



**MOTOR CARRIER GROUP CHAIRMAN'S
FACTUAL REPORT OF INVESTIGATION**

(12 pages)



**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF HIGHWAY SAFETY
WASHINGTON, DC 20594**

A. ACCIDENT

LOCATION: Interstate 44 (I-44) East, Will Rogers Turnpike, at Milepost 321.5, in Ottawa County, Oklahoma, approximately 8 miles northeast of Miami, Oklahoma

VEHICLE 1: 2008 Volvo Truck Tractor and 2009 Great Dane Refrigerated Semi-Trailer Combination Unit

OPERATOR: Associated Wholesale Grocers Inc. of Springfield, Missouri

VEHICLE 2: 2003 Land Rover SUV

VEHICLE 3: 2003 Hyundai Sonata Passenger Car

VEHICLE 4: 2004 Kia Spectra Passenger Car

VEHICLE 5: 2000 Ford Windstar Minivan

VEHICLE 6: 2004 Ford F350 Pickup Truck and 16-foot Livestock Trailer

VEHICLE 7: 2008 Chevrolet Tahoe SUV

DATE: June 26, 2009

TIME: Approximately 1:16 p.m. CDT

CASE NR: HWY-09-MH-015

B. MOTOR CARRIER GROUP

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C. ACCIDENT SYNOPSIS

About 1:13 p.m. CDT on Friday June 26, 2009 an 18-year-old driver operating a 2001 Ford Focus passenger car eastbound on I-44 Will Rogers Turnpike near milepost 321.76 drifted into a parked truck tractor semi-trailer on the right-hand shoulder. After the Ford side-swiped the semi-trailer wheels the driver overcorrected, lost control and struck the concrete median barrier twice, before coming to rest in the roadway and blocking the dual eastbound lanes. Traffic began stopping and a queue developed before passing motorists could push the disabled vehicle to the right-hand shoulder. The queue of stopped and slowing vehicles extended back approximately 1500 feet to milepost 321.5.

About one-third mile west of the traffic queue, an eastbound 2008 Volvo truck tractor and a 2009 Great Dane refrigerated semi-trailer (combination unit) driven by a 76-year-old truck driver crested a hill on the left lane as it passed a slower moving combination unit. The operator of the slower moving combination unit stated that as both vehicles crested the hill he observed, ahead of him, traffic congestion and brake lights in both lanes and began to slow. The witness also stated that after the accident truck passed him, it changed back to the right lane, never slowed or applied its' brakes, and crashed into the stopped traffic ahead. Additional witness statements estimated the speed of the accident truck at about 70 mph in the posted 75 mph zone, and indicated that brakes were not applied before the accident truck collided with the rear of the traffic queue. This accident occurred at 1:16 p.m. CDT, three minutes after the first accident.

At initial impact, the combination unit struck a 2003 Land Rover SUV, pushing it forward into a 2003 Hyundai Sonata passenger car; the Land Rover continued off to the right where it came to rest on the right-hand grassy right-of-way. The combination unit continued forward approximately 42 feet and collided into the Hyundai, overriding it and pushing it forward about 29 feet to where the combination unit then struck and overrode a 2004 Kia Spectra passenger car. The combination unit and the two passenger vehicle continued forward into the rear of a 2000 Ford Windstar minivan, which was also partially overridden by the combination unit. The Ford minivan was pushed forward into the rear of a 16-foot livestock trailer (loaded with 10 head of sheep) being towed by a 2004 F350 pickup truck. The F350 pickup truck was then pushed forward into a 2008 Chevrolet Tahoe. The combination unit came to final rest on top of the Hyundai, Kia, and a portion of the Ford minivan. From the initial impact to final rest, the combination unit traveled approximately 270 feet, leaving gouges and friction tire marks on the pavement.

At the time of the accident the weather was clear and the pavement was dry.

As a result of the collision, 10 occupants in the passenger vehicles were fatally injured: nine passengers were fatally injured at the crash site and one passenger died at an area hospital and five passengers received minor to serious injuries. The driver of the combination unit received serious injuries. Four of the passenger cars were destroyed from impact. The Ford F350, livestock trailer, and Chevy Tahoe had moderate damage. The Volvo truck tractor sustained extensive damage, and the Great Dane trailer was undamaged.

