SUMMARY DESCRIPTION OF THE FEDERAL MOTOR VEHICLE SAFETY STANDARDS

(Title 49 Code of Federal Regulations Part 571)

Standard No. 101 - Controls and Displays - Passenger Cars (Effective 1-1-68)
This standard requires that essential controls be located within reach of the driver when the driver is restrained by a lap belt and upper torso restraint, and that certain controls mounted on the instrument panel be identified.

	Passenger Cars (Effective 1-1-72), Multipurpose Passenger Vehicles, Trucks, and Buses (Effective 9-1-72) All manually operated controls must be identified by words.
	Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses (Effective 9-1-72) Except for foot-operated controls or manually operated controls mounted on the steering column, the identification of essential controls and displays must be illuminated whenever the headlamps are lit.
	Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses (Effective 9-1-80) Certain essential hand-operated controls and certain displays must be identified by a symbol, and such identification be illuminated.

Standard No. 102 - Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses (Effective 1-1-68) This standard specifies the requirements for the transmission shift lever sequence, a starter interlock, and for a braking effect of automatic transmissions, to reduce the likelihood of shifting errors, starter engagement with vehicle in drive position, and to provide supplemental braking at speeds below 40 km/h (25 mph).	
Standard No. 103 - Windshield Defrosting and Defogging Systems - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses (Effective 1-1-88) This standard specifies requirements for windshield defrosting and defogging systems.	
Standard No. 104 - Windshield Wiping and Washing Systems - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses (Effective 1-1-88) This standard specifies requirements for windshield wiping and washing systems.	
Standard No. 105 - Hydraulic and Electric Brake Systems - Passenger Cars (Effective 1-1-68) This standard specifies requirements for vehicles equipped with hydraulic and electric service brake systems and associated parking brake systems to ensure safe braking performance under normal conditions and emergency conditions.	
	Passenger Cars (Effective 1-1-76), School Buses (Effective 4-1-77) Multipurpose Passenger Vehicles, Trucks and Buses (Effective 9-1-83) Vehicles with Electric Brake Systems (Effective 10-20-97) All braking effectiveness tests measure stopping distance.
	Passenger Cars (Effective 3-6-95 until 9-1-2000), Multipurpose Passenger Vehicles, Trucks and Buses (Effective 12-1-97 until 9-1-2002) Manufacturers of passenger cars and multipurpose passenger vehicles (MPVs), trucks and buses with a gross vehicle weight rating (GVWR) less than or equal to 3,500 kg (7,716 lbs.) may certify compliance with either FMVSS No. 105 or FMVSS No. 135

	described later in this booklet. After the terminal dates shown above, FMVSS No. 105 continues to apply to MPVs, Trucks and Buses with a GVWR greater than 3,500 kg (7,716 lbs.).
	Multipurpose Passenger Vehicles, Trucks and Buses (Effective 3-1-99) Multipurpose passenger vehicles, trucks and buses with a GVWR greater than 4,536 kg (10,000 lbs.) must be equipped with an antilock brake system and meet additional stopping distance requirements.

Standard No. 106 - Brake Hoses - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, Buses, Trailers, and Motorcycles, and Hydraulic, Air, and Vacuum Brake Hose, Brake Hose Assemblies, and Brake Hose End Fittings for use in those vehicles (Effective 1-1-68)
This standard establishes performance and labeling requirements for hydraulic, air, and vacuum brake hoses, brake hose assemblies, and brake hose fittings for all motor vehicles. The purpose of this standard is to reduce brake system failure from pressure or vacuum loss due to hose or hose assembly rupture.

Standard No. 107 - [Reserved]

Standard No. 108 - Lamps, Reflective Devices, and Associated Equipment - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, Buses, Trailers, (except pole trailers and trailer converter dollies), and Motorcycles (Effective 1-1-68 for vehicles 2,032 mrn (80 or more inches) in width and Effective 1-1-69 for all other vehicles)
This standard specifies requirements for original and replacement lamps, reflective devices, and associated equipment. Its purpose is to reduce traffic crashes and deaths and injuries resulting from traffic crashes, by providing adequate illumination of the roadway, and by enhancing the conspicuity of motor vehicles on the public roads so that their presence is perceived and their signals understood, both in daylight and in darkness or other conditions of reduced visibility

Standard No. 109 - New Pneumatic Tires - Passenger Cars manufactured after 1948 (Effective 1-1-68)
This standard specifies tire dimensions and laboratory test requirements for bead unseating resistance; strength, endurance, and high-speed performance; defines tire load rating; and specifies labeling requirements.

Standard No. 110 - Tire Selection and Rims - Passenger Cars, Non-Pneumatic Spare Tire Assemblies for Use on Passenger Cars
(Effective (4-1-68)
This standard specifies requirements for original equipment tire and rim selection on new cars to prevent overloading. These include placard requirements relating to load distribution as well as rim performance requirements under conditions of rapid tire deflation.

Standard No. 111 - Rearview Mirrors - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, Buses, School Buses and Motorcycles
(Effective 1-1-68)
This standard specifies requirements for the performance and location of inside and outside rearview mirrors. Its purpose is to reduce the number of deaths and injuries that occur when the driver of a motor vehicle does not have a clear and reasonably unobstructed view to the rear.

	School Buses (Effective 12-2-93) Revised requirements for driver visibility in front of and along both sides of school buses.

Standard No. 112 - [Reserved]
Requirements moved to **Standard No. 108** - Headlamp Concealment Devices

Standard No. 113 - Hood Latch System - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses (Effective 1-1-69)
This standard establishes the requirement for providing a hood latch system or hood latch systems.

