

# 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.**

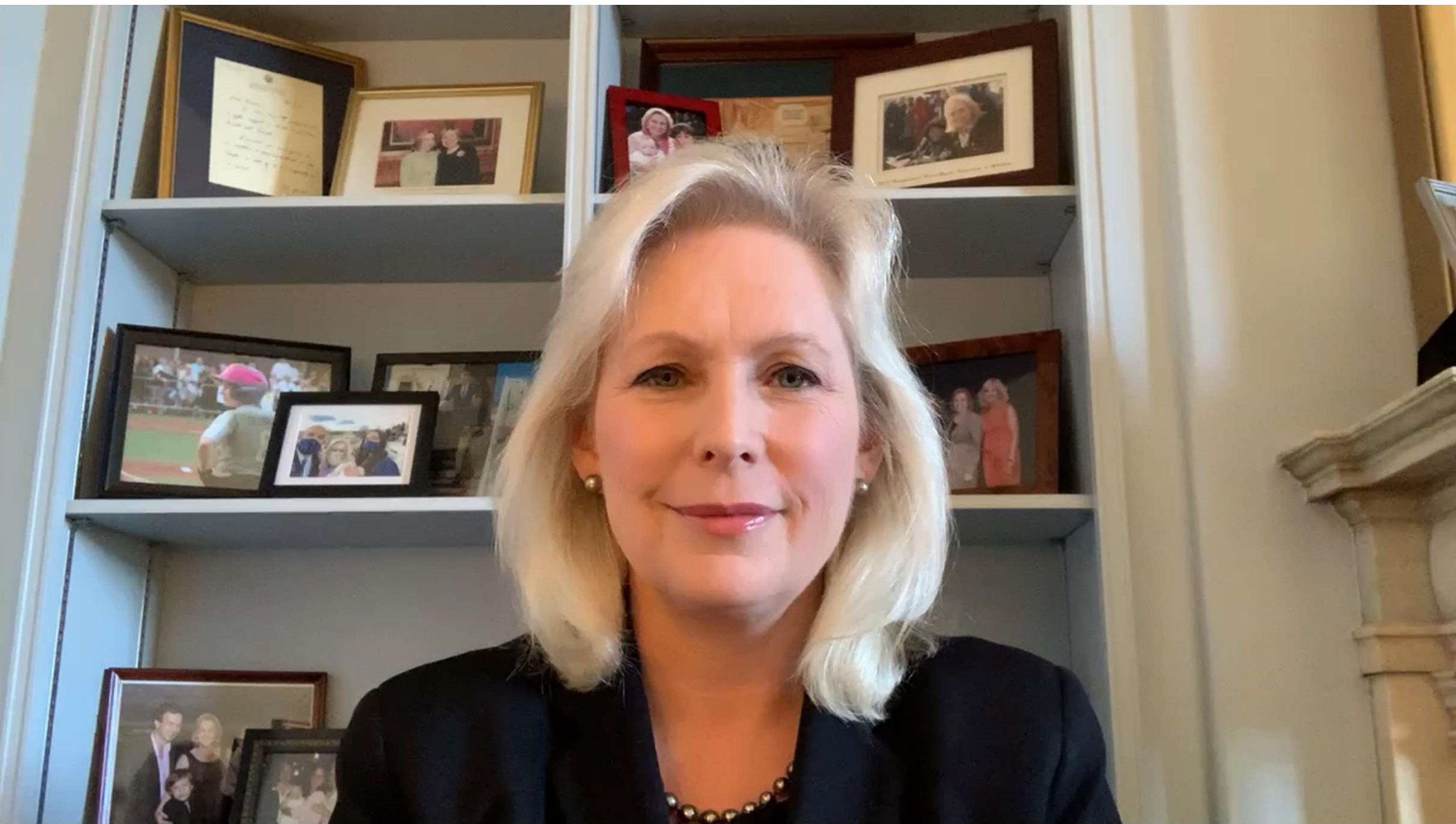
# Invocation

**Pastor Mike Noel**



# **Introductory Remarks**

**Senator Kirsten Gillibrand**





# **Welcome to Underride Victims & Families**

**Andy Young**

# **Welcome to Underride Victims & Families**

**Underride Timeline Video**





AnnaLeah Karth

1995 - 2013

Mary Karth

1999 - 2013

2013

# Welcome to Underride Victims & Families

Andy interviews Riley's dad,  
Eric Hein.

































# Welcome to Underride Victims & Families

Remembering  
precious ones gone too soon





# 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 LTE 26% 2:31 PM






# Ally 2020



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Photo by: Provided, NKU School of the Arts

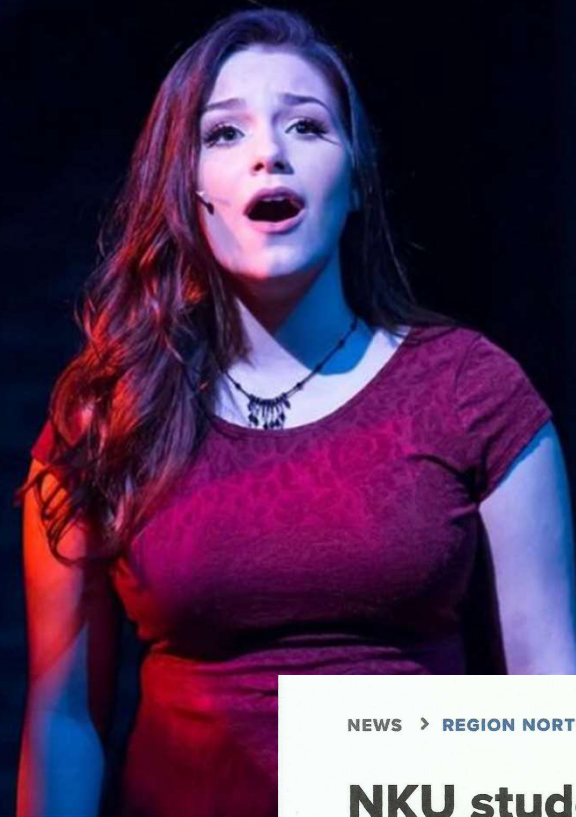
Ally Davis, 21, was a senior musical theatre student at Northern Kentucky University.

 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:

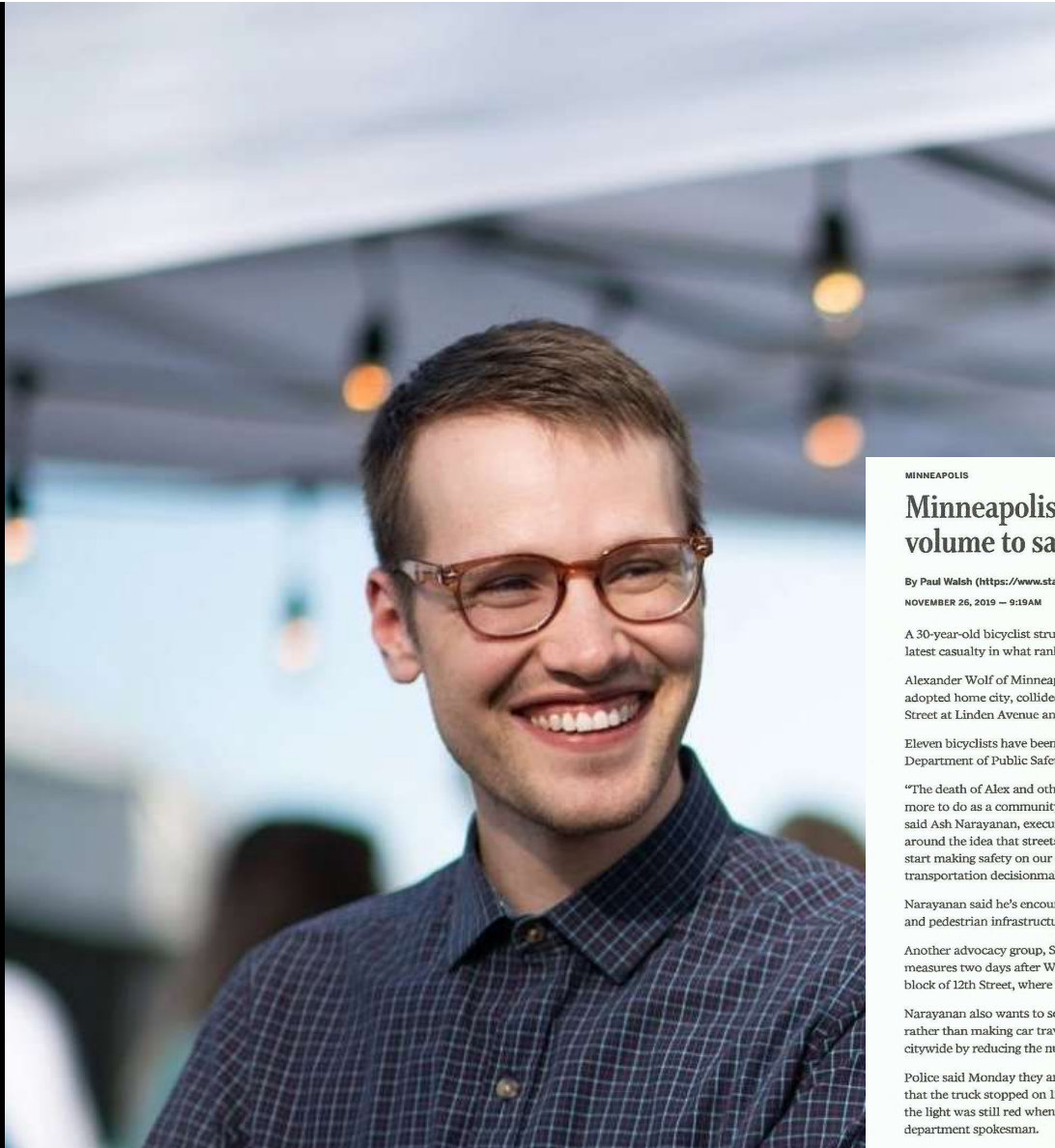
"It is with great sadness that we must share with you that the Lincoln Trail College family lost one of our members today – Audria Truelove. The college has made grief counseling available to our student athletes through the Highland Church of Christ and First United Methodist Church. Counseling services 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.



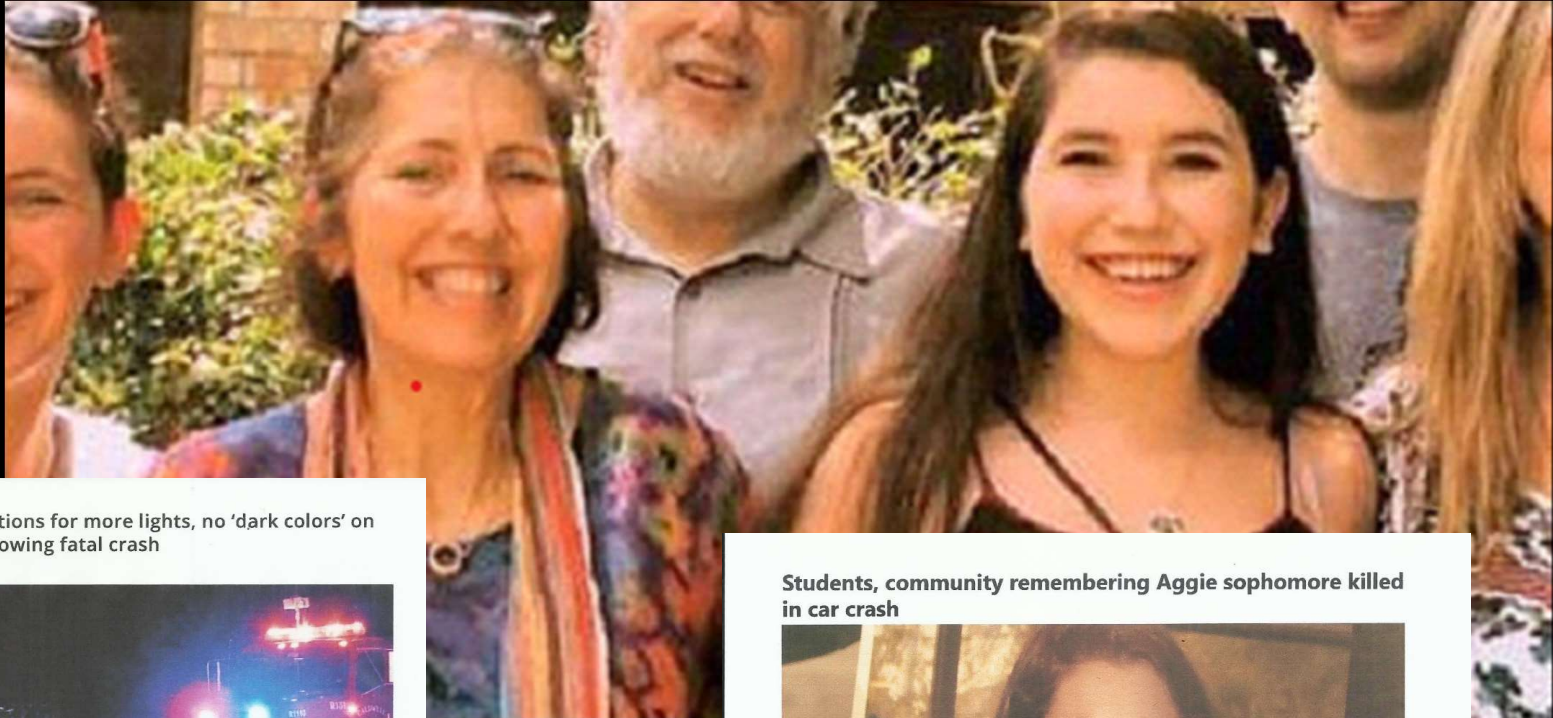
Police said the crash between Alexander Wolf, on the left, and a semitrailer truck late Wednesday afternoon on 12th Street at Linden Avenue killed him. This is the latest in a series of deaths on Minnesota roads so far this year.