D. DETAILS OF REPORT

This report includes a review of the following investigative areas:

1. Carrier overview,
2. Driver hiring and training,
3. Re-Current training,
4. Termination procedures,
5. CDL Medical examination,
6. Drug and Alcohol program,
7. Hours of service
8. Vehicle maintenance and Inspections, and
9. Accident Driver's Information.

1. Carrier Overview

The accident carrier was Associated Wholesale Grocers Inc. The corporate headquarters was in Kansas City KS, with large terminals in Springfield MO, Ft. Worth TX, and smaller terminals in Goodlettsville TN, South Haven MS, and Oklahoma City OK. (The accident driver worked out of the Springfield terminal.) The corporation is a co-operative business owned by several chain grocery stores such as Ralph's. The Springfield terminal operates in the following states:

- a. Arkansas
- b. Illinois
- c. Kansas
- d. Oklahoma
- e. Nebraska
- f. Iowa
- g. Missouri
- h. Kentucky

The cargo shipped from the Springfield terminal consists of dry and refrigerated groceries, but no alcoholic beverages.

The company was registered with the Federal Motor Carrier Safety Administration (FMCSA) as an interstate common carrier of property, including General Freight, Household Goods, Fresh Produce, Meat, Refrigerated Food, Beverages, and Paper Products. They were assigned a USDOT number of 090053 and a Motor Carrier (MC) number of 319061. They were listed on the SAFER website¹ as having 219 power units (truck-tractors) and 316 drivers. The Springfield terminal indicated to the NTSB they employed 131 drivers and about 100 truck-tractors, each driver is assigned to a specific truck-tractor for all their trips. Of the 131 drivers, 40 were assigned to overnight trips and the remainder was assigned to daily (i.e. no over night) trips. The company operates seven days per week, 24-hours per day, every day.

¹ SAFER website www.safersys.org - a public website sponsored by the FMCSA providing information on registered motor carriers.

The SAFER site also showed that the company had been subject to 129 inspections in the 24 months prior to 07/01/2009 including 75 Vehicle inspections and 128 Driver inspections². There were 17 Out-of-Service (OOS) Vehicle violations and no Driver OOS violations. This translated into an OOS rate for Vehicles of 22.7 percent as compared to the national average of 23.14 percent and an OOS rate of 0 percent for Driver as opposed to the national average of 6.8 percent. The website listed a total of 20 recordable accidents³; 6 with injuries and 14 with no injuries, but a vehicle was towed from the scene.

The SAFSTAT website⁴ has a compilation of data (accident, driver, vehicle, and safety) for the previous 30 months from the most recent entry. From 09/27/2007 – 05/20/2009 the data for the carrier’s Driver category lists 100 driver inspections with no OOS violations. Also in the Driver category is “Moving Violations” data. In this category data is listed from 12/27/2006 to 05/05/2009 and indicates 25 moving violations issued to company drivers. All but two (2) of the citations were for “Speeding”; one was for improper lane change and one was for failure to obey a traffic control device. From 12/27/2006 – 05/20/2009 the data for the carrier’s Vehicle category lists 92 vehicle inspections with 22 instances of OOS violations noted. The accident vehicle was not one of those vehicles inspected. From the Accident category the data was between 11/29/2006 and 05/09/2009 with 24 accidents listed; the data does not indicate, “at-fault”. The accident vehicle was not listed as being involved in any accident.

² The reason the total inspections is less than the itemized inspections is that the Driver and Vehicle categories are counted twice when each level of inspection is conducted at one inspection time. There are 7 Levels (or categories) of roadside inspections. A Level 1 inspection includes the driver and vehicle (including an inspection of the components on the under carriage such as brake adjustment); a Level 2 is the driver and vehicle walk around only (a walk around inspection and does NOT include an inspection of the vehicle’s undercarriage components); a Level 3 a driver\credential inspection only; Level 4 is a special item inspection; Level 5 is a vehicle only (driver not present); Level 6 is a Transuranic Waste and Highway Route Controlled Quantities (HRCR) of Radioactive Material inspection; Level 7 is a Jurisdictional Mandated Commercial Vehicle Inspection.

³ A recordable accident is defined in 49 Code of Federal Regulations (49CFR390.5) as (1) an occurrence involving a commercial motor vehicle operating on a highway in interstate or intrastate commerce which results in: (i) A fatality;(ii) Bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; or (iii) One or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicles to be transported away from the scene by a tow truck or other motor vehicle. Also see 49 CFR 385 Appendix B.