Standard No. 114 - Theft Protection - Passenger Cars (Effective 1-1-70), Multipurpose Passenger Vehicles, Trucks, and Buses with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less (Effective 9-1-83). However, it does not apply to walk-in van-type vehicles.
This standard specifies requirements for theft protection to reduce the incidence of crashes resulting from unauthorized use of a motor vehicle and to reduce the incidence of crashes resulting from rollaway of parked vehicles with automatic transmissions.

Standard No. 115 - [Reserved]
Requirements moved to **Part 565** - Vehicle Identification Number (VIN)

Standard No. 116 - Motor Vehicle Brake Fluids - All fluids for use in hydraulic brake systems of motor vehicles; Passenger Cars, Multipurpose Passenger Vehicles, Trucks, Buses, Trailers, and Motorcycles (Effective 1-1-68, amended 3-1-72)
This standard specifies requirements for fluids for use in hydraulic brake systems of motor vehicles, containers for these fluids, and labeling of the containers. The purpose of this standard is to reduce failures in the hydraulic braking systems of motor vehicles which may occur because of the manufacture or use of improper or contaminated brake fluid.

Standard No. 117 - Retreaded Pneumatic Tires - Retreaded Pneumatic Tires for use on Passenger Cars Manufactured after 1948 (Effective 1-1-72)
This standard specifies performance, labeling, and certification requirements for retreaded pneumatic passenger car tires. Its purpose is to require retreaded pneumatic car tires to meet safety criteria similar to those for new pneumatic passenger car tires.

Standard No. 118 - Power-Operated Window, Partition, and Roof Panel Systems - Passenger Cars and Multipurpose Passenger Vehicles
(Effective 2-1-71), Trucks (Effective 7-25-88)
This standard specifies requirements for power operated window, partition, and roof panel systems to minimize the likelihood of death or injury from their accidental operation.

Standard No. 119 - New Pneumatic Tires - Multipurpose Passenger Vehicles, Trucks, Buses, Trailers, and Motorcycles (Effective 3-1-75)
This standard establishes performance and marking requirements for tires for use on multipurpose passenger vehicles, trucks, buses, trailers, and motorcycles. Its purpose is to provide safe operational performance levels for tires used on motor vehicles other than passenger cars, and to place sufficient information on the tires to permit their proper selection and use.

Standard No. 120 - Tire Selection and Rims for Motor Vehicles Other Than Passenger Cars - Multipurpose Passenger Vehicles, Trucks, Buses, Trailers, and Motorcycles, to Rims for use on those vehicles, and to Non-Pneumatic Spare Tire Assemblies for use on those vehicles (Effective 8-1-76)
This standard specifies tire and rim selection requirements and rim marking requirements. Its purpose is to provide safe operational performance by ensuring that vehicles to which it applies are equipped with tires of adequate size and load rating and with rims of appropriate size, type designation, and manufacturer identification.

<table>
<tr><td colspan="2">Standard No. 121 - Air Brake Systems - Trucks, Buses, and Trailers (Effective 1-1-75)
This standard specifies performance, equipment and dynamometer test requirements for braking systems on vehicles equipped with air brake systems, including air-over-hydraulic brake systems, to ensure safe braking performance under normal and emergency conditions.</td></tr>
<tr><td></td><td>Trucks and Trailers (Effective 8-9-79)
Stopping distance requirements not applicable.</td></tr>
<tr><td></td><td>Truck Tractors (Effective 3-1-97) Air-braked truck tractors must be equipped with an antilock brake system, meet stopping distance requirements under normal and emergency conditions, and can be stopped in a controlled manner on a curved, wet test road.</td></tr>
<tr><td></td><td>Trucks, Buses and Trailers
(Effective 3-1-98)
Air-braked trucks, buses and trailers must be equipped with an antilock brake system and meet stopping distance requirements under normal and emergency conditions.</td></tr>
<tr><td colspan="2">Standard No. 122 - Motorcycle Brake Systems (Effective 1-1-74)
This standard specifies performance requirements for motorcycle brake systems. Its purpose is to ensure safe motorcycle braking performance under normal and emergency conditions.</td></tr>
<tr><td colspan="2">Standard No. 123 - Motorcycle Controls and Displays - Motorcycles equipped with handlebars, except for motorcycles that are designed and sold exclusively for use by law enforcement agencies
(Effective 9-1-74)
This standard specifies requirements for the location, operation, identification and illumination of motorcycle controls and displays, and for stands and footrests. Its purpose is to minimize crashes caused by operator error in responding to the motoring environment, by standardizing certain motorcycle controls and displays.</td></tr>
</table>

Standard No. 124 - Accelerator Control Systems - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses (Effective 9-1-73)
This standard establishes requirements for the return of a vehicle's throttle to the idle position when the driver removes his or her foot from the accelerator control, or in the event of a severance or disconnection in the accelerator control system.

Standard No. 125 - Warning Devices
(Effective 1-1-74)
This standard establishes shape, size, and performance requirements for reusable day and night warning devices that can be erected on or near the roadway to warn approaching motorists of the presence of a stopped vehicle. This standard applies to devices that do not have self-contained energy sources that are designed to be carried in buses and trucks that have a gross vehicle weight rating greater than 4,536 kg (10,000 lbs.).

Standard No. 126 [Reserved] Requirements moved to **Part 575.103** - Truck-Camper Loading

Standard No. 129 - New Non-Pneumatic Tires for Passenger Cars - New Temporary Spare Non-Pneumatic Tires for Use on Passenger Cars (Effective 8-20-90)
This standard specifies tire dimensions and laboratory test requirements for lateral strength, endurance, and high-speed performance; defines the tires load rating; and specifies labeling requirements for non-pneumatic spare tires.

