

118TH CONGRESS
1ST SESSION

H. R. 5455

To clarify certain regulations to allow for the installation of pulsating light systems for high-mounted stop lamps, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 13, 2023

Mr. WEBSTER of Florida (for himself and Mr. TRONE) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Energy and Commerce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To clarify certain regulations to allow for the installation of pulsating light systems for high-mounted stop lamps, 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 “Collision Avoidance
5 Systems Act of 2023”.

6 **SEC. 2. REAR-END COLLISION AVOIDANCE SYSTEMS.**

7 (a) CLARIFICATION ON PULSATING LIGHT SYS-
8 TEMS.—Beginning on the date of enactment of this Act,

1 Standard 108 shall be deemed to allow for the use of pul-
2 sating light system on vehicles covered by such Standard.

3 (b) RULEMAKING.—Not later than 180 days after the
4 date of enactment of this Act, the Secretary of Transpor-
5 tation shall issue such regulations as are necessary to up-
6 date Standard 108 to—

7 (1) include performance-based standards for
8 pulsating light systems; and

9 (2) allow for the use on motor vehicles of such
10 systems.

11 (c) DEFINITIONS.—In this section:

12 (1) PULSATING LIGHT SYSTEM.—The term
13 “pulsating light system” means a system for a high-
14 mounted stop lamp in which—

15 (A) when the brake of the vehicle is ap-
16 plied, the lamp pulses rapidly no more than 4
17 times and for no more than 1.2 seconds, after
18 which such lamp converts to a continuous light
19 as a normal stop lamp until the time such
20 brake is released; and

21 (B) the pulses described in subparagraph
22 (A) may not repeat upon a subsequent applica-
23 tion of the brake of the vehicle for a lock-out
24 period of at least 5 seconds after the release of
25 the brake described in subparagraph (A).

1 (2) STANDARD 108.—The term “Standard 108”
2 means Federal Motor Vehicle Safety Standard Num-
3 ber 108, contained in section 571.108 of title 49,
4 Code of Federal Regulations.

○