⁴ SafeStat (short for Motor Carrier Safety Status Measurement System) is an automated, data driven analysis system designed by the Federal Motor Carrier Safety Administration (FMCSA). SafeStat combines current and historical carrier-based safety performance information to measure the relative (peer-to-peer) safety fitness of interstate commercial motor carriers and intrastate commercial motor carriers that transport hazardous materials. This information includes Federal and State data on crashes, roadside inspections, on-site compliance review results and enforcement history. SafeStat enables FMCSA to quantify and monitor the safety status of individual motor carriers on a monthly basis and thereby focus enforcement resources on carriers posing the greatest potential safety risk.

The Inspection Selection System (ISS)⁵ indicated that the company had an inspection value of 67, and the inspection recommendation was “Optional”

The most recent Compliance Review prior to the accident indicated on the SAFER website was conducted on 04/20/1994 and the company received a “Satisfactory” rating.⁶ A post-accident Compliance Review was conducted by the FMCSA on 6/27/2009 at the Springfield terminal and on 7/10/2009 at the company headquarters in Kansas City. The result was a rating of “Conditional”. The “Conditional” rating was a result of a violation of 49 CFR 382.215 – Using a driver known to have tested positive for controlled substance (Acute) and 382.301(a) – Using a driver before the motor carrier had received a negative pre-employment controlled substance test result (Critical).⁷ The company was subject to a \$4400 fine for violation of 49 CFR 382.215 “Using a driver known to have tested positive for a controlled substance”.

⁵ **The Inspection Selection System (ISS-D)** is a decision-aid for commercial vehicle roadside driver/vehicle safety inspections, which guides safety inspectors in selecting vehicles for inspection. **ISS Inspection Value:** The ISS Inspection Value is based on the motor carrier's safety performance data. In the case when there is sufficient motor carrier safety performance data available, the value is assigned from information derived from SafeStat results, which reviews safety performance in areas of crash history, inspection history, driver history, and safety management experience. When a motor carrier has little information on file, the ISS Inspection Value is based on an 'Insufficient Data Algorithm', which determines the inspection value by weighting the carrier size and the number of past inspections.

ISS Recommendation: The ISS Inspection Value forms the basis for the ISS recommendation. The recommendation ranges from 'Inspect', for motor carriers with poor safety performance in one or more Safety Evaluation Areas (SEAs) and for carriers with little or no safety data, to 'Pass' for carriers with good safety performance data. The three recommendations listed are below.

Recommendation	ISS Inspection Value
Inspect (<i>inspection warranted</i>)	75-100
Optional (<i>may be worth a look</i>)	50-74
Pass (<i>no inspection required</i>)	1-49

⁶ **Safety ratings:** (1) **Satisfactory** safety rating means that a motor carrier has in place and functioning adequate safety management controls to meet the safety fitness standard prescribed in §385.5. (2) **Conditional** safety rating means a motor carrier does not have adequate safety management controls in place to ensure compliance with the safety fitness standard that could result in occurrences listed in §385.5 (a) through (k). (3) **Unsatisfactory** safety rating means a motor carrier does not have adequate safety management controls in place to ensure compliance with the safety fitness standard which has resulted in occurrences listed in §385.5 (a) through (k). (4) **Un-rated** carrier means that a safety rating has not been assigned to the motor carrier by the FMCSA.

⁷ 49 CFR 385 describes the rating system for motor carriers. Selected regulations are classified as either “acute” or “critical”. An “acute” violation is identified as such where noncompliance is so severe as to require immediate corrective actions. One acute violation can adversely affect the carrier’s safety rating. A “critical” violation is a violation that indicates a breakdown in safety management and/or operational controls. To affect a carrier’s safety rating there must be a pattern of violation, consisting of 10% or more violations of records checked.

2. Carrier Hiring Practices

The carrier's hiring criteria were as follows:

1. Minimum age – 25 years old
2. Minimum experience – 3 years commercial vehicle driving experience
1 of which must have been within the previous year
3. No accidents on their record
4. No recent DUI⁸
5. No recent traffic violations
6. No maximum age – they currently employed 5 drivers 65 yrs. old or older

Each applicant is required to;

1. Submit to a pre-employment drug and alcohol screening test (39 CFR 382.301);
2. A background check (for criminal and driving violations);
3. A check of previous employers;
4. Must possess a valid Commercial Driver's License (CDL);
5. Successfully complete a required medical examination (49 CFR 391.45);
6. Successfully complete a company-monitored road test⁹; and
7. Complete the company's 3-4 hour orientation including a series of training quizzes.

