



NHTSA Interpretations 2005 - FMVSS 108 RELATED

Date	Docket#	
1/26/05	20159	HID conversion kits sold strictly for ATVs, snowmobiles and dirt bikes are not regulated by NHTSA
1/12/05	20160	A person may not sell or lease a new "school bus" (as defined under NHTSA's regulations) unless it complies with, and is certified as complying with, all FMVSS applicable to school buses, regardless of how the vehicle would be characterized under State law. MFSAB are exempt from 571.108 S5.1.4 and 571.131 requirements.
3/30/05	20830	Dual function school bus signal lamps that flash both red and amber could be used to meet the standard's requirements.
4/25/05	21101	FMVSS 108 does not permit a hazard warning flasher system that actuates automatically each time a transit bus stops to pick up and discharge passengers.
4/26/05	21102	FMVSS 108 permits relocating front trailer clearance lamps in order to limit their exposure to damage per S5.3.2.1
5/9/05	21199	It is permissible to combine multiple functions within a single lamp as long as all requirements for the individual functions are met. In this case, combining clearance lamps and sidemarker lamps. Noted that trailers equipped with conspicuity material at the appropriate locations may omit installing reflex reflectors required by Table I. Underride guard conspicuity sheeting cannot be used to satisfy trailer body conspicuity sheeting.
5/9/05	21200	The minimum separation between a motorcycle front turn signal and the headlamp shall be determined relative to the orthogonal of motorcycle longitudinal axis.
6/10/05	21530	When the widest part of a trailer is the outer edge of the fender, locating the front and rear clearance lamps on the fender satisfies the requirements of FMVSS No. 108 because the lamps would indicate the overall width of the trailer.
6/21/05	21672	Noted that aftermarket collision warning system that consisted of an emergency warning lamp that activated a flashing white light to the rear of the vehicle during emergency braking and other situations would be prohibited by FMVSS 108 S5.5.10 which states which lamps can flash and S5.1.3 (impairment).

See following pages for additional NHTSA interpretations

NHTSA Interpretations 2005 - FMVSS 108 RELATED (Cont.)

Date	Docket#	
8/9/05	22096	Advised that the separation between a Clearance lamp and the closest ID lamp should be greater than twice the separation of the middle to outside ID lamps. Noted that auxiliary lamps located on other surfaces than the Clearance/ID surface are permitted.
8/9/05	22102	Intensity-reducing headlamp system that decreases the power to the lamps by 20%-40% while stopped would not be permissible under FMVSS No. 108, because they would not meet the "steady-burning" requirement of S5.5.10. This is true even though the lamps would comply photometrically at all times. The issue would be that the lamps would have a "perceptible" change.
9/20/05	22520	A motor vehicle repair business would be prohibited from installing a "blackout switch," i.e., a switch that disconnects a vehicle's stop lamps and back-up lamps, on a patrol vehicle.
10/12/05	22709	NHTSA neglected to confirm whether SAE J576 compliant plastic materials used in combination need to have the 3-year weathering tests performed on the combination.
10/20/05	22864	Responded to a request regarding motorcycle taillamp lens area requirements that SAE J585e does not contain a minimum illuminated surface area requirement. Responded to a request on what type of motorcycle headlamp aimer was required by noting that aimers are not required but that J566 that the light beam be capable of adjustment.
11/22/05	23136	NHTSA neglected to confirm whether proposed front turn signal configuration was prohibited. Confirmed that visual optically aimed headlamps are not required to have horizontal aiming equipment, but if they do the aimers must meet VHAD requirements.
11/05/05	23138	FMVSS 108 would permit an intensity-reducing headlamp system that decreases the power to the lamps if the lamps were perceived to be steady burn.

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