



Canadian Trucking Alliance

324 Somerset Street West
Ottawa, Canada
K2P 0J9
Ph: (613) 236-9426
Fax: (613) 563-2701

Contact:

Rebecka Torn
Director Communications
(CTA Toronto Office)
(416) 249-7401, 224

The Canadian Trucking Alliance is a federation of the seven Canadian provincial trucking associations representing approximately 4,500 motor carriers and is dedicated to serving the national and international interests of Canadian motor carriers.

NEWS RELEASE

Canadian Trucking Alliance Asks Truck Manufacturers to Make Anti-Rollover Devices Mandatory on All New Heavy Trucks

Want devices to become part of standard new equipment package

(Ottawa: November 15, 2007) -- The Canadian Trucking Alliance (CTA) says it would like to see anti-rollover devices installed on all new Class 8 tractors as soon as possible and is asking all the major North American heavy truck OEMs to make the technology standard equipment in their new vehicle packages.

There are presently three main manufacturers of anti-rollover devices in North America. The technology uses sensors that detect when a vehicle may be reaching a state of instability and will intervene by reducing throttle and applying the brakes on the steer, drive and trailer axles as needed to help the driver regain control and mitigate the potential loss of control or rollover situation.

At the present time, two heavy truck manufacturers have made one of the ant-rollover systems standard equipment on all new Class 8 trucks they sell in North America. The other six manufacturers offer an anti-rollover system as an option.

According to the alliance's CEO, David Bradley, there are many reasons for a truck to rollover – excessive speed on corners, improper load securement, evasive maneuvers by a truck driver in response to improper lane changes by a car, etc.

“Of course, any stability system cannot prevent all situations and is in no way a replacement for good drivers and good driving practices,” he says. “However, CTA is convinced that the current anti-rollover technology performs well with all types of tractor-trailer configurations and should become part of all standard new vehicle packages.”

CTA has written to all of the heavy truck manufacturers asking them to consider doing this voluntarily.

Concern over the frequency of truck rollovers caused some in the media to dub this past summer, "the Summer of the Rollover" following a spate of crashes in Central Canada that caused fatalities, serious injuries and/or highway shutdowns in some cases.

"Whether all or some of these rollovers were the fault of the truck driver, or more than likely the fault of a car driver who cut off a truck, does not change the fact that our members feel from experience that the truck anti-rollover devices currently available for installation on new tractors can help prevent some of these incidents and is therefore pretty cheap insurance," said Bradley.

A parallel technology, known as Electronic Stability Control or ESC, is also widely used in light duty vehicles around the world. The US government recently announced that the ESC will be mandatory on all new cars and light trucks by 2011. The Government of Canada is now engaged in consultations to determine whether ESC should also be mandated on light duty vehicles in this country. While neither government has yet made a move to mandate the technology on heavy trucks, regulatory options are being investigated.