



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** July 3, 2013

**In reply refer to:** H-13-25 and -26

The Honorable Anthony R. Foxx  
Secretary  
US Department of Transportation  
Washington, DC 20590

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

As a result of this study, the NTSB reiterated 7 Safety Recommendations to the National Highway Traffic Safety Administration (NHTSA) and issued 16 new recommendations, including 9 to NHTSA, 4 to the Federal Motor Carrier Safety Administration, 1 to the Federal Highway Administration, and the following 2 recommendations to the US Department of Transportation:

### H-13-25

While the National Highway Traffic Safety Administration is developing the conspicuity standards for newly manufactured single-unit trucks requested in H-13-17, direct either the National Highway Traffic Safety Administration or the Federal Motor Carrier Safety Administration, as appropriate, to determine and implement the most efficient method to require the retrofit of treatments, according to the standards, on the sides and rears of single-unit trucks with gross vehicle weight ratings over 10,000 pounds.

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

H-13-26

Develop and implement a plan to ensure the continued collection of data as performed for the Trucks in Fatal Accidents database and the continuation of state linkage of hospital and police-reported data as performed by the Crash Outcome Data Evaluation System.

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](mailto:correspondence@ntsb.gov).

*[Original Signed]*

By: Deborah A.P. Hersman,  
Chairman