

be treated as a properly filed petition, received as of the time it is discovered and identified.

(b) A document that fails to conform to one or more of the requirements of § 557.4(a) (1) through (5) will not be treated as a petition under this part. Such a document will be treated according to the existing correspondence and other procedures of the NHTSA, and any information contained in it will be considered at the discretion of the Administrator.

**§ 557.6 Determination whether to hold a public hearing.**

(a) The Administrator considers the following factors in determining whether to hold a hearing:

- (1) The nature of the complaint;
- (2) The seriousness of the alleged breach of obligation to remedy;
- (3) The existence of similar complaints;
- (4) The ability of the NHTSA to resolve the problem without holding a hearing; and
- (5) Other pertinent matters.

(b) If, after considering the above factors, the Administrator determines that a hearing should be held, the petition is granted. If it is determined that a hearing should not be held, the petition is denied. In either case, the petitioner is notified of the grant or denial not more than 60 days after receipt of the petition by the NHTSA.

(c) If a petition submitted under this part is denied, a FEDERAL REGISTER notice of the denial is issued within 45 days of the denial, setting forth the reasons for it.

(d) The Administrator may conduct a hearing under this part on his own motion.

**§ 557.7 Public hearing.**

If the Administrator decides that a public hearing under this part is necessary, he issues a notice of public hearing in the FEDERAL REGISTER, to advise interested persons of the time, place, and subject matter of the public hearing and invite their participation. Interested persons may submit their views through oral or written presentation, or both. There is no cross-examination of witnesses. A transcript of the hearing is kept and exhibits may be

accepted as part of the transcript. Sections 556 and 557 of title 5, U.S.C., do not apply to hearings held under this part. When appropriate, the Chief Counsel designates a member of his staff to serve as legal officer at the hearing.

**§ 557.8 Determination of manufacturer's obligation.**

If the Administrator determines, on the basis of the information presented at a hearing or any other information that is available to him, that the manufacturer has not reasonably met his obligation to notify owners, dealers, and purchasers of a safety-related defect or failure to comply with a Federal motor vehicle safety standard or to remedy such defect or failure to comply, he orders the manufacturer to take specified action to comply with his obligation, consistent with the authority granted the Administrator by the Act.

**PART 563—EVENT DATA RECORDERS**

- Sec.
- 563.1 Scope.
- 563.2 Purpose.
- 563.3 Application.
- 563.4 [Reserved]
- 563.5 Definitions.
- 563.6 Requirements for vehicles.
- 563.7 Data elements.
- 563.8 Data format.
- 563.9 Data capture.
- 563.10 Crash test performance and survivability.
- 563.11 Information in owner's manual.
- 563.12 Data retrieval tools.

AUTHORITY: 49 U.S.C. 322, 30101, 30111, 30115, 30117, 30166, 30168; delegation of authority at 49 CFR 1.50.

SOURCE: 71 FR 51043, Aug. 28, 2006, unless otherwise noted.

**§ 563.1 Scope.**

This part specifies uniform, national requirements for vehicles equipped with event data recorders (EDRs) concerning the collection, storage, and retrievability of onboard motor vehicle crash event data. It also specifies requirements for vehicle manufacturers

## § 563.2

to make tools and/or methods commercially available so that crash investigators and researchers are able to retrieve data from EDRs.

### § 563.2 Purpose.

The purpose of this part is to help ensure that EDRs record, in a readily usable manner, data valuable for effective crash investigations and for analysis of safety equipment performance (e.g., advanced restraint systems). These data will help provide a better understanding of the circumstances in which crashes and injuries occur and will lead to safer vehicle designs.

### § 563.3 Application.

This part applies to the following vehicles manufactured on or after September 1, 2012, if they are equipped with an event data recorder: passenger cars, multipurpose passenger vehicles, trucks, and buses with a GVWR of 3,855 kg (8,500 pounds) or less and an unloaded vehicle weight of 2,495 kg (5,500 pounds) or less, except for walk-in van-type trucks or vehicles designed to be sold exclusively to the U.S. Postal Service. This part also applies to manufacturers of those vehicles. However, vehicles manufactured before September 1, 2013 that are manufactured in two or more stages or that are altered (within the meaning of 49 CFR 567.7) after having been previously certified to the Federal motor vehicle safety standards in accordance with part 567 of this chapter need not meet the requirements of this part.

[73 FR 2179, Jan. 14, 2008]

### § 563.4 [Reserved]

### § 563.5 Definitions.

(a) *Motor vehicle safety standard definitions.* Unless otherwise indicated, all terms that are used in this part and are defined in the Motor Vehicle Safety Standards, part 571 of this subchapter, are used as defined therein.

(b) *Other definitions.*

*ABS activity* means the anti-lock brake system (ABS) is actively controlling the vehicle's brakes.

*Air bag warning lamp status* means whether the warning lamp required by FMVSS No. 208 is on or off.

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*Capture* means the process of buffering EDR data in a temporary, volatile storage medium where it is continuously updated at regular time intervals.

*Delta-V, lateral* means the cumulative change in velocity, as recorded by the EDR of the vehicle, along the lateral axis, starting from crash time zero and ending at 0.25 seconds, recorded every 0.01 seconds.

*Delta-V, longitudinal* means the cumulative change in velocity, as recorded by the EDR of the vehicle, along the longitudinal axis, starting from crash time zero and ending at 0.25 seconds, recorded every 0.01 seconds.

*Deployment time, frontal air bag* means (for both driver and right front passenger) the elapsed time from crash time zero to the deployment command, or for multi-staged air bag systems, the deployment command for the first stage.

*Disposal* means the deployment command of the second (or higher, if present) stage of a frontal air bag for the purpose of disposing the propellant from the air bag device.

*End of event time* means the moment at which the cumulative delta-V within a 20 ms time period becomes 0.8 km/h (0.5 mph) or less, or the moment at which the crash detection algorithm of the air bag control unit resets.

