

ourblin presented a potentially hazardous situation.

- 15. The Moscow Fire Department performed quickly and well in extinguishing the fire, and thereby minimized the severity of this accident.

**V. PROBABLE CAUSE**

The National Transportation Safety Board determines that the cause of this crash was the upset of the tractor and cargo-tank semitrailer due to grossly excessive speed in a turn and to the resultant dynamic surge of liquid cargo. A primary contributing factor was the failure of the truckdriver to comply with either the posted speed limit or with State laws and Federal Regulations prohibiting coasting out of gear. Additional contributing factors included the failure of the HAC Farm Lines Agricultural Cooperative Association to comply with Federal requirements regarding employment investigations, the failure of the New Jersey driver-licensing system to detect that the truckdriver's license was already under suspension before issuing a temporary license, and the failure of the Federal Highway Safety Program standards to require effective State action in withholding a temporary license.

The cause of the fatalities to the four occupants of the Volkswagen, whose actions did not contribute to the accident, was the great disparity in weight between the truck and their vehicle, the position of the truck in the wrong lane, and its overturning tendency. The truckdriver and his passenger were burned in the fire, the severity of which was increased by the failure of an unprotected fuel-tank crossover line on the tractor.

**VI. RECOMMENDATIONS**

The National Transportation Safety Board recommends that:

- 1. The National Highway Traffic Safety Administration (NHTSA) request legislation to revise its National Driver Register Service

to make convictions of all hazardous traffic offenses committed in any State known to any other State as well as the resident State of the driver. Commercial motor vehicles drivers' records should be made available to all motor carrier employers seeking to conduct a Driver's Record investigation as required by the Motor Carrier Safety Regulations (391.23). (Recommendation No. H-72-43).

- 2. The Secretary of Transportation initiate action to determine whether the State of New Jersey is in compliance with Federal Highway Safety Program Standards No. 5 and No. 10, and, if not found in compliance, to take appropriate action authorized under Public Law 89-564. (Recommendation No. H-72-44).
- 3. The Bureau of Motor Carrier Safety (Federal Highway Administration), in cooperation with affected industries, as represented by the Tank Truck Technical Council, conduct an investigation designed to resolve the overturn stability problems created by liquid surging of partially loaded tank-truck combinations. The ultimate objective of such a research program should be the promulgation of Federal regulations to limit the effects of surge to a specific degree. Such regulations might be based on acceptable liquid cargo outage and/or dampening requirements, consistent with safe tank-truck operation. (Recommendation No. H-72-45)
- 4. The Bureau of Motor Carrier Safety modify Section 393.65 of the Motor Carrier Safety Regulations (as revised 2-4-72) to eliminate the fuel-crossover line and other lines and fittings which are subject to damage as a result of their exposed location on the bottom of tanks, close to the road.<sup>3</sup> (Recommendation No. H-72-46)

<sup>3</sup> Same as Recommendation H-72-32 in Board's Report, "Automobile-Truck Collision Followed by Fire and Explosion of Dynamite Cargo on U.S. Route 78 near Waco, Georgia, on June 4, 1971"

5. The State of Pennsylvania institute a traffic engineering study of the existing hazardous conditions on U. S. Route 611 between sta-

tions 382 and 384 and take the action necessary to implement the findings of such a study. (Recommendation No. H-72-47)

BY THE NATIONAL TRANSPORTATION SAFETY BOARD

/s/ JOHN H. REED  
Chairman

/s/ LOUIS M. THAYER  
Member

/s/ ISABEL A. BURGESS  
Member

/s/ WILLIAM R. HALEY  
Member

Francis H. McAdams, Member, was not present and did not participate in the adoption of this report.

October 18, 1972.