

(B) with respect to the long-term component of the roadmap under subsection (b)(1)(B), exist or are in development;

(3) an identification of—

(A) any safety opportunity or technology that—

(i) is identified through the activities carried out pursuant to subsection (d) or (e); and

(ii) is not included in the roadmap under paragraph (2);

(B) the reasons why such a safety opportunity or technology is not included in the roadmap; and

(C) any developments or information that would be necessary for the Secretary to consider including such a safety opportunity or technology in a future roadmap; and

(4) consideration of the benefits of consistency with other rating systems used—

(A) within the United States; and
(B) internationally.

(d) CONSIDERATIONS.—Before finalizing a roadmap under this section, the Secretary shall—

(1) make the roadmap available for public comment;

(2) review any public comments received under paragraph (1); and

(3) incorporate in the roadmap under this section those comments, as the Secretary determines to be appropriate.

(e) STAKEHOLDER ENGAGEMENT.—Not less frequently than annually, the Secretary shall engage stakeholders that represent a diversity of technical backgrounds and viewpoints—

(1) to identify—

(A) safety opportunities or technologies in development that could be included in future roadmaps; and

(B) opportunities to benefit from collaboration or harmonization with third-party safety rating programs;

(2) to assist with long-term planning;

(3) to provide an interim update of the status and development of the following roadmap to be established under subsection (a); and

(4) to collect feedback or other information that the Secretary determines to be relevant to enhancing the New Car Assessment Program of the National Highway Traffic Safety Administration.

(Added Pub. L. 117-58, div. B, title IV, §24213(c)(1), Nov. 15, 2021, 135 Stat. 827.)

Editorial Notes

REFERENCES IN TEXT

The date of enactment of this section, referred to in subsec. (a), is the date of enactment of Pub. L. 117-58, which was approved Nov. 15, 2021.

CHAPTER 325—BUMPER STANDARDS

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32501.	Purpose.
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32506.	Prohibited acts.
32507.	Penalties and enforcement.
32508.	Civil actions by owners of passenger motor vehicles.
32509.	Information and assistance from other departments, agencies, and instrumentalities.
[32510.	Repealed.]
32511.	Relationship to other motor vehicle standards.

Editorial Notes

AMENDMENTS

1998—Pub. L. 105-362, title XV, §1501(e)(2), Nov. 10, 1998, 112 Stat. 3295, struck out item 32510 “Annual report”.

§ 32501. Purpose

The purpose of this chapter is to reduce economic loss resulting from damage to passenger motor vehicles involved in motor vehicle accidents by providing for the maintenance and enforcement of bumper standards.

(Pub. L. 103-272, §1(e), July 5, 1994, 108 Stat. 1042.)

HISTORICAL AND REVISION NOTES

Revised Section	Source (U.S. Code)	Source (Statutes at Large)
32501	15:1911.	Oct. 20, 1972, Pub. L. 92-513, §101, 86 Stat. 948.

The words “The Congress finds that it is necessary” are omitted as surplus. The word “maintenance” is substituted for “promulgation” for clarity.

§ 32502. Bumper standards

(a) GENERAL REQUIREMENTS AND NONAPPLICATION.—The Secretary of Transportation shall prescribe by regulation bumper standards for passenger motor vehicles and may prescribe by regulation bumper standards for passenger motor vehicle equipment manufactured in, or imported into, the United States. A standard does not apply to a passenger motor vehicle or passenger motor vehicle equipment—

(1) intended only for export;

(2) labeled for export on the vehicle or equipment and the outside of any container of the vehicle or equipment; and

(3) exported.

(b) LIMITATIONS.—A standard under this section—

(1) may not conflict with a motor vehicle safety standard prescribed under chapter 301 of this title;

(2) may not specify a dollar amount for the cost of repairing damage to a passenger motor vehicle; and

(3) to the greatest practicable extent, may not preclude the attachment of a detachable hitch.

(c) EXEMPTIONS.—For good cause, the Secretary may exempt from all or any part of a standard—

(1) a multipurpose passenger vehicle;

(2) a make, model, or class of a passenger motor vehicle manufactured for a special use, if the standard would interfere unreasonably with the special use of the vehicle; or