SEC. ______. DEFINITIONS.

(a) IN GENERAL.—In this Act:

(1) AUTOMATED DRIVING SYSTEM; DEDICATED HIGHLY AUTOMATED VEHICLE; HIGHLY AUTOMATED VEHICLE; MANUFACTURER; MOTOR VEHICLE; MOTOR VEHICLE EQUIPMENT.—The terms “automated driving system”, “dedicated highly automated vehicle”, “highly automated vehicle”, “manufacturer”, “motor vehicle”, and “motor vehicle equipment” have the meanings given those terms in section 30102(a) of title 49, United States Code.

(2) NHTSA.—The term “NHTSA” means the National Highway Traffic Safety Administration.

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

(b) AUTOMATED VEHICLE TERMINOLOGY.—Section 30102(a) of title 49, United States Code, is amended—

(1) in the matter preceding paragraph (1), by striking “chapter—” and inserting “chapter:”;

(2) in each of paragraphs (1) through (13)—

(A) by inserting “The term” after the paragraph designation; and
(B) by inserting a paragraph heading, the
text of which is comprised of the term defined
in that paragraph;

(3) by redesignating paragraphs (1) through
(13) as paragraphs (2), (3), (5), (6), (9), (10), (11),
(12), (13), (14), (18), (19), and (20), respectively;

(4) by inserting before paragraph (2) (as so re-
designated) the following:

“(1) AUTOMATED DRIVING SYSTEM.—The term
‘automated driving system’ means a system the
hardware and software of which is collectively capa-
ble of performing the entire dynamic driving task on
a sustained basis, regardless of whether the system
is limited to a specific operational design domain.”;

(5) by inserting after paragraph (3) (as so re-
designated) the following:

“(4) DEDICATED HIGHLY AUTOMATED VEHI-
CLE.—The term ‘dedicated highly automated vehicle’
means a highly automated vehicle designed to be op-
erated exclusively (as defined in the SAE Inter-
national Recommended Practice numbered J3016
and dated September 30, 2016) by a Level 4 or
Level 5 automated driving system (as defined in that
Recommended Practice (or a subsequent standard
adopted by the Secretary)) for all trips.”;
(6) by inserting after paragraph (6) (as so redesignated) the following:

“(7) Dynamic driving task.—

“(A) In general.—The term ‘dynamic driving task’ means all of the real-time operational and tactical functions required to operate a motor vehicle in on-road traffic.

“(B) Inclusions.—The term ‘dynamic driving task’ includes—

“(i) controlling the lateral motion of a motor vehicle through steering;

“(ii) controlling the longitudinal motion of a motor vehicle through acceleration and deceleration;

“(iii) monitoring the driving environment through the detection, recognition, and classification of objects and events;

“(iv) preparing a response to an object or event;

“(v) executing a response to an object or event;

“(vi) planning a maneuver; and

“(vii) enhancing conspicuity through lighting, signaling, and gesturing.
“(C) Exclusion.—The term ‘dynamic driving task’ does not include the strategic functions relating to the operation of a motor vehicle, such as—

“(i) trip scheduling;
“(ii) selection of a destination; and
“(iii) selection of a waypoint.

“(8) Highly Automated Vehicle.—The term ‘highly automated vehicle’ means a motor vehicle that—

“(A) has a gross vehicle weight rating of not more than 10,000 pounds; and
“(B) is equipped with an automated driving system.”; and

(7) by inserting after paragraph (14) (as so redesignated) the following:

“(15) Operational Design Domain.—The term ‘operational design domain’ means the specific conditions under which a given automated driving system or feature of an automated driving system is designed to function.

“(16) Partial Driving Automation.—The term ‘partial driving automation’, with respect to a driving automation system, means a Level 2 driving automation system (as defined in the SAE Inter-
“(17) **PARTIALLY AUTOMATED VEHICLE.**—The term ‘partially automated vehicle’ means a motor vehicle that—

“(A) has a gross vehicle weight rating of not more than 10,000 pounds; and

“(B) is equipped with a Level 2 driving automation system (as defined in the SAE International Recommended Practice numbered J3016 and dated June 15, 2018).”.

(c) **DEFINITIONS USED IN REGULATIONS AND STANDARDS.**—

(1) **IN GENERAL.**—Subject to paragraph (2), in promulgating regulations and prescribing standards under this Act and chapter 301 of title 49, United States Code, the Secretary shall use the definitions of the terms “automated driving system”, “dedicated highly automated vehicle”, “dynamic driving task”, “highly automated vehicle”, “operational design domain”, “partial driving automation”, and “partially automated vehicle” provided in section 30102(a) of title 49, United States Code.

(2) **USE OF INDUSTRY DEFINITIONS.**—
(A) IN GENERAL.—If SAE International (or a successor organization) provides a definition of the term “automated driving system”, “dynamic driving task”, “operational design domain”, “partial driving automation”, or “partially automated vehicle”, the Secretary, in promulgating regulations and prescribing standards under this Act and chapter 301 of title 49, United States Code, may use the definition provided by SAE International (or a successor organization).

(B) NOTIFICATION ENCOURAGED.—If SAE International (or a successor organization) revises the definition of a term referred to in subparagraph (A) in the Recommended Practice numbered J3016, SAE International is encouraged to notify the Secretary of the revision.

(C) INCORPORATION OF REVISED DEFINITIONS.—

(i) NOTICE AND COMMENT.—If SAE International (or a successor organization) revises the definition of a term referred to in subparagraph (A) and notifies the Secretary under subparagraph (B), the Secretary, not later than [___________], shall
provide notice and an opportunity for public comment with respect to whether the Secretary should incorporate the revised definition into any regulations promulgated or standards prescribed by the Secretary under this Act or chapter 301 of title 49, United States Code.

(ii) Determination.—

(I) In General.—Not later than 90 days after the date on which the Secretary publishes the notice required under clause (i), the Secretary shall—

(aa) determine whether to incorporate a revised definition referred to in that clause; and

(bb) publish that determination in the Federal Register.

(II) Determination Not to Incorporate.—

(aa) In General.—The Secretary shall not incorporate a revised definition referred to in clause (i) if the Secretary deter-
mines that the revised definition—

(AA) does not meet the need for motor vehicle safety; or

(BB) is otherwise inconsistent with the purposes of this Act and chapter 301 of title 49, United States Code.

(bb) NOTIFICATION OF REASONS.—If the Secretary does not incorporate a revised definition for a reason described in subitem (AA) or (BB) of item (aa), the Secretary shall notify SAE International (or a successor organization) of the reasons for not incorporating the standard.

(III) DETERMINATION TO INCORPORATE.—

(aa) IN GENERAL.—If the Secretary determines that a revised definition referred to in clause (i) should be incorporated
into the regulations promulgated
or standards prescribed under
this Act or chapter 301 of title
49, United States Code, the Sec-
cretary shall promptly make any
conforming amendments to those
regulations or standards that are
necessary to incorporate the re-
vised definition.

(bb) NO NOTICE AND COM-
MENT REQUIRED.—Section 553
of title 5, United States Code,
shall not apply to the making of
conforming amendments under
item (aa).