

RCC Motor Vehicles Working Group: Existing and New Motor Vehicle Safety Standards Work Plans

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Preamble Text:

The following work plan between the Motor Vehicle Safety group of Transport Canada (TC) and the National Highway Traffic Safety Administration (NHTSA) is designed to help facilitate the alignment of light and heavy duty vehicle motor vehicle safety standards. This work will be done through enhanced communication and collaboration at the early stages of the contemplation of new regulations and by identifying rulemaking initiatives of common interest.

Timelines and Deliverables:

Forward Plan Area of Work	Pursue greater harmonization of existing motor vehicle safety standards notably by developing a consistent approach to align and adopt motor vehicle standards that take into account each country's safety risks and needs.			
Deliverable Outcome	<p><u>Initiative A: Continue to complete the regulatory amendments initiated during initial RCC Action Plan to align existing regulatory requirements</u></p> <p>a) CMVSS 101 for Controls and Displays; b) CMVSS 214 for Side Impact Protection; c) CMVSS 226 for Ejection Mitigation; d) CMVSS 108 Lighting; and, e) Final Rule publication of Part 543 for Immobilizers</p>	<p><u>Initiative B: Undertake new regulatory initiatives aimed at regulatory alignment</u></p> <p>Further align the following standards: a) Motorcycle brakes; b) Rear back up cameras; c) Trailer underride guards and aerodynamic boat tails</p>	<p><u>Initiative C: To undertake joint regulatory development work with the intention to align regulatory requirements</u></p> <p>a) Child restraint; b) Child seat universal anchorage system; c) Hydrogen GTR;</p>	<p><u>Initiative D: To undertake joint research and testing with the intention of introducing aligned requirements or directives in the longer term</u></p> <p>a) Electric Vehicle Safety; b) Frontal Oblique crash mode; c) Evaluation of THOR; d) Human Factors for Connected and Automated Vehicles;</p>

Interim Deliverables				
<p>Three to six months</p>	<p>Transport Canada to complete the Part II publication of CMVSS 101 for Controls and Displays</p>		<p>NHTSA published an NPRM on FMVSS 225 on Jan. 23, 2015 to improve the usability of lower anchorages and tethers for child seats. Transport Canada will review opportunities to align the technical requirements</p>	<p>Perform joint test procedure development to support electric vehicle safety</p> <p>Support round-robin testing of THOR dummy</p> <p>Participate in the development of the THOR seating procedure</p> <p>Participate in the development of the WorldSID 5th seating procedure</p> <p>Construct offset moving deformable barrier (MDB) and qualification test fixtures as per NHTSA drawings</p>
<p>Six to 12 months</p>	<p>Transport Canada to complete the following:</p> <ul style="list-style-type: none"> Part I publication of CMVSS 214 for Side Impact Protection 	<p>Transport Canada to complete the Part II publication of CMVSS 122 for Motorcycle Brakes to introduce the updated FMVSS 122 requirements</p> <p>NHTSA to initiate rulemaking to consider requirements for trailer underride guards, which also includes requirements for aerodynamic boat tails for trailers</p>	<p>Perform joint child restraint regulatory development work including the development of an updated standard seat assembly</p> <p>Initiate regulatory work to review the joint test procedure development to assist with the implementation of the Hydrogen GTR</p>	<p>Continue to perform joint test procedure development to support electric vehicle safety</p> <p>Evaluate THOR response in full scale vehicle crash tests</p>

<p>12 to 18 months</p>	<p>NHTSA to finalize a regulation in Part 543 for Immobilizers</p> <p>Transport Canada to complete the following:</p> <ul style="list-style-type: none"> • Part I publication of CMVSS 226 for Ejection Mitigation • Part I publication of CMVSS 108 Lighting 	<p>Transport Canada to complete the Part I publication to include the requirement for rear back up cameras</p>	<p>NHTSA to initiate rulemaking to consider adoption of the Hydrogen GTR. Transport Canada will review opportunities to align the technical requirements</p> <p>Continue to perform joint child restraint regulatory development as necessary</p> <p>NHTSA to initiate rulemaking to consider upgrade the frontal child restraint test buck and align some of the requirements for child restraint systems. Transport Canada will review opportunities to align the technical requirements</p>	<p>Joint research work reviewing human factors for connected and automated vehicles</p> <p>Continue research testing on the Frontal Oblique crash mode</p> <p>Continue evaluation of updated WorldSID 5th dummy</p>
<p>Beyond 18 months</p>	<p>Transport Canada to complete the following:</p> <ul style="list-style-type: none"> • Part II publication of CMVSS 214 for Side Impact Protection • Part II publication of CMVSS 226 for Ejection Mitigation • Part II publication of CMVSS 108 Lighting 	<p>Transport Canada to complete the Part II publication to include the requirement for rear back up cameras</p> <p>NHTSA to complete rulemaking for trailer underride guards, which also includes requirements for aerodynamic boat tails for trailers</p>	<p>NHTSA to publish FMVSS 225 final rule to improve the usability of lower anchorages and tethers for child seats. Transport Canada will review opportunities to align the technical requirements</p> <p>NHTSA to complete rulemaking for the frontal child restraint test buck and align some of the requirements for child restraint systems. Transport Canada will review opportunities to align the technical requirements</p> <p>NHTSA to complete rulemaking for the side impact child restraint test procedure and Q3s dummy. Transport Canada will review opportunities to align the technical requirements</p>	<p>Continue with joint work reviewing human factors for connected and automated vehicles</p> <p>Support any side impact testing needed for WorldSID</p> <p>Coordinate research approach on rear seat occupant protection</p>

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