

117TH CONGRESS
2D SESSION

S. 5080

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

IN THE SENATE OF THE UNITED STATES

NOVEMBER 14, 2022

Mr. BLUMENTHAL 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 child injury and death occurring 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,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Standards To Prevent
5 Frontovers Act of 2022” or the “STOP Frontovers Act
6 of 2022”.

1 **SEC. 2. DEFINITIONS.**

2 In this Act:

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

7 (2) **MOTOR VEHICLE.**—

8 (A) **IN GENERAL.**—The term “motor vehi-
9 cle” has the meaning given the term in section
10 30102(a) of title 49, United States Code.

11 (B) **EXCLUSIONS.**—The term “motor vehi-
12 cle” does not include—

13 (i) a motorcycle or a trailer (as those
14 terms are defined in section 571.3 of title
15 49, Code of Federal Regulations (or a suc-
16 cessor regulation)); or

17 (ii) any motor vehicle that is rated at
18 more than 26,000 pounds gross vehicular
19 weight.

20 (3) **OBJECT.**—The term “object” means—

21 (A) a motor vehicle;

22 (B) a pedestrian, bicyclist, or other vulner-
23 able road user;

24 (C) a wheelchair or assistive device user;

25 (D) a micromobility or motorcycle rider;

26 (E) a pet; and

1 (F) any other individual, animal, or equip-
2 ment, as determined by the Secretary.

3 (4) SECRETARY.—The term “Secretary” means
4 the Secretary of Transportation.

5 **SEC. 3. FORWARD VISIBILITY AND PERCEPTION RULE-**
6 **MAKING.**

7 (a) IN GENERAL.—Not later than 1 year after the
8 date of enactment of this Act, the Secretary shall initiate
9 a rulemaking to promulgate a Federal motor vehicle safety
10 standard under section 30111 of title 49, United States
11 Code, that requires a perception zone in front of a motor
12 vehicle that enables the driver of the motor vehicle to de-
13 tect, and appropriately respond to, objects in front of the
14 motor vehicle to reduce death and injury resulting from
15 frontovers or low-speed forward-moving vehicle incidents.

16 (b) CONSIDERATIONS.—

17 (1) TECHNOLOGY NEUTRAL.—The motor vehi-
18 cle safety standard described in subsection (a) may
19 be met by the provision of sensors, cameras, or other
20 technology to expand the perception zone of a driver.

21 (2) DIFFERING REQUIREMENTS.—The Sec-
22 retary may prescribe different requirements for dif-
23 ferent types of motor vehicles in the motor vehicle
24 safety standard described in subsection (a), subject
25 to the condition that the standard requires, with re-

1 spect to each motor vehicle type, a perception zone
2 that enables the driver of the applicable motor vehi-
3 cle to detect, and appropriately respond to, objects
4 in front of the motor vehicle to reduce death and in-
5 jury resulting from frontovers or low-speed forward-
6 moving vehicle incidents.

7 (c) REQUIREMENT.—The motor vehicle safety stand-
8 ard described in subsection (a) shall—

9 (1) include a forward perception standard that
10 includes frontover and low-speed forward-moving ve-
11 hicle incidents; and

12 (2) define “frontover”.

13 (d) TIMELINE.—

14 (1) IN GENERAL.—Not later than 1 year after
15 the date on which the rulemaking is initiated under
16 subsection (a), the Secretary shall promulgate the
17 final motor vehicle safety standard described in that
18 subsection.

19 (2) FULL COMPLIANCE.—Not later than 2
20 years after the date on which the final motor vehicle
21 safety standard is promulgated under paragraph (1),
22 the Secretary shall require full compliance with that
23 final motor vehicle safety standard.

24 (3) PHASE-IN PERIOD.—

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

5 (B) PHASE-IN PRIORITIES.—

6 (i) IN GENERAL.—In establishing a
7 phase-in period under subparagraph (A),
8 the Secretary shall consider whether to re-
9 quire the phase-in according to different
10 types of motor vehicles based on data dem-
11 onstrating the frequency by which various
12 types of motor vehicles have been involved
13 in frontovers or low-speed forward-moving
14 vehicle incidents resulting in injury or
15 death.

16 (ii) REGULATIONS REQUIRED.—If the
17 Secretary determines under clause (i) that
18 any type of motor vehicle should be given
19 priority for the phase-in period established
20 under subparagraph (A), the Secretary
21 shall promulgate regulations that specify—

22 (I) the 1 or more types of motor
23 vehicles that shall be phased-in first;
24 and

1 (II) the percentages by which
2 those motor vehicles shall be phased-
3 in.

4 (e) REPORT TO CONGRESS.—Not later than 2 years
5 after the date of enactment of this Act, and every 90 days
6 thereafter, if the final motor vehicle safety standard de-
7 scribed in subsection (a) has not been promulgated in ac-
8 cordance with the requirements of this section, the Sec-
9 retary shall submit to Congress a report on—

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

12 (2) the steps being taken by the Secretary—

13 (A) to address those reasons; and

14 (B) to promulgate that motor vehicle safe-
15 ty standard.

16 **SEC. 4. UPDATES TO THE NON-TRAFFIC SURVEILLANCE**
17 **SYSTEM.**

18 (a) IN GENERAL.—The Secretary shall include an
19 element for a frontover and an element for a backover in
20 the data maintained, and the summary reports published
21 from that data, under the Non-Traffic Surveillance (NTS)
22 System of the National Highway Traffic Safety Adminis-
23 tration.

24 (b) OTHER REPORTING CONSIDERATIONS.—In addi-
25 tion to the requirement under subsection (a), the Sec-

1 retary may consider other mechanisms to help inform re-
2 porting relating to frontovers and backovers, including
3 changes to State crash report data requirements or other
4 reporting systems.

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