# 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)

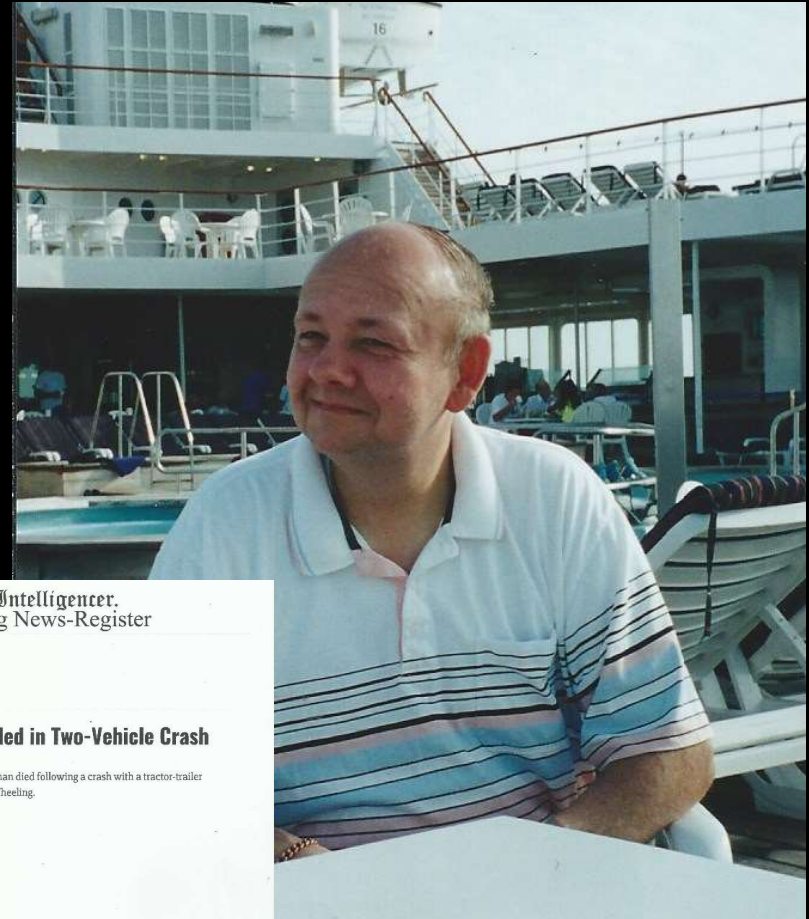
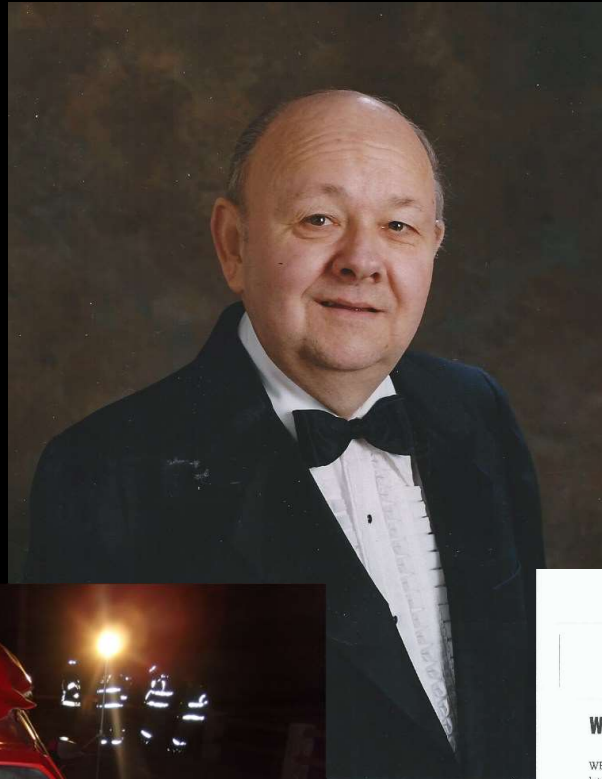
By Erika Fernandez

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



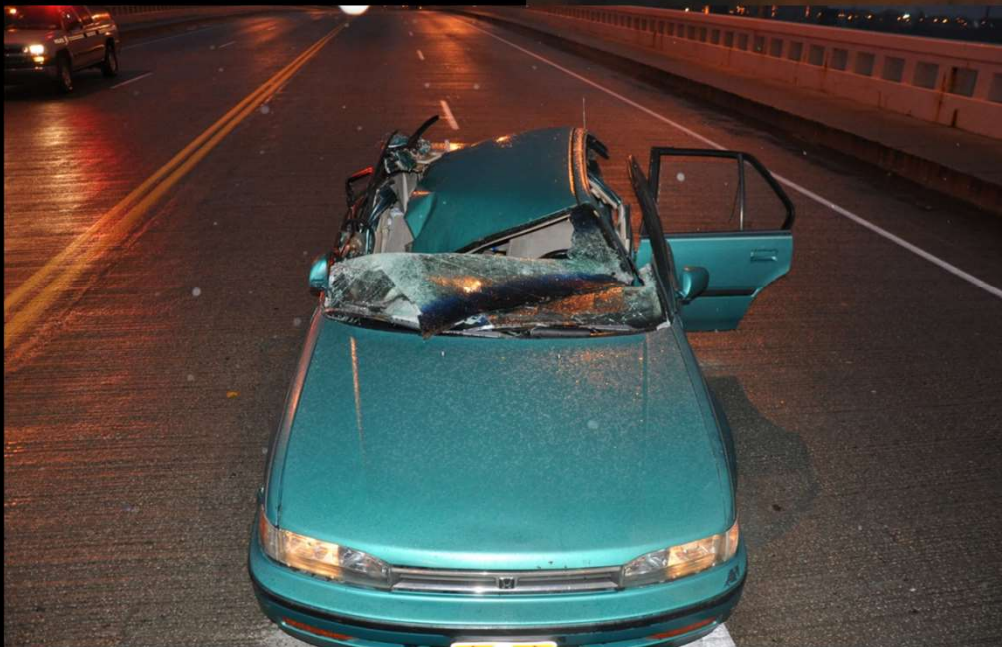
## Caitlin Preston Killed in 18-Wheeler Accident on Route 72 in Greene County, OH

