

Comprehensive Underride Consensus Petition; A Summary of Requests for Improved Underride Protection

On May 5, 2016, almost 100 people participated in an Underride Roundtable hosted by the Insurance Institute for Highway Safety at their Vehicle Research Center in Ruckersville, Virginia, with cosponsors Truck Safety Coalition and AnnaLeah & Mary for Truck Safety. Participants included researchers, safety advocacy groups, the trucking industry, truck trailer manufactures and government officials, including members of NHTSA staff.

Discussions during the meeting ranged from descriptions of the nature and magnitude of the underride problem to potential solutions including better conspicuity, new rear underride guard designs and the potential for side guards to prevent runovers of pedestrians and cyclists in urban environments, as well as prevention of side underride by passenger vehicles. Information shared during our meeting clearly illustrated the need to do more to address underride crashes as well as the possibility of doing so.

In light of the [tragic](#) and [unnecessary](#) countless [loss](#) of lives which [delays](#) in underride prevention have already cost, as well as the continued tragic and preventable loss of life sure to occur if decisive action is not taken now, we are hereby petitioning the DOT to take the following steps to mandate comprehensive underride protection:

1. NHTSA should immediately craft a final rule for **rear underride guards on semi-trailers** which will prevent underride and compartment intrusion when struck by a typical passenger vehicle (1500 kg/3307 lbs) and a typical SUV (2000 kg/4409 lbs) at initially at least 35 mph -- 30% offset and center impacts.
2. NHTSA should immediately issue a Notice of Proposed Rulemaking (NPRM) for **rear underride guards of Single Unit Trucks (SUTs)**, with the intent of aligning SUT and semi-trailer requirements.
3. NHTSA should immediately issue a Notice of Proposed Rulemaking (NPRM) for **semi-trailer and SUT side underride protection**.
4. NHTSA should immediately issue a Notice of Proposed Rulemaking (NPRM) for **heavy truck front underrun protection**.
5. In order to ensure that underride equipment is strong enough to allow the inherent crashworthiness of modern passenger vehicles to be realized, as well as to significantly **increase the survivable impact speeds through the energy absorption capability of the underride equipment** itself, NHTSA should immediately issue a RFP to investigate, develop, and test such technology and update the standards accordingly.
6. NHTSA should thereafter conduct a **periodic review of underride standards every five years** in order to assess the need for changes in conjunction with advancements in technology and update the standards accordingly. This would include issuing additional RFPs to conduct research as needed.
7. FMCSA should take the necessary steps to enforce the requirement of **proper maintenance of underride guards** through annual safety inspection.