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## **USR: Backup Assist Devices**

*Measuring their backing accident reduction effectiveness*

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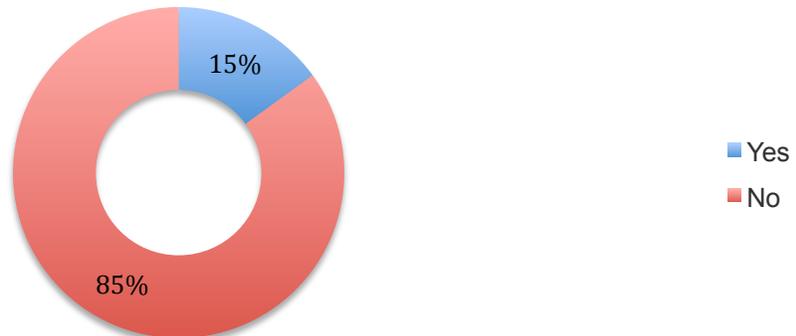
This USR was administered to measure the effectiveness of backup assist devices in reducing backing accidents. According to all participants, 100% of which use backup assist devices, only **15% noticed a quantifiable difference in backing accidents.**

Of this 15%, a single participant provided supporting data – quantified as a 10% reduction. Together, the respondents who made up this 15%, provided data that indicated a long-term commitment to reducing accidents, investing at least 5 years in their applicability.

Most of this 15% did not or could not quantify their accident reduction. The inability to do so was contributed to either limited use of the devices or the unavailability of that type of information.

### **Supporting Data**

**WHETHER OR NOT RESPONDENTS NOTICED A QUANTIFIABLE DIFFERENCE IN PREVENTABLE BACKING ACCIDENTS**



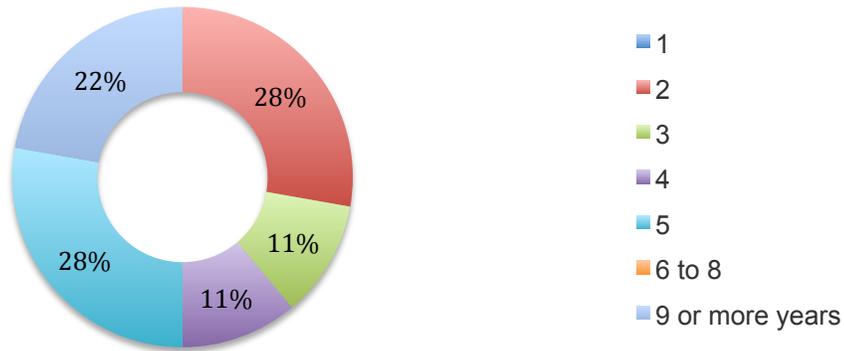
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Most participants have at least two years of experience using backup assist devices to support their decision of whether or not they have been effective in helping reduce backing accidents.

Since only 15% reported a quantifiable difference in backing accident reduction due to the use of backup assist devices, there is little to no correlation between how long these devices are used and their effectiveness.

### Supporting Data

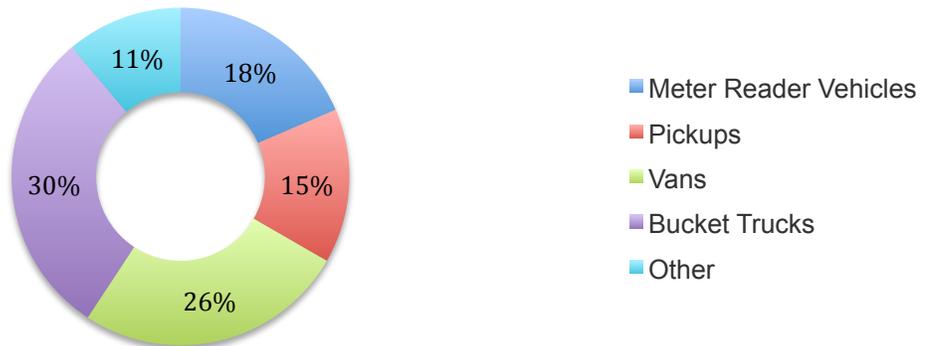
#### LENGTH OF BACKUP ASSIST DEVICES USE (YEARS)



*\*1 year and 6 to 8 years are not shown because there were no responses within these ranges*

There is a fairly even distribution among the types of vehicles equipped with backup assist devices. Bucket trucks lead, as the majorities with 30% while Vans were a close second, representing 26%. Similar to the length of time these devices are used, the type of vehicle equipped with a device does not seem to be significant factor that contributes to accident reduction.

#### TYPES OF VEHICLES REPORTED USING BACKUP ASSIST DEVICES



*\*Other Vehicles Included: Digger Derrick, Cranes, Trouble trucks, Single man service bucket or Class 2 and above*

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Respondents were asked to provide any additional feedback or comments about their general use of backup assist devices. These comments have been categorized based on the different attitudes towards the overall use of backup assist devices.

**Positive (20%)**

- We have been using different variations of backup assistance devices and have seen a decrease in backing accidents but cannot clearly say that this is the only contributing factor. We have also implemented backing rules in our safety plan that has contributed to reducing these types of accidents.
- Our employees that have the devices report positive benefits, but we also feel that our operator safety circle walk is the primary tool to eliminate backing accidents.

**Negative (30%)**

- The vehicles that are equipped with backup assist devices have had an accident. We add them to all new trucks and service trucks.
- They give a false sense of security. Get out of the vehicle instead.
- We have many backing accidents with vehicles that have backup assist devices. We are questioning their effectiveness in our fleet.

**Neutral (50%)**

- We looked for a system that ties into the laptops in vehicles. It avoids expenses related to an additional monitor in a vehicle.
- Too early to tell if they help because we do not have enough installed (less than 10%).
- Only install them on single man trouble trucks. Crew trucks should be using a spotter.
- We are still having numerous accidents, but backing accidents seem to be at a minimum.
- We started out evaluating the backup camera and the sensors. We kept getting false readings from the sensors and decided to go with only the camera system. We started out with the black and white CRT monitor, and now we are currently on our 3rd generation of camera that has color, LCD screen, and night vision. All good feedback from the user group.