October 20, 2025 HIR-25-07

Ensuring Passenger Seat Belt Use on School Buses

1. Introduction

The National Transportation Safety Board (NTSB) is providing the following information to the Leander Independent School District (ISD), the state of Texas, and school bus associations to act on the safety recommendations in this report. The safety recommendations are derived from years of NTSB investigations into school bus crashes involving unbelted and belted passengers, including our ongoing investigation of the school bus roadway departure and rollover crash that occurred on August 13, 2025, in Leander, Texas.[1] During the course of the investigation, we identified that most of the passengers onboard the Leander ISD school bus were not wearing the available seat belts, and others were not properly restrained, resulting in many injuries.

In this interim report, we urge the Leander ISD to establish, implement, and routinely audit adherence to enforceable policies and procedures for seat belt use on school buses in compliance with Texas state law so that every student and driver on every school bus equipped with passenger seat belts is properly belted. In addition, the state of Texas should establish, distribute, and require implementation of policies and procedures for seat belt use on school buses for all school districts in Texas. And finally, school bus safety associations should inform their members about this crash, including the need for school districts to establish enforceable policies and procedures to ensure proper use of available seat belts on school buses.

2. Background and Analysis

2.1 Crash Description

On August 13, 2025, about 3:14 p.m. central daylight time, a 2025 77-passenger Blue Bird school bus, operated by the Leander ISD, was traveling south in the 22000 block of Nameless Road near Leander, Travis County, Texas, when it crossed over the centerline, returned to the travel lane, and then departed the

[1] Visit ntsb.gov to find additional information in the public docket for this NTSB investigation (case number HWY25MH014). Use the CAROL Query to search safety recommendations and investigations.

roadway to the right. The bus subsequently rolled onto its right (or loading door) side, continued onto its roof, and then came to rest on its left (or driver's) side on the slope adjacent to the roadway (see figure 1). During the rollover sequence, the bus struck roadside vegetation, causing additional damage to the roof and intrusion into the right side of the passenger compartment. At the time of the crash, the bus was transporting 46 student passengers between ages 4 and 10 from Bagdad Elementary School to their residences. Sixteen of the passengers and the driver were injured in the crash; no one was fatally injured.

The speed limit for Nameless Road is 45 mph with a curve advisory speed of 35 mph in the area of the bus's roadway departure. The bus was traveling at a video-recorded speed of 45 mph when it crossed the centerline and 41 mph when it departed the roadway.[2] At the time of the crash, the roadway was wet from light rain.

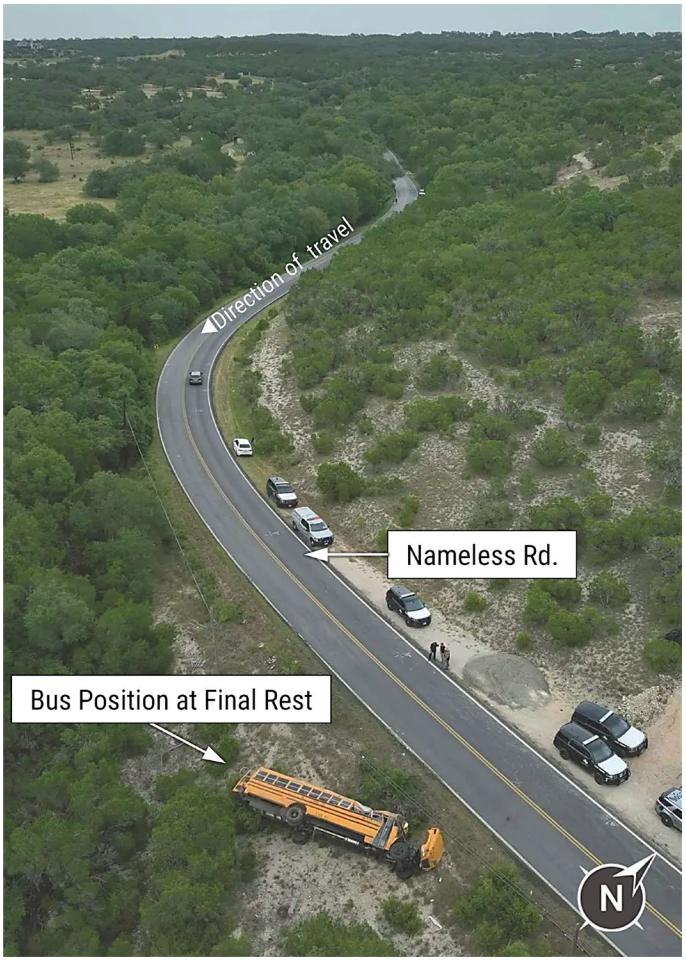

Figure 1. School bus at final rest, adjacent to Nameless Road. (Source: Austin American-Statesman, annotated by NTSB)

[2] The school bus was equipped with six interior cameras that displayed date, time, and the speed of the bus. See sections 2.1.1 and 2.1.2 for more information on the cameras and video footage.

