
THE GENERAL ASSEMBLY OF PENNSYLVANIA

HOUSE RESOLUTION

No. 339 Session of
2015

INTRODUCED BY LAWRENCE, MARSHALL, MILNE, COHEN, DONATUCCI,
HARHART, KIRKLAND, THOMAS AND WARD, MAY 12, 2015

REFERRED TO COMMITTEE ON TRANSPORTATION, MAY 12, 2015

A RESOLUTION

1 Urging the Motor Carrier Safety Advisory Committee within the
2 Department of Transportation to further study the effects of
3 underride equipment.

4 WHEREAS, Underride equipment is designed to reduce injuries
5 and deaths when a passenger vehicle collides with the rear of a
6 larger and heavier vehicle, such as a tractor-trailer or school
7 bus; and

8 WHEREAS, In such collisions, the passenger vehicle may slide
9 underneath or underride the tractor-trailer or school bus to
10 such an extent that the rear extremity of the tractor-trailer or
11 school bus enters the passenger compartment of the vehicle; and

12 WHEREAS, Underride equipment is intended to prevent passenger
13 compartment intrusion by limiting the extent of rear underride;
14 and

15 WHEREAS, Current regulations do not require underride
16 equipment to be installed on school buses, leading to serious
17 and even deadly consequences for motorists involved in a rear-
18 end collision with a school bus; and

1 WHEREAS, Installation of underride equipment on school buses
2 presents a variety of questions worthy of study, such as the
3 ability to install and practicality of the installation of such
4 devices on school buses, the potential number of lives that
5 could be saved as a result of the installation of such equipment
6 and the potential impact to children riding in the passenger
7 cabin of the school bus in the event of a sudden rear impact;
8 and

9 WHEREAS, Previous reviews of this topic have been
10 inconclusive, leading to a need for further study; and

11 WHEREAS, The purpose of the Motor Carrier Safety Advisory
12 Committee is to assess, evaluate and recommend standards for the
13 safe operation of motor vehicles in this Commonwealth; and

14 WHEREAS, According to the National Highway Traffic Safety
15 Administration, current research on underride guard performance
16 is focused on providing greater understanding of the
17 characteristics of underride events and contributing factors, as
18 well as providing the next step towards defining a computer
19 model to evaluate underride guard designs and vehicle impacts
20 for various types of vehicles and impact scenarios; therefore be
21 it

22 RESOLVED, That the House of Representatives urge the Motor
23 Safety Advisory Committee within the Department of
24 Transportation to further study the effects of underride
25 equipment and report back to the the House of Representatives
26 with the appropriate findings no later than six months from the
27 date of passage of this resolution; and be it further

28 RESOLVED, That a copy of this resolution be transmitted to
29 the Motor Carrier Safety Advisory Committee.