



SAFETEA Bill 2005: Safety Provision Highlights

<i>Section</i>	<i>Title</i>	<i>Description</i>	<i>Reason for Provision</i>
251(b)	Rollover prevention	Requires a rule establishing performance criteria to reduce rollovers consistent with stability-enhancing technology. <i>Proposed rule:</i> Oct. 1, 2006. <i>Final Rule:</i> April 1, 2009.	<ul style="list-style-type: none"> • Rollover crashes incur more than 10,000 fatalities each year. Sixty-one percent of SUV occupant fatalities are in rollovers and the SUV rollover fatal crash rate is 3 times higher than cars. • More than 20 percent of people killed in rollovers were restrained by safety belts. • An Insurance Institute study showed electronic stability control (ESC) reduced fatal single-vehicle crashes by 56 percent and all single-vehicle crashes (fatal and nonfatal) by 41 percent.
251(c)	Occupant ejection prevention	Requires issuance of performance standards to reduce complete or partial ejections of vehicle occupants. <i>Proposed rule:</i> June 30, 2008. <i>Final rule:</i> Oct. 1, 2009. Requires upgrades to the door locks and door retention standard and consideration of ejection mitigation systems. <i>Deadline:</i> 3 yrs from enactment.	<ul style="list-style-type: none"> • 13,374 people are seriously injured or killed by ejections in rollovers each year. • Belted occupants are also ejected – 20 percent of SUV rollover deaths involve belted occupants. • Safety glass retained in side windows during a rollover crash improves the performance of side head air bags and prevents occupant ejection.
251(d)	Roof strength	Requires a rule upgrading roof strength for driver and passenger sides with consideration of industry and independent dynamic tests. <i>Proposed rule:</i> Dec. 31, 2005. <i>Final rule:</i> July 1, 2008.	<ul style="list-style-type: none"> • At least 125 deaths and serious injuries a week, or 6,500 a year, could be prevented by a strong roof strength standard. • The very weak standard has been in place since 1971. • The agency now tests only one side of the roof, but most occupants killed are sitting below the second, or far side, roof section.
252	Side-impact crash protection	Requires completion of a rule to enhance occupant protection in side-impact crashes. <i>Final rule:</i> July 1, 2008.	<ul style="list-style-type: none"> • Side-impact crashes kill 9,088 people per year. When an SUV hits the side of a car, the car driver is 3 times more likely to die than if struck by a car. • Standardization can save consumers millions. Side-impact air bags when standard would cost as little as \$121 per vehicle, instead of \$300-\$600 as options.

253	Tire aging research	Requires a report to Congress on research to address tire aging within 2 years of enactment.	<ul style="list-style-type: none"> Declining tire material quality through aging is not measured by the current vehicle tire standards, yet can seriously compromise safety with blowouts on road.
254	Vehicle backover avoidance technology study	Evaluates effective methods for reducing incidents involving vehicles backing over individuals outside the vehicle. Study within 1 year of enactment and report to Congress.	<ul style="list-style-type: none"> Last year at least 100 children were backed over and killed. NHTSA estimates that in 1998 alone, 120 people were backed over and killed. Many backovers occur in driveways, in front of homes or in parking lots, many times in larger vehicles lacking good visibility.
255	Non-traffic data collection	NHTSA shall establish a method to collect and maintain data on the number and types of injuries and deaths caused by vehicles less than 10,000 pounds involved in non-traffic non crash incidents. These incidents include backovers, power windows, hyperthermia, fires and other related incidents.	<ul style="list-style-type: none"> NHTSA fails to routinely collect information about non-traffic non crash motor vehicle-related deaths, though the agency has the authority to do so. The Center for Disease Control counts some 2,000 more traffic deaths annually than does NHTSA. A NHTSA report, issued in 2004, about non-traffic deaths documented 350 deaths per year – many of them children – from carbon monoxide poisoning, backovers, heat exposure from entrapment and strangulation from power windows.
256	8-second buzzer law and safety belt use reminders	Eliminates limit of 8 seconds on NHTSA's authority to require belt use reminders and requires a study to evaluate safety belt use systems and consider strategies to further increase belt use. <i>Study deadline: July 1, 2008.</i>	<ul style="list-style-type: none"> Since 1960, safety belts have saved 109,519 lives in passenger cars, and 59,004 lives in light trucks. Advanced reminder systems would increase the number of lives saved.
257	Point-of-sale safety labels	Requires stickers at the point-of-sale to reflect the New Car Assessment Program crash test ratings. <i>Final rule: Jan. 1, 2006</i>	<ul style="list-style-type: none"> Labels are a cost-less consumer information format, making available government crash test ratings when consumers are making purchase decisions.
258	Power window switch safety	Requires a rule to eliminate harmful rocker and to require pull-up or pull-out switches. <i>Final rule: April 1, 2007</i>	<ul style="list-style-type: none"> Since 1990, thousands of children were injured and at least 37 children were killed by dangerous power window switches. Power windows can strangle a child in mere seconds. European and Japanese manufacturers have installed safer switches for vehicles sold in the U.S. since the early 1990s.

259	15-passenger van safety	Requires inclusion of 15-passenger vans in the NCAP program and prohibits the purchase, rental or lease of vehicles to transport school children unless the vehicle complies with standards for school buses. Does not apply to contracts executed before date of enactment.	<ul style="list-style-type: none"> • 15-passenger are not required to meet strict small school bus standards. Yet they are often used to transport children, school and community groups. • Comparative information on the safety performance of the vans is not readily available. • 15-passenger vans are highly prone to rollover crashes, yet are currently exempt from many federal motor vehicle safety standards.
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