

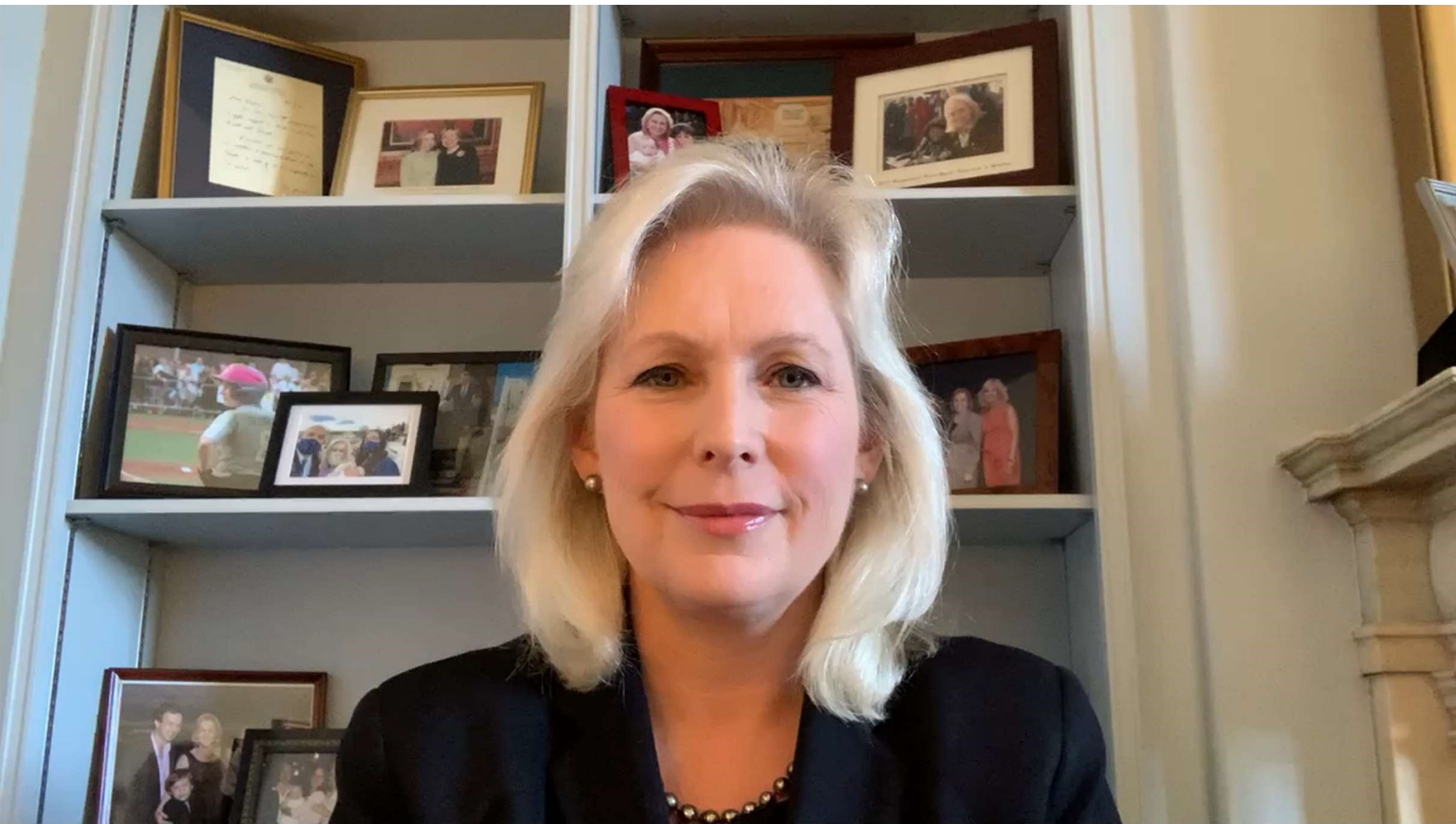
# Turning Tragedy Into Advocacy



# Turning Tragedy Into Advocacy

Coming Together On A Mission  
To Make Truck Crashes More  
**Survivable**

- **Put yourself on Mute & please make sure that we can see your name. (Upper right hand corner where there are 3 dots.)**
- **Put questions in Chat -- to be answered in two Q&A periods.**
- **The meeting will be recorded & video file made available later.**







AnnaLeah Karth

1995 - 2013

Mary Karth

1999 - 2013

2013















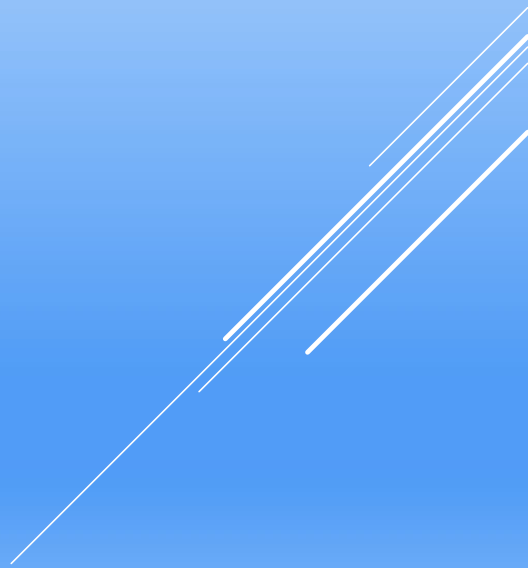




















# Matthew 2020

**SHENANDOAH VALLEY NEWS**  
**VSP investigating fatal crash in Augusta County**



Virginia State Police (FILE)

By **NBC29 Newsroom** | December 22, 2020 at 11:27 AM EST - Updated December 22 at 11:27 AM



VSP says it responded to a crash on Interstate 81, near Raphine Road, around 1:15 p.m. Monday, December 21.

Authorities say a 2019 Honda Accord had been going south in the left lane of northbound I-81 when it struck a 2019 Freightliner tractor trailer head-on.



📍 🕒 4G 26% 2:31 PM




1 /

# Ally 2020



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Photo by: Provided, NKU School of the Arts

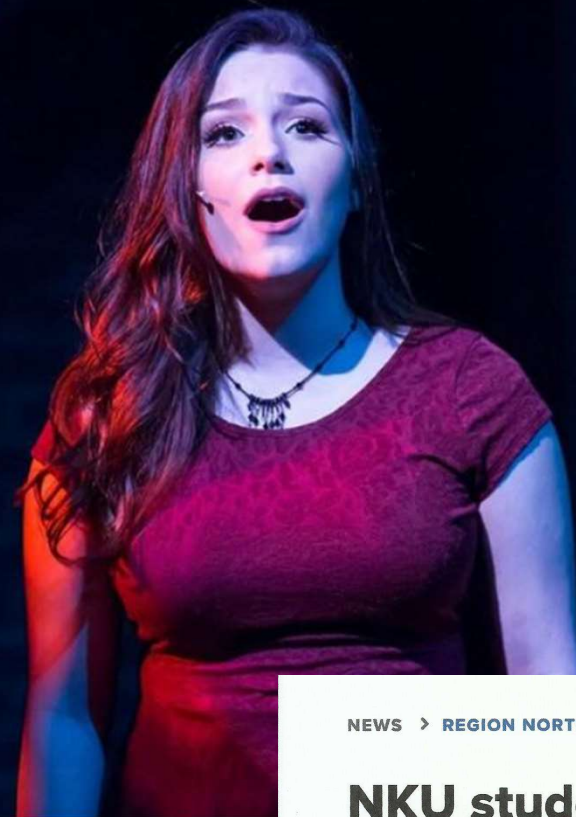
Ally Davis, 21, was a senior musical theatre student at Northern Kentucky University.

 By: WCPO staff

Posted at 5:56 PM, Jul 08, 2020 and last updated 6:37 AM, Jul 09, 2020

HIGHLAND HEIGHTS, Ky. — A woman who died in a crash in Boone County on Monday is being remembered for her friendship, humor and dedication to her craft this week.

Twenty-one-year-old Allyson Davis, who hailed from Floyd County, Kentucky and was a senior musical theatre student at Northern Kentucky University, died Monday morning in a crash on [I-75 near Walton](#).



NEWS > REGION NORTHERN KENTUCKY



## NKU student who died in crash remembered for big heart, talent and 'infectious smile'

Ally Davis was 'destined for a strong vocal career'



# Audria 2019



of the softball team.

