

115TH CONGRESS  
1ST SESSION

# H. R. 3405

To amend title 49, United States Code, to expand the exemption from the motor vehicle safety standards for testing or evaluation purposes to cover manufacturers of highly automated vehicles and automated driving system components, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

JULY 26, 2017

Mrs. MIMI WALTERS of California (for herself and Ms. MATSUI) introduced the following bill; which was referred to the Committee on Energy and Commerce

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## A BILL

To amend title 49, United States Code, to expand the exemption from the motor vehicle safety standards for testing or evaluation purposes to cover manufacturers of highly automated vehicles and automated driving system components, 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,*

3       **SECTION 1. SHORT TITLE.**

4       This Act may be cited as the “Maximizing Opportuni-  
5       ties for Research and the Enhancement of Automated Ve-  
6       hicles Act” or the “MORE Act”.

1 **SEC. 2. MOTOR VEHICLE TESTING OR EVALUATION.**

2 (a) IN GENERAL.—Section 30112(b)(10) of title 49,  
3 United States Code, is amended—

4 (1) by striking “that prior to the date of enact-  
5 ment of this paragraph”;

6 (2) in subparagraph (A), by striking “motor ve-  
7 hicles into the United States that are certified” and  
8 inserting “into the United States motor vehicles that  
9 are certified, or motor vehicle equipment utilized in  
10 a motor vehicle that is certified,”;

11 (3) in subparagraph (C), by striking the period  
12 at the end and inserting “; or”;

13 (4) by redesignating subparagraphs (A) through  
14 (C) as clauses (i) through (iii), respectively, and  
15 moving their margins 2 ems to the right;

16 (5) by striking “evaluation by a manufacturer  
17 that agrees not to sell or offer for sale” and insert-  
18 ing the following: “evaluation by—

19 “(A) a manufacturer that agrees not to sell  
20 or lease or offer for sale or lease”; and

21 (6) by adding at the end the following:

22 “(B) a manufacturer of highly automated  
23 vehicles, automated driving systems, or compo-  
24 nents of automated driving systems that agrees  
25 not to sell or lease or offer for sale or lease the  
26 highly automated vehicle, automated driving

1 system, or components of the automated driving  
2 system at the conclusion of the testing or eval-  
3 uation and—

4 “(i) has submitted to the Secretary—

5 “(I) the name of the individual,  
6 partnership, corporation, or institu-  
7 tion of higher education and a point  
8 of contact;

9 “(II) the residence address of the  
10 individual, partnership, corporation,  
11 or institution of higher education and  
12 State of incorporation if applicable;

13 “(III) a description of each type  
14 of motor vehicle used during develop-  
15 ment of highly automated vehicles,  
16 automated driving systems, or compo-  
17 nents of automated driving systems  
18 manufactured by the individual, part-  
19 nership, corporation, or institution of  
20 higher education; and

21 “(IV) proof of insurance for any  
22 State in which the individual, partner-  
23 ship, corporation, or institution of  
24 higher education intends to test or

1 evaluate highly automated vehicles;  
2 and  
3 “(ii) if applicable, has identified an  
4 agent for service of process in accordance  
5 with part 551 of title 49, Code of Federal  
6 Regulations.”.

7 (b) DEFINITIONS.—Section 30102 of title 49, United  
8 States Code, is amended—

9 (1) in subsection (a)—

10 (A) by redesignating paragraphs (1)  
11 through (13) as paragraphs (2), (3), (4), (5),  
12 (8), (9), (10), (11), (12), (13), (15), (16), and  
13 (17), respectively;

14 (B) by inserting before paragraph (2) (as  
15 so redesignated) the following:

16 “(1) ‘automated driving system’ means the  
17 hardware and software that are collectively capable  
18 of performing the entire dynamic driving task on a  
19 sustained basis, regardless of whether such system is  
20 limited to a specific operational design domain.”;

21 (C) by inserting after paragraph (5) (as so  
22 redesignated) the following:

23 “(6) ‘dynamic driving task’ means all of the  
24 real time operational and tactical functions required  
25 to operate a vehicle in on-road traffic, excluding the

1 strategic functions such as trip scheduling and selec-  
2 tion of destinations and waypoints, and including—

3 “(A) lateral vehicle motion control via  
4 steering;

5 “(B) longitudinal vehicle motion control  
6 via acceleration and deceleration;

7 “(C) monitoring the driving environment  
8 via object and event detection, recognition, clas-  
9 sification, and response preparation;

10 “(D) object and event response execution;

11 “(E) maneuver planning; and

12 “(F) enhancing conspicuity via lighting,  
13 signaling, and gesturing.

14 “(7) ‘highly automated vehicle’—

15 “(A) means a motor vehicle equipped with  
16 an automated driving system; and

17 “(B) does not include a commercial motor  
18 vehicle (as defined in section 31101).”; and

19 (D) by inserting after paragraph (13) (as  
20 so redesignated) the following:

21 “(14) ‘operational design domain’ means the  
22 specific conditions under which a given driving auto-  
23 mation system or feature thereof is designed to func-  
24 tion.”; and

25 (2) by adding at the end the following:

1 “(c) REVISIONS TO CERTAIN DEFINITIONS.—

2 “(1) If SAE International (or its successor or-  
3 ganization) revises the definition of any of the terms  
4 defined in paragraph (1), (6), or (14) of subsection  
5 (a) in Recommended Practice Report J3016, it shall  
6 notify the Secretary of the revision. The Secretary  
7 shall publish a notice in the Federal Register to in-  
8 form the public of the new definition unless, within  
9 90 days after receiving notice of the new definition  
10 and after opening a period for public comment on  
11 the new definition, the Secretary notifies SAE Inter-  
12 national (or its successor organization) that the Sec-  
13 retary has determined that the new definition does  
14 not meet the need for motor vehicle safety, or is oth-  
15 erwise inconsistent with the purposes of this chapter.  
16 If the Secretary so notifies SAE International (or its  
17 successor organization), the existing definition in  
18 subsection (a) shall remain in effect.

19 “(2) If the Secretary does not reject a defini-  
20 tion revised by SAE International (or its successor  
21 organization) as described in paragraph (1), the Sec-  
22 retary shall promptly make any conforming amend-  
23 ments to the regulations and standards of the Sec-  
24 retary that are necessary. The revised definition  
25 shall apply for purposes of this chapter. The require-

1       ments of section 553 of title 5 shall not apply to the  
2       making of any such conforming amendments.

3               “(3) Pursuant to section 553 of title 5, the Sec-  
4       retary may update any of the definitions in para-  
5       graph (1), (6), or (14) of subsection (a) if the Sec-  
6       retary determines that materially changed cir-  
7       cumstances regarding highly automated vehicles  
8       have impacted motor vehicle safety such that the  
9       definitions need to be updated to reflect such cir-  
10      cumstances.”.

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