Once hired, the new hire rides with an experienced driver for one or two trips to become accustomed to the carrier's policies and procedures and to be evaluated by the experienced driver. If the new hire successfully completes this phase, he/she is given a route of their own. Routes and times are "bid" on a quarterly basis by seniority. The accident driver was considered a senior driver.

The company indicated that they have very little employee turn over due to the driver's schedules (few overnight runs) and good pay. Drivers are paid on two scales: (1) those drivers in "Country driving"¹⁰ are paid \$0.422 per mile or (2) drivers in "City driving" are paid \$0.534 per mile. The carrier is a "Union Shop" with the employees belonging to the Teamsters Union.

3. Re-Current Training

The company provides re-current training on an annual basis. Each driver is required to attend a training session once each year that consists of viewing one or more video presentations produced by JJ Keller Company and taking the associated quizzes. The driver is required to score 100% on the quizzes, and may take the quiz as many times as needed to obtain the 100%. The following are the video presentations that the drivers must view:

- a. Drivers, Drugs, & Driving (VHS)

⁸ "Recent" was not defined. The company would review the circumstances and make a judgment.

⁹ The company uses the JJ Keller Road Test format. A company supervisor monitors the road test.

¹⁰ "Country driving" means driving that exceeds a 100 air-mile radius from the home terminal. "City driving" means driving that remains within a 100 air-mile radius of the home terminal.

- b. Hazard Perception Challenge II (2002) (CD)
- c. Eye on Speed & Space Management (2007) (CD)
- d. Eye on Defensive Driving (2005) (CD)
- e. The Alert Driver: A Trucker's Guide to Sleep, Fatigue, and Rest in Our 24-Hour Society (1996) (VHS)
- f. Smith System – an on-line interactive training program with a 20-question quiz at the end.

All other communications for drivers are provided at a bulletin board and notices given directly to the drivers.

The accident driver attended these training sessions every year and completed the quizzes.

4. Termination Procedures

The provisions of the Union – Company contract¹¹, determine discipline and termination procedures. The procedures include an “A” list and a “B” list. Items on the “A” list are grounds for immediate termination. Items include theft, false information to the company, etc. Items on the “B” list are grounds for discipline that occurs on a sliding scale starting to consultation to termination.

5. CDL Medical Examination

All driver applicants and all CDL drivers were required to undergo the Federal Motor Carrier Safety Regulations (FMCSRs) required medical examinations at the Concentra Springfield Physical Medicine Institute, Springfield, MO. The company contracts with Concentra and pays for the physical examinations. Employees generally have their own doctors in addition to the company doctors.

Safety Board investigators contacted the doctor who conducted the accident driver's CDL physical examination. He said he was not the driver's regular doctor, and could only provide information regarding the driver's DOT physical examination. In the driver's 2008 examination the doctor requested that the driver get an echocardiogram and a stress test before undergoing his next DOT physical. In previous examinations it was noted that the driver had borderline high blood pressure and was placed on a 1-year re-examination cycle.¹² The driver was administered the tests on 8/27/2008 and the results were satisfactory.¹³

6. Drug and Alcohol Program

The company administers their own Drug and Alcohol Program and uses the JJ Keller selection system for random selection of employees for testing. The company explained that once per month the computer program generates a random list of employees for drug or alcohol testing. The administrator notifies the selected

¹¹ See Attachment #4 – Company-Union contract.

¹² Normally a 24-month (2-year) time period is required.

¹³ See Human Performance Group's Factual Report for details.

employees immediately, if possible. Selected employees are required to report to the designated testing facility as soon as they receive the notification. Those drivers on the road at the time are notified to report to the transportation supervisor on their arrival at the terminal and are then told to report to the testing facility immediately. A Union representative monitors the selections.

Records indicate that the company meets its required percentage of 10% for Alcohol testing and 50% for drug testing per year.¹⁴

All company supervisors have been trained in "Reasonable Suspicion" drug and alcohol identification.

