November 2015

NHTSA Administrator Rosekind announced

“that school buses should have three-point seat belts. Period.”
In Response, NHTSA has:

- Met with the **six states with mandatory seat belt laws**;
- Begun **two new school bus projects:**
  1. Updating School Bus Infographics
  2. Reviewing school districts that have seat belts; reviewing policies on seat belt and Model Policy Development
In Response, NHTSA (cont.):

- Currently conducting ongoing Illegal Passing of School Buses project
- Will be Hosting “Outside the Bus” meeting, December 2016
- Upcoming year, New Projects include
  - Updating School Bus Driver In-service Training
  - Conducting research on school bus crashes
NASDPTS Concerns:

- GAO School Bus Study
- School Bus Dragging Incidents
- FMVSS
  - School Bus Seating
  - Electronic Stability Control (ESC)
Guidelines for Automated Vehicle Safety Technologies

Forward Collision Avoidance and Mitigation

Currently evaluating

- Costs
- Safety Benefits
- Operational Implications | FCW and AEB
for use on all heavy vehicles above 10,000 lbs.

NASDPTS Concerns (cont.):
Forward Collision Avoidance and Mitigation

**Key Issues**

- Driver Acceptance
- Effectiveness of collision warning interfaces
- Overall reliability of the systems
- Performance of the systems
Forward Collision Avoidance and Mitigation

Key Issues

- Driver Adaptation Potential
- Development of Objective Test Procedures
Federal Motor Vehicle Safety Standard; Automatic Emergency Braking

NHTSA Position & Guidelines
Non-Conforming School Vehicles

National Traffic and Motor Vehicle Safety Act

"Safety Act"
Requires any person selling or leasing a new vehicle, to sell or lease a vehicle that meets all applicable FMVSSs.
NHTSA Position & Guidelines
Non-conforming vehicles for use for student transportation

- NHTSA under Federal law regulates the manufacture and sale of new vehicles.
- Federal law DOES NOT regulate vehicle use.
- States have authority to determine how school children must be transported.
- State law answers questions of permissibility of vehicle use.
Questions and Clarifications
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SUMMARY:
This document grants the petition for rulemaking submitted by the Truck Safety Coalition, the Center for Auto Safety, Advocates for Highway and Auto Safety, and Road Safe America on February 19, 2015, to establish a safety standard to require automatic forward collision avoidance and mitigation systems on certain heavy vehicles.
SUMMARY cont’d:

For several years, NHTSA has researched forward collision avoidance and mitigation technology on heavy vehicles, including forward collision warning and automatic emergency braking systems.
SUMMARY cont’d:

The agency will continue to conduct research and to evaluate real-world performance of these systems through track testing and field operational testing. NHTSA will determine whether to issue a rule in the course of the rulemaking proceeding, in accordance with statutory criteria.