

107<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION

# H. R. 5504

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IN THE SENATE OF THE UNITED STATES

NOVEMBER 15, 2002

Received

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## AN ACT

To provide for the improvement of the safety of child restraints in passenger 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,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as “Anton’s Law”.

3 **SEC. 2. FINDINGS.**

4 Congress finds the following:

5 (1) It is the policy of the Department of Trans-  
6 portation that all child occupants of motor vehicles,  
7 regardless of seating position, be appropriately re-  
8 strained in order to reduce the incidence of injuries  
9 and fatalities resulting from motor vehicle crashes  
10 on the streets, roads, and highways.

11 (2) Research has shown that very few children  
12 between the ages of 4 to 8 years old are in the ap-  
13 propriate restraint for their age when riding in pas-  
14 senger motor vehicles.

15 (3) Children who have outgrown their child  
16 safety seats should ride in a belt-positioning booster  
17 seat until an adult seat belt fits properly.

18 (4) Children who were properly restrained when  
19 riding in passenger motor vehicles suffered less se-  
20 vere injuries from accidents than children not prop-  
21 erly restrained.

22 **SEC. 3. IMPROVEMENT OF SAFETY OF CHILD RESTRAINTS**  
23 **IN PASSENGER MOTOR VEHICLES.**

24 (a) IN GENERAL.—The Secretary of Transportation  
25 (hereafter referred to as the “Secretary”) shall initiate a  
26 rulemaking proceeding to establish performance require-

1 ments for child restraints, including booster seats, for the  
2 restraint of children weighing more than 50 pounds.

3 (b) ELEMENTS FOR CONSIDERATION.—In the rule-  
4 making proceeding required by subsection (a), the Sec-  
5 retary shall—

6 (1) consider whether to include injury perform-  
7 ance criteria for child restraints, including booster  
8 seats and other products for use in passenger motor  
9 vehicles for the restraint of children weighing more  
10 than 50 pounds, under the requirements established  
11 in the rulemaking proceeding;

12 (2) consider whether to establish performance  
13 requirements for seat belt fit when used with booster  
14 seats and other belt guidance devices;

15 (3) consider whether to address situations  
16 where children weighing more than 50 pounds only  
17 have access to seating positions with lap belts, such  
18 as allowing tethered child restraints for such chil-  
19 dren; and

20 (4) review the definition of the term “booster  
21 seat” in Federal motor vehicle safety standard No.  
22 213 under section 571.213 of title 49, Code of Fed-  
23 eral Regulation, to determine if it is sufficiently  
24 comprehensive.

1 (c) COMPLETION.—The Secretary shall complete the  
2 rulemaking proceeding required by subsection (a) not later  
3 than 30 months after the date of the enactment of this  
4 Act.

5 **SEC. 4. DEVELOPMENT OF ANTHROPOMORPHIC TEST DE-**  
6 **VICE SIMULATING A 10-YEAR OLD CHILD.**

7 (a) DEVELOPMENT AND EVALUATION.—Not later  
8 than 24 months after the date of the enactment of this  
9 Act, the Secretary shall develop and evaluate an  
10 anthropomorphic test device that simulates a 10-year old  
11 child for use in testing child restraints used in passenger  
12 motor vehicles.

13 (b) ADOPTION BY RULEMAKING.—Within 1 year fol-  
14 lowing the development and evaluation carried out under  
15 subsection (a), the Secretary shall initiate a rulemaking  
16 proceeding for the adoption of an anthropomorphic test  
17 device as developed under subsection (a).