The company has a zero (0) tolerance for violations of the drug and alcohol policies. An employee found in violation is terminated.

The company also has an employee assistance program if or when requested by the employee.

The accident driver had been subject to 10 drug and alcohol screenings during his employment: 2 pre-employment and 8 random tests. The first pre-employment test was with Associated Grocers in 1992 and the second was when there was a labor action in 2000 and a third party company, Elite Logistics Inc. took over the transportation functions of the company. Associated Grocers regained the transportation functions in 2004.

The driver was also subject to a post-accident drug and alcohol screen after this accident per 49 CFR 382.303. The test was conducted at the Freeman Health Systems Hospital. Blood and urine samples were taken and analyzed for the five classes of drugs and at the "cut-off" levels specified in 49 CFR 40.85; Marijuana metabolites, Cocaine metabolites, Amphetamines, Opiate metabolites, and Phencyclidine (PCP). The results of the test were negative. A blood sample was taken to test for alcohol and the results were negative.¹⁵

7. Hours of Service

Hours of service for drivers are recorded on an on-board electronic recording device, the Cadec Mobius TTS system¹⁶. Drivers log into the system at the beginning of their shift with a unique identifying number. The system consists of a recording device hard-wired into the engine and records the driver's driving activities electronically¹⁷. A monitoring device and screen is mounted next to the driver in the cab of the truck-tractor. The results are transmitted in real-time to the carrier, put in a "log book" format (Off-Duty, Sleeper Berth, On-Duty Driving, or On-Duty Not Driving). The unit is capable of monitoring the

¹⁴ 49 CFR 382.305

¹⁵ See Human Performance Group Chairman's factual report for further information.

¹⁶ The Cadec system was installed on all truck-tractors in 2005.

¹⁷ For a more technical explanation of the Cadec unit see the Electronic On-Board Recording Groups Chairman's Factual Report.

11-hr., 14-hr, and 70-hr. driving limitations. The unit also monitors vehicle speed and engine RPMs.

Whenever the driver comes within one hour of reaching the 11-hour driving or 14-hour on-duty time limit (49 CFR 395), an alarm sounds in the unit in the cab. The driver must acknowledge the alarm by touching the computer screen on the unit in the cab. The driver must then make a decision on whether or not he/she is in a position to continue to their destination, stop and rest, or stop and request a relief driver.

Violations of the hours of service regulations cause a notification on the Cadec printout. A company administrative assistant in the Transportation Department reviews the logbook entries and notifies the Transportation Supervisor of the violation and the driver is consulted and discipline occurs within the criteria of the Union contract.

The Cadec unit is also a communications device between the driver and the company. The company can send a message to the driver that causes an alert tone to sound in the cab. The driver can acknowledge the message by touching the computer screen in the cab, but must stop the vehicle in order to read and respond to the message notification. The driver may communicate by sending a message via Cadec or via cell phone. (The accident driver had a cell phone in the truck-tractor at the time of the accident, but at the time of the writing of this report it is unknown if he was using it at the time of the accident.)

The Safety Board reviewed the trip destinations the accident driver was scheduled to visit on the day of the accident. The driver began his trip in Springfield, MO at 3:00 am 6/26/2009. He was scheduled to travel to the following locations with the round trip being about 460 miles:

1. Chouteau, OK – Arrived 5:45 am – Departed 6:11 am
2. Muskogee, OK – Arrived 6:54 am – Departed 7:41 am
3. Vian, OK – Arrived 8:24 am – Departed 8:51 am
4. Muskogee, OK – Arrived 9:37 am – Departed 10:11 am
5. Wagoner, OK – Arrived 10:47 am – Departed 11:31 am
6. Chouteau, OK – Arrived 11:49 am – Departed 12:09 am
7. Return to Springfield, MO – Accident occurred at 1:16 pm

The Safety Board reviewed the accident driver's previous 60 days of logbook (Cadec) entries. No hours of service violations were noted. The Safety Board also noted that the driver logged his meal times as "off duty" and was permitted to do so per 49 CFR 395. A letter from the carrier permitting this was located in the cab of the truck-tractor.

8. Vehicle Maintenance and Inspections

Vehicles domiciled in Springfield are maintained by company mechanics at their Springfield terminal. The company maintains qualification files for their brake inspectors and inspection personnel per 49 CFR 396.25 and 396.19.

