

116TH CONGRESS
2D SESSION

H. R. 6284

To amend subchapter II of chapter 301 of title 49, United States Code,
to require crash avoidance technologies, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MARCH 13, 2020

Ms. SCHAKOWSKY introduced the following bill; which was referred to the
Committee on Energy and Commerce

A BILL

To amend subchapter II of chapter 301 of title 49, United
States Code, to require crash avoidance technologies, 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 “21st Century Smart
5 Cars Act”.

6 **SEC. 2. CRASH AVOIDANCE RULEMAKING.**

7 (a) IN GENERAL.—Subchapter II of chapter 301 of
8 title 49, United States Code, is amended by adding at the
9 end the following:

1 **“§ 30129. Crash avoidance rulemaking**

2 “(a) IN GENERAL.—Not later than 2 years after the
3 date of enactment of this Act, the Secretary shall issue
4 final rules prescribing Federal motor vehicle safety stand-
5 ards that—

6 “(1) establish minimum performance require-
7 ments for the crash avoidance technologies described
8 in subsection (b); and

9 “(2) require all new passenger motor vehicles
10 manufactured for sale in the United States, intro-
11 duced or delivered for introduction in interstate com-
12 merce, or imported into the United States to be
13 equipped with the crash avoidance technologies de-
14 scribed in subsection (b).

15 “(b) CRASH AVOIDANCE TECHNOLOGIES.—The Sec-
16 retary shall issue Federal motor vehicle safety standards
17 for each of the following crash avoidance technologies—

18 “(1) forward collision warning and automatic
19 emergency braking, including crash imminent brak-
20 ing and dynamic brake support, that detects poten-
21 tial collisions with a vehicle, object, pedestrian, bicy-
22clist, and other vulnerable road user while the vehi-
23 cle is traveling forward, provides a warning to the
24 driver, and automatically applies the brakes to avoid
25 or mitigate the severity of an impact;

1 “(2) rear automatic emergency braking that de-
2 tects a potential collision with a vehicle, object, pe-
3 destrian, bicyclist, and other vulnerable road user
4 while a vehicle is moving in reverse and automati-
5 cally applies the brakes to avoid or mitigate the se-
6 verity of an impact;

7 “(3) rear cross traffic warning that detects ve-
8 hicles, objects, pedestrians, bicyclists, and other vul-
9 nerable road users approaching from the side and
10 rear of a vehicle as it moves in reverse and alerts
11 the driver;

12 “(4) lane departure warning that monitors a ve-
13 hicle’s position in its lane and alerts the driver as
14 the vehicle approaches or crosses lane markers; and

15 “(5) blind spot warning that detects a vehicle,
16 object, pedestrian, bicyclist, and other vulnerable
17 road user to the side or rear of a vehicle and alerts
18 the driver to their presence, including when a driver
19 attempts to change the course of travel toward an-
20 other vehicle or road user in the blind zone of the
21 vehicle.

22 “(c) CONSIDERATIONS.—In prescribing the Federal
23 motor vehicle safety standards required in subsection (a),
24 the Secretary shall ensure that the crash avoidance tech-
25 nologies perform effectively at speeds for which a pas-

1 senger motor vehicle is reasonably expected to operate, in-
2 cluding on city streets and highways.

3 “(d) COMPLIANCE DATE.—The compliance date of
4 the standards prescribed under subsection (a) shall not ex-
5 ceed more than two model years from the date final rules
6 are issued.

7 “(e) HEADLAMPS.—

8 “(1) Not later than two years after the date of
9 enactment of this Act, the Secretary shall issue a
10 final rule that revises Federal motor vehicle safety
11 standard 108 to—

12 “(A) improve illumination of the roadway;

13 “(B) prevent glare; and

14 “(C) establish minimum performance
15 standards for—

16 “(i) semi-automatic headlamp beam
17 switching; and

18 “(ii) curve adaptive headlamps.

19 “(2) The compliance date of the revised stand-
20 ard prescribed under paragraph (1) shall not exceed
21 more than two model years from the effective date.