2.1.1 Vehicle Information

The 2025 77-passenger Blue Bird school bus was placed into service in August 2024. The bus had a gross vehicle weight rating (GVWR) of 33,000 pounds, which federal motor vehicle safety standards classify as a large bus.[3] The school bus was configured with 13 rows of passenger seats on each side of the bus.[4] The passenger seats were equipped with three sets of integrated passenger lap/shoulder belts. Some of the seats also had two sets of integrated child restraints with five-point harnesses, as shown in figure 2.[5]

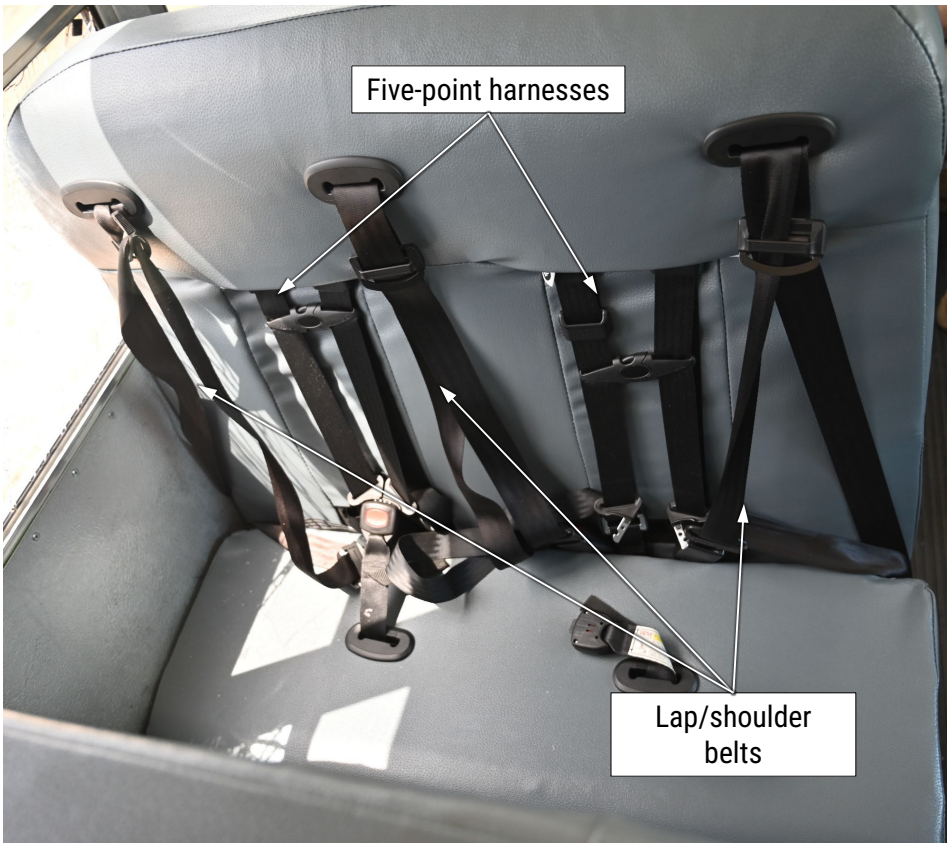

Figure 2. Photo of a seat from the crash-involved school bus, with three passenger lap/shoulder belts and, for pre-school passengers' use, two five-point harnesses.

[3] For more information, see 49 *Code of Federal Regulations* (*CFR*) 571.222 https://www.ecfr.gov/current/title-49/subtitle-B/chapter-V/part-571/subpart-B/section-571.222.

[4] To accommodate the rear emergency exit door, the last seat on the left side of the bus holds two passengers instead of three.

[5] The National Highway Traffic Safety Administration (NHTSA) recommends that pre-school-age children be transported in child safety restraint systems appropriate for the child's age, weight, and height and that meet applicable federal motor vehicle safety standards. See Guideline for the Safe Transportation of Pre-school Age Children in School Buses and Child Passenger Safety on School Buses National Training.

