

Addressing
**TRUCK
UNDERRIDE**
1963 to
present



Underride has been an issue for years. In the past, underride guards were made of steel and were often made of pipe. Progress has been made, but underride guards are still a major safety concern.

1953
First federal underride hazard requires guards with 36-inch max height and 100-lb weight. Underride guards on trucks, but makes no strength requirements.

1967
June 29
Access J-type Manifold requires guards with 36-inch max height and 100-lb weight. Underride guards on trucks, but makes no strength requirements.

1969
National Highway Safety Bureau (predecessor to NHTSA) proposes guards with 36-inch height and 100-lb weight. Underride guards on trucks, but makes no strength requirements.

1972
NHTSA urges NHTSA to review advanced underride guard.

1976
NHTSA issues NHTSA for new rear underride guard.

1981
NHTSA assesses proposal to upgrade underride protection requirement.

1986
NHTSA study shows rear guards designed to prevent collisions work better than other designs.

1996
NHTSA issues new standard effective 1998, covering underride guards on heavy-duty trucks with gross vehicle weight ratings of 10,000 lbs or more. Underride and 3-passenger strength tests.

2004
Transport Canada issues standards for crash testing of underride protectors. Canadian rules approximately double underride guard strength.

2010
NHTSA releases study shows common failure modes for underride guards. Underride and 3-passenger strength tests.

2010-12
NHTSA issues new requirements for underride guards. Underride and 3-passenger strength tests.

2011
NHTSA issues new requirements for underride guards. Underride and 3-passenger strength tests.

2014
NHTSA issues new requirements for underride guards. Underride and 3-passenger strength tests.

2016
NHTSA issues new requirements for underride guards. Underride and 3-passenger strength tests.

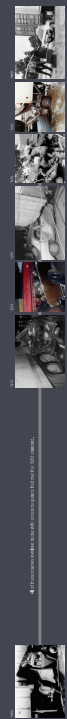


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