Standard No. 131 - School Bus Pedestrian Safety Devices (Effective 5-3-91)
This standard establishes requirements for devices that can be installed on school buses to improve the safety of pedestrians in the vicinity of stopped school buses. Its purpose is to reduce deaths and injuries by minimizing the likelihood of vehicles passing a stopped school bus and striking pedestrians in the vicinity of the bus.

Standard No. 135 - Light Vehicle Brake Systems - Passenger Cars (Effective 3-6-95), Multipurpose Passenger Vehicles, Trucks and Buses
(Effective 12-1-97)
This standard specifies requirements for vehicles equipped with hydraulic and electric service brakes and parking brake systems to ensure safe braking performance under normal conditions and emergency conditions. Manufacturers of passenger cars and multipurpose passenger vehicles, trucks and buses with a gross vehicle weight rating less than or equal to 3,500 kg (7,716 lbs.) may certify compliance with either FMVSS No. 105, described earlier in this booklet, or FMVSS No. 135. The options expire on September 1, 2000 for passenger cars and on September 1, 2002 for other vehicles, on which dates compliance with FMVSS No. 135 is mandatory.

Standard No. 201 - Occupant Protection in Interior Impact This standard specifies performance requirements to provide head impact protection for occupants.	
	Passenger Cars (Effective 1-1-68); Multipurpose Passenger Vehicles, Trucks and Buses with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less (Effective 9-1-81) Shall meet requirements for instrument panels, seat backs, sun visors, and arm rests. interior compartment doors are required to remain closed during a crash.
	Passenger Cars, Multipurpose Passenger Vehicles, and Trucks with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less, and Buses with a Gross Vehicle Weight Rating of 3,860 kg (8,510 lbs.) or less (Effective 9-18-95) Shall meet phase-in requirements for vehicle upper interior components, including, but not limited to, pillars, side rails, roof headers and the roof.
	Passenger Cars, Multipurpose Passenger Vehicles, Trucks with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less, and Buses with a Gross Vehicle Weight Rating of 3,860 kg (8,510 lbs.) or less (Effective 9-1-98) Optional requirements for dynamically deploying upper interior head protection systems providing head injury protection in lateral crashes.
	Passenger Cars, Multipurpose Passenger Vehicles, Trucks with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less, and Buses with a Gross Vehicle Weight Rating of 3,860 kg (8,510 lbs.) or less (Effective 9-1-2000)

	All shall meet upper interior head protection criteria.
Standard No. 202 - Head Restraints - Passenger Cars, Multipurpose Passenger Vehicles, Trucks and Buses with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less (Effective 1-1-69) This standard specifies requirements for head restraints to reduce the frequency and severity of neck injuries in rear-end and other collisions.	
Standard No. 203 - Impact Protection for the Driver from the Steering Control System - Passenger Cars (Effective 1-1-68), Multipurpose Passenger Vehicles, Trucks, and Buses with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less (Effective 9-1-81) This standard specifies requirements for minimizing chest, neck, and facial injuries by providing steering systems that yield forward, cushioning the impact of the driver's chest by absorbing much of his or her impact energy in front-end crashes. Such systems are highly effective in reducing the likelihood of serious and fatal injuries.	
Standard No. 204 - Steering Control Rearward Displacement - Passenger Cars (Effective 1-1-68), Multipurpose Passenger Vehicles, Trucks, and Buses with Unloaded Vehicle Weight (UVW) of 1,814 kg (4,000 lbs.) or less (Effective 9-1-81). UVW of 2,495 kg (5,500 lbs.) or less (Effective 9-1-91). Walk-in Vans are excluded. This standard specifies requirements limiting the rearward displacement of the steering column into the passenger compartment to reduce the likelihood of chest, neck, or head injuries.	
Standard No. 205 - Glazing Materials - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, Buses, Motorcycles, Slide-In Campers, and Pickup Covers [designed to carry persons while in motion] (Effective 1-1-68) This standard specifies requirements for glazing materials for use in motor vehicles and motor vehicle equipment for the purpose of reducing injuries resulting from impact to glazing surfaces. The purpose of this standard is to ensure a necessary degree of transparency in motor vehicle windows for driver visibility, and to minimize the possibility of occupants being thrown through the vehicle windows in collisions.	
Standard No. 206 - Door Locks and Door Retention Components - Passenger Cars (Effective 1-1-68), Multipurpose Passenger Vehicles (Effective 1-1-70), and Trucks (Effective 1-1-72) This standard specifies requirements for side door locks and side door retention components including latches, hinges, and other supporting means, to minimize the likelihood of occupants being thrown from the vehicle as a result of impact.	

Standard No. 207 - Seating Systems - Passenger Cars (Effective 1-1-68), Multipurpose Passenger Vehicles, Trucks, and Buses (Effective 1-1-72) This standard establishes requirements for seats, attachment assemblies, and installation, to minimize the possibility of failure as a result of forces acting on the seat in vehicle impact.	
Standard No. 208 - Occupant Crash Protection This standard originally specified the type of occupant restraints (i.e., seat belts) required. It was amended to specify performance requirements for anthropomorphic test dummies seated in the front outboard seats of passenger cars and of certain multipurpose passenger vehicles, trucks, and buses, including the active and passive restraint systems identified below. The purpose of the standard is to reduce the number of fatalities and the number and severity of injuries to occupants involved in frontal crashes. Generally, the requirements are as follows:	
	Passenger Cars (Effective 1-1-68) Lap or lap and shoulder seat belt assemblies for each designated seating position. Except in convertibles, lap and shoulder seat belt assemblies are required in each front outboard seating position.
	Passenger Cars (Effective 1-1-72), Multipurpose Passenger Vehicles, Trucks and Buses - Options A and B only (Effective 1-1-72) Passenger cars, multipurpose passenger vehicles and trucks with a gross vehicle weight rating of 4,536 kg (10,000 lbs.) or less, and buses (driver's seat only) shall have:
	A. A complete passive protection system, or
	B. Lap belts, belts warning and meeting 48 km/h (30 mph) crash test requirements, or
	C. Lap or lap and shoulder belts, seat belt warning; outboard seats shall have a single-point pushbutton release and emergency-locking or automatic-locking seat belt retractors.