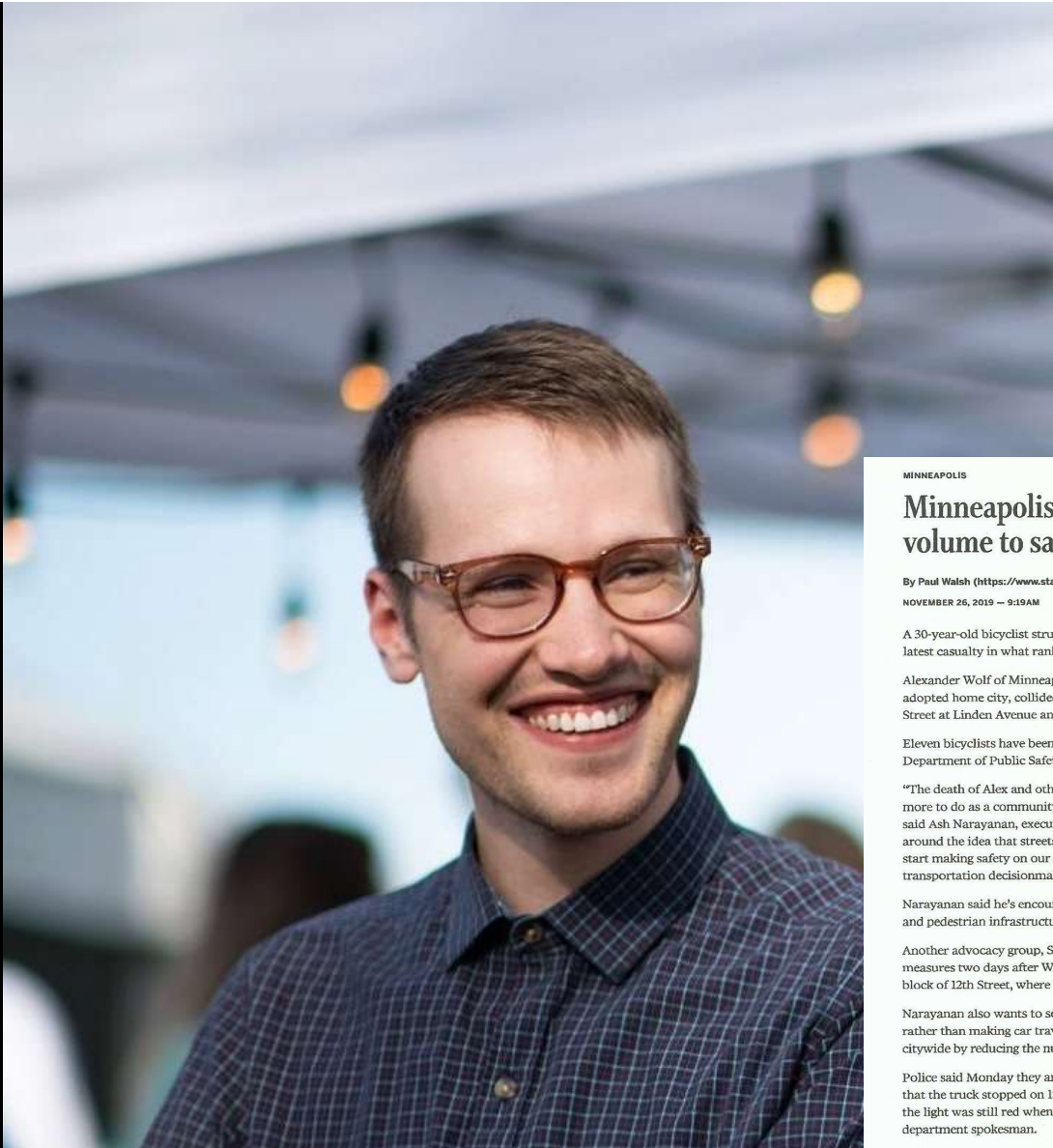
The college released the following Facebook post:

"It is with great sadness that we must share with you that the Lincoln Trail College family lost one of our members today – Audria Truelove. The college has made grief counseling available to our student athletes through the Highland Church of Christ and First United Methodist Church. Counseling services will also be available on campus on Monday for students, faculty & staff. Our thoughts are with all those impacted – Audria's teammates, her classmates and instructors, and most especially her family."

The softball team's Facebook page posted the photo below asking the community for their prayers.



# Alex 2019



MINNEAPOLIS

## Minneapolis bicyclist's death adds volume to safety message

By Paul Walsh (<https://www.startribune.com/paul-walsh/6134706/>) Star Tribune

NOVEMBER 26, 2019 — 9:19AM

A 30-year-old bicyclist struck and killed by a truck in Minneapolis last week was the latest casualty in what ranks among Minnesota's deadliest years for riders.

Alexander Wolf of Minneapolis, a bicycling enthusiast who worked in a bike shop in his adopted home city, collided with a semitrailer truck late Wednesday afternoon on 12th Street at Linden Avenue and died at the scene.

Eleven bicyclists have been killed on Minnesota roads so far this year, according to state Department of Public Safety data. A high of 13 deaths were reported in 2008.

"The death of Alex and others on our streets are a stark reminder that we have a lot more to do as a community to ensure that people biking, walking and rolling are safe," said Ash Narayanan, executive director of Our Streets Mpls, a nonprofit organized around the idea that streets are for more than somewhere to drive a car. "We need to start making safety on our streets the single most important infrastructure priority in transportation decisionmaking."

Narayanan said he's encouraged the city has increased spending on protected bike lanes and pedestrian infrastructure in recent years.

Another advocacy group, Safe Streets Save Lives, played out one of those safety measures two days after Wolf's death by creating a human-protected bike lane along a block of 12th Street, where Wolf had ridden moments before the crash.

Narayanan also wants to see speed limits lowered in the city "so all road users feel safe, rather than making car travel speed the top priority. This means reducing car speeds citywide by reducing the number and width of car travel lanes."

Police said Monday they are still investigating the collision. Preliminary indications are that the truck stopped on 12th heading toward downtown and was turning right while the light was still red when he collided with Wolf, said officer Garrett Parten, a department spokesman.



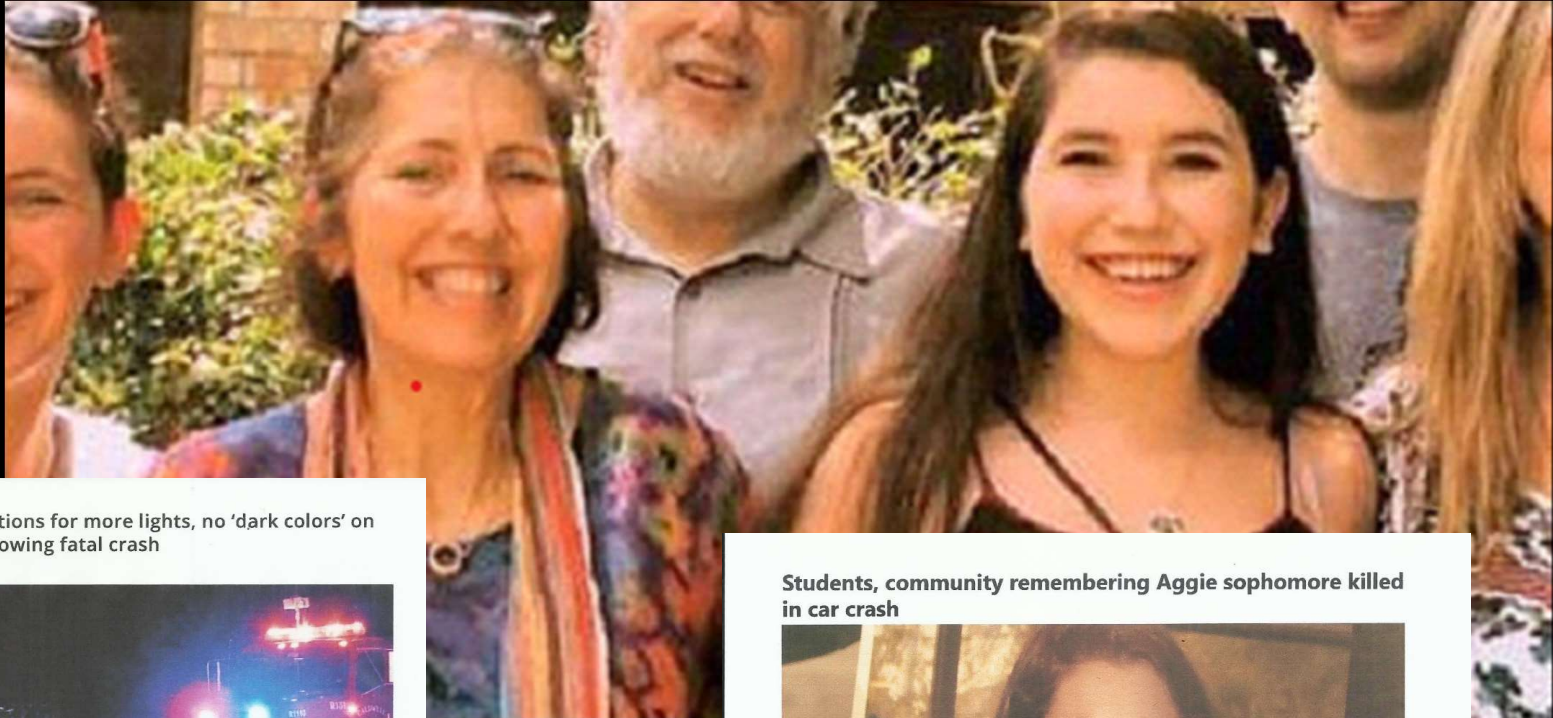
Police said the crash between Alexander Wolf, on the left, and a semitrailer truck late Wednesday afternoon on 12th Street at Linden Avenue killed him. This is the latest in a series of deaths on Minnesota roads so far this year.



# Hunter 2017



# Leslie & Sophie 2018



## Family petitions for more lights, no 'dark colors' on big rigs following fatal crash

By [Aabiz](#) - October 13, 2020



From [Cathy Forman's Change.org petition](#)

A new petition is asking transportation officials to require several changes to commercial motor vehicles to make them more visible at night in hopes of saving lives.

