

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: Complete the regulatory amendments of ongoing files</u></p> <p>a) CMVSS 214 for Side Impact Protection; b) CMVSS 226 for Ejection Mitigation; c) CMVSS 108 Lighting; and, d) Final Rule publication of Part 543 for Immobilizers e) Trailer underride guards and aerodynamic boat tails</p>	<p><u>Initiative B: Undertake new regulatory initiatives aimed at regulatory alignment</u></p> <p>Further align the following standards: a) Rear back up cameras; b) ESC for heavy trucks and buses; c) Bus seat belt and installation requirements; d) Vehicle universal anchorage system; e) Child restraint; and, f) Hydrogen safety</p>	<p><u>Initiative C: Undertake joint regulatory development work with the intention to align regulatory requirements</u></p> <p>a) Child restraint; b) Hydrogen Safety; and, c) Electric Vehicle Safety</p>	<p><u>Initiative D: Undertake joint research and testing with the intention of introducing aligned requirements or directives in the longer term</u></p> <p>a) Human Factors for Connected and Automated Vehicles; and, b) Automated driving systems</p>

Interim Deliverables				
Three to six months		Transport Canada to complete the Part I publication of CMVSS 136 for heavy truck and bus ESC.	Review opportunities to perform joint test procedure development to support electric vehicle safety.	
Six to 12 months	<p>Transport Canada to complete the Part II publication of:</p> <ul style="list-style-type: none"> • CMVSS 214 for Side Impact Protection; and, • CMVSS 226 for Ejection Mitigation. <p>NHTSA to finalize a regulation in Part 543 for vehicle theft protection Immobilizers.</p>	<p>Transport Canada to complete the Part I publication for bus seat belt and installation requirements.</p> <p>NHTSA to initiate rulemaking to consider upgrading 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>Review opportunities to perform joint child restraint regulatory development as necessary.</p> <p>Review opportunities to perform joint development work on hydrogen safety of fuel cell vehicles.</p> <p>Review opportunities to perform joint test procedure development to support electric vehicle safety.</p>	<p>Joint research work on driver-vehicle interfaces for connected and automated vehicles.</p> <p>Joint work with the goal to develop bi-national and international test procedures for automated driving systems.</p>
12 to 18 months	Transport Canada to complete the Part II publication of CMVSS 108 for lighting.	<p>NHTSA to initiate rulemaking to consider adoption of the Hydrogen GTR. Transport Canada will review opportunities to align the technical requirements</p> <p>Transport Canada to complete the Part I publication of CMVSS 111 for rear visibility.</p>	Review opportunities to perform joint child restraint regulatory development as necessary.	<p>Joint research work on driver-vehicle interfaces for connected and automated vehicle.</p> <p>Joint work with the goal to develop bi-national and international test procedures for automated driving systems.</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.		
Beyond 18 months	NHTSA to complete rulemaking for trailer underride guards, FMVSS 223/224, which also includes requirements for aerodynamic boat tails for trailers.	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. Transport Canada to complete the Part II publications for: a) Rear back up cameras b) ESC for heavy trucks and buses; and, c) Bus seat belt and installation requirements.		Continue with joint work joint research work on driver-vehicle interfaces for connected and automated vehicles. Joint work with the goal to develop bi-national and international test procedures for automated driving systems.

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