CHP 555D INSTRUCTION MANUAL - DRAFT

TRUCK / BUS COLLISION SUPPLEMENTAL REPORT

The information on the CHP 555D is required by the Federal Motor Carrier Safety Administration (FMCSA). This information on interstate and intrastate carriers is provided by the State of California to the FMCSA by entry into the SAFETYNET system. FMCSA uses the data to target unsafe carriers for more in-depth investigations. A poor safety record can lead to a carrier losing its operating authority. Missing or inaccurate carrier information when reporting on a qualifying crash can allow 'unsafe' carriers to escape regulation or cause 'safe' carriers to inappropriately have their safety records affected.

Instructions

When to Use This Supplement:

If reporting on a crash with at least one motor vehicle in-transport operating on a trafficway open to the public and that crash results in:

A Fatality: Any person(s) killed in or outside of any vehicle (truck, bus, car, etc.) involved in the crash or who dies within 30 days of the crash as a result of an injury sustained in the crash, one

An Injury: Any person(s) injured as a result of the crash who immediately <u>receives medical</u> treatment away from the crash scene. OR

A Tow-Away: Any motor vehicle (truck or truck combination, bus, car, etc.) is <u>disabled as a result of the creat</u> and transported away from the scene by a tow truck or other vehicle.

Then this supplement <u>must</u> be completed for ANY vehicle included on the primary crash report that has:

- A gross vehicle weight rising (GVWR) of more than 10,000 pounds or a gross combination weight rating (GCWR) of more than 10,000 pounds. OR
- Seets to transport nine (8) or more people, including the driver's seat, OR.
- A hearerfous materiels placerd (regardless of the vehicle's weight).

*Note – This includes government vehicles and personal rental vehicles (e.g. - Uhaul, Penske). This excludes non-commercial personal use vehicles (e.g. - private citizen utilizing a bost trailer or a large family traveling in a 10-passenger vari).

Chp Collision Manual

California. Division of Highways Construction Branch

Chp Collision Manual:

Collision Investigation Manual California Highway Patrol, 1992 Collission Investigation Manual California. Department of the California Highway Patrol, 1977 California State Traffic Accident Reporting System (C*STARS) Report to the Legislature, Denied Claims California. Commission on State Mandates, 2004 Expansion Project II, 1997 Manual of Instructions, Construction Department California. Division of Highways Construction Branch, 1955 Construction Manual California. Division of Highways, 1955 Reports of Cases Determined in the Courts of Appeal of **Equipment Manual** California. Division of Highways, 1952 the State of California, 2011 Manual of Instructions. **Contruction Department** California. Division of Highways, 1955 **California's Annual Evaluation Report of Highway** Safety Program Implementation for the ... Federal Fiscal Year California. Office of Traffic Safety, 1982 Report California. Office of Traffic Safety, 1997 **Emergency Vehicle Operations Course Instructor Manual**, 1999 This manual is a resource for those who develop and present police training courses for driving a police vehicle in routine and emergency situations in California The goals of the EVOC Emergency Vehicle Operations Course Instructor Training Course are to increase the knowledge and abilities of instructors who present driver training courses in California and standardize this training throughout the State Successful completion of this course provides expertise and instructor qualification Following an introduction orientation the manual outlines the major sections of the 40 hour curriculum Four hours are devoted to defensive driving factors the student will be instructed in the causes and classification of emergency vehicle accidents and techniques for avoiding collisions Four hours address vehicle operations factors students will learn the concepts of vehicle dynamics vehicle control techniques braking and roadway position Three hours cover emergency driving factors students will be instructed in the legal and liability issues pertinent to emergency response driving pursuit driving and pursuit guidelines Twenty four hours are spent on practical application exercises students will develop proficiency and techniques required to complete selected driving exercises including steering reverse driving vehicle control braking in a turn skid recovery and various pursuit driving exercises Two hours are devoted to course management components students learn the process of training site selection safety considerations obtaining equipment scheduling training and instructors planning for contingencies and ensuring proper student to instructor ratios One hour is spent on course critique and evaluation For each component of the curriculum this manual provides information on materials needed the learning goals course description instruction procedures and methods and testing methods Construction Manual ,1955 A Special Report to the Legislature on the Findings of the Mobile Telephone Safety Study California. Department of the California Highway Patrol, 1987 Traffic Manual ,1996 **Agenda** California. State Merit Award Board, 1995 California Statewide Integrated Traffic Records System California Highway Patrol, 1971 Rear-end Collision and Subsequent Vehicle Intrusion Into Pedestrian Space at Certified Farmers' Market, Santa Monica, California, July

16, 2003 United States. National Transportation Safety Board,2004 **Statewide Integrated Traffic Records System (SWITRS)** ,1984 *School Pupil Safety* California. Department of the California Highway Patrol,1973

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