Truck-tractors are on a service inspection program where they are inspected and serviced by mechanics every 13,500 miles and the semi-trailers are inspected and serviced every 4 months. Each vehicle is subjected to the FMCSRs annual inspection requirement of 49 CFR 396.17. Each vehicle is inspected by qualified company mechanics and vehicles passing the inspection receive a label affixed to the right side of the truck-tractor or the right front of the semi-trailer. These labels were found on the accident vehicle indicated they had successfully passed the current year's inspection.

The mechanics are responsible for checking the tires on the truck-tractors every morning for wear and tire pressure.¹⁸

Drivers are responsible for conducting a pre- and post-trip inspection of their truck-tractor every day per 49 CFR 396.11 and 396.13. They complete a Daily Vehicle Inspection Report (DVIR) and record their findings in a book that is kept in the DVIR book in the cab of the truck-tractor.¹⁹ Drivers note defects on the DVIR a copy is provided to the mechanics. The mechanics review the DVIR defect reports daily and affect repairs in a timely manner. When the mechanics complete the repairs they sign the DVIR and the driver is notified. The Safety Board obtained copies of the DVIRs and the associated repair records for the accident vehicle. A review of the reports indicated that the required procedures were followed.

Maintenance and repair records for the truck-tractor and accident semi-trailer were obtained by the Safety Board and reviewed by the Vehicle Factors Group Chairman.

9. Accident Driver's Information

The accident driver's previous employment history included 25 years (1964 to 1987) as a motorcoach driver for Trailways Bus Lines and 4 years (1987 to 1991) as a motorcoach driver for Greyhound Bus Lines. The driver applied and was hired by the accident carrier in 1992. He applied and was hired by Elite Logistics Inc. in 2000. When the labor dispute was over, he re-applied and was hired by the accident carrier.

The driver held a class of Missouri driver's license that permitted him to drive a commercial vehicle prior to 1992. In 1992 he was issued a Missouri Class A Commercial Driver's License (CDL) with a passenger (P) and double/triple trailer (T) endorsement.

He held a current medical certificate per 49 CFR 391.45. The physician conducting the medical examination in 2006 noted the driver had heart problems²⁰

¹⁸ The check of tire pressure is accomplished only by "thumping" each tire with small bat or similar item. A tire pressure gauge is not used.

¹⁹ A copy of the book was found in the accident vehicle.

²⁰ See Human Performance Group Chairman's factual report for details.

and placed the driver on a one-year examination rotation.²¹ He was examined in 2007, in January 2008 and in December 2008. His physical examinations also indicated that he was required to wear corrective lenses while driving. The Safety Board noted that after 2002 his Missouri driver's license did not contain this restriction. The Board contacted the Missouri Department of Revenue, Motor Vehicles Bureau, Commercial Driver's License section to determine the reason for this difference. The CDL coordinator said that a driver is not required to produce a medical examination certificate when applying for a CDL or a renewal, but is only required to certify that they possess a current examination certificate. The driver's visual acuity is determined independently by the Motor Vehicles Bureau via the use of a device that the driver must look into and to indicate certain visual cues, such a reading letters, and identifying flashing lights. If the driver passes this test, without the aid of corrective lenses, then no requirement for corrective lenses is noted on the driver's license. The CDL coordinator also indicated that the FMCSA 2010 initiative would require the merging of the medical examination and the CDL. This process will require the driver to submit to the State a copy of the physical examination. The State will be required to review the examination report, note any limitations or restrictions, and keep it on file. He indicated that this process should remedy a discrepancy such as this between what the physician indicates and what the Motor Vehicles Bureau examination produces. He said that Missouri would begin implementing program in 2011 with full implementation expected by 2012.

The driver's prescription sun glasses and non-tinted prescription glasses were found in the cab of the truck-tractor and Safety Board investigators believe that he was wearing those glasses at the time of the accident.

The Safety Board obtained the driver's current driving history from the Missouri Department of Revenue – Motor Vehicle Bureau and it indicated no traffic violation convictions or traffic accidents. The Safety Board examined the carrier's annual driver's license reviews²² and found them current and that they all indicated no violations and no traffic accidents.

End of Report

Gary Van Etten
Motor Carrier Group Chairman

²¹ 49 CFR 391.45 requires a two (2) year examination rotation, unless the examining physician recommends a shorter time period.

²² 49 CFR 391.25