The school bus was also equipped with an onboard video recording system that included six interior-mounted cameras (five of them with inward-facing views of the bus and one with a forward-facing view of the roadway) and one exterior-mounted camera showing passenger loading. The cameras facing the interior of the bus were aligned along the left side above the windows, with visibility of the driver and the passengers. The recording system captured the entire crash trip, including the roadway departure, the rollover, and a period of time after the bus came to final rest.

2.1.2 Video Evidence and Occupant Kinematics

Video evidence showed that, of the 42 student passengers visible in the video (out of the 46 passengers onboard), only six were belted and four of those passengers were wearing only the lap portion of the lap/shoulder belt.[6] The proper use of the lap/shoulder belt for the two remaining belted passengers of the six could not be determined due to the limited visibility in the video of their seating positions on the left side of the bus.

As seen in the video footage, when the school bus departed the roadway and began to roll onto its right side and subsequently onto its roof, the unbelted passengers were displaced from their seating compartments and into the roof area, striking the ceiling of the school bus and other passengers. Some passengers struck the emergency exit roof hatch, causing it to partially open. As the bus rolled further and came to rest on its left side, the unbelted passengers ended up on the left side of the bus, on top of other passengers, the seats, and the left-side windows. The four passengers who were wearing only the lap portion of the lap/shoulder belt were partially restrained by the lap belt, reducing their upward excursion and preventing impact with the ceiling and the left-side seats. However, these four passengers were still vulnerable to injury from upper body flailing and occupant-to-occupant impacts. Although visibility of the two additional belted passengers was limited, they remained within their seating compartments during the extent of the rollover sequence.

2.2 School Bus Occupant Protection Requirements and Policies

2.2.1 Federal Requirements for School Bus Occupant Protection

Since 1977, the National Highway Traffic Safety Administration (NHTSA) requires school buses to have a passive form of occupant protection called compartmentalization. Compartmentalization entails closely spaced, energy-absorbing seat backs designed to retain the passengers within the protective seating

[6] Due to the video camera angle and orientation, visibility of passengers on the left side of the bus was limited in the video footage.

compartment during a crash.[7] In 2008, NHTSA amended the school bus safety standard to require passenger lap/shoulder belts in small school buses, those school buses with a GVWR of less than 10,000 pounds.[8] At that time, NHTSA also required an enhanced form of compartmentalization with higher seat backs for both small and large school buses.[9] NHTSA did not require large school buses, such as the bus in the Leander crash, to be equipped with passenger lap or lap/shoulder belts. However, the agency did establish performance standards for voluntarily installed seat belts in large school buses. The effective date for the amendments was October 21, 2011.

2.2.2 Texas Law Requiring Seat Belts on School Buses

In 2017, Texas enacted a law that requires passenger lap/shoulder belts on newly purchased large school buses model year 2018 or later, with an exemption for school districts if funding was unavailable. In 2025, Texas removed the model year constraint in the law so that all school buses operated or contracted for use by school districts would be included.[10] The law still includes an exemption if the school district lacks funding to purchase passenger seat belts. In such case, however, the law requires the school district to report its progress on installing seat belts on school buses to the Texas Education Agency and in a public meeting. Additionally, the Texas Education Agency is required to consolidate and report the information to the state governor.

2.2.3 *Texas Education Code* Requiring School Bus Seat Belt Use

Texas Education Code 34.013, "Bus Seat Belt Policy," was enacted in 2007 and states that "A school district shall require a student riding a bus operated by or contracted for operation by the district to wear a seat belt if the bus is equipped with seat belts for all passengers on the bus.[11] A school district may implement a disciplinary policy to enforce the use of seat belts by students."

2.2.4 Leander Independent School District

The Leander ISD includes parts of Austin, Cedar Park, Georgetown, Leander, and Jonestown, Texas, and covers about 200 square miles. The district has more than

[7] For more information on *Federal Motor Vehicle Safety Standard* No. 222, see 49 *CFR* 571.222 https://www.ecfr.gov/current/title-49/subtitle-B/chapter-V/part-571/subpart-B/section-571.222.

[8] NHTSA's rulemaking (see *Federal Register* 62744, Vol. 73, No. 204, October 21, 2008) was initiated in part due to Safety Recommendations H-99-45 and -46, discussed in section 2.3.