*Engine RPM* means

(1) For vehicles powered by internal combustion engines, the number of revolutions per minute of the main crankshaft of the vehicle's engine; and

(2) For vehicles not entirely powered by internal combustion engines, the number of revolutions per minute of the motor shaft at the point at which it enters the vehicle transmission gearbox.

*Engine throttle, percent full* means the driver-requested acceleration as measured by the throttle position sensor on the accelerator pedal compared to the fully-depressed position.

*Event* means a crash or other physical occurrence that causes the trigger threshold to be met or exceeded, or an air bag to be deployed, whichever occurs first.

*Event data recorder (EDR)* means a device or function in a vehicle that

records the vehicle's dynamic time-series data during the time period just prior to a crash event (e.g., vehicle speed vs. time) or during a crash event (e.g., delta-V vs. time), intended for retrieval after the crash event. For the purposes of this definition, the event data do not include audio and video data.

*Frontal air bag* means an inflatable restraint system that requires no action by vehicle occupants and is used to meet the applicable frontal crash protection requirements of FMVSS No. 208.

*Ignition cycle, crash* means the number (count) of power cycles applied to the recording device at the time when the crash event occurred since the first use of the EDR.

*Ignition cycle download* means the number (count) of power cycles applied to the recording device at the time when the data was downloaded since the first use of the EDR.

*Lateral acceleration* means the component of the vector acceleration of a point in the vehicle in the y-direction. The lateral acceleration is positive from left to right, from the perspective of the driver when seated in the vehicle facing the direction of forward vehicle travel.

*Longitudinal acceleration* means the component of the vector acceleration of a point in the vehicle in the x-direction. The longitudinal acceleration is positive in the direction of forward vehicle travel.

*Maximum delta-V, lateral* means the maximum value of the cumulative change in velocity, as recorded by the EDR, of the vehicle along the lateral axis, starting from crash time zero and ending at 0.3 seconds.

*Maximum delta-V, longitudinal* means the maximum value of the cumulative change in velocity, as recorded by the EDR, of the vehicle along the longitudinal axis, starting from crash time zero and ending at 0.3 seconds.

*Maximum delta-V, resultant* means the time-correlated maximum value of the cumulative change in velocity, as recorded by the EDR or processed during data download, along the vector-added longitudinal and lateral axes.

*Multi-event crash* means the occurrence of 2 events, the first and last of

which begin not more than 5 seconds apart.

*Non-volatile memory* means the memory reserved for maintaining recorded EDR data in a semi-permanent fashion. Data recorded in non-volatile memory is retained after loss of power and can be retrieved with EDR data extraction tools and methods.

*Normal acceleration* means the component of the vector acceleration of a point in the vehicle in the z-direction. The normal acceleration is positive in a downward direction and is zero when the accelerometer is at rest.

*Occupant position classification* means the classification indicating that the seating posture of a front outboard occupant (both driver and right front passenger) is determined as being out-of-position.

*Occupant size classification* means, for the right front passenger, the classification of the occupant as an adult and not as a child, and for the driver, the classification of the driver as not being of small stature.

*Pretensioner* means a device that is activated by a vehicle's crash sensing system and removes slack from a vehicle safety belt system.

*Record* means the process of saving captured EDR data into a non-volatile device for subsequent retrieval.

*Safety belt status* means the feedback from the safety system that is used to determine that an occupant's safety belt (for both driver and right front passenger) is fastened or unfastened.

*Seat track position switch, foremost, status* means the status of the switch that is installed to detect whether the seat is moved to a forward position.

*Service brake, on and off* means the status of the device that is installed in or connected to the brake pedal system to detect whether the pedal was pressed. The device can include the brake pedal switch or other driver-operated service brake control.

*Side air bag* means any inflatable occupant restraint device that is mounted to the seat or side structure of the vehicle interior, and that is designed to deploy in a side impact crash to help mitigate occupant injury and/or ejection.

*Side curtain/tube air bag* means any inflatable occupant restraint device that

is mounted to the side structure of the vehicle interior, and that is designed to deploy in a side impact crash or roll-over and to help mitigate occupant injury and/or ejection.

*Speed, vehicle indicated* means the vehicle speed indicated by a manufacturer-designated subsystem designed to indicate the vehicle's ground travel speed during vehicle operation.

*Stability control* means any device that complies with FMVSS No. 126, "Electronic stability control systems."

*Steering input* means the angular displacement of the steering wheel measured from the straight-ahead position (position corresponding to zero average steer angle of a pair of steered wheels).

*Suppression switch status* means the status of the switch indicating whether an air bag suppression system is on or off.

*Time from event 1 to 2* means the elapsed time from time zero of the first event to time zero of the second event.

*Time, maximum delta-V, lateral* means the time from crash time zero to the point where the maximum value of the cumulative change in velocity is found, as recorded by the EDR, along the lateral axis.

*Time, maximum delta-V, longitudinal* means the time from crash time zero to the point where the maximum value of the cumulative change in velocity is found, as recorded by the EDR, along the longitudinal axis.

*Time, maximum delta-V, resultant* means the time from crash time zero to the point where the maximum delta-V resultant occurs, as recorded by the EDR or processed during data download.

*Time to deploy, pretensioner* means the elapsed time from crash time zero to the deployment command for the safety belt pretensioner (for both driver and right front passenger).

*Time to deploy, side air bag/curtain* means the elapsed time from crash time zero to the deployment command for a side air bag or a side curtain/tube air bag (for both driver and right front passenger).

*Time to first stage* means the elapsed time between time zero and the time when the first stage of a frontal air bag is commanded to fire.

*Time to n<sup>th</sup> stage* means the elapsed time from crash time zero to the deployment command for the nth stage of a frontal air bag (for both driver and right front passenger).

