD/HD Vehicle Fuel Consumption for 2019 and later info request of Dec. 19, 2012</u>	<u>Removing Regulatory Barriers for Innovative Motor Vehicle Technologies</u>	
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SAFETY (CANADA)	CMVSS 141 – Quiet Car	CMVSS 302 – Flammability of Materials
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CMVSS 102 – Trans. Shift/Starter Interlock	CMVSS 201 – Upper Int. Head Impact	CMVSS 401 – Trunk Release
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CMVSS 118 – Power Windows	CMVSS 212 – Windshield Mounting	S.1106 – Noise Emissions
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CMVSS 123 – Motorcycle Controls & Displays	CMVSS 217 – Bus Window Retention	Safety Assessment for Automated Driving Systems (ADS) in Canada
CMVSS 124 – Accelerator Control	CMVSS 219 – Windshield Zone Intrusion	Testing Highly Automated Vehicles in Canada, Guidelines for Trial Organizations
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RSS- 251, Issue 1 (Vehicular radar)	Fuel Economy Advertising Guide	
	Federal Communications Commission	DOE
Industry, Science and Economic Development Canada	Operation of Radar Systems in the 76-77 GHz Band	Alt. Fueled Vehicle Credit Program
Radio Frequency Exposure Compliance – SPR-002	Vehicular Radar Systems in the 76-81 GHz Band	Hydrogen Infrastructure Regulatory Barriers
	Unlicensed Devices in the 5 GHz band	FMSCA
Province of Quebec		Electronic Logging Devices and Hours of Service Supporting Documents
Low Speed Vehicles	Federal Highway Administration	Speed Limiting Devices
	Automated Driving Systems Request for Comments	Windshield Mounted Safety Devices
		Automated Commercial Vehicles
	Federal Transit Administration	
	Automated Driving Systems Request for Comments	

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EMISSIONS (CARB - Active)	EMISSIONS (EPA – Active or Anticipated)	
Rulemaking to adopt Ultra-Low NOx Exhaust Emission Standards for On-Road Heavy-Duty Trucks and Engines	MY2021-2026 GHG Standards	
ZEV Truck Mandate	MVAC Service Requirements	
Fill Pipe Specifications	Off-cycle technologies	
HD Vehicle and Powertrain Zero Emission Certification Requirements	Light-Duty Vehicle GHG Program Technical Amendments	
ZEV Fleet Regulation	Draft Integrated Science Assessment for PM	
OBD Amendments (2018)	Repeal of Emission Standards for Glider Vehicles, Glider Engines and Glider Kits	
Warranty and Maintenance Provisions for 2022MY and Later HD Diesel Vehicles > 14k lbs GVWR	Vehicle Test Procedure Adjustments for Tier 3 Test Fuel	
EV Charging Equipment	Improvements to Vehicle Design Criteria for Dual-Fueled Natural Gas Vehicles Within the Light-Duty Greenhouse Gas Emissions Program	
Zero Emission Airport Shuttles	Cleaner Trucks Initiative	
	Takata Air Bag Inflator Rule	
	Modifications to Fuel Regulations to Provide Flexibility for E15; Modifications to RFS RIN	
	PM NAAQS	
	RFS Standards for 2020-2022	
	Ozone NAAQS	
	Phase 2 GHG Trailer Provisions	
	Toyota Off-Cycle Credit Application	