The [Change.org petition](#) was created by Cathy Forman and is addressed to the National Highway Traffic Safety Administration and state transportation departments.

The petition describes an October 2018 crash at Highway 21 and FM 1362 in Burleson County, Texas, that left Forman's sister Leslie Rosenberg, 62, and niece Sophie, 19, dead.

## Students, community remembering Aggie sophomore killed in car crash



(KSTX)

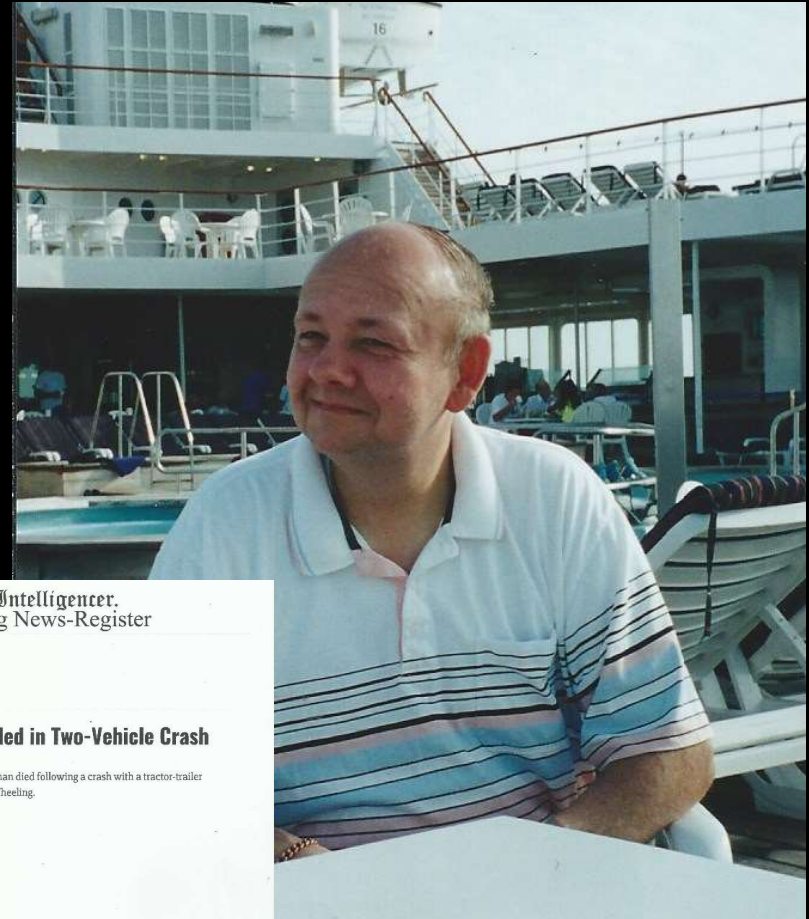
By Erika Fernandez

Published: Oct. 17, 2018 at 5:36 PM EDT





Ed  
2014



*The Intelligencer,*  
Wheeling News-Register

**Wheeling Man Killed in Two-Vehicle Crash**

WEST WHEELING — A Wheeling man died following a crash with a tractor-trailer late Thursday on Ohio 7 in West Wheeling.

The Ohio State Highway Patrol said Edward Hall, 71, was pronounced dead at the scene by the Belmont County coroner.

Belmont County 911 received the call shortly after 11 p.m. Thursday and Bridgeport Police were the first to arrive on scene. The accident occurred at the intersection of Ohio 7 and Kilgore Road.

The initial investigation by the patrol's St. Clairsville Post revealed a commercial overhauled, Mass., was traveling north on



# Catherine 2019



## THE Daily Record

### State Route 83 serious injury crash remains under investigation

By Emily Morgan / Staff Writer

Posted Oct 10, 2019 at 2:53 PM

Updated Oct 10, 2019 at 3:32 PM

WAYNE TWP. — The Ohio State Highway Patrol is investigating a two-vehicle serious injury crash involving a commercial tractor-trailer and a car Wednesday afternoon.

The crash occurred at approximately 12:13 p.m. on state Route 83 at Hutton Road, just north of Wooster. The crash involved a blue and white 1995 Peterbilt

# Caitlin 2019



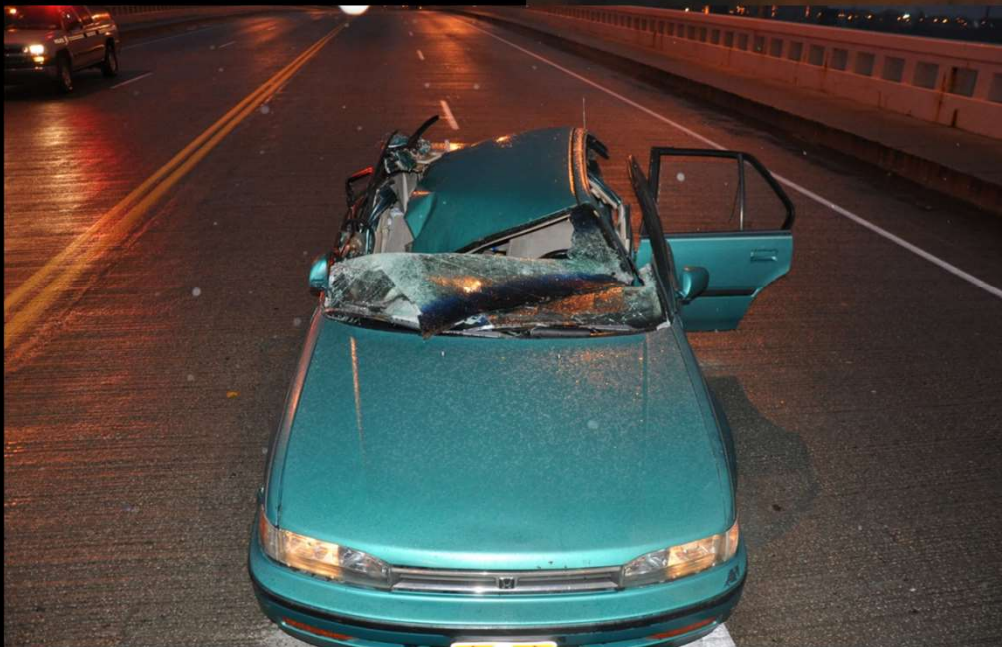
## Caitlin Preston Killed in 18-Wheeler Accident on Route 72 in Greene County, OH

**Greene County, OH** – On May 28, 2019, 18-year-old Caitlin Preston was killed in a collision with a tractor-trailer on State Route 72 in Greene County, south of Cedarville Township.

According to authorities, the incident happened Tuesday afternoon around 3:05 p.m. A Freightliner 18-wheeler driven by 27-year-old Ian Knisley was reportedly headed south on the highway near Turnbull Road when his truck drifted off the right side of the road for unknown reasons. Knisley attempted to steer back onto the road but over-corrected, causing the truck to overturn and hit Caitlin Preston's Honda Civic. The passenger car was forced off the road and came to rest in a ditch.

