

REG UPDATE INDEX FOR DECEMBER 2012

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SAFETY (NHTSA)		
FMVSS 101 – Controls & Displays	FMVSS 208 – Occupant Crash Protection	571.3 Amend Definition of Motorcycle to Exclude Enclosed 3-Wheeled Passenger Vehicles
FMVSS 102 – Trans. Shift Seq./Starter Interlock	FMVSS 210 – Seat Belt Assembly Anchorages	571.5 Matters Incorporated by Reference
FMVSS 105 – Hydraulic Brakes	FMVSS 213 – Child Seats	PART 572 – Dummies
FMVSS 106 – Brake Hoses	FMVSS 214 – Side Impact	PART 573 – Defect and Noncompliance
FMVSS 108 – Lighting	FMVSS 216 – Roof Crush	PART 574 – Tire ID & Recordkeeping
FMVSS 109 - Tubeless Tire Resistance to Bead Unseating Test Procedure	FMVSS 217 – Bus Emergency Exits	PART 575 – Safety Hotline
FMVSS 110 – Tires Selection & Rims (< 10k lbs.)	FMVSS 218 – Motorcycle Helmets	Part 575 – Stars on Cars (NCAP Label)
FMVSS 111 – Mirrors	FMVSS 219 – Windshield Intrusion Zone	Part 575 – Tire Fuel Efficiency Consumer Info
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FMVSS 116 – Brake Fluids	FMVSS 225 – Child Restraint Systems	Part 575 - Vehicle Label (fuel economy, GHGs and other emissions)
FMVSS 118 – Power-Operated Windows	FMVSS 226 – Ejection Mitigation	PART 578 – Penalties
FMVSS 119 – New Pneumatic Tires for Motor Vehicles with a GVWR of More than 4,536 kg	FMVSS 301 – Fuel System Integrity	PART 579 – Early Warning Reporting
FMVSS 120 – Tire Selection & Rims (>10k lbs)	FMVSS 305 – Electrolyte Spillage & Shock Prot.	Part 581 Bumper Standard
FMVSS 121 – Air Brakes	FMVSS 401 – Trunk Release	PART 593 – Import Regs
FMVSS 122 – Motorcycle Brake Systems	FMVSS 402 – Radiator	Part 595 - Make Inoperative Exemptions
FMVSS 124 – Accelerator Control	FMVSS 403/404 – Platform Lifts	NCAP
FMVSS 126 - ESC	FMVSS 500 – Low Speed Vehicle	GPS
FMVSS 136 – ESC for Tractors and Buses	PART 512 – Confidential Business Info.	ACAT
FMVSS 138 – TPMS	CAFE (2017 - 2025 light duty)	Highway Safety Program Guidelines
FMVSS 139 - Tires	PART 541 Parts Marking	Dedicated Short Range Comm. (DSRC)
FMVSS 201 – Interior Impact	PART 556 – Inconsequential noncompliance	School Buses
FMVSS 202 – Head Restraints	PART 563 - EDRs	Vehicle/CRS Fit Assessment Program
FMVSS 205 – Glazing	Part 565 - VIN	Child Restraint Ease of Use Ratings
FMVSS 206 – Door Locks	Part 567 – Vehicle Certification	Pedestrian Safety
FMVSS 207 – Seating Systems	PART 571.3 – Designated Seating Position Definition	CARS Act (Cash for Clunkers)
FMVSS 209 – Seat Belt Assemblies		