**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.

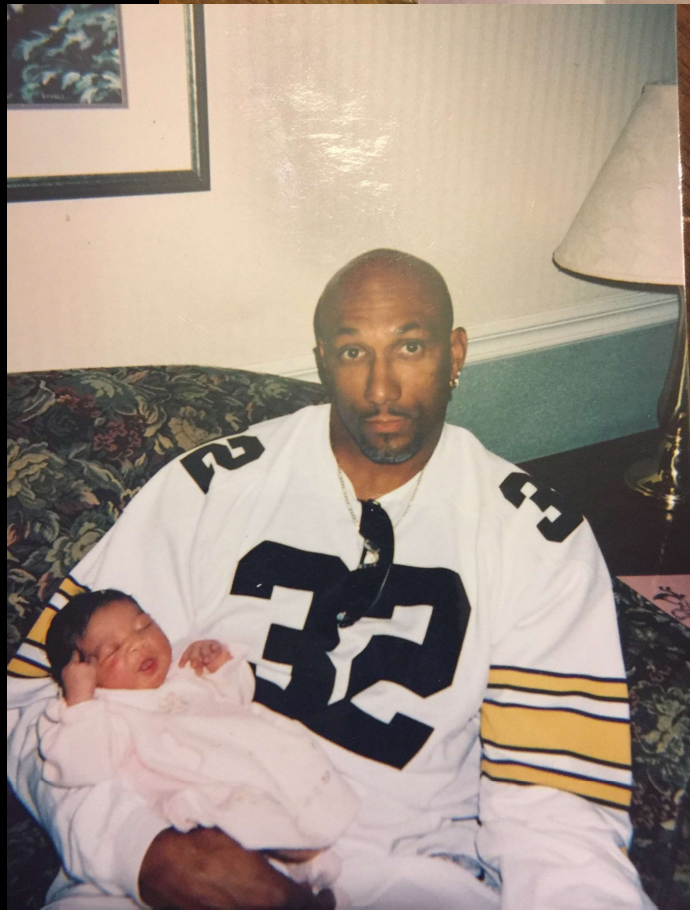


Josh  
2010

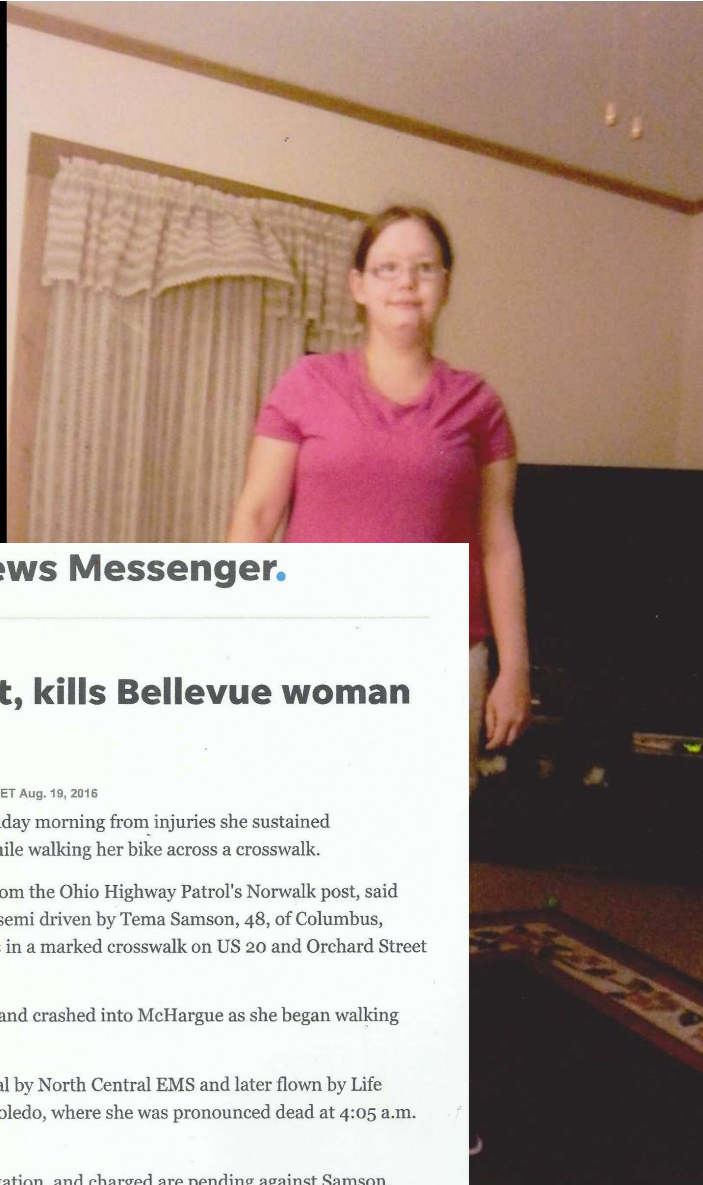




David  
2014



# 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.

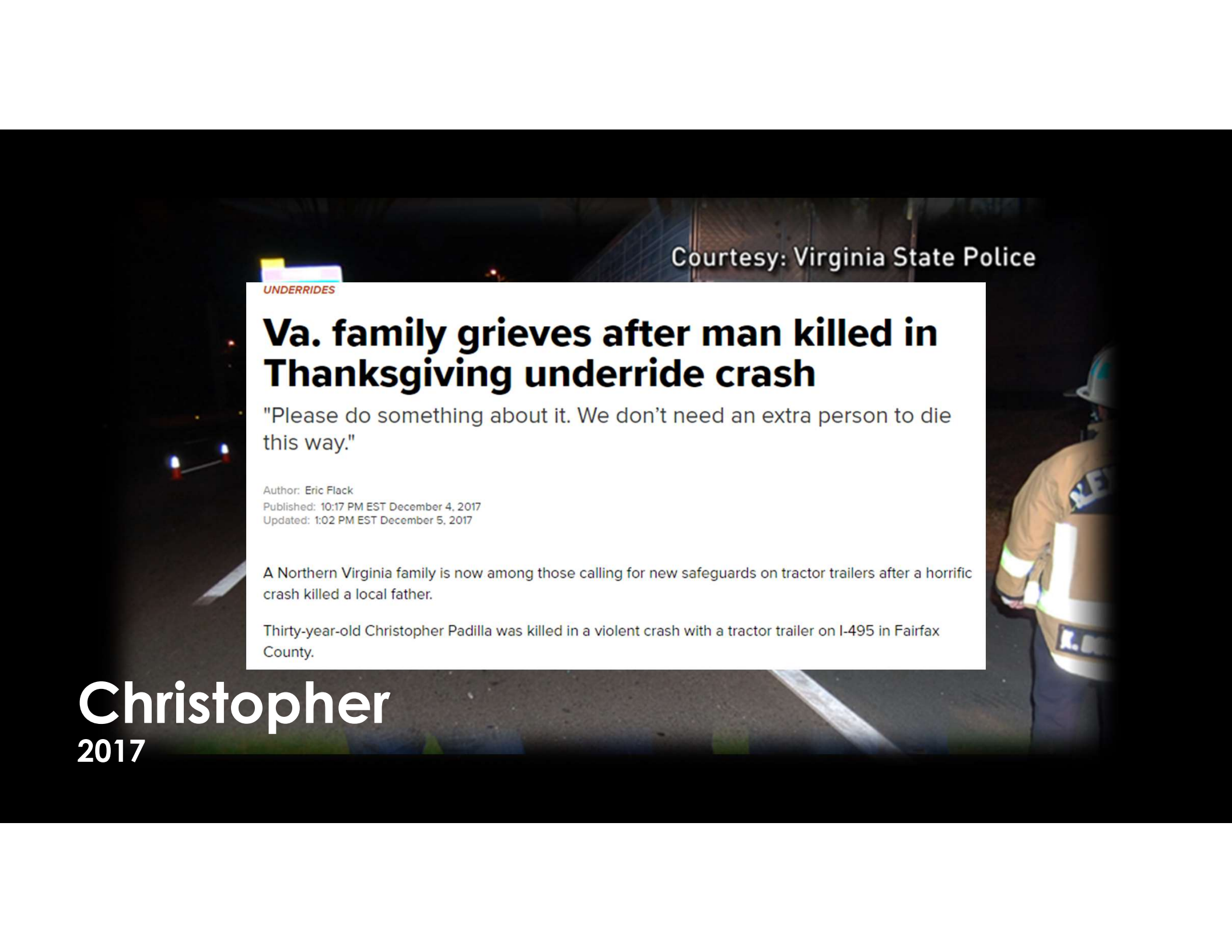
The crash, according to a news release from the Ohio Highway Patrol's Norwalk post, said Brittany McHargue, 20, was struck by a semi driven by Tema Samson, 48, of Columbus, while McHargue was attempting to cross in a marked crosswalk on US 20 and Orchard Street at 5:02 p.m. Thursday..

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

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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.

