

117TH CONGRESS
1ST SESSION

H. R. 4255

To direct the Comptroller General of the United States to conduct a study on the processes used by the National Highway Traffic Safety Administration for studying and deploying crash test dummies, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JUNE 30, 2021

Mr. BILIRAKIS (for himself, Ms. CASTOR of Florida, and Ms. NORTON) introduced the following bill; which was referred to the Committee on Energy and Commerce

A BILL

To direct the Comptroller General of the United States to conduct a study on the processes used by the National Highway Traffic Safety Administration for studying and deploying crash test dummies, 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 “Furthering Advanced
5 and Inclusive Research for Crash Tests Act” or the
6 “FAIR Crash Tests Act”.

1 **SEC. 2. GAO REPORT ON CRASH DUMMIES.**

2 (a) IN GENERAL.—Not later than one year after the
3 date of enactment of this Act, the Comptroller General
4 of the United States shall conduct a study and submit to
5 the Committee on Commerce, Science, and Transportation
6 of the Senate and the Committee on Energy and Com-
7 merce of the House of Representatives a report that—

8 (1) examines—

9 (A) the processes used by the National
10 Highway Traffic Safety Administration (re-
11 ferred to in this section as the “Administra-
12 tion”) for studying and deploying crash test
13 dummies;

14 (B)(i) the types of crash test dummies
15 used by the Administration as of the date of en-
16 actment of this Act;

17 (ii) the seating positions in which those
18 crash test dummies are tested; and

19 (iii) whether the seating position affects
20 disparities in motor vehicle safety outcomes
21 based on demographic characteristics, including
22 sex, and, if so, how the seating position affects
23 those disparities;

24 (C) the biofidelic crash test dummies that
25 are available in the global and domestic market-
26 place that reflect the physical and demographic

1 characteristics of the driving public in the
2 United States, including—

- 3 (i) females;
- 4 (ii) the elderly;
- 5 (iii) young adults;
- 6 (iv) children; and
- 7 (v) individuals of differing body
8 weights;

9 (D) how the Administration determines
10 whether to study and deploy new biofidelic
11 crash test dummies, including the biofidelic
12 crash test dummies examined under subpara-
13 graph (C), and the timelines by which the Ad-
14 ministration conducts the work of making those
15 determinations and studying and deploying new
16 biofidelic crash test dummies;

17 (E) challenges the Administration faces in
18 studying and deploying new crash test dum-
19 mies; and

20 (F) how the practices of the Administra-
21 tion with respect to crash test dummies com-
22 pare to other programs that test vehicles and
23 report results to the public, including the Euro-
24 pean New Car Assessment Programme;

1 (2) evaluates potential improvements to the
2 processes described in paragraph (1) that could re-
3 duce disparities in motor vehicle safety outcomes
4 based on demographic characteristics, including sex;

5 (3) analyzes the potential use of computer sim-
6 ulation techniques, as a supplement to physical
7 crash tests, to conduct virtual simulations of vehicle
8 crash tests in order to evaluate predicted motor vehi-
9 cle safety outcomes based on the different physical
10 and demographic characteristics of motor vehicle oc-
11 cupants; and

12 (4) includes, as applicable, any assessments or
13 recommendations relating to crash test dummies
14 that are relevant to reducing disparities in motor ve-
15 hicle safety outcomes based on demographic charac-
16 teristics, including sex.

17 (b) INTERIM REPORT FROM THE ADMINISTRA-
18 TION.—Not later than 90 days after the date of enactment
19 of this Act, the Administrator of the Administration shall
20 submit to the Committee on Commerce, Science, and
21 Transportation of the Senate and the Committee on En-
22 ergy and Commerce of the House of Representatives a re-
23 port that—

24 (1) identifies—

1 (A) the types of crash test dummies used
2 by the Administration as of the date of enact-
3 ment of this Act with respect to—

4 (i) the New Car Assessment Program
5 of the Administration; and

6 (ii) testing relating to Federal Motor
7 Vehicle Safety Standards;

8 (B) how each type of crash test dummy
9 identified under subparagraph (A) is tested
10 with respect to seating position; and

11 (C) any crash test dummies that the Ad-
12 ministration is actively evaluating for future
13 use—

14 (i) in the New Car Assessment Pro-
15 gram of the Administration; or

16 (ii) for testing relating to Federal
17 Motor Vehicle Safety Standards;

18 (2) explains—

19 (A) the plans of the Administration, in-
20 cluding the expected timelines, for putting any
21 crash test dummies identified under paragraph
22 (1)(C) to use as described in that paragraph;

23 (B) any challenges to putting those crash
24 test dummies to use; and

1 (C) the potential use of computer simula-
2 tion techniques, as a supplement to physical
3 crash tests, to conduct virtual simulations of ve-
4 hicle crash tests in order to evaluate predicted
5 motor vehicle safety outcomes based on the dif-
6 ferent physical and demographic characteristics
7 of motor vehicle occupants; and
8 (3) provides policy recommendations for reduc-
9 ing disparities in motor vehicle safety testing and
10 outcomes based on demographic characteristics, in-
11 cluding sex.

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