

Errata

Safety for the Long Haul *Large Truck Crash Risk, Causation, & Prevention*

American Trucking Associations, 2009
December 12, 2012

The following text layout, graphic, and numeric errors were discovered after printing. Corrections are provided below. We regret the errors.

1) **Table 2-2, Page 64:** Last column, 3rd row, on **disadvantages of crash databases**. Incorrect bullet list in cell. The cell should be changed as follows:

- ~~• Cannot study crash causation in real driving~~
- ~~• Narrow focus, may miss “big picture”~~
- ~~• Slow & expensive~~

Change to →

- **Superficial compared to some other methods**
- **Retrospective (after-the-fact)**
- **No control group & poor supporting exposure data.**

2) **Table 4-8, Page 153:** Heading of Column 4 (above 1/180,000) should be changed as follows:

~~Probability of Unsafe Pre-Crash Behavior~~ →

Per Second Probability of Unexpected Event

3) **Table 5-1, Page 160:** The word “**not**” was omitted from the last bullet of the left column. The bullet should read:

- **In a 2003 TRB survey (Knippling et al., 2003), 57 truck safety experts who were *not* carrier safety managers rated driver fatigue #2 of 20 safety problems.**

4) **Chapter 5, Page 185:** First sentence of paragraph below Figure 5-9.

~~The above compares the 21 worst to the 74 best.~~ →

The above compares the 14 worst to the 81 best.

5) **Figure 11-7, P. 455.** A systematic error was made in calculating the values for this figure. The graph bars are proportionally correct, but the numeric values shown are incorrect. Corrected values are provided below:

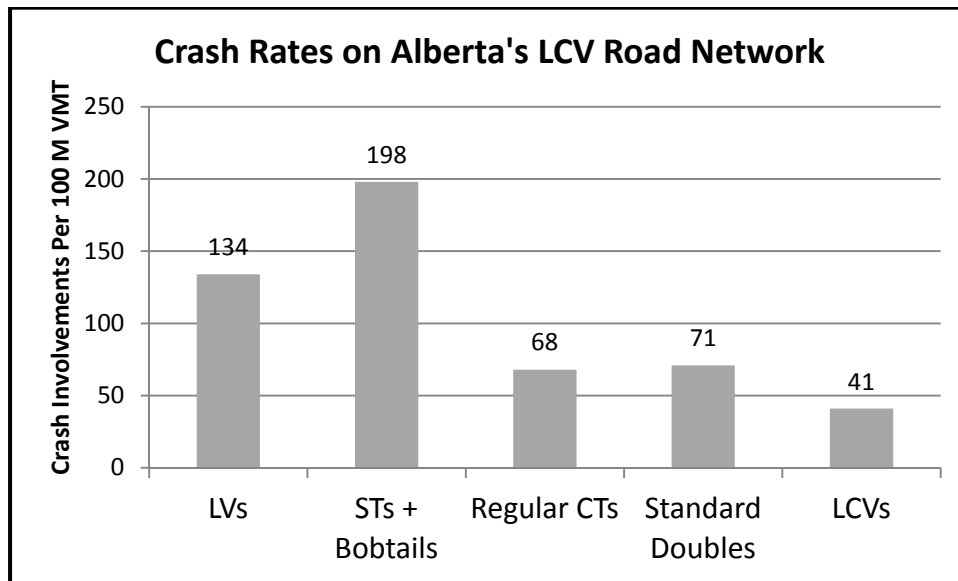


Figure 11-7. Seven-year crash rates (crashes per 100 M VMT) on the Alberta LCV road network. Data Source: Montufar et al., 2007. Notes: LV = light vehicles. Collision rates exclude urban areas. "Standard doubles" include primarily Canadian B-trains.

6) **Figure 11-8, Page 461.** Third label in the center of the graphic should read:

Fewer entry-level drivers

7) **Table 12-1, Page 507.** Row 2, Column 2 (Crashes Avoided, Roadside Inspections):

12,7000 → 12,700.