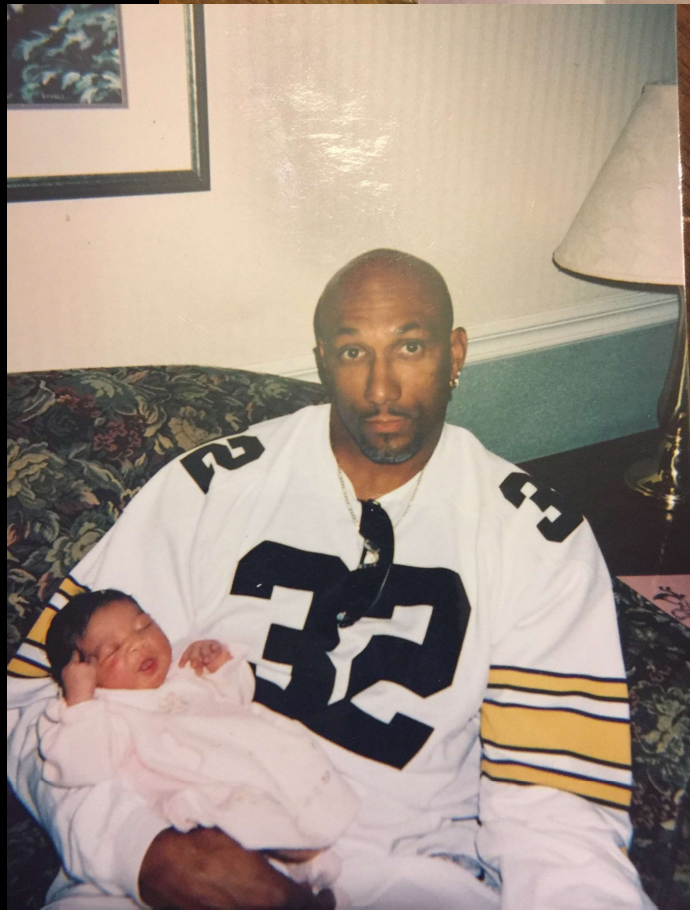


Josh  
2010

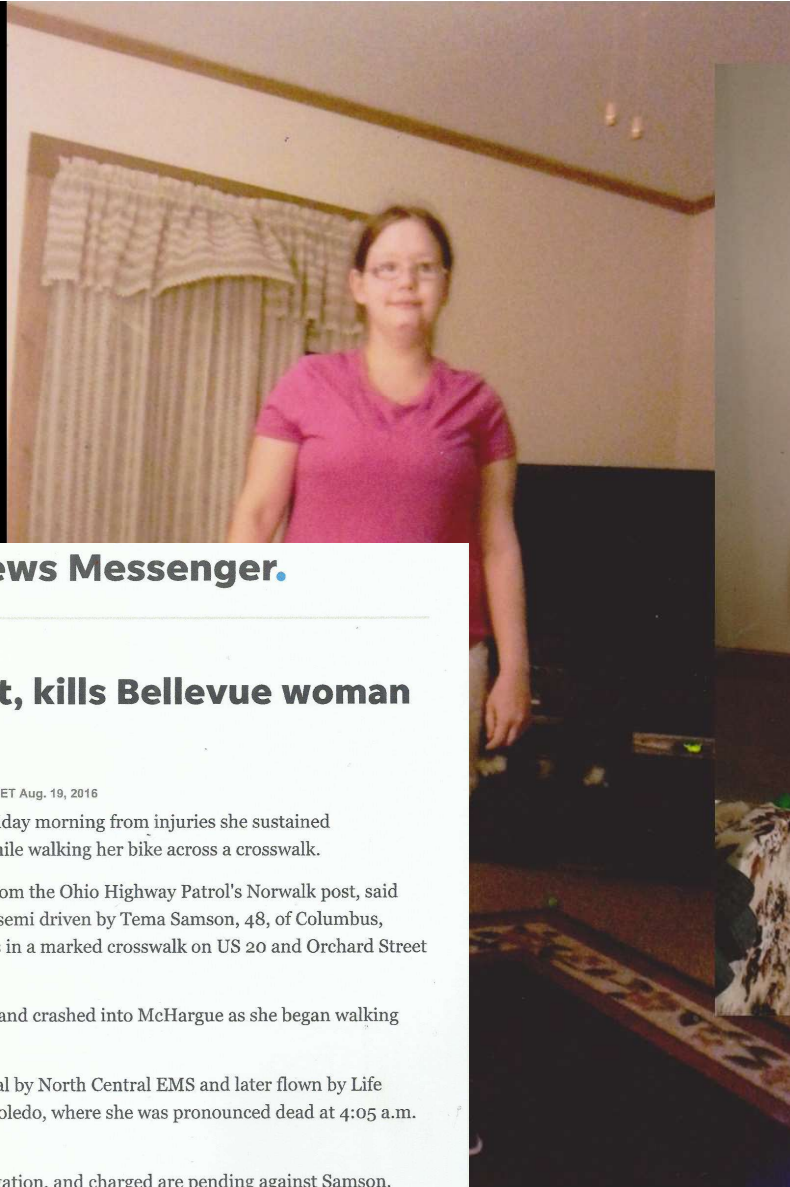




David  
2014



# Brittany 2016



## Fremont News Messenger.

### NEWS

## Semi runs red light, kills Bellevue woman in crosswalk

**Craig Shoup** Reporter

Published 9:22 a.m. ET Aug. 19, 2016 | Updated 9:24 a.m. ET Aug. 19, 2016

**BELLEVUE** - A Bellevue woman died Friday morning from injuries she sustained Thursday after being struck by a semi while walking her bike across a crosswalk.

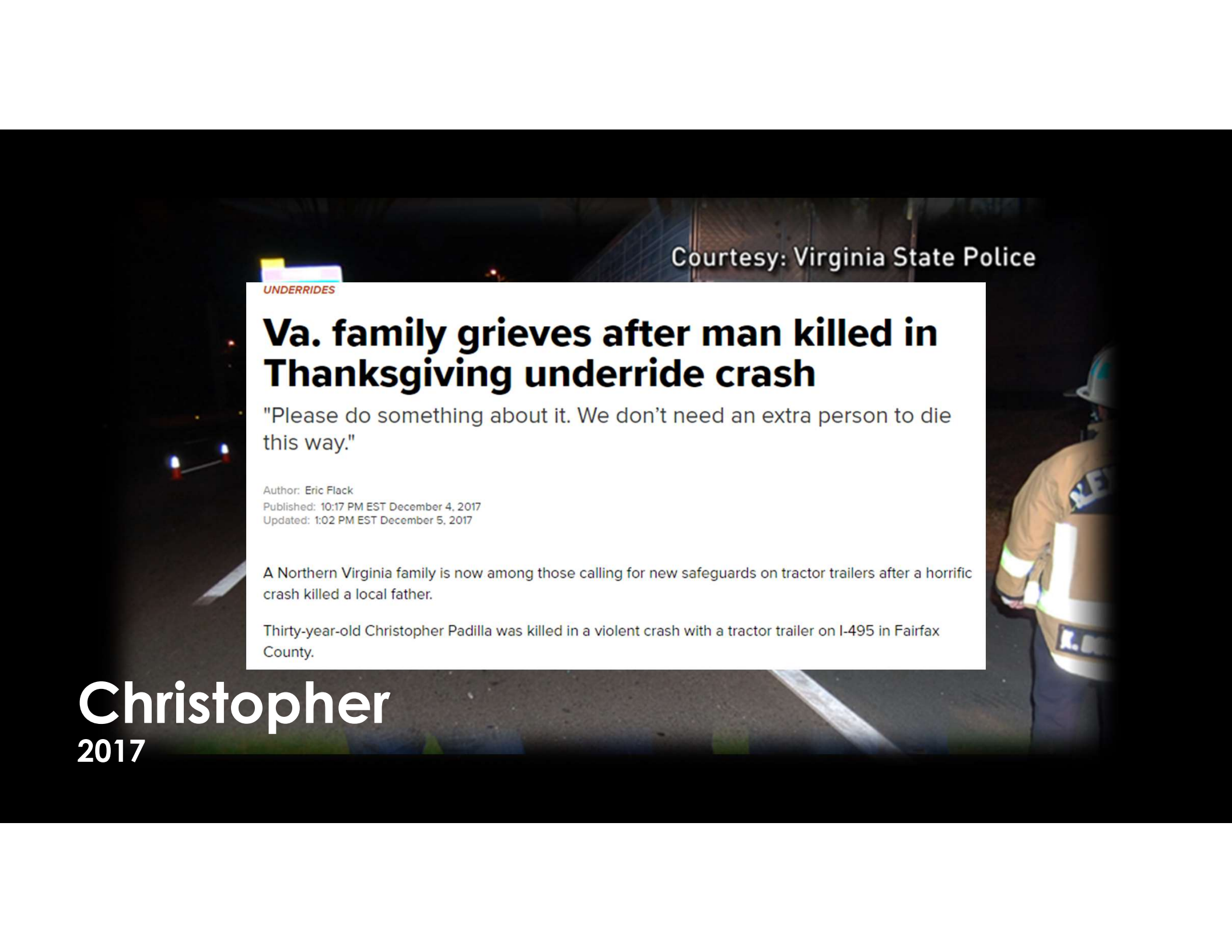
The crash, according to a news release from the Ohio Highway Patrol's Norwalk post, said Brittany McHargue, 20, was struck by a semi driven by Tema Samson, 48, of Columbus, while McHargue was attempting to cross in a marked crosswalk on US 20 and Orchard Street at 5:02 p.m. Thursday..

Samson ran a red light, the release said, and crashed into McHargue as she began walking her bike across the road.

McHargue was taken to Bellevue Hospital by North Central EMS and later flown by Life Flight to St. Vincent Medical Center in Toledo, where she was pronounced dead at 4:05 a.m. Friday.

The investigation remains under investigation, and charged are pending against Samson.





Courtesy: Virginia State Police

UNDERRIDES

## Va. family grieves after man killed in Thanksgiving underride crash

"Please do something about it. We don't need an extra person to die this way."

Author: Eric Flack

Published: 10:17 PM EST December 4, 2017

Updated: 1:02 PM EST December 5, 2017

A Northern Virginia family is now among those calling for new safeguards on tractor trailers after a horrific crash killed a local father.

Thirty-year-old Christopher Padilla was killed in a violent crash with a tractor trailer on I-495 in Fairfax County.

Christopher  
2017



# Riley 2015

2015

Forever Loved, Always Missed  
**RILEY ERIC HEIN**  
1999-2015

"We didn't realize we were making memories,  
we just knew we were having fun."

## Manzano student identified as person killed in I-40 crash

BY NICOLE PEREZ / JOURNAL STAFF WRITER  
Monday, November 16th, 2015 at 6:46pm

f SHARE

t TWEET

in LINKEDIN

e EMAIL

p PRINT

SUBSCRIBE

ALBUQUERQUE, N.M. — The person killed in a fiery crash that closed I-40 Friday morning is Manzano High School junior Riley Hein, school officials confirmed Monday.

Bernalillo County Sheriff's Office deputies were called to westbound I-40 near the Tijeras exit around 6:30 a.m. for a crash between a car and a semi-trailer. Authorities closed westbound lanes of traffic all morning while they investigated.

Sheriff's Office spokesman Aaron Williamson said a passenger car and a semi-trailer that were both driving on westbound I-40 collided with one another at a curve, and the passenger car got trapped underneath the semi.

