



Consequences of Truck and Bus Crashes







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ACTIVITY



◆ How many people think a CMV Driver should have to wear a seatbelt???

◆ For – ? Why?

◆ Against – ? Why?



In-Cab Video – No seatbelt



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ADDITIONAL
CONTENT

Cell Phones

- ◆ Should a CMV driver be allowed to talk on a phone at all while driving?
- ◆ Should a CMV driver be allowed to use the phone for things other than mapping? (Social media, TV, apps ext..)

Caught on Camera



In the News

- Dump Truck driver **distracted by cell phone** drove off overpass, crashing onto lanes below
 - Fine: \$2,750
- Commercial driver killed after **distraction from phone** causes teen to lose control of vehicle
 - Charges: Pending
- Driver **checking text messages** crashes into 10 vehicles; kills three and injures 15
 - Awards: \$24.7 million

Cell Phone Use

60%

Talked handheld

39%

Sent a text



No Second Chances



Other Distractions





In-Cab Video - Texting



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CMV Enforcement



Distracted Driving

Distraction is **second** most
common driver-related factor
in **fatal collisions** for large
truck drivers

Large Truck & Bus Fatal Crashes

From 2009 to 2019,
fatal crashes **increased**

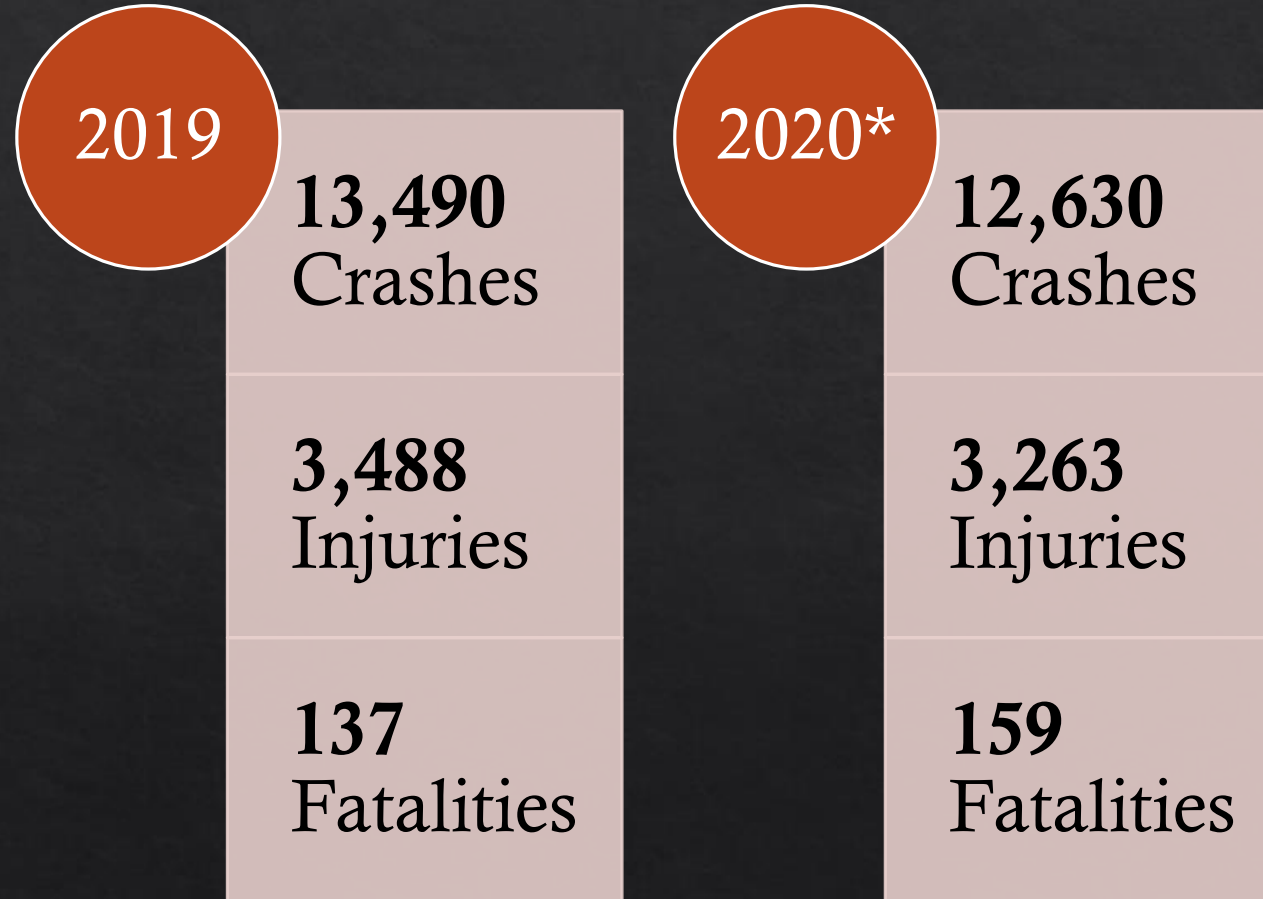
by

47%



North Carolina

CMV-Involved Crash Statistics



**2020 statistics as of 11/30/2020*

Dispatching Devices

Crashes or near crashes



Nearly 10x more likely when a driver is using a **dispatching device**

Distracting Task and Risk



Writing
nearly 9x
crash risk



Map reading
7x
crash risk

Three Types of Distraction



Visual



Manual



Cognitive

**Texting involves
all three!**

Cognitive Distraction

- Your brain cannot perform two thinking tasks at same time
- It switches quickly between tasks

**Attention to driving becomes
secondary to phone
conversation**

