LD 2159

MAYSER®

Maine Public Hearing

Before we begin, we want to pause and acknowledge the unimaginable loss suffered by the Gonzalez and Callahan families. Our thoughts are with you, and all of us at Mayser stand with you during this incredibly difficult time.

Thank you for the opportunity to speak with you today. Mayser is a safety-focused organization with a long history of developing technologies to prevent injuries. At Mayser, our mission is simple but deeply meaningful: we work every day to prevent injuries and save lives. We do this through the design and manufacturing of safety-critical technologies—most notably our anti-pinch sensors, which are used across the transportation industry to detect obstructions and stop dangerous motion before harm occurs.

With decades of experience, Mayser has supplied anti-pinch technologies to cars, trains, and transit buses, but for many years, this proven safety technology was not required or standardized for school buses, and we would like to increase the awareness that there are solutions available. This incident in Standish was not the first, and it will not be the last if we continue to overlook this issue. This century, there have been over 50 reported incidents nationwide, each involving a child placed in danger, with three tragic losses of life, and in Maine alone there have been three incidents in recent years. With proven and readily available safety solutions already used in other transportation sectors, it is essential to establish clear requirements.

We can push door safety even a step further. Transit buses worldwide must comply with anti-pinch regulations and pass testing to confirm conformance. Other jurisdictions have already recognized this risk and addressed it through clear safety standards, such as California's Code of Regulations Title 12 section 1267, which states "Door shall release when the door closes on an object as small as a ½ inch diameter smooth cylinder held perpendicular to the plane of the door opening at any point where the door halves meet". A ½ inch test specimen is about the size of a human finger and would detect a child's body part if obstructed in the door. We believe it is essential that any future regulation in Maine includes a clear, enforceable, and standardized safety test that every school bus door must pass to ensure the children are safe when boarding and exiting school buses.

Furthermore, there is an additional layer of protection known as anti-drag detection that addresses risks traditional anti-pinch systems may miss. Anti-drag can detect obstructions as small as a backpack strap or a dog leash, even if the doors are closed. Anti-drag is key for school buses because over 75% of school bus related incidents are by objects that can be difficult to detect through some anti-pinch solutions, such as jackets and backpacks.

Anti-drag is mandated in Europe and in recent years has gained popularity in the United States rail and transit bus market. The regulation most used for anti-drag is EN14752 and the test specimen is a 0.8mm rubber specimen that is pulled in 7 different directions of the closed door to

ensure all angles properly detect the obstructed specimen. This anti-drag regulation has proven effective in preventing incidents involving clothing, straps, and backpacks in these regions.

We approach our work with empathy, craftsmanship, and an unwavering commitment to continuous improvement. Everyone involved in student transportation—regulators, manufacturers, and the community—shares a responsibility to act before another family is affected. No parent should ever have to wonder whether a preventable safety design gap contributed to the loss of their child. Thank you for your time and for your dedication to public safety.

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