*Time zero* means whichever of the following occurs first:

(1) For systems with "wake-up" air bag control systems, the time at which the occupant restraint control algorithm is activated; or

(2) For continuously running algorithms,

(i) The first point in the interval where a longitudinal cumulative delta-V of over 0.8 km/h (0.5 mph) is reached within a 20 ms time period; or

(ii) For vehicles that record "delta-V, lateral," the first point in the interval where a lateral cumulative delta-V of over 0.8 km/h (0.5 mph) is reached within a 5 ms time period; or

(3) An air bag deployment.

*Trigger threshold* means a change in vehicle velocity, in the longitudinal direction, that equals or exceeds 8 km/h within a 150 ms interval. For vehicles that record "delta-V, lateral," trigger threshold means a change in vehicle velocity in either the longitudinal or lateral direction that equals or exceeds 8 km/h within a 150 ms interval.

*Vehicle roll angle* means the angle between the vehicle's y-axis and the ground plane.

*Volatile memory* means the memory reserved for buffering of captured EDR data. The memory is not capable of retaining data in a semi-permanent fashion. Data captured in volatile memory is continuously overwritten and is not retained in the event of a power loss or retrievable with EDR data extraction tools.

*X-direction* means in the direction of the vehicle's X-axis, which is parallel to the vehicle's longitudinal centerline. The X-direction is positive in the direction of forward vehicle travel.

*Y-direction* means in the direction of the vehicle's Y-axis, which is perpendicular to its X-axis and in the same horizontal plane as that axis. The Y-direction is positive from left to right, from the perspective of the driver when seated in the vehicle facing the direction of forward vehicle travel.

*Z-direction* means in the direction of the vehicle's Z-axis, which is perpendicular to the X- and Y-axes. The Z-direction is positive in a downward direction.

[73 FR 2180, Jan. 14, 2008]

EFFECTIVE DATE NOTE: At 76 FR 47486, Aug. 5, 2011, §563.5 was amended in paragraph (b), by revising the definitions of "end of event time," "event," "occupant size classification," and "time zero," removing the definition of "service brake, on and off", and adding a definition for "service brake, on or off", effective October 4, 2011. For the convenience of the user, the added and revised text is set forth as follows:

**§ 563.5 Definitions.**

\* \* \* \* \*

(b) \* \* \*

*End of event time* means the moment at which the resultant cumulative delta-V within a 20 ms time period becomes 0.8 km/h (0.5 mph) or less, or the moment at which the crash detection algorithm of the air bag control unit resets.

\* \* \* \* \*

*Event* means a crash or other physical occurrence that causes the trigger threshold to be met or exceeded, or any non-reversible deployable restraint to be deployed, whichever occurs first.

\* \* \* \* \*

*Occupant size classification* means, for the right front passenger, the classification of the occupant as a child (as defined in 49 CFR part 572, subpart N or smaller) or not as an adult (as defined in 49 CFR part 572, subpart O), and for the driver, the classification of the driver as being a 5th percentile female (as defined in 49 CFR Part 572, subpart O) or larger.

\* \* \* \* \*

*Service brake, on or off* means the status of the device that is installed in or connected to the brake pedal system to detect whether the pedal was pressed. The device can include the brake pedal switch or other driver-operated service brake control.

\* \* \* \* \*

*Time zero* means whichever of the following occurs first:

- (1) For systems with "wake-up" air bag control systems, the time at which the occu-

pant restraint control algorithm is activated; or

- (2) For continuously running algorithms,

- (i) The first point in the interval where a longitudinal cumulative delta-V of over 0.8 km/h (0.5 mph) is reached within a 20 ms time period; or

- (ii) For vehicles that record "delta-V, lateral," the first point in the interval where a lateral cumulative delta-V of over 0.8 km/h (0.5 mph) is reached within a 5 ms time period; or

- (3) Deployment of a non-reversible deployable restraint.

\* \* \* \* \*

**§ 563.6 Requirements for vehicles.**

Each vehicle equipped with an EDR must meet the requirements specified in §563.7 for data elements, §563.8 for data format, §563.9 for data capture, §563.10 for crash test performance and survivability, and §563.11 for information in owner's manual.

**§ 563.7 Data elements.**

(a) *Data elements required for all vehicles.* Each vehicle equipped with an EDR must record all of the data elements listed in Table I, during the interval/time and at the sample rate specified in that table.

TABLE I—DATA ELEMENTS REQUIRED FOR ALL VEHICLES EQUIPPED WITH AN EDR

Data element	Recording interval/time <sup>1</sup> (relative to time zero)	Data sample rate (samples per second)
Delta-V, longitudinal .....	0 to 250 ms, or 0 to End of Event Time plus 30 ms, whichever is shorter.	100
Maximum delta-V, longitudinal.	0 to 300 ms, or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A
Time, maximum delta-V .....	0 to 300 ms, or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A
Speed, vehicle indicated .....	-5.0 to 0 sec	2
Engine throttle, % full (or accelerator pedal, % full).	-5.0 to 0 sec	2
Service brake, on/off .....	-5.0 to 0 sec	2
Ignition cycle, crash .....	-1.0 sec .....	N/A

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TABLE I—DATA ELEMENTS REQUIRED FOR ALL VEHICLES EQUIPPED WITH AN EDR—Continued

Data element	Recording interval/time <sup>1</sup> (relative to time zero)	Data sample rate (samples per second)
Ignition cycle, download .....	At time of download <sup>3</sup> .	N/A
Safety belt status, driver .....	– 1.0 sec .....	N/A
Frontal air bag warning lamp, on/off <sup>2</sup> .	– 1.0 sec .....	N/A
Frontal air bag deployment, time to deploy, in the case of a single stage air bag, or time to first stage deployment, in the case of a multi-stage air bag, driver.	Event .....	N/A
Frontal air bag deployment, time to deploy, in the case of a single stage air bag, or time to first stage deployment, in the case of a multi-stage air bag, right front passenger.	Event .....	N/A
Multi-event, number of events (1, 2).	Event .....	N/A
Time from event 1 to 2 .....	As needed .....	N/A

TABLE I—DATA ELEMENTS REQUIRED FOR ALL VEHICLES EQUIPPED WITH AN EDR—Continued

Data element	Recording interval/time <sup>1</sup> (relative to time zero)	Data sample rate (samples per second)
Complete file recorded (yes, no).	Following other data.	N/A

<sup>1</sup>Pre-crash data and crash data are asynchronous. The sample time accuracy requirement for pre-crash time is –0.1 to 1.0 sec (e.g., T = –1 would need to occur between –1.1 and 0 seconds).

