

FEDERAL REGISTER Document Number: 2020-25930

Summary: NHTSA is requesting comment on the development of a framework for Automated Driving System (ADS) safety. The framework would objectively define, assess, and manage the safety of ADS performance while ensuring the needed flexibility to enable further innovation. The Agency is seeking to draw upon existing Federal and non-Federal foundational efforts and tools in structuring the framework as ADS continue to develop. NHTSA seeks specific feedback on key components that can meet the need for motor vehicle safety while enabling innovative designs, in a manner consistent with agency authorities.

Agency: National Highway Traffic Safety Administration

Parent Agency: Department Of Transportation

Date Published: December 03, 2020

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Action:

Advance notice of proposed rulemaking (ANPRM):
Request for Comments

Action Reply:

Comments

Date Submitted: January 15, 2021

Comments Submitted By:

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Attachments: (File Name)

DOT-NHTSA-NCAP-ADS-Safety-Framework_David-DeVeau.pdf

Title-49-USC-32302-Vehicle-Information_David-DeVeau.pdf

Title-49-USC-30114-30115-Special-Exemptions_David-DeVeau.pdf

Federal-State-Vehicle-Safety-Inspections_David-DeVeau.pdf

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Introduction

This submittal is in favor of utilizing a State Registered Vehicle Safety Inspection System to monitor continued performance of all NHTSA NCAP Approved and or Federal Regulated Safety Features.

To continue verification of the manufacturer's certification requirements per the Safety Act at point of delivery to the distributor or dealer and to assist FMVSS to develop test procedures and the NHTSA to establish performance measurements of existing and new safety innovations with a clear measure of continued performance.

The main objective is to advance safety in a clear manner that will remain consistent throughout the life cycle of the vehicle with a minimal burden on registered vehicle owners, manufacturers, and regulators.

The clearest approach is to advance the typical State Safety Inspection System with a Federal requirement for all States to have a set of minimum Safety Inspection Procedures that can also be expanded upon by each State to include additional safety set points such as tire tread wear and suspension components as well by adding an Air Quality (SMOG) Check.

The following will demonstrate how the NHTSA / State Safety Inspection System can be effectively enabled to monitor the performance of today's Driver Assist Technology and inspire a firm leadership into the unlimited future of Automated Driving Systems.

Inspection Sticker Graphics and Windshield Placement



Inspection Sticker Quarterly Example



High Visibility Driver Side Upper Windshield Example

National Road Safety Sticker Definitions

Highest Priority FAIL is defined as a life threatening safety feature design failure and repair or part replacement must be performed for vehicle to remain in service.

High Priority FAIL is defined as a life threatening safety feature design failure and parts and/or repair procedures are available.

Low Priority FAIL is defined as a potential life threatening safety feature design failure and parts and/or repair procedures are not available.

PASS Sticker indicates that there is no known potentially life threatening safety feature design failure.

National Road Safety Sticker Cycles

PASS

Private Service: Once Per Year

New Safety Sticker after 12 months and no more than 15 months

Next Year Same Quarter Sticker Is Used

Public Service: Twice Per Year

New Safety Sticker after 6 months and no more than 9 months

Same or Next Year Every Other Quarter Sticker Is Used

FAIL

Highest Priority

Immediate or up to 30 days

Same Quarter Sticker Is Used with Same Month Label

NOTE: Other Two Months Are Deleted with Applicable Colored Tape

High Priority

Within 30 days or up to 90 days

Next Quarter Sticker Is Used with Three Month Label

Low Priority

Within a year and no more than 15 months

Next Year Same Quarter Sticker Is Used with Three Month Label

Conclusion

This NHTSA / FMVSS State Certified Safety Inspection addresses the following:

A. Questions About a Safety Framework

11. Ensures Continued Performance Evaluations and Agency Control

This system will utilize already existing methods of inspection such as visual and computer interface per Vehicle Identification Number (VIN) to include a link to a Federal Data System that is inclusive of all the NHTSA Safety Feature Recalls listed to date by priorities.

The NHTSA Recall Data System costs will be supplemented in part from the annual fees for approval of State Certified Inspection Stations.

This system will lower the burden of manufacturer and agency of NHTSA Recall Notice mailed to registered vehicle owners and enables a Federal Record of Completion Rates.

This system will ensure that all vehicles equipped with Automated Driving System (ADS) are inclusive of Self-Diagnostic Abilities for purpose of the Safety Inspection and for the assurance of Road Use Safety.

This system should inspire manufacturers to quickly resolve existing and even potential safety feature failures that would require a FAIL Sticker to be displayed on a fleet of their vehicles.

This system should have minimum impact on existing State Certified Inspection Stations and expands the requirement nationally. Will continue to use a minimal fee for each inspection of a registered vehicle to ensure the safety of our own vehicles as well for the assurance that all other vehicles on the roads with us are also roadworthy.

This system will be used to ensure that all new and used vehicles sold in the United States do not have the highest or any high priority safety recalls.

This system will not allow sellers of new or used vehicles the ability to Certify Registered Vehicle Safety.