

MYTH 1

Safety belts are uncomfortable and restrict movement.

FACT

A 2005 Transportation Research Board study on commercial drivers' safety belt usage found many drivers do not find wearing safety belts to be uncomfortable or too restrictive of their movements. Once they correctly adjust the seat, lap and shoulder belt, most drivers find that discomfort and restrictive movement can be alleviated.

MYTH 2

Wearing a safety belt is a personal decision that doesn't affect anyone else.

FACT

Not wearing a safety belt can certainly affect your family and loved ones. It can also affect other motorists since wearing a safety belt can help you avoid losing control of your truck in a crash. It's the law; Federal regulations require commercial vehicle drivers to buckle up.

MYTH 3

Safety belts prevent your escape from a burning or submerged vehicle.

FACT

Safety belts can keep you from being knocked unconscious, improving your chances of escape. Fire or submersion occurs in less than 5% of fatal large truck crashes.

MYTH 4

It's better to be thrown clear of the wreckage in the event of a crash.

FACT

An occupant of a vehicle is four times as likely to be fatally injured when thrown from the vehicle. In 2004, 168 truck drivers died when they were ejected from their cabs during a crash.

MYTH 5

It takes too much time to fasten your safety belt 20 times a day.

FACT

Buckling up takes about three seconds. Even buckling up 20 times a day requires only one minute.

MYTH 6

Good truck drivers don't need to wear safety belts.

FACT

Good drivers usually don't cause collisions, but it's possible that during your career you will be involved in a crash caused by a bad driver, bad weather, mechanical failure, or tire blowout. Wearing a safety belt prevents injuries and fatalities by preventing ejection, and by protecting your head and spinal cord.

MYTH 7

A large truck will protect you. Safety belts are unnecessary.

FACT

In 2004, 634 drivers of large trucks died in truck crashes and 303 of those truck drivers were not wearing safety belts. Wearing a safety belt decreases your chance of death or injury by up to 50%.

MYTH 8

Safety belts aren't necessary for low-speed driving.

FACT

In a frontal collision occurring at 30 mph, an unbelted person continues to move forward at 30 mph causing him/her to hit the windshield at about 30 mph. This is the same velocity a person falling from the top of a three story building would experience upon impact with the ground.

MYTH 9

A lap belt offers sufficient protection.

FACT

The lap and shoulder belt design has been proven to hold a driver securely behind the wheel in the event of a crash, greatly increasing the driver's ability to maintain control of the vehicle and minimizing the chance for serious injury or death.

OTHER FACTS TO CONSIDER:

- In 2004, 634 drivers of large trucks died in truck crashes and 303 of those drivers were not wearing safety belts. Of the 168 drivers killed who were ejected from their vehicles, almost 75% were not wearing safety belts.
- Federal Motor Carrier Safety Regulations require commercial motor vehicle drivers to wear safety belts. (49 CFR 392.16)
- 51% of truck-occupant fatalities in large trucks involve a rollover. Rollover in a large truck increases the likelihood of fatality by 30 times. In a rollover, a truck driver is 80% less likely to die when wearing a safety belt.
- About 27,000 large truck occupants suffered nonfatal injuries in crashes; of these, 4,000 were seriously injured.
- 32% of the truck drivers surveyed reported that they had been involved in a truck crash at some point in their career.
- 65% of truck drivers think that safety belt use in large trucks should be required by law.
- 70% of truck drivers killed, who were not wearing a safety belt, were involved in single vehicle crashes.



THE SAFETY BELT PLEDGE

I will wear my safety belt because my well-being greatly affects my family and loved ones. It is my responsibility to maintain control of my vehicle. Using my safety belt is my best chance of remaining in control of my truck in a crash or emergency situation. I will always remember to buckle up.

X _____
Driver Signature

Commercial Motor Vehicle Safety Belt Partnership

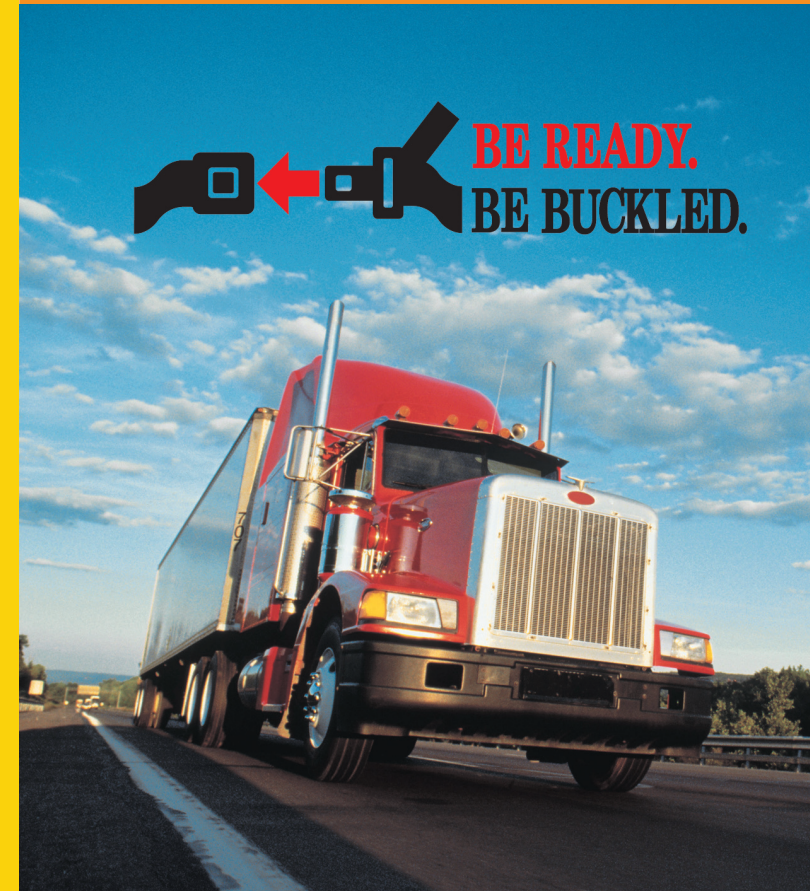
American Association of Motor Vehicle Administrators
American Society of Safety Engineers
American Trucking Associations
Commercial Vehicle Safety Alliance
Federal Motor Carrier Safety Administration
Great West Casualty Company
National Association of Publicly Funded Truck Driving Schools
NATSO
National Highway Traffic Safety Administration
National Private Truck Council
National Safety Council
National Tank Truck Carriers
Network of Employers for Highway Safety
Owner-Operator Independent Drivers Association
Property Casualty Insurers Association of America
Truckload Carriers Association, Professional Truck Drivers Institute
Truck Manufacturers Association

www.fmcsa.dot.gov/safetybelt

FMCSA-E-05-005 Revised 03/06

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MYTHS ABOUT SAFETY BELTS FOR TRUCK DRIVERS



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