

## SAMPLE (FULL VERSION 131 PAGES)

<b>REG UPDATE INDEX FOR JULY 2010</b> <span style="color: red;">Red Text – Indicates Pending Deadline</span> <span style="color: green;">Green Text – Indicates New Information Added</span>		
<b>SAFETY (NHTSA)</b>		
<u>FMVSS 101 – Controls &amp; Displays</u>	<u>FMVSS 214 – Side Impact</u>	<u>Part 575 – Stars on Cars (NCAP Label)</u>
<u>FMVSS 102 – Trans. Shift Seq./Starter Interlock</u>	<u>FMVSS 216 – Roof Crush</u>	<span style="color: green;"><b>Part 575 – Tire Fuel Efficiency Consumer Info</b></span>
<u>FMVSS 105 – Hydraulic Brakes</u>	<u>FMVSS 217 – Bus Emergency Exits</u>	<span style="color: green;"><b>Part 575 – Fuel Economy Consumer Information</b></span>
<u>FMVSS 106 – Brake Hoses</u>	<u>FMVSS 218 – Motorcycle Helmets</u>	<u>PART 578 – Penalties</u>
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<u>FMVSS 110 – Tires Selection &amp; Rims (&lt; 10k lbs.)</u>	<u>FMVSS 226 – Ejection Mitigation</u>	<u>PART 593 – Import Reqs</u>
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<u>FMVSS 118 – Power-Operated Windows</u>	<u>FMVSS 402 – Radiator</u>	<u>ACAT</u>
<u>FMVSS 119 – New Pneumatic Tires for Motor Vehicles with a GVWR of More than 4,536 kg</u>	<u>FMVSS 403/404 – Platform Lifts</u>	<u>Highway Safety Program Guidelines</u>
<u>FMVSS 120 – Tire Selection &amp; Rims (&gt;10k lbs)</u>	<u>FMVSS 500 – Low Speed Vehicle</u>	<u>Dedicated Short Range Comm. (DSRC)</u>
<u>FMVSS 121 – Air Brakes</u>	<u>PART 512 – Confidential Business Info.</u>	<u>School Buses</u>
<u>FMVSS 122 – Motorcycle Brake Systems</u>	<span style="color: blue;"><b>CAFE (2017 - 2025 light duty)</b></span>	<u>Child Restraint Ease of Use Ratings</u>
<u>FMVSS 124 – Accelerator Control</u>	<u>PART 541 – Theft</u>	<u>Pedestrian Safety</u>
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<u>FMVSS 202 – Head Restraints</u>	<u>PART 571.3 – Designated Seating Position Definition</u>	
<u>FMVSS 205 – Glazing</u>	<u>PART 572 – Dummies</u>	
<u>FMVSS 206 – Door Locks</u>	<u>Part 573 - Early Warning Reporting (EWR)</u>	
<u>FMVSS 207 – Seating Systems</u>	<u>PART 573 – Defect and Noncompliance</u>	
<span style="color: red;"><b>FMVSS 208 – Occupant Crash Protection</b></span>	<u>PART 574 – Tire ID &amp; Recordkeeping</u>	<u>CARB, EPA, Transport Canada, Environment Canada and state GHG regs (see next page for index)</u>