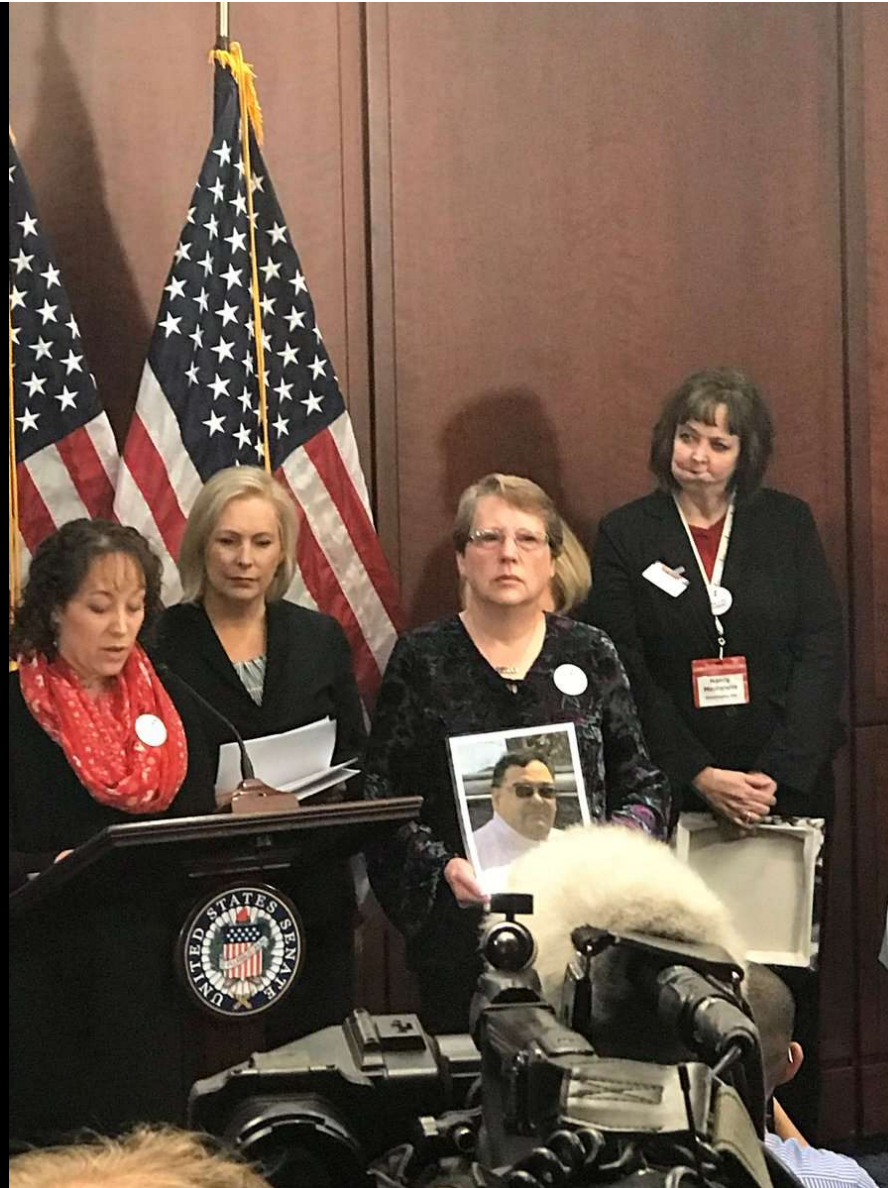


Rod  
2017





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



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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 03, 2018 02:24 AM

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

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

Posted by Briona Arradondo and Payton Knobeloch

© Posted Jan 1, 2018





**Rebecca, Daniel, L**  
**2018**

## **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

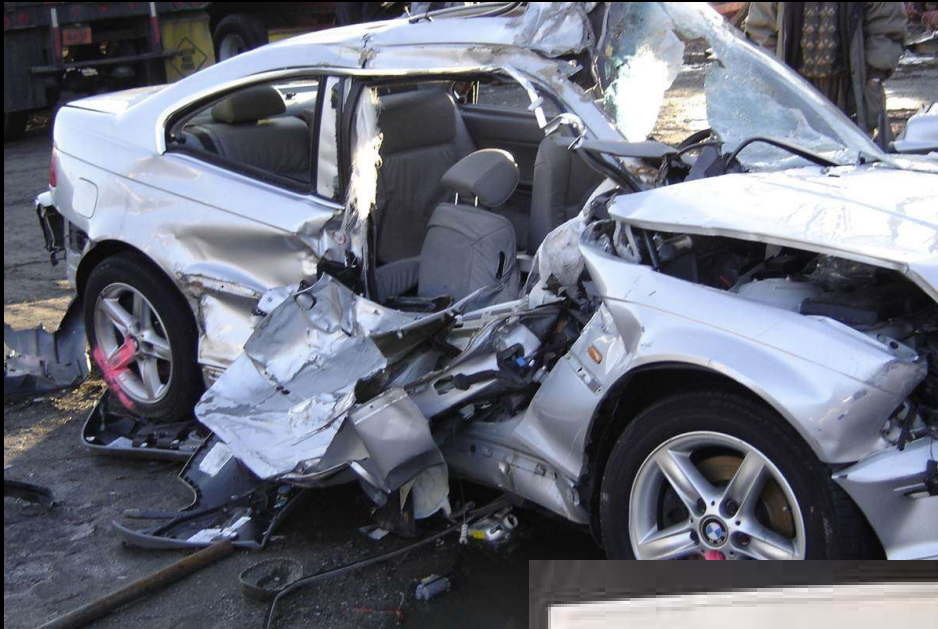


# Michael

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 mom and as  
a faithful friend. Thank you for  
your integrity, sacrifice and  
abundant love which you display





