



National Transportation Safety Board

Washington, D.C. 20594

Safety Recommendation

Date: August 16, 2012

In reply refer to: H-99-47 through -51
(Reiterated)
H-99-49
(Reiterated and Reclassified)

The Honorable David L. Strickland
Administrator
National Highway Traffic Safety Administration
Washington, DC 20590

On July 31, 2012, the National Transportation Safety Board (NTSB) adopted its report concerning a May 31, 2011, highway accident in which a motorcoach departed the Interstate 95 roadway and overturned near Doswell, Virginia.¹ 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>.

As a result of this investigation, the NTSB reiterated Safety Recommendations H-10-9, H-03-2, and H-99-6 to the Federal Motor Carrier Safety Administration (FMCSA) and H-99-47, -48, -50, and -51 to the National Highway Traffic Safety Administration (NHTSA); reclassified Safety Recommendation H-08-14 to the FMCSA; reiterated and reclassified Safety Recommendation H-99-49 to NHTSA; and issued three new safety recommendations to the FMCSA.

In this report, the NTSB reiterated the following four previously issued recommendations to NHTSA:

H-99-47

In 2 years, develop performance standards for motorcoach occupant protection systems that account for frontal impact collisions, side impact collisions, rear impact collisions, and rollovers.

¹ *Motorcoach Roadway Departure and Overturn on Interstate 95 Near Doswell, Virginia, May 31, 2011*, Highway Accident Report NTSB/HAR-12/02 (Washington, D.C.: National Transportation Safety Board, 2012).

H-99-48

Once pertinent standards have been developed for motorcoach occupant protection systems, require newly manufactured motorcoaches to have an occupant crash protection system that meets the newly developed performance standards and retains passengers, including those in child safety restraint systems, within the seating compartment throughout the accident sequence for all accident scenarios.

H-99-50

In 2 years, develop performance standards for motorcoach roof strength that provide maximum survival space for all seating positions and that take into account current typical motorcoach window dimensions.

H-99-51

Once performance standards have been developed for motorcoach roof strength, require newly manufactured motorcoaches to meet those standards.

In addition, the NTSB reiterated and reclassified as “Open—Unacceptable Response” the following previously issued recommendation to NHTSA:

H-99-49

Expand your research on current advanced glazing to include its applicability to motorcoach occupant ejection prevention, and revise window glazing requirements for newly manufactured motorcoaches based on the results of this research.

These recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, 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 addressing the actions you have taken or intend to take to implement these recommendations. When responding, please refer to the Safety Recommendations by their recommendation number. We encourage you to submit updates electronically to correspondence@ntsb.gov. If your response includes attachments that exceed 5 megabytes,

please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Deborah A.P. Hersman
Chairman