<u>FMVSS 209 – Seat Belt Assemblies</u>	PART 575 – Safety Hotline	
<u>FMVSS 213 – Child Seats</u>		
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<b>SAFETY (CANADA)</b>		<b>EMISSIONS (CARB - Active)</b>
<u>CMVSS 102 - Trans. Shift/Starter Interlock</u>	<u>CMVSS 205 – Glazing</u>	
<u>CMVSS 106 – Brake Hoses</u>	<u>CMVSS 206 – Door Locks</u>	
<u>CMVSS 108 – Lighting</u>	<b>CMVSS 207 – Seat Back Performance</b>	<b>LEV III/SFTP II</b>
<u>CMVSS 109 - New pneumatic tires</u>	<u>CMVSS 208 – Occupant Crash Protection</u>	ZEV Program
<u>CMVSS 110 – Tire Selection &amp; Rims</u>	<u>CMVSS 209 – Seat Belt Assemblies</u>	Amendments to the Phase 3 CaRFG Regulations
<u>CMVSS 111 – Mirrors</u>	<b>CMVSS 210 – Seat Belt Anchorage</b>	LD OBD
<u>CMVSS 114 – Locking System</u>	<u>CMVSS 212 – Windshield Mounting</u>	HD OBD (2010)
<u>CMVSS 115 – VIN</u>	<u>CMVSS 213 – Child Restraints</u>	<b>Enhanced Fleet Modernization Program</b>
<u>CMVSS 116 – Brake Fluids</u>	<u>CMVSS 215 - Bumpers</u>	<u>Diesel Engine In-Use Verification Procedure, Warranty and In-Use Compliance Requirements</u>
<u>CMVSS 118 – Power Windows</u>	<u>CMVSS 216 – Roof Crush</u>	<u>Portable Diesel Engines and Diesel Engines Used in Off-Road and On-Road Vehicles</u>
<u>CMVSS 119 - New pneumatic tires for vehicles &gt; 4,536 kg GVWR and motorcycles</u>	<u>CMVSS 217 – Bus Window Retention</u>	<u>Hybridization of Medium- and Heavy-Duty Vehicles</u>
<u>CMVSS 120 – Tire Selection and Rims (&gt;4,536 kg)</u>	<u>CMVSS 219 – Windshield Zone Intrusion</u>	<u>Update of the ARB Interim Certification Procedures for Hybrid-Electric Heavy-Duty Vehicles and Urban Buses</u>
<u>CMVSS 121 – Air Brake Systems</u>	<u>CMVSS 301 – Fuel System Integrity</u>	<u>Defect Reporting</u>
<u>CMVSS 122 – Motorcycle Brake Systems</u>	<u>CMVSS 302 – Flammability of Materials</u>	<u>Tire Pressure Inflation</u>
<u>CMVSS 123 – Motorcycle Controls &amp; Displays</u>	<u>CMVSS 305 – Electrolyte Spillage and Shock</u>	
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<u>CMVSS 126 - ESC</u>	CO Poisoning	
<u>CMVSS 139 – Tires</u>	<u>Compliance Label (NSM)</u>	
<u>CMVSS 201 – Upper Int. Head Impact</u>	<u>TSD 500 - LSV</u>	
<u>CMVSS 202 – Head Restraints</u>	<u>Motor Vehicle Restraint Systems and Booster Cushions Safety Regulations</u>	
<u>CMVSS 203 – Driver Impact Protection</u>	<b>Motor Vehicle Safety Regulations (Definitions)</b>	