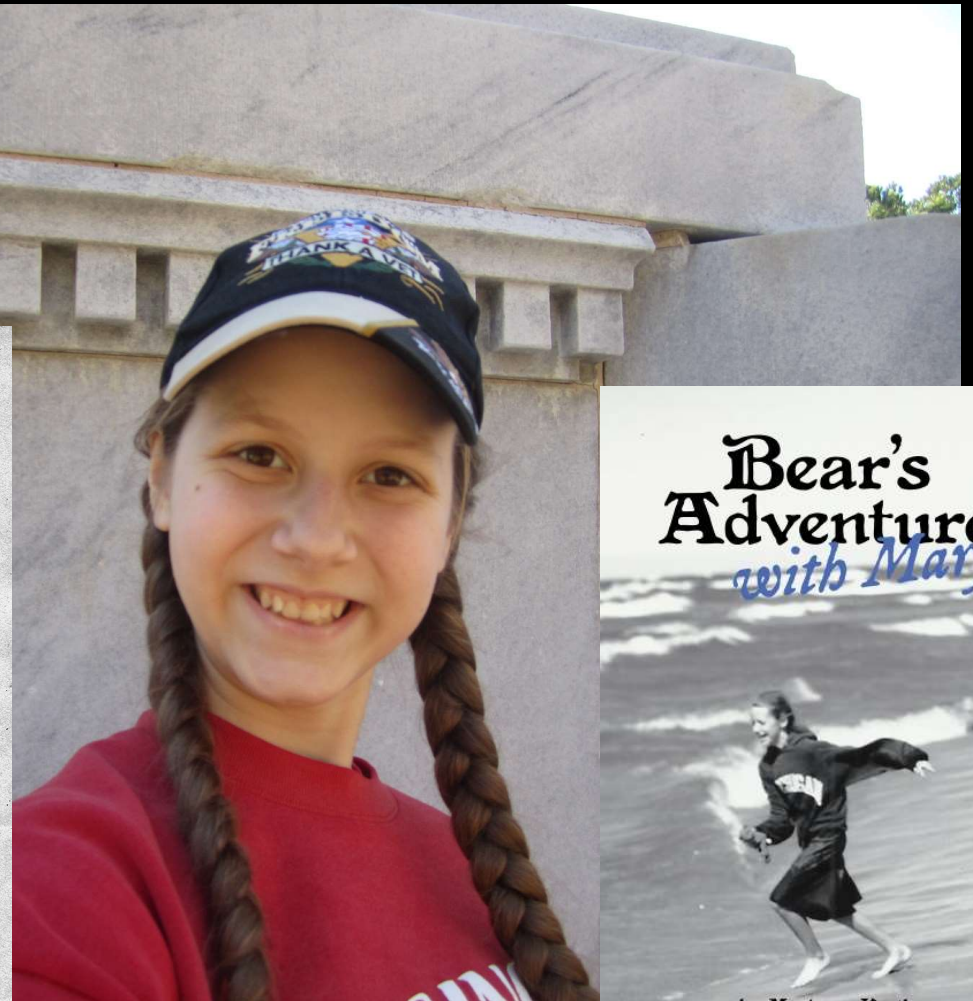
# Mary

2013

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



Aunt  
mary



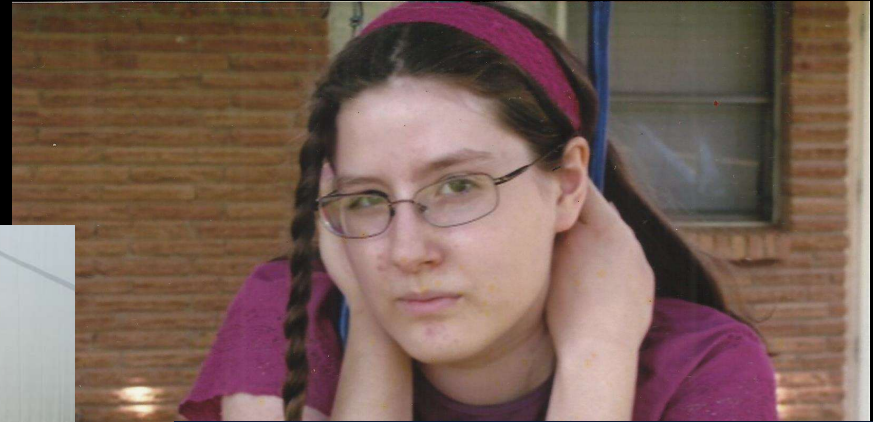
## Bear's Adventure *with Mary*



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



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.**

# Reintroduction of the **STOP** Underrides Bill

Lois Durso-Hawkins



## S. 665

To reduce the number of preventable deaths caused by underride crashes, to improve carrier and passenger motor vehicle safety, and for other purposes.

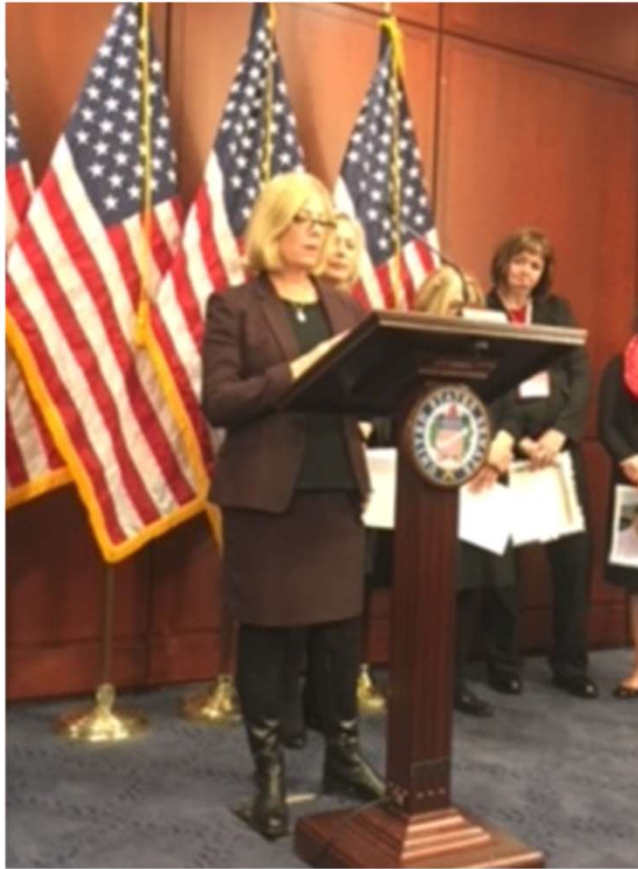
### IN THE SENATE OF THE UNITED STATES

MARCH 5, 2019

Mrs. GILLIBRAND (for herself, Mr. RUBIO, Mr. MARKEY, Ms. DUCKWORTH, Mr. UDALL, and Mrs. FEINSTEIN) introduced the bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

## A BILL

To reduce the number of preventable deaths caused by underride crashes, to improve carrier and passenger motor vehicle safety, and for other purposes.



## S. 11

To reduce the number of preventable deaths and injuries caused by underride crashes, to improve motor vehicle safety, and for other purposes.

### IN THE HOUSE OF REPRESENTATIVES

2019

Mr. SAULNIER introduced the bill; which was referred to the Committee on Transportation and Infrastructure

## A BILL

To reduce the number of preventable deaths and injuries caused by underride crashes, to improve motor vehicle safety, and for other purposes.

# 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  
Peo  
Str  
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





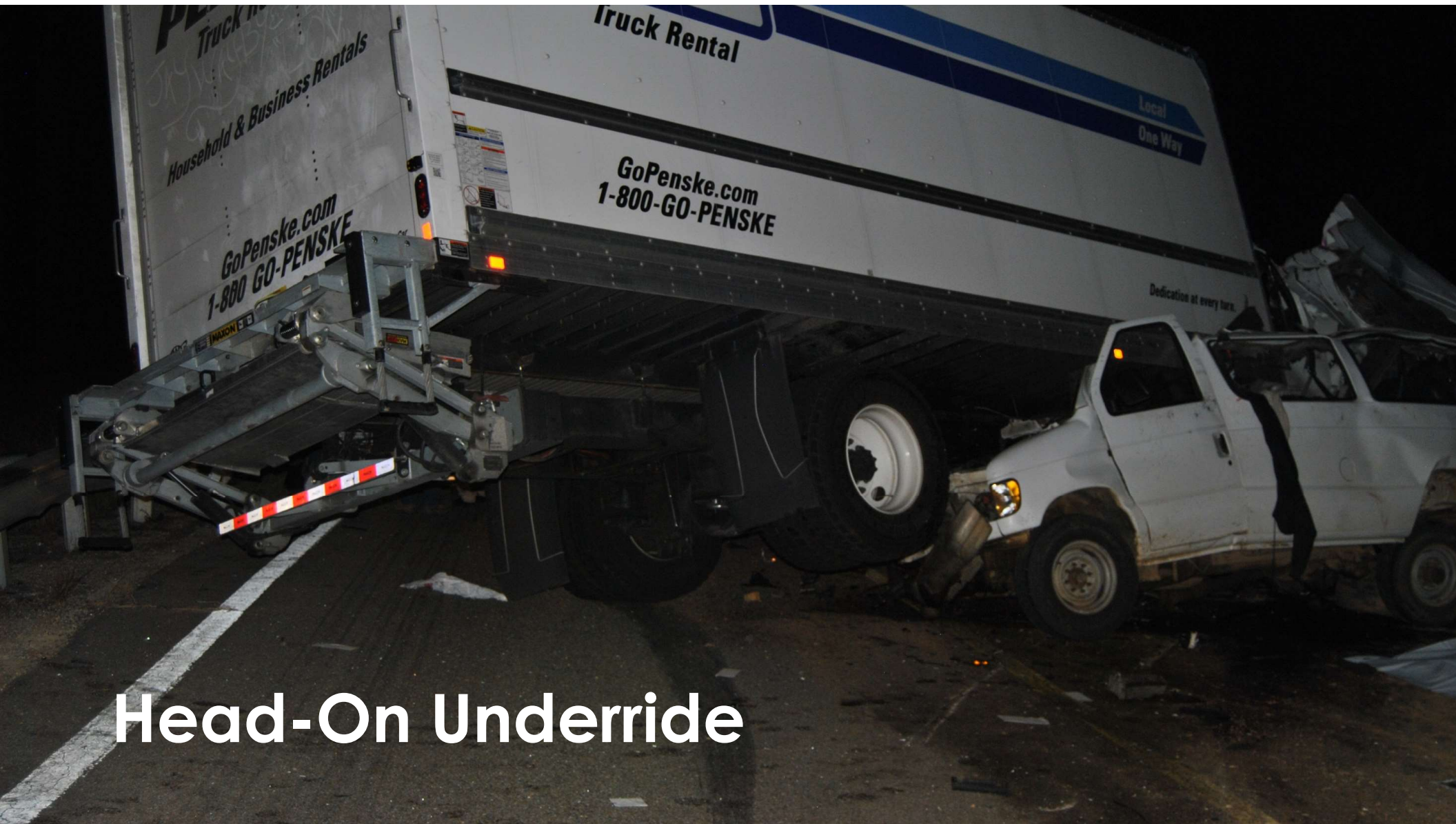






Underride can happen under any part of the truck





Head-On Underride

It can happen  
in a **head-on** crash  
or  
when a truck  
**rear-ends** a car



# Front Underride

## STATUS INSURANCE INSTITUTE FOR HIGHWAY SAFETY REPORT

Vol. 24, No. 8

August 26, 1991



In this test collision, the truck bumper intrudes dangerously close to the passenger cabin.

