



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** August 4, 2015

**In reply refer to:** H-15-14 and -15;  
H-99-8 (Reclassification)

Mr. T. F. Scott Darling III  
Chief Counsel  
Federal Motor Carrier Safety Administration  
Washington, DC 20590

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On July 14, 2015, the National Transportation Safety Board (NTSB) adopted its report concerning the April 10, 2014, crash in which a Volvo truck-tractor in combination with double trailers, operated by FedEx Freight, Inc., collided with a passenger car and then a Setra motorcoach on Interstate 5 in Orland, California, resulting in 10 fatalities and more than three dozen injured.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-15/01.

As a result of this investigation, we issued four new recommendations, including two to the National Highway Traffic Safety Administration (NHTSA) and the following two recommendations to the Federal Motor Carrier Safety Administration (FMCSA):

### H-15-14

Require all passenger motor carrier operators to (1) provide passengers with pretrip safety information that includes, at a minimum, a demonstration of the location of all exits, explains how to operate the exits in an emergency, and emphasizes the importance of wearing seat belts, if available; and (2) also place printed instructions in readily accessible locations for each passenger to help reinforce exit operation and seat belt usage.

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<sup>1</sup> See *Truck-Tractor Double Trailer Median Crossover Collision With Motorcoach and Postcrash Fire on Interstate 5, Orland, California, April 10, 2014*, Highway Accident Report NTSB/HAR-15/01 (Washington, DC: National Transportation Safety Board, 2015).

H-15-15

Update your website guidance to include information on the mandated three-point restraints effective November 2016 for all new over-the-road buses and for other than over-the-road buses with a gross vehicle weight rating greater than 11,793 kilograms (26,000 pounds).

The NTSB also classified the following recommendation “Closed—Superseded” (by Safety Recommendation H-15-14):

H-99-8

Require motorcoach operators to provide passengers with pre-trip safety information.

As a result of this investigation, the NTSB also reiterated seven previously issued recommendations to NHTSA.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov).

[Original Signed]

By: Christopher A. Hart,  
Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** September 8, 2015

**In reply refer to:** H-10-9, H-12-13, and  
H-15-14 (Reiterations)

Mr. T. F. Scott Darling III  
Chief Counsel  
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Washington, DC 20590

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On August 11, 2015, the National Transportation Safety Board (NTSB) adopted its report concerning the June 7, 2014, work zone accident on Interstate 95 (I-95) in Cranbury, New Jersey, in which a truck-tractor semitrailer operated by Walmart Transportation LLC, traveling northbound on I-95, encountered traffic that had slowed along a construction corridor; the truck struck the rear of a limo van, and a series of successive impacts ensued, resulting in one death and four seriously injured people.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/HAR-15/02.

As a result of this investigation, we reiterated six safety recommendations, including three to the Federal Motor Carrier Safety Administration (FMCSA) and three to the National Highway Traffic Safety Administration (NHTSA). We also issued nine new recommendations, including one to Federal Highway Administration; one to NHTSA; one to the New Jersey Department of Health–Office of Emergency Medical Services; one to the New Jersey State First Aid Council; two to the National Limousine Association; two to Walmart Transportation LLC; and one to Bendix Commercial Vehicle Systems LLC, Detroit Diesel Corporation, and Meritor WABCO Vehicle Control Systems.

Specifically, as a result of its investigation, the NTSB reiterated the following three recommendations to the FMCSA:

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<sup>1</sup> See *Multivehicle Work Zone Crash on Interstate 95, Cranbury, New Jersey, June 7, 2014*, Highway Accident Report NTSB/HAR-15/02 (Washington, DC: 2015).

H-10-9

Require all motor carriers to adopt a fatigue management program based on the North American Fatigue Management Program guidelines for the management of fatigue in a motor carrier operating environment.

H-12-13

Develop and disseminate guidance for motor carriers on how to most effectively use currently available onboard monitoring systems and develop a plan to periodically update the guidance.

H-15-14

Require all passenger motor carrier operators to (1) provide passengers with pretrip safety information that includes, at a minimum, a demonstration of the location of all exits, explains how to operate the exits in an emergency, and emphasizes the importance of wearing seat belts, if available; and (2) also place printed instructions in readily accessible locations for each passenger to help reinforce exit operation and seat belt usage.

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER concurred in these reiterations.

The NTSB is vitally interested in these reiterated recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov).

[Original Signed]

By: Christopher A. Hart,  
Chairman