

Guidelines Changes for 2020

- 2-Purpose – Added “occupants”
- 2.5 – Added “using adaptive primary driving equipment”
- 4.5.4.1 – Added “Customer has been informed that additional insurance covering adaptive equipment is generally recommended and may be required”
- 5-Title – Changed to read, “Vehicle Weight Analysis”
- 5-Purpose – Changed to read, “When modifying vehicles for people with disabilities, special care shall be given to the weight of the added equipment and the effect it could have on the vehicle’s driving characteristics. Adding equipment can cause the available load carrying capacity to be compromised, or the GVWR (Gross Vehicle Weight Rating), either of the GAWR (Gross Axle Weight Rating) or the TWR (Tongue Weight Rating) to be exceeded. If any of these weight ratings are compromised, the vehicle’s safe driving characteristics can be adversely affected causing premature system failures as well as braking and steering functionality that could result in catastrophic failure.”
- 5-Scope – Added “All vehicles sold that contain mobility equipment or that are modified with mobility equipment or components.”
- 5.1 – Added “Note: Reference the Weight Analysis Process Flowchart document (QAP-F30) and the Weight Analysis best practice instruction sheet (QAP-117) for more detailed information and assistance. These documents can be found on the NMEDA website document center.”
- 25.7 – Added “The installation of the wheelchair hoist and the mobility device will cause a vehicle equipped with OEM rear safety sensors to emit an audible “alarm” when the vehicle drive is placed in reverse. The vehicle owner’s manual may have methods to turn this off under the “trailer” section instructions. Depending on the OEM, this may need to be performed every time preceding placing the drive into reverse. Others have a vehicle dealership programming tool that lets them disable the audible alarm. The vehicle owner may need to request this.
Vehicles equipped with a rear backup camera to meet FMVSS 111 may find that the camera image is partially blocked by the wheelchair hoist. This is the same situation that occurs with bicycle carriers and when trailering. Appropriate orientation/training is needed for the vehicle driver(s) both when the mobility device is being carried and when the unit is unloaded (usually the platform is folded vertically).”
- Appendix C – Added “Adaptive Equipment – see Automotive Adaptive Equipment (AAE)”
- Appendix C – Added “Automotive Adaptive Equipment (AAE): Equipment, products, devices, installations, and/or mechanisms designed, equipped, or installed for the purpose of allowing, permitting, or increasing the ability of people with disabilities or people with mobility challenges to: enter, exit, or operate a motor vehicle; enter, exit, or be transported as a passenger in a motor vehicle; or load, unload, or transport a personal mobility device.”
- Appendix C – Added “Tire Label: also known as ‘tire placard’ or ‘vehicle label’ is a placard that is applied to a vehicle that shows the number for seating positions and available load carrying capacity as prescribed by F/CMVSS 110.”

- Appendix C – Added “Vehicle Placard: also known as ‘tire placard’ or ‘tire label’ is a placard that is applied to a vehicle that shows the number for seating positions and available load carrying capacity as prescribed by F/CMVSS 110.”
- Appendix D – Changed to read, “Vehicle Placard (aka Tire Label)”
- Appendix D – Changed to read, “The vehicle placard is originally applied by either the OEM, Final Stage Manufacturer, or Alterer. This label must be updated by the modifier if there is a change in the seating capacity (aka DSP) or if the tire/rim information has changed. Additionally, when there are changes to the load carrying capacity (ie. “the combined weight of occupants and cargo”) the modifier, at their discretion, may replace this placard with the new information or apply the “Load Carrying Capacity Reduction” label shown in Figure 7 of this appendix.”
- Appendix D – Added “NOTICE:
MODIFIER: Whenever servicing a vehicle or assisting a customer with a vehicle accident; if you suspect or notice defects in the tires or wheels, you are required under the TREAD ACT to notify the manufacturer of the issue or incident immediately. Manufacturers must report these incidents as part of the NHTSA early warning system.
FINAL STAGE MFG or ALTERER: There may be additional reporting requirements if you replace RIMS or TIRE SIZES from the OE specified. Additional Info: www.nhtsa.dot.gov”