



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-27  
H-01-17, -19, -20, and -21 (Reiterations)

The Honorable Anne S. Ferro  
Administrator  
Federal Motor Carrier Safety Administration  
Washington, DC 20590

---

On July 23, 2013, the National Transportation Safety Board (NTSB) adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

As a result of this investigation, the NTSB issued 12 new recommendations—to the National Highway Traffic Safety Administration; the states of California, Florida, Louisiana, New Jersey, New York, and Texas; the National Truck Equipment Association; the National Association of State Directors of Pupil Transportation Services; the National Association for Pupil Transportation; the National School Transportation Association; the School Bus Manufacturers Technical Council; the National Safety Council, School Transportation Section; and Herman’s Trucking Inc.—including the following recommendation to the Federal Motor Carrier Safety Administration (FMCSA):

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

H-13-27

Require that all persons applying for inclusion on the National Registry of Certified Medical Examiners have both a thorough knowledge of pharmacology and current prescribing authority.

The NTSB also reiterated the following four previously issued recommendations to the FMCSA:

Develop a comprehensive medical oversight program for interstate commercial drivers that contains the following program elements:

H-01-17

Individuals performing medical examinations for drivers are qualified to do so and are educated about occupational issues for drivers.

H-01-19

Medical certification regulations are updated periodically to permit trained examiners to clearly determine whether drivers with common medical conditions should be issued a medical certificate.

H-01-20

Individuals performing examinations have specific guidance and a readily identifiable source of information for questions on such examinations.

H-01-21

The review process prevents, or identifies and corrects, the inappropriate issuance of medical certification.

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



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-28 through -31  
H-12-58, -59, and H-1-40 (Reiterations)

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

---

On July 23, 2013, the National Transportation Safety Board (NTSB) adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the states of California, Florida, Louisiana, New Jersey, New York, and Texas; the National Truck Equipment Association; the National Association of State Directors of Pupil Transportation Services; the National Association for Pupil Transportation; the National School Transportation Association; the School Bus Manufacturers Technical Council; the National Safety Council, School Transportation Section; and Herman’s Trucking Inc.—including the following four recommendations to the National Highway Traffic Safety Administration (NHTSA):

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

H-13-28

Develop minimum performance standards for onboard vehicle weighing systems for trucks that have a gross vehicle weight rating of 10,000 pounds or more and are typically field loaded and used in the transportation of aggregates or earthen construction materials, raw natural resources, and garbage or refuse, or in logging and timber operations, or agricultural operations.

H-13-29

Once minimum performance standards for onboard vehicle weighing systems are established, require these systems to be installed on newly manufactured trucks that have a gross vehicle weight rating of 10,000 pounds or more and are typically field loaded and used in the transportation of aggregates or earthen construction materials, raw natural resources, and garbage or refuse, or in logging and timber operations, or agricultural operations.

H-13-30

Develop minimum performance standards for connected vehicle technology for all highway vehicles.

H-13-31

Once minimum performance standards for connected vehicle technology are developed, require this technology to be installed on all newly manufactured highway vehicles.

The NTSB also reiterated two previously issued recommendations to NHTSA, in addition to reiterating and reclassifying a third previously issued recommendation, respectively:

H-12-58

Develop minimum performance standards for onboard brake stroke monitoring systems for all air-braked commercial vehicles.

H-12-59

Once the performance standards in Safety Recommendation H-12-58 have been developed, require that all newly manufactured air-braked commercial vehicles be equipped with onboard brake stroke monitoring systems.

H-01-40

Develop and incorporate into the FMVSS, performance standards for school buses that address passenger protection for sidewalls, sidewall components, and seat frames.

Safety Recommendation H-01-40 is reiterated and reclassified “Open—Unacceptable Response.”

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



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-32 and -33

The Honorable Rick Perry  
Governor of Texas  
PO Box 12428  
Austin, TX 78711-2428

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Texas to take action on the safety recommendations being issued in this letter.

