

# DATA-DRIVEN SOLUTIONS CAN MAKE TRUCKING SAFER

## INCREASE THE MINIMUM INSURANCE

The insurance amount required by large trucks is \$750,000, which was set in 1980. Since then, medical costs have skyrocketed, leaving too many families with financial burdens in addition to whatever else they are going through resulting from their truck crash.

**Support the INSURANCE Act (H.R. 2687).**

## HEAVY VEHICLE SPEED LIMITERS

This technology has been built in most trucks since the 1990s and continues to be used by safe and successful motor carriers that operate throughout the U.S.

**Support the Cullum Owings Large Truck Safe Operating Speed Act (H.R. 3523).**

## COMPREHENSIVE UNDERRIDE PROTECTIONS

The Infrastructure Investment and Jobs Act (IIJA) upgraded the standards for rear guards on trailers but did not include requirements for rear underride guards on single unit trucks (SUTs) or side underride guards on any trucks or trailers.

**Department of Transportation (DOT) Should Finalize Rulemaking on Rear Guards and Study on Side Guards, and Expand Rear Guard Requirement to SUTs.**

## AUTOMATIC EMERGENCY BRAKING

Language in the IIJA requires truck-tractors weighing more than 26,000 pounds (class 7-8) to be built with automatic emergency braking (AEB) and to use it while operating. The IIJA also requires the DOT to study and then initiate rulemaking to require AEB in all large trucks weighing more than 10,000 pounds (class 3-6).

**DOT Should Finalize Rulemaking on Class 7-8 Trucks and Study-then-Rulemaking on Class 3-6 Trucks.**