

“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

Every day
2
 more people
 could die
 from
underride.

Every week
12
 more people
 could die
 from
underride.

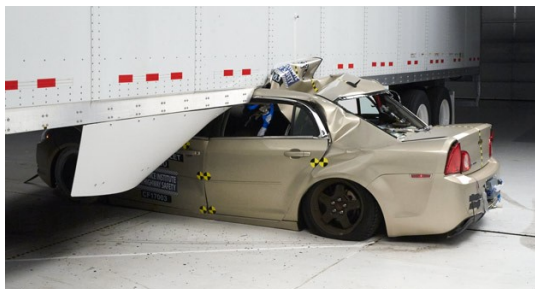
Every month
50
 more people
 could die
 from
underride.

Every year
600
 more people
 could die
 from
underride.

“It is anticipated that the proposed Standard will be amended, after technical studies have been completed, to extend the requirement for underride protection to the sides of large vehicles.”

Federal Register, Vol. 34, No. 53 —
 Wednesday, **March 19, 1969**

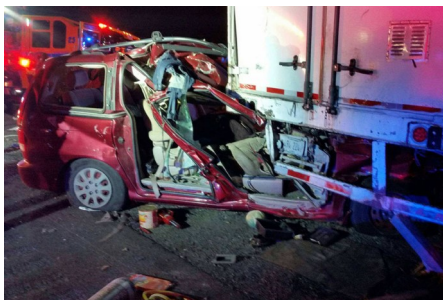
Truck **Crash Test Without Side Guard:**



Truck Side **Crash Test With Side Guard:**



Crash into weak rear underride guard:



Crash Test with Improved Rear Underride Guard:



The Best Possible Protection

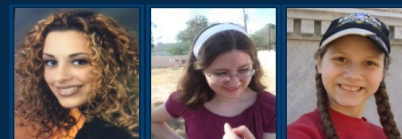
The Best Possible Protection

SaferTruck System Awards



Jerry attached the first **SaferTruck Bono Award** to a trailer in the process of being upfitted with a **Rear Reinforcement Attachment** and a full-length side guard system.

annaleahmary.com
stopunderrides.org



Their deaths were preventable.

marianne@annaleahmary.com



Every year, hundreds of people die when their car goes under a truck. This happens because of a geometric mismatch between the bottom of the truck and the bumper of a car. When there is a collision, the car easily slides under the truck and the first point of impact is at the windshield.

This leads to unimaginable injuries and death. Despite the fact that engineers have designed equipment to prevent cars from going under trucks, stronger rear guards, side guards, and front guards are not required on large trucks.

The ***STOP Underrides Bill*** has been introduced in Congress to make this life-saving equipment mandatory. But the process to get that passed is moving slow as molasses.

In memory of AnnaLeah and Mary Karth, and countless other underride victims, we have created commemorative awards for trucks which are making the roads safer by having effective underride protection.

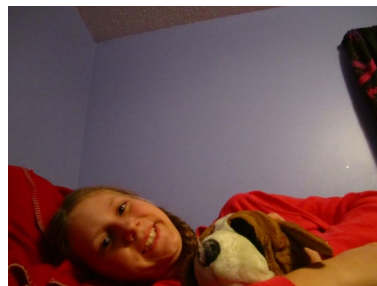


To encourage trucking companies to buy and drive safer trucks, [AnnaLeah & Mary for Truck Safety](#) has created decals to affix to trucks which have installed a stronger rear guard and/or added side guards — thereby meeting safety standards for rear and side underride protection, as spelled out in the [STOP Underrides Bill](#).

In hopes that this recognition of fleet safety leadership will prevent the loss of other precious lives, we are launching this program on May 4, 2020, as we remember our loss of AnnaLeah and Mary in an underride crash seven years ago on May 4, 2013.



The [SaferTruck System Bono Award](#) is for trucks on which a stronger rear underride guard has been installed to prevent underride deaths at the rear of trucks. We chose this name in reference to the patron saint, Beuno or Bono (Latin, bonus = good), [known](#) for the protection of children — using the image of Mary's beloved stuffed toy St. Bernard, [Gertie](#).



The [SaferTruck System Christopher Award](#) is for trucks which have had side guards installed to prevent underride deaths at the sides. We chose this name in reference to the [patron saint](#)/advocate of travelers, Christopher — keeping in mind [AnnaLeah's](#) love of medieval history and dragons.

