

Crash Preventability Determination Program



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

FACT SHEET

The Federal Motor Carrier Safety Administration (FMCSA) operates the Crash Preventability Determination Program (CPDP) to evaluate the preventability of eligible crashes.

FMCSA's CPDP reviews 21 specific crash types and modifies information in the Agency's Safety Measurement System (SMS) to distinguish not preventable crashes.

If FMCSA determines the crash was not preventable, it will be listed on 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.

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

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 the eligible crash types;
- FMCSA expanded the CPDP on December 1, 2024. Crashes on or after this date follow the eligibility listed in this fact sheet, while those prior will be reviewed under the previous standards. FMCSA cannot review crashes older than 5 years.

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 COMMERCIAL MOTOR VEHICLE (CMV) CRASHES ARE NOW ELIGIBLE?

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

1. CMV was struck in the rear by a motorist.
2. CMV was struck on the side at the rear by a motorist.
3. CMV was struck on the side by a motorist operating in the same direction as CMV.
4. CMV was struck because another motorist was driving in the wrong direction.
5. CMV was struck because another motorist was making a U-turn or illegal turn.
6. CMV was struck while legally stopped at a traffic control device or parked, including while the vehicle was unattended.
7. CMV was struck because another motorist did not stop or slow in traffic.
8. CMV was struck because another motorist failed to stop at a traffic control device.
9. CMV was struck because another 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.
10. CMV was struck because another motorist experienced a medical issue which contributed to the crash.
11. CMV was struck because another motorist fell asleep.
12. CMV was struck because another motorist was distracted (e.g., cellphone, GPS, passengers, other).
13. CMV was struck by cargo or equipment from another vehicle, or debris (e.g., fallen rock, fallen trees, unidentifiable items in the road).
14. CMV crash was a result of an infrastructure failure.
15. CMV struck an animal.
16. CMV crash involving a suicide death or suicide attempt.
17. CMV was struck because another motorist was entering the roadway from a private driveway or parking lot.
18. CMV was struck because another motorist lost control of the vehicle.
19. CMV was involved in a crash with a non-motorist.
20. 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 in another vehicle).
21. Any other crash involving a CMV where a video demonstrates the sequence of events of the crash.



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 CPDP will not be used when calculating the carrier's Crash Indicator BASIC measure or percentile, which FMCSA uses to prioritize carriers for safety intervention.

Not Preventable determinations will also be noted in PSP.

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.

Failure to provide any requested information within 14 calendar days will continue to preclude a "Not Preventable" determination and result in an "Undecided" determination.

If a submitter receives a determination that the crash was Preventable or Undecided, or if the RDR is closed for failure to submit additional requested documents, the RDR may be re-opened once if additional evidence is provided. FMCSA will reconsider the request if the submitter provides additional documentation to support the request.

LEARN MORE

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

