

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

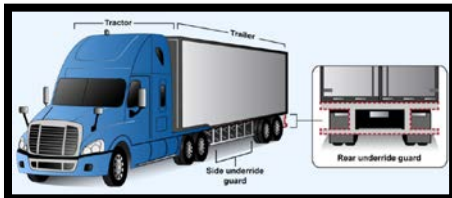


Underride

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 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.

Oppose Truck Size and Weight Increases

Longer trucks are more difficult to maneuver around and more difficult to operate

Heavier trucks are more damaging to critical infrastructure and even more destructive when involved in crashes

Every past size and weight increase has resulted in more trucks on our roads.

Oppose Double 33s: These longer trucks will increase current double configurations by 10ft, while requiring an additional 22-ft of braking.

Oppose 91,000-lb Trucks: These trucks will further degrade our crumbling infrastructure; for every 10% increase in truck weight, there is a 33% increase in bridge damage

Oppose Any Industry or State-based Size and/or Weight Increases



Oppose Limiting Shipper/Broker Liability

Proposals to set a weak “national standard” for shippers and brokers are at such a low threshold that they would actually serve to reduce safety accountability:

Proposed criteria for weak “national standard”:

- DOT Number
- Minimum insurance coverage; and,
- Not have an unsatisfactory rating under the current rating

Oppose Efforts to Limit Shipper and Broker Liability:

These three criteria are so easily attained that many high-risk and chameleon carriers would qualify.

Oppose Teen Truckers

Teen Truckers will make our roads less safe. Data shows that teen drivers are 2.3 times more likely to be in a fatal crash and 3.5 times as likely to be involved in any police reported crash.

“The occupation of truck driving is often portrayed by the industry and in the popular press as beset by high levels of turnover and persistent “labor shortages” ...

[But] a deeper look does not find evidence of a secular shortage.”

– Bureau of Labor Statistics Study from September 2018

Oppose S.569 | H.R.1374, the DRIVE Safe Act: This bill would allow teen truckers to drive from Maine to California, which will not make driving safer.

Oppose Rollbacks to ELD & HOS Mandates

The **Electronic Logging Device (ELD)** mandate did not change the **Hours of Service**.

The burden of proof is on the agency to show with extensive data, not anecdotes, that any of the proposed changes to either the ELD or HOS rules will improve safety and reduce truck crash fatalities, which are up 41% since 2009.

Oppose any bills that’s would weaken or rollback the Hours of Service or Electronic Logging Device rules, including: S.1255|H.R.487, S.600|H.R.2460; H.R.1673; H.R. 1697; and H.R. 1698.