These recommendations address the importance and proper use of school bus seat belts. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety Administration; the National Truck Equipment Association; the National Association of State Directors of Pupil Transportation Services; the National Association for Pupil Transportation; the

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

National School Transportation Association; the School Bus Manufacturers Technical Council; the National Safety Council, School Transportation Section; and Herman's Trucking Inc.—including the following two recommendations to the states of California, Florida, Louisiana, New Jersey, New York, and Texas:

H-13-32

Develop (1) a handout for your school districts to distribute annually to students and parents about the importance of the proper use of all types of passenger seat belts on school buses, including the potential harm of not wearing a seat belt or wearing one but not adjusting it properly; and (2) training procedures for schools to follow during the twice yearly emergency drills to show students how to wear their seat belts properly.

H-13-33

Upon publication of the National School Transportation Specifications and Procedures document, revise the handout and training procedures developed in Safety Recommendation H-13-32 to align with the national procedures as appropriate.

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). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-32 and -33

The Honorable Andrew M. Cuomo  
Governor of New York  
State Capitol  
Albany, NY 12224-0343

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New York to take action on the safety recommendations being issued in this letter.

These recommendations address the importance and proper use of school bus seat belts. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety Administration; the National Truck Equipment Association; the National Association of State Directors of Pupil Transportation Services; the National Association for Pupil Transportation; the

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).



National School Transportation Association; the School Bus Manufacturers Technical Council; the National Safety Council, School Transportation Section; and Herman's Trucking Inc.—including the following two recommendations to the states of California, Florida, Louisiana, New Jersey, New York, and Texas:

H-13-32

Develop (1) a handout for your school districts to distribute annually to students and parents about the importance of the proper use of all types of passenger seat belts on school buses, including the potential harm of not wearing a seat belt or wearing one but not adjusting it properly; and (2) training procedures for schools to follow during the twice yearly emergency drills to show students how to wear their seat belts properly.

H-13-33

Upon publication of the National School Transportation Specifications and Procedures document, revise the handout and training procedures developed in Safety Recommendation H-13-32 to align with the national procedures as appropriate.

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). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-32 and -33

The Honorable Chris Christie  
Governor of New Jersey  
PO Box 001  
Trenton, NJ 08625-0001

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New Jersey to take action on the safety recommendations being issued in this letter.

These recommendations address the importance and proper use of school bus seat belts. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety Administration; the National Truck Equipment Association; the National Association of State Directors of Pupil Transportation Services; the National Association for Pupil Transportation; the

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

National School Transportation Association; the School Bus Manufacturers Technical Council; the National Safety Council, School Transportation Section; and Herman's Trucking Inc.—including the following two recommendations to the states of California, Florida, Louisiana, New Jersey, New York, and Texas:

H-13-32

Develop (1) a handout for your school districts to distribute annually to students and parents about the importance of the proper use of all types of passenger seat belts on school buses, including the potential harm of not wearing a seat belt or wearing one but not adjusting it properly; and (2) training procedures for schools to follow during the twice yearly emergency drills to show students how to wear their seat belts properly.

H-13-33

Upon publication of the National School Transportation Specifications and Procedures document, revise the handout and training procedures developed in Safety Recommendation H-13-32 to align with the national procedures as appropriate.

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). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-32 and -33

The Honorable Bobby Jindal  
Governor of Louisiana  
PO Box 94004  
Baton Rouge, LA 70804-9004

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Louisiana to take action on the safety recommendations being issued in this letter.

These recommendations address the importance and proper use of school bus seat belts. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety Administration; the National Truck Equipment Association; the National Association of State Directors of Pupil Transportation Services; the National Association for Pupil Transportation; the

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

National School Transportation Association; the School Bus Manufacturers Technical Council; the National Safety Council, School Transportation Section; and Herman's Trucking Inc.—including the following two recommendations to the states of California, Florida, Louisiana, New Jersey, New York, and Texas:

H-13-32

Develop (1) a handout for your school districts to distribute annually to students and parents about the importance of the proper use of all types of passenger seat belts on school buses, including the potential harm of not wearing a seat belt or wearing one but not adjusting it properly; and (2) training procedures for schools to follow during the twice yearly emergency drills to show students how to wear their seat belts properly.

H-13-33

Upon publication of the National School Transportation Specifications and Procedures document, revise the handout and training procedures developed in Safety Recommendation H-13-32 to align with the national procedures as appropriate.