	Passenger Cars (Effective 1-1-73) Requirements same as above except upper torso restraints shall have an emergency-locking retractor.
	Multipurpose Passenger Vehicles, Trucks and Buses (Effective 9-1-95) The lap portion of each seat belt in a forward-facing seat or a seat that can be adjusted to forward-facing shall have a lap belt portion that is lockable.
	Front, outboard designated seating positions for Passenger Cars and Multipurpose Passenger Vehicles, Trucks and Buses as listed below with a Gross Vehicle Weight Rating of 3,856 kg (8,500 lbs.) or less and Unloaded Vehicle Weight of 2,495 kg (5,500 lbs.) or less:
	Passenger Cars (Effective 9-1-86), Multipurpose Passenger Vehicles, Trucks and Buses (Effective 9-1-94) Shall meet passive restraint phase-in requirements.
	Multipurpose Passenger Vehicles, Trucks and Buses (Effective 9-1-91) Shall meet 48 km/h (30 mph) crash test requirements with seat belts fastened.
	Passenger Cars (Effective 9-1-89), Multipurpose Passenger Vehicles and Trucks (Effective 9-1-97) Shall meet passive restraint requirements.
	Passenger Cars, Multipurpose Passenger Vehicles, Trucks and Buses (Effective 6-22-95 until 9-1-2000) Vehicles with no rear seats or rear seats too small to accommodate a rear-facing infant seat may be equipped with an air bag cut-off switch for the right front passenger air bag.

	Passenger Cars (Effective 9-1-96), Multipurpose Passenger Vehicles, Trucks and Buses (Effective 9-1-97) Shall meet phase-in requiring air bags.
	Passenger Cars (Effective 9-1-97), Multipurpose Passenger Vehicles, Trucks and Buses (Effective 9-1-98) Shall be equipped with air bags.
	Passenger Cars, Multipurpose Passenger Vehicles, Trucks and Buses (Effective 2-25-97) Shall be equipped with a warning label.
	Passenger Cars, Multipurpose Passenger Vehicles, Trucks and Buses (Effective 3-19-97) For the unbelted dummy test condition, manufacturers have the option to certify vehicles using the sled test specified in the standard versus the 48 km/h (30 mph) vehicle-into-barrier crash test.
	All outboard designated seating positions:
	Passenger Cars, except convertibles (Effective 12/11/89), Convertibles (Effective 9-1-91), Multipurpose Passenger Vehicles and Trucks with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less (Effective 9-1-91) Shall be equipped with integral lap and shoulder belts at every forward facing, outboard designated seating position.
Standard No. 209 - Seat Belt Assemblies - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses (Effective 3-1-67) This standard specifies requirements for seat belt assemblies. The requirements apply to straps, webbing, or similar material, as well as to all necessary buckles and other fasteners and all hardware designed for installing the assembly in a motor vehicle, and to the installation, usage, and maintenance instructions for the assembly	

Standard No. 210 - Seat Belt Assembly Anchorages - Passenger Cars (Effective 1-1-68), Multipurpose Passenger Vehicles, Trucks, and Buses (Effective 7-1-71)
This standard establishes requirements for seat belt assembly anchorages to ensure proper location for effective occupant restraint and to reduce the likelihood of failure. The requirements apply to any component, other than the webbing or straps, involved in transferring seat belt loads to the vehicle structure.

Standard No. 211 - [Reserved]

Standard No. 212 - Windshield Mounting - Passenger Cars (Effective 1-1-70), Multipurpose Passenger Vehicles, Trucks, and Buses with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less (Effective 9-1-78)
This standard requires that, when tested as described, each windshield mounting must be anchored in place and retain one of two specified percentages of its periphery in a crash situation. The purpose of this standard is to keep vehicle occupants within the confines of the passenger compartment during a crash.

Standard No. 213 - Child Restraint Systems - Passenger Cars, Multipurpose Passenger Vehicles, Trucks and Buses, and Child Restraint Systems for use in Motor Vehicles and Aircraft (Effective 4-1-71, amended 1-1-81)
This standard specifies requirements for child restraint systems used in motor vehicles and aircraft. Its purpose is to reduce the number of children killed or injured in motor vehicle crashes and in aircraft.

Standard No. 214 - Side Impact Protection
This standard specifies performance requirements for protection of occupants in side impact crashes. The purpose of this standard is to reduce the risk of serious and fatal injury to occupants of passenger cars, multipurpose passenger vehicles, trucks, and buses.

STATIC REQUIREMENT	
	Vehicle doors must provide resistance to load applied via a rigid steel cylinder.
	Passenger Cars (Effective 1-1-73) All shall meet requirements.