The semi dragged the car for a quarter mile, and when authorities arrived, the truck was on fire. The driver of the passenger car, whom school officials identified as Hein, was pronounced dead at the scene of the crash.

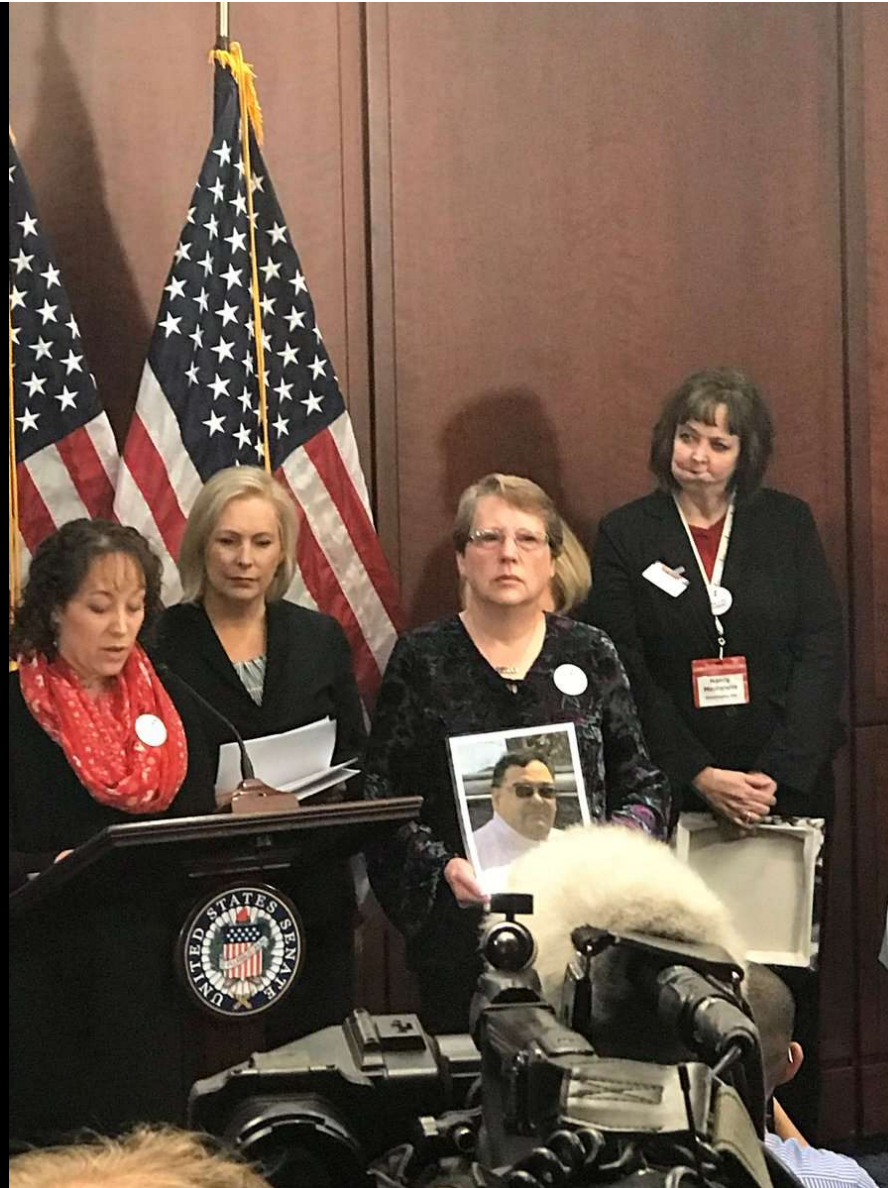


**Rod**  
2017





Rod  
2017





# Thomas, Christina, Sophia, Elianna

2018



## The Detroit News

HOME

NEWS

SPORTS

BUSINESS

AUTOS

LIFE + HOME

ENTERTAINMENT

OPINION

PHOTO + VIDEO

MORE



SUB

### 'It's tragic': Vacationing Grosse Pointe family dies

Leonard N. Fleming, The Detroit News

Published 3:43 p.m. ET April 8, 2018 | Updated 9:30 a.m. ET April 9, 2018



CONNECT



TVWEET



LINKEDIN



COMMENT



EMAIL



MORE

Thomas Toth was a huge Grateful Dead fan and a

Share your feedback to  
improve our site exper

A portrait of a young Black man, Joseph Davidson, in a light-colored uniform, standing in front of an American flag. The image is partially obscured by a news article overlay.

# Joseph 2018

METRO-EAST NEWS

## Tennessee sheriff's deputy who attended high school in Belleville killed in crash

BY ELIZABETH DONALD

JANUARY 02, 2018 02:24 PM, UPDATED: JANUARY 02, 2018 02:24 AM

A partial view of the uniform of Joseph Davidson, showing a light-colored shirt with a name tag and a badge.

## Memorial planned for Davidson Co. deputy who died after crash

Posted by Briona Arradondo and Payton Knobeloch

© Posted Jan 1, 2018





NATION-WORLD

## UPDATE: Three killed, one injured after multi-car wreck on I-75 South identified

THP said three people have died after a wreck on I-75 South in Campbell County.

Author: WBIR

Published: 5:24 PM EDT July 11, 2018

Updated: 5:24 PM EDT July 11, 2018

UPDATE (Monday 10:25 a.m.): Three people are dead and one is injured after a multi-vehicle wreck on I-75 in Campbell County on Sunday.

Lieutenant Don Boshears with the Tennessee Highway Patrol said the crash involved a tractor trailer and a Dodge Caravan at the 141 mile marker near Jacksboro.

42-year-old Rebecca Bachman, 13-year-old Daniel Bachman and 15-year-old Lauren Bachman were all killed in the crash. 10-year-old Jake Bachman was injured. All four were wearing a seat belt and are from

# Rebecca, Daniel, L

2018



# Michael

2014



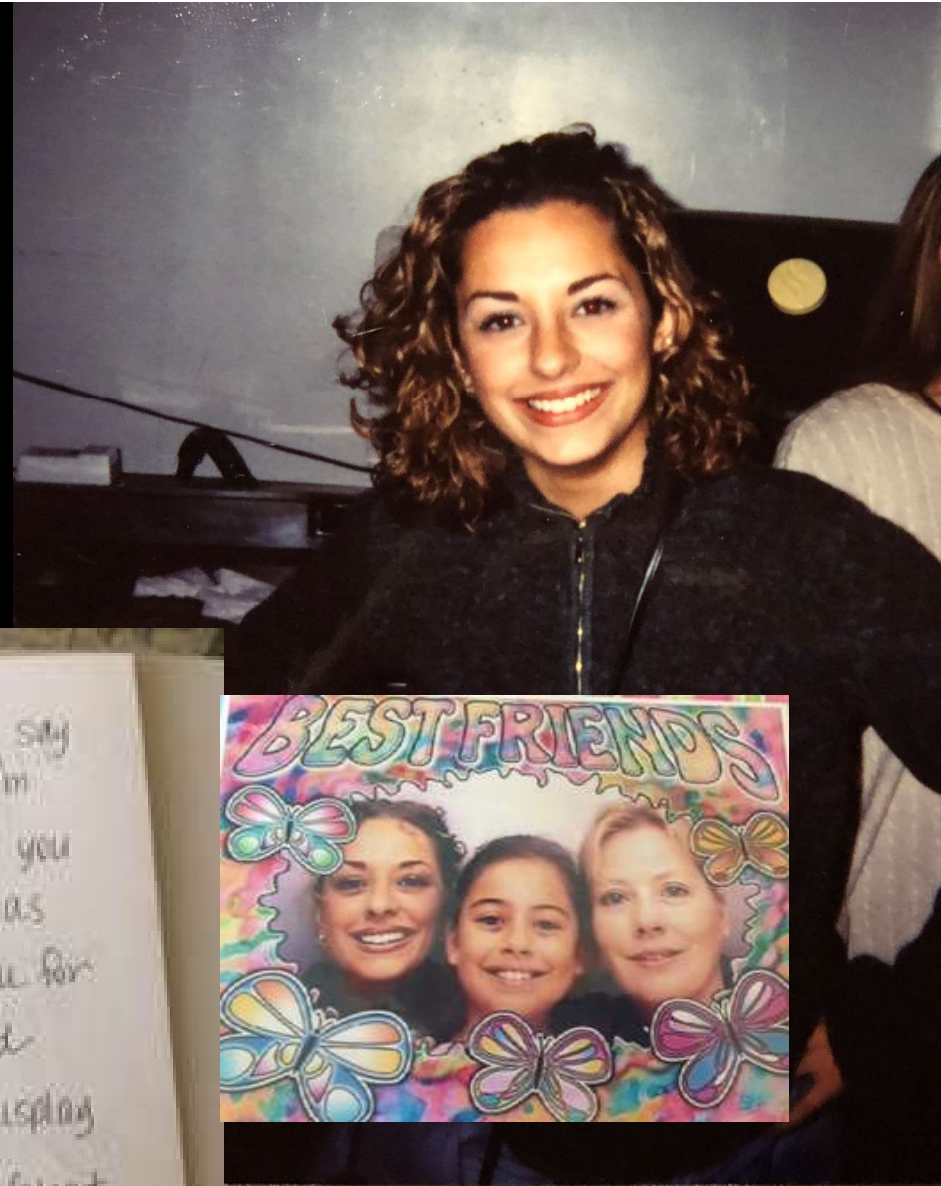




**Roya**  
2004

2/27/2021

-mom,  
First of all, I want to say  
that I love you so much. I'm  
so appreciative that I have you  
as a wonderful mother and as  
a faithful friend. Thank you for  
your integrity, sacrifice and  
abundant love which you display





