

“(a) PROPOSED RULE.—Not later than 1 year after the date of enactment of this Act [Dec. 4, 2015], the Secretary shall publish a proposed rule that—

“(1) updates the standards pertaining to tire pressure monitoring systems to ensure that a tire pressure monitoring system that is installed in a new motor vehicle after the effective date of such updated standards cannot be overridden, reset, or recalibrated in such a way that the system will no longer detect when the inflation pressure in one or more of the vehicle’s tires has fallen to or below a significantly underinflated pressure level; and

“(2) does not contain any provision that has the effect of prohibiting the availability of direct or indirect tire pressure monitoring systems that meet the requirements of the standards updated pursuant to paragraph (1).

“(b) FINAL RULE.—Not later than 2 years after the date of enactment of this Act, after providing the public with sufficient opportunity for notice and comment on the proposed rule published pursuant to subsection (a), the Secretary shall issue a final rule based on the proposed rule described in subsection (a) that—

“(1) allows a manufacturer to install a tire pressure monitoring system that can be reset or recalibrated to accommodate—

“(A) the repositioning of tire sensor locations on vehicles with split inflation pressure recommendations;

“(B) tire rotation; or

“(C) replacement tires or wheels of a different size than the original equipment tires or wheels; and

“(2) to address the accommodations described in subparagraphs (A), (B), and (C) of paragraph (1), ensures that a tire pressure monitoring system that is reset or recalibrated according to the manufacturer’s instructions would illuminate the low tire pressure warning telltale when a tire is significantly underinflated until the tire is no longer significantly underinflated.

“(c) SIGNIFICANTLY UNDERINFLATED PRESSURE LEVEL DEFINED.—In this section, the term ‘significantly underinflated pressure level’ means a pressure level that is—

“(1) below the level at which the low tire pressure warning telltale must illuminate, consistent with the TPMS detection requirements contained in S4.2(a) of section 571.138 of title 49, Code of Federal Regulations, or any corresponding similar or successor regulation or ruling (as determined by the Secretary); and

“(2) in the case of a replacement wheel or tire, below the recommended cold inflation pressure of the wheel or tire manufacturer.”

IMPROVED TIRE INFORMATION

Pub. L. 106-414, §11, Nov. 1, 2000, 114 Stat. 1806, provided that, by 30 days after Nov. 1, 2000, the Secretary of Transportation would initiate a rulemaking proceeding to improve the labeling of tires required by this section to assist consumers in identifying tires that may be the subject of a decision or notice under section 30118 of this title and also provided the Secretary could authorize any additional action needed to inform the public of the importance of observing motor vehicle tire load limits and maintaining proper tire inflation levels, with the rulemaking completed by not later than June 1, 2002.

TIRE PRESSURE WARNING

Pub. L. 106-414, §13, Nov. 1, 2000, 114 Stat. 1806, provided that, not later than 1 year after Nov. 1, 2000, the Secretary of Transportation would complete a rulemaking for a regulation, effective not later than 2 years after the date of the completion of such rulemaking, to require a warning system in new motor vehicles to indicate significantly underinflated tires.

§ 30124. Nonuse of safety belts

A motor vehicle safety standard prescribed under this chapter may not require a manufac-

turer to comply with the standard by using a safety belt interlock designed to prevent starting or operating a motor vehicle if an occupant is not using a safety belt.

(Pub. L. 103-272, §1(e), July 5, 1994, 108 Stat. 957; Pub. L. 112-141, div. C, title I, §31202(a)(2), July 6, 2012, 126 Stat. 757.)

HISTORICAL AND REVISION NOTES

<i>Revised Section</i>	<i>Source (U.S. Code)</i>	<i>Source (Statutes at Large)</i>
30124	15:1410b.	Sept. 9, 1966, Pub. L. 89-563, 80 Stat. 718, §125; added Oct. 27, 1974, Pub. L. 93-492, §109, 88 Stat. 1482.

The text of 15:1410b(a) and (c)-(e) is omitted as obsolete. The text of 15:1410b(b)(2) and (3) and (f)(2) and (3) is omitted as unnecessary because of the restatement. The words “After the effective date of the amendment prescribed under subsection (a) of this section” are omitted as executed. The words “prescribed under this chapter” are substituted for “Federal” for consistency in this chapter.

Editorial Notes

AMENDMENTS

2012—Pub. L. 112-141 amended section generally. Prior to amendment, text read as follows: “A motor vehicle safety standard prescribed under this chapter may not require or allow a manufacturer to comply with the standard by using a safety belt interlock designed to prevent starting or operating a motor vehicle if an occupant is not using a safety belt or a buzzer designed to indicate a safety belt is not in use, except a buzzer that operates only during the 8-second period after the ignition is turned to the ‘start’ or ‘on’ position.”

Statutory Notes and Related Subsidiaries

EFFECTIVE DATE OF 2012 AMENDMENT

Amendment by Pub. L. 112-141 effective Oct. 1, 2012, see section 3(a) of Pub. L. 112-141, set out as an Effective and Termination Dates of 2012 Amendment note under section 101 of Title 23, Highways.

§ 30125. Schoolbuses and schoolbus equipment

(a) DEFINITIONS.—In this section—

(1) “schoolbus” means a passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school.

(2) “schoolbus equipment” means equipment designed primarily for a schoolbus or manufactured or sold to replace or improve a system, part, or component of a schoolbus or as an accessory or addition to a schoolbus.

(b) STANDARDS.—The Secretary shall prescribe motor vehicle safety standards for schoolbuses and schoolbus equipment manufactured in, or imported into, the United States. Standards shall include minimum performance requirements for—

- (1) emergency exits;
- (2) interior protection for occupants;
- (3) floor strength;
- (4) seating systems;
- (5) crashworthiness of body and frame (including protection against rollover hazards);