	Multipurpose Passenger Vehicles, Trucks and Buses with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less (Effective 9-1-93) Shall meet phase-in schedule. (Effective 9-1-94) All shall meet requirements.
CRASH TEST REQUIREMENTS	
	Dummies in vehicle must meet requirements when stationary vehicle is impacted by moving deformable barrier at 54 km/h (33.5 mph), similar to intersection crash.
	Passenger Cars (Effective 9-1-93) Shall meet phase-in schedule. (Effective 9-1-96) All shall meet requirements.
	Multipurpose Passenger Vehicles, Trucks and Buses with a Gross Vehicle Weight Rating of 2,722 kg (6,000 lbs.) or less (Effective 9-1-98) All shall meet requirements.
Standard No. 216 - Roof Crush Resistance - Passenger Cars (except convertibles) (Effective 9-1-75) and Multipurpose Passenger Vehicles, Trucks and Buses (except school buses) with a Gross Vehicle Weight Rating of 2722 kg (6,000 lbs.) or less (Effective 9-1-94) This standard specifies requirements for roof crush resistance over the passenger compartment.	
Standard No. 217 - Bus Emergency Exits and Window Retention and Release (Effective 9-1-73) This standard establishes minimum requirements for bus window retention and release to reduce the likelihood of passenger ejection in crashes; and for emergency exits to facilitate passenger exit in emergencies. It also requires that each school bus have an interlock system which will prevent the engine from starting if an emergency door is locked and an audible warning system which will sound an alarm if an emergency door release mechanism is not closed while the engine is running.	

Standard No. 218 - Motorcycle Helmets
(Effective 3-1-74)
This standard establishes minimum performance requirements for helmets designed for use by motorcyclists and other motor vehicle users. The purpose of this standard is to reduce deaths and injuries to motorcyclists and other motor vehicle users resulting from head impacts.

Standard No. 219 - Windshield Zone Intrusion - Passenger Cars (Effective 9-1-76), Multipurpose Passenger Vehicles, Trailers, Buses with a Gross Vehicle Weight Rating of 4,556 kg (10,000 lbs..) or less (Effective 9-1-77), 2,495 kg (5,500 lbs.) Unloaded Weight (Effective 4-3-80)
This standard specifies limits for the displacement into the windshield area of motor vehicle components during a crash. Its purpose is to reduce crash injuries and fatalities that result from occupants contacting vehicle components displaced near or through the windshield.

Standard No. 220 - School Bus Rollover Protection (Effective 4-1-77)
This standard establishes performance requirements for school bus rollover protection. The purpose of this standard is to reduce the number of deaths and the severity of injuries that result from failure of the school bus body structure to withstand forces encountered in rollover crashes.

Standard No. 221 - School Bus Body Joint Strength (Effective 4-1-77)
This standard establishes requirements for the strength of the body panel joints in school bus bodies. The purpose of this standard is to reduce deaths and injuries resulting from the structural collapse of school bus bodies during crashes.

Standard No. 222 - School Bus Passenger Seating and Crash Protection (Effective 4-1-77)
This standard establishes occupant protection requirements for school bus passenger seating and restraining barriers. The purpose of this standard is to reduce the number of deaths and the severity of injuries that result from the impact of school bus occupants against structures within the vehicle during crashes and sudden driving maneuvers.

Standard No. 223 - Rear Impact Guards - Rear Impact Guards for Trailers and Semitrailers subject to FMVSS No. 224, Rear Impact Protection (Effective 1-26-98)
This standard specifies requirements for rear impact guards for trailers and semitrailers. The purpose of this standard is to reduce the number of deaths and serious injuries that occur when light duty vehicles collide with the rear end of trailers and semitrailers.

Standard No. 224 - Rear Impact Protection - Trailers, Semitrailers with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or more (Effective 1-26-98)
This standard establishes requirements for the installation of rear impact guards on trailers and semitrailers with a gross vehicle weight rating (GVWR) of 4,536 kg (10,000 lbs.) or more. The purpose of this standard is to reduce the number of deaths and serious injuries occurring when light duty vehicles impact the rear of trailers and semitrailers with a GVWR of 4,536 kg (10,000 lbs.) or more. This standard does not apply to pole trailers, pulpwood trailers, low chassis vehicles, special purpose vehicles, wheels back vehicles, or temporary living quarters as defined in 49 CFR 529.2.

Standard No. 301 - Fuel System Integrity - Passenger Cars (Effective 1-1-68), Multipurpose Passenger Vehicles, Trucks, and Buses with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less (Effective 1-76), and School Buses with a Gross Vehicle Weight Rating greater than 4,536 kg (10,000 lbs.) (Effective 4-1-77)
This standard specifies requirements for the integrity of motor vehicle fuel systems. Its purpose is to reduce deaths and injuries occurring from fires that result from fuel spillage during and after motor vehicle crashes.

Standard No. 302 - Flammability of Interior Materials - Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses
(Effective 9-1-72)
This standard specifies burn resistance requirements for materials used in the occupant compartments of motor vehicles. Its purpose is to reduce deaths and injuries to motor vehicle occupants caused by vehicle fires, especially those originating in the interior of the vehicle from sources such as matches or cigarettes.

Standard No. 303 - - Fuel System Integrity of Compressed Natural Gas Vehicles Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses that have a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less and use compressed natural gas as a motor fuel, and School Buses regardless of weight that use compressed natural gas as a motor fuel
(Effective 4-25-94, Amended 9-1-96)
This standard specifies requirements for the integrity of motor vehicle fuel systems using compressed natural gas (CNG), including the CNG fuel systems of bifuel, dedicated, and dual fuel CNG vehicles. The purpose of this standard is to reduce deaths and injuries occurring from fires that result from fuel leakage during and after motor vehicle crashes.