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NHTSA (cont.)	SAFETY (CANADA)	
		CMVSS 203 – Driver Impact Protection
Medium- and Heavy-Duty Vehicle Fuel Economy	CMVSS 101 – Controls and Display	CMVSS 204 – Steering Column Displacement
Quiet Cars	CMVSS 102 - Trans. Shift/Starter Interlock	CMVSS 205 – Glazing
Forward Collision Avoidance and Mitigation	CMVSS 105 – Hydraulic and Electric Brakes	CMVSS 206 – Door Locks
Distraction Guidelines	CMVSS 106 – Brake Hoses	CMVSS 207 – Seat Back Performance
Driver Distraction Research	CMVSS 108 – Lighting	CMVSS 208 – Occupant Crash Protection
Motorcoach Structural Integrity	CMVSS 109 - New pneumatic tires	CMVSS 209 – Seat Belt Assemblies
Motorcoach seatbelts	CMVSS 110 – Tire Selection & Rims	CMVSS 210 – Seat Belt Anchorage
Lane Departure Warning	CMVSS 111 – Mirrors	CMVSS 212 – Windshield Mounting
Restraint Effectiveness in Rollovers	CMVSS 114 – Locking System	CMVSS 213 – Child Restraints
Speed Limiters for Heavy-Vehicles	CMVSS 115 – VIN	CMVSS 215 - Bumpers
Advanced Automatic Collision Notification	CMVSS 116 – Brake Fluids	CMVSS 216 – Roof Crush
Hydrogen Fueled Vehicle GTR	CMVSS 118 – Power Windows	CMVSS 217 – Bus Window Retention
Vehicle-to-Vehicle Compatibility	CMVSS 119 - New pneumatic tires for vehicles > 4,536 kg GVWR and motorcycles	CMVSS 219 – Windshield Zone Intrusion
NASS	CMVSS 120 – Tire Selection and Rims (>4,536 kg)	CMVSS 223 – Rear Impact Guards
Rear Seat Belt Minders	CMVSS 121 – Air Brake Systems	CMVSS 301 – Fuel System Integrity
Small Business Impacts	CMVSS 122 – Motorcycle Brake Systems	CMVSS 302 – Flammability of Materials
Future Product Plans for 2012-2025	CMVSS 123 – Motorcycle Controls & Displays	CMVSS 305 – Electrolyte Spillage and Shock
Light Duty Fuel Economy Consumer Research	CMVSS 124 – Accelerator Control	CMVSS 401 – Trunk Release
MD/HD Vehicle Fuel Consumption for 2019 and later information request of Dec. 11, 2012	CMVSS 126 - ESC	Motor Vehicle Safety Regulations (Definitions)
MD/HD Vehicle Fuel Consumption for 2019 and later information request of Dec. 19, 2012	CMVSS 135 – Light Vehicle Brakes	CO Poisoning
	CMVSS 139 – Tires	
	CMVSS 201 – Upper Int. Head Impact	
	CMVSS 202 – Head Restraints	

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SAFETY (CANADA) (cont.)	Federal Trade Commission	EMISSIONS (CARB - Active)
Compliance Label (NSM)	Labeling Requirements for Alternative Fuels and Alternative Fueled Vehicles	LD OBD
TSD 500 - LSV		HD OBD
Motor Vehicle Restraint Systems and Booster Cushions Safety Regulations	Federal Communications Commission	Hybridization of Medium- and Heavy-Duty Vehicles
MVSR (misc update)	Operation of Radar Systems in the 76-77 GHz Band	Update of the ARB Interim Certification Procedures for Hybrid-Electric Heavy-Duty Vehicles and Urban Buses
Hydrogen Fueled Vehicle GTR Omnibus Amendments	FCC Universal Service Fund Vehicular Radar Systems in the 77-81 GHz Band	Cert Fuel Amendment for Off-Road SI Engines
		Diesel Emission Control Strategy (DECS) Verification Procedure
		Low Carbon Fuel Standard
	DOE	Adoption of EPA GHG Requirements for 2017-2025MYs
	Alt. Fueled Vehicle Credit Program	Advanced Clean Cars Rulemaking

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EMISSIONS (CARB - Completed)		
ZEV Program	In-Use Offroad Diesel	Truck and Bus Regulation, The Drayage Truck Regulation and the Tractor-Trailer Greenhouse Gas Regulation
AB32 Scoping Plan	Cool Car Standard	
Plug-in Hybrid Exhaust and Evap Emissions TP	GHG standards	
OBD II Amendments	Small Off-Road Engines (SORE)	
Evap Streamlining	Statewide Diesel Truck and Bus Regulation	
HD OBD (2007)	Tire Pressure Inflation	
LEV II Minor Amendments	Defect Reporting	
2008 and later HD engines and LEV Regs	False Statement Prohibition	
Service Information	Portable Diesel Engines and Diesel Engines Used in Off-Road and On-Road Vehicles	
Diesel Fuel Regs	Diesel Engine In-Use Verification Procedure, Warranty and In-Use Compliance Requirements	
Phase 3 RFG & Diesel Fuel Lubricity	Enhanced Fleet Modernization Program	
CARB HDDE In-Use Program Requirements	HD OBD (2010)	
ZEV Reg (SVM)	Amendments to the Phase 3 CaRFG Regulations	
Global Warming Index Label	Manufacturer-run heavy-duty diesel in-use testing (HDIUT) program	
HD Diesel PM In-Use Offroad Control	In-Use Off-Road Diesel-Fueled Fleets and Offroad Large SI Engine Fleet Requirements	
GHG req for HD Tractors and Trailers		
Amendments to the Phase 3 CaRFG Regulations		