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). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-32 and -33

The Honorable Rick Scott  
Governor of Florida  
The Capitol  
400 South Monroe St.  
Tallahassee, FL 32399-0001

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Florida to take action on the safety recommendations being issued in this letter.

These recommendations address the importance and proper use of school bus seat belts. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety Administration; the National Truck Equipment Association; the National Association of State

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

Directors of Pupil Transportation Services; the National Association for Pupil Transportation; the National School Transportation Association; the School Bus Manufacturers Technical Council; the National Safety Council, School Transportation Section; and Herman's Trucking Inc.—including the following two recommendations to the states of California, Florida, Louisiana, New Jersey, New York, and Texas:

H-13-32

Develop (1) a handout for your school districts to distribute annually to students and parents about the importance of the proper use of all types of passenger seat belts on school buses, including the potential harm of not wearing a seat belt or wearing one but not adjusting it properly; and (2) training procedures for schools to follow during the twice yearly emergency drills to show students how to wear their seat belts properly.

H-13-33

Upon publication of the National School Transportation Specifications and Procedures document, revise the handout and training procedures developed in Safety Recommendation H-13-32 to align with the national procedures as appropriate.

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). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-32 and -33

The Honorable Edmund G. Brown, Jr.  
Governor of California  
1173 State Capitol  
1303 10th St.  
Sacramento, CA 95814-4910

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of California to take action on the safety recommendations being issued in this letter.

These recommendations address the importance and proper use of school bus seat belts. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety Administration; the National Truck Equipment Association; the National Association of State

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).



Directors of Pupil Transportation Services; the National Association for Pupil Transportation; the National School Transportation Association; the School Bus Manufacturers Technical Council; the National Safety Council, School Transportation Section; and Herman's Trucking Inc.—including the following two recommendations to the states of California, Florida, Louisiana, New Jersey, New York, and Texas:

H-13-32

Develop (1) a handout for your school districts to distribute annually to students and parents about the importance of the proper use of all types of passenger seat belts on school buses, including the potential harm of not wearing a seat belt or wearing one but not adjusting it properly; and (2) training procedures for schools to follow during the twice yearly emergency drills to show students how to wear their seat belts properly.

H-13-33

Upon publication of the National School Transportation Specifications and Procedures document, revise the handout and training procedures developed in Safety Recommendation H-13-32 to align with the national procedures as appropriate.

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). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-34

Mr. Steve Carey  
Executive Director/Secretary  
National Truck Equipment Association  
37400 Hills Tech Dr.  
Farmington Hills, MI 48331-3414

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the National Truck Equipment Association to take action on the safety recommendation being issued in this letter.

This recommendation addresses the importance of checking vehicles for proper lift axle brake installation. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

Administration; the states of California, Florida, Louisiana, New Jersey, New York, and Texas; the National Association of State Directors of Pupil Transportation Services; the National Association for Pupil Transportation; the National School Transportation Association; the School Bus Manufacturers Technical Council; the National Safety Council, School Transportation Section; and Herman's Trucking Inc.—including the following recommendation to the National Truck Equipment Association:

H-13-34

Notify your members of the Chesterfield crash and of the need to check their vehicles for potentially improper lift axle brake installation.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is 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 it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-35

Mr. Gary Catapano  
National Safety Council, School  
Transportation Section  
FirstGroup America  
600 Vine St., Suite 1400  
Cincinnati, OH 45202-2426

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the National Safety Council, School Transportation Section, to take action on the safety recommendation being issued in this letter.

This recommendation addresses developing guidelines to assist schools in training bus drivers, students, and parents on the importance and proper use of school bus seat belts. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety Administration; the states of California, Florida, Louisiana, New Jersey, New York, and Texas; the National Truck Equipment Association; the National Association of State Directors of Pupil Transportation Services (NASDPTS); the National Association for Pupil Transportation (NAPT); the National School Transportation Association (NSTA); the School Bus Manufacturers Technical Council (SBMTC); and Herman’s Trucking Inc.—including the following recommendation to the National Safety Council, School Transportation Section, NASDPTS, NAPT, NSTA, and the SBMTC:

H-13-35

Develop guidelines and include them in the next update of the National School Transportation Specifications and Procedures to assist schools in training bus drivers, students, and parents on the importance and proper use of school bus seat belts, including manual lap belts, adjustable lap and shoulder belts, and flexible seating systems.

