



**NTSB** National Transportation Safety Board

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*Office of Highway Safety*

# Highway Vehicle Event Data Recorders

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# Accident Bus

- Not equipped, nor required to be equipped, with an event data recorder (EDR)
- No regulatory or industry standards that require highway vehicles to be equipped with an EDR

# Event Data

- Reduce use of estimated values
- Provide a higher level of science and precision
- Result in more robust reconstruction and analysis

# Event Data Recorders

- Lack of requirements, result in unrealized data opportunities
- Provide more comprehensive account of events that led to loss of control
- Provide qualitative and quantitative data to improve bus passenger safety

# Recommendation History

- Since 1997, issued or reiterated EDR recommendations 7 times
- 1999 H-99-53/54 “Develop and implement”
- 2008 – Reiterated H-99-53/54
- 2009 – Reiterated & reclassified “Open – Unacceptable Response”

# EDR Activity Since H-99-53/54

- 2002 NHTSA T&B EDR WG  
*“..potential to greatly improve truck, motorcoach and school bus safety”*
- 2004 IEEE MVEDR
- 2004 FHWA EDR requirements and specifications for CMVs
- 2010 SAE RP for HVEDRs

# NHTSA Activities

- Since 1999, NHTSA has failed to initiate rulemaking in regard to EDRs on buses
- Aug 2007, NHTSA's Approach to Motorcoach Safety, "Planned Approach" was to wait on the SAE HVEDR WG

# Applicability

- H-99-53/54 school buses and motorcoaches
- SAE HVEDR vehicles >10,000 lbs with specific communications
- Many publications, research projects are applicable to buses
- NHTSA – capable of developing rulemaking for all buses

# Summary

- EDRs increase understanding of crash causation and further development of crashworthiness and occupant protection system
- Require EDRs in all buses over 10,000 lbs



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