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THOMAS TRANSP./THOMAS FLATBED INC.

February 19, 2021

Senator Gillibrand

RE: Angel Wing Side Underride Guard

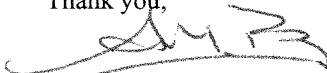
Senator,

At the request of your staff members, I am writing to share my experiences with the Angel Wing Side Underride Guard. Thomas Transport Delivery, Inc. had the original side guard installed, on a 53' refrigerated trailer, August 11, 2017. My first concern, as with all freight hauling trucking companies, was the additional weight. Fortunately, for our application, we were able to set our own maximum capacity. My second concern was the effect the Angel Wing would have on the structural integrity of the trailer itself. Trailers are built to have a certain amount of flex to allow for the heavy weight of their cargo. Even as forklifts load and unload the cargo, the trailer will flex a little. By intentional design, the Angel Wing is a very sturdy system of horizontal and cross-braced steel. The design allows for better alignment between the commercial trailer and an automobile. This is obviously very important in an accident/impact situation. It allows the safety technologies, air bags and crumple zones, to be effective. This alignment between a commercial vehicle and automobile also allows the avoidance of an underride crash.

This trailer is pulled on a dedicated run from Cleveland, Ohio to San Antonio, Texas. Since its installation, it has travelled approximately 450,000 miles. As stated earlier, I was able to allow for the added weight of the structure. My second concern has been a non-issue as well. I have closely monitored this trailer for any structural deficiencies that may have risen since the installation. There are no structural issues. I was concerned stress cracks in the frame rails of the trailer may appear over time. There are no issues there either.

As I also stated earlier, we have one of the very first designs installed on our trailer. In my opinion, it has been an intelligent design from its first inception. The design has also acquired some updates over the years to shed weight and still maintain its safety advantages.

Thank you,



Glenn M. Berry

Chief Operating Officer

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