Automotive Recall Regulatory Update

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Increased Enforcement Capacity

- Increased headcount in Office of Defects Investigation (ODI)
- Developing risk matrices
- Voluntary meetings
- Changes to Recall Management Division (RMD)
Increased Enforcement Capacity

- July 2018 Report from the DOT’s Office of the Inspector General:

“NHTSA’s Management of Light Passenger Vehicle Recalls Lacks Adequate Processes and Oversight”
Increased Enforcement Capacity

- Report criticized NHTSA:
  - lacks documentation and management controls
  - does not ensure that remedies are reported completely and in a timely manner
  - does not verify recall completion rates, although it has the authority to do so
Increased Enforcement Capacity

- Changes to Recall Management Division (RMD)
  - More oversight
  - More stringent documentation
  - Verification of recall completion rates
Compliance Best Practices

- Implement (or update):
  - Safety compliance policies that provide internal guidance to company personnel for identifying and investigating potential safety defects and FMVSS noncompliances
  - Procedures for complying with all associated NHTSA reporting requirements
Compliance Best Practices (cont’d)

- Revisit early warning reporting procedures to ensure they capture all relevant information
- Ensure recall documents are complete and timely filed
- Conduct thorough training of key personnel across the organization
Autonomous Vehicles

- USDOT’s Automated Vehicles 3.0: Preparing for the Future of Transportation
  - Goal of promoting regulatory consistency
  - Expect new version in 2019
Autonomous Vehicles

- Advanced driver assistance systems (ADAS) must meet FMVSSs

- Regulatory barriers:
  - Defining “driver” and “operator” to recognize automated systems
  - Non-traditional seating arrangements
  - Vehicles without steering wheels or pedals