

Did You Know?

Rear impact guards are part of a CMV's annual inspection per 49 CFR 396.17.

A vehicle does not pass an inspection if it has a defects or deficiencies to its Rear Impact Guard (RIG)



Officers can subject carriers and drivers to fines for noncompliant RIG's



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What is an Underride Crash?

NHTSA defines truck underride crashes as "collisions in which a car slides under the body of a truck—such as a tractor-trailer or single-unit truck—due to the height difference between the vehicles."

NHTSA categorizes a crash in which "any portion of a passenger vehicle slides under the body of a larger truck or trailer" as an underride crash.

Hundreds lose their lives in these horrific crashes happen annually, but due to chronic underreporting the full scope and scale remains unknown.

Proper identification and documentation of these crashes is necessary to inform the development and strengthening of new and existing lifesaving countermeasures.

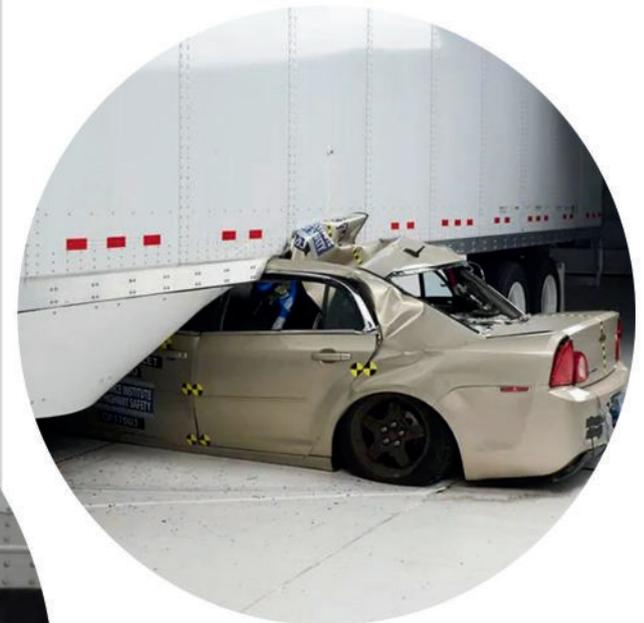


Truck Underride Crashes

Information for State & Local Law Enforcement Officials

TRUCK SAFETY COALITION

★ HELPING FAMILIES & SAVING LIVES ★
FOR OVER 30 YEARS



Recording Underride Crashes

NHTSA is asking law enforcement to always use the term “underride” when referencing crashes that meet the criterion as defined earlier in this publication.

	<input type="radio"/> Oversize
	<input type="radio"/> Cargo Spill
	<input type="radio"/> Override
	<input checked="" type="radio"/> Underride
ALL Passengers Age Count	
Under 8	Over 21
8-17	18-21

Use any available mechanism in reporting systems to carefully describe the relative location of the striking vehicle with respect to the struck vehicle and to accurately report underride crash data in individual crash reports, whether or not underride crash data fields are included in the crash form or in the event that officers use diagrams and narrative information.

States need to add underride as a standard data element on their crash report forms



Side Underride Crashes

Side underride crashes are often fatal as large trucks rarely are equipped with side underride guards. In these crashes, the passenger vehicle passes under the side of the trailer.



Front Underride/Override Crashes

In these crashes, the passenger vehicle becomes trapped under the front of a commercial motor vehicle.



Rear Underride Crashes

These crashes occur when a passenger vehicle strikes the rear of a trailer directly at 100% or offset, at a 50% or 30% overlap.



*Photo Credit: IIHS