



NOTIFICATION

Addendum

The following communication, dated 19 February 2026, is being circulated at the request of the delegation of the United States of America.

Title: Parts and Accessories Necessary for Safe Operation; Certification and Labeling Requirements for Rear Impact Protection Guards

Reason for Addendum:	
<input type="checkbox"/>	Comment period changed - date:
<input type="checkbox"/>	Notified measure adopted - date:
<input checked="" type="checkbox"/>	Notified measure published - date: 19 February 2026
<input checked="" type="checkbox"/>	Notified measure enters into force - date: 23 March 2026
<input checked="" type="checkbox"/>	Text of final measure available from ¹ : Petitions for reconsideration of this final rule must be submitted to the FMCSA Administrator no later than 23 March 2026. https://members.wto.org/crnattachments/2026/TBT/USA/final_measure/26_01012_00_e.pdf
<input type="checkbox"/>	Notified measure withdrawn or revoked - date: Relevant symbol if measure re-notified:
<input type="checkbox"/>	Content or scope of notified measure changed and text available from ¹ : New deadline for comments (if applicable):
<input type="checkbox"/>	Interpretive guidance issued and text available from ¹ :
<input type="checkbox"/>	Other:

Description: The Federal Motor Carrier Safety Administration (FMCSA) amends the Federal Motor Carrier Safety Regulations (FMCSR) to rescind the requirement that the rear impact guard be permanently marked or labeled with a certification from the impact guard manufacturer as required by the applicable Federal Motor Vehicle Safety Standard (FMVSS) promulgated by the National Highway Traffic Safety Administration (NHTSA). The certification label or marking provides motor carriers purchasing new trailers or new impact guards to replace damaged devices with a means to determine whether the equipment is certified as meeting the FMVSS. However, the labeling or marking requirement has proven problematic for motor carriers when the label or marking becomes illegible or wears off during the service life of the trailer or guard. This final rule eliminates an unintended regulatory burden on motor carriers without compromising safety, as it does not affect

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.

the applicable FMVSS. The final rule also rescinds a guidance document pertaining to illegible, incomplete, or missing rear impact guard certification labels.

Effective 23 March 2026.

Petitions for reconsideration of this final rule must be submitted to the FMCSA Administrator no later than 23 March 2026.

91 Federal Register (FR) 7874, 19 February 2026; [Title 49 Code of Federal Regulations \(CFR\) Part 393](#):

<https://www.govinfo.gov/content/pkg/FR-2026-02-19/html/2026-03255.htm>

<https://www.govinfo.gov/content/pkg/FR-2026-02-19/pdf/2026-03255.pdf>

This final rule and the notice of proposed rulemaking notified as [G/TBT/N/USA/1684/Rev.1](#) are identified by Docket Number FMCSA-2025-0107. The Docket Folder is available on Regulations.gov at <https://www.regulations.gov/docket/FMCSA-2025-0107/document> and provides access to primary documents as well as comments received. Documents are also accessible from [Regulations.gov](#) by searching the Docket Number. WTO Members and their stakeholders are asked to submit petitions for reconsideration to the [USA TBT Enquiry Point](#) by or before [4pm Eastern Time](#) on 23 March 2026. Comments received by the USA TBT Enquiry Point from WTO Members and their stakeholders will be shared with FMCSA and will also be submitted to the [Docket](#) on Regulations.gov if received by 23 March 2026.
