

Crash Preventability Determination Program

FACT SHEET

FMCSA uses data from **3.5 MILLION INSPECTIONS** and **180,000 CRASHES** each year to focus its enforcement resources on the motor carriers that pose the greatest safety risk. Historically, FMCSA used all reportable crashes, regardless of preventability, to identify carriers that pose a safety risk.

The Crash Preventability Determination Program (CPDP) allows carriers and drivers to submit evidence that an eligible crash was not preventable. If FMCSA determines the crash was not preventable, it will be listed on the Safety Measurement System (SMS), but not included when calculating a carrier's Crash Indicator Behavior Analysis and Safety Improvement Category (BASIC) measure in SMS. Additionally, the not preventable determinations will be noted on a driver's Pre-Employment Screening Program (PSP) report.

Motor carriers can submit a Request for Data Review (RDR) through DataQs.

In order for a submission to be considered:

- The RDR must include a police accident report (PAR);
- The crash must meet one of eligible crash types; and
- The crash must occur on or after August 1, 2019.

Visit DataQs to submit a crash preventability RDR.
<https://dataqs.fmcsa.dot.gov>

CRASH PREVENTABILITY DETERMINATION PROGRAM PROCESS



- STEP 1** Eligible crash occurs
- STEP 2** The motor carrier or driver submits a Request for Data Review (RDR) in FMCSA's DataQs system
- STEP 3** FMCSA reviews requests and determines if crashes are:
Not Preventable
Preventable
Undecided
- STEP 4** FMCSA posts final determinations to the Safety Measurement System (SMS)

WHAT TYPES OF CRASHES ARE ELIGIBLE?

The following crash types are eligible for submission in the program.

Struck in the Rear type of crash when the CMV was struck:

- in the rear; or
- on the side at the rear.

Wrong Direction or Illegal Turns type of crash when the CMV was struck:

- by a motorist driving in the wrong direction; or
- by another motorist in a crash when a driver was operating in the wrong direction; or
- by a vehicle that was making a U-turn or illegal turn.

Parked or Legally Stopped type of crash when the CMV was struck:

- while legally stopped at a traffic control device (e.g., stop sign, red light, or yield); or while parked, including while the vehicle was unattended.

Failure of the Other Vehicle to Stop type of crash when the CMV was struck:

- by a vehicle that did not stop or slow in traffic; or
- by a vehicle that failed to stop at a traffic control device.

Under the Influence type of crash when the CMV was struck:

- by an individual under the influence (or related violation, such as operating while intoxicated), according to the legal standard of the jurisdiction where the crash occurred, where the individual was charged or arrested, failed a field sobriety or other test, or refused to test; or
- by another motorist in a crash where an individual was under the influence (or related violation such as operating while intoxicated), according to the legal standard of the jurisdiction where the crash occurred, where the individual was charged or arrested, failed a field sobriety test or other tests, or refused to test.

Medical Issues, Falling Asleep, or Distracted Driving type of crash when the CMV was struck:

- by a driver who experienced a medical issue which contributed to the crash; or
- by a driver who admitted to falling asleep or admitted to distracted driving (e.g., cellphone, GPS, passengers, other).

Cargo/Equipment/Debris or Infrastructure Failure type of crash when the CMV:

- was struck by cargo, equipment, or debris (e.g., fallen rock, fallen trees, unidentifiable items in the road); or crash was a result of an infrastructure failure.

Animal Strike type of crash when the CMV:

- struck an animal.

Suicide type of crash when the CMV:

- struck an individual committing or attempting to commit suicide.

Rare or Unusual type of crash when the CMV:

- was involved in a crash type that seldom occurs and does not meet another eligible crash type (e.g., being struck by an airplane or skydiver or being struck by a deceased driver).

WHERE WILL DETERMINATIONS BE DISPLAYED?

FMCSA's SMS will display reviewed crashes determined to be not preventable in a separate table titled "Reviewed – Not Preventable Crashes."

Crashes found Not Preventable as part of the Determination Program will not be used when calculating the carrier's Crash Indicator BASIC measure or percentile, which FMCSA uses to prioritize carriers for safety intervention.

SMS will display reviewed crashes determined to be Preventable or Undecided with all other crashes with the following notations:

Preventable

- "Reviewed – Preventable: FMCSA reviewed this crash and determined that it was Preventable."

Undecided

- "Reviewed – Undecided: FMCSA reviewed this crash and could not make a preventability determination based on the evidence provided."
- FMCSA will make this determination if the documentation provided with the RDR does not allow for a conclusive determination.

Not Preventable determinations will also be noted in PSP. Demonstration Program.

LEARN MORE

Where can I find more information on the Crash Preventability Determination Program?
www.fmcsa.dot.gov/crash-preventability-determination-program