# Mary

2013

Dear marcus  
I♥U I Hope you like the  
Book Don't forget me



Aunt  
mary



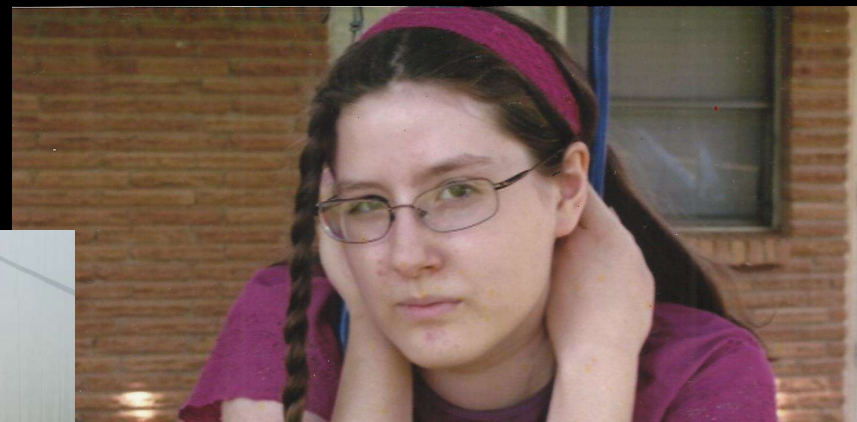
## Bear's Adventure *with Mary*



by Marianne Karth

# AnnaLeah

2013







FOCUS

## Grieving mother takes on trucking industry, fighting for side rails

Side rails could prevent cars from sliding under the sides of semi-trucks. After her daughter's death, a mother is asking why we don't have them yet.

Author: John Charlton, Andrea Ash, Will Weible

Published: 7:53 PM EDT May 8, 2019

Updated: 12:07 AM EDT May 9, 2019

LOUISVILLE, Ky. (WHAS11) -- The connection between mother and daughter is everything, especially, for a daughter raised by a single mother.

"I had her my senior year in college. So, we kind of grew up together," said Christa Hammack.

## Two Austin Women Die In Crash Near Fredericksburg

May 11, 2018

**Near Fredericksburg, Texas May 4, 2018** --A fatal accident took the lives of two Austin women around 12:20 p.m. Friday, May 4. Ramiro Sanchez, 54, of Tomball, was driving eastbound in the 17000 block of U.S. 290 East, between Stonewall and Hye, in a 2017 Kenworth truck tractor semi-trailer with a flatbed. For reasons not yet known, Sanchez lost control and both the truck and connected trailer veered into the westbound lanes, according to the Texas Department of Public Safety. The truck portion of the rig struck a 2015 Honda Civic traveling west, driven by Jack McGuff, 27, of Pearland.

The Honda was forced off the road and came to a stop in the grass. Jordan Ruth Hensley, 26, of Austin, and her passenger, Erin Nicolle Alexander, 22, also of Austin, were traveling west in a 2012 Honda Civic. The car was crushed by the trailer portion of the truck tractor. Hensley and Alexander were killed in the collision, according to DPS.

the trailer portion of the truck tractor. Hensley and Alexander were killed in the collision, according to DPS.

# Erin 2018

# Siblings Eli, Sarah and Eva

2019

TRAFFIC

Bay Area triple-fatal crash: Family speaks out after 3 siblings killed en route to visit ailing father in hospital



EMBED <> MORE VIDEOS ▶

Villareal says her children went home to rest. When their dad began coding overnight they decided to drive back to the hospital but never made it.

By Melanie Woodrow

Saturday March 2, 2019

Bay Area triple-fatal crash: Family speaks out after 3 siblings killed en route to visit ailing father in hospital





ceived...  
Brophy was cited for failure to  
yield one-half of the roadway.

## 1974 River-Cade Attendant Injured

SIoux CENTER, Iowa — A former River-Cade Queen attendant remained in "serious" condition Sunday at a Sioux City hospital from injuries she suffered in a traffic accident near Orange City Saturday.

Anita Plantage, 19, of Sioux Center, was still confined to the intensive care unit at St. Luke's Medical Center, according to hospital authorities.

The Sioux County Sheriff's Department said Miss Plantage was eastbound on Iowa 10 when she collided with a westbound truck about two and a half miles west of Orange City.

The truck's driver, Jack Brophy, 27, of La Vista, Neb., was unhurt. Miss Plantage was taken to the Floyd Valley Hospital at Le Mars, then transferred to St. Luke's following the mishap.

She served as an attendant

during this year's River-Cade celebration. She was a member of Queen Kim Johnson's court and participated in the 1973 queen contest.



Anita Plantage



In Saturday car-truck collision

## Anita Plantage seriously injured



Anita Plantage, Northwestern cheerleader last year, is in stable condition in a Sioux City hospital following an accident Saturday west of Orange City. Anita, 19, suffered two broken legs, her pelvis was broken in three places and she was operated on to remove her spleen.

She was traveling east on Highway 10 in her 1971 Chevrolet when a 1972 International semi driven by Jack Brophy of La Vista, NE., swerved into the left lane to avoid hitting a pickup parked on the shoulder of the road. The two collided almost head-on and Brophy was charged with failure to yield half the roadway. The semi and the Plantage vehicle was totaled, according to investigator of the Highway Patrol and the Sheriff's Department.

## Anita Plantage hopes to be out of body cast by November 25

Anita Plantage, 19, daughter of Mr. and Mrs. Wm. Plantage of Sioux Center, who has been recuperating at her parental home here from severe injuries sustained in a car-truck collision 2½ miles west of Orange City on August

pes

25

of Mr.  
x Cen-  
at her  
injuries  
n 2½  
August  
t she is  
on No.

My family and I wish to thank all our relatives and friends for the many prayers, visits, cards, gifts and food which we have received while I was in the hospital and now at home. A Very Special Thank You to Pastor Kiel and Pastor Huizenga for their many visits and prayers. I will never forget the thoughtfulness and kindness of this community.

### GOD KNOWS BEST

Our Father knows what's best for us, So why should we complain. We always want the sunshine, But He knows there must be

# Anita

1974



**Gabrielle**  
2019

## Little girl in critical condition after violent Waterboro crash

by WGME | Friday, January 11th 2019

AA

1. Courtesy: York County Sheriff's Office



TONIGHT AT FIVE  
**IN CRITICAL CONDITION**

*Little Gabrielle Kennedy had to be taken by helicopter to Maine Medical Center, where authorities say she is in critical condition. (Troy Kennedy)*



**Let's take  
a moment of silence  
as we remember  
countless precious ones  
gone too soon.**

# The **STOP** Underrides Act

- Strengthen the requirements for rear underride guards, add the requirement to single unit trucks and ensure that these standards are based off of crash testing
- Require all new trailers, semi-trailers, and single unit trucks are equipped with side guards
- Require all new trailers, semi-trailers, and single unit trucks are equipped with front guards



**The bill would update the annual inspection  
that all motor carriers perform  
to include underride guards as one of  
the critical components of inspection,  
and require the DOT  
to review underride standards every five years  
to evaluate the need for changes  
in response to advancements in technology.**

# Vulnerable Road Users are also at risk

## Motorcyclist suffers garbage truck

28

Shares



## Pedestrian Hospitalized After Tractor Trailer In West Melbou

By Space Coast Daily // July 18, 2019

INCIDENT HAPPENED ON WEST HAV

SPACE COAST  
DAILY.com

**BREAKING**

**47abc**

NEW

**UPDATE:  
bicyclist**

July 17, 2019 by Sarah Ash



www.twomen.c

artment of Labor said.