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EMISSIONS (EPA – Active)	EMISSIONS (EPA – Completed)	
CAP 2000 Durability	CARB HD Certification Waiver	Heavy Duty OBD Waiver for California
Tier 2 Amendments	CARB LEV II and ZEV Waiver	Fuel Economy Technical Amendments
Tier 3 emissions	EPA OBD Direct Final Rule to Allow CA OBD	Endangerment Finding
Certification and Labeling Provisions for “Low Emission and Energy-Efficient Vehicles” (pertains to HOV lanes)	HD Diesel Engine Standards	CARB HD Certification Waiver
Mobile AC Refrigerants	HD diesel test procedures	CARB LEV II and ZEV Waiver
Renewable Fuel Standard (RFS)	CARB 2007 HD Diesel Waiver	EPA OBD Direct Final Rule to Allow CA OBD
Lead Wheel Weights	Motor Vehicle Air Toxics (MSAT)	HD Diesel Engine Standards
In-Use Emissions Testing for Non-road Diesel Engines	SCR	HD diesel test procedures
SCR	Cert. Fees	CARB 2007 HD Diesel Waiver
Toxic Chemicals – Phthalates	Tier 2 Rule	Motor Vehicle Air Toxics (MSAT)
Toxic Chemicals - PBDEs	Tier 2 Amendments – Flexibilities for diesels	SCR
Emergency Vehicles	Tier 2 (SFTP issues)	Cert. Fees
Nonroad CI engines operating in temporary emergency service settings	Tier 2 (Evap streamlining)	Tier 2 Rule
PM NAAQS	Fuel Economy Labels	Tier 2 Amendments – Flexibilities for diesels
California Advanced Clean Cars Program Waiver	CARB GHG Waiver	Tier 2 (SFTP issues)
	Small nonroad SI engines < 19kW	Tier 2 (Evap streamlining)
	Defect Reporting	Fuel Economy Labels
	HD OBD	CARB GHG Waiver
	Heavy Duty Vehicle GHG Emissions Standards and Fuel Consumption Standards	

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EMISSIONS (EPA – Completed)		EMISSIONS (CANADA)
Defect Reporting	CARB US06 & SC03 Waiver	Light Duty Vehicle GHG Standards (2017-2025)
HD OBD	Secondary NAAQS for NO₂ and SO₂	On-Road Vehicle and Engine Emission Regulations
Heavy Duty Vehicle GHG Emissions Standards and Fuel Consumption Standards	Revised Ozone NAAQS	Mercury-Containing Products Ban
Heavy Duty OBD Waiver for California	Revised PM NAAQS Implementing Regulations	Management of Mercury Switches
Fuel Economy Technical Amendments	Stage II Vapor Recovery	Light Duty Vehicle GHG Standards (2011-2016)
Endangerment Finding	Use Conditions for HFO-1234yf	GHG Reporting Rule
Importation of Nonconforming Vehicles	Use Conditions for HFC-152a and CO₂	OBD for HD Engines and Vehicles
Technical amendments to existing motor vehicle and nonroad engine regulations	Light duty GHG Standards for 2017-2025 MYs)	HD Vehicle and Engine GHG Standards
Motor Vehicle GHG Standards (2012-2016)	Small nonroad SI engines < 19kW	Diesel Fuel Sulfur Levels
HD Diesel In-Use		Cobalt-containing substances reporting requirement
Motor Vehicle Fuel Economy Label		
E15 Waiver		
Alt Fuel Conversions		EMISSIONS (STATE ADOPTION OF CA GHG Standards)
Ethanol Blend Misfueling		AZ - CT - DC - DE - FL - ME - MA - MD - NJ - NM - NY - OR - RI - VT - WA
NOx and SOx NAAQS		
CO NAAQS		
Revised NO₂ NAAQS		OTHER
NAAQS for PM		Green Chemistry (California)
California LEV II Program 2006 Amendments Waiver Decision		Washington State Better Brakes Rulemaking
Transportation Conformity Rule		Oregon Low Carbon Fuel Standard
Service Information		