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EMISSIONS (CARB – Completed or Dormant)	Motor Vehicle GHG Standards (2012-2016)	Adoption of EPA GHG Requirements for 2017-2025MYS
<u>AB32 Scoping Plan</u>	<u>HD Diesel In-Use</u>	<u>Heavy duty GHG standards</u>
<u>Plug-in Hybrid Exhaust and Evap Emissions TP</u>	<u>Statewide Diesel Truck and Bus Regulation</u>	<u>Optional Heavy Duty Low NOx Standards</u>
<u>OBD II Amendments</u>	<u>Tire Pressure Inflation</u>	<u>Update of the ARB Interim Certification Procedures for Hybrid-Electric Heavy-Duty Vehicles and Urban Buses</u>
<u>Evap Streamlining</u>	<u>Defect Reporting</u>	<u>LEV III Revisions (2015)</u>
<u>HD OBD (2007)</u>	<u>False Statement Prohibition</u>	<u>Truck and Bus Regulation, The Drayage Truck Regulation and the Tractor-Trailer Greenhouse Gas Regulation</u>
<u>LEV II Minor Amendments</u>	<u>Portable Diesel Engines and Diesel Engines Used in Off-Road and On-Road Vehicles</u>	<u>Advanced Clean Cars Rulemaking</u>
<u>2008 and later HD engines and LEV Regs</u>	<u>Diesel Engine In-Use Verification Procedure, Warranty and In-Use Compliance Requirements</u>	<u>Low Carbon Fuel Standard</u>
<u>Service Information</u>	<u>Enhanced Fleet Modernization Program</u>	<u>LD OBD</u>
<u>Phase 3 RFG & Diesel Fuel Lubricity</u>	<u>HD OBD (2010)</u>	<u>ZEV Program</u>
<u>CARB HDDE In-Use Program Requirements</u>	<u>Amendments to the Phase 3 CaRFG Regulations</u>	<u>Diesel Fuel Regs</u>
<u>ZEV Reg (SVM)</u>	<u>Manufacturer-run heavy-duty diesel in-use testing (HDIUT) program</u>	<u>Aftermarket parts (DPFs)</u>
<u>Global Warming Index Label</u>	<u>In-Use Off-Road Diesel-Fueled Fleets and Offroad Large SI Engine Fleet Requirements</u>	<u>Innovative Technology Regulation</u>
<u>HD Diesel PM In-Use Offroad Control</u>	<u>HD OBD</u>	<u>Advanced Clean Cars Midterm Review</u>
<u>GHG reg for HD Tractors and Trailers</u>	<u>Cert Fuel Amendment for Off-Road SI Engines</u>	<u>Aftermarket Catalytic Converters</u>
<u>Amendments to the Phase 3 CaRFG Regulations</u>	<u>Diesel Emission Control Strategy (DECS) Verification Procedure</u>	<u>On-road HD GHG Phase 2 Rule</u>
<u>In-Use Offroad Diesel</u>	<u>Off-Cycle Credits</u>	<u>LD Vehicle GHG Deemed to Comply Provision</u>
<u>Cool Car Standard</u>	<u>HD OBD</u>	

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EMISSIONS (EPA – Completed or Dormant)	<u>Small nonroad SI engines < 19kW</u>	<u>Importation of Nonconforming Vehicles</u>
<u>CAP 2000 Durability</u>	<u>Defect Reporting</u>	<u>Motor Vehicle Fuel Economy Label</u>
<u>CARB HD Certification Waiver</u>	<u>HD OBD</u>	<u>E15 Waiver</u>
<u>CARB LEV II and ZEV Waiver</u>	<u>Mobile AC Refrigerants</u>	<u>Alt Fuel Conversions</u>
<u>EPA OBD Direct Final Rule to Allow CA OBD</u>	<u>In-Use Emissions Testing for Non-road Diesel Engines</u>	<u>NOx and SOx NAAQS</u>
<u>HD Diesel Engine Standards</u>	<u>Toxic Chemicals – Phthalates</u>	<u>CO NAAQS</u>
<u>HD diesel test procedures</u>	<u>Nonroad CI engines operating in temporary emergency service settings</u>	<u>Revised NO₂ NAAQS</u>
<u>CARB 2007 HD Diesel Waiver</u>	<u>Heavy Duty OBD Waiver for California</u>	<u>California LEV II Program 2006 Amendments Waiver Decision</u>
<u>Motor Vehicle Air Toxics (MSAT)</u>	<u>Fuel Economy Technical Amendments</u>	<u>Revised PM NAAQS Implementing Regulations</u>
<u>SCR</u>	<u>Endangerment Finding</u>	<u>Transportation Conformity Rule</u>
<u>Cert. Fees</u>	<u>CARB HD Certification Waiver</u>	<u>Service Information</u>
<u>Tier 2 Rule</u>	<u>Certification and Labeling Provisions for “Low Emission and Energy-Efficient Vehicles” (pertains to HOV lanes)</u>	<u>CARB US06 & SC03 Waiver</u>
<u>Tier 2 Amendments – Flexibilities for diesels</u>	<u>Heavy Duty Vehicle GHG Emissions Standards and Fuel Consumption Standards</u>	<u>Secondary NAAQS for NO₂ and SO₂</u>
<u>Tier 2 (SFTP issues)</u>	<u>Importation of Nonconforming Vehicles</u>	<u>NO₂ Standards</u>
<u>Tier 2 (Evap streamlining)</u>	<u>Technical amendments to existing motor vehicle and nonroad engine regulations</u>	<u>Stage II Vapor Recovery</u>
<u>Tier 3 emissions</u>	<u>Motor Vehicle GHG Standards (2012-2016)</u>	<u>Use Conditions for HFO-1234yf</u>
<u>Fuel Economy Labels</u>	<u>HD Diesel In-Use</u>	<u>Use Conditions for HFC-152a and CO₂</u>
<u>CARB GHG Waiver</u>	<u>Defect Reporting</u>	<u>Light duty GHG Standards for 2017-2025 MYs)</u>

