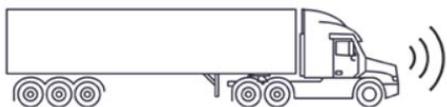


## Automatic Emergency Braking

**Automatic Emergency Braking (AEB)** is a collision avoidance technology that has been proven to reduce crashes and mitigate the severity of collisions. It has been successfully used by leading U.S. trucking companies and there is ample data and research to support its required use.



**Two Major U.S. Trucking Companies Experienced a 68%-71% Reduction in Rear-End Crashes after Equipping their Trucks with AEB**

**Support the Safe Roads Act, H.R. 3773** that would require new commercial motor vehicles to be equipped with an automatic emergency braking system, and require automatic emergency braking installed in commercial motor vehicles to be used while in operation.

## Speed Limiters

**Speed Limiters** have been built into most trucks' engine control modules since the 1990s. This technology improves safety by reducing and mitigating truck crashes while improving a truck's fuel efficiency, which is why leading motor carriers have required their fleets to be governed for years.



**After Ontario mandated heavy vehicle speed limiters: 73% reduction** in speed-related, at-fault truck crashes, and **24% reduction** in fatalities in all crashes involving big rigs



**Support the Cullum Owings Large Truck Safe Operating Speed Act, S. 2033** that would require all new CMVs to be equipped with technology to limit maximum operating speed, and require that the maximum safe operating speed of commercial motor vehicles shall not exceed 65 miles per hour.

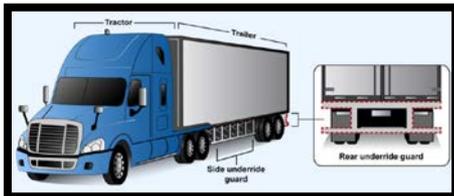
## Underride



The federal government should require all trucks and trailers to be equipped with energy-absorbing **rear, side, and front underride guards** to protect car occupants and vulnerable road users from underride crashes.



Inadequate Protection



Adequate Rear Guard Protection

**Support the Stop Underrides Act, S. 665 | H.R. 1511** that would strengthen the inadequate federal safety standard for rear underride guards, require side underride guards on trailers, study the use of front override guards on trucks, and require maintenance for all underride guards.

## Minimum Insurance

The **minimum insurance** required per truck per event was set at \$750,000 in 1980. Since then, that minimum has never been increased, not even to account for general inflation or medical-cost inflation despite the fact that truck size and weight limits and speed limits have increased significantly during this time.

\$750,000

What Has Happened

\$750,000

\$750,000

Medical Cost Inflation

\$4,923,153

**Support the INSURANCE Act, H.R. 3781** that would increase the minimum levels of financial responsibility for transporting property to an appropriate amount (one that accounts for medical cost inflation between 1980 and 2019), and then index future increases to changes in inflation relating to medical care.