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Subject & Reference	Description	Published Documents	Future Actions & Deadlines	Implementation Date(s)
Safety				
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 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</p>	<p style="text-align: center;"><u>Aug. 13, 2009 Final Rule</u></p> <p style="text-align: center;"><u>Oct. 4, 2007 NPRM</u></p> <p style="text-align: center;"><u>May 15, 2006 notice responding to petitions for reconsideration</u></p> <p style="text-align: center;"><u>Jan. 24, 2005 FR Notice Delaying Effective Date to 9/1/06</u></p> <p style="text-align: center;"><u>Aug. 17, 2005 Final Rule</u></p> <p style="text-align: center;"><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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Subject & Reference	Description	Published Documents	Future Actions & Deadlines	Implementation Date(s)
	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>Transport Canada is proposing to revoke the existing CMVSS 101 regarding location and identification of controls and displays and introduce a new standard. The proposed standard would refer to a revised Technical Standard Document that reproduces NHTSA's FMVSS 101. The new CMVSS 101 would also include a number of unique provisions.</p> <p>The proposed CMVSS 101 would require internationally adopted symbols instead of words to identify the controls, tell-tales and indicators. The use of words would be allowed in conjunction with the relevant symbols required by the Canadian standard. CMVSS 101 would also require that the identifications for the controls, tell-tales and indicators fitted in the vehicle be explained in the owner's manual.</p>	Oct. 6, 2012 Part I Gazette Notice	Comments due Dec. 19, 2012 Part II 3 rd Quarter 2013	It is proposed that compliance with the amended requirements be required no later than Sep. 1, 2014.

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Subject & Reference	Description	Published Documents	Future Actions & Deadlines	Implementation Date(s)
	CMVSS's 105, 122, and 135 would be amended to ensure that references are accurate and that there are no contradictory requirements.			
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)	NHTSA NPRM to amend FMVSS 102	Sep. 1, 2010
FMVSS 102 - Idle Stop Technology Used in Hybrid Electric Vehicles NHTSA-05-23407 NHTSA-05-21401 NHTSA 03-14907	The December 2005 rule delays the effective date of the July 2005 final rule and addresses hybrid systems on trucks > 10,000 lbs. GVWR. 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.	Dec. 22, 2005 Final Rule July 1, 2005 Final Rule May 15, 2003 NPRM	--	Delayed to Sep. 1, 2007 December 28, 2005
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.	June 18, 2003 Part II Rule (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	Proposal to permit use of a roll bar structure on vehicles > 10,000 lbs. GVWR during	Dec. 17, 2004 Final Rule	--	Jan. 18, 2005

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Subject & Reference	Description	Published Documents	Future Actions & Deadlines	Implementation Date(s)
NHTSA-2004-19892 NHTSA-1999-6550; Notice 3	compliance testing.	Nov. 4, 2003 NPRM		
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.	June 30, 2005 Final Rule Oct. 30, 2002 NPRM	--	June 30, 2006
CMVSS 105 – Hydraulic and Electric Brakes	The November 2011 Part II Gazette re-enacted the standard through Jan. 31, 2016.	11/9/11 Part II notice	--	Effective when published
FMVSS 106 - Brake Hoses NHTSA-2007-29348 NHTSA-2007-29349 NHTSA-2006-26299 NHTSA 03-14483, No. 1	<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> <ol 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</p>	<p>Oct. 9, 2007 NPRM</p> <p>Oct. 9, 2007 Final Rule</p> <p>Dec. 13, 2006 Final Rule Announcing One Year Delay</p> <p>Nov. 15, 2006 FR Notice to Delay Effective Date One Year</p> <p>Dec. 20, 2004 Final Rule</p> <p>June 13, 2003 NPRM correction concerning effective date</p> <p>May 15, 2003 NPRM</p>	Final Rule	<p>The 10/9/07 final rule is effective 12/21/07 w/early compliance permitted</p> <p>December 2004 final rule requirements delayed until Dec. 20, 2007</p> <p>Optional early compliance allowed starting Feb. 18, 2005</p>