Tunnel Vision



Driver not on cell phone



Driver talking hands-free

Drivers talking on cell phones **look at,** **but fail to see,** up to 50 percent of their surroundings

Inattention Blindness

While driving and using a cell phone have you ever missed...

- Turn or off ramp
- Stop sign or red light
- Brake lights in front of you
- Pedestrians or bicyclists
- Object in the road
- Arrived at destination with no recollection of trip

You look, but you don't see

Distraction Hangover

Mental distraction
continues up to

25 seconds

after driver ends
a call or text



4.6 Seconds



In a Matter of Seconds

OBTAINED BY CBS13



BIG RIG PILE-UP
SACRAMENTO



#abc7eyewitness

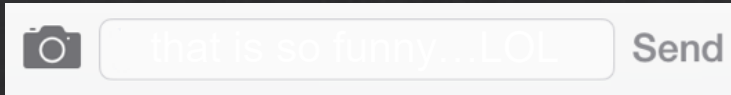
Who Takes Longer to React?



Driver with a **.08 BAC**

**Drivers talking on cell phones
have longer reaction times**

Texting



Crash risk up to 23x

Voice-to-text is more distracting
than typing texts by hand

TRUE!

Talking hands-free legal



HANDS-FREE IS NOT RISK-FREE

NOT

HANDS-FREE IS NOT RISK-FREE

Multiple Offenses

Violation of hands-free or texting laws in 3-year period:

- **Second violation**
 - minimum 60 days suspension
- **Third and subsequent violations**
 - minimum 120 days suspension

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Consequences



A Lifetime of Regret



Drowsy Driving Facts

- Commercial drivers average **less than 7 hours** of sleep per night
- **55%** reported driving while sleepy or falling asleep at the wheel
- Fatigued driving results:
 - **33%** made serious driving errors
 - **8%** caused a collision

DRIVECAM



DANGER ON THE ROAD abc NEWS

Lack of Sleep Mimics BAC



0 hours



3 hours



6 hours

Amount of Sleep in a 24-hour Period

In the Blink of an Eye



How do you feel about the Pre and Post Trip Inspections?

- ◆ How many people believe it is a waste of time?
- ◆ How many companies require the all fluids to checked along with the walk around?



