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(Original Signature of Member)

115TH CONGRESS  
1ST SESSION

# H. R. 3388

To provide for information on highly automated driving systems to be made available to prospective buyers.

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## IN THE HOUSE OF REPRESENTATIVES

M. \_\_\_\_\_ introduced the following bill; which was referred to the  
Committee on \_\_\_\_\_

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## A BILL

To provide for information on highly automated driving systems to be made available to prospective buyers.

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 “Designating Each  
5 Car’s Automation Level Act” or the “DECAL Act”.

1 **SEC. 2. INFORMATION ON HIGHLY AUTOMATED DRIVING**  
2 **SYSTEMS MADE AVAILABLE TO PROSPECTIVE**  
3 **BUYERS.**

4 (a) RESEARCH.—Not later than 3 years after the  
5 date of enactment of this Act, the Secretary of Transpor-  
6 tation shall complete research to determine the most effec-  
7 tive method and terminology for informing consumers for  
8 each highly automated vehicle or a vehicle that performs  
9 partial driving automation about the capabilities and limi-  
10 tations of that vehicle. The Secretary shall determine  
11 whether such information is based upon or includes the  
12 terminology as defined by SAE International in Rec-  
13 ommended Practice Report J3016 (published September  
14 2016) or whether such description should include alter-  
15 native terminology.

16 (b) RULEMAKING.—After the completion of the study  
17 required under subsection (a), the Secretary shall initiate  
18 a rulemaking proceeding to require manufacturers to in-  
19 form consumers of the capabilities and limitations of a ve-  
20 hicle’s driving automation system or feature for any highly  
21 automated vehicle or any vehicle that performs partial  
22 driving automation.

23 (c) DEFINITIONS.—

24 (1) IN GENERAL.—In this section—

25 (A) the term “automated driving system”  
26 means the hardware and software that are col-

1           lectively capable of performing the entire dy-  
2           namic driving task on a sustained basis, regard-  
3           less of whether such system is limited to a spe-  
4           cific operational design domain;

5           (B) the term “dynamic driving task”  
6           means all of the real time operational and tac-  
7           tical functions required to operate a vehicle in  
8           on-road traffic, excluding the strategic func-  
9           tions such as trip scheduling and selection of  
10          destinations and waypoints, and including—

11                 (i) lateral vehicle motion control via  
12                 steering;

13                 (ii) longitudinal vehicle motion control  
14                 via acceleration and deceleration;

15                 (iii) monitoring the driving environ-  
16                 ment via object and event detection, rec-  
17                 ognition, classification, and response prep-  
18                 aration;

19                 (iv) object and event response execu-  
20                 tion;

21                 (v) maneuver planning; and

22                 (vi) enhancing conspicuity via light-  
23                 ing, signaling, and gesturing;

24          (C) the term “highly automated vehicle”—

1 (i) means a motor vehicle equipped  
2 with an automated driving system; and

3 (ii) does not include a commercial  
4 motor vehicle (as defined in section 31101  
5 of title 49, United States Code);

6 (D) the term “vehicle that performs partial  
7 driving automation” does not include a com-  
8 mercial motor vehicle (as defined in section  
9 31101 of title 49, United States Code); and

10 (E) the term “operational design domain”  
11 means the specific conditions under which a  
12 given driving automation system or feature  
13 thereof is designed to function.

14 (2) REVISIONS TO CERTAIN DEFINITIONS.—

15 (A) If SAE International (or its successor  
16 organization) revises the definition of any of the  
17 terms defined in subparagraph (A), (B), or (E)  
18 of paragraph (1) in Recommended Practice Re-  
19 port J3016, it shall notify the Secretary of the  
20 revision. The Secretary shall publish a notice in  
21 the Federal Register to inform the public of the  
22 new definition unless, within 90 days after re-  
23 ceiving notice of the new definition and after  
24 opening a period for public comment on the  
25 new definition, the Secretary notifies SAE

1 International (or its successor organization)  
2 that the Secretary has determined that the new  
3 definition does not meet the need for motor ve-  
4 hicle safety, or is otherwise inconsistent with  
5 the purposes of chapter 301 of title 49, United  
6 States Code. If the Secretary so notifies SAE  
7 International (or its successor organization),  
8 the existing definition in paragraph (1) shall re-  
9 main in effect.

10 (B) If the Secretary does not reject a defi-  
11 nition revised by SAE International (or its suc-  
12 cessor organization) as described in subpara-  
13 graph (A), the Secretary shall promptly make  
14 any conforming amendments to the regulations  
15 and standards of the Secretary that are nec-  
16 essary. The revised definition shall apply for  
17 purposes of this section. The requirements of  
18 section 553 of title 5, United States Code, shall  
19 not apply to the making of any such conforming  
20 amendments.

21 (C) Pursuant to section 553 of title 5,  
22 United States Code, the Secretary may update  
23 any of the definitions in subparagraph (A), (B),  
24 or (E) of paragraph (1) if the Secretary deter-  
25 mines that materially changed circumstances

1            regarding highly automated vehicles have im-  
2            pacted motor vehicle safety such that the defini-  
3            tions need to be updated to reflect such cir-  
4            cumstances.