



## INVEST in America Act (H.R. 3684) Vehicle Safety Provisions

<p><b>Crash Avoidance Technology</b></p>	<p>Cars (Sec. 10103):</p> <ul style="list-style-type: none"> <li>-Requires proven crash avoidance technology in new cars (forward collision warning (FCW)/ automatic emergency braking (AEB), lane departure warning (LDW), blind spot warning (BSW), Rear cross traffic warning/Rear AEB)</li> <li>-Two years to issue final rule</li> <li>-Compliance date within two years of final rule</li> <li>-Technology must detect and respond to pedestrians, bicyclists and other vulnerable road users (VRUs)</li> </ul> <p>Trucks (Sec. 4404):</p> <ul style="list-style-type: none"> <li>-One year after enactment to issue a final rule for AEB on large trucks</li> <li>-Two years to compliance date</li> <li>-Two years to complete research on small and medium sized trucks (Class 3-6)</li> <li>-90 days after research completed, send report to Congress on findings including determination on rulemaking</li> </ul> <p><b>Needed: Include requirement for class 3 – 6 trucks instead of study.</b></p>
<p><b>Hot Cars Prevention Technology</b></p>	<p>Requires detection and alert technology in the passenger compartment. Two years to final rule, two years after final rule to compliance. (Sec. 10101)</p>
<p><b>Distracted Driving: Driver Monitoring Technology and Changes to Grants</b></p>	<p>Requires research, and then a final rule for driver monitoring systems within four years of enactment. Compliance date two years after final rule. (Sec. 10103)</p> <p>Adds new grant opportunity for states that ban distracted viewing and improves transparency in the grant determination process. (Sec. 3007)</p>
<p><b>Passive Impaired Driving Prevention Technology</b></p>	<p>Final rule within three years, compliance within three years of final rule for passive impaired driving prevention technology on new cars. Option for up to three additional years delay for final rule by Secretary. (Sec. 10105)</p> <p><b>Needed: Language tying technology operation to .08% BAC rather than state limits must be changed.</b></p>
<p><b>Additional Advanced Crash Avoidance Technologies</b></p>	<p>Requires research, and then a final rule for lane keeping assist, automatic collision notification and intelligent speed assistance technology within four years of enactment. Compliance date two years after enactment. (Sec. 10103)</p>
<p><b>Seat Back Standard Update</b></p>	<p>Two years to issue final rule updating seat back standard, two years after final rule to compliance. (Sec. 10109)</p>
<p><b>Headlamp Improvements</b></p>	<p>Two years to final rule updating headlamp standard (compliance two years after final rule) and new performance standards (compliance one year after final rule) for adaptive headlamps within two years. (Sec. 10103)</p>
<p><b>Hood and Bumper Upgrades</b></p>	<p>Requires hood and bumper standard upgrades to better protect VRUs. Rulemaking within two years. Compliance within two years of rulemaking. (Sec. 10111)</p>
<p><b>Keyless Ignition Issues</b></p>	<p>Rulemaking for automatic shutoff and rollaway prevention systems. Two years to final rule, two years after final rule for compliance. (Sec. 10102)</p>
<p><b>Updates to New Car Assessment Program (NCAP)</b></p>	<p>Comprehensive update includes: New tests, procedures and ratings for crash avoidance technology and for VRUs including for performance of the tech in detecting and responding to VRUs; Updates crashworthiness testing to include elderly, children, VRUs; Directs research and then ratings for post crash safety and advanced technologies; to receive the new 5-star rating, the safety tech must be standard in model. Within one year, initial updates, VRU safety updates and new/updated 5-star</p>

	ratings to be implemented. Final rule within two years updating test procedures and injury criteria. Three years to new tests including for female, children and elderly passengers/all seating positions, child passenger safety seats and VRUs. (Sec. 10104)
<b>Underride Protections</b>	Requires rear underride guard standard to be updated to meet the Insurance Institute Highway Safety (IIHS) crash protocols and be subject to annual inspection. Requires research on side underride guards. Establishes advisory committee on underride protection. (Sec. 4405) <b>Needed: Require side and front underride guards.</b>
<b>Hours of Service (HOS)/ Electronic Logging Devices (ELDs)</b>	Requires U.S. Department of Transportation (DOT) to conduct a comprehensive review of the impacts of current HOS rules, including exemptions and changes to rules made by 2020 final rule. (Note: Advocates is currently a party to litigation challenging this rule.) Directs DOT to revise the agency's guidance for personal conveyance, to establish specific mileage or time limits on the use of this exception. (Sec. 4306) Directs DOT to issue rule to establish screening criteria for obstructive sleep apnea in commercial motor vehicle (CMV) drivers. (Sec. 4308) Allows data from ELDs to be used by DOT for transportation research. (Sec. 4311)
<b>Motor Carrier Oversight</b>	Requires DOT to revise the methodology used to identify and prioritize motor carriers for safety interventions under Compliance, Safety, Accountability (CSA) program. Requires the Secretary to make safety data publicly available upon revision of the methodology. Requires the Secretary to publish regulations to revise the process for issuing safety fitness determinations (SFD) for motor carriers no later than one year after implementing the new CSA methodology. (Sec. 4202)
<b>School Bus Safety</b>	Directs DOT to review the costs and benefits of requiring lap/shoulder belts in large school buses and to consider requiring seat belts in newly manufactured school buses. Requires new school buses to be equipped with AEB and electronic stability control (ESC) systems. Directs DOT to conduct research and testing on fire prevention and mitigation standards for large school buses and consider issuing updated standards. (Sec. 4401) <b>Needed: Require final rule by date certain for seat belts.</b>
<b>Limousine Safety Improvements</b>	<ul style="list-style-type: none"> <li>- Requires drivers of limousines to hold a CDL</li> <li>- Occupant protection upgrades: two years to final rule/one year to compliance – seat belt/standards for seats/retrofit study</li> <li>- Crashworthiness improvements: within four years, Sec. completes research on side impact protection, roof crush resistance and air bags (two years to rulemaking after research)</li> <li>- Limo evacuation: Two years to research/three years to standard</li> <li>- Event data recorders (EDRs) final rule within two years of enactment. (Sec. 10106)</li> </ul>
<b>Prohibition on sale, lease or loan of used vehicles with an unrepaired recall by auto dealers</b>	<b>Needed: Prohibition on the lease, sale or loan of a used vehicle with an unrepaired safety recall by auto dealers.</b>