Standard No. 304 - Compressed Natural Gas Fuel Container Integrity (Effective 3-27-95)
This standard specifies requirements for the integrity of compressed natural gas (CNG) motor vehicle fuel containers. The purpose of this standard is to reduce deaths and injuries occurring from fires that result from fuel leakage during and after motor vehicle crashes. This standard applies to containers designed to store CNG as motor fuel onboard any motor vehicle.

Standard No. 500 - Low-Speed Vehicles
(Effective 6-17-98)
This standard specifies requirements for low-speed vehicles. A low-speed vehicle is a 4-wheeled motor vehicle, other than a truck, whose attainable speed is more than 32 km/h (20 mph) and not more than 40 kmlh (25 mph). The standard requires ten specific items of safety equipment.

SUMMARY DESCRIPTION OF OTHER REGULATIONS

Part 531 - Passenger Automobile Average Fuel Economy Standards (Effective 6-30-77)
This part establishes average fuel economy standards for passenger automobiles. The purpose of this standard is to increase the fuel economy of passenger automobiles by establishing minimum levels of average fuel economy for manufacturers of those vehicles.

Part 533 - Light Truck Fuel Economy Standards (Effective 3-14-77)
This part establishes average fuel economy standards for light trucks. The purpose of this part is to increase the fuel economy of light trucks by establishing minimum levels of average fuel economy for manufacturers of those vehicles.

Part 541 - Federal Motor Vehicle Theft Prevention Standard (Effective 4-24-86; amended 10-25-95) This standard specifies performance requirements for identifying numbers or symbols to be placed on major parts of certain passenger motor vehicles. The purpose of this standard is to reduce the incidence of motor vehicle thefts by facilitating the tracing and recovery of parts from stolen vehicles. This standard applies to the following:

	(a) Passenger motor vehicle parts identified in Section 541.5(a) that are present:

	(1) In the passenger motor vehicle lines listed in Appendix A of this part;
	(2) Beginning with model year 1997, in passenger motor vehicle lines which NHTSA has finally determined, pursuant to 49 CFR Part 542, to be high theft based on the 1990/91 median theft rate; and
	(3) Beginning with model year 1997, in passenger motor vehicle lines listed in Appendix B of this part.
	(b) Replacement parts for passenger motor vehicle lines described in Section 541.3(a)(1) and (2), if the part is identified in Section 541.5(a).
Part 555 - Temporary Exemptions from Motor Vehicle Safety Standards (Effective 1-29-73) This regulation provides a means by which manufacturers of motor vehicles may obtain temporary exemptions from specific safety standards on the grounds of substantial economic hardship, facilitation of the development of new motor vehicle safety or low-emission engine features, or existence of an equivalent overall level of motor vehicle safety	
Part 557 - Petitions for Hearings on Notification and Remedy of Defects (Effective 1-31-77) This regulation establishes procedures for the submission and disposition of petitions for hearings on whether a manufacturer has reasonably met his or her obligation to notify owners, purchasers, and dealers of a safety-related defect or failure to comply with safety standards or to remedy such defect or noncompliance. This part also establishes procedures for holding such a hearing.	
Part 564 - Replaceable Light Source Information (Effective 1-1993) Appendix A to **Part 564** - Information To Be Submitted for Replaceable Light Sources This part requires the submission of dimensional, electrical specifications, and marking/designation information, as specified in Appendix A and Appendix B of this part, for original equipment replaceable light sources used in motor vehicle headlighting systems.	
	The purposes of this part are achieved through its Appendices:

	(a) The purposes of Appendix A of this part are to ensure:
	(1) The availability to replacement light source manufacturers of the manufacturing specifications of original equipment light sources so that replacement light sources are interchangeable with original equipment light sources and provide equivalent performance, and
	(2) That redesigned or newly developed light sources are designated as distinct, different, and noninterchangeable with previously existing light sources.
	(b) The purposes of Appendix B of this part are to ensure:
	(1) That original equipment light sources are replaceable and that replacement light sources provide equivalent performance, and
	(2) That redesignated or newly developed light sources are designated as distinct, different, and noninterchangeable with previously existing light sources.
	This part applies to replaceable light sources used as original equipment in motor vehicle headlighting systems.
Part 565 - Vehicle Identification Number (VIN) Content Requirements (Effective 6-13-83) This regulation specifies the format and content for a vehicle identification number (VIN) system to simplify vehicle identification information retrieval and increase the accuracy and efficiency of vehicle defect recall campaigns.	
Part 566 - Manufacturer Identification (Effective 2-1-72) This part requires manufacturers of motor vehicles and motor vehicle equipment (except tires) to which a motor vehicle safety standard applies to submit identifying information and descriptions of the items they produce to the Department of Transportation. Revised information is also required when necessary to keep the entry current.	

Part 567 - Certification Regulation
(Effective 8-31-69)
This part specifies the content and location of and other requirements for the label or tag to be affixed to motor vehicles and items of motor vehicle equipment manufactured after August 31, 1969. This certificate will provide the consumer with information to assist him or her in determining which of the Federal Motor Vehicle Safety Standards are applicable to the vehicle or item of vehicle equipment, and its date of manufacture. An amendment effective January 1, 1972, required gross vehicle weight (GVWR) information on the certification label.

Part 568 - Vehicles Manufactured In Two or More Stages (Effective 1-1-72)
This part requires the furnishing of information relative to a vehicle's conformity to motor vehicle safety standards. It requires manufacturers of incomplete vehicles to list each standard applicable to the types of vehicles into which the incomplete vehicle may be manufactured that is in effect at the time of manufacture of the incomplete vehicle.

