

**STATEMENT OF
Pete Sullivan
Advanced Analysis Associates
at Press Conference to Ensure Safety is Advanced in
Any Transportation/Infrastructure Package
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Good morning. I am Pete Sullivan, a World Class Certified Automotive Service Excellence (ASE) Technician as well as ASE Certified Master Technician in Heavy Duty Truck, Passenger Car/Light Truck and Collision Repair with 38 years of technical, academic, operational, and managerial experience in private and commercial transportation.

I am here today to discuss the importance of equipping all vehicles with a lifesaving crash avoidance technology known as automatic emergency braking or AEB. These systems alert a driver to obstacles in the roadway and can automatically apply the brakes to prevent the collision or reduce its severity.

Research by the Insurance Institute for Highway Safety (IIHS) has concluded that forward collision warning with automatic braking could prevent 50 percent of front-to-rear car crashes, 56 percent of front-to-rear car crashes with injuries, and 41 percent of large truck front-to-rear crashes. Based on these estimates alone, AEB could potentially prevent approximately one million passenger vehicle crashes and more than 450,000 injuries in those crashes.

Unfortunately, medium duty trucks (those vehicles weighing 10,000 to 26,000 pounds) are lagging far behind passenger cars and heavy duty truck segments in terms of implementation of AEB. While there are technical barriers in the path to achieve adoption of AEB technologies within the medium duty truck segment, these challenges can be overcome with application of resources during the design process and cooperation with truck body builders. In fact, several manufacturers already include AEB on their medium duty trucks including Hino, Ram Trucks, Peterbilt, and Kenworth.

From a market standpoint, the cost of pedestrian, bicycle, and rear end collisions is considerable for the medium duty segment, but research shows that operators of fleets consisting of only medium duty vehicles may not be placing an accurate value on the benefits of AEB. The costs of AEBs are minor compared to the costs of buying a new truck. The U.S. Department of Transportation (DOT) determined that the cost per vehicle of adding AEB to a new truck would add a non-retail cost of \$270 - \$290. The cost is further reduced if required by federal mandate because of economies of scale as demonstrated by past federal safety standards.

The natural progression of AEB into the light duty automotive and heavy duty truck markets is to be commended, but many thousands of lives can be saved and injury severity reduced if AEB is mandated within the medium duty truck segment.

Thank you.