<sup>2</sup>The frontal air bag warning lamp is the readiness indicator specified in S4.5.2 of FMVSS No. 208.

<sup>3</sup>The ignition cycle at the time of download is not required to be recorded at the time of the crash, but shall be reported during the download process.

(b) *Data elements required for vehicles under specified conditions.* Each vehicle equipped with an EDR must record each of the data elements listed in column 1 of Table II for which the vehicle meets the condition specified in column 2 of that table, during the interval/time and at the sample rate specified in that table.

TABLE II—DATA ELEMENTS REQUIRED FOR VEHICLES UNDER SPECIFIED MINIMUM CONDITIONS

Data element name	Condition for requirement	Recording interval/time <sup>1</sup> (relative to time zero)	Data sample rate (per second)
Lateral acceleration .....	If recorded <sup>2</sup> .....	0 to 250 ms .....	100
Longitudinal acceleration .....	If recorded .....	0 to 250 ms .....	100
Normal acceleration .....	If recorded .....	0 to 250 ms .....	100
Delta-V, lateral .....	If recorded .....	0 to 250 ms, or 0 to End of Event Time plus 30 ms, whichever is shorter.	100
Maximum delta-V, lateral .....	If recorded .....	0 to 300 ms, or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A
Time, maximum delta-V, lateral .....	If recorded .....	0 to 300 ms, or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A
Time, maximum delta-V, resultant	If recorded .....	0 to 300 ms, or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A
Engine RPM .....	If recorded .....	–5.0 to 0 sec .....	2
Vehicle roll angle .....	If recorded .....	–1.0 up to 5.0 sec <sup>3</sup> .....	10
ABS activity (engaged, non-engaged).	If recorded .....	–5.0 to 0 sec .....	2
Stability control (on, off, engaged) ..	If recorded .....	–5.0 to 0 sec .....	2
Steering input .....	If recorded .....	–5.0 to 0 sec .....	2
Safety belt status, right front passenger (buckled, not buckled).	If recorded .....	–1.0 sec .....	N/A
Frontal air bag suppression switch status, right front passenger (on, off, or auto).	If recorded .....	–1.0 sec .....	N/A
Frontal air bag deployment, time to nth stage, driver <sup>4</sup> .	If equipped with a driver's frontal air bag with a multi-stage inflator.	Event .....	N/A
Frontal air bag deployment, time to nth stage, right front passenger <sup>4</sup> .	If equipped with a right front passenger's frontal air bag with a multi-stage inflator.	Event .....	N/A
Frontal air bag deployment, nth stage disposal, driver, Y/N (whether the nth stage deployment was for occupant restraint or propellant disposal purposes).	If recorded .....	Event .....	N/A

TABLE II—DATA ELEMENTS REQUIRED FOR VEHICLES UNDER SPECIFIED MINIMUM CONDITIONS—  
Continued

Data element name	Condition for requirement	Recording interval/time <sup>1</sup> (relative to time zero)	Data sample rate (per second)
Frontal air bag deployment, nth stage disposal, right front passenger, Y/N (whether the nth stage deployment was for occupant restraint or propellant disposal purposes).	If recorded .....	Event .....	N/A
Side air bag deployment, time to deploy, driver.	If recorded .....	Event .....	N/A
Side air bag deployment, time to deploy, right front passenger.	If recorded .....	Event .....	N/A
Side curtain/tube air bag deployment, time to deploy, driver side.	If recorded .....	Event .....	N/A
Side curtain/tube air bag deployment, time to deploy, right side.	If recorded .....	Event .....	N/A
Pretensioner deployment, time to fire, driver.	If recorded .....	Event .....	N/A
Pretensioner deployment, time to fire, right front passenger.	If recorded .....	Event .....	N/A
Seat track position switch, foremost, status, driver.	If recorded .....	-1.0 sec .....	N/A
Seat track position switch, foremost, right front passenger.	If recorded .....	-1.0 sec .....	N/A
Occupant size classification, driver	If recorded .....	-1.0 sec .....	N/A
Occupant size classification, right front passenger.	If recorded .....	-1.0 sec .....	N/A
Occupant position classification, driver.	If recorded .....	-1.0 sec .....	N/A
Occupant position classification, right front passenger.	If recorded .....	-1.0 sec .....	N/A

<sup>1</sup> Pre-crash data and crash data are asynchronous. The sample time accuracy requirement for pre-crash time is -0.1 to 1.0 sec (e.g., T = -1 would need to occur between -1.1 and 0 seconds)  
<sup>2</sup> "If recorded" means if the data is recorded in non-volatile memory for the purpose of subsequent downloading  
<sup>3</sup> "Vehicle roll angle" may be recorded in any time duration -1.0 to 5.0 seconds is suggested  
<sup>4</sup> List this element n-1 times, once for each stage of a multi-stage air bag system

[73 FR 2181, Jan. 14, 2008; 73 FR 8408, Feb. 13, 2008]

EFFECTIVE DATE NOTE: At 76 FR 47486, Aug. 5, 2011, §563.7 was amended by revising Table I in paragraph (a) and Table II in paragraph (b), effective October 4, 2011. For the convenience of the user, the revised text is set forth as follows:

§ 563.7 Data elements.

