

KIDS TRANSPORTATION SAFETY ACT OF 2007
HR 1216/S 694

HR 1216 IH	HR 1216 EH	← HR 1216 RFS	← HR 1216 ENR
<p>(b) Rearward Visibility- Not later than 24 months after the date of the enactment of this Act, the <u>Secretary shall issue regulations</u>, applicable to light motor vehicles, requiring a rearward visibility performance standard that provides drivers with a means for <u>detecting the presence of a person or object</u> behind the vehicle to prevent death and injury resulting from backing incidents, particularly incidents involving small children and disabled persons.</p> <p>(c) Phase-In Period-</p> <p>(1) IN GENERAL- The regulations issued pursuant to subsections (a) and (b) shall require--</p> <p style="padding-left: 20px;">(A) a phase-in period, as determined by the Secretary, for compliance with the regulations, which period shall commence not later than 6 months after the date on which final rules are issued; and</p> <p style="padding-left: 20px;">(B) that new light motor vehicles manufactured after the date that is 3 1/2 years after the issuance of the final rule shall comply with such regulations.</p> <p>(2) PHASE-IN PRIORITIES- In</p>	<p>(b) Rearward Visibility- Not later than 12 months after the date of the enactment of this Act, the <u>Secretary shall initiate a rulemaking to revise Federal Motor Vehicle Safety Standard 111 (FMVSS 111) to expand the required field of view to enable the driver of a motor vehicle to detect areas</u> behind the motor vehicle to reduce death and injury resulting from backing incidents, particularly incidents involving small children and disabled persons. <u>The Secretary may prescribe different requirements for different types of motor vehicles</u> to expand the required field of view to enable the driver of a motor vehicle to <u>detect areas</u> behind the motor vehicle to reduce death and injury resulting from backing incidents, particularly incidents involving small children and disabled persons. <u>Such standard may be met by the provision of additional mirrors, sensors, cameras, or other technology to expand the driver's field of view.</u> The Secretary shall prescribe final standards pursuant to this subsection not later than 36 months after the date of enactment of this Act.</p> <p>(c) Phase-In Period-</p> <p>(1) PHASE-IN PERIOD REQUIRED- The safety standards prescribed pursuant to subsections (a) and (b) shall establish a phase-</p>	<p>(b) Rearward Visibility- Not later than 12 months after the date of the enactment of this Act, the Secretary shall initiate a rulemaking to revise Federal Motor Vehicle Safety Standard 111 (FMVSS 111) to expand the required field of view to enable the driver of a motor vehicle to detect areas behind the motor vehicle to reduce death and injury resulting from backing incidents, particularly incidents involving small children and disabled persons. The Secretary may prescribe different requirements for different types of motor vehicles to expand the required field of view to enable the driver of a motor vehicle to detect areas behind the motor vehicle to reduce death and injury resulting from backing incidents, particularly incidents involving small children and disabled persons. Such standard may be met by the provision of additional mirrors, sensors, cameras, or other technology to expand the driver's field of view. The Secretary shall prescribe final standards pursuant to this subsection not later than 36 months after the date of enactment of this Act.</p> <p>(c) Phase-In Period-</p> <p>(1) PHASE-IN PERIOD REQUIRED- The safety standards prescribed pursuant to subsections (a) and (b) shall establish a phase-</p>	<p>(b) Rearward Visibility- Not later than 12 months after the date of the enactment of this Act, the Secretary shall initiate a rulemaking to revise Federal Motor Vehicle Safety Standard 111 (FMVSS 111) to expand the required field of view to enable the driver of a motor vehicle to detect areas behind the motor vehicle to reduce death and injury resulting from backing incidents, particularly incidents involving small children and disabled persons. The Secretary may prescribe different requirements for different types of motor vehicles to expand the required field of view to enable the driver of a motor vehicle to detect areas behind the motor vehicle to reduce death and injury resulting from backing incidents, particularly incidents involving small children and disabled persons. Such standard may be met by the provision of additional mirrors, sensors, cameras, or other technology to expand the driver's field of view. The Secretary shall prescribe final standards pursuant to this subsection not later than 36 months after the date of enactment of this Act.</p> <p>(c) Phase-In Period-</p> <p>(1) PHASE-IN PERIOD REQUIRED- The safety standards prescribed pursuant to subsections (a) and (b) shall establish a phase-</p>

