

Status Report on the United States of America's Consideration of Global Technical Regulations for Incorporation into Its Domestic Standards

Transmitted by the United States of America

The United States of America (U.S.), as a Contracting Party to the 1998 Global Agreement, under the World Forum for Harmonization of Vehicle Regulations (WP.29), and per paragraph 7.1 of Article 7 of the Agreement, the U.S. is accordingly obligated to initiate the process for the adoption of provisions within the Global Technical Regulations (GTRs) to which it has voted in favor into its domestic standards.¹

Per paragraph 7.4 of Article 7, the U.S. is further obligated to submit a report to the Secretary-General on the status of each GTR in its domestic process. The submission of this document satisfies that obligation.

GTR 1 – Door Locks and Door Retention Components

Through this status update, the U.S. is making its final report on GTR 1 by reporting that we have adopted the GTR through a final rule dated February 19, 2010.² The requirements of GTR 1 became effective on September 1, 2010 for vehicles sold in the US. The US has determined that it does not need to conduct further rulemaking to amend its existing regulation to conform to the amended GTR and this also serves as our final report on the amendment.

GTR 3 – Motorcycle Brakes

Through this status update, the U.S. is making its final report on GTR 3 by reporting that we have adopted the GTR through a final rule dated August 24, 2012.³ The requirements of GTR 3 became effective on October 23, 2012 for vehicles sold in the US. The US has determined that it does not need to conduct further rulemaking to amend its existing regulation to conform to the amended GTR and this also serves as our final report on the amendment.

GTR 6 – Glazing

In June 2012, the U.S. issued a Notice of Proposed Rulemaking (NPRM) proposing the incorporation of the technical provisions of GTR 6 into U.S. national regulations.⁴ The proposal specifies provisions that would harmonize the existing U.S. Federal Motor Vehicle Safety Standard on motor vehicle glazing by updating existing or adding new requirements and test procedures. The NPRM proposes updated

¹ While the Agreement obligates such contracting parties to begin their processes, it leaves the ultimate decision of whether to adopt the GTR into their domestic law to the parties themselves.

² See 75 FR 7370. Docket number NHTSA-2010-0015 at www.regulations.gov.

³ See 77 FR 51650. Docket number NHTSA-2012-0123 at www.regulations.gov.

⁴ See 77 FR 37478. Docket number NHTSA-2012-0083 at www.regulations.gov.

requirements for the fragmentation, abrasion, and 2.26 kg ball impact tests on laminated and toughened glazing as well as removing the impact dart and shot bag tests from the US standard. Currently, we are evaluating the comments on the NPRM submitted by the public.

Per paragraph 7.4 of Article 7, the U.S. is accordingly obligated to submit a report to the Secretary-General on the status of the GTR in its domestic process. The submission of this document satisfies that obligation as well.

GTR 7 – Head Restraints

The U.S. began its internal rulemaking process to evaluate and incorporate the provisions of GTR 7 into the existing U.S. Federal Motor Vehicle Safety Standard. During its deliberations, the U.S. decided not to move forward with adoption of the Phase 1 requirements. When the Phase 2 of the GTR is complete, the U.S. will consider adoption of the revised GTR during its normal rulemaking process.

As of March 2009, the end of the one-year period after the date of the establishment of GTR 7 in the Global Registry, the U.S. had neither adopted the GTR nor decided not to adopt the GTR into its own laws or regulations. Per paragraph 7.4 of Article 7, the U.S. is accordingly obligated to submit a report to the Secretary-General on the status of the GTR in its domestic process. The submission of this document satisfies that obligation as well.

GTR 8 – Electronic Stability Control Systems

In September 2011, the U.S. issued a final rule⁵ responding to petitions for reconsideration of the April 2007 final rule to incorporate the technical provisions of GTR 8 into U.S. national regulations for light duty vehicles. The final rule addresses concerns that the provisions of FMVSS No. 126 are not consistent with GTR No. 8. The final rule became effective on October 11, 2011. The US has determined that it does not need to conduct further rulemaking to amend its existing regulation for light duty vehicles to conform to the amended GTR and this also serves as our final report on the amendment.

In May 2012, the U.S. issued a NPRM proposing the incorporation of the technical provisions of GTR 8 into U.S. national regulations for heavy vehicles.⁶ The proposal specifies provisions that would harmonize the existing U.S. Federal Motor Vehicle Safety Standard on electronic stability control systems for vehicles with gross vehicle weight ratings greater than 11,793 kg (26,000 lbs) by creating new requirements and test procedures.

⁵ See 76 FR 55829. Docket number NHTSA-2011-0140 at www.regulations.gov.

⁶ See 77 FR 30766. Docket number NHTSA-2012-0065 at www.regulations.gov.

Per paragraph 7.4 of Article 7, the U.S. is accordingly obligated to submit a report to the Secretary-General on the status of the GTR in its domestic process. The submission of this document satisfies that obligation.

GTR 9 – Pedestrian Protection

As of March 2013, the U.S. has begun its internal rulemaking process to evaluate and incorporate the provisions of the UN GTR No. 9 into the existing U.S. safety standard. The primary efforts are focused on evaluating the head-form test procedures for compliance and deciding on the adoption of the leg test device for bumper. Currently, the pedestrian safety informal working group is working on phase 2 of the GTR to evaluate an alternative leg test device as a possible replacement for the GTR leg. It would be prudent to wait for the completion of phase 2 before the U.S. decides on the adoption of the leg test device.

Per paragraph 7.4 of Article 7, the U.S. is accordingly obligated to submit a report to the Secretary-General on the status of the GTR in its domestic process. The submission of this document satisfies that obligation.

GTR 12 – Motorcycle Controls and Displays

As of March, 2013, the U.S. has begun its internal rulemaking process to evaluate and incorporate the provisions of the UN GTR No.12 into the existing U.S. safety standard. Per paragraph 7.4 of Article 7, the U.S. is accordingly obligated to submit a report to the Secretary-General on the status of the UN GTR in its domestic process. The submission of this document satisfies that obligation.