## drum accident

FEATURES

ON YOUR SIDE

CHIME IN

WATCH

K 23 Antenna Upgrade

**e woman killed by tractor-trailer in  
ified**

day, July 19th 2019







2/27/2021





# Single Unit Trucks

Single unit trucks are not required to follow the Federal standard





# New York Garbage Truck Underride

## The **STOP** Underrides Act

would establish a committee, to monitor the underride rulemaking process, that is composed of: manufacturers, **road inspectors**, motor vehicle engineers/technicians, **motor vehicle crash reconstructionist specialists**, traffic safety organizations, **truck and auto insurance industry representatives**, law enforcement crash investigators, **emergency medical service providers**, public health/injury prevention professionals, and **families who have been impacted by underride crashes.**



**Thanks to IIHS tests,  
trailer manufacturers have  
improved their underride guards.**

***While the FMCSRs have required rear impact guards for more than 65 years, they are not included on the list of components in Appendix G that must be inspected during the annual CMV inspection. This means that a vehicle can pass an annual inspection with a missing or damaged rear impact guard.*** <https://public-inspection.federalregister.gov/2020-27502.pdf>





2/27/2

Guard Maintenance  
is not on the CMV  
Annual Inspection  
Checklist

ANNUAL VEHICLE INSPECTION REPORT

VEHICLE HISTORY RECORD

REPORT NUMBER

FLEET UNIT NUMBER

DATE

MOTOR CARRIER OPERATOR

INSPECTOR'S NAME (PRINT OR TYPE)

ADDRESS

THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396.10.  
☐ YES

CITY, STATE, ZIP CODE

VEHICLE IDENTIFICATION (☒ AND COMPLETE) ☐ LIC. PLATE NO. ☐ VIN ☐ OTHER

VEHICLE TYPE ☐ TRACTOR ☐ TRAILER ☐ TRUCK ☐ BUS  
☐ (OTHER)

INSPECTION AGENCY/LOCATION (OPTIONAL)

VEHICLE COMPONENTS INSPECTED

OK

NEEDS REPAIR

REPAIRED DATE

ITEM

1. BRAKE SYSTEM

a. Service Brakes  
b. Parking Brake System  
c. Brake Drums or Rotors  
d. Brake Hose  
e. Brake Tubing  
f. Low Pressure Warning Device  
g. Tractor Protection Valve  
h. Air Compressor  
i. Electric Brakes  
j. Hydraulic Brakes  
k. Vacuum Systems

2. COUPLING DEVICES

a. Fifth Wheels  
b. Pintle Hooks  
c. Drawbar/Towbar Eye  
d. Drawbar/Towbar Tongue  
e. Safety Devices  
f. Saddle-Mounts

3. EXHAUST SYSTEM

a. Exhaust system leaking forward of or directly below the driver/sleeper compartment.  
b. Bus exhaust system leaking or discharging in violation of standard.  
c. Exhaust system likely to burn, char, or damage the electrical wiring, fuel supply, or any combustible part of the motor vehicle.

4. FUEL SYSTEM

a. Visible leak.  
b. Fuel tank filler cap missing.  
c. Fuel tank securely attached.

5. LIGHTING DEVICES

All lighting devices and reflectors required by Part 393 shall be operable.

6. SAFE LOADING

a. Part(s) of vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway.  
b. Protection against shifting cargo.  
c. Container securement devices on intermodal equipment.

7. STEERING MECHANISM

a. Steering Wheel Free Play  
b. Steering Column  
c. Front Axle Beam and All Steering Components Other Than Steering Column  
d. Steering Gear Box  
e. Pitman Arm  
f. Power Steering  
g. Ball and Socket Joints  
h. Tie Rods and Drag Links  
i. Nuts  
j. Steering System

8. SUSPENSION

a. Any U-bolt(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position.  
b. Spring Assembly  
c. Torque, Radius or Tracking Components

9. FRAME

a. Frame Members  
b. Tire and Wheel Clearance  
c. Adjustable Axle Assemblies (Sliding Subframes)

10. TIRES

a. Tires on any steering axle of a power unit.  
b. All other tires.

11. WHEELS AND RIMS

a. Lock or Side Ring  
b. Wheels and Rims  
c. Fasteners  
d. Welds

12. WINDSHIELD GLAZING

Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions).

13. WINDSHIELD WIPERS

Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.

14. OTHER

List any other condition(s) which may prevent safe operation of this vehicle.

INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION: ☒ OK, ☒ NEEDS REPAIR, ☒ NA. IF ITEMS DO NOT APPLY, REPAIRED DATE

CERTIFICATION: THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION IN ACCORDANCE WITH 49 CFR PART 396.

55



**FMCSA Proposed Rule  
for Inspection of  
Rear Underride Guards:  
Comments Due By  
March 1, 2021**

**Utility** “is pleased to announce its dry vans, refrigerated vans and flatbeds produced after 2002 can be retrofitted with Utility’s standard 7” deep horizontal Interstate Commerce Commission (I.C.C.) bumper. . .



***“Utility strongly recommends their 7” deep horizontal bumper for horizontal bumper replacement on new or older Utility trailer models that were built after 2002 in order to exceed all rear trailer guard safety regulations.*”**

***Utility*** will discount the new bumpers as an incentive to replace the old bumpers with the new upgraded 7" deep bumper. . .



***“ . . .is also I.I.H.S. certified and  
TOUGHGuard awarded.  
TOUGHGuard awards trailers with  
guards that prevent underride in  
all three of the institute’s rear  
underride tests . . . . [Utility Implements  
Standard 7” Rear Impact Guard on All Trailer Models](#)***

**Thankfully, there are  
many RIG retrofit  
solutions available.  
This is what I know. .**

**•**

*Great Dane Trailers*  
has a retrofit  
solution.



*Stoughton Trailers*  
has a retrofit kit.

*Vanguard Trailers* and  
*Manac Trailers* have the  
improved guard  
available for sale.

**I don't have information  
about retrofit options for  
the other trailer  
manufacturers.**



**TrailerGuards** offers a generic  
Rear Impact Guard (RIG) Retrofit  
out of aluminum  
which can be installed  
on most any model of trailer.



See it crash tested here  
at 38 mph.

<https://www.youtube.com/watch?v=pFFXMWSDBFw>









<https://www.youtube.com/watch?v=BnBcmK1BhPg>



[https://www.youtube.com/watch?v=Ofw9xSoWwu8&feature=emb\\_logo](https://www.youtube.com/watch?v=Ofw9xSoWwu8&feature=emb_logo)





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# Side Guard Pilot Program

Purpose: Address potential operational issues in the use of side guards.

Weight of Side Guards:

- Effect on fuel cost
- Effect on trailer's frame

Road Clearance:

- Ability to navigate loading docks
- Ability to clear rail grade crossing

Effects on Under-Trailer Equipment/Access:

- Do side underride guards limit access to or displace equipment?
- Do side underride guards inhibit inspection of vehicle

Track trips & mileage. Report any collisions with passenger vehicles or VRUs.



**How often  
does override  
happen?**

# STATUS INSURANCE INSTITUTE FOR HIGHWAY SAFETY REPORT

Vol. 27, No. 9

July 11, 1992

## Death Count May Be Too Low

How often do cars and other passenger vehicles slide into and under the rear of big trucks, killing the people in the passenger vehicles? Underride crashes may happen more than twice as often as the National Highway Traffic Safety Administration (NHTSA) recognizes.

Institute researchers analyzing NHTSA data files have discovered that many states don't identify any fatal rear-end truck crashes as involving underride. These omissions lead researchers to conclude that many more deaths may be occurring in underrides than the average of 72 annually that NHTSA recognizes.

In California, for example, 24 percent of all 1989 passenger vehicle occupant deaths that occurred in rear-end truck and parked vehicle crashes are identified in NHTSA data files as involving underride. But, in 36 states and the District of Columbia, not a single one of the 400 passenger vehicle occupant deaths in such crashes is identified as involving underride. (See table on page 2.)

Institute researchers scrutinized police reports for the 1989 California crashes identified as underrides and verified them as such. "It's more than likely a coding problem that's keeping more crashes nationwide from being properly identified as underrides," says Institute President Brian O'Neill. Police reports don't always include enough information to determine whether individual crashes involve underride, so the crashes don't get coded as such in NHTSA's data system.

As many as 151 deaths in underride crashes may be occurring each year — not the 72 NHTSA recognizes — if the proportion of underride crashes in California holds true for the nation as a whole.

"If underrides are underreported, and it appears they are, then it's all the more reason to get on with federal rulemaking for improved underride guards," O'Neill says. NHTSA's recent proposal to require lower, stronger guards on truck trailers is the agency's sixth announced plan to upgrade a 1953 underride regulation that's still in force. Proposals were issued — then abandoned — in 1967, 1969, 1970, 1977, and 1981. (See *Status Report*, Vol. 27, No. 2, Feb. 8, 1992.)

Referring to the likely underreporting of underrides, the Institute says NHTSA should amend its data-gathering processes to more accurately identify such crashes. Plus, Institute researchers have identified the following shortcomings in NHTSA's proposed underride guard requirements:

**Guards Too High** The proposed 22-inch maximum ground clearance for rear underride guards is preferable to the 30 inches now allowed, but it's still way too high. It'll fail to prevent many underrides and won't take full advantage of automobile safety technology like air bags, the Institute says. A 20-year-old NHTSA



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Crash Year by Initial Impact Point on the Large Truck	Passenger Vehicle Compartment Intrusion?			Total
	Compartment	No	Compartment	

2011

2012

2013

2014

2015

1994-2015

VARIABLE LISTING OF CASE # 130366 VEHICLE DATA FILE  
FATAL MOTOR VEHICLE TRAFFIC CRASH ON MAY 4, 2013 IN GREENSBORO, GA  
FATALITY ANALYSIS REPORTING SYSTEM(FARS) 2013 ARF