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<p>requiring the phase-in of rearward visibility performance regulations under this subsection, the <u>Secretary shall consider whether to give priority during the phase-in to types of light motor vehicles that have a comparatively larger or longer rear blind zone.</u> If the Secretary determines that any type of light motor vehicles should be given priority, the <u>Secretary shall issue regulations that specify--</u></p> <ul style="list-style-type: none">(A) <u>which type or types of light motor vehicles shall be phased-in first;</u> and(B) the percentages in which such light motor vehicles shall be phased-in.	<p>in period for compliance, as determined by the Secretary, and require full compliance with the safety standards not later than 48 months after the date on which the final rule is issued.</p> <p>(2) PHASE-IN PRIORITIES- In establishing the phase-in period of the rearward visibility safety standards required under subsection (b), the <u>Secretary shall consider whether to require the phase-in according to different types of motor vehicles based on data demonstrating the frequency by which various types of motor vehicles have been involved in backing incidents resulting in injury or death.</u> If the Secretary determines that any type of motor vehicle should be given priority, the <u>Secretary shall issue regulations that specify--</u></p> <ul style="list-style-type: none">(A) <u>which type or types of motor vehicles shall be phased-in first;</u> and(B) the percentages by which such motor vehicles shall be phased-in.	<p>in period for compliance, as determined by the Secretary, and require full compliance with the safety standards not later than 48 months after the date on which the final rule is issued.</p> <p>(2) PHASE-IN PRIORITIES- In establishing the phase-in period of the rearward visibility safety standards required under subsection (b), the Secretary shall consider whether to require the phase-in according to different types of motor vehicles based on data demonstrating the frequency by which various types of motor vehicles have been involved in backing incidents resulting in injury or death. If the Secretary determines that any type of motor vehicle should be given priority, the Secretary shall issue regulations that specify--</p> <ul style="list-style-type: none">(A) which type or types of motor vehicles shall be phased-in first; and(B) the percentages by which such motor vehicles shall be phased-in.	<p>in period for compliance, as determined by the Secretary, and require full compliance with the safety standards not later than 48 months after the date on which the final rule is issued.</p> <p>(2) PHASE-IN PRIORITIES- In establishing the phase-in period of the rearward visibility safety standards required under subsection (b), the Secretary shall consider whether to require the phase-in according to different types of motor vehicles based on data demonstrating the frequency by which various types of motor vehicles have been involved in backing incidents resulting in injury or death. If the Secretary determines that any type of motor vehicle should be given priority, the Secretary shall issue regulations that specify--</p> <ul style="list-style-type: none">(A) which type or types of motor vehicles shall be phased-in first; and(B) the percentages by which such motor vehicles shall be phased-in.
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Subpart B - Federal Motor Vehicle Safety Standards

§571.111 Standard No. 111; Rearview mirrors.

S1. Scope. This standard specifies requirements for the performance and location of rearview mirrors.

S2. Purpose. The purpose of this standard 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.

S3. Application. This standard applies to passenger cars, multipurpose passenger vehicles, trucks, buses, schoolbuses and motorcycles.

[NOTE: FMVSS 111 specifies requirements for the performance and location of rearview mirrors for five classes of vehicles: (1) Vehicles with a Gross Vehicle Weight Rating (GVWR) of 4,536 kg or less; (2) vehicles with a GVWR greater than 4,536 kg but less than 11,340 kg; (3) vehicles with a GVWR greater than 11,340 kg; (4) motorcycles; and (5) school buses. Not “one size” or one mirror requirement, or one rearward field of view (FOV) requirement fits all types of road vehicles. Different classes of vehicles have been shown to present different levels of back-over risks.]