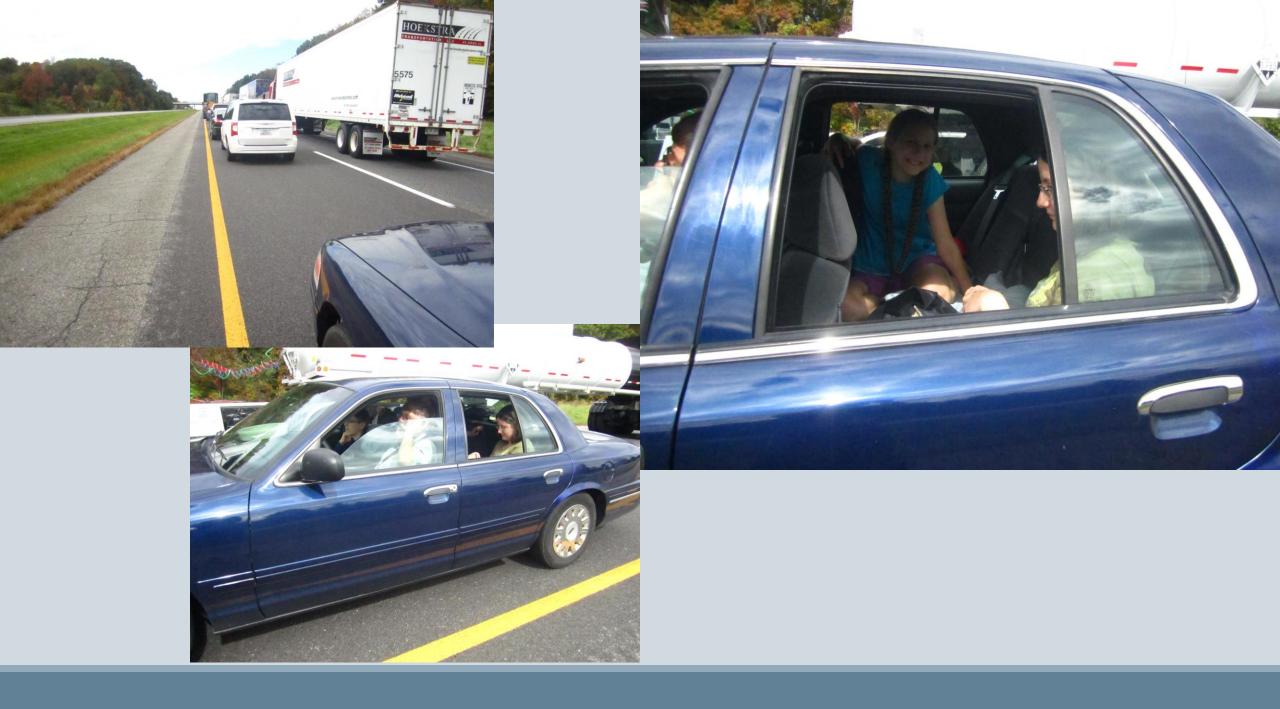


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<u>Last</u> <u>Moments</u>

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Page 41 of 150

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	Vehicle		Related Factors-	Related Factors-	
Damage	Removal	Most Harmful Event	Vehicle Level	Vehicle Level 2	Fire Occurrence
D . 11.	T	N			No on No.
Disabling	Towed Due to	Motor Vehicle In-			No or Not
Damage	Disabling Damage	Transport	None	None	Reported
Disabling	Towed Due to	Motor Vehicle In-	· · ·		No or Not
Damage	Disabling Damage	Transport	None	None	Reported
Disabling	Towed Due to	Motor Vehicle In-			No or Not
Damage	Disabling Damage	Transport	None	None	Reported
Emergency				Location of	Initial Contact
Use	Travel Speed	Underride/Override	Rollover	Rollover	Point
		No Underride or			
Not Applicable	Not Reported	Override Noted	No Rollover	No Rollover	1 Clock Point
		Underriding a Motor			
		Vehicle In-Transport,	5		
		Underride,			
		Compartment Intrusion			
Not Applicable	Not Reported	Unknown	Nø Rollover	No Rollover	11 Clock Point
		No Underride or			
Not Applicable	Not Reported	Override Noted	No Rollover	No Rollover	6 Clock Point
					Commercial
	Driver's License		Non-CDL License	Non-CDL License	Motor Vehicle
Driver Presence	State (FARS Only)	Driver's ZIP Code	Status	Туре	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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Participant Processing Processin	VC Compartment Instruction No Compartment Instruction Compartment Instruction Compartment Instruction Compartment Instruction Compartment Instruction Compartment Instruction Compartment Instruction 2011 Right Side 0 0 1 1 1 2012 Left Side 1 0 0 1 1 2013 Total 0 0 1 1 1 2013 Left Side 1 0 0 1 1 2013 Left Side 1 0 0 1 1 1 2013 Left Side 1 0 0 1 1 1 0 0 Rear 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 0 0		F	06	EORGI	•.		,		
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Overview of 50 Years of Work on Rear Underride Prevention

1970: NHTSA proposed a strong RIG Rule but it was never adopted.