### Front End, Energy-Absorbing Truck Guards Reduce the Risks for Motorists

Head-on collisions between trucks and cars are deadly encounters for auto occupants. Researchers report that nearly two-thirds of the German car passengers killed in truck crashes were the victims of such impacts.

To help prevent such deaths, researchers at the Technical University of Berlin developed a new front crash protection system for trucks that, its researchers say, could greatly reduce occupant death and injury if adopted by vehicle manufacturers.

Data from a previous study showed that the average speed for real-world, head-on fatal crashes between cars and trucks in Germany is about 47 to 56 mph.

Crash tests demonstrate that auto passenger compartment deformation in impacts with heavy trucks can occur at speeds of 37 mph due to the stiffness and height of truck front ends. The researchers' goal was to develop a design that can prevent passenger compartment deformation and intrusion at those speeds.

The researchers developed a design incorporating a front-end soft plastic exterior face to absorb minor collisions without damage, with a metal honeycomb mounted behind to a support frame. In a more severe crash, the honeycomb absorbs some of the crash force. The support frame prevents the car from sliding beneath the truck's front end and trans-

### SAFETY RESEARCH

This special issue of *Status Report* focuses on research findings presented at the Twelfth International Technical Conference on Experimental Safety Vehicles in Goteborg, Sweden earlier this year.

The conference is made possible through bilateral agreements between France, the Federal Republic of Germany, Italy, Japan, Sweden, the United Kingdom, and the United States. Agencies of these governments, the automotive industry, and vehicle safety research organizations meet periodically to share state-of-the-art safety technology. The conference reflects the international concern over traffic deaths and injuries around the world.

The complete proceedings of the conference will be published by the National Highway Traffic Safety Administration (NHTSA) and should be available early next year. Copies may be obtained by sending a self-addressed mailing label to: Linda O'Connor, Technical Coordinator, NRD-01, NHTSA Office of Research and Development, 400 Seventh St. SW, Washington, D.C. 20590.

fers the crash energy to the chassis of the truck.

In 70 kph, or 44 mph, overlapping frontal impacts, the researchers report the guard spreads the crash force over a broad area of the car, which greatly reduces the intrusion into the passenger compartment. In a comparison test with-

(Cont'd on Page 3)





# Single Unit Trucks

Single unit trucks are not required to follow the Federal standard





# New York Garbage Truck Underride



**Single Unit Trucks are exempt  
from federal underride regulations.**



## 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.**

An aerial photograph of a multi-vehicle accident scene on a highway. A large white semi-truck is involved in a collision with several cars. A person in a high-visibility vest stands near the truck. The left side of the image is covered by a large, textured orange graphic. The text "Rear Guards Update" is overlaid in white.

# Rear Guards Update



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

The background of the slide is a photograph of a car accident scene. A white car is involved in a collision, with its rear end crumpled. Several emergency vehicles, including a white van and a dark-colored car, are parked nearby. A person in a high-visibility yellow vest is standing near the accident. The scene is outdoors on a paved surface. The text is overlaid on the left side of the image, with a large orange textured area behind the first line of text.

# Rear Guards Update: **Sean O'Malley**, IIHS, Senior Test Coordinator





# Rear Guards Update: Rulemaking Call to Action

***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 396.19. <input type="checkbox"/> YES
CITY, STATE, ZIP CODE	VEHICLE IDENTIFICATION ( <input checked="" type="checkbox"/> AND COMPLETE) <input type="checkbox"/> LIC. PLATE NO. <input type="checkbox"/> VIN <input type="checkbox"/> OTHER
VEHICLE TYPE <input type="checkbox"/> TRACTOR <input type="checkbox"/> TRAILER <input type="checkbox"/> TRUCK <input type="checkbox"/> BUS <input type="checkbox"/> (OTHER)	INSPECTION AGENCY/LOCATION (OPTIONAL)

VEHICLE COMPONENTS INSPECTED

OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM	OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			<b>1. BRAKE SYSTEM</b>				<b>6. SAFE LOADING</b>				<b>10. TIRES</b>
			a. Service Brakes				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.				a. Tires on any steering axle of a power unit.
			b. Parking Brake System				b. Protection against shifting cargo.				b. All other tires.
			c. Brake Drums or Rotors				c. Container securement devices on intermodal equipment.				<b>11. WHEELS AND RIMS</b>
			d. Brake Hose								a. Lock or Side Ring
			e. Brake Tubing				<b>7. STEERING MECHANISM</b>				b. Wheels and Rims
			f. Low Pressure Warning Device				a. Steering Wheel Free Play				c. Fasteners
			g. Tractor Protection Valve				b. Steering Column				d. Welds
			h. Air Compressor				c. Front Axle Beam and All Steering Components Other Than Steering Column				<b>12. WINDSHIELD GLAZING</b>
			i. Electric Brakes				d. Steering Gear Box				Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions).
			j. Hydraulic Brakes				e. Pitman Arm				<b>13. WINDSHIELD WIPERS</b>
			k. Vacuum Systems				f. Power Steering				Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.
			<b>2. COUPLING DEVICES</b>				g. Ball and Socket Joints				<b>14. OTHER</b>
			a. Fifth Wheels				h. Tie Rods and Drag Links				List any other condition(s) which may prevent safe operation of this vehicle.
			b. Pintle Hooks				i. Nuts				
			c. Drawbar/Towbar Eye				j. Steering System				
			d. Drawbar/Towbar Tongue				<b>8. SUSPENSION</b>				
			e. Safety Devices				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.				
			f. Saddle-Mounts				b. Spring Assembly				
			<b>3. EXHAUST SYSTEM</b>				c. Torque, Radius or Tracking Components				
			a. Exhaust system leaking forward of or directly below the driver/sleeper compartment.				<b>9. FRAME</b>				
			b. Bus exhaust system leaking or discharging in violation of standard.				a. Frame Members				
			c. Exhaust system likely to burn, char, or damage the electrical wiring, fuel supply, or any combustible part of the motor vehicle.				b. Tire and Wheel Clearance				
			<b>4. FUEL SYSTEM</b>				c. Adjustable Axle Assemblies (Sliding Subframes)				
			a. Visible leak.								
			b. Fuel tank filler cap missing.								
			c. Fuel tank securely attached.								
			<b>5. LIGHTING DEVICES</b>								
			All lighting devices and reflectors required by Part 393 shall be operable.								

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.



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

The background is a photograph of a car accident scene on a multi-lane road. A silver sedan is involved in a collision, with its rear end crumpled and debris scattered. Several other vehicles, including a white SUV and a white sedan, are visible in the background. A person in a high-visibility vest is standing near the accident. The left side of the image is covered by a large, textured orange overlay.

# Rear Guards Update: Retrofit Options



**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.

The background image is a photograph of a truck accident scene. A large white semi-truck is involved in a collision with a silver sedan. A person in a high-visibility yellow vest stands near the truck. Other vehicles are visible in the background. A large, textured orange graphic is on the left side of the image.

