

ACUP Meeting 02/08:

Rear Underride Guard Report Recommendations & References



Photo Credit: Indiana State Police

ACUP Presentation

- *Jennifer Tierney (TSC)
- *Lee Jackson (CRASH & TAARS)
- *Jane Mathis (P.A.T.T.)



I support TSC because my daddy – my hero, my champion, my everything – was killed by a semi-truck.

I lost my dad at age 27. I still miss him. There are no father's days, no birthdays, no holidays...

but there is one thing that I do to honor him: work on this issue and never, ever give up.

– Jennifer Tierney, James' daughter

James Mooney, killed in a truck crash on September 20, 1983

ACUP work is not a game.

Please act in good faith



David & Mary Kathryn Mathis

Date of Crash: March 25, 2004

On March 25, 2004, David Mathis and his wife, Mary Kathryn Mathis, were killed in a truck crash in Titusville, FL on the way home from their honeymoon. They had only been married for five days.

David and Mary Kathryn were stopped in traffic because of an earlier wreck on I-95 when a truck driver, who had fallen asleep behind the wheel, rear-ended their car. The impact of the crash spun them around and they became wedged under the side of the same truck. Their car then exploded.



“Provide advice and recommendations to the Secretary on safety regulations to reduce underride crashes and fatalities relating to underride crashes.”

-IJA

In our view, fellow members can, and should, object and express a wide variance of opinions on the best path forward.

If no meaningful suggestion is offered by any member that can reasonably achieve the stated goal of the committee to “reduce underride crashes and fatalities relating to underride crashes,” that amounts to obstructionism.

It does not reflect good faith. It does not honor the memory of those who needlessly died in these crashes. We encourage all members, in a way that honors their conscience, to pursue the stated goal we all signed up for.

Joint Rear Underride Report Recommendations

1. Advise NHTSA to issue revised RIG performance standards to withstand 30% rear overlap crash at 35 mph as the IJJA *already* directed NHTSA to do ([Sec 23011 \(b\)\(1\)\(A\)\(iii\)](#), FMVSS 223 & 224)
-Reference, TSC/CRASH/P.A.T.T./Advocates for Highway & Auto Safety Petition to NHTSA
2. NHTSA must prioritize rear impact guard testing at “highway speeds” (up to 65 mph) as IJJA *already directed* NHTSA to do, which from what we can tell, has not occurred. It is wrong and unconscionable for NHTSA to hope or ask other parties to conduct this safety testing for a long-known and widely acknowledged critical safety issue. ([Sec 23011 \(b\)\(2\)\(A,B\)](#))
3. NHTSA must expeditiously complete Heavy Vehicle Automatic Emergency Brake Rulemaking for all classes of CMVs ([RIN 2127-AM36](#))
4. NHTSA should issue stronger conspicuity requirements, at minimum, a requirement to replace tape every 5 years. NHTSA should additionally require Single Unit Trucks to both adhere to conspicuity requirements and Rear Impact Guard Requirements ([RIN 2127-AL57](#))
5. NHTSA should continue research into [Enhanced Rear Signaling Systems](#)
6. NHTSA should conduct research into reducing Distracted Driving for passenger vehicle drivers AND truck drivers
7. DOT should conduct research into any correlation between lack of truck parking and a potential increase in underride crashes
8. FMCSA/CVSA should emphasize RIG violation citation and enforcement and encourage max fines for all violations