

REDUCING THE RISK OF INADVERTENT AUTOMATIC TRANSMISSION SHIFT SELECTOR MOVEMENT AND UNINTENDED VEHICLE MOVEMENT: A COMMITMENT FOR CONTINUED ACTION BY LEADING AUTOMAKERS

INTRODUCTION

The National Highway Traffic Safety Administration's (NHTSA) safety standards include performance requirements that reduce the incidence of crashes resulting from rollaway of parked vehicles with automatic transmissions as a result of children moving the shift mechanism out of the "Park" position. See 49 CFR 571.114. In addition to complying with these existing requirements, individual vehicle manufacturers are incorporating "brake transmission system interlocks (BTSI)," into automatic-transmission-equipped vehicles to further reduce the risk of unintended vehicle acceleration or other unintended vehicle movement.

Motor vehicle safety is a shared responsibility of manufacturers, consumers, and governments and others; even greater safety benefits can be achieved if the vehicle-manufacturing industry works together. Consistent with our dedication to advancing motor vehicle safety and in the spirit of shared responsibility, the vehicle manufacturers listed below make the following voluntary commitment in an effort to further reduce the risk of inadvertent shift selector movement in automatic transmission equipped vehicles in circumstances in which an unsupervised child has the keys and access to the vehicle.

BRAKE TRANSMISSION SHIFT INTERLOCK

1. Performance Criteria, Implementation Schedule, & Defined Terms

a. Performance Criteria & Implementation Schedule

Participating manufacturers, when designing or redesigning vehicles covered by this agreement, will implement the following transmission control system not later than September 1, 2010.

Motor vehicles (passenger cars, light trucks, MPVs, and buses) with a Gross Vehicle Weight Rating up to 10,000 pounds, produced for the United States market, with an automatic transmission that includes a 'Park' position shall have a system that requires that the *service brake* be depressed before the transmission can be shifted out of 'Park.' This system shall function in any *starting system key* position in which the transmission can be shifted out of "Park."

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b. Defined Terms

Key means a physical device or an electronic code which, when inserted into the starting system (by physical or electronic means), enables the vehicle operator to activate the engine or motor.

Service brake means the primary mechanism designed to stop a motor vehicle.

Starting system means the vehicle system used in conjunction with the key to activate the engine or motor.

2. Implementation Status

a. Current Implementation Status

Approximately 80% of MY2006 motor vehicles produced that would have been subject to this agreement are equipped with an automatic transmission control system designed in accordance with 1.a.

b. Forecasted Implementation Status

More than 98% of MY2009 motor vehicles to be produced are forecasted to be equipped with an automatic transmission control system designed in accordance with 1.a.

3. Information Dissemination

a. Product Information:

Beginning September 1, 2006, and on each September 1st thereafter, through September 1, 2010, participating manufacturers will publicly disclose, at least annually, the vehicle nameplates [models] for the upcoming year that have been engineered according to the brake shift interlock performance criteria.

b. Confirmatory Information:

Beginning September 1, 2006, and on each September 1st thereafter, through September 1, 2010, participating manufacturers shall voluntarily provide to NHTSA a statement affirming that vehicles identified under "Product Information" above have been designed in accordance with the

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brake shift interlock performance criteria. The process of confirming that vehicles have been designed in accordance with the performance criteria is consistent with the process used by manufacturers to self-certify compliance with Federal Motor Vehicle Safety Standards.

c. *Implementation Progress:*

Beginning November 1, 2007, and on each November 1st thereafter, through November 1, 2011, participating manufacturers will publicly disclose annually the percentages of the manufacturer's total production for the preceding 12-month period ending August 31st engineered in accordance with the brake shift interlock performance criteria.

d. *Agreement Fulfillment (Final Report):*

Once a vehicle manufacturer's full fleet of vehicles covered by this agreement is designed in accordance with the performance criteria, the manufacturer will provide a final statement indicating that all models are so designed and that all new vehicles subject to this agreement will be designed or redesigned in accordance with the performance criteria for the period covered by this agreement. Reporting as described in paragraphs a, b, and c of this section will then no longer be required of the manufacturer.

PARTICIPATING VEHICLE MANUFACTURERS

	Aston Martin	
BMW Group	DaimlerChrysler Corporation	Ferrari
Ford Motor Company	General Motors	Honda
Hyundai Motor	Isuzu Motors	Kia Motors
Maserati	Mazda	Mitsubishi Motors
Nissan	Porsche	Subaru
Suzuki	Toyota	Volkswagen Group