18 **SEC. 5. REQUIREMENTS FOR INSTALLATION OF LAP AND**  
19 **SHOULDER BELTS.**

20 (a) IN GENERAL.—Not later than 24 months after  
21 the date of the enactment of this Act, the Secretary shall  
22 complete a rulemaking proceeding to amend Federal  
23 motor vehicle safety standard No. 208 under section  
24 571.208 of title 49, Code of Federal Regulations, relating  
25 to occupant crash protection, in order to—

1           (1) require a lap and shoulder belt assembly for  
2           each rear designated seating position in a passenger  
3           motor vehicle with a gross vehicle weight rating of  
4           10,000 pounds or less, except that if the Secretary  
5           determines that installation of a lap and shoulder  
6           belt assembly is not practicable for a particular des-  
7           ignated seating position in a particular type of pas-  
8           senger motor vehicle, the Secretary may exclude the  
9           designated seating position from the requirement;  
10          and

11           (2) apply that requirement to passenger motor  
12          vehicles in phases in accordance with subsection (b).

13          (b) IMPLEMENTATION SCHEDULE.—The requirement  
14          prescribed under subsection (a)(1) shall be implemented  
15          in phases on a production year basis beginning with the  
16          production year that begins not later than 12 months after  
17          the end of the year in which the regulations are prescribed  
18          under subsection (a). The final rule shall apply to all pas-  
19          senger motor vehicles with a gross vehicle weight rating  
20          of 10,000 pounds or less that are manufactured in the  
21          third production year of the implementation phase-in  
22          under the schedule.

1 **SEC. 6. EVALUATION OF INTEGRATED CHILD SAFETY SYS-**  
2 **TEMS.**

3 (a) EVALUATION.—Not later than 180 days after the  
4 date of enactment of this Act, the Secretary shall initiate  
5 an evaluation of integrated or built-in child restraints and  
6 booster seats. The evaluation should include—

7 (1) the safety of the child restraint and correct-  
8 ness of fit for the child;

9 (2) the availability of testing data on the sys-  
10 tem and vehicle in which the child restraint will be  
11 used;

12 (3) the compatibility of the child restraint with  
13 different makes and models;

14 (4) the cost-effectiveness of mass production of  
15 the child restraint for consumers;

16 (5) the ease of use and relative availability of  
17 the child restraint to children riding in motor vehi-  
18 cles; and

19 (6) the benefits of built-in seats for improving  
20 compliance with State child occupant restraint laws.

21 (b) REPORT.—Not later than 12 months after the  
22 date of enactment of this Act, the Secretary shall transmit  
23 to the Committee on Energy and Commerce of the House  
24 of Representatives and the Committee on Commerce,  
25 Science, and Transportation of the Senate a report of this  
26 evaluation.

1 **SEC. 7. DEFINITIONS.**

2 As used in this Act, the following definitions apply:

3 (1) CHILD RESTRAINT.—The term “child re-  
4 straint” means any product designed to provide re-  
5 straint to a child (including booster seats and other  
6 products used with a lap and shoulder belt assem-  
7 bly) that meets applicable Federal motor vehicle  
8 safety standards prescribed by the National High-  
9 way Traffic Safety Administration.

10 (2) PRODUCTION YEAR.—The term “production  
11 year” means the 12-month period between Sep-  
12 tember 1 of a year and August 31 of the following  
13 year.

14 (3) PASSENGER MOTOR VEHICLE.—The term  
15 “passenger motor vehicle” has the meaning given  
16 that term in section 405(f)(5) of title 23, United  
17 States Code.

18 **SEC. 8. AUTHORIZATION OF APPROPRIATIONS.**

19 (a) IN GENERAL.—There are authorized to be appro-  
20 priated \$5,000,000 to the Secretary of Transportation  
21 for—

22 (1) the evaluation required by Section 6 of this  
23 Act; and

24 (2) research of the nature and causes of injury  
25 to children involved in motor vehicle crashes.

1       (b) LIMITATION.—Funds appropriated under sub-  
2 section (a) shall not be available for the general adminis-  
3 trative expenses of the Secretary.

Passed the House of Representatives November 15  
(legislative day, November 14), 2002.

Attest:

JEFF TRANDAHL,

*Clerk.*