(a) \* \* \*

TABLE I—DATA ELEMENTS REQUIRED FOR ALL VEHICLES EQUIPPED WITH AN EDR

Data element	Recording interval/time <sup>1</sup> (relative to time zero)	Data sample rate (samples per second)
Delta-V, longitudinal .....	0 to 250 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	100
Maximum delta-V, longitudinal .....	0-300 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A
Time, maximum delta-V .....	0-300 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A
Speed, vehicle indicated .....	-5.0 to 0 sec .....	2
Engine throttle, % full (or accelerator pedal, % full) .....	-5.0 to 0 sec .....	2
Service brake, on/off .....	-5.0 to 0 sec .....	2
Ignition cycle, crash .....	-1.0 sec .....	N/A
Ignition cycle, download .....	At time of download <sup>3</sup> .....	N/A
Safety belt status, driver .....	-1.0 sec .....	N/A
Frontal air bag warning lamp, on/off <sup>2</sup> .....	-1.0 sec .....	N/A
Frontal air bag deployment, time to deploy, in the case of a single stage air bag, or time to first stage deployment, in the case of a multi-stage air bag, driver.	Event .....	N/A

TABLE I—DATA ELEMENTS REQUIRED FOR ALL VEHICLES EQUIPPED WITH AN EDR—Continued

Data element	Recording interval/time <sup>1</sup> (relative to time zero)	Data sample rate (samples per second)
Frontal air bag deployment, time to deploy, in the case of a single stage air bag, or time to first stage deployment, in the case of a multi-stage air bag, right front passenger.	Event .....	N/A
Multi-event, number of event .....	Event .....	N/A
Time from event 1 to 2 .....	As needed .....	N/A
Complete file recorded (yes, no) .....	Following other data .....	N/A

<sup>1</sup> Pre-crash data and crash data are asynchronous. The sample time accuracy requirement for pre-crash time is –0.1 to 1.0 sec (e.g., T = –1 would need to occur between –1.1 and 0 seconds.)

<sup>2</sup> The frontal air bag warning lamp is the readiness indicator specified in S4.5.2 of FMVSS No. 208, and may also illuminate to indicate a malfunction in another part of the deployable restraint system.

<sup>3</sup> The ignition cycle at the time of download is not required to be recorded at the time of the crash, but shall be reported during the download process.

(b) \* \* \*

TABLE II—DATA ELEMENTS REQUIRED FOR VEHICLES UNDER SPECIFIED MINIMUM CONDITIONS

Data element name	Condition for requirement	Recording interval/time <sup>1</sup> (relative to time zero)	Data sample rate (per second)
Lateral acceleration .....	If recorded <sup>2</sup> .....	N/A .....	N/A
Longitudinal acceleration .....	If recorded .....	N/A .....	N/A
Normal acceleration .....	If recorded .....	N/A .....	N/A
Delta-V, lateral .....	If recorded .....	0–250 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	100
Maximum delta-V, lateral .....	If recorded .....	0–300 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A
Time maximum delta-V, lateral .....	If recorded .....	0–300 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A
Time for maximum delta-V, resultant.	If recorded .....	0–300 ms or 0 to End of Event Time plus 30 ms, whichever is shorter.	N/A
Engine rpm .....	If recorded .....	–5.0 to 0 sec .....	2
Vehicle roll angle .....	If recorded .....	–1.0 up to 5.0 sec <sup>3</sup> .....	10
ABS activity (engaged, non-engaged).	If recorded .....	–5.0 to 0 sec .....	2
Stability control (on, off, or engaged).	If recorded .....	–5.0 to 0 sec .....	2
Steering input .....	If recorded .....	–5.0 to 0 sec .....	2
Safety belt status, right front passenger (buckled, not buckled).	If recorded .....	–1.0 sec .....	N/A
Frontal air bag suppression switch status, right front passenger (on, off, or auto).	If recorded .....	–1.0 sec .....	N/A
Frontal air bag deployment, time to nth stage, driver <sup>4</sup> .	If equipped with a driver's frontal air bag with a multi-stage inflator.	Event .....	N/A
Frontal air bag deployment, time to nth stage, right front passenger <sup>4</sup> .	If equipped with a right front passenger's frontal air bag with a multi-stage inflator.	Event .....	N/A
Frontal air bag deployment, nth stage disposal, driver, Y/N (whether the nth stage deployment was for occupant restraint or propellant disposal purposes).	If recorded .....	Event .....	N/A
Frontal air bag deployment, nth stage disposal, right front passenger, Y/N (whether the nth stage deployment was for occupant restraint or propellant disposal purposes).	If recorded .....	Event .....	N/A
Side air bag deployment, time to deploy, driver.	If recorded .....	Event .....	N/A
Side air bag deployment, time to deploy, right front passenger.	If recorded .....	Event .....	N/A



TABLE II—DATA ELEMENTS REQUIRED FOR VEHICLES UNDER SPECIFIED MINIMUM CONDITIONS—  
Continued

Data element name	Condition for requirement	Recording interval/time <sup>1</sup> (relative to time zero)	Data sample rate (per second)
Side curtain/tube air bag deployment, time to deploy, driver side.	If recorded .....	Event .....	N/A
Side curtain/tube air bag deployment, time to deploy, right side.	If recorded .....	Event .....	N/A
Pretensioner deployment, time to fire, driver.	If recorded .....	Event .....	N/A
Pretensioner deployment, time to fire, right front passenger.	If recorded .....	Event .....	N/A
Seat track position switch, foremost, status, driver.	If recorded .....	– 1.0 sec .....	N/A
Seat track position switch, foremost, status, right front passenger.	If recorded .....	– 1.0 sec .....	N/A
Occupant size classification, driver	If recorded .....	– 1.0 sec .....	N/A
Occupant size classification, right front passenger.	If recorded .....	– 1.0 sec .....	N/A
Occupant position classification, driver.	If recorded .....	– 1.0 sec .....	N/A
Occupant position classification, right front passenger.	If recorded .....	– 1.0 sec .....	N/A

<sup>1</sup> Pre-crash data and crash data are asynchronous. The sample time accuracy requirement for pre-crash time is – 0.1 to 1.0 sec (e.g. T = – 1 would need to occur between – 1.1 and 0 seconds.)

