



# National Transportation Safety Board

Washington, DC 20594

## Safety Recommendation

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**Date:** September 8, 2015

**In reply refer to:** H-15-17 (Recommendation);  
H-12-20, H-12-21, and  
H-15-5 (Reiterations)

The Honorable Mark R. Rosekind  
Administrator  
National Highway Traffic Safety  
Administration  
Washington, DC 20590

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On August 11, 2015, the National Transportation Safety Board (NTSB) adopted its report concerning the June 7, 2014, work zone accident on Interstate 95 (I-95) in Cranbury, New Jersey, in which a truck-tractor semitrailer operated by Walmart Transportation LLC, traveling northbound on I-95, encountered traffic that had slowed along a construction corridor; the truck struck the rear of a limo van, and a series of successive impacts ensued, resulting in one death and four seriously injured people.<sup>1</sup> Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/HAR-15/02.

As a result of this investigation, we reiterated six safety recommendations, including three to the Federal Motor Carrier Safety Administration and three to the National Highway Traffic Safety Administration (NHTSA). We also issued nine new recommendations, including one to Federal Highway Administration; one to the New Jersey Department of Health—Office of Emergency Medical Services; one to the New Jersey State First Aid Council; two to the National Limousine Association; two to Walmart Transportation LLC; one to Bendix Commercial Vehicle Systems LLC, Detroit Diesel Corporation, and Meritor WABCO Vehicle Control Systems; and the following recommendation to NHTSA:

### H-15-17

Require that modifications to limo van vehicles (1) retain a full-sized exit on at least one side of the vehicle's passenger compartment, and (2) have at least one other exit located on the front, back, or roof of the passenger compartment.

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<sup>1</sup> See *Multivehicle Work Zone Crash on Interstate 95, Cranbury, New Jersey, June 7, 2014*, Highway Accident Report NTSB/HAR-15/02 (Washington, DC: 2015).

Also as a result of its investigation, the NTSB reiterated the following three recommendations to NHTSA:

H-12-20

Develop performance standards for advanced speed-limiting technology, such as variable speed limiters and intelligent speed adaptation devices, for heavy vehicles, including trucks, buses, and motorcoaches.

H-12-21

After establishing performance standards for advanced speed-limiting technology for heavy commercial vehicles, require that all newly manufactured heavy vehicles be equipped with such devices.

H-15-5

Complete, as soon as possible, the development and application of performance standards and protocols for the assessment of forward collision avoidance systems in commercial vehicles.

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT 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: Christopher A. Hart,  
Chairman