Extent of Damage	Vehicle Removal	Most Harmful Event	Related Factors- Vehicle Level	Related Factors- Vehicle Level 2	Fire Occurrence
Disabling Damage	Towed Due to Disabling Damage	Motor Vehicle In-Transport	None	None	No or Not Reported
Disabling Damage	Towed Due to Disabling Damage	Motor Vehicle In-Transport	None	None	No or Not Reported
Disabling Damage	Towed Due to Disabling Damage	Motor Vehicle In-Transport	None	None	No or Not Reported
Emergency Use	Travel Speed	Underride/Override	Rollover	Location of Rollover	Initial Contact Point
Not Applicable	Not Reported	No Underride or Override Noted	No Rollover	No Rollover	1 Clock Point
Not Applicable	Not Reported	Underriding a Motor Vehicle In-Transport, Underride, Compartment Intrusion Unknown	No Rollover	No Rollover	11 Clock Point
Not Applicable	Not Reported	Override Noted	No Rollover	No Rollover	6 Clock Point
Driver Presence	Driver's License State (FARS Only)	Driver's ZIP Code	Non-CDL License Status	Non-CDL License Type	Commercial Motor Vehicle License Status
Yes	California	90025	Valid	Full Driver License	Valid
Yes	North Carolina	27804	Valid	Full Driver License	No (CDL)
Yes	Florida	34420	Valid	Full Driver License	Valid

This report was generated

file:///U:/\_Eas



Under-reporting:  
a major problem



Crash Y

*Indiana*

Crash Year by Initial Impact Point on the Large Truck	Passenger Vehicle Compartment Intrusion?			Total
	Compartment Intrusion	No Compartment Intrusion	Compartment Intrusion Unknown	
Rear	0	0	1	1
Total	1	0	3	4
2003				
Rear	1	0	0	1
Total	1	0	0	1
2004				
Left Side	0	0	1	1

*FARS*

Vehicle Compartment Int

*Roya*

FULL FIELD DATA DUMP OF 2004 FARS CASE 180748 - VEHICLE FILE  
 FATAL MOTOR VEHICLE TRAFFIC CRASH OCCURRING ON NOVEMBER 24, 2004 IN INDIANA  
 THE CRASH INVOLVED A BMW AND A TRUCK TRACTOR  
 2004 FATALITY ANALYSIS REPORTING SYSTEM (FARS) - FINAL

ST_CASE	VEHICLE #	VIN	VIN_1	VIN_2	VIN_3	VIN_4	VIN_5	VIN_6	VIN_7	VIN_8	VIN_9	VIN_10	VIN_11	VIN_12	STATE	OCCUPANTS	MAKE	MODEL	BODY TYPE
180748	1	WBABN33441JW	W	B	A	B	N	3	3	4	4	1	J	W	Indiana	2	BMW	34	2dr Sedan/HT/Coupe
180748	2	1FUJBCK94LN	1	F	U	J	B	B	C	K	9	4	L	N	Indiana	1	Freightliner	883	Truck/Tractor

ST_CASE	VEHICLE #	REGISTRATION STATE	REGISTERED VEHICLE OWNER	ROLLOVER	JACKKNIFE	TRAVEL SPEED	HAZARDOUS CARGO	TOWED TRAILING UNIT	VEHICLE CONFIGURATION	NUMBER OF AXLES	CARGO BODY TYPE	SPECIAL USE	EMERGENCY USE	IN IM
180748	1	Illinois	Driver Not Owner	No Rollover	Not Articulated	Unknown	No	No	Not Applicable	Not Applicable	Not Applicable	No Special Use	No	Cl
180748	2	Multi-In State	Business or Govt	No Rollover	No	Unknown	No	Yes/1 Unit	Tractor/Semi	5	Van/Enclosed Box	No Special Use	No	C

ST_CASE	VEHICLE #	PRINCIPAL IMPACT	UNDERRIDE/OVERRIDE	DEFORMATION	VEHICLE ROLE	MANNER LEAVING SCENE	FIRE OCCURRENCE	RELATED FACTOR 1	RELATED FACTOR 2	VEHICLE MANEUVER	CRASH AVOIDANCE MANEUVER	MOST HARMFUL EVENT	FATALS IN VEHICLE	EVENT 1
180748	1	Clock 12	No Under/Override	Disabling	Striking	Towed Away	No Fire	None	None	Going Straight	No Maneuver	Veh in Transp	1	Veh in Transp
180748	2	Clock 3	No Under/Override	Disabling	Struck	Towed Away	No Fire	None	None	Going Straight	No Maneuver	Veh in Transp	0	Veh in Transp

ST_CASE	VEHICLE #	EVENT 2	EVENT 3	EVENT 4	EVENT 5	EVENT 6	VIN LENGTH	BUS USE	GVW RATING	VEHICLE MODEL	MODEL YEAR	VIN MODEL	VIN SERIES	TRUCK VIN_BT	MOTOR CARRIER ID	TRUCK FUEL CODE	WHLBASE SHORT-AUTO	WHL LONG-A
180748	1	Unknown	Unknown	Unknown	Unknown	Unknown	17	Not Used a Bus	Not Applicable	BMW 3-series	2001	SCI	***	CP	0000000000	*	1073	
180748	2	Unknown	Unknown	Unknown	Unknown	Unknown	17	Not Used a Bus	26,001 or more	FRHT COE hi ent	2004	ST2	CON	DS	5780806	D	9999	

ST_CASE	VEHICLE #	CC DISPLACEMENT	VIN WEIGHT-AUTO	TRUCK WEIGHT CODE	DRIVER PRESENCE	DRIVER DRINKING	LICENSE STATE	NON-CDL LICENSE TYPE	NON-CDL LICENSE STATUS	COMM MV LICENSE STATUS	COMPLIANCE W/LIC ENDORSEMENTS	DRIVER LICENSE TYPE COMPLIANCE	COMPLIANCE W/LIC RESTRICTIONS	VIOLATION CHARGE 1
180748	1	0	3252	0	Driver Operated	No Drinking	Illinois	Full License	Valid	No (CDL)	No Endorsements	Valid	No Restrict,N/A	None
180748	2	0	0	8	Driver Operated	No Drinking	Michigan	Full License	Valid	Valid	No Endorsements	Valid	Complied	None

nder-reporting:  
major problem



**FIELD DATA DUMP OF 2016 FARS CASE 120918 - VEHICLE FILE**  
**1. MOTOR VEHICLE TRAFFIC CRASH OCCURRING ON MAY 7, 2016 AT 4:40PM IN**  
**CRASH INVOLVED A TESLA AND A TRUCK TRACTOR**  
**FATALITY ANALYSIS REPORTING SYSTEM (FARS) - FINAL**

Executive Number	Vehicle Number	Travel Speed	Underride/Override	Rollover Type	Location of Rollover	Areas of Impact - Initial Contact Point	Extent of Damage										
120918	1	035 MPH	No Underride or Override Noted	No Rollover	No Rollover	9 Clock Point	Functional Damage										
120918	2	065 MPH	No Underride or Override Noted	No Rollover	No Rollover	12 Clock Point	Disabling Damage	Towed Due to Disabling Damage	Motor Vehicle In-Transport	None	None	No or Not Reported	Yes	Ohio	44705	Valid	Full Driver License



# Joshua Brown Tesla Side Underride Crash

2/27/2021

# Under-counted and under-reported

- Inconsistency in police reports
- **No checkbox** for underride in police reports
- Poorly understood by law enforcement
- Looking for reason for crash - not reason for **fatalities**.
- Looking at driver behavior instead of **dangerous design** of trailer.
- Lack of awareness
- Well-documented **inaccuracy of data**



# GAO Truck Underride Report

**. . . these fatalities are likely underreported due to variability in state and local data collection. . . As a result, NHTSA may not have accurate data to support efforts to reduce traffic fatalities.**

# **Underride Cost Benefit Analysis Study**

**University of North Carolina  
Gillings School of Global Public Health  
Kristen Hassmiller Lich**

# Override Literature Review

## Virginia Tech



## **Consensus Side Guard Standard**

**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.**



# Front Underride Protection Panel

Andy Young, Iain Knight,  
Aaron Kiefer, Keith Freidman, George Rechnitzer





2020- 6-30 10:22:40AM



The front of a  
truck can go  
over a car



Source: Oklahoma State Police





**Front Underride Protection Crash Test**







<https://youtu.be/V3a9VUtxZdg>

***Trailer makers said they were prepared to adjust to any mandate.***

***“We do not currently offer this feature. Like other manufacturers, we have looked at the concept but have not yet found a way to make them commercially viable,” Glenn Harney, chief sales officer at Hyundai Translead, told Transport Topics.***



***If the government makes them mandatory, we would, of course, do our best.” Use of side guards will have to emerge from regulations, “or else the playing field won’t be level, and no one is going to accept it,” said Charles Willmott, chief sales officer at trailer maker Strick Group.***

*Highway Safety Institute Backs Side Underride Guards for Trailers, Transport Topics, May 11, 2017*

***The New Mexico Supreme Court explained, “[w]e hesitate to embrace a standard that would allow an industry to set its own standard of reasonable care and to determine how much product related risk is reasonable.”***

[MEMORANDUM OPINION AND ORDER, Hauck vs Wabash National, February 17, 2021](#)

Hesitant

Bystander

Let people **die!**

**STOP**

Underrides!

BOLD

Guardian



**We want to encourage you  
to move ahead of any  
government requirement  
into this safety marketplace that  
has been prepared for you.**



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100

A young girl with blonde hair is running towards the camera on a paved path in a forest. She is wearing a red sweatshirt with the words "SINGING GRANDPAS" in white, blue jeans, and dark shoes. She has a joyful expression. The path is covered with fallen autumn leaves, and the background consists of tall trees with green and yellow foliage.

**I have fought the good fight;  
I have finished the course.**

2/27/2025

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