<sup>2</sup> "If recorded" means if the data is recorded in non-volatile memory for the purpose of subsequent downloading.

<sup>3</sup> "vehicle roll angle" may be recorded in any time duration; – 1.0 sec to 5.0 sec is suggested.

<sup>4</sup> List this element n – 1 times, once for each stage of a multi-stage air bag system.

**§ 563.8 Data format.**

(a) The data elements listed in Tables I and II, as applicable, must be reported in accordance with the range, accuracy, and resolution specified in Table III

TABLE III—REPORTED DATA ELEMENT FORMAT

Data element	Minimum range	Accuracy	Resolution
Lateral acceleration .....	– 5 g to +5 g .....	±10% .....	0.5 g.
Longitudinal acceleration .....	– 50 g to +50 g .....	±10% .....	0.5 g.
Normal acceleration .....	– 5 g to +5 g .....	±10% .....	0.5 g.
Longitudinal delta–V .....	– 100 km/h to + 100 km/h .....	±10% .....	1 km/h.
Lateral delta–V .....	– 100 km/h to + 100 km/h .....	±10% .....	1 km/h.
Maximum delta–V, longitudinal .....	– 100 km/h to + 100 km/h .....	±10% .....	1 km/h.
Maximum delta–V, lateral .....	– 100 km/h to + 100 km/h .....	±10% .....	1 km/h.
Time, maximum delta–V, longitudinal.	0–300 ms, or 0–End of Event Time plus 30 ms, whichever is shorter.	±3 ms .....	2.5 ms.
Time, maximum delta–V, lateral.	0–300 ms, or 0–End of Event Time plus 30 ms, whichever is shorter.	±3 ms .....	2.5 ms.
Time, maximum delta–V, resultant.	0–300 ms, or 0–End of Event Time plus 30 ms, whichever is shorter.	±3 ms .....	2.5 ms.
Vehicle roll angle .....	– 1080 deg to + 1080 deg .....	±10% .....	10 deg.
Speed, vehicle indicated .....	0 km/h to 200 km/h .....	±1 km/h .....	1 km/h.
Engine throttle, percent full (accelerator pedal percent full).	0 to 100% .....	±5% .....	1%.
Engine RPM .....	0 to 10,000 rpm .....	± 100 rpm. ....	100 rpm.
Service brake (on, off) .....	On and Off .....	N/A .....	On and Off.
ABS activity .....	On and Off .....	N/A .....	On and Off.
Stability control (on, off, engaged).	On, Off, Engaged .....	N/A .....	On, Off, Engaged.
Steering input .....	– 250 deg CW to + 250 deg CCW.	±5% .....	1%.
Ignition cycle, crash .....	0 to 60,000 .....	±1 cycle .....	1 cycle.
Ignition cycle, download .....	0 to 60,000 .....	±1 cycle .....	1 cycle.
Safety belt status, driver .....	On or Off .....	N/A .....	On or Off.
Safety belt status, right front passenger.	On or Off .....	N/A .....	On or Off.

TABLE III—REPORTED DATA ELEMENT FORMAT—Continued

Data element	Minimum range	Accuracy	Resolution
Frontal air bag warning lamp (on, off).	On or Off .....	N/A .....	On or Off.
Frontal air bag suppression switch status.	On, Off, or Auto .....	N/A .....	On, Off, or Auto.
Frontal air bag deployment, time to deploy/first stage, driver.	0 to 250 ms .....	±2 ms .....	1 ms.
Frontal air bag deployment, time to deploy/first stage, right front passenger.	0 to 250 ms .....	±2 ms .....	1 ms.
Frontal air bag deployment, time to n <sup>th</sup> stage, driver.	0 to 250 ms .....	±2 ms .....	1 ms.
Frontal air bag deployment, time to n <sup>th</sup> stage, right front passenger.	0 to 250 ms .....	±2 ms .....	1 ms.
Frontal air bag deployment, n <sup>th</sup> stage disposal, driver (y/n).	Yes or No .....	N/A .....	Yes or No.
Frontal air bag deployment, n <sup>th</sup> stage disposal, right front passenger (y/n).	Yes or No .....	N/A .....	Yes or No.
Side air bag deployment, time to deploy, driver.	0 to 250 ms .....	±2 ms .....	1 ms.
Side air bag deployment, time to deploy, right front passenger.	0 to 250 ms .....	±2 ms .....	1 ms.
Side curtain/tube air bag deployment, time to deploy, driver side.	0 to 250 ms .....	±2 ms .....	1 ms.
Side curtain/tube air bag deployment, time to deploy, right side.	0 to 250 ms .....	±2 ms .....	1 ms.
Pretensioner deployment, time to fire, driver.	0 to 250 ms .....	±2 ms .....	1 ms.
Pretensioner deployment, time to fire, right front passenger.	0 to 250 ms .....	±2 ms .....	1 ms.
Seat track position switch, foremost, status, driver.	Yes or No .....	N/A .....	Yes or No.
Seat track position switch, foremost, status, right front passenger.	Yes or No .....	N/A .....	Yes or No.
Occupant size driver occupant 5 <sup>th</sup> female size (y/n).	Yes or No .....	N/A .....	Yes or No.
Occupant position size right front passenger child (y/n).	Yes or No .....	N/A .....	Yes or No.
Occupant position classification, driver oop (y/n).	Yes or No .....	N/A .....	Yes or No.
Occupant position classification, right front passenger oop (y/n).	Yes or No .....	N/A .....	Yes or No.
Multi-event, number of events (1, 2).	1 or 2 .....	N/A .....	1 or 2.
Time from event 1 to 2 .....	0 to 5.0 sec .....	0.1 sec .....	0.1 sec.
Complete file recorded (y/n) ....	Yes or No .....	N/A .....	Yes or No.

