

XLVIII. NHTSA should investigate the potential for collision mitigation technologies for light and heavy-duty vehicles to prevent or reduce the risk associated with side underride crashes.

Motion carried 15 – 0 – 0

XLIX. The ACUP shall recommend that DOT disseminate educational material in addition to existing brochure for law enforcement to help them identify and record side underride crashes.

Motion carried 15 – 0 – 0

L. The ACUP report shall reflect whether each committee member concurs or does not concur with the report by allowing each member to make a statement of concurrence or non-concurrence with the report. The ACUP report include such documentation in an Appendix.

Motion carried 15 – 0 – 0

LI. Change the quorum requirement from 75% of ACUP Membership to 50+%, if By-Laws are subject to amendment (Note: they were not able to be amended)

Motion carried 11 – 6 – 0

B. Individual ACUP Member Reason Concurrence or Dissent

C. Technical briefings

- a. **Truck Rear Underride-by Matthew Brumbelow, IIHS**
- b. **Rear Underride Prevention-by Aaron Kiefer, Collision Safety Consulting PLLC**
- c. **Overview of 50 Years of Work on Rear Underride Prevention-by Marianne Karth, AnnaLeah and Mary for Truck Safety**
- d. **An Alternative Estimate of the Lives that Could be Saved by a Side Underride Guard standard— by Matthew Brumbelow, IIHS**
- e. **Underride Fatalities — by Eric Hein and letter with supporting data.**
- f. **A History of Trailer Rear Impact Guards from Utility’s Perspective — by Jeff Bennett, Utility Trailers**
- g. **Missed Opportunities to Prevent Side Underride — by Marianne Karth, AnnaLeah and Mary for Truck Safety**
- h. **Front Underride — By Keith Friedman, Friedman Research**
- i. **Front Underride — by Marianne Karth, AnnaLeah and Mary for Truck Safety**
- j. **Hydro Concept Rear Impact Guard (RIG) — by Malcolm Deighton, Hydro Aluminum Extrusions**
- k. **Crash Avoidance Technology — by Wolfgang Hahn, ZF CV Systems North America**