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<b>EMISSIONS (CARB - Completed)</b>		<b>EMISSIONS (EPA- Active)</b>
<a href="#">AB32 Scoping Plan</a>	<a href="#">Low Carbon Fuel Standard</a>	
<a href="#">Plug-in Hybrid Exhaust and Evap Emissions TP</a>		<a href="#">CAP 2000 Durability</a>
<a href="#">OBD II Amendments</a>		<a href="#">Tier 2 Amendments</a>
<a href="#">HD OBD (2007)</a>		<a href="#">Certification and Labeling Provisions for "Low Emission and Energy-Efficient Vehicles" (pertains to HOV lanes)</a>
<a href="#">Evap Streamlining</a>		<a href="#">Revised Ozone NAAQS</a>
<a href="#">LEV II Minor Amendments</a>		<a href="#">Revised PM NAAQS Implementing Regulations</a>
<a href="#">2008 and later HD engines and LEV Regs</a>		<a href="#">Revised NO<sub>2</sub> NAAQS</a>
<a href="#">Service Information</a>		<a href="#">CO NAAQS</a>
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<a href="#">Phase 3 RFG &amp; Diesel Fuel Lubricity</a>		<a href="#">Mobile AC Refrigerants</a>
<a href="#">ZEV Reg (SVM)</a>		<a href="#">E15 Waiver</a>
<a href="#">CARB HDDE In-Use Program Requirements</a>		<a href="#">Renewable Fuel Standard (RFS)</a>
<a href="#">Global Warming Index Label</a>		<a href="#">Lead Wheel Weights</a>
<a href="#">HD Diesel PM In-Use Offroad Control</a>		<a href="#">Alt Fuel Conversions</a>
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<b>EMISSIONS (EPA – Completed)</b>		<b>EMISSIONS (CANADA)</b>
<u>Transportation Conformity Rule</u>	<u>Defect Reporting</u>	<u>On-Road Vehicle and Engine Emission Regulations</u>
<u>Service Information</u>	<u>HD OBD</u>	<u>Management of Mercury Switches</u>
<u>NAAQS for PM</u>	<u>Heavy Duty OBD Waiver for California</u>	<u>Light Duty Vehicle GHG Standards</u>
<u>CARB US06 &amp; SC03 Waiver</u>	<u>Fuel Economy Technical Amendments</u>	
<u>CARB HD Certification Waiver</u>	<u>HD Diesel In-Use</u>	
<u>CARB LEV II and ZEV Waiver</u>	<u>GHG Reporting Rule</u>	
<u>EPA OBD Direct Final Rule to Allow CA OBD</u>	<u>Endangerment Finding</u>	
<u>HD Diesel Engine Standards</u>	<u>Importation of Nonconforming Vehicles</u>	
<u>HD diesel test procedures</u>	<u>Technical amendments to existing motor vehicle and nonroad engine regulations</u>	
<u>CARB 2007 HD Diesel Waiver</u>	<u>Motor Vehicle GHG Standards</u>	
<u>Motor Vehicle Air Toxics (MSAT)</u>		
<u>SCR</u>		
<u>Cert. Fees</u>		
<u>Tier 2 Rule</u>		
<u>Tier 2 Amendments – Flexibilities for diesels</u>		
<u>Tier 2 (SFTP issues)</u>		
<u>Tier 2 (Evap streamlining)</u>		
		<b>EMISSIONS (STATE ADOPTION OF CA GHG Standards)</b>
<u>Fuel Economy Labels</u>		<u>AZ - CT - DC - FL - ME - MA - MD - NJ - NM - NY - OR - RI - VT - WA</u>
<u>CARB GHG Waiver</u>		
<u>Small nonroad SI engines &lt; 19kW</u>		

**REG UPDATE**  
July 30, 2010

Subject & Reference	Description	Published Documents	Future Actions & Deadlines	Implementation Date(s)
<b>Safety</b>				
<p><b>FMVSS 101 - Controls and Displays Harmonization</b></p> <p>NHTSA-2009-0145 NHTSA-2007-29272 NHTSA-2006-23651 NHTSA-2005-22113 NHTSA-03-16194</p>	<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 and displays standard or in another Federal</p>	<p align="center"><u>Aug. 13, 2009</u> <u>Final Rule</u></p> <p align="center"><u>Oct. 4, 2007</u> <u>NPRM</u></p> <p align="center"><u>May 15, 2006 notice</u> <u>responding to petitions for</u> <u>reconsideration</u></p> <p align="center"><u>Jan. 24, 2005</u> <u>FR Notice Delaying</u> <u>Effective Date to 9/1/06</u></p> <p align="center"><u>Aug. 17, 2005</u> <u>Final Rule</u></p> <p align="center"><u>Sep. 23, 2003 NPRM</u></p>	<p align="center">--</p>	<p>Vehicles &lt; 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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	motor vehicle safety standard.			
<b>FMVSS 101 – Redundant Safety Significant Displays in a Common Space</b>  NHTSA-2007-0020	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.  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.	<u>Nov. 9, 2007</u> <u>Request for Comment</u>	NHTSA to issue interpretation Summer 2010	--
<b>Brake Shift Interlock</b>	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.”	<u>Public Law 110-189</u> (KT Safety Act)	NHTSA NPRM to amend FMVSS 102	Sep. 1, 2010
<b>FMVSS 102 - Idle Stop Technology Used in Hybrid Electric Vehicles</b>  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.	<u>Dec. 22, 2005</u> <u>Final Rule</u>  <u>July 1, 2005</u> <u>Final Rule</u>  <u>May 15, 2003 NPRM</u>	--	Delayed to Sep. 1, 2007  December 28, 2005
<b>CMVSS 102 - Transmission Controls</b>	Modifies vehicle starting requirements to accommodate new technologies; introduces mandatory requirements for a brake shift	<u>June 18, 2003</u> <u>Part II Rule</u> (Page 1505)	--	Start/Stop Technology Amendment: Effective Immediately