Part 569 - Regrooved Tires - Applies To All Motor Vehicle Regrooved or Regroovable Tires Manufactured or Regrooved after April 1, 1969
The regulation allows only tires designed for the regrooving process to be regrooved; specifies dimensional and conditional requirements for the tire after the regrooving process; and sets forth labeling requirement for the tire which is to be regrooved.

Part 570 - Vehicle-In-Use Inspection Standards (Effective 9-26-73)
Specifies procedures for the inspection of hydraulic service brake systems, steering and suspension systems, and tire and wheel assemblies of motor vehicles-in-use. It is intended to be implemented by the States with respect to the inspection of motor vehicles with gross vehicle weight ratings of 4,536 kg (10,000 lbs.) or less, except motorcycles and trailers.

Part 572 - Anthropomorphic Test Devices
(Effective 8-1-75)
This part describes the anthropomorphic test devices that are to be used for compliance testing of motor vehicles and motor vehicle equipment with motor vehicle safety standards. The design and performance criteria specified are intended to describe measuring tools with sufficient precision to give repetitive and correlative results under similar test conditions and to reflect adequately the protective performance of a vehicle or item of motor vehicle equipment with respect to human occupants. This regulation is designed to be referenced by, and become a part of, the test procedures specified in motor vehicle safety standards such as FMVSS 208, Occupant Crash Protection.

	Subpart B 50th Percentile Male (Effective 6-19-85) This part describes the Hybrid II 50th percentile male anthropomorphic test dummy that is to be used for testing of motor vehicles for compliance with motor vehicle safety standards. This compliance procedure is referenced by and part of the procedures specified in motor vehicle safety standards such as No. 208,
	OCCUPANT CRASH PROTECTION
	Subpart C 3-Year-Old Child (Effective 6-19-85) This part describes the three-year old child anthropomorphic test dummy that is to be used for testing of motor vehicles for compliance with motor vehicle safety standards. This compliance procedure is referenced by and part of the procedures specified in motor vehicle safety standards such as No. 213, Child Restraint Systems.
	Subpart D 6-Month-Old Infant (Effective 6-19-85) This part describes the six-month old anthropomorphic test dummy that is to be used for testing of motor vehicles for compliance with motor vehicle safety standards. This compliance procedure was referenced by and part of the test procedures specified in motor vehicle safety standards such as No. 213, Child Restraint Systems.
	Subpart E Hybrid III Test Dummy (Effective 7-25-86) This part describes the Hybrid III anthropomorphic test dummy that is to be used for testing of motor vehicles for compliance with motor vehicle safety

	standards. This compliance procedure is referenced by and part of the procedures specified in motor vehicle safety standards such as No. 208, Occupant Crash Protection.
	Subpart F Side Impact Dummy 50th Percentile Male (Effective 10-30-90) The Side Impact Dummy is designed for lateral impacts. The basic design is derived from the Part 572B dummy with a redesigned chest assembly and without arms. This compliance procedure is referenced by and part of the procedures specified in motor vehicle safety standards such as No. 214, Side Impact Protection.
	Subparts G - [Reserved]
	Subparts H - [Reserved]
	Subpart I 6-Year-Old Child (Effective 11-14-91) This part describes the 6-year-old anthropomorphic test dummy that is to be used for testing of motor vehicles for compliance with motor vehicle safety standards. This compliance procedure is referenced by and part of the procedures specified in motor vehicle safety standards such as No. 213, Child Restraint Systems.
	Subpart J 9-Month-Old Child (Effective 8-19-91) This part describes the 9-month-old anthropomorphic test dummy that is to be used for testing of motor vehicles for compliance with motor vehicle safety standards. This compliance procedure is referenced by and part of the procedures

	specified in motor vehicle safety standards such as No. 213, Child Restraint Systems,
	Subpart K Newborn Infant (Effective 1-8-93) This part describes the newborn anthropomorphic test dummy that is to be used for testing of motor vehicles for compliance with motor vehicle safety standards. This compliance procedure is referenced by and part of the procedures specified in motor vehicle safety standards such as No. 213, Child Restraint Systems.
	Subpart L Free Motion Headform The drawings and specifications referred to in Section 572.101 of this subpart are hereby incorporated in Subpart L by reference. These materials are thereby made a part of this regulation.
	Subpart M Side Impact Hybrid 50th Percentile Male (Effective 9-1-98) This part describes the hybrid dummy used for testing of motor vehicles for compliance with motor vehicle safety standards. This compliance procedure is referenced by and part of the procedures specified in motor vehicle safety standards such as No. 201.
Part 573 - Defect and Noncompliance Reports (Effective 10-1-71) This part specifies manufacturer requirements for reporting safety-related defects to the National Highway Traffic Safety Administration; for providing quarterly reports on defect notification campaigns; for providing copies of communications with dealers and purchasers concerning defects; and for maintaining owner lists.	

Part 574 - Tire Identification and Record Keeping (Effective 5-22-71)
This part sets forth the method by which new tire manufacturers and new tire brand name owners shall identify tires for use on motor vehicles and maintain records of tire purchasers and the methods by which retreaders and retreaded tire brand name owners shall identify tires for use on motor vehicles. This part also sets forth the methods by which independent tire dealers and distributors shall record, on registration forms, their names and addresses and the identification number of the tires sold to the tire purchasers and provide the forms to the purchasers, so that the purchasers may report their names to the new tire manufacturers and new tire brand name owners, and by which other tire dealers and distributors shall record and report the names of tire purchasers to the new tire manufacturers and new tire brand name owners.