This safety recommendation is derived from the NTSB’s investigation and is consistent with the evidence we found and the analysis we performed. Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is 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 it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-35 and -36

Ms. Ronna Weber  
Executive Director  
National School Transportation Association  
122 South Royal St.  
Alexandria, VA 22314-3328

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the National School Transportation Association (NSTA) to take action on the safety recommendations being issued in this letter.

These recommendations address (1) developing guidelines to assist schools in training bus drivers, students, and parents on the importance and proper use of school bus seat belts; and (2) educating your members on the added benefit of lap and shoulder belts. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety Administration; the states of California, Florida, Louisiana, New Jersey, New York, and Texas; the National Truck Equipment Association; the School Bus Manufacturers Technical Council (SBMTC); and Herman’s Trucking Inc.—including the following recommendations to NSTA, the National Association of State Directors of Pupil Transportation Services (NASDPTS), the National Association for Pupil Transportation (NAPT), the SBMTC, and the National Safety Council, School Transportation Section (H-13-35), and to NSTA, NASDPTS, and NAPT (H-13-36), respectively:

H-13-35

Develop guidelines and include them in the next update of the National School Transportation Specifications and Procedures to assist schools in training bus drivers, students, and parents on the importance and proper use of school bus seat belts, including manual lap belts, adjustable lap and shoulder belts, and flexible seating systems.

H-13-36

Provide your members with educational materials on lap and shoulder belts providing the highest level of protection for school bus passengers, and advise states or school districts to consider this added safety benefit when purchasing seat belt-equipped school buses.

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). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-35 and -36

Mr. Michael J. Martin  
Executive Director  
National Association for Pupil Transportation  
1840 Western Ave.  
Albany, NY 12203-4624

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the National Association for Pupil Transportation (NAPT) to take action on the safety recommendations being issued in this letter.

These recommendations address (1) developing guidelines to assist schools in training bus drivers, students, and parents on the importance and proper use of school bus seat belts; and (2) educating your members on the added benefit of lap and shoulder belts. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).



As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety Administration; the states of California, Florida, Louisiana, New Jersey, New York, and Texas; the National Truck Equipment Association; the School Bus Manufacturers Technical Council (SBMTC); and Herman’s Trucking Inc.—including the following recommendations to NAPT, the National Association of State Directors of Pupil Transportation Services (NASDPTS), the National School Transportation Association (NSTA), the SBMTC, and the National Safety Council, School Transportation Section (H-13-35), and to NAPT, NASDPTS, and NSTA (H-13-36), respectively:

H-13-35

Develop guidelines and include them in the next update of the National School Transportation Specifications and Procedures to assist schools in training bus drivers, students, and parents on the importance and proper use of school bus seat belts, including manual lap belts, adjustable lap and shoulder belts, and flexible seating systems.

H-13-36

Provide your members with educational materials on lap and shoulder belts providing the highest level of protection for school bus passengers, and advise states or school districts to consider this added safety benefit when purchasing seat belt-equipped school buses.

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). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-35 and -36

Mr. Robert Riley  
Executive Director  
National Association of State Directors of  
Pupil Transportation Services  
PO Box 775446  
Steamboat Springs, CO 80477-5446

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the National Association of State Directors of Pupil Transportation Services (NASDPTS) to take action on the safety recommendations being issued in this letter.

These recommendations address (1) developing guidelines to assist schools in training bus drivers, students, and parents on the importance and proper use of school bus seat belts; and (2) educating your members on the added benefit of lap and shoulder belts. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety Administration; the states of California, Florida, Louisiana, New Jersey, New York, and Texas; the National Truck Equipment Association; the School Bus Manufacturers Technical Council (SMBTC); and Herman's Trucking Inc.—including the following recommendations to NASDPTS, the National Association for Pupil Transportation (NAPT), the National School Transportation Association (NSTA), the SBMTC, and the National Safety Council, School Transportation Section (H-13-35), and to NASDPTS, NAPT, and NSTA (H-13-36), respectively:

#### H-13-35

Develop guidelines and include them in the next update of the National School Transportation Specifications and Procedures to assist schools in training bus drivers, students, and parents on the importance and proper use of school bus seat belts, including manual lap belts, adjustable lap and shoulder belts, and flexible seating systems.

