

January 14, 2008 EDR Final Rule

David Sutula, NHTSA



Event Data Recorder Background

NHTSA published a final rule on August 28, 2006 regulating Event Data Recorders (EDR)

- Did not mandate EDRs
- Established uniform set of criteria for EDRs voluntarily installed in vehicles
- Applied to vehicles with GVWR of 3,855 kg (8,500 lb) or less manufactured after September 1, 2010
- Required standardized statement in owners manual to notify consumers that vehicle is equipped with EDR and outlining its functions

Event Data Recorder Background

NHTSA received 8 petitions for reconsideration and over 400 comments on the August 2006 final rule that addressed 7 basic areas

- Event data storage
 - Storage in case of multiple events
 - Event Recording Intervals
 - Locking and reusability of EDRs
- Sensor range and accuracy
 - Wider sensor tolerances
 - Alternative data element ranges

Event Data Recorder Background

Petitions (Continued)

- Data format
 - “Recorded” vs. “Reported” data
 - Data filter class
- Data survivability and retrieveability
- Required data elements
- Effective date, and
- Public privacy and notification

January 14, 2008 Final Rule

NHTSA published its response to the petitions for reconsideration in a final rule on January 14, 2008

- Correction to Table II published on February 13, 2008

The final rule:

- Revised certain data formats
 - Changed requirement from “recorded” to “reported” data
 - Deleted data filter class to avoid over-filtering
 - Increased tolerances for data elements based on inertial sensors
 - Revised interval times and clarified end of event criteria

January 14, 2008 Final Rule

The Final Rule: (Continued)

- Revised the effective date to September 1, 2012
 - September 1, 2013 for vehicles built in two or more stages
- Clarified certain data elements
 - Referenced readiness indicator required by FMVSS No. 208 for frontal air bag warning lamp
 - Revised Steering input accuracy and resolution to % rather than degrees
 - Specified that the ignition cycle at download need not be recorded during the event

January 14, 2008 Final Rule

The Final Rule: (Continued)

- Clarified certain data elements
 - Referenced FMVSS No. 126 for stability control data element
 - Revised the event trigger and event timing scenarios
 - Added a definition for the maximum delta-V resultant
 - Clarified the engine RPM data element to account for electric and hybrid vehicles

January 14, 2008 Final Rule

NHTSA received 3 petitions for reconsideration, and 2 requests for interpretation

- Re-petitioned for deletion of acceleration data from rule
- Requested additional tolerance for sensor inaccuracy due to data clipping
- Requested incorporation of certain preamble explanations in the regulatory text

January 14, 2008 Final Rule

NHTSA received 3 petitions for reconsideration, and 2 requests for interpretation

- Requested clarification on the air bag suppression switch status
- Requested that NHTSA establish a compliance test procedure
- Requested clarification on storage and locking of data from events involving side air bags and other deployable restraints
- Re-petitioned the agency to provide for a mechanical lockout system to prevent data tampering

For More Information

NHTSA Website:

www.nhtsa.gov

Docket Management System (DMS)

Docket number NHTSA-2008-0004

RIN 2127-AK12

<http://www.regulations.gov>