

**February 24/2021**

US DOT 2791903

MC 931398

**To**  
**Senator Gillibrand**

## **Side Underride Prevention**

Dear Senator Gillibrand,

I operate a small business one person trucking company.

When I configured my truck, I did that with the intention to minimize carbon foot print and to optimize safety by including every available driver support technology.

Side underdrive prevention has been mandatory in Germany, my country of origin, for decades, and saved thousands of lives in Europe.

Operating heavy equipment at highway speeds creates an imminent risk, caused by the carrier, for people to get hurt, by human or technical failing.

It is a moral and possibly a legal obligation to take every precaution to minimize the severity of the outcome of possible accidents in any way.

The installation of a side underdrive prevention equipment years ago serves this purpose, and it makes the roads a safer place.

The only negative aspect is the added weight, but with other measures like single tires instead of dual, aluminum wheels, a 6x2 truck driveline configuration that extra weight can be compensated for, so that there is no competitive disadvantage. There is also the possibility of a weight excess allowance for safety equipment, similar to the practice used for auxiliary power units for trucks.

I look forward to and support your effort to make the roads safer and I hope that life saving devices to prevent trailer underride become mandatory soon!

In addition to mandatory underdrive protection, Europe requires for commercial vehicles an electronic right turn person and bicyclist detection system to protect the most vulnerable participants in traffic even more. When it comes to make the world a safer place, why not get up to international standards and save even more lives!

Kind Regards



**Ferdinand Heres**