"The **National Sheriffs' Association Traffic Safety Committee** believes that this bill is vital to the efforts to prevent these crashes from occurring, first and foremost and also to lower roadway deaths, injuries, and property damage. . .

"This request is deeply personal to all of us and will protect our constituents on our roadways, protect our law enforcement officers and first responders, and lower deaths and injuries. "
*Sheriff Harold Eavenson, Pres., NSA*
Sheriff John Whetsel, Chair, Traffic Safety Committee

Lois Durso lost her precious daughter, Roya to a side underride crash on November 24, 2004. Marianne Karth lost AnnaLeah and Mary Karth due to a rear underride crash on May 4, 2013.

Their lives were snuffed out abruptly and needlessly -- disturbing examples of preventable tragedies which are repeated in the United States hundreds of times a year.

We were sick & tired of waiting for someone else to do something, so we drafted the **STOP Underrides! Bill**, which was introduced by Senators Gillitbrand & Rubio, Congressmen Cohen & DeSaulnier on December 12, 2017.

2009 Crash Investigated by the National Transportation Safety Board:
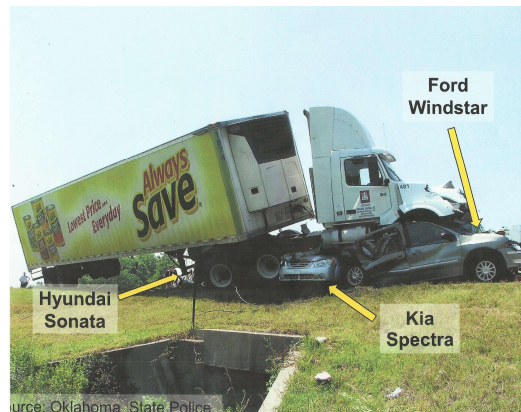
10 fatalities

2017 California Crash:

2 killed, 6 injured in two cars

The Best Possible Protection

The Best Possible Protection

Front Underride Protection

an essential component of the STOP Underrides! Act

S.2219 & HR.4622

Their deaths were preventable.

http://annaleahmary.com/
https://stopunderrides.org/

The STOP Underrides! Act of 2017

This bill outlines standards and specifications for underride protection, including:

- Underride protection at the **rear** of large trucks.
- Underride protection on the **front** of trucks..
- Underride protection on the **sides** of trucks.
- Underride protection on **single unit trucks**.
- **Research** for best possible protection.
- Guidelines and enforcement for guard **maintenance** and repairs.
- **Committee On Underride Protection**.
- **Retrofit** of existing trucks.

Fred Andersky, director, customer solutions, controls with Bendix, said at the North American Commercial Vehicle show that every 15 minutes in the U.S., a large truck rear-ends a passenger car.
  https://www.trucknews.com/equipment/bendix-developing-next-gen-safety-systems/1003081127/

That means there is a potential front override 96 times/day, 672 times/week, 2,912 times/month, and 34,944 times/year! So, tell me why we would not want to have Front Underride Protection (FUP) on trucks in this country!!!

AGREEMENT

CONCERNING THE ADOPTION OF UNIFORM CONDITIONS OF APPROVAL
AND RECIPROCAL RECOGNITION OF APPROVAL
FOR MOTOR VEHICLE EQUIPMENT AND PARTS

done at Geneva on 20 March 1958

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Addendum 92: Regulation No. 93

Date of entry into force: 27 February 1994

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF:

I.   FRONT UNDERRUN PROTECTIVE DEVICES (FUPDs)
II. VEHICLES WITH REGARD TO THE INSTALLATION OF AN FUPD OF AN APPROVED TYPE
III. VEHICLES WITH REGARD TO THEIR FRONT UNDERRUN PROTECTION (FUP)

The United Nations Economic Commission of Europe issued a vehicle regulation on March 15, 1994, to prevent passenger vehicles from running under large trucks upon collision.

This standard was later adopted by Australia on September 16, 2009. Some Australian semi-trucks are designed like the European model. Others are modeled after the American model.

Truck manufacturers have installed Front Underrun Protective Devices (FUPD) on both types of tractors in Australia, including these companies:

- Mercedes Benz
- Kenworth
- Mack
- Isuzu
- Toyota
- Hino
- Isuzu
- Freightliner
- Western Star
- Peterbilt

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*The **front underrun protection** prevents smaller vehicles in frontal crashes from being dragged under the body of a large truck. In its function as a high-strength steel abutment, it activates the energy-absorbing areas of the body of the advancing vehicle (crumple zones) so that the energy of the collision can be dissipated.*

Kirchhoff Automotive (Germany): https://www.kirchhoff-automotive.com/products/commercial-vehicles/front-underrun-protection/

. . . European Union countries have required front underride protection systems on all newly manufactured heavy-goods vehicles, which indicates that such a standard is feasible.

The NTSB concludes that collisions between passenger vehicles and the front of single-unit trucks or tractor-trailers are common types of crashes that result in fatalities, and front underride contributes to crash severity.

The NTSB therefore reiterates its prior recommendations that:

 ***(1) NHTSA develop performance standards for front underride protection systems for trucks** with gross vehicle weight ratings over 10,000 pounds (Safety Recommendation H-10-12), and*

(2) that once the performance standards in Safety Recommendation H-10-12 have been developed, require all newly manufactured trucks with gross vehicle weight ratings over 10,000 pounds to be equipped with front underride protection systems meeting the performance standards (Safety Recommendation H-10-13).
*(*https://www.ntsb.gov/safety/safety-recs/_layouts/ntsb.recsearch/ecommendation.aspx?Rec=H-10-013*)*