

BASIC #7**CRASH INDICATOR**FMSCR [392](#), [393](#) and [397](#)

The Crash BASIC is not a behavior so much as it is the end result of unsafe driving behavior, equipment failure, environmental condition or combination thereof. Regardless of “fault” all motor carriers need to have a written crash counter-measure plan in order to effectively manage this BASIC and prevent future collisions. Ultimately, more knowledgeable and law-abiding drivers will lead to fewer crashes and fewer crashes mean safer roads.

- 1) In SMS, DOT Recordable collisions and state-reported crash history matter. The following types of crashes are counted, regardless of who is at fault:
 - Fatality
 - Injury
 - Tow-away
- 2) Specifically address Collisions and Preventability in the company Safety Policy; Preventable DOT-Recordables and/or “major” collisions (as defined under company policy) should be considered a Serious Violation.
- 3) Drivers need to understand how to operate a commercial motor vehicle (CMV) safely in order to avoid crashes. Ensure drivers know and understand federal, state and local safety regulations.
- 4) Conduct ongoing and regular safety training and help drivers understand what they can do to prevent crashes (preferably quarterly). Collect a signed attendance roster for training on the following suggested safety topics:
 - Speed and Space management
 - Changing lanes
 - Approaching intersections
 - Operating during inclement weather
 - Recognizing hazardous road conditions
 - Properly using mirrors and checking of blind spots
 - Backing, Coupling and Uncoupling
 - Railroad Crossings
 - Any other issue that may affect fleet safety as determined by management
- 5) SMS Safety performance is assessed based on number of crashes (per million miles travelled), when they happened, and how severe they were.
- 6) Frequency leads to severity; conduct a thorough root-cause analysis review on all crashes, including DOT recordable and non-DOT recordable, no matter how minor.
- 7) Examine copies of all accident reports and supporting documents (driver, police, wrecker, body shop, maintenance, insurance reports, substitute rental invoices, etc.).

- 8) Rather than determining “Fault”, establish clear “Preventability” standards; hold individual(s) accountable under company disciplinary policy; retrain if necessary; develop specific preventability measure(s) on every collision and communicate to all company personnel how future instances can and will be avoided.
- 9) Provide up-to-date mileage figures on MCS-150 biennial updates, which are used in the Crash Indicator calculation.
- 10) Provide regular training on Accident Scene Procedures; equip drivers and vehicles with accident scene checklists and packets.