[9] NHTSA defines a large school bus as having a GVWR of 10,000 pounds or more.

[10] For more information, see *Texas Transportation Code* Title 7, Subtitle C, Chapter 547, Subchapter L, Section 547.701(e) at Transportation Code Chapter 547. Vehicle Equipment.

[11] For more information, see *Texas Education Code* Section 34.013 – Bus Seat Belt Policy.

42,000 students across 49 campuses and operates a fleet of more than 300 school buses from two bus terminals across 160 routes. The Leander ISD bus fleet travels about 15,000 miles per day with an annual mileage of 3.8 million miles.

The Leander ISD transportation safety website states that the district is "proud to have the best and most safety focused equipment to transport our precious cargo, your child." Further, the website says that the school buses are equipped with passenger lap/shoulder belts and that state law requires the students to be belted "while being transported to and from school as well as on any district related event." The website also states, "Please encourage your students to help us with promoting seat belt safety!"[12] In addition, the Leander ISD *Student & Parent Handbook* states that, "If the bus is equipped with seat belts, by law, they must be worn," and, "As required by law, should the bus be equipped with three-point seatbelts, all students on board are required to use the seat belt."[13]

2.3 NTSB Actions on School Bus Occupant Protection

The NTSB has a long history of investigating school bus crashes in which children were injured; in some cases, fatally. In 1999, we released a special investigation report regarding bus crashworthiness based on six school bus crashes and 40 other bus crashes.[14] Of the 14 safety recommendations issued in that report, two of them requested that NHTSA develop performance standards for school bus occupant protection systems that account for frontal-, side-, and rear-impact collisions and rollovers, and then require that newly manufactured school buses install systems to retain passengers within the seating compartments throughout the crash sequence for all crash scenarios.[15]

During the two decades after that report, we continued to investigate school bus crashes, including those with buses equipped with passenger lap and lap/shoulder belts, finding that compartmentalization was incomplete and ineffective in many crashes and that passenger injuries would be reduced by the proper use of lap/shoulder belts. We found that precrash vehicle maneuvers can throw passengers from their seats so that even in crashes where compartmentalization could be effective, the passengers were not protected by compartmentalization. Further, properly worn lap/shoulder belts reduce injuries related to upper body flailing commonly seen with lap belts only and, therefore, provide the best protection for

[12] For more information, see Transportation: Safety | Leander ISD.

[13] For more information, see the section titled Transportation, Safety Rules and Procedures, LISD Bus Safety Rules, page 37, at https://www.leanderisd.org/wp-content/uploads/2025/08/2025-2026-Student-Handbook-1.pdf.

[14] NTSB. *Bus Crashworthiness Issues*. NTSB/SIR-99/04. Washington, DC: NTSB.

[15] NTSB Safety Recommendations H-99-45 and -46.

school bus passengers. We also addressed methods to encourage proper seat belt use, finding that better student-, parent-, and school district education and training may increase use and proper fit of passenger seat belts in school buses.[16]

The 2012 school bus roadway departure and impact with a tree in Anaheim, California, was a crash that emphasized the benefits of proper passenger lap/shoulder belt use in large school buses. In that crash, the properly worn passenger lap/shoulder belts reduced the severity of passenger injuries in the area of maximum tree intrusion. As a result of the 2017 intersection collision between a school bus and a pickup truck in Helena, Montana, we found that the passenger lap/shoulder belts kept the school bus passengers in their seating compartment during the side-impact crash and limited occupant-to-occupant contact and associated injuries during the rollover event.

In 2018, as a result of a catastrophic school bus crash in 2016 in Chattanooga, Tennessee, that caused six fatalities and numerous injuries, we found that due to the precrash vehicle motions that displaced the passengers from their seating compartments before the bus struck a utility pole and subsequently rolled over, the seating compartmentalization was ineffective.[17] We found that properly worn lap/shoulder belts provide the highest level of protection for school bus passengers in all crash scenarios, including frontal-, side-, and rear-impact collisions and rollovers. In the Chattanooga report, the NTSB commended Texas and several other states that already required passenger lap/shoulder belts in large school buses. We also recommended that the states requiring lap-only belts upgrade the seat belt requirement to lap/shoulder belts for all passenger seating positions in new large school buses.[18] For the states that did not then require passenger belts in large school buses, we recommended legislation requiring that all new large school buses be equipped with lap/shoulder belts for all passenger seating positions.[19]