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	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.	Oct. 12, 2002 Part I Gazette Notice		Brake Shift Interlock and Clutch Ignition Interlock: May 29, 2005
<b>FMVSS 105 - Hydraulic and electric brake systems</b>  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 Final Rule</u>  Nov. 4, 2003 NPRM	--	Jan. 18, 2005
<b>FMVSS 105 - Parking Brake</b>  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 Final Rule</u>  <u>Oct. 30, 2002 NPRM</u>	--	June 30, 2006
<b>FMVSS 106 - Brake Hoses</b>  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"> <li>1) Vacuum Brake Hoses,</li> <li>2) Hydraulic brake hoses,</li> <li>3) Air brake hoses, and</li> <li>4) Plastic air brake tubing.</li> </ol> <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</p>	<u>Oct. 9, 2007 NPRM</u>  <u>Oct. 9, 2007 Final Rule</u>  <u>Dec. 13, 2006 Final Rule Announcing One Year Delay</u>  <u>Nov. 15, 2006 FR Notice to Delay Effective Date One Year</u>  <u>Dec. 20, 2004</u>	<p style="text-align: center;">December 2010 Final Rule</p> <p>NHTSA response to the Hitachi Cable Indiana petition for reconsideration of the 10/9/07 final rule</p>	<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>

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	<p>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 style="text-align: center;"><u>Final Rule</u></p> <p style="text-align: center;"><u>June 13, 2003 NPRM correction concerning effective date</u></p> <p style="text-align: center;"><u>May 15, 2003 NPRM</u></p>		
<b>CMVSS 106 - Brake Hoses</b>	<p>The December 2009 notice clarifies the standard's applicability relative to motorcycles, trailers, trailer converter dollies and low speed vehicles.</p> <p>TSD harmonizes w/U.S. requirements.</p>	<p style="text-align: center;"><u>Dec. 23, 2009 Part II</u></p> <p style="text-align: center;"><u>Aug. 22, 2007 Part II Gazette Notice</u></p> <p style="text-align: center;"><u>Oct. 1, 2005 Part I Gazette Notice (pg. 3256)</u></p> <p style="text-align: center;">June 6, 2001 Part I</p>	--	Part II + 6 months
<p><b>FMVSS 108 Reorganization</b></p> <p>NHTSA-2007-28322 NHTSA-2006-23634</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</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</u></p>	<p>2010 and later: NHTSA's response to the petitions for reconsideration filed in response to the December 2007 final rule. NHTSA's response is pending with legal (June 2010). No estimate for publication available.</p>	Dec. 1, 2012



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	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.	<u>Dec. 30, 2005</u>		
<b>FMVSS 108 - Glare from fog lamps, aux. Lamps</b> NHTSA-2001-8885	September 2001 discusses various sources of glare and sought comments.	<u>9/28/01</u>	Rulemaking delayed – R&D ongoing	--
<b>FMVSS 108 - Glare</b> NHTSA-2001-8885	headlamp mounting height ANPRM	<u>9/28/01</u>	No action anticipated	
<b>FMVSS 108 - HID glare</b>	Potential measures to address glare from HID's	--	No action anticipated	--
<b>FMVSS 108 - DRLs</b> NHTSA-2004-17243 NHTSA-98-4124	DRL glare reduction	<u>March 19, 2004 Notice of Termination</u>  <u>Aug. 7, 1998 NPRM</u>	Terminated	--
<b>FMVSS 108 - DRL voltage and conspicuity</b>	Daytime running lamp voltage and conspicuity requirements	--	No action anticipated	--
<b>FMVSS 108 - Headlamp Simplification</b> 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	--
<b>FMVSS 108 - LED signal lamp</b> NHTSA-96-3967; Notice 1	Adoption of SAE J1889	<u>Rulemaking withdrawn 9/1/5/04</u>  <u>June 24, 1998 NPRM</u>	Terminated	--