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<u>Renewable Fuel Volume Standards and Biomass Based Diesel Volume (BBD)</u>	EMISSIONS (CANADA)	EMISSIONS (STATE ADOPTION OF CA GHG Standards)
<u>Small nonroad SI engines < 19kW</u>	<u>Phase 2 GHG Standards for Medium- and Heavy Duty Vehicles</u>	<u>AZ - CT - CO DC - DE - FL - ME - MA - MD - NJ - NM - NY - OR - RI - VT - WA</u>
<u>California Advanced Clean Cars Program Waiver Tier 2 Amendments</u>	<u>Tier 3 emissions standards</u> <u>Light Duty Vehicle GHG Standards (2017-2025)</u>	
<u>SCR (2014 rule)</u>	<u>On-Road Vehicle and Engine Emission Regulations</u>	OTHER
<u>Emergency Vehicles</u>	<u>Mercury-Containing Products Ban</u>	<u>Green Chemistry (California)</u>
<u>2012-2016 Off Cycle GHG Credits (MB alternative methodology)</u>	<u>Management of Mercury Switches</u>	<u>Washington State Better Brakes Rulemaking</u>
<u>Ethanol Blend Misfueling</u>	<u>Light Duty Vehicle GHG Standards (2011-2016)</u>	<u>Oregon Low Carbon Fuel Standard</u>
<u>Ethylene Glycol Ethers SNUR</u>	<u>GHG Reporting Rule</u>	<u>California Brake Pad Regulation</u>
<u>Lead Wheel Weights</u>	<u>OBD for HD Engines and Vehicles</u>	<u>Proposition 65 (Clear and Reasonable Warnings)</u>
<u>40 CFR Part 82 – De-listing of R134a</u>	<u>HD Vehicle and Engine GHG Standards</u>	<u>District of Columbia Autonomous Vehicle Regulation</u>
<u>Renewable Fuel Standard (RFS)</u>	<u>Diesel Fuel Sulfur Levels</u>	<u>CA DMV Autonomous Vehicles (testing)</u>
<u>Heavy Duty Vehicle GHG Emissions Standards and Fuel Consumption Standards</u>	<u>Cobalt-containing substances reporting requirement</u>	<u>CA DMV Autonomous Vehicles (non-testing)</u>
<u>2017/2018 Renewable Fuel Standards</u>	<u>Ban on HBCD, PFOA, LC-PFCAs, PBDEs, and PFOS</u>	<u>CA DMV Autonomous Truck Regulation</u>
<u>NOx NAAQS</u>	<u>BNST Prohibition – Exemption Period Extension</u>	
<u>EPA Reg Review for EO 13777</u>	<u>Notice of intent to conduct an environmental assessment of the modernization NAFTA</u>	
<u>Toxic Chemicals - PBDEs</u>	<u>Refrigerant Management Regulations for Small Cans of Motor Vehicle Air Conditioning Refrigerant</u>	
	<u>Emissions Standards for Off-Road CI and SI Engines</u>	