2.4 The Need To Ensure Proper Use of School Bus Seat Belts

The video footage from the Leander school bus crash showed the same safety deficiencies that we have identified for years, except in the Leander case, the

[16] For more information, see (a) *Collision Between Service Vehicle and School Bus, Decatur, Tennessee, October 27, 2020*, HIR-22/06; (b) *Intersection Collision and Rollover Involving School Bus and Pickup Truck, Helena, Montana, November 27, 2017*, HAB-19/02; (c) *School Bus Roadway Departure, Anaheim, California, April 24, 2014*, HAB-16/06; (d) *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, HAR-13/01; (e) *Bus Crashworthiness Issues*, SIR-99/04.

[17] For more information, see *Selective Issues in School Bus Transportation Safety: Crashes in Baltimore, Maryland, and Chattanooga, Tennessee*, SIR-18/02.

[18] NTSB Safety Recommendation H-18-9.

[19] NTSB Safety Recommendation H-18-10.

lap/shoulder belts and five-point harnesses were in fact available but largely unused by the student passengers. As noted, most of the school bus passengers in the video footage were unbelted and were displaced from their seating compartment during the crash, which resulted in occupant-to-interior and occupant-to-occupant impacts. At least one student passenger was reported to be a young-enough age that the five-point harness should have been used to provide proper restraint. Therefore, the NTSB concludes that the non-use of the available lap/shoulder belts and five-point harnesses by most of the school bus passengers in the Leander, Texas, rollover crash resulted in occupant-to-interior and occupant-to-occupant impacts, leading to injuries for many of the unbelted passengers. Further, those that were visible wearing the belts wore them improperly and were then still vulnerable to injury. Therefore, the NTSB concludes that the improperly belted passengers, using only the lap portion of the lap/shoulder belt, were only partially restrained and therefore subject to injury from upper body flailing and occupant-to-occupant impact in the Leander, Texas, rollover crash. With these findings and the findings noted from previous crashes, the NTSB also concludes that the safety of school bus passengers is improved by properly using passenger lap/shoulder belts or five-point harnesses on every trip.

The Leander ISD provided limited information on its website and listed requirements in its *Student & Parent Handbook* for students to be belted, but otherwise did not establish specific procedures to ensure that passengers were properly belted onboard the school buses. As we found in the Chesterfield, New Jersey, investigation, student, parent, and school district education and training can increase proper seat belt use on school buses. The *National School Transportation Specifications and Procedures* contains guidance for proper seat belt use and adjustment.[20] Further, states such as North Carolina have developed a toolkit that includes enacting and enforcing policies and procedures for seat belt use on school buses along with educational tools for school administrators and staff, bus drivers, parents, and students to ensure that the seat belts are properly used.[21] School districts such as the Helena Public Schools in Helena, Montana, have also developed clear, enforceable policies for seat belt use to ensure that students, including those required to use a five-point harness, are properly belted.[22] Helena Public Schools also requires its school bus drivers to "instruct students every morning as they board the bus, at every stop, to put on their seat belt" and for afternoon routes, the drivers must walk the length of the bus to make sure every student is belted before leaving the school.[23] Training drivers and students, as well as school staff and parents, on the

[20] The *National School Transportation Specifications and Procedures* document serves as a basis for states "to establish specifications, rules, and/or regulations for school transportation." For more information, see 2025 NSTSP, Appendix D, pp. 479-482.

[21] See, for example, North Carolina School Bus Seat Belt Implementation Toolkit: Resources for Local Education Agencies to Develop & Design Seatbelt Programs.

[22] For more information, see Bus Riding Standards | Helena Public Schools.

[23] For more information, see 4 Keys for Enforcing Seat Belt Use - Safety - School Bus Fleet.

proper use of lap/shoulder belts and five-point harnesses is also a critical component of these policies and procedures.[24] Finally, the onboard video camera systems, such as those on the Leander ISD school buses, can be used—in combination with enforceable policies and procedures and a training and education program—to proactively monitor seat belt compliance and determine the need for additional reinforcement of the program or for disciplinary consequences.[25]