(b) Acceleration Time-History data and format: the longitudinal, lateral, and normal acceleration time-history data, as applicable, must be filtered either during the recording phase or during the data downloading phase to include:

(1) The Time Step (TS) that is the inverse of the sampling frequency of the acceleration data and which has units of seconds;

(2) The number of the first point (NFP), which is an integer that when multiplied by the TS equals the time relative to time zero of the first acceleration data point;

(3) The number of the last point (NLP), which is an integer that when multiplied by the TS equals the time relative to time zero of the last acceleration data point; and

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(4) NLP—NFP + 1 acceleration values sequentially beginning with the acceleration at time NFP \* TS and continue sampling the acceleration at TS increments in time until the time NLP \* TS is reached.

[73 FR 2183, Jan. 14, 2008]

EFFECTIVE DATE NOTE: At 76 FR 47488, Aug. 5, 2011, § 563.8 was amended by revising Table III in paragraph (a), effective October 4, 2011. For the convenience of the user, the revised text is set forth as follows:

§ 563.8 Data format.

(a) \* \* \*

TABLE III—REPORTED DATA ELEMENT FORMAT

Data element	Minimum range	Accuracy <sup>1</sup>	Resolution
Lateral acceleration	At option of manufacturer	At option of manufacturer	At option of manufacturer.
Longitudinal acceleration	At option of manufacturer	At option of manufacturer	At option of manufacturer.
Normal Acceleration	At option of manufacturer	At option of manufacturer	At option of manufacturer.
Longitudinal delta-V	-100 km/h to +100 km/h	±10%	1 km/h.
Lateral delta-V	-100 km/h to +100 km/h	±10%	1 km/h.
Maximum delta-V, longitudinal	-100 km/h to +100 km/h	±10%	1 km/h.
Maximum delta-V, lateral	-100 km/h to +100 km/h	±10%	1 km/h.
Time, maximum delta-V, longitudinal.	0-300 ms, or 0-End of Event Time plus 30 ms, whichever is shorter.	±3 ms	2.5 ms.
Time, maximum delta-V, lateral	0-300 ms, or 0-End of Event Time plus 30 ms, whichever is shorter.	±3 ms	2.5 ms.
Time, maximum delta-V, resultant.	0-300 ms, or 0-End of Event Time plus 30 ms, whichever is shorter.	±3 ms	2.5 ms.
Vehicle Roll Angle	-1080 deg to +1080 deg	±10%	10 deg.
Speed, vehicle indicated	0 km/h to 200 km/h	±1 km/h	1 km/h.
Engine throttle, percent full (accelerator pedal percent full).	0 to 100%	±5%	1%.
Engine rpm	0 to 10,000 rpm	±100 rpm	100 rpm.
Service brake	On or Off	N/A	On or Off.
ABS activity	On or Off	N/A	On or Off.
Stability control	On, Off, or Engaged	N/A	On, Off, or Engaged.
Steering input	±100%	±5%	1%.
Ignition cycle, crash	0 to 60,000	±1 cycle	1 cycle.
Ignition cycle, download	0 to 60,000	±1 cycle	1 cycle.
Safety belt status, driver	On or Off	N/A	On or Off.
Safety belt status, right front passenger.	On or Off	N/A	On or Off.
Frontal air bag warning lamp	On or Off	N/A	On or Off.
Frontal air bag suppression switch status, right front passenger.	On, Off, or Auto	N/A	On, Off, or Auto.
Frontal air bag deployment, time to deploy/first stage, driver.	0 to 250 ms	±2 ms	1 ms.
Frontal air bag deployment, time to deploy/first stage, right front passenger.	0 to 250 ms	±2 ms	1 ms.
Frontal air bag deployment, time to nth stage, driver.	0 to 250 ms	±2 ms	1 ms.
Frontal air bag deployment, time to nth stage, right front passenger.	0 to 250 ms	±2 ms	1 ms.
Frontal air bag deployment, nth stage disposal, driver.	Yes or No	N/A	Yes or No.
Frontal air bag deployment, nth stage disposal, right front passenger.	Yes or No	N/A	Yes or No.
Side air bag deployment, time to deploy, driver.	0 to 250 ms	±2 ms	1 ms.
Side air bag deployment, time to deploy, right front passenger.	0 to 250 ms	±2 ms	1 ms.
Side curtain/tube air bag deployment, time to deploy, driver side.	0 to 250 ms	±2 ms	1 ms.
Side curtain/tube air bag deployment, time to deploy, right side.	0 to 250 ms	±2 ms	1 ms.

TABLE III—REPORTED DATA ELEMENT FORMAT—Continued

Data element	Minimum range	Accuracy <sup>1</sup>	Resolution
Pretensioner deployment, time to fire, driver.	0 to 250 ms .....	±2 ms .....	1 ms.
Pretensioner deployment, time to fire, right front passenger.	0 to 250 ms .....	±2 ms .....	1 ms.
Seat track position switch, foremost, status, driver.	Yes or No .....	N/A .....	Yes or No.
Seat track position switch, foremost, status, right front passenger.	Yes or No .....	N/A .....	Yes or No.
Occupant size classification, driver.	5th percentile female or larger	N/A .....	Yes or No.
Occupant size classification, right front passenger.	Child .....	N/A .....	Yes or No.
Occupant position classification, driver.	Out of position .....	N/A .....	Yes or No.
Occupant position classification, right front passenger.	Out of position .....	N/A .....	Yes or No.
Multi-event, number of event ...	1 or 2 .....	N/A .....	1 or 2.
Time from event 1 to 2 .....	0 to 5.0 sec .....	0.1 sec .....	0.1 sec.
Complete file recorded .....	Yes or No .....	N/A .....	Yes or No.