Vehicle defects can contribute to crashes



**Weighted Number of Involved Vehicles
By Critical Event (General Level and Specific Level),
Crash Type and Involved Vehicle Type**

Critical Event (General Level and Specific Level)	Single-Vehicle Crash		Multivehicle Crash						Total					
	Truck		Truck		Other Vehicle		Total		Truck		Other Vehicle		Total	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
This vehicle loss of control														
Blow out / flat tire, (specify blow out / flat, location / make)	294	2	344	8	930	12	1,274	11	638	3	930	12	1,568	5
Disabling vehicle failure (e.g., wheel fell off) Specify:	1,219	7	130	3	0	0	130	1	1,349	6	0	0	1,349	5
Non-disabling vehicle problem (e.g., hood flew up) Specify:	220	1	47	1	0	0	47	0	267	1	0	0	267	1

By Critical Reason (General Level, and Specific Level)	Single-Vehicle Crash		Multivehicle Crash						Total					
	Truck		Truck		Other Vehicle		Total		Truck		Other Vehicle		Total	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%

Vehicle Related Factor

Suspension failed	791	2	13	0	0	0	13	0	803	1	0	0	803	0
Body, doors, hood failed	0	0	59	0	0	0	59	0	59	0	0	0	59	0
Other vehicle failure (specify)	0	0	59	0	427	0	486	0	59	0	427	0	486	0
Unknown vehicle failures	0	0	0	0	61	0	61	0	0	0	61	0	61	0
Degraded braking capability	758	2	1,740	2	0	0	1,740	1	2,498	2	0	0	2,498	1
Transmission/engine failure	0	0	23	0	2	0	26	0	23	0	2	0	26	0



Possible Indicators of Human Trafficking

What behavior should I consider suspicious?



Criminal Activity

HUMAN TRAFFICKING

**DRUG AND WEAPONS
TRAFFICKING**

The More You Stop, The More You Find



The transport and trade of humans for the purpose of forced labor or prostitution.



The transport and trade of illegal goods.



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- ❖ **Rollovers:** As you might guess, a rollover crash that involves an extra-large truck load can be devastating. These crashes often occur in places where a truck is forced to make a sharp turn, like on/off ramps and intersections. Oversize loads can cause rollovers if the workers who secure the load disregard weight restrictions or fail to distribute the weight evenly. Negligent driver behaviors like speeding can also contribute to a rollover wreck.
- ❖ **Blown tires:** Sometimes, oversize loads can get so heavy that a tire simply can't handle the pressure and explodes. This is much more likely to happen when a company illegally overloads a truck. Tire blowouts are extremely dangerous because they can lead to complete loss of control over a vehicle.
- ❖ **Jackknife crashes:** Sometimes, when a truck comes to a sudden stop, the trailer can continue moving forward and create a dangerous situation where the truck's cab and trailer fold together at a sharp angle. This type of incident is called jackknifing, and it usually results in a complete loss of control over the truck. Driver distraction and fatigue can play a role in jackknife crashes by creating situations where the driver has to slam on the brakes suddenly.

(g) *Tire loading restrictions (except on manufactured homes).* No motor vehicle (except manufactured homes, which are governed by paragraph (h) of this section) shall be operated with tires that carry a weight greater than that marked on the sidewall of the tire or, in the absence of such a marking, a weight greater than that specified for the tires in any of the publications of any of the organizations listed in Federal Motor Vehicle Safety Standard No. 119 (49 CFR 571.119, S5.1(b)) unless:

(1) The vehicle is being operated under the terms of a special permit issued by the State; and

(2) The vehicle is being operated at a reduced speed to compensate for the tire loading in excess of the manufacturer's rated capacity for the tire. In no case shall the speed exceed 80 km/hr (50 mph).

