About half of all cyclists killed by large trucks and about a fourth of all pedestrians killed by trucks first hit the side of the truck and might have been saved by sideguards.

- Alex Epstein, USDOT

The National Transportation Safety Board (NTSB) recommends sideguards on heavy single-unit trucks, trailers, and truck tractors. Single-unit trucks over 10,000 lbs., trailers over 10,000 lbs., and truck tractors over 26,000 lbs.
The European Union, Japan, China, and Brazil have mandatory sideguard laws. Legislation or other mandates pending in the US: Portland, Washington DC, Boston, Cambridge, Somerville, Newton and NYC – various regulations and pilots.

EU sideguard law (Regulation 73) Applies to all vehicles in the European Union over 3.5 metric tons (7,700 lbs.) Can be met by vehicle design or sideguards; tool boxes, spare wheels, etc. can be integrated. Sideguards can use horizontal rails or continuous flat surface: Flush with vehicle, smooth face, max ground clearance 550 mm / 21.7"; Better: 350 mm/13.8" Standards for strength (1 kN or 220 lbs. horizontal static force); Better: 2 kN/440 lbs.

A Pending NY State bill: trucks over 26,000 lbs. and operating in NYC to install sideguards. NY State law: trucks registered in NYS over 26,000 lbs. and operating in NYC must install crossover mirrors for forward blind spot.

Making it a law

In the U.K. 61% decrease in cyclist fatality rate 20% decrease in pedestrian fatality rate