REG UPDATE
June 30, 2019

Subject & Reference	Description	Published Documents	Future Actions & Deadlines	Implementation Date(s)
Safety				
FMVSS 101 – Consideration for Telltales, Indicators and Warnings in ADS Vehicles	This action seeks comments on amending the Federal motor vehicle safety standards to address the applicability and appropriateness of safety messaging (telltales, indicators, and warnings) in vehicles without conventional driver controls.	--	3/20/2020 per the June 2019 DOT Significant Rulemaking Report Was previously 9/30/19 per the April DOT Significant Rulemaking Report	--
FMVSS 101 - Controls and Displays Harmonization NHTSA-2009-0145 NHTSA-2007-29272 NHTSA-2006-23651 NHTSA-2005-22113 NHTSA-03-16194	<p>The Aug. 13, 2009 rule addresses the color contrast requirement within FMVSS 101 as it relates specifically to the horn identifier. NHTSA ruled that an identifier is not required if the horn control is placed in the middle of the steering wheel. They also ruled that, if the horn control is placed somewhere other than the middle of the steering wheel, it must be identified by the specified horn symbol in a color that stands out clearly against the background.</p> <p>The Oct. 4, 2007 notice proposes to amend the identification requirements for the horn and turn signal controls.</p> <p>The May 15, 2006 notice responds to petitions for reconsiderations submitted in response to the Aug. 2005 final rule.</p> <p>The Aug. 17, 2005 final rule extended the standard's telltale and indicator requirements to vehicles of GVWR 4,536 kilograms (10,000 pounds) and over, updates the standard's requirements for multi-function</p>	<p><u>Aug. 13, 2009</u> <u>Final Rule</u></p> <p><u>Oct. 4, 2007</u> <u>NPRM</u></p> <p><u>May 15, 2006 notice</u> <u>responding to petitions for</u> <u>reconsideration</u></p> <p><u>Jan. 24, 2005</u> <u>FR Notice Delaying</u> <u>Effective Date to 9/1/06</u></p> <p><u>Aug. 17, 2005</u> <u>Final Rule</u></p> <p><u>Sep. 23, 2003 NPRM</u></p>	--	<p>Vehicles < 10,000 lbs. The effective date is Sep. 1, 2006 except that compliance with S5.4.3 is Sep. 1, 2011</p> <p>Vehicles 10,000 lbs. or greater Sep. 1, 2013</p>

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	controls and multi-task displays to make the requirements appropriate for advanced systems, and reorganizes the standard to make it easier to read. Table 1 and Table 2 continue to include only those symbols and words previously specified in the controls and displays standard or in another Federal motor vehicle safety standard.			
FMVSS 101 – Redundant Safety Significant Displays in a Common Space NHTSA-2007-0020	<p>The Nov. 9, 2007 notice requests comments on a draft interpretation over whether or not redundant safety significant telltales provided in a common space need to comply with the full requirements of FMVSS 101.</p> <p>In its draft interpretation, NHTSA tentatively concludes that telltales of particular safety significance listed in S5.5 of FMVSS 101 and provided in a common space must meet the full requirements of FMVSS 101 regardless of whether a separate telltale is also provided.</p>	Nov. 9, 2007 Request for Comment	NHTSA has no plans to finalize this matter due to other priorities	--
CMVSS 101 – Controls and Displays	<p>On Nov. 15, 2017, a notice published in the nada Gazette Part II announcing that Transport Canada is amending CMVSS 101 to establish September 1, 2019 as the date by which "passenger air bag off" or "pass airbag off" tell-tale must be replaced by the ISO symbol. The amendment also clarifies that a speedometer shall be illuminated whenever the vehicle's propulsion system and headlamps are activated, unless the headlamps are being flashed for signalling purposes or are being operated as daytime running lamps.</p>	Nov. 15, 2017 Gazette Part II Oct. 29, 2016 Gazette Part I Feb 11, 2015 Gazette Part II TSD 101	--	<p style="text-align: center;">The November, 15, 2017 notice amended CMVSS 101 to establish September 1, 2019 as the date by which "passenger air bag off" or "pass airbag off" tell-tale must be replaced by the ISO symbol.</p> <p style="text-align: center;">The Feb. 11, 2015 notice was effective on 2/11/15. Compliance</p>