<sup>1</sup> Accuracy requirement only applies within the range of the physical sensor. If measurements captured by a sensor exceed the design range of the sensor, the reported element must indicate when the measurement first exceeded the design range of the sensor.

\* \* \* \* \*

**§ 563.9 Data capture.**

The EDR must capture and record the data elements for events in accordance with the following conditions and circumstances:

(a) In a frontal or side air bag deployment crash, capture and record the current deployment data, up to two events. The memory for each air bag deployment event must be locked to prevent any future overwriting of these data.

(b) In a deployment event that involves another type of deployable restraint (e.g., pretensioners, knee bolsters, pedestrian protection, etc.), or in a non-deployment event that meets the trigger threshold, capture and record the current non-deployment data, up to two events, subject to the following conditions:

(1) If an EDR non-volatile memory buffer void of previous-event data is available, the current non-deployment event data is recorded in the buffer.

(2) If an EDR non-volatile memory buffer void of previous-event data is not available, the manufacturer may choose either to overwrite the previous non-deployment event data with the current non-deployment event data, or not to record the current non-deployment event data.

(3) EDR buffers containing previous deployment-event data must not be overwritten by the current non-deployment event data.

[73 FR 2184, Jan. 14, 2008]

EFFECTIVE DATE NOTE: At 76 FR 47489, Aug. 5, 2011, § 563.9 was revised, effective October 4, 2011. For the convenience of the user, the revised text is set forth as follows:

**§ 563.9 Data capture.**

The EDR must capture and record the data elements for events in accordance with the following conditions and circumstances:

(a) In a frontal air bag deployment crash, capture and record the current deployment data. In a side or side curtain/tube air bag deployment crash, where lateral delta-V is recorded by the EDR, capture and record the current deployment data. The memory for the air bag deployment event must be locked to prevent any future overwriting of the data.

(b) In an event that does not meet the criteria in § 563.9(a), capture and record the current event data, up to two events, subject to the following conditions:

(1) If an EDR non-volatile memory buffer void of previous-event data is available, the current event data is recorded in the buffer.

(2) If an EDR non-volatile memory buffer void of previous-event data is not available, the manufacturer may choose to either overwrite any previous event data that does not deploy an air bag with the current event data, or to not record the current event data.

(3) EDR buffers containing previous frontal, side, or side curtain/tube air bag deployment-event data must not be overwritten by the current event data.

**§563.10 Crash test performance and survivability.**

(a) Each vehicle subject to the requirements of S5, S14.5, S15, or S17 of 49 CFR 571.208, *Occupant crash protection*, must comply with the requirements in subpart (c) of this section when tested according to S8, S16, and S18 of 49 CFR 571.208.

(b) Each vehicle subject to the requirements of 49 CFR 571.214, *Side impact protection*, that meets a trigger threshold or has a frontal air bag deployment, must comply with the requirements of subpart (c) of this section when tested according to the conditions specified in 49 CFR 571.214 for a moving deformable barrier test.

(c) The data elements required by §563.7, except for the “Engine throttle, percent full,” “engine RPM,” and “service brake, on/off,” must be recorded in the format specified by §563.8, exist at the completion of the crash test, and be retrievable by the methodology specified by the vehicle manufacturer under §563.12 for not less than 10 days after the test, and the complete data recorded element must read “yes” after the test.

**§563.11 Information in owner’s manual.**

(a) The owner’s manual in each vehicle covered under this regulation must provide the following statement in English:

This vehicle is equipped with an event data recorder (EDR). The main purpose of an EDR is to record, in certain crash or near crash-like situations, such as an air bag deployment or hitting a road obstacle, data that will assist in understanding how a vehicle’s systems performed. The EDR is designed to record data related to vehicle dynamics and safety systems for a short period of time, typically 30 seconds or less. The EDR in this vehicle is designed to record such data as:

- How various systems in your vehicle were operating;
- Whether or not the driver and passenger safety belts were buckled/fastened;
- How far (if at all) the driver was depressing the accelerator and/or brake pedal; and,
- How fast the vehicle was traveling.

These data can help provide a better understanding of the circumstances in which crashes and injuries occur. NOTE: EDR data are recorded by your vehicle only if a non-trivial crash situation occurs; no data are recorded by the EDR under normal driving conditions and no personal data (e.g., name, gender, age, and crash location) are recorded. However, other parties, such as law enforcement, could combine the EDR data with the type of personally identifying data routinely acquired during a crash investigation.

To read data recorded by an EDR, special equipment is required, and access to the vehicle or the EDR is needed. In addition to the vehicle manufacturer, other parties, such as law enforcement, that have the special equipment, can read the information if they have access to the vehicle or the EDR.

(b) The owner’s manual may include additional information about the form, function, and capabilities of the EDR, in supplement to the required statement in §563.11(a).

**§563.12 Data retrieval tools.**

Each manufacturer of a motor vehicle equipped with an EDR shall ensure by licensing agreement or other means that a tool(s) is commercially available that is capable of accessing and retrieving the data stored in the EDR that are required by this part. The tool(s) shall be commercially available not later than 90 days after the first sale of the motor vehicle for purposes other than resale.

**PART 564—REPLACEABLE LIGHT SOURCE INFORMATION (Eff. until 12-01-12)**

- Sec.
- 564.1 Scope.
  - 564.2 Purposes.
  - 564.3 Applicability.
  - 564.4 Definitions.
  - 564.5 Information filing; agency processing of filings.

APPENDIX A TO PART 564—INFORMATION TO BE SUBMITTED FOR REPLACEABLE LIGHT SOURCES

APPENDIX B TO PART 564—INFORMATION TO BE SUBMITTED FOR LONG LIFE REPLACEABLE LIGHT SOURCES OF LIMITED DEFINITION

AUTHORITY: 49 U.S.C. 322, 30111, 30115, 30117, 30166; delegation of authority at 49 CFR 1.50.

SOURCE: 58 FR 3860, Jan. 12, 1993, unless otherwise noted.