Agency l Trucking		ops Safety Plan Opposed Ien	by
H Share full article	R	(D)	
By John D. Morris S July 19, 1971	pecial t	o The New York Times	

1971: NY Times reported that the trucking industry successfully lobbied to weaken the rule.

2004: Transport Canada issues standard after crash tests show U.S. standard is insufficient. Canadian rule approximately doubles strength requirements.

2013: IIHS research showed - Underride guards can be lifesavers, but most could be improved On May 4, the Karth family underride crash occurred. Later that year, DOT Secretary of Transportation Anthony Foxx told victim families, "I can promise you tangible progress in a short period of time."



2016: In the absence of federal regulatory action, IIHS publishes test protocol for the TOUGHGuard designation, which goes significantly beyond the Canadian standard to include protection against 30% offset crashes.

2021: Congress requires NHTSA to issue a Final Rear Impact Guard Rule, and encourages meeting the TOUGHGuard test protocol.

2022: NHTSA issues Final Rear Impact Guard Rule merely adopting Transport Canada's 2004 standard.

2024: IIJA-mandated NHTSA rear underride research by Elemance is completed.

Since NHTSA had not raised safety requirements in two decades, IIHS published test protocol for Rear Impact Guards and awarded trailer manufacturers the TOUGHGuard Award when they passed it.

Test protocols

Semitrailer underride test protocol Version II, May 2021 Version I, August 2016 Semitrailer rear impact guard quasi-static test protocol Version II, January 2024 Version I, May 2021 Par

9 major trailer manufacturers

received the TOUGHGuard Award:

- 7 offer their TOUGHGuard RIG as Standard.
- 2 offer it as an Option.

This Wabash RIG-16, which they proudly <u>announced</u> in 2016, is offered as an *Option*.



Yet, still today, Wabash National sells the TOUGHGuard RIG as an *Option* not as *Standard*.

According to court records, 90 – 95% of the Wabash trailers currently being sold do not qualify for the TOUGHGuard Award.

Wabash shipped <u>51,090</u> new trailers in 2022. 90%, or 45,981, of those trailers likely do *not* have a TOUGHGuard RIG-16. NHTSA's 2022 Final Rule adopted the 17 year-old Canadian standard. It did not require trailer manufacturers to meet the TOUGHGuard test protocol.

What was NHTSA's basis? A false statement about Stoughton Trailers' RIG.

Stoughton Trailer, a trailer manufacturer, produces trailers with rear impact guards that prevent PCI in all three overlap conditions at 56 km/h (35 mph) as standard equipment and notes on its website that its rear impact guards do not add additional weight, cost, or negatively impact aerodynamics (presumably compared to rear impact guards that would meet this final rule requirements).^[74] The Stoughton rear impact guard, made of steel, includes two vertical supports on the outer ends of the horizontal member that fasten to a robust undercarriage of the trailer. It does not appear feasible engineering-wise for the additional material (two steel vertical members on the outer edge of the horizontal member that is bolted to a reinforced undercarriage) not to add weight or cost to the trailer. Accordingly, NHTSA decided not to include this guard design in this analysis.

NHTSA Rear Impact Guard Regulatory Analysis, July 15, 2022



NEW REAR UNDERRIDE GUARD Now standard on our dry vans. No additional cost. No additional weight.



TESTED AND PROVEN DESIGN

Stoughton trailers equipped with the new patentpending rear underride guard underwent extensive tests both internally and through multiple independent testing agencies, including crash testing performed at the Insurance Institute for Highway Safety (IIHS) facility.

The leading-edge enhancements of the rear underride guard are engineered to smoothly integrate into the trailer, creating a robust and sleek rear appearance, without adding weight to the trailer.

PROTECTS THE DRIVING PUBLIC

The new rear underride guard resists compartmental intrusion of an automobile when the location of impact is at 30% to 100% overlap of the width of the car to the underride guard, meeting the testing protocol established by the IIHS and complying with all applicable U.S. and Canadian regulations.





