

ACUP: Prioritizing a Path Forward



ACUP Presentation
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Underride protections align with the Safe Systems Approach

ACUP Purpose: Provide advice and recommendations to the Secretary on safety regulations to reduce underride crashes and fatalities relating to underride crashes

ACUP Deliverables: Submit a biennial report to Senate CST & House T&I that

- a) describes the advice and recommendations made to the Secretary; and
- b) Includes an assessment of progress made by the Secretary in advancing safety regulations relating to underride crashes.

In order to succeed, I believe we need the following:

- Workplan that clearly outlines the PRIORITY tasks/questions that must be addressed to complete and submit report by May 2025. *This implies not every question will be answered in 2 years.*
- Information and answers to basic questions from DFO and each other
- We literally CANNOT accomplish a) and b) above if both of these things are not done.

Cont.

Questions

IIJA clearly, in plain language, directs NHTSA to conduct/perform the following:

-DOT shall conduct additional research on the design and development of rear guards that can intrusion and prevent severe injury at up to speeds of 65mph. **DEADLINE: 2 years, 11/15/2023**

QUESTION: Has this happened? Can we see the results? If it has not happened, why not? Can ACUP members be present to observe the testing and even make suggestions for testing?

-DOT shall review and revise CFR 393.86 accordingly as rear impact guard performance standards are strengthened (which occurred on 07/15/2022) and declare any RIG that is missing, or has a corroded or compromised, element that affects the structural integrity and protective feature of the rear impact guard. **DEADLINE: NOV 15, 2022.**

QUESTION: Has this happened?

-DOT shall complete additional research on side underride guards to better understand the overall effectiveness and assess the feasibility, benefits, costs, etc. **DEADLINE: 11/15/2022**

QUESTION: Where is the research that brought new understanding to side underride guard effectiveness? Can it be shared? Was impact testing on various models done or planned to be done? Fellow ACUP Member Utility has an innovative prototype, will they allow NHTSA or IIHS to test it in service of our goal? Is NHTSA incorporating learning from its 2018 Computer Modeling Study in regard to oblique impacts and lighter SUPDs?

-Data Collection **QUESTION: What is the date the revised MMUCC will be sent to States with the data collection field for underride crashes?**

Is NHTSA going to help provide the information necessary for this work to be done & seek to engage the ACUP in their Underride Protection work moving forward?