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Stop Underrides Act

Congress: 117 (2021–2023, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Mar 4, 2021

Current Status: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Latest Action: Read twice and referred to the Committee on Commerce, Science, and Transportation. (Mar 4, 2021)

Official Text: <https://www.congress.gov/bill/117th-congress/senate-bill/605>

Sponsor

Name: Sen. Gillibrand, Kirsten E. [D-NY]

Party: Democratic • **State:** NY • **Chamber:** Senate

Cosponsors (17 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Blumenthal, Richard [D-CT]	D · CT		Mar 4, 2021
Sen. Booker, Cory A. [D-NJ]	D · NJ		Mar 4, 2021
Sen. Burr, Richard [R-NC]	R · NC		Mar 4, 2021
Sen. Casey, Robert P., Jr. [D-PA]	D · PA		Mar 4, 2021
Sen. Duckworth, Tammy [D-IL]	D · IL		Mar 4, 2021
Sen. Feinstein, Dianne [D-CA]	D · CA		Mar 4, 2021
Sen. King, Angus S., Jr. [I-ME]	I · ME		Mar 4, 2021
Sen. Lujan, Ben Ray [D-NM]	D · NM		Mar 4, 2021
Sen. Markey, Edward J. [D-MA]	D · MA		Mar 4, 2021
Sen. Merkley, Jeff [D-OR]	D · OR		Mar 4, 2021
Sen. Rubio, Marco [R-FL]	R · FL		Mar 4, 2021
Sen. Wyden, Ron [D-OR]	D · OR		Mar 4, 2021
Sen. Heinrich, Martin [D-NM]	D · NM		Mar 5, 2021
Sen. Peters, Gary C. [D-MI]	D · MI		May 13, 2021
Sen. Schumer, Charles E. [D-NY]	D · NY		Jul 12, 2021
Sen. Brown, Sherrod [D-OH]	D · OH		Nov 14, 2022
Sen. Van Hollen, Chris [D-MD]	D · MD		Dec 5, 2022

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Mar 4, 2021

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
117 HR 1622	Related bill	Mar 9, 2021: Referred to the Subcommittee on Highways and Transit.

Summary (as of Mar 4, 2021)

Stop Underrides Act

This bill requires the installation of rear, side, and front underride guards on certain trucks and trailers.

Specifically, the Department of Transportation (DOT) must require the installation of rear, side, and front underride guards on the following

- a trailer or semi-trailer that is more than 10,000 pounds, and
- a single unit truck for which the bottom of the carriage is greater than 22 inches above the ground and that is more than 10,000 pounds.

For rear and side underride guards, DOT must require adherence to a performance standard that requires the guards to be able to prevent intrusion from the body or frame of a trailer, semi-trailer, or truck into the passenger compartment of the motor vehicle that contacts the guard while traveling at 35 miles per hour.

In addition, DOT must require drivers to (1) conduct a pre-trip inspection of the underride protection system on their vehicles; (2) identify rusted metal compromising structural integrity, cracked welds, or missing or loose fasteners; and (3) complete any necessary repairs.

DOT must establish a Committee on Underride Protection to oversee the ongoing underride guard rulemaking process.

DOT must publish data on victims of truck underride crashes.

Actions Timeline

- **Mar 4, 2021:** Introduced in Senate
- **Mar 4, 2021:** Read twice and referred to the Committee on Commerce, Science, and Transportation.