The NTSB concludes that the Leander ISD lacked enforceable policies and procedures for seat belt use on school buses; associated training and education for school administrators and staff, bus drivers, parents, and students; mandatory pre-departure driver instruction to wear the belts; and periodic inspection by the driver or other staff and periodic review of onboard video camera footage to ensure that passengers were properly belted on every trip. Therefore, the NTSB recommends that the Leander ISD establish, implement, and routinely audit adherence to enforceable policies and procedures for seat belt use on school buses, in compliance with *Texas Education Code* 34.013, so that every student and driver on school buses equipped with passenger seat belts is properly restrained by lap/shoulder belts or five-point harnesses on every trip. The policies and procedures should at a minimum include:

- mandatory pre-departure driver instruction to students to properly belt and periodic pre-departure inspection by drivers or other staff to ensure that each student is properly belted;
- periodic review of onboard video camera footage, when equipped, to verify seat belt use; and
- increased training and education of school administrators and staff, bus drivers, parents, and students about proper seat belt use and adjustment, seat belt policies and procedures, the safety benefits of seat belt use, and the importance of being properly belted.

In addition to the non-use of the available lap/shoulder belts and five-point harnesses by most of the school bus passengers in the Leander rollover crash, we saw similar non-use of seat belts in the 2021 Monaville, Texas, school bus crash and limited seat belt instruction from that Texas school district.[26] The two cases suggest that the lack of a comprehensive program to ensure proper use of seat belts on school buses is likely not limited to the Leander ISD in Texas despite the *Texas*

[24] School Transportation News Webinar: How to Navigate Seat Belts on School Buses, 2019 (WATCH: How to Navigate Seat Belts on School Buses - School Transportation News).

[25] The Leander ISD reviews video footage in response to complaints or discipline issues but does not typically review video footage for proper seat belt use.

[26] For more information, see *School Bus Run-Off-Road and Rollover Crash, Monaville, Texas, December 17, 2021*, HIR-23/08.

Education Code 34.013 that was enacted in 2007 requiring seat belt use on school buses. The NTSB therefore concludes that the non-use of school bus seat belts in both the Leander and Monaville, Texas, school bus crashes demonstrates that at least two school districts in the state of Texas lacked a comprehensive program to ensure that school bus passengers were properly belted on every trip, as required by *Texas Education Code* 34.013.

Therefore, the NTSB recommends that the state of Texas establish, distribute, and require implementation of enforceable policies and procedures for seat belt use on school buses, with routine audits to ensure compliance with *Texas Education Code* 34.013, for all school districts in Texas so that every student and driver on school buses equipped with passenger seat belts is properly restrained by lap/shoulder belts or five-point harnesses on every trip. The policies and procedures should at a minimum include:

- mandatory pre-departure driver instruction to students to properly belt and periodic pre-departure inspection by drivers or other staff to ensure that each student is properly belted;

- periodic review of onboard video camera footage, when equipped, to verify seat belt use; and

- increased training and education of school administrators and staff, bus drivers, parents, and students about proper seat belt use and adjustment, seat belt policies and procedures, the safety benefits of seat belt use, and the importance of being properly belted.

Nationwide, several states and many school districts have improved school bus safety by requiring passenger lap/shoulder belts on the school buses they operate. However, those states and school districts may not yet have a comprehensive program, as described above, to ensure that school bus passengers are properly belted on every trip. The installation of passenger lap/shoulder belts—combined with enforceable policies and procedures, training and education, belt use instruction and inspection, and oversight to ensure that students wear them properly—will provide the best protection for students in the event of a crash. The NTSB concludes that school bus safety associations such as the National Association for Pupil Transportation (NAPT), the National School Transportation Association (NSTA), and the National Association of State Directors of Pupil Transportation Services (NASDPTS) can be instrumental in informing a nationwide audience about the circumstances of the Leander, Texas, crash and highlighting the safety risks of unbelted student passengers in school bus crashes. Therefore, the NTSB recommends that the NAPT, NSTA, and NASDPTS inform their members of the circumstances of the Leander, Texas, rollover crash, the lack of seat belt use by most passengers, and the need for school districts to establish enforceable policies and procedures for seat belt use on school buses so that every student and driver on

every school bus equipped with passenger seat belts is properly restrained by lap/shoulder belts or five-point harnesses, as appropriate, on every trip. The policies and procedures should at a minimum include:

- mandatory pre-departure driver instruction to students to properly belt and periodic pre-departure inspection by drivers or other staff to ensure that each student is properly belted;

- periodic review of onboard video camera footage, when equipped, to verify seat belt use; and

- increased training and education of school administrators and staff, bus drivers, parents, and students about proper seat belt use and adjustment, seat belt policies and procedures, the safety benefits of seat belt use, and the importance of being properly belted.