HERE SAL

Terry S. Rivet Actual accident survivor Rochester, New York March 2, 2017



🚟 U.S.A. Owned & U.S.A. Made

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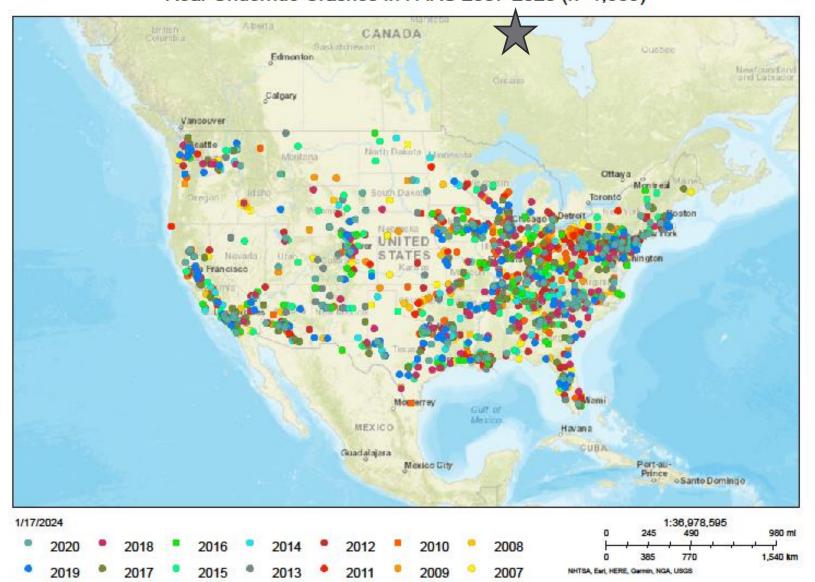
"I SURVIVED BECAUSE OF STOUGHTON"

With its new, robust rear underride guard, Stoughton is making the roads safer for everyone. No one knows that better than accident survivor Terry Rivet and his passenger Mark Robinson. "Early morning on March 2, we found our car headed toward the rear corner of a tractor-trailer that had slid and jack knifed on a snowy, slippery I-90. But thankfully, the rear underride guard on the Stoughton® trailer prevented our car from sliding underneath the trailer."

Stoughton's guard increases the ability to resist compartmental intrusion of a car when the location of impact is at the rear corners. And, it's standard on new Stoughton dry van trailers – with no added cost or weight.







Estimated number of side underride, rear underride, and front override crashes and associated fatalities in the United States from 2007 to 2020 using cataloged FARS data multiplied by side underride undercount correction factors.

Type of Crash	Number of Crashes in FARS	Number of Fatalities in FARS	Undercount Factor	Estimated Number of Crashes	Estimated Number of Fatalities	Estimated Average Number of Crashes and Fatalities Per Year	
Side Underride	1,238	1,847	1.77	2,191 ^A	3,269	157/234	
Rear Underride	1,589	2,273	1.77	2,813	4,023	201/287	
Front Override	1,135	1,296	1.77	2,009	2,294	144/164	
Total	3,962	5,416		7,013	9,586		

Links to:

Methodology

^AExample Calculation: number of side underride crashes multiplied by undercount correction factor: 1,238*1.77=2,191

Estimated number of side underride, rear underride, and front override crashes and associated fatalities in the United States from 1969 to 2020 using estimated average number of crashes and fatalities from 2007 to 2020.

	Type of Crash	Estimated Average Number of Crashes and Fatalities Per Year	Estimated Number of Crashes Over 51 Years	Estimated Number of Fatalities Over 51 Years	
	Side Underride	157 ⁴ /234	8,007	11,934	
\Rightarrow	Rear Underride	201/287	10,251	14,637	(
	Front Override	144/164	7,344	8,364	
	Total		25,602	34,935	

^AExample Calculation: estimated number of side underride crashes per year multiplied by 51 years: 157*51=8,007

Tables

Congress charged the ACUP with two tasks:

(6) REPORT.—The Committee shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a biennial report 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.

Recommendations. Assessment.

Assessment:

Based on this history, we determine the following about NHTSA action on Rear Impact Guards -

- Too Little
- Too Late
- Too Many Preventable Deaths

Recommendation #1

The 2022 RIG Rule should be amended immediately to require that all new trailers meet the TOUGHGuard test protocol.

The need for further research on rear guards has been repeatedly raised but then ignored by NHTSA.

Comprehensive Underride Consensus Petition to Secretary Foxx, September 2016 5. In order to ensure that underride equipment is strong enough to allow the inherent crashworthiness of modern passenger vehicles to be realized, as well as to significantly

increase the survivable impact speeds through the energy absorption capability of the underride equipment itself, NHTSA should <u>immediately issue a RFP</u> to investigate, develop, and test such technology and update the standards accordingly.

Additional Rear Research

- <u>Virginia Tech Senior Design Team</u> presented a RIG design at the First Underride Roundtable in May 2016.
- <u>Sapa Aluminum Extrusions</u> RIG was successfully tested at 40 mph in 2017.
- <u>Collision Safety Consulting</u> RIG Retrofit was successfully tested at 39 mph in 2020.

Tractor-Trailer Design Team







into the rear of a Hyundai trailer with a weak underride guard.