#### H-13-36

Provide your members with educational materials on lap and shoulder belts providing the highest level of protection for school bus passengers, and advise states or school districts to consider this added safety benefit when purchasing seat belt-equipped school buses.

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). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-35 and 37

Mr. Robert Riley  
Executive Director  
School Bus Manufacturers Technical Council  
PO Box 775446  
Steamboat Springs, CO 80477-5446

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the School Bus Manufacturers Technical Council (SBMTC) to take action on the safety recommendations being issued in this letter.

These recommendations address the development of (1) guidelines to assist schools in training bus drivers, students, and parents on the importance and proper use of school bus seat belts; and (2) a recommended practice for safeguarding the structural integrity of the entire school bus seating and restraint system. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety Administration; the states of California, Florida, Louisiana, New Jersey, New York, and Texas; the National Truck Equipment Association; the National Association of State Directors of Pupil Transportation Services (NASDPTS); the National Association for Pupil Transportation (NAPT); the National School Transportation Association (NSTA); and Herman’s Trucking Inc.—including the following recommendations to the SBMTC, NASDPTS, NAPT, NSTA, and the National Safety Council, School Transportation Section (H-13-35), and to the SBMTC (H-13-37), respectively:

H-13-35

Develop guidelines and include them in the next update of the National School Transportation Specifications and Procedures to assist schools in training bus drivers, students, and parents on the importance and proper use of school bus seat belts, including manual lap belts, adjustable lap and shoulder belts, and flexible seating systems.

H-13-37

Develop a recommended practice for establishing and safeguarding the structural integrity of the entire school bus seating and restraint system, including the seat pan attachment to the seat frame, in severe crashes—in particular, those involving lateral impacts with vehicles of large mass.

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). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

---

**Date:** September 9, 2013

**In reply refer to:** H-13-38

Ms. Marilyn Stelljes  
Herman's Trucking Inc.  
181 Jacobstown–Cookstown Rd.  
Wrightstown, NJ 08562-1602

---

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Herman's Trucking Inc. to take action on the safety recommendation being issued in this letter.

This recommendation addresses the importance of implementing route procedures to prevent the transportation of overweight loads. On July 23, 2013, the NTSB adopted its report on the school bus and truck collision at the Burlington County Road 528–660 intersection near Chesterfield, New Jersey, on February 16, 2012, in which a school bus failed to yield to a Mack roll-off truck with a fully loaded dump container. The collision caused the bus to subsequently rotate nearly 180 degrees and strike a traffic beacon support pole. One elementary school passenger was killed.<sup>1</sup> Additional information about this crash and the resulting recommendations may be found in the investigation report, which can be accessed at our website, [www.nts.gov](http://www.nts.gov), under report number NTSB/HAR-13/01.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration; the National Highway Traffic Safety Administration; the states of California, Florida, Louisiana, New Jersey, New York, and Texas; the National Truck Equipment Association; the National Association of State Directors of Pupil

---

<sup>1</sup> See *School Bus and Truck Collision at Intersection Near Chesterfield, New Jersey, February 16, 2012*, Highway Accident Report NTSB/HAR-13/01 (Washington, DC: National Transportation Safety Board, 2013).

Transportation Services; the National Association for Pupil Transportation; the National School Transportation Association; the School Bus Manufacturers Technical Council; and the National Safety Council, School Transportation Section—including the following recommendation to Herman’s Trucking Inc.:

H-13-38

Develop and implement route procedures to prevent the transportation of overweight loads.

This safety recommendation is derived from the NTSB’s investigation and is consistent with the evidence we found and the analysis we performed. Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is 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 it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to [correspondence@ntsb.gov](mailto:correspondence@ntsb.gov). If it exceeds 10 megabytes, including attachments, 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.

[Original Signed]

By: Deborah A.P. Hersman, Chairman