National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: July 3, 2013

In reply refer to: H-13-11 through -19
H-01-6, -7, H-10-1, -12, -13, H-11-7,-8
(Reiteration)

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

On June 17, 2013, the NTSB adopted its safety study, *Crashes Involving Single-Unit Trucks that Resulted in Injuries and Deaths*.[1] Additional information about this topic and the resulting recommendations may be found in the study, which can be accessed at our website, http://www.ntsb.gov, under report number SS-13/01.

As a result of this investigation, the NTSB reiterated Safety Recommendations H-01-6, H-01-7, H-10-1, H-10-12, H-10-13, H-11-7, and H-11-8; and issued 16 new recommendations, including 4 to the Federal Motor Carrier Administration, 1 to the Federal Highway Administration, 2 to the US Department of Transportation, and the following 9 recommendations to the National Highway Traffic Safety Administration:

H-13-11

Develop performance standards for visibility enhancement systems to compensate for blind spots in order to improve the ability of drivers of single-unit trucks with gross vehicle weight ratings over 10,000 pounds to detect vulnerable road users, including pedestrians and cyclists, in their travel paths.

H-13-12

Once the performance standards requested in H-13-11 have been developed, require newly manufactured single-unit trucks with gross vehicle weight ratings

[1] *Crashes Involving Single-Unit Trucks that Resulted in Injuries and Deaths*, June 17, 2013, NTSB/SS-13/01.

over 10,000 pounds to be equipped with visibility enhancement systems meeting the performance standards.

H-13-13

Develop performance standards for side underride protection systems for single-unit trucks with gross vehicle weight ratings over 10,000 pounds.

H-13-14

Once the performance standards requested in H-13-13 have been developed, require newly manufactured single-unit trucks with gross vehicle weight ratings over 10,000 pounds to be equipped with side underride protection systems meeting the performance standards.

H-13-15

Develop performance standards for rear underride protection systems for single-unit trucks with gross vehicle weight ratings over 10,000 pounds.

H-13-16

Once the performance standards requested in H-13-15 have been developed, require newly manufactured single-unit trucks with gross vehicle weight ratings over 10,000 pounds to be equipped with rear underride protection systems meeting the performance standards.

H-13-17

Require conspicuity treatments on the sides and rears of newly manufactured single-unit trucks with gross vehicle weight ratings over 10,000 pounds consistent with the requirements for such treatments on truck-tractors and trailers specified in 49 CFR Part 571.108 (Federal Motor Vehicle Safety Standards: Lamps, Reflective Devices, and Associated Equipment).

H-13-18

Develop and implement a plan for using vehicle identification numbers and other variables, such as cargo type or trailers, to improve the coding and classification of large commercial vehicles in the Fatality Analysis Reporting System and the National Automotive Sampling System.

H-13-19

Include data from each calendar year of the Trucks in Fatal Accidents database on the Fatality Analysis Reporting System website.

The NTSB also reiterated 7 previously issued recommendations to NHTSA:

H-01-6

Develop standards for adaptive cruise control and collision warning system performance standards for new commercial vehicles. At a minimum, these standards should address obstacle detection distance, timing of alerts, and human factors guidelines, such as the mode and type of warning.

H-01-7

After promulgating performance standards for collision warning systems for commercial vehicles, require that all new commercial vehicles be equipped with a collision warning system.

H-10-1

Require new commercial motor vehicles with a gross vehicle weight rating above 10,000 pounds to be equipped with lane departure warning systems.

H-10-12

To improve highway vehicle crash compatibility, develop performance standards for front underride protection systems for trucks with gross vehicle weight ratings over 10,000 pounds.

H-10-13

Once the performance standards in Safety Recommendation H-10-12 have been developed, require that all such newly manufactured trucks be equipped with front underride protection systems meeting the performance standards.

H-11-7

Develop stability control system performance standards for all commercial motor vehicles and buses with a gross vehicle weight rating greater than 10,000 pounds, regardless of whether the vehicles are equipped with a hydraulic or a pneumatic brake system.

H-11-8

Once the performance standards in Safety Recommendation H-11-7 have been developed, require the installation of stability control systems on all newly manufactured commercial vehicles with a gross vehicle weight rating greater than 10,000 pounds.

These safety 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 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.

[Original Signed]

By: Deborah A.P. Hersman,
Chairman