

Safer Trucking Newsletter

MAY 2022

In This Issue

Regulatory Update

2021 Truck Crash Estimates

IST Resources

Memorial: Thurinton Harvell Sr.

Our Mission

Educate the public about research-based solutions to reduce the frequency and severity of truck crashes in the U.S., and

Collaborate with all stakeholders to make trucking safer,

Provide resources to survivors and families of victims after a truck crash.



Regulatory Update

FMCSA Seeks Answers to Questions on Heavy Vehicle Speed Limiters in Notice of Intent

The Federal Motor Carrier Safety Administration (FMCSA) released a Notice of Intent to move forward with a rulemaking to require the use of speed limiters on large trucks. The NOI informs the public of FMCSA's plans to move forward with the speed limiter rulemaking process. FMCSA is not yet proposing regulatory language to amend the Federal Motor Carrier Safety Regulations or a specific speed limit to set the electronic engine control unit (ECU). The NOI solicits comments on questions that will inform the SNPRM, which the FMCSA will release in 2023.

The Institute for Safer Trucking has made a portal available in their Advocacy Center to make commenting easier for you. We urge you to answer any (or all) of the questions asked in the NOI with information that could help the FMCSA move forward with this life-saving regulation.

Questions in Notice of Intent

- What percentage of the CMV fleet currently uses speed limiting devices?
- If in use, at what maximum speed are the devices generally set?
- What skill sets or training are needed for motor carriers' maintenance personnel to adjust or program ECUs to set speed limits?
- What tools or equipment are needed to adjust or program ECUs?
- How long would adjustment or reprogramming of an ECU take?
- Where can the adjustment or reprogramming of an ECU be completed?
 - Can the adjustment or reprogramming of an ECU be made on-site where the vehicle is ordinarily housed or garaged, or would it have to be completed at a dealership?
- Do responses to questions 3 through 6 change based on the model year of the power unit?
- Since publication of the NPRM, how has standard practice or technology changed as it relates to the ability to set speed limits using ECUs?
- Are there any challenges or burdens associated with FMCSA publishing a rule without NHTSA updating the FMVSS?
- Should FMCSA revisit using the 2003 model year as the baseline requirement for the rule?
- Should FMCSA consider a retrofit requirement in the rule and, if so, should it be based on model year or other criteria, and what would the cost of such a requirement be?
- Should FMCSA include Classes 3-6 (i.e., 10,001 - 26,001 lbs. GVWR) in the SNPRM?

Link to Public Comment Portal: <https://www.regulations.gov/docket/FMCSA-2022-0004/document>

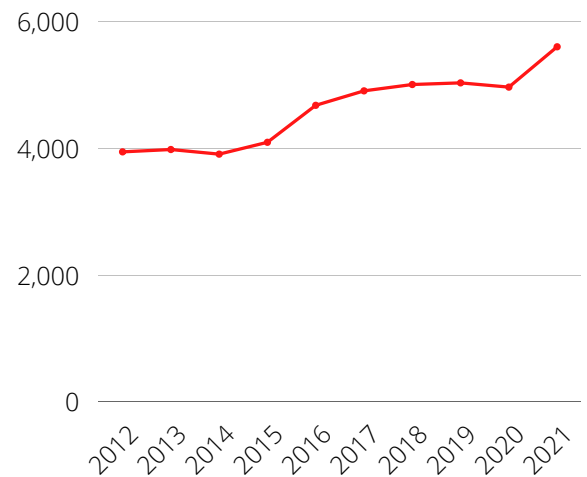
2021 Fatal Truck Crash Estimates

The National Highway Traffic Safety Administration's (NHTSA) recently released Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2021. The report found the following facts:

FROM 2020 TO 2021
13%
INCREASE
IN TRUCK CRASH DEATHS

RESULTING IN
5,600+
ESTIMATED
TRUCK CRASH
FATALITIES

42%
INCREASE IN
TRUCK CRASH DEATHS
(2012-2021)



Questions

If you have questions about the 2020 FARS data, please reach out to the Institute for Safer Trucking. Is there a truck safety solution that you would like to learn more about? If so, let us know!

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IST Resources

Memorials and Survivor Stories

The Institute for Safer Trucking recently published an online space for memorials and survivors' stories. Please let us know if you are interested in creating a page. Each page comes with a unique link and can include pictures, videos, and links to other websites.

Contact Jen Walsh (jwalsh@safertrucking.org) to schedule a time to set up a page. The memorials can be found at safertrucking.org/remember.

Monthly Meetups

The Monthly Meetups can provide you with a space to share your story and connect with others who have survived and/or lost a loved one in a large truck crash.

These Monthly Meetups have included past guest speakers such as:

- Former Acting Administrator of the Federal Motor Carrier Safety Administration (FMCSA), the federal agency responsible for overseeing truck safety in the U.S.,
- A bereavement specialist who focused on coping with grief during the holidays,
- Survivor and family advocates who have committed time and effort to enact changes that make our roads safer.

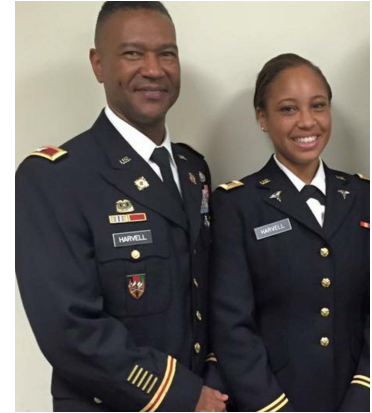
Contact Jen Walsh at jwalsh@safertrucking.org for more information

Memorial: Thurinton Harvell, Sr.

About The Culclager Family

Throughout his 27-year military career, Colonel Harvell completed several tours of duty that took him far from his home in Bowie, Maryland. He bravely defended his country in several combat zones including Operations Desert Storm/Shield, Iraqi Freedom, and Enduring Freedom.

In his spare time, he enjoyed traveling with family and friends, riding his Harley-Davidson motorcycle, and cheering on his favorite NFL team, the Washington Commanders. Additionally, he found great joy in mentoring/empowering youth and participating in service projects through his fraternity, Kappa Alpha Psi, Inc.



Crash Description

On July 15, 2019, Thurinton Harvell Sr. and his son, Thurinton Harvell Jr. were struck by a tractor-trailer on the side of I-81. Prior to the crash, Harvell Jr. and Sr. were attempting to refuel their vehicle, which was legally parked on the highway's right-hand shoulder. Harvell Sr. was pronounced dead at the scene. His son was injured and taken to a nearby hospital. Cynthia, his wife, was at the gas station waiting for her husband and son when the crash occurred.



Life After the Crash

Cynthia, along with her daughter, Tiffany, and son, TJ, want to honor their Father's memory and his legacy of service. Cynthia wants to ensure no other family has a similar experience. She strongly supports requiring crash avoidance technologies, such as automatic emergency braking and adaptive cruise control, in large trucks.



Link to Memorial Page: <https://www.safertrucking.org/remember/thurinton-harvell-sr>

Contact Us

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