U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

NHTSA

Authentic US Government Information
National Highway Traffic Safety Administration
uses a *digital certificate* to ensure
the content has remained unchanged

Investigation: DP 21-004
Prompted by: Defect Petition
Date Opened: 11/17/2021
Investigator: Nate Seymour **Reviewer:** Joshua Neff
Approver: Stephen Ridella
Subject: Semi-Trailer Side Underride Guards

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Generic Manufacturer
Products: Van-Type Semi-Trailers (all years)
Population: 4,000,000 (Estimated)

Problem Description: A standard van-type semi-trailer does not offer side underride protection to motorists.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	1	TBD	TBD
Crashes/Fires:	TBD	TBD	TBD
Injury Incidents:	TBD	TBD	TBD
Number of Injuries:	TBD	TBD	TBD
Fatality Incidents:	TBD	TBD	TBD
Number of Fatalities:	TBD	TBD	TBD
Other*:	TBD	TBD	TBD

***Description of Other:**

ACTION / SUMMARY INFORMATION

Action: Further evaluation of the Defect Petition in order to grant or deny the petition.

Summary:

The Office of Defects Investigation (ODI) received a petition dated September 14, 2021 requesting an investigation of all van-type semi-trailers due to collisions with passenger vehicles and other vulnerable road users (pedestrians, bicyclists, or motorcyclists) resulting in significant injuries or death due to the lack of side underride guards. No single trailer manufacturer or equipment supplier was identified. The petition itself can be reviewed at NHTSA.gov under ODI Number 11436550.

Currently, there is no Federal Motor Vehicle Safety Standard (FMVSS) which requires side underride guards on semi-trailers. Petitioners contend that failure to include a side underride guard amounts to a safety defect in the semi-trailer's design, construction and performance.

In support of their petition, petitioners stated that there have been at least 500 deaths and 5,000 serious injuries annually from collisions with semi-trailers lacking side underride guards. Petitioners state that side underride guard technology is available, has been well-studied, and would be an easy and inexpensive solution to the known hazard of side underride collisions to the traveling public. The petitioners mentioned two known equipment suppliers of a side underride guard device.

This defect petition has been opened to evaluate the issue and determine whether to grant or deny the petition.