Update from **Aaron Kiefer**  
on his underride research





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)



# Side Underride Update





1627.0001  
Side Impact Test  
Malibu into Truck  
No. CAL2976  
1/9/2017



# Side Underride Update

## Perry Ponder, AngelWings



The background image shows a semi-truck with a white trailer and a silver car involved in a side-underride accident. The car is positioned in front of the truck's trailer, and its front end is crushed. The truck is white with red and yellow reflective markings. The scene is set on a road with a grassy area in the background. The image is overlaid with a large, abstract, orange and yellow flame-like graphic on the left side.

# Side Underride Update

## Glenn Berry, Thomas Transport





# Side Underride Update

## Ferdinand Heres, Heres Transport

The background of the slide features a photograph of a side-underride accident. A white semi-truck is shown from the side, with its trailer extending across the frame. A silver sedan is positioned in front of the truck's wheels, having been crushed underneath the trailer. The scene is set on a road with a grassy area in the background. The image is overlaid with a semi-transparent green and yellow filter, and a large, textured orange shape is on the left side.

# Side Underride Update

## Richard Camden, Prest Xpress



The background image is a photograph of a side underride accident. A white semi-truck is positioned horizontally across the frame, with its trailer partially visible. A silver sedan is positioned directly in front of the truck's wheels, having been crushed by them. The scene is set on a road with a grassy area in the background. The image is overlaid with a semi-transparent orange and green pattern, and the text 'Side Underride Update' and 'Vicky Bilodeau, PHSS Fortier' is displayed in white and blue respectively.

# Side Underride Update

**Vicky Bilodeau, PHSS Fortier**







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2/27/2



2/27/2







# Subcommittee Reports

# Industry Engagement

## Lois Durso-Hawkins

# 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.



# Research Subcommittee

**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



2/27/2021

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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

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file:///U:/\_Eas



Under-reporting:  
a major problem



Crash Y

*Indiana*

*FARS*

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
	Total	1	0	3
2003	Rear	1	0	0
	Total	1	0	0
2004	Left Side	0	0	1

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
180748	1	Illinois	Driver Not Owner	No Rollover	Not Articulated	Unknown	No	No	Not Applicable	Not Applicable	Not Applicable	No Special Use	No	CI
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  
 L MOTOR VEHICLE TRAFFIC CRASH OCCURRING ON MAY 7, 2016 AT 4:40PM IN FLORIDA  
 CRASH INVOLVED A TESLA AND A TRUCK TRACTOR  
 FATALITY ANALYSIS REPORTING SYSTEM (FARS) - FINAL

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Executive Number	Vehicle Number	Travel Speed	Underride/Override	Rollover Type	Location of Rollover	Areas of Impact - Initial Contact Point	Extent of Damage	Vehicle Removal	Most Harmful Event	Vehicle Related Factors (1)	Vehicle Related Factors (2)	Fire Occurrence	Driver Presence	Driver License State	Driver ZIP Code	Non-CDL License Status	Non-CDL License Type
120918	1	035 MPH	No Underride or Override Noted	No Rollover	No Rollover	9 Clock Point	Functional Damage	Not Towed	Motor Vehicle In-Transport	None	None	No or Not Reported	Yes	Florida	34684	Valid	Full Driver License
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

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# 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**





# Protecting Passenger Vehicles from Side Underride with Heavy Trucks

**Garrett Mattos**

# Underride Literature Review

## Virginia Tech



# Engineering Subcommittee

**Consensus Side Guard Standard**  
**Front Underride Protection Panel**

# Consensus Side Guard Standard

Malcolm Deighton  
& Jared Bryson

## **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







**Front Underride Protection Crash Test**





# Action Items

Consensus Side Guard Standard  
Underride Petition  
to Secretary of Transportation

# Override Petition to Secretary of Transportation

<https://annaleahmary.com/wordpress/wp-content/uploads/2021/02/Petition-for-Comprehensive-Override-Supplemental-Rulemaking.pdf>



An aerial photograph of a severe traffic accident on a multi-lane highway. A large white semi-truck is stopped, and a silver sedan is completely crushed underneath its rear. A person in a high-visibility yellow jacket stands near the truck. Other vehicles are visible in the background, and a road sign is on the right. The left side of the image has a large orange textured overlay.

# Underride Hero Hall of Fame





# Consensus Side Guard Standard

***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](#)

**The government has not yet made side guards mandatory. But we know that, in 2002, the industry anticipated side guard regulations. They are not here yet, but we know they are coming.**



**Side guard regulations are not here yet, but we have now provided you with a Consensus Side Guard Standard.**

**Can you grab the baton and do your best to finish the race so that no more lives are lost?**

**IIHS came up with the TOUGHGuard standard for the rear, and you responded beautifully. We are hoping that you will do the same with this Consensus Side Guard Standard.**

**Instead of waiting for government regulations, take this standard -- as is or improve upon it. Then, make it the TTMA standard for side guard excellence.**

**By coming together  
in a joint agreement on side guards,  
you,  
- the trailer manufacturers –  
can act now  
to level the playing field yourselves.**



**Strategic Goal:**  
**Get side guards  
installed on all new trailers.**

**(Just like you're doing  
with TOUGHGuard!)**

By the TTMA Summer Meeting, on July 20, 2021, announce either a jointly-developed generic side guard design OR the development of a side guard design by each trailer manufacturer. Discuss the Consensus Side Guard Standard at the TTMA Annual Conference in San Antonio, on April 7-10, 2021. Take on the mantle of leadership to provide side underride protection and discuss the CSGS during the Engineering Subcommittee meeting, in the San Juan Room, 2-4:30 p.m. Adopt the Consensus Side Guard Standard or improve upon it. Next day: Discuss it at the TTMA Board meeting.

In the following nine months, develop prototypes, crash test them, and install side guards on trailers in order to carry out a field study to assess operational issues.

By the TTMA 80th Anniversary Annual Conference, on April 27-30, 2022, announce via a Press Conference that every manufacturer is ready to offer, as a standard feature, side guards on all new dry van trailers.

Show the world that you care about saving lives.

Make it a landmark year.

Discuss the Consensus Side Guard Standard at the TTMA Annual Conference in San Antonio, on April 7-10, 2021.

Take on the mantle of leadership to provide side override protection and discuss the Consensus Side Guard Standard during the Engineering Subcommittee meeting, in the San Juan Room, April 8, 2-4:30 p.m.

Adopt the Consensus Side Guard Standard or improve upon it.

Next day, April 9: Discuss it at the TTMA Board meeting.



# **Get Side Guards Installed On All New Trailers**

**By the TTMA Summer Meeting,  
on July 20, 2021,  
announce either a jointly-developed  
generic side guard design  
OR  
the development of a side guard design by each trailer manufacturer.**

# **Get Side Guards Installed On All New Trailers**

**By the TTMA**

**80th Anniversary Annual Conference,  
on April 27-30, 2022,  
announce via a Press Conference  
that every manufacturer  
is ready to offer, as a standard feature,  
side guards on all new dry van trailers.**

**Get side guards installed  
on all new trailers.**

**Show the world that you care  
about saving lives.**

**Make 2022 a landmark year.**



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

Hesitant

Bystander

Let people **die!**

**STOP**

Underrides!

BOLD

Guardian



2/27/2021

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A young girl with blonde hair is running towards the camera on a paved path in a park. She is wearing a red sweatshirt with the text "SINGING GRANDPAS" and blue jeans. The path is covered with fallen autumn leaves, and the background consists of tall trees with green and yellow foliage. The image is framed by black bars on the left and right sides.

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

2/27/2025

imgflip.com

# Closing Remarks