Part 575 - Consumer Information Regulations (Effective 1-1-70)
This part contains Federal Motor Vehicle Consumer information Regulations and requires manufacturers to provide the following information to first purchasers:

	TRUCK-CAMPER LOADING
	Manufacturers of trucks that are capable of accommodating slide-in campers manufactured after April 1, 1973, must provide a cargo weight rating and the longitudinal limits within which the center of gravity for the cargo weight rating should be located. The purpose of this section is to provide information that can be used to reduce overloading and improper load distribution in truck-camper combinations, in order to prevent accidents resulting from the adverse effects of these conditions on vehicle steering and braking.
	UNIFORM TIRE QUALITY GRADING STANDARDS

	Manufacturers of passenger car tires must provide information on tread life, traction, and temperature resistance. The grades are displayed on the sidewall of the tire, on a label, and in a leaflet available at the tire dealer's store. All tires manufactured after April 1, 1980, are graded. The purpose of this section is to aid the consumer in making an informed choice in the purchase of passenger car tires. This section applies to new pneumatic tires for use on passenger cars. However, this section does not apply to deep tread, winter-type snow tires, space-saver or temporary use spare tires, tires with nominal rim diameters of 254 mm to 305 mm (10 to 12 inches), or to limited production tires as defined in (c)(2) of this section.
	UTILITY VEHICLES
	This section requires manufacturers of utility vehicles to display a label alerting drivers that the particular handling and maneuvering characteristics of utility vehicles require special driving practices when those vehicles are operated on paved roads. Manufacturers are also required to have information in the Owner's Manual. This section applies to multipurpose passenger vehicles (other than those which are passenger car derivatives) which have a wheelbase of 2,794 mm (110 inches) or less and special features for occasional off-road operation ("Utility Vehicles").
Part 577 - Defect and Noncompliance Notification (Effective 3-26-73) This part establishes requirements for the format and contents of manufacturer notification to the person who is the registered owner or to first purchasers of motor vehicles and motor vehicle equipment of a defect relating to motor vehicle safety or a noncompliance with a Federal motor vehicle safety standard.	

Part 579 - Defect and Noncompliance Responsibility (Effective 9-30-78)
This regulation allocates between motor vehicle and equipment manufacturers the responsibilities under the 1974 Motor Vehicle and School Bus Safety Amendments for recalling and remedying defective motor vehicles and equipment or motor vehicles and equipment not built in compliance with the law.

Part 580 - Odometer Disclosure Requirements (Effective 3-1-73 and 4-29-89)
The regulation requires a person who transfers ownership of a motor vehicle to give the transferee a written disclosure of the mileage the vehicle has traveled.

Part 581 - Bumper Standard - Passenger Motor Vehicles other than Multipurpose Passenger Vehicles (Effective 9-1-78 and 9-1-79) Test speeds reduced (Effective 7-4-82)
This standard establishes requirements for the impact resistance of vehicles in low speed front and rear collisions. The purpose of this standard is to reduce physical damage to the front and rear ends of a passenger motor vehicle from low speed collisions.

Part 582 - Insurance Cost Information Regulation (Effective 3-5-93)
This part requires automobile dealers to make available to prospective purchasers information reflecting differences in insurance costs for different makes and models of passenger motor vehicles based upon differences in damage susceptibility and crashworthiness. The purpose of this part is to enable prospective purchasers to compare differences in auto insurance costs for the various makes and models of passenger motor vehicles, and to realize any savings in collision insurance resulting from differences in damage susceptibility and any savings in medical payment insurance resulting from differences in crashworthiness.

Part 583 - Automobile Parts Content Labeling (Effective 10-1-94)
This part establishes requirements for the disclosure of information relating to the countries of origin of the equipment of new passenger motor vehicles. The purpose of this part is to aid potential purchasers in the selection of new passenger motor vehicles by providing them with information about the value of the U.S. Canadian and foreign parts content of each vehicle, the countries of origin of the engine and transmission, and the site of the vehicle's final assembly. This part applies to manufacturers of new passenger motor vehicles manufactured or imported for sale in the United States, suppliers of passenger motor vehicle equipment, and dealers of new passenger motor vehicles.

Part 589 - Upper Interior Component Head Impact Protection Phase-In Reporting Requirements (Effective within 60 days of Production Years August 31, 1999 - September 2002)
This part establishes requirements for manufacturers to respond to NHTSA inquiries, to submit a report, and maintain records concerning the number of vehicles upon which its percentage is based and the number of vehicles in a production year (PY) meeting the upper interior component head impact protection requirements of **Standard No. 201** (PYs 1999 - 2002).

Part 591 - Importation of Vehicles and Equipment Subject to Federal Safety, Bumper, and Theft Prevention Standards (Effective 3-28-90)
This part establishes procedures governing the importation of motor vehicles and motor vehicle equipment subject to the Federal motor vehicle safety, bumper, and theft prevention standards to ensure that motor vehicles and motor vehicle equipment permanently imported into the United States conform with theft prevention standards, all applicable Federal motor vehicle safety standards, and bumper standards. To ensure that nonconforming vehicles and equipment items imported on a temporary basis are ultimately either exported or abandoned to the United States.

Part 595 - Retrofit On-Off Switches for Air bags (Effective 9-18-95)
This part establishes conditions under which retrofit on-off switches may be installed. The purpose of this part is to provide an exemption from the "make inoperative" provision of 49 U.S.C. 30122 and authorize motor vehicle dealers and motor vehicle repair businesses to install retrofit on-off switches for air bags. This part applies to dealers and motor vehicle repair businesses.