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	<p>On February 11, 2015, a <u>notice</u> was published in the Canada Gazette Part II announcing that Transport Canada is revoking the current CMVSS 101 and replacing it with a new standard entitled <i>Controls, Tell-tales, Indicators and Sources of Illumination</i>. The new standard is effective Feb. 11, 2015; however, until September 1, 2019, vehicles can be designed to comply with the new standard or the one it is replacing.</p> <p>The revised standard incorporates by reference Technical Standards Document (TSD) 101. <u>TSD 101</u> reproduces NHTSA's updated FMVSS 101 with the necessary additions and clarifications to reflect Canadian linguistic and legislative needs. The new Canadian safety standard utilizes the incorporated TSD 101, while specifically requiring internationally adopted symbols to identify the controls, tell-tales and indicators. This approach is aimed at limiting the use of words and abbreviations. The use of words or abbreviations instead of symbols for the regulated items is permitted only in a few specific instances where the words or abbreviations are themselves internationally recognized, including "start" and "stop" to identify controls for starting and stopping the engine, and "ESC" and "ESC OFF" to identify an electronic stability control system malfunction or its "off" status.</p> <p>To ensure that Canadian drivers are able to familiarize themselves with the regulated</p>	<p><u>Oct. 6, 2012 Part I Gazette Notice</u></p>		<p>with existing or new standard permitted until 9/1/19. Starting 9/1/19, compliance with the new standard is mandatory.</p>

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	<p>identifiers of controls, tell-tales and indicators, the new Canadian safety standard requires that the regulated identifiers fitted in the vehicle be explained in the owner's manual.</p> <p>As section 101 of the MVSR is referenced in sections 105, 122 and 135, these sections are amended to ensure that the references are accurate and that there are no contradictory requirements. References to the new Canadian safety standard are also amended in TSD No. 105 — <i>Hydraulic and Electric Brake Systems</i>, TSD No. 126 — <i>Electronic Stability Control</i>, and TSD No. 135 — <i>Light Vehicle Brake Systems</i>.</p>			
FMVSS 102 Brake Shift Interlock	The K.T. Safety Act mandates that vehicles with automatic transmissions that include a "park" position manufactured for sale after Sep. 1, 2010 be equipped with a system that requires the service brake to be depressed before the transmission can be shifted out of "park."	Public Law 110-189 (KT Safety Act)	--	Sep. 1, 2010
FMVSS 102 - Idle Stop Technology Used in Hybrid Electric Vehicles NHTSA-05-23407 NHTSA-05-21401 NHTSA 03-14907	<p>The December 2005 rule delays the effective date of the July 2005 final rule and addresses hybrid systems on trucks > 10,000 lbs. GVWR.</p> <p>The July 2005 rule clarified the intent of the FMVSS 102 with respect to start-stop technologies. It also addresses safety concerns relative to mis-shifts.</p>	<p>Dec. 22, 2005 Final Rule</p> <p>July 1, 2005 Final Rule</p> <p>May 15, 2003 NPRM</p>	--	<p>Delayed to Sep. 1, 2007</p> <p>December 28, 2005</p>

