NOTIFICATION

Addendum

The following communication, dated 14 July 2022, is being circulated at the request of the delegation of the United States of America.

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**Title:** Federal Motor Vehicle Safety Standard No. 141, Minimum Sound Requirements for Hybrid and Electric Vehicles

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| **Reason for Addendum:** |
| [ ] | Comment period changed - date:  |
| [ ] | Notified measure adopted - date:  |
| [X] | Notified measure published - date: 13 July 2022 |
| [X] | Notified measure enters into force - date: 12 August 2022 |
| [X] | Text of final measure available from[[1]](#footnote-1): <https://www.govinfo.gov/content/pkg/FR-2022-07-13/html/2022-14733.htm><https://www.govinfo.gov/content/pkg/FR-2022-07-13/pdf/2022-14733.pdf><https://members.wto.org/crnattachments/2022/TBT/USA/final_measure/22_4658_00_e.pdf> |
| [ ] | Notified measure withdrawn or revoked - date: Relevant symbol if measure re-notified:  |
| [ ] | Content or scope of notified measure changed and text available from1: New deadline for comments (if applicable):  |
| [ ] | Interpretive guidance issued and text available from1:  |
| [ ] | Other:  |

**Description:** TITLE: Federal Motor Vehicle Safety Standards; Minimum Sound Requirements for Hybrid and Electric Vehicles

AGENCY: National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (DOT)

ACTION: Final rule

SUMMARY: This final rule amends the test procedure in section S6.7.3 of Federal Motor Vehicle Safety Standard (FMVSS) No. 141, Minimum Sound Requirements for Hybrid and Electric Vehicles, as proposed in the 17 September 2019, notice of proposed rulemaking (NPRM), to specify the single point in time that should be used when determining one-third octave band levels of ambient noise measurements used in compliance tests. The agency has chosen not to adopt the remaining portions of the NPRM, including a proposal which would have allowed manufactures of hybrid and electric vehicles (HEVs) to install a number of driver- selectable pedestrian alert sounds in each HEV they manufacture. The driver-selectable alert sounds proposal is not being adopted because of a lack of supporting data. In addition, this final rule acknowledges that a proposed technical change included in the 17 September 2019, NPRM to correct two dates in NHTSA's phase-in reporting requirements for FMVSS No. 141 is no longer needed. That change was addressed previously by the agency's 1 September 2020, interim final rule that extended the FMVSS No. 141 compliance deadline and phase-in dates by six months. The interim final rule included adjustments to NHTSA's reporting dates, superseding the need for the proposed corrections.

DATES: This final rule is effective on 12 August 2022.

This final rule is identified by Docket Number NHTSA-2022-0061. The Docket Folder is available from Regulations.gov at <https://www.regulations.gov/docket/NHTSA-2022-0061/document> and provides access to primary documents as well as comments received. Documents are also accessible from [Regulations.gov](http://www.regulations.gov/) by searching the Docket Number.

The notice of proposed rulemaking notified as [G/TBT/N/USA/1526](https://docs.wto.org/imrd/directdoc.asp?DDFDocuments/t/G/TBTN19/USA1526.DOCX) is identified by Docket Number NHTSA-2019-0085. The Docket Folder is available from Regulations.gov at <https://www.regulations.gov/docket/NHTSA-2019-0085/document> and provides access to primary documents as well as comments received. Documents are also accessible from [Regulations.gov](http://www.regulations.gov/) by searching the Docket Number.

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1. This information can be provided by including a website address, a pdf attachment, or other information on where the text of the final/modified measure and/or interpretive guidance can be obtained. [↑](#footnote-ref-1)