HW 3

1. A model of accident investigation that focuses on why controls  in place failed to detect or prevent changes that ultimately lead to an accident is known as
   1. Systems-theoretic Accident Model and Process (STAMP)
   2. Functional Resonance Accident Model (FRAM)
   3. Swiss Cheese Theory
   4. Energy Exchange Theory
   5. Accident Modeling文本

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2. According to Kletz, accidents occur because we do not use the knowledge that is available and learn from the past
   1. Yes
   2. False 文本

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3. \_\_\_\_\_\_\_\_\_\_are based on the presumption that accidents are a result of a combination of unsafe acts and latent hazard conditions within the system which follow a path where the factors furthest away from the accident are attributed to actions of the organization or environment and factors at the sharp end being where humans ultimately interact closest to the accident; the resultant assumption being that accidents could be prevented by focusing on strengthening barriers and defenses.
   1. Simple Linear Models
   2. Complex Linear Models
   3. Non-linear models
   4. Circular models
   5. Accident Causation Modeling文本, 信件

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4. The first documented application of accident causation knowledge was in 1802 at which of the following corporations
   1. DuPont
   2. Standard Oil
   3. General Motors
   4. General Electric
   5. Ford文本

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5. One historical model of accident causation was the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ which assumed that accidents are the culmination of a series of events or circumstances which interact sequentially with each other in and thus accidents are preventable by eliminating one of the causes in the sequence.
   1. Simple Linear Model
   2. Complex Linear Model
   3. Non-linear model
   4. Circular model
   5. Accident Causation Modeling 文本

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6. The new generation of thinking about accident modelling has moved towards recognizing that accidents can be thought of as resulting from combinations of mutually interacting variables which occur in real world environments and it is only through understanding the combination and interaction of these \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ that accidents can truly be understood and prevented.
   1. Simple Linear Model
   2. Complex Linear Model
   3. Non-linear model
   4. Multiple Causation Factors
   5. Unsafe Condition文本, 信件

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7. In 1985, Bird and Germain modified Heinrich's model to recognize the need for management systems to prevent and control accidents.  They developed the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ model which reflected the direct management relationship with the causes and effects of accident loss.
   1. Domino
   2. Loss Prevention
   3. Iceberg
   4. Energy Damage
   5. Domino Theory 文本

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8. The first sequential accident model was the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ by Herbert Heinrich, in which he theorized that the occurrence of a preventable injury is the natural culmination of a series of events or circumstances, which invariably occur in a fixed or logical order, and an accident is merely a link in the chain.
   1. Domino Theory
   2. Epidemiological Model
   3. Systemic Model
   4. Swiss Cheese Theory
   5. Loss Causation Model 图形用户界面, 文本, 应用程序

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9. The \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Model proposed that an accident combined agents and environmental factors which influence a host environment (like an epidemic) that have negative effects on the organism (a.k.a. organization).
   1. ·Epidemiological
   2. Domino
   3. Iceberg
   4. Systemic
   5. Accident Causation 文本

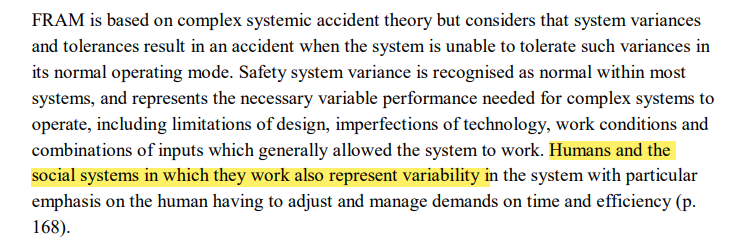
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10. Viner’s Generalized Time Sequence Model considers that the events in the occurrence-consequence sequence of an accident draws attention to possible mitigating counter measures that may not otherwise be evident. Match the Time Zones of an accident sequence with the appropriate opportunity.
    1. Time Zone 1
    2. Time Zone 2
    3. Time Zone 3 文本

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11. The Reason model of System Safety, also known as the "Swiss Cheese" Model addressed the issue of what two different kinds of errors?
    1. Active and Latent Errors
    2. Behavioral and Cognitive
    3. Pathogen and Systemic
    4. Accident Proneness and No-Fault
    5. Behaviors and Conditions 文本

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12. Errors where the effect is felt almost immediately is considered a(n)
    1. Active error
    2. Latent error
    3. Human error
    4. Cognitive error
    5. Behavioral error 文本

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13. An error that tends to lie dormant in a system largely undetected until combined with another factor that breaches system defenses resulting in a loss is considered a(n) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_.
    1. Active error
    2. Latent error
    3. Human error
    4. Cognitive error
    5. Behavioral error 文本

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14. The \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ approach to accident causation recognizes that human error is not only a normal operating mode but a normal occurrence and allows humans to learn as part of their natural path of development and function. This way of thinking shifts accident investigation from blaming the individual to a no blame investigative approach.
    1. Just Culture
    2. Systems Thinking
    3. Hold Harmless
    4. Complex systems
    5. Reason Model 文本

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15. The \_\_\_\_\_\_\_\_\_\_\_ proposes that humans and the social systems in which they work represent variability in the system with particular emphasis on the human having to adjust and manage demands on time and efficiency
    1. Functional Resonance Accident Model
    2. Systems-Theoretic Accident Model and Process
    3. Swiss Cheese Accident Model
    4. Energy Exchange Model
    5. Reason Model 
16. The OHS professional should identify a single effective model for use in developing and accident investigation procedure as part of the overall safety management system.
    1. Yes
    2. No
17. Failure to understand accident causation leads to degradation of preventive mechanisms and accident occurrence or recurrence.
    1. Ture
    2. False 文本

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18. A loss causation model based on the supposition that injury or damage is the result of an energy whose intensity at the point of contact with the recipient exceeds the threshold of the recipient is known as the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_.
    1. Energy Damage Model
    2. Domino Theory
    3. Hawthorne Effect
    4. Epidemiological Model
    5. Accident Causation Model 文本

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19. Heinrich proposed that unsafe acts and mechanical hazards constituted the central factor in the accident sequence. He attributed  % of preventable accidents to unsafe acts of persons and  % to unsafe mechanical or physical conditions with  % being acknowledged as being unpreventable.

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