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Subject & Reference	Description	Published Documents	Future Actions & Deadlines	Implementation Date(s)
CMVSS 102 - Transmission Controls	Modifies vehicle starting requirements to accommodate new technologies;] introduces mandatory requirements for a brake shift interlock (BSI) for vehicles equipped with a transmission control sequence that includes a park position; and, introduces mandatory requirements for a clutch ignition interlock (CII) for vehicles equipped with a manual transmission.	<u>June 18, 2003</u> <u>Part II Rule</u> (Page 1505) Oct. 12, 2002 Part I Gazette Notice	--	Start/Stop Technology Amendment: Effective Immediately Brake Shift Interlock and Clutch Ignition Interlock: May 29, 2005
FMVSS 105 - Hydraulic and electric brake systems NHTSA-2004-19892 NHTSA-1999-6550; Notice 3	Proposal to permit use of a roll bar structure on vehicles > 10,000 lbs. GVWR during compliance testing.	<u>Dec. 17, 2004</u> <u>Final Rule</u> Nov. 4, 2003 NPRM	--	Jan. 18, 2005
FMVSS 105 - Parking Brake NHTSA-2—5-21400 NHTSA-2002-11652	Final rules requires all MPVS, buses and trucks > 10,000 lbs. GVWR to have parking brakes that meet the performance requirements currently applicable to heavy school buses.	<u>June 30, 2005</u> <u>Final Rule</u> <u>Oct. 30, 2002 NPRM</u>	--	June 30, 2006
CMVSS 105 – Hydraulic and Electric Brakes	The November 2011 Part II Gazette re-enacted the standard through Jan. 31, 2016.	<u>11/9/11</u> <u>Part II notice</u>	--	Effective when published
FMVSS 106 - Brake Hoses NHTSA-2017-0047 NHTSA-2007-29348 NHTSA-2007-29349 NHTSA-2006-26299 NHTSA 03-14483, No. 1	On Sep. 8, 2017, NHTSA published a notice inviting public comment relating to requirements with FMVSS 106 which require manufacturers of brake hoses and end fittings to routinely supply NHTSA with information pertaining to their identification marks. Comments are invited on whether the information being collected is necessary, NHTSA’s burden estimates, ways to enhance the quality, utility and clarity of the	<u>Sep. 8, 2017</u> <u>FR Notice</u> <u>Oct. 9, 2007</u> <u>NPRM</u> <u>Oct. 9, 2007</u> <u>Final Rule</u> <u>Dec. 13, 2006</u>	Final rule	The 10/9/07 final rule is effective 12/21/07 w/early compliance permitted December 2004 final rule requirements delayed until Dec. 20, 2007

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	<p>information collection, ways to minimize the burden on manufacturers, etc.</p> <p>The Oct. 9, 2007 NPRM is in response to several petitions for reconsideration filed in response to the December 2004 final rule. Amendments are proposed with regard to:</p> <ul style="list-style-type: none"> 1) Vacuum Brake Hoses, 2) Hydraulic brake hoses, 3) Air brake hoses, and 4) Plastic air brake tubing. <p>The Oct. 9, 2007 final rule makes numerous technical corrections and denies portions of several petitions for reconsideration.</p> <p>The Dec. 13, 2006 FR Notice delays the effective date for the new requirements by one year.</p> <p>Final rule updates FMVSS 106 to incorporate the substantive specifications of several SAE Recommended Practices relating to hydraulic brake hoses, vacuum brake hoses, air brake hoses, plastic air brake tubing, and end fittings.</p>	<p><u>Final Rule Announcing One Year Delay</u></p> <p><u>Nov. 15, 2006 FR Notice to Delay Effective Date One Year</u></p> <p><u>Dec. 20, 2004 Final Rule</u></p> <p><u>June 13, 2003 NPRM correction concerning effective date</u></p> <p><u>May 15, 2003 NPRM</u></p>		<p>Optional early compliance allowed starting Feb. 18, 2005</p>
<p>CMVSS 106 - Brake Hoses</p>	<p>The November 2011 Part II Gazette re-enacted the standard through Jan. 31, 2016.</p> <p>The December 2009 notice clarifies the standard's applicability relative to motorcycles, trailers, trailer converter dollies and low speed vehicles.</p>	<p><u>11/9/11 Part II notice</u></p> <p><u>Dec. 23, 2009 Part II</u></p> <p><u>Aug. 22, 2007 Part II Gazette Notice</u></p>	<p>--</p>	<p>Effective upon publication</p>