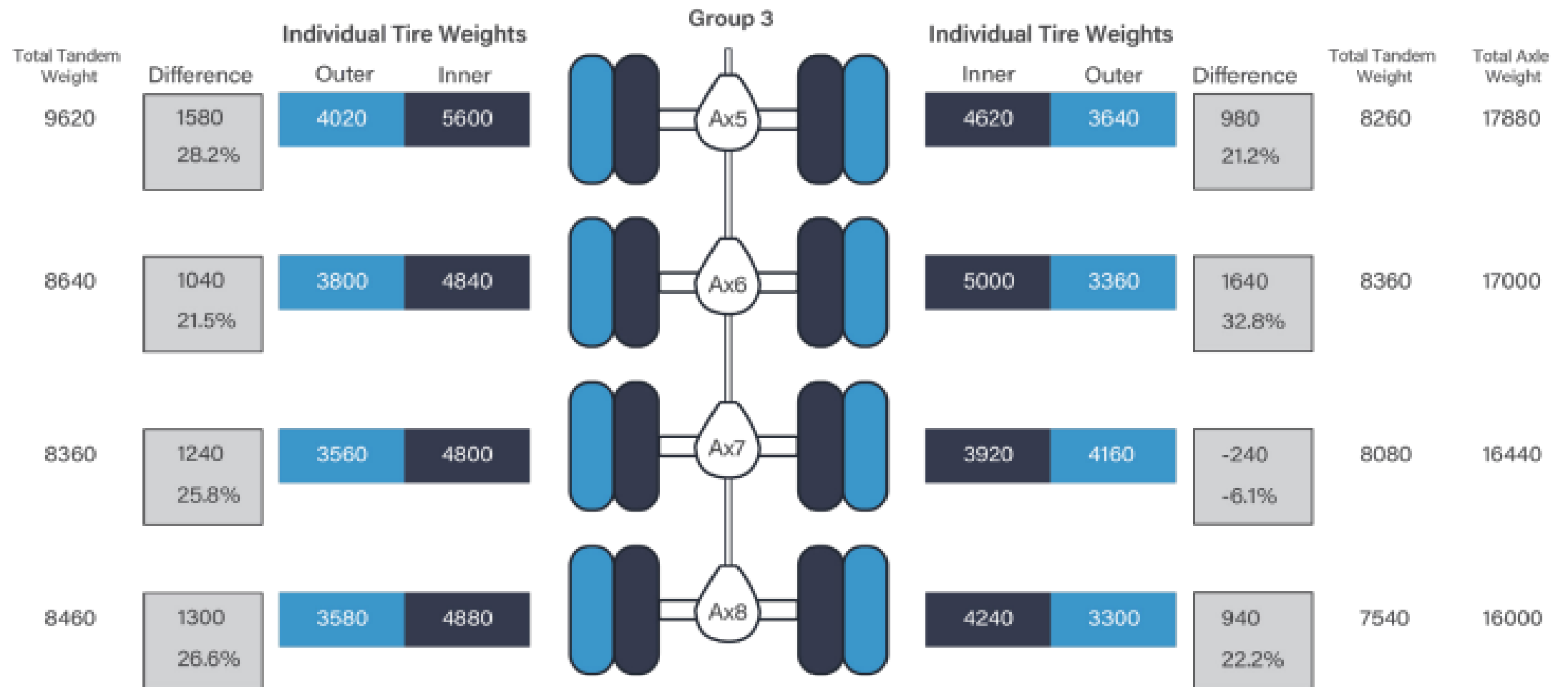
Irregular drive tire conditions

- 1. Multiple Cuts/Chunking**
- 2. Vehicle/Spin Damage**
- 3. Brake Skid Damage**
- 4. Stone Retention/Drilling**
- 5. Heel/Toe Wear**
- 6. Cupping/Scallop/Alternate Lug Wear**

Irregular trailer tire conditions

- 1. Depression Wear (Intermediate)**
- 2. Diagonal Wear**
- 3. Brake Skid Damage**
- 4. Depression Wear (Shoulder)**
- 5. Shoulder Step Wear**
- 6. Cupping/Scallop Wear**





Weight on Inner Tires are all significantly higher than outer tires except for Axle 7 right side. Due to under inflated inner tire the outside tire weight is higher. PSI on inside tire was noticeably low but could not obtain a PSI reading.

CARQUEST











Not Worth the Risk



Questions??

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