

# Rear Impact Guards



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- NHTSA rulemaking was initiated in 2015
- FMCSA published a Federal Register notice that the rear impact guard must be inspected as part of the annual inspection of trailers
- Bipartisan Infrastructure Law Section 23011 addressed specific provisions
- Final Rule was published on or about on July 15, 2022

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- Effective date of the rule is January 11, 2023
- Compliance Date July 15, 2024, optional early compliance is permitted
- FMVSS 223 and 224 were changed

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- FMVSS No. 223 and FMVSS No. 224 requires newly manufactured trailers and semitrailers (10,000 lbs or more) to be equipped with rear impact guards that are designed to prevent passenger compartment intrusion from a trailer or semitrailer when a passenger vehicle traveling at 56 km/h (35 mph, **increase from 30 mph**)
- Upgrades NHTSA's safety standards addressing rear underride protection in crashes of passenger vehicles into trailers and semitrailers by adopting similar requirements to Transport Canada's standard for rear impact guards.
- Members of Truck Trailer Manufacturers Association all acknowledge they have been building to Canadian standards.
- Rear dimensional changes do not impact 49 CFR 393.86

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- NHTSA estimates this will save 1.4 lives per year
- No retrofitting required for older trailers
- Exceptions to rule:
  - Does not apply to pole trailers, pulpwood trailers, low chassis vehicles, road construction controlled horizontal discharge trailers, special purpose vehicles, wheels back vehicles, or temporary living quarters
- Petitions for reconsideration of the final rule may have been filed
- Side underride guards rulemaking likely coming