

## **Consensus Side Guard Standard**

### **From the Engineering Subcommittee of a 2020 Underride Protection Committee**

On April 17, 2020, over 40 people participated in a virtual meeting of a volunteer Underride Protection Committee's "[Side Guard Task Force](#)." This included two engineers from trailer manufacturers. As a follow-up, several subcommittees began to hold virtual meetings, including an Underride Engineering Subcommittee.

This group met at least monthly and sometimes every other week from May through November. At the outset, the VP of Engineering of one of the trailer manufacturers provided valuable input. Subcommittee members also participated in a [Virtual Briefing](#) for Senate Commerce Committee transportation staffers on August 19, 2020.

The goal of the Underride Engineering Subcommittee was to develop a *Consensus Side Guard Standard* which would provide the basis for the development of a side guard regulation and industry standard. Lengthy conversation and exchange of information has led this group to submit the following:

*A side underride guard shall be considered to meet the performance standard if it is able to provide vehicle crash compatibility with a midsize car, to prevent intrusion into the occupant survival space, when it is struck at any location, at any angle, and at any speed up to and including 40 mph.*

The subcommittee members are in agreement as to the details which shape this long-overdue standard, which they anticipate will lead to the saving of countless lives in the days and years to come. The following group of individuals participated in the Underride Engineering Subcommittee and are willing to continue to provide input.

[Jared Bryson](#)  
[Malcolm Deighton](#)  
[Keith Friedman](#)  
[Aaron Kiefer](#)  
[Garrett Mattos](#)  
[Perry Ponder](#)  
[Andy Young](#)