

****For PSC Insiders Circle Members only****

Friday Safety Brief®

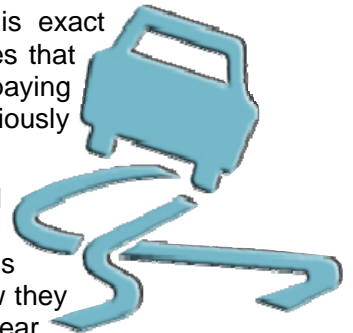
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Evasive Action

Evasive action is defined as a maneuver aimed at physically avoiding something. Certainly, there are emergency situations that occur suddenly and require the use of evasive actions. However, a large percentage of these “emergencies” don’t suddenly pop up; they are simply suddenly noticed. These situations could have, *and should have*, been noticed in plenty of time to slow down. Still others are noticed well in advance, but the driver does not want to slow down, choosing instead to steer around the problem.

Now ask yourself how many times you have seen vehicles swerve around another vehicle or object, rather than slowing down first to make a controlled maneuver or simply wait to avoid an incident. For example, this commonly occurs on two-lane roads when a vehicle slows down to make a turn and the vehicle behind swerves into the oncoming traffic lane to get by without slowing down. This exact maneuver causes many incidents every year. In fact, there have been numerous crashes that occur when the turning vehicle slows to make a LEFT turn and the following vehicle, not paying attention, attempts to pass on the left just as the turn starts. The following vehicle obviously crashing into the driver’s side of the turning vehicle in front of it.

Driving requires constant attention and focus on the driving task. Impatience and distractions can turn an otherwise simple maneuver into a panicked evasive action, which rarely turns out as “evading” a crash but rather “causing” a crash. As a driver, it is easy to become impatient after a day on the road, but the real pros don’t let it affect how they react behind the wheel. The real pros are the ones who drive trip after trip, year after year and still avoid preventable accidents. Are they just lucky? Not a chance - they are exposed to the same driving environment that every other driver faces. They use their training and experience to avoid unnecessary and dangerous evasive actions.



From the Federal Register...

Federal Motor Vehicle Safety Standards: Air Brake Systems

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Final rule; Response to petitions for reconsideration.

SUMMARY: NHTSA published a final rule that amended the Federal motor vehicle safety standard for air brake systems by requiring substantial improvements in stopping distance performance on new truck tractors. In response, the agency received eight petitions for reconsideration. The agency has already responded to most of the issues raised in the petitions. This document responds to the one outstanding issue raised in the petitions, stopping distance performance requirements at lower initial speeds. Based on testing results and our concern that the current requirements might not be practicable, NHTSA is slightly relaxing the stopping distance requirement for typical loaded tractors tested from an initial speed of 20 mph by increasing the distance from 30 feet to 32 feet and for unloaded tractors tested from an initial speed of 20 mph by increasing the distance from 28 feet to 30 feet. We believe no other changes are necessary.

DATES: This final rule is effective **August 1, 2011**.

Petitions for reconsideration must be received no later than September 12, 2011.

ADDRESSES: Petitions for reconsideration should refer to the Docket Number ID NHTSA-2009-0175 and must be submitted to:

Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Jeffrey Woods, Office of Crash Avoidance Standards, by telephone at (202) 366-6206, and by fax at (202) 366-7002.

For more information, click here: <http://www.gpo.gov/fdsys/pkg/FR-2011-07-27/html/2011-18929.htm>