



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** November 2, 2016

**In reply refer to:** H-16-8 through -11;  
H-15-38 (Reiteration)

The Honorable T. F. Scott Darling III  
Administrator  
Federal Motor Carrier Safety Administration  
Washington, DC 20590

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On June 25, 2015, about 7:10 p.m., a 2007 Peterbilt truck-tractor in combination with a 2005 Great Dane semitrailer, operated by Cool Runnings Express, Inc., was traveling northbound on Interstate 75, near Chattanooga, Tennessee, when it struck the rear of a 2010 Toyota Prius at an estimated speed of 78–82 mph.<sup>1</sup> Traffic had slowed because of road construction and a work zone lane closure at milepost 12. The truck-tractor continued forward and collided with seven additional vehicles, forcing them into subsequent collisions. Of the 18 vehicle occupants, six died and four were injured. A postcrash fire consumed one vehicle. The truck driver was returning to the carrier terminal in London, Kentucky, having begun his trip about 5:16 a.m. in Haines City, Florida. 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-16/01.

As a result of this investigation, we issued seven new recommendations, including one to the Kentucky Transportation Cabinet and the Idaho Transportation Department, two to the Tennessee Department of Transportation and the Tennessee Highway Patrol, and the following four recommendations to the Federal Motor Carrier Safety Administration (FMCSA):

### H-16-8

Disseminate information to motor carriers about using hair testing as a method of detecting the use of controlled substances, under the appropriate circumstances.

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<sup>1</sup> See *Multivehicle Work Zone Crash on Interstate 75, Chattanooga, Tennessee, June 25, 2015*, Highway Accident Report NTSB/HAR-16/01 (Washington, DC: NTSB, 2016).

H-16-9

Modify 49 *Code of Federal Regulations (CFR)* 391.23(a) to include the requirements described in 49 *CFR* 391.25(b)(2); that is, to specify that the motor carrier must (1) consider the driver's crash record; (2) consider any evidence that the driver has violated laws governing the operation of motor vehicles; and (3) give great weight to violations—such as speeding, reckless driving, and operating while under the influence of alcohol or drugs—that indicate the driver has exhibited a disregard for public safety.

H-16-10

Evaluate motor carrier use of, and perspectives on, your Pre-Employment Screening Program (PSP), and identify and address barriers affecting the use of the PSP, examining issues such as the value, accuracy, and timeliness of the information, and the cost of, and incentives for, using the program.

H-16-11

Collect and publish best practices for pre-employment investigations and inquiries within the trucking industry.

The NTSB also reiterated and reclassified the following recommendation to the FMCSA:

H-15-38

Determine the prevalence of commercial motor vehicle driver use of impairing substances, particularly synthetic cannabinoids, and develop a plan to reduce the use of such substances.

As a result of this investigation, we reiterated one previously issued recommendation to the Federal Highway Administration. 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