

119TH CONGRESS
2D SESSION

S. 4936

To direct the Secretary of Transportation to promulgate a Federal motor vehicle safety standard to reduce the incidence of injury and death occurring to children and others, including vulnerable road users and pets, during low-speed incidents involving motor vehicles, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JUNE 24, 2026

Mr. BLUMENTHAL (for himself and Mr. MARKEY) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To direct the Secretary of Transportation to promulgate a Federal motor vehicle safety standard to reduce the incidence of injury and death occurring to children and others, including vulnerable road users and pets, during low-speed incidents involving motor vehicles, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Standards To Prevent
3 Frontovers Act of 2026” or the “STOP Frontovers Act
4 of 2026”.

5 **SEC. 2. DEFINITIONS.**

6 In this Act:

7 (1) **BACKOVER.**—The term “backover” means a
8 low-speed incident where a non-occupant of a motor
9 vehicle is struck by the motor vehicle moving in re-
10 verse.

11 (2) **FRONTOVER.**—The term “frontover” means
12 a low-speed incident where a non-occupant of a
13 motor vehicle is struck by the motor vehicle moving
14 forward in an area that the driver of the motor vehi-
15 cle cannot see.

16 (3) **MOTOR VEHICLE.**—The term “motor vehi-
17 cle” has the meaning given the term in section
18 30102(a) of title 49, United States Code.

19 (4) **SECRETARY.**—The term “Secretary” means
20 the Secretary of Transportation.

21 **SEC. 3. RULEMAKING TO MINIMIZE SAFETY RISKS.**

22 (a) **IN GENERAL.**—Not later than 1 year after the
23 date of enactment of this Act, the Secretary shall initiate
24 a rulemaking to promulgate a Federal motor vehicle safety
25 standard under section 30111 of title 49, United States
26 Code, establishing performance requirements that reduce

1 death and injury resulting from frontovers and other low-
2 speed incidents.

3 (b) REQUIREMENTS AND CONSIDERATIONS.—The
4 performance requirements of the motor vehicle safety
5 standard described in subsection (a) shall—

6 (1) minimize safety risks of frontovers and
7 other low-speed incidents;

8 (2) establish a direct visibility standard; and

9 (3) require—

10 (A) at a minimum, the detection of, in the
11 field of direct vision of the driver and blind
12 zones of the motor vehicle and any crash avoid-
13 ance system—

14 (i) a motor vehicle;

15 (ii) a pedestrian, including toddlers
16 and small children;

17 (iii) a bicyclist;

18 (iv) a vulnerable road user (as defined
19 in section 148(a) of title 23, United States
20 Code);

21 (v) a wheelchair or assistive device
22 user;

23 (vi) a micromobility or motorcycle
24 rider; and

1 (vii) any other individual, equipment,
2 vehicle, or animal, as determined by the
3 Secretary;

4 (B) a driver notification system that en-
5 ables the driver of the motor vehicle to effec-
6 tively respond to objects described in clauses (i)
7 through (vii) of subparagraph (A) to prevent
8 and reduce the severity of frontovers and other
9 low-speed incidents;

10 (C) an active intervention system that en-
11 ables the motor vehicle to effectively respond to
12 objects described in clauses (i) through (vii) of
13 subparagraph (A) to prevent and reduce the se-
14 verity of frontovers and other low-speed inci-
15 dents; and

16 (D) a distinct auditory and visual alert,
17 which may be combined with a haptic alert, any
18 time the driver notification system described in
19 subparagraph (B) or the active intervention
20 system described in subparagraph (C) engages
21 in a way that warrants a driver or motor vehicle
22 response.

23 (c) TIMELINE.—

24 (1) IN GENERAL.—Not later than 1 year after
25 the date on which the rulemaking is initiated under

1 subsection (a), the Secretary shall promulgate the
2 final motor vehicle safety standard described in that
3 subsection.

4 (2) FULL COMPLIANCE.—Not later than 2
5 years after the date on which the final motor vehicle
6 safety standard is promulgated under paragraph (1),
7 the Secretary shall require full compliance with that
8 final motor vehicle safety standard.

9 (3) PHASE-IN PERIOD.—

10 (A) IN GENERAL.—The Secretary may es-
11 tablish a phase-in period for compliance with
12 the motor vehicle safety standard promulgated
13 under paragraph (1).

14 (B) REQUIREMENT.—A phase-in period es-
15 tablished under subparagraph (A) shall only be
16 for a period of time that allows for full compli-
17 ance with the motor vehicle safety standard in
18 accordance with paragraph (2).

19 (C) PHASE-IN PRIORITIES.—

20 (i) IN GENERAL.—In establishing a
21 phase-in period under subparagraph (A),
22 the Secretary shall consider whether to re-
23 quire the phase-in according to different
24 types of motor vehicles based on data dem-
25 onstrating the frequency by which various

1 types of motor vehicles have been involved
2 in frontovers and other low-speed incidents
3 resulting in injury or death.

4 (ii) REGULATIONS REQUIRED.—If the
5 Secretary determines under clause (i) that
6 any type of motor vehicle should be given
7 priority for the phase-in period established
8 under subparagraph (A), the Secretary
9 shall promulgate regulations that specify—

10 (I) the 1 or more types of motor
11 vehicles that shall be phased-in first;
12 and

13 (II) the percentages by which
14 those motor vehicles shall be phased-
15 in.

16 (d) REPORTS TO CONGRESS.—Not later than 2 years
17 after the date of enactment of this Act, and every 90 days
18 thereafter, if the final motor vehicle safety standard de-
19 scribed in subsection (a) has not been promulgated in ac-
20 cordance with the requirements of this section, the Sec-
21 retary shall submit to Congress a report, which shall in-
22 clude—

23 (1) a timeline on promulgating that motor vehi-
24 cle safety standard;

1 (2) the reasons for the delay in promulgating
2 that motor vehicle safety standard; and

3 (3) the steps being taken by the Secretary—

4 (A) to address those reasons; and

5 (B) to meet the timeline described in para-
6 graph (1).

7 (e) AMENDMENT.—Section 30129 of title 49, United
8 States Code, is amended by adding at the end the fol-
9 lowing:

10 “(c) FINAL RULE.—Not later than 2 years after the
11 date of enactment of this subsection, the Secretary of
12 Transportation shall issue a final rule—

13 “(1) establishing a compliance date under sub-
14 section (b) that is not later than the date that is 2
15 years after that date of enactment; and

16 “(2) requiring all passenger motor vehicles
17 manufactured for sale in the United States on or
18 after that compliance date to be equipped with the
19 crash avoidance technologies described in subsection
20 (a).”.

21 **SEC. 4. UPDATES TO THE NON-TRAFFIC SURVEILLANCE**
22 **SYSTEM.**

23 (a) IN GENERAL.—Not later than 30 days after the
24 date of enactment of this Act, the Secretary shall include
25 an element for a frontover and an element for a backover

1 in the data maintained, and the summary reports pub-
2 lished from that data, under the Non-Traffic Surveillance
3 (NTS) System of the National Highway Traffic Safety
4 Administration.

5 (b) OTHER REPORTING CONSIDERATIONS.—In addi-
6 tion to the requirement under subsection (a), the Sec-
7 retary may consider other mechanisms to help inform re-
8 porting relating to frontovers and backovers, including
9 changes to State crash report data requirements or other
10 reporting systems.

11 (c) NOTIFICATION TO CONGRESS.—The Secretary
12 shall notify Congress on completion of the requirement
13 under subsection (a).

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