

# Montana Transportation Interim Committee

## NHTSA Standing General Order Overview

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## The Autonomous Vehicle Industry Association

The Autonomous Vehicle Industry Association (AVIA) is comprised of the world's leading technology, ridesharing, trucking, and automotive companies. Our mission is to advance and promote the benefits of autonomous vehicles (AVs) and to support the safe and rapid deployment of these innovative and potentially life-saving technologies.



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# Federal AV Regulation in the United States

## Oversight Authority

- **The federal government** is responsible for oversight and administering vehicle safety standards.
  - The primary regulator is the U.S. Department of Transportation:
    - National Highway Traffic Safety Administration (“NHTSA”)
    - Federal Motor Carrier Safety Administration (“FMCSA”)
- Under its authority under the National Traffic and Motor Vehicle Safety Act, NHTSA issued a Standing General Order (“SGO”) in 2021 requiring certain manufacturers and operators of vehicles equipped with ADS or Level 2 ADAS systems to report certain crashes.



# AV Levels of Automation

## ADAS vs. ADS

- **SAE Level 2 Advanced Driver Assistance Systems (“ADAS”):** provide limited functionality (e.g., lane-keep assist and adaptive cruise control simultaneously).
- **Automated Driving Systems (“ADS”):** systems that perform the entire dynamic driving task



### SAE J3016™ LEVELS OF DRIVING AUTOMATION™

Learn more here: [sae.org/standards/content/j3016\\_202104](https://www.sae.org/standards/content/j3016_202104)

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	SAE LEVEL 0*	SAE LEVEL 1*	SAE LEVEL 2*	SAE LEVEL 3*	SAE LEVEL 4*	SAE LEVEL 5*
What does the human in the driver's seat have to do?	You are driving whenever these driver support features are engaged – even if your feet are off the pedals and you are not steering	You must constantly supervise these support features; you must steer, brake or accelerate as needed to maintain safety	You are not driving when these automated driving features are engaged – even if you are seated in “the driver’s seat”	When the feature requests, you must drive	These automated driving features will not require you to take over driving	
	These are driver support features			These are automated driving features		
What do these features do?	These features are limited to providing warnings and momentary assistance	These features provide Steering OR brake/acceleration support to the driver	These features provide Steering AND brake/acceleration support to the driver	These features can drive the vehicle under limited conditions and will not operate unless all required conditions are met	This feature can drive the vehicle under all conditions	
Example Features	• automatic emergency braking • blind spot warning • lane departure warning	• lane centering OR • adaptive cruise control	• lane centering AND • adaptive cruise control at the same time	• traffic jam chauffeur	• local driverless taxi • pedals/steering wheel may or may not be installed	• same as level 4, but feature can drive everywhere in all conditions



# Standing General Order

## Overview

- Issued in 2021 and amended in 2023, the SGO requires certain manufacturers and operators of ADS and ADAS to report certain crashes that occur while the ADS or ADAS system is engaged.
- The Order is **directed at more than 100 companies**.
- Information provided pursuant to the Order is **made public on a monthly basis**.
- Although Level 2 ADAS technology have been involved in many more incidents than ADS technology, **ADS technology has more stringent requirements under the Order**.

## Key Requirements

- Reporting of crashes where ADS or ADAS was engaged at 30 seconds immediately prior to the crash.
- All entities must report certain more significant crashes within **24 hours**. *An updated report must be submitted 10 days later.*
- All entities must report crashes that result in certain air-bag deployments or vehicle tow-aways within **5 calendar days**.
- ADS manufacturers and operators must also report any crash that occurs on a publicly accessible road on a **monthly basis**.
- All entities must submit monthly reports, even if no crash occurred.



# Reporting Form

Return to Dashboard

Reporting Entity: QMSB No. 2127-0754 Expires: 3/31/2026

UNITED STATES DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
Standing General Order 2021-01  
Appendix C - Incident Report

Subject Vehicle Information

Incident Information

Incident Scene

Crash Description

Post-Crash Information

Narrative

**SAMPLE FORM**

