



Parents Against Tired Truckers and Citizens for Reliable and Safe Highways

Crash Avoidance Technologies

Automatic Emergency Braking:

Automatic Emergency Braking (AEB) technology is a proven highway safety technology that could and will save countless lives and prevent injuries. Unfortunately, after years of study and successful use by leading motor carriers, this technology has yet to be required for commercial motor vehicles. As the public endures continued delays to require equipment that is readily available, families across the nation have had to pay the ultimate price.

In order to prevent these needless deaths and injuries, the National Highway Traffic Safety Administration (NHTSA) should mandate AEB technology on all large trucks with a gross vehicle weight rating of 10,000 pounds or more. While the agency granted the petition submitted on February 19, 2015 by the Truck Safety Coalition, Road Safe America, Advocates for Highway and Auto Safety, Center for Auto Safety this past October, action is long overdue and we call on NHTSA to produce a final rule.

On average, each year, 4,000 people are killed and another 100,000 more are injured in truck crashes. Sadly, these losses are mounting, which is why it is so important for the government to take action. Each year an AEB Final Rule is delayed, more Americans will be killed in large truck crashes.

NHTSA estimates that current generation AEB systems can prevent more than 2,500 crashes each year and that future generation systems could prevent more than 6,300 crashes annually. Every year a full implementation of AEB is delayed, research estimates that 166 people will unnecessarily die and another 8,000 individuals will suffer serious injuries.

To save these lives, prevent injuries, reduce costs, and ensure families remain whole, we call on Congress to immediately mandate AEB technology in all large trucks.

Electronic Stability Control:

Electronic Stability Control (ESC) seeks to reduce crashes by applying selective braking to prevent rollovers and mitigate loss of control. NHTSA has found that ESC on large trucks would prevent 40 – 56 percent of rollovers and 14 percent of loss of control crashes. The agency also estimates that the ESC final rule has the potential to prevent 49- 60 fatalities, 649- 858 injuries, and 1,807- 2,329 crashes annually. The final rule takes effect in December 2017, and all trucks manufactured after December 2019 will be required to have ESC. TSC supports the full implementation of the life-saving technology.

Autonomous Vehicles:

There has been a lot of attention on autonomous driving and its connection to trucking. TSC sees the potential for safety, but its ultimate success will depend on the details of its implementation. We will continue researching these technologies and taking an active role in policy discussions about it.