This is how a car looks after a 35 mph full-width crash This is a car after a 35 mph full-width crash into a Wabash trailer with a strong guard. The occupant compartment is intac

Goal is to prevent underride in all overlapping scenarios

Reduce fatality rate among impacts

Detailed Design - Side Impact Protection



- · Noticed rear impact was the only direction being protected
- · Added a side, horizontal member with another vertical member to protect against off axis or side impact collisions
- Sheet metal gusset on these vertical members to provide structural integrity





2

Specifications and Requirements

Requirement	Category	Specification	Threshold Value	Target Value	Requirements Met?
Payload shall not be affected	Design	Weight	100 kg	40 kg	Has Yet to Be Tested
Part shall meet current budget for trucking industry	Manufacturing	Production Cost	\$1000 US	\$500 US	One-off: no; Product with Bulk Purchasing: Yes
Part shall not corrode or react to road salt/sea air	Design	Non-Reactive	Low Grade Steel	Non-Reactive Coating & Low Grade Steel	Yes, Low Grade Steel
Part shall not require excessive assembly time for purchaser of completed trailer bumper	Manufacturing	Assembly Time	45 mins	15 mins	Has Yet to Be Tested
Part shall be applicable to several trailers with minor attachment point design variations	Functionality	Modularity	Fits 1 Trailer	Translatable to Several Trailers	Fits the Wabash Trailer
Part shall not interfere with trailer axle functionality	Functionality	% Mobility Lost	≤10 cm	0	Has Yet to Be Tested
Loading ability shall not be impeded	Functionality	Gap Between Trailer and Loading Dock	5 cm.	0	Yes, 0 cm Gap with Final Design
Part shall absorb at least 20 kJ within the first 125 mm of deflection	Functionality	Damping/ Deceleration Zone	5 cm	45 cm	Yes, 18 cm Deceleration Zone at Small Overlap with Sine Beam



irginia Tech Senior Design Team with their RIG Prototype

Collision Safety Consulting **<u>RIG Retrofit</u>** at 39 mph



Underride Section 23011 of the IIJA – 11/15/21

(2) ADDITIONAL RESEARCH.—The Secretary shall conduct additional research on the design and development of rear impact guards that can—

(A) prevent underride crashes in cases in which the passenger motor vehicle is traveling at speeds of up to 65 miles per hour; and

(B) protect passengers in passenger motor vehicles against severe injury in crashes in which the passenger motor vehicle is traveling at speeds of up to 65 miles per hour.

(3) REVIEW OF STANDARDS.—Not later than 5 years after the date on which the regulations under paragraph (1)(A) are promulgated, the Secretary shall—

(A) review the Federal Motor Vehicle Safety Standards revised pursuant to those regulations and any other requirements of those regulations relating to rear underride guards on trailers or semitrailers to evaluate the need for changes in response to advancements in technology; and

(B) update those Federal Motor Vehicle Safety Standards and those regulations accordingly.

Elemance Rear Impact Guard Research Results

- The IIJA mandated research to determine the outer limits of survivable rear impact protection.
- NHTSA-contracted computer simulation study has been completed: <u>Development and Preliminary</u> <u>Validation of Computational Finite Element Truck</u> <u>Underride Guards</u>
- ACUP should receive a presentation on these results.

Elemance Rear Impact Guard Research Results

• Did the study conduct the research set forth by the IIJA?

(2) ADDITIONAL RESEARCH.—The Secretary shall conduct additional research on the design and development of rear impact guards that can—

(A) prevent underride crashes in cases in which the passenger motor vehicle is traveling at speeds of up to 65 miles per hour; and

(B) protect passengers in passenger motor vehicles against severe injury in crashes in which the passenger motor vehicle is traveling at speeds of up to 65 miles per hour.

• If not, when will it be completed?

Additional simulations shall be conducted at 40 mph, 45 mph and 65 mph with the redesigned guards and at different overlap levels (full, 50% and 30% overlap). The quasi-static strength and energy absorption of these redesigned guards shall be evaluated against the three quasi-static tests in CMVSS No. 223 and the additional test conducted by NHTSA at the edge of the guard.

The last objective is to investigate occupant response when impacting one (1) rear underride guards at different speeds and overlap. This involves using THOR-50M ATD and human body models in the driver and right front passenger in a FE model of a passenger vehicle with restraints.

Recommendation #2

Pursuant to the IIJA, NHTSA should evaluate the need for changes in rear underride regulations in response to advancements in technology and update the Rear Impact Guard regulation accordingly.

Recommendation #3

In line with OMB Circular A-119, **NHTSA should establish an ACUP** voluntary consensus standard working group to collaboratively develop a voluntary consensus rear guard standard.

Operation Warp Speed for Underride Protection



Win/Win