

No Way to Meet a Neighbor

Answer Key

Instructions

Compare your answers and ideas to those listed in this key.

Discuss the answers and any differences of opinion with your friends and the instructor.

Your ideas are important and can help improve this exercise. Therefore, please do not mark additional answers on your answer sheet or change your answers. Your answers will be studied along with many other people's answers to improve the exercise.

Question A

- T 1. Sam should see the hay field and its access road on his right.
- T 2. If Sam is alert, Jake's farm and signs of haying activity are easily visible ahead on the left.
- F 3. Dangerous, especially with the information that is available to him.
- F 4. Risky! If Jake can hear the horn, he may be startled. However, Sam should not assume the tractor driver can hear the car horn over the tractor engine noise. Jake has farmed for 30 years and may have a hearing loss.
- F 5. Dangerous! Jake could drop a tractor, baler, or wagon wheel into the ditch and lose control.
- T 6. This will give Jake a better chance to hear any approaching vehicles and give the approaching drivers more time to react.
- F 7. Dangerous! This sudden move will block the entire road for any vehicle approaching from the rear, and may cause hay to fall off the wagon. The wagon and tractor could also tip over.
- F 8. Not practical. By the time Jake gets back on the tractor and begins his turn, another vehicle could be approaching.

Question B

- F 9. Trees, fence posts, and telephone poles block the path into the field. The path to the right is blocked by the wagon.
- F 10. Too little time. At 60 mph, Sam is traveling 88 feet per second. During the 3/4-second reaction time he needs to hit the brakes, his car will travel 66 feet and strike the tractor at full speed.
- F 11. Even if Sam could blow the horn in time, it is less than half a second to impact and Jake can't get out of the way.
- T 12. The defensive driving needed to avoid this crash had to be done well before the few seconds before the impact.
- F 13. With less than half a second before the crash, Jake doesn't have time to get the tractor out of the way.
- F 14. With less than one second before the crash, Jake doesn't have time to pull back into the right lane.
- F 15. Jake doesn't have time to jump off, and even if he did, he couldn't get out of the way.
- T 16. At this point, this is all that Jake can do. There is too little time to act. Previously he could have installed a ROPS and seatbelt on his tractor and always fastened the seatbelt before driving on the road.

Question C

- T 17. The entire road is blocked. Rear-end collisions can occur as vehicles traveling at high speed come around turns and come upon stalled traffic.
- T 18. Emergency workers are at increased risk of injury as they travel to and from the accident scene, assist and remove the victims, and clean up the site.
- T 19. Relatives at the site of a motor vehicle crash can be injured as they try to assist their loved ones.
- F 20. Many other people are at increased risk for a few hours following a highway crash.

Question D

- T 21. The haying season, the access roads, and the hay wagons in Jake's farmyard were clear signals that a left turn was likely.
- T 22. If Sam had slowed down when he first saw the hay wagon, he could have braked and avoided the crash or, at worst, had a low-speed, non-injury collision with his seat belt protecting him. If he had slowed to 20 mph, Sam's reaction-time distance would have been 22 ft. and his stopping distance another 22 ft. for a total of 44 ft., plenty of time to stop.
- F 23. Too little time! At 60 mph (88 feet per second) during the 3/4-second reaction time he needed to hit the brakes, Sam would travel 66 ft. and crash. Even if he could hit the brakes, at this speed, with good tires on dry pavement, his car would require another 198 ft. before coming to a stop. That's a total of 264 ft.!
- F 24. Newer farm tractors have turn signals, but hay wagons don't. The turn signals would have to be wired from the tractor through the baler to the wagon, an impractical situation. Trailing equipment like wagons often hides the rear tractor turn signals.

Note: Tractor drivers often turn on the flashers when they drive on road. When the driver turns on the turn signals with the flashers on, the light on the side of the turn continues to flash, while the other light stays on but doesn't flash. This can confuse drivers who aren't familiar with tractors. Remember that drivers coming from behind the tractor can't see the flashers when large loads are in the way.

- F 25. Sam was legally at fault because he was driving too fast for traffic conditions, and he struck the tractor from behind. He was also not alert to his surroundings. Had he lived, Sam might have been charged with vehicular homicide. Even after his death, his estate may be sued for damages.
- T 26. A driver in an escort vehicle could have followed the hay wagon and used the flashers and turn signals to help prevent the crash.
- T 27. These mirrors help the tractor driver see past the wagon. They are available from tractor supply stores and equipment dealers.

Question D (continued)

- T 28. With a ROPS and a fastened seat belt, Jake might have been hurt but probably would have lived. The 10,000-lb. mass of the tractor compared to the 2,600-lb. mass of the car would have protected Jake while his seat belt held him in the ROPS frame of safety. Many cases confirm this. In similar crashes, 2/3 of deaths are to the motor vehicle occupant(s) and only 1/3 to the tractor operators. However, in such crashes, second riders on the tractor are in great danger of injury and death because they can be thrown off and hurt like Jake or run over.
- F 29. Farmers in such situations may not be legally obligated or at fault, but good citizens watch out for themselves and others. It is also better to play it safe and live than to be “right” and dead.
- T 30. If a bright and clean SMV emblem was present on the back of the hay wagon, Sam might have recognized it’s meaning and slowed down. If it was on the wagon, but covered with dust and difficult to see against the hay, Sam might not have noticed the SMV sign.
- T 31. With an access road to the field on the west side of the highway placed directly across the road from the driveway to his farm, Jake could see both ways. He could watch for traffic and make sure it was clear before he pulled out to cross the road with his tractor and other equipment. In addition, if Sam or another driver saw a tractor, baler, and wagon crossing the highway, they should know they couldn’t pass and slow down or stop if necessary.

When you have finished discussing these answers and the exercise questions, please fill out the questionnaire attached to your answer sheet. Leave your completed questionnaire attached to your answer sheet and give it to the instructor.

Ask for a copy of “Facts about Tractor/Motor Vehicle Collisions.” This document includes a few newspaper stories and a fatality report about tractor and motor vehicle crashes. It also explains when, where, and how these collisions occur.