

# Automatic Emergency Braking

**Automatic Emergency Braking (AEB)** technology is a proven highway safety system that saves lives and prevents injuries by applying the brakes if the driver does not respond sufficiently to audio and/or visual warnings. Despite years of successful use by leading motor carriers and numerous studies concluding AEB improves safety, this technology is not required for commercial motor vehicles.

## Truck Crash Trends are Getting Worse

- Truck crash fatalities have **increased 41 percent** from 2009 to 2017<sup>i</sup>
- Truck crashes in which a truck rear-ends a passenger vehicle are **up 50 percent**<sup>ii</sup>
- Trucks are involved in **30 percent** of fatal work zone crashes<sup>iii</sup>

## Trucks with Automatic Emergency Braking are Getting Better

- One major trucking company experienced a **69 percent decrease in rear-end crashes** since it began equipping all new tractors with AEB in 2012<sup>iv</sup>
- Another major motor carrier saw a **71 percent reduction in rear-end collisions** in their trucks equipped with AEB as well as electronic stability control and lane departure warning compared to their trucks without these safety systems<sup>v</sup>

## The Public Supports Congressional Action to Require AEB

In a survey conducted by McLaughlin & Associates of likely general election voters nationwide on September 18-24, 2018, voters were asked whether they favor or oppose Congress requiring large trucks to use AEB:

- **82% of voters favor Congress requiring AEB on large trucks and just 9% oppose it Automatic Emergency Braking is Affordable**

A September 2018 study by the National Highway Traffic Safety Administration found that **automatic emergency braking systems incremental cost to the end-user \$70.80- \$316.18**<sup>vi</sup>

## Citations:

<sup>i</sup> National Highway Traffic Safety Administration (NHTSA). Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2017. Large Truck and Bus Crash Facts 2017.

<https://cms.fmcsa.dot.gov/safety/data-and-statistics/large-truck-and-bus-crash-facts-2017>

<sup>ii</sup> Ibid. Vehicles Tables 19. Large Trucks in Crashes with Passenger Vehicles by Crash Type and Severity, 2017.

<sup>iii</sup> Ibid. Crashes Table 25. Fatal Crashes by Work Zone, 2015-2017.

<sup>iv</sup> Dr. Christopher B. Lofgren, Chief Executive Officer, Schneider National at Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security Hearing on February 15, 2017, Moving America: Stakeholder Perspectives on our Multimodal Transportation System.

<https://www.commerce.senate.gov/public/index.cfm/hearings?ID=059064F8-8D58-4725-98BC-61CC53DBC08>

<sup>v</sup> National Transportation Safety Board. 2015. The Use of Forward Collision Avoidance Systems to Prevent and Mitigate Rear-End Crashes. Special Investigation Report NTSB/SIR-15-01. Washington, DC.

<sup>vi</sup> NHTSA. September 2018. Cost and Weight Analysis of Heavy Vehicle Forward Collision Warning (FCW) and Automatic Emergency Braking (AEB) Systems for Heavy Trucks. Final Report. <https://www.regulations.gov/document?D=NHTSA-2011-0066-0092>