

119TH CONGRESS
2D SESSION

H. R. 7353

To amend title 49, United States Code, to require automatic emergency braking system and similar crash avoidance technology equipped light vehicles detect and respond in a wider range of circumstances, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 4, 2026

Ms. CLARKE of New York (for herself and Mr. NEGUSE) introduced the following bill; which was referred to the Committee on Energy and Commerce

A BILL

To amend title 49, United States Code, to require automatic emergency braking system and similar crash avoidance technology equipped light vehicles detect and respond in a wider range of circumstances, 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 “Magnus White and
5 Safe Streets for Everyone Act of 2026”.

1 **SEC. 2. VEHICLE STANDARD FOR AUTOMATIC EMERGENCY**

2 **BRAKING.**

3 Section 30129 of title 49, United States Code, is
4 amended—

5 (1) in subsection (b), by inserting “The compli-
6 ance date of such final rule shall not be later than
7 September 1, 2029.” after the period at the end;
8 and

9 (2) by adding at the end the following:

10 “(c) VULNERABLE ROAD USER SAFETY.—

11 “(1) AMENDED RULE.—Except as provided in
12 paragraph (2) and not later than 180 days after the
13 date of the enactment of this subsection, the Sec-
14 retary shall initiate a rulemaking process to amend
15 the rule promulgated pursuant to subsection (a),
16 ‘Federal Motor Vehicle Safety Standards; Automatic
17 Emergency Braking Systems for Light Vehicles,’ (89
18 Fed. Reg. 39686; May 9, 2024) to ensure that an
19 automatic emergency braking system installed in any
20 passenger motor vehicle manufactured for sale in the
21 United States—

22 “(A) functions in daylight and low light
23 conditions;

24 “(B) functions at the entire range of
25 speeds specified in such rule for pedestrian
26 automatic emergency braking; and

1 “(C) detects and responds to a bicyclist,
2 motorcyclist, other cyclist, or other vulnerable
3 road user, including with respect to the entire
4 range of colors and complexions presented by
5 skin, clothing, and protective gear.

6 “(2) RESTRICTION.—Any amendment made to
7 the rule pursuant to paragraph (1)(A) may not alter
8 any maximum speed at which an automatic emer-
9 gency braking system may operate as specified in
10 such rule as of May 9, 2024.

11 “(3) DEADLINE FOR FINAL RULE.—Not later
12 than 2 years after the date on which the rulemaking
13 process is initiated pursuant to paragraph (1)(A),
14 the Secretary shall issue a final revised rule in ac-
15 cordance with this subsection.

16 “(4) COMPLIANCE DATE.—The compliance date
17 of the revised rule issued pursuant to paragraph (3)
18 shall be not later than 2 years after the date on
19 which the revised rule is issued.

20 “(5) VULNERABLE ROAD USER DEFINED.—In
21 this subsection, the term ‘vulnerable road user’—

22 “(A) means any individual who is not an
23 occupant of a motor vehicle with more than 3
24 wheels; and

25 “(B) includes—

- 1 “(i) pedestrians;
2 “(ii) bicyclists;
3 “(iii) motorcyclists;
4 “(iv) individuals traveling in wheel-
5 chairs; and
6 “(v) riders or occupants of other
7 transport vehicles that are not motor vehi-
8 cles, including all-terrain vehicles and trac-
9 tors.”.

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