3. Findings

1. The non-use of the available lap/shoulder belts and five-point harnesses by most of the school bus passengers in the Leander, Texas, rollover crash resulted in occupant-to-interior and occupant-to-occupant impacts, leading to injuries for many of the unbelted passengers.

2. The improperly belted passengers, using only the lap portion of the lap/shoulder belt, were only partially restrained and therefore subject to injury from upper body flailing and occupant-to-occupant impact in the Leander, Texas, rollover crash.

3. The safety of school bus passengers is improved by properly using passenger lap/shoulder belts or five-point harnesses on every trip.

4. The Leander Independent School District lacked enforceable policies and procedures for seat belt use on school buses; associated training and education for school administrators and staff, bus drivers, parents, and students; mandatory pre-departure driver instruction to wear the belts; and periodic inspection by the driver or other staff and periodic review of onboard video camera footage to ensure that passengers were properly belted on every trip.

5. The non-use of school bus seat belts in both the Leander and Monaville, Texas, school bus crashes demonstrates that at least two school districts in the state of Texas lacked a comprehensive program to ensure that school bus passengers were properly belted on every trip, as required by *Texas Education Code* 34.013.

6. School bus safety associations such as the National Association for Pupil Transportation, the National School Transportation Association, and the National Association of State Directors of Pupil Transportation Services can be instrumental in informing a nationwide audience about the circumstances of the Leander, Texas, crash and highlighting the safety risks of unbelted student passengers in school bus crashes.

4. Recommendations

4.1 New Recommendations

As a result of this investigation, the National Transportation Safety Board makes the following new urgent safety recommendations:

To the State of Texas:

Establish, distribute, and require implementation of enforceable policies and procedures for seat belt use on school buses, with routine audits to ensure compliance with *Texas Education Code* 34.013, for all school districts in Texas so that every student and driver on school buses equipped with passenger seat belts is properly restrained by lap/shoulder belts or five-point harnesses on every trip. The policies and procedures should at a minimum include:

- mandatory pre-departure driver instruction to students to properly belt and periodic pre-departure inspection by drivers or other staff to ensure that each student is properly belted;
- periodic review of onboard video camera footage, when equipped, to verify seat belt use; and
- increased training and education of school administrators and staff, bus drivers, parents, and students about proper seat belt use and adjustment, seat belt policies and procedures, the safety benefits of seat belt use, and the importance of being properly belted. (H-25-25)

To the Leander Independent School District:

Establish, implement, and routinely audit adherence to enforceable policies and procedures for seat belt use on school buses, in compliance with *Texas Education Code* 34.013, so that every student and driver on school buses equipped with passenger seat belts is properly restrained by lap/shoulder bels or five-point harnesses on every trip. The policies and procedures should at a minimum include:

- mandatory pre-departure driver instruction to students to properly belt and periodic pre-departure inspection by drivers or other staff to ensure that each student is properly belted;
- periodic review of onboard video camera footage, when equipped, to verify seat belt use; and

- increased training and education of school administrators and staff, bus drivers, parents, and students about proper seat belt use and adjustment, seat belt policies and procedures, the safety benefits of seat belt use, and the importance of being properly belted. (H-25-26)

To the National Association for Pupil Transportation (NAPT), the National School Transportation Association (NSTA), and the National Association of State Directors of Pupil Transportation Services (NASDPTS):

Inform your members of the circumstances of the Leander, Texas, rollover crash, the lack of seat belt use by most passengers, and the need for school districts to establish enforceable policies and procedures for seat belt use on school buses so that every student and driver on every school bus equipped with passenger seat belts is properly restrained by lap/shoulder belts or five-point harnesses, as appropriate, on every trip. The policies and procedures should at a minimum include:

- mandatory pre-departure driver instruction to students to properly belt and periodic pre-departure inspection by drivers or other staff to ensure that each student is properly belted;

- periodic review of onboard video camera footage, when equipped, to verify seat belt use; and

- increased training and education of school administrators and staff, bus drivers, parents, and students about proper seat belt use and adjustment, seat belt policies and procedures, the safety benefits of seat belt use, and the importance of being properly belted. (H-25-27)

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For more detailed background information on this report, visit the NTSB investigations website and search for NTSB accident ID HWY25MH014. Recent publications are available in their entirety on the NTSB website. Other information about available publications also may be obtained from the website or by contacting—

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