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	TSD harmonizes w/U.S. requirements.	<u>Oct. 1, 2005 Part I Gazette Notice (pg. 3256)</u> June 6, 2001 Part I		
FMVSS 108 Performance Standard NHTSA-2011-0145	On July 11, 2012, NHTSA published a notice requesting comments on a technical report which evaluates new approaches for the regulation of motor vehicle lighting performance. The report identifies several potential opportunities for performance requirements in the following areas: headlighting photometry, headlamp test voltage, sensitivity of headlamps to vertical aim, luminance of signaling and marking lamps, masking of front turn signals, and reliability of photometric testing. The report also examines other areas, including physical lamp testing and signal lamp angular photometry.	<u>July 11, 2012 request for comments on technical report</u>	--	--
FMVSS 108 Reorganization NHTSA-2012-0174 NHTSA-2012-0171 NHTSA-2011-0101 NHTSA-2007-28322 NHTSA-2006-23634	The Feb. 8, 2016 final rule adopted the side marker lamp amendments proposed Dec. 4, 2012. A Dec. 4, 2012 NPRM proposed to restore side marker lamp requirements for vehicles that are over 80 inches wide and also less than 30 ft in overall length. Separately, a Dec. 4, 2012 final rule restores the blue and green color boundaries that were removed via the 2007 reorg. The Aug. 8, 2011 notice responded to the remaining unanswered petitions for	<u>Side Marker Lamp Final Rule 2/8/2016</u> <u>Dec. 4, 2012 Final Rule (blue & green color boundaries)</u> <u>Dec. 4, 2012 NPRM (side marker lamps)</u> <u>8/8/11 Final Rule</u>	--	Side Marker Lamp changes take effect Aug. 8, 2016 (early compliance allowed) Dec. 4, 2012 is when the Dec. 4, 2012 blue/green amendment took effect Dec. 1, 2012 is the date on which manufacturers are to ensure

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	<p>reconsideration filed in response to the September 1, 2008 lighting final rule.</p> <p>On July 13, 2011, NHTSA published an NPRM proposing to restore the blue and green color boundaries to FMVSS 108 that were removed when the agency published a final rule reorganizing the standard on December 4, 2007.</p> <p>The November 2009 notice delays the effective date of the December 2007 final rule by three years (to Dec. 1, 2012).</p> <p>The Aug. 2008 notice delayed the effective date to 9/1/09.</p> <p>The December 2007 final rule amended FMVSS 108 by reorganizing the regulatory text so that it provides a more logical presentation of the requirements.</p> <p>The final rule also amended 49 CFR Part 564, Replaceable Light Source Information, by adding a newly created Appendix C, which relocates figures addressing sealed beam headlamps that currently reside in FMVSS 108 and a relevant SAE standard there.</p>	<p style="text-align: center;"><u>7/13/11 NPRM</u></p> <p style="text-align: center;"><u>April 26, 2011 Response to Petitions for Reconsideration relating to S6.6.3 license plate holder requirements</u></p> <p style="text-align: center;"><u>November 12, 2009 Final Rule</u></p> <p style="text-align: center;"><u>Aug. 28, 2008 Final rule</u></p> <p style="text-align: center;"><u>Dec. 4, 2007 Final Rule</u></p> <p style="text-align: center;"><u>FR notice of Feb. 8, 2006 announcing correct Docket Number</u></p> <p style="text-align: center;"><u>NPRM published Dec. 30, 2005</u></p>		<p>compliance against the reorganized rule</p>
<p>FMVSS 108 – License Plate Holder</p> <p>NHTSA-2015-0057</p>	<p>The Dec. 17, 2015 final rule amended the license plate holder requirements in FMVSS 108. It expanded upon the proposal in the NPRM and allowed license plates on all motor vehicles to be mounted on a plane up to 30 degrees upward from vertical if the upper edge of the license plate is not more than 1.2</p>	<p style="text-align: center;"><u>12/17/15 Final rule</u></p> <p style="text-align: center;"><u>NPRM 9/3/13</u></p>	--	<p>Effective June 14, 2016, with optional early compliance as discussed below.</p>

