



## FEDERAL REGISTER 2004 (Vol. 69) - FMVSS 108 RELATED

<u>Date</u>	<u>Page #</u>	
1/12/04	1778	Denial of Appeal of Decision on Inconsequential Noncompliance 1998/1999 Buick Regal and Century do not meet the minimum headlamp requirements for up angles (overhead sign lighting). GM argued that since failures are not road illumination they should be allowed – NHTSA ruled that late reaction to signs is a safety issue. Additionally GM argued that wear and tear on lenses would cause the up light to increase – tested used 42 lamps. GM argued that the sum of the pair of lamps exceeded two times the requirement. NHTSA ruled that compliance when new is relevant. Docket #7744.
2/5/04	5658	Grant of Application for Temporary Exemption Lotus Mfg was granted a temporary exemption to FMVSS 108 for the Elise. Compliance would cause undo economic hardship to good faith effort. Docket #16341.
3/19/04	13011	Withdrawal of Proposed Rulemaking Implementation of DRL requirements have been put on hold until a more comprehensive study can be performed to resolve issues such as turn signal masking, glare, etc. Docket #17243.
3/24/04	13805	Withdrawal of Proposed Rulemaking FMVSS 108 rewrite put on hold due to limited agency resources Docket #17365.
4/15/04	20112	Denial of Inconsequential Noncompliance 2000 – 2001 Toyota Celicas have DRLs that fail to meet FMVSS 108 location requirements – too bright & too close to the turn signal causing masking potential. Docket #11041.
4/26/04	22483	Withdrawal of Rulemaking In 2001 NHTSA agreed to proceed to change the minimum height in which a motorcycle side reflex can be mounted to $\geq 300\text{mm}$ instead of $\geq 380\text{mm}$ . NHTSA wants additional information before making change. Docket #8876.

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6/30/04	39540	<p>Notice of Public Meeting</p> <p>NHTSA will conduct a public meeting to allow all interested parties to present information regarding the issues of whether Astex HID Conversion kits fail to comply with FMVSS 108. The meeting will be held on 8/2/04 at 10:00AM.</p> <p>Docket #18185.</p>
8/11/04	48805	<p>Final Rule</p> <p>Amends FMVSS 108 to harmonize with ECE requirements and to improve conspicuity of stop, tail, parking and turn signal lamps by requiring a minimum visibility through specified angles. Effective 9/10/2004 vehicles may meet the original visibility requirements or these newly developed ones. All vehicles <math>\leq 80''</math> wide will be required to meet these new requirements by 9/1/2011 and vehicle <math>&gt; 80''</math> wide will be required to meet these new requirements by 9/2/2014. Two methods of visibility determination will be allowed: Lens area or luminous intensity.</p> <p>Final Rule was not included in the October 2004 version of FMVSS 108.</p> <p>LED lamps with clear optic-free lenses may still need further clarification on lens area determination or will need to be tested using the minimum luminous intensity method.</p> <p>Docket #18794.</p>
9/8/04	54255	<p>Withdrawal of Request for Comments</p> <p>NHTSA has terminated public proceedings regarding headlamp glare. 5000 Comments were received. Next step is evaluation and research.</p> <p>Docket #19031.</p>
9/15/04	55548	<p>Withdrawal of Rulemaking</p> <p>NHTSA was attempting to amend FMVSS 108 regarding LED lamps by changing the method for determining the number of lighted sections from source base to luminous lens area based. Additionally a high temperature photometry test was reviewed. NHTSA decided against making these changes.</p> <p>Docket #3967.</p>
9/17/04	55993	<p>Withdrawal of Rulemaking</p> <p>NHTSA temporarily permitted motorcycle headlamp upper beam(s) to be located above the lower beam(s) and allowed up to four distinct beams (2 lower and 2 upper). This was done via the granting of a petition letter. NHTSA has decided to withdraw this rulemaking until further analysis. See Interpretation – Mills of Triumph 5/24/02</p> <p>Docket #4367.</p>
10/8/04	60464	<p>Notice of Interpretation</p> <p>Based upon negative public comment regarding a draft interpretation restricting the bulb type for replacement signaling and marker lamps to that specified by the vehicle manufacturer, NHTSA has decided that there are no requirements in FMVSS 108 that requires replacement lamps to use the same type of light sources as the OE lamps. This permits LED replacement lamps for incandescent OE lamps. NHTSA noted there may be some electrical issues that manufacturers of replacement parts must take into account, such as LED turn signals and the effect on the turn signal flashers.</p> <p>Docket #15651.</p>

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11/12/04	65499	Petition for Decision of Inconsequential Noncompliance 1998-2005 Lexus LX470 vehicles have DRLs with maximum intensities of approximately 4720 Cd and are mounted 895 mm high. This violates FMVSS 108 S5.5.11(a)(1)(ii). Toyota has petition NHTSA for exemption from notification and remedy by arguing that tests conducted show that there are no glare issues. Docket #19529.
11/16/04	67206	Denial of Appeal of Decision on Inconsequential Noncompliance 2000-2001 Toyota Celicas do not meet the minimum distance requirement between a turn signal and DRL with an intensity greater than 2600 Cd. NHTSA was not persuaded by Toyota's arguments that the large turn signal lens area, brightness and a disputed separation measuring method was a basis for an inconsequential noncompliance ruling. Toyota appealed this ruling citing a NHTSA report on DRL masking of turn signals. NHTSA denied the appeal. Docket #11041.
12/14/04	74564	Request for Comments on Collection of Information NHTSA has requested comments from the public on whether the following collection of information is appropriate: 1) 49 CFR Part 566 requirement that all manufacturers of motor vehicles and/or replacement equipment to file with NHTSA on a one time basis. 2) Unknown collection regarding FMVSS 125 3) Requiring specified markings on motorcycles helmets (see FMVSS 218) 4) 49 CFR Part 564 requirement that headlamp light source dimensions be submitted to NHTSA. 5) FHWA requires that manufacturers of new tractors and trailers certify that the vehicles are equipped with complying FMVSS 108 conspicuity sheeting by using sheeting with DOT markings. Docket #19844.
12/15/04	75106	Petition for Inconsequential Noncompliance Road Warrior Rear Combination lamps have been determined to not comply with FMVSS 108 regarding photometric performance. Unified Marine has petitioned NHTSA for inconsequential noncompliance ruling. They did not supply any argument supporting their view. Docket #19792.

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