

Facts From The National Highway
Traffic Safety Administration National
Center For Statistics

In 2003 alone, 424 crashes involving a
"Passenger Vehicles with a trailing
unit resulted in a fatality, an estimated
14,000 crashes resulted in an injury,
and an estimated 40,000 crashes
involved property damage only.

In 2004 and estimated 65,000 crashes
involving a passenger vehicle with a
trailing unit occurred. Crashes
involving a passenger vehicle with a
trailing unit resulted in 426 fatalities
and an estimated 27,000 persons were
injured. An estimated 47,000
crashes involving passenger vehicles
with a trailing unit resulted in property
damage only.

In 2005 63,000 crashes, 503 fatalities,
26,000 injuries and 47,000 crashes
resulted in property damage.

In 2006 53,000 crashes, 419 fatalities,
20,343 injuries and 42,500 crashes
resulted in property damage.

In 2007 52,000 crashes, 457 fatalities,
21,775 injuries and 40,320 crashes
resulted in property damage.

In 2008 61,000 crashes, 392 fatalities,
19,000 injuries and 49,107 crashes
resulted in property damage.

Since 1975 15,211 lives have been
lost due to "Passenger Cars That Tow
Trailers"



The lives above have all perished due
to loose trailers.
(Random Acts Of Negligence)

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What would you do if
this happend to you?

If a loose Utility Trailer
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Ron J. Melancon
President

Successfully lobbied to pass House Bill 429 in 2004 which requires at least 8 feet of reflector tape to be applied on the rear of every trailer one pound under 3,000 GVWR.

Successfully defended an attempt by the manufacture's of these trailer companies to defeat House Bill 429.

These companies have spent over \$40,000 to defeat our efforts to mandate a national standard.

Successfully notified Maryland legislators of this issue after a loose utility trailer caused 3 lives to be lost including 5 injuries. Maryland enacted Senate Bill 174 and House Bill 1119. Our focus now is to address further legislation in Virginia and set a National Standard.

Summary Of Findings by the VCU's Crash Team Dated 2006

In summary, this crash was caused when a homemade trailer detached from the pick up that towed it. It struck a Cadillac traveling in the opposing lanes of traffic, fatally injuring the driver. Trailers are a special class of vehicle and all are subject to some requirements regarding lights and chains. While the Code exempts some smaller trailers, those designed to carry over 3,000 pounds are required to have brakes and be inspected beyond the initial visual confirmation of a Vin Plate.

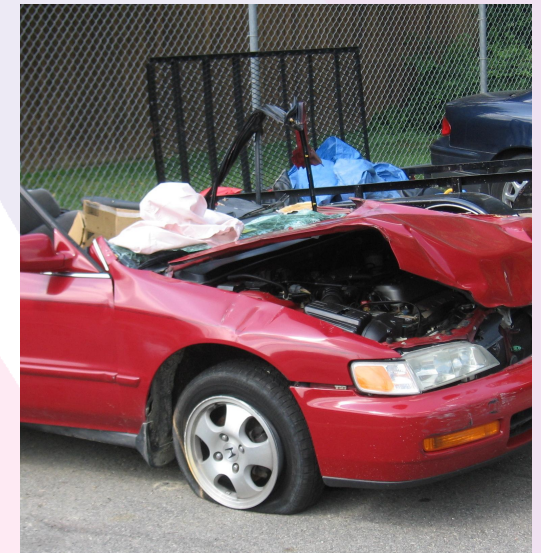
However, Virginia State Code is silent as to any design or construction specifications for those vehicles or for towing chains and hitches for any trailer under 3,000 GVWR.

The same issue exists in almost every state. In fact 8 states do not require safety chains.

Below is actual picture of car involved in above accident.



Caitlyn Johnson Age 20



An E Mail Received From A VSP Trooper

On a daily basis I look at the vehicle belonging to the young woman that was killed with her 8 month old child in the vehicle by an unsecured, poorly loaded 2 axle trailer. The vehicle is in the impound lot at our division headquarters. This keeps me motivated to enforce these laws, thanks for all your efforts.