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	meters (47.25 inches) from the ground. Previously, the maximum allowable upward mounting angle was 15 degrees beyond vertical. The final rule increased harmonization with existing requirements in European regulations.	<u>MIC rulemaking petition granted 4/26/11</u>		
FMVSS 108 - Glare from fog lamps, aux. Lamps NHTSA-2001-8885	September 2001 discusses various sources of glare and sought comments.	<u>9/28/01</u>	No action anticipated	--
FMVSS 108 - Glare NHTSA-2001-8885	headlamp mounting height ANPRM	<u>9/28/01</u>	No action anticipated	
FMVSS 108 - HID glare	Potential measures to address glare from HIDs	--	No action anticipated	--
FMVSS 108 - DRLs NHTSA-2004-17243 NHTSA-98-4124	DRL glare reduction	<u>March 19, 2004 Notice of Termination</u> <u>Aug. 7, 1998 NPRM</u>	Terminated	--
FMVSS 108 - DRL voltage and conspicuity	Daytime running lamp voltage and conspicuity requirements	--	No action anticipated	--
FMVSS 108 - Headlamp Simplification NHTSA 2004-17365 NHTSA-98-4673; Notice 1	March 2004 notice terminated 1998 rulemaking that would have reorganized headlamp provisions contained in FMVSS 108.	<u>March 24, 2004 Rulemaking Termination</u> <u>Nov. 12, 1998 NPRM</u>	Terminated	--
FMVSS 108 - LED signal lamp NHTSA-96-3967; Notice 1	Adoption of SAE J1889	<u>Rulemaking withdrawn 9/1/5/04</u> <u>June 24, 1998</u>	Terminated	--

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		<u>NPRM</u>		
FMVSS 108 - Alternative Geometric Visibility Rule NHTSA-2004-18794 NHTSA-95-72; Notice	The August 11, 2004 rule amended FMVSS 108 to bring it more into line with ECE R48. The new requirements, which increase the range of angles through which lighting equipment will be visible to other motorists.	<u>Aug. 11, 2004 Final Rule</u> <u>Oct. 26, 1995 NPRM</u>	--	Sep. 1, 2011 (Vehicles < 80 in.) Sep. 1, 2014 (Vehicles ≥ 80 in.)
FMVSS 108 - Advanced Frontal Lighting Systems NHTSA-02-13957; Notice 01	Feb. 2003 notice sought information on advanced frontal lighting systems to assess their potential for a net increase or decrease in the risk of a crash. A total of thirty questions were posed.	<u>July 15, 2005 Rulemaking Withdrawn</u> <u>Feb. 12, 2003 Request for Comment</u>	--	--
FMVSS 108 - FMVSS 108 Draft Interpretations NHTSA-03-15651	The November 2005 notice responds to a petition for reconsideration of the October 2004 notice and terminates a rulemaking that was announced in the October 2004 notice. Oct. 8, 2004 notice provides an interpretation as to how FMVSS 108 requirements apply to replacement equipment.	<u>Nov. 1, 2005 Notice of Interpretation and Termination of Rulemaking</u> <u>Oct. 8, 2004 Notice of Interpretation</u> <u>Aug. 27, 2003 FR notice</u> <u>Jul. 17, 2003 FR notice</u>	--	TBD
FMVSS 108 – Adaptive Driving Beam NHTSA-2018-0090	This rulemaking responds to a petition submitted by Toyota Motor Company North America, Inc. requesting that NHTSA's lighting standard be amended to permit an advanced headlighting systems known as an adaptive driving beam (ADB) as optional equipment. ADB systems provide upper beam illumination, where appropriate in the beam pattern, while limiting undesirable glare directed toward oncoming and proceeding drivers. This rulemaking	<u>NPRM Oct. 12, 2018</u>	Comments were due Dec. 11, 2018 December 2019 Final Rule per the 2019 Spring Reg Agenda	tbd