22 “(3) Not later than 1 year after the date of en-
23 actment of this Act, the Secretary shall finalize the
24 Rulemaking (83 Fed. Reg. 51766) to permit the cer-

1 tification of adaptive driving beam headlighting sys-
2 tems.

3 “(f) DEFINITIONS.—In this section:

4 “(1) CRASH AVOIDANCE.—The term ‘crash
5 avoidance’ has the meaning given that term in sec-
6 tion 32301.

7 “(2) PASSENGER MOTOR VEHICLE.—The term
8 ‘passenger motor vehicle’ has the meaning given to
9 that term in section 32101.”.

10 (b) CONFORMING AMENDMENT.—The analysis for
11 subchapter II of chapter 301 of title 49, United States
12 Code, is amended by adding after the item relating to sec-
13 tion 30128 the following:

 “30129. Crash avoidance rulemaking.”.

14 **SEC. 3. RESEARCH OF ADVANCED CRASH SYSTEMS.**

15 (a) IN GENERAL.—Subchapter II of chapter 301 of
16 title 49, United States Code, as amended by section 2,
17 is further amended by adding at the end the following:

18 **“§ 30130. Advanced crash systems research and con-**
19 **sumer education**

20 “(a) ADVANCED CRASH SYSTEMS RESEARCH.—

21 “(1) Not later than 2 years after the date of
22 enactment of this Act, the Secretary shall complete
23 research into the following:

24 “(A) Driver monitoring systems that will
25 minimize driver disengagement, prevent auto-

1 mation complacency, and account for foresee-
2 able misuse of the automation.

3 “(B) Lane keeping assistance that assists
4 with steering to keep a vehicle within its driving
5 lane.

6 “(C) Intersection movement assistance.

7 “(D) Automatic crash data notification
8 systems that—

9 “(i) notify emergency responders that
10 a crash has occurred and provide the geo-
11 graphical location of the vehicle and crash
12 data in a manner that allows for assess-
13 ment of potential injuries and emergency
14 response; and

15 “(ii) transfer to the Secretary
16 anonymized automatic crash data for the
17 purposes of safety research and statistical
18 analysis.

19 “(2) REQUIREMENTS.—In conducting the re-
20 search required under subsection (a), the Secretary
21 shall—

22 “(A) develop one or more tests to evaluate
23 the performance of the system;

1 “(B) determine metrics that would be most
2 effective at evaluating the performance of the
3 system; and

4 “(C) determine fail, pass or advanced pass
5 criteria to assure the systems are performing
6 their intended function.

7 “(3) REPORT.—The Secretary shall submit a
8 report detailing findings from the research required
9 under subsection (a) to the House Energy and Com-
10 merce Committee and the Senate Commerce,
11 Science, and Transportation Committee not later
12 than three years after the date of enactment of this
13 Act.

14 “(4) RULEMAKING.—Not later than four years
15 after the date of enactment of this Act, the Sec-
16 retary shall issue final rules to establish Federal
17 motor vehicle safety standards for the advanced
18 crash systems described in this subsection and to re-
19 quire all new passenger motor vehicles manufactured
20 for sale in the United States produced after the ef-
21 fective date of such standards to be equipped with
22 advanced crash systems described in this subsection.

23 “(b) RULEMAKING ON POINT OF SALE INFORMA-
24 TION.—Not later than 18 months after the date of enact-
25 ment of this Act, the Secretary shall issue a final rule to

1 require clear and concise information about the capabili-
2 ties and limitations of an advanced driver assistance sys-
3 tem to be provided to a consumer at the point of sale and
4 in the vehicle owner’s manual, including a publicly acces-
5 sible electronic owner’s manual.”.

6 (b) CONFORMING AMENDMENT.—The analysis for
7 subchapter II of chapter 301 of title 49, United States
8 Code, is amended by adding after the item relating to sec-
9 tion 30129, as added by section 2(b), the following:

“30130. Advanced crash systems research and consumer education.”.

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