

THE ASSOCIATION



The Newsletter of the Indiana Association of Certified Accident Investigators
www.iacai.com

Higher Seat Belt Usage Could Save Additional Lives

A NHTSA News Release

An estimated 1,652 lives could be saved and a 22,372 serious injuries avoided each year if seat belt rates rose to 90 percent in every state, according to a new report. The research, based on 2007 data, also estimates seat belts saved a stunning 15,147 lives that year. "Wearing a seat belt costs nothing and yet it is the single most effective traffic safety device ever invented," said Transportation secretary Ray LaHood. The study was released May 14 on the launch of the 'Click it or Ticket' nationwide enforcement campaign (May 18-31). The esti-

ated national seat belt use rate - which stood at 83 percent in 2008 - is based on NHTSA's National Occupant Protection Use Survey. One in five Americans still fails to buckle up regularly. Speaking at a Virginia High School, LaHood underscored the worrisome reality that seat belt rates are relatively low among teenagers. Of 4,540 16 to 20 year old passenger vehicle occupants killed in 2007, 2,502 were unbelted at the time of the crash. Teen belt use is especially low at night. In 2007, nearly two-thirds (65 percent) of the 16-20 year olds killed in night

time crashes were unbelted. "Young people often think they are invincible. Yet like everyone in a passenger vehicle, they're tremendously vulnerable in the event of a crash," Secretary LaHood said. Indiana's 2007 safety restraint usage stood at 85 percent. However, of the 669 passenger vehicle occupants fatally injured, only 44 percent were properly restrained. Additionally, only 66 percent of those passenger vehicle occupants who sustained serious injury were properly restrained. 2008 data was not available at the time of this printing.

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ISP MCO William St. John instructs attendees at IACAI's recent Commercial Motor Vehicle Seminar, held March 19, 2009 in Indianapolis. See more on this seminar on page 2.

IACAI Hosts Commercial Motor Vehicle Seminar



A seminar covering Commercial Motor Vehicles was recently hosted by the IACAI at the Indiana State Police Youth Museum in Indianapolis. The March 18th seminar was broken into two parts, with the morning classroom session instructed by CMVED Inspector Jim Jackson and MCO Kim Judge, covering Commercial Motor Vehicle laws and operations. Jackson discussed the type of vehicles which require Department of Transportation (DOT) numbers, CDL qualification requirements and exemptions, as well as some of the laws which regular law enforcement officers can enforce. For officers working crash investigations involving tractor-trailers, Jackson suggested that they not only obtain the driver's license, but medical certificate, log book, shipping papers, daily inspection report, periodic inspection, and any haz-mat info the driver may have. This information would be useful for the



IACAI President Don Harris and North Director Mike Cox listen to ISP-MCO Inspector William St. John as he explains some of the points of interest on this exemplar truck during the Commercial Motor Vehicle Seminar recently held in Indianapolis.

responding MCO unit. Officers working crashes can find information about the company carrier by visiting the following website: www.safersys.org. The afternoon session was instructed by MCO William St.

John, and included a physical review of a exemplar commercial motor vehicle, with emphasis on areas on the truck which officers should be familiar with. The next seminar will be held on June 17th in Warsaw.

Members, as well as the plain curious, visit www.iacai.com for the latest news and information

Crash Investigation, Reconstruction Training Course Announcements

Northwestern University - Center for Public Safety 1-847-491-5476

Institute For Police Technology & Management (IPTM) 1-904-620-4786

June 2-4	Accident Reconstruction Refresher
\$500.00	Evanston, IL
June 16-17	CDR Technician Course
\$500.00	Evanston, IL
Aug 3-7	Vehicle Dynamics
\$800.00	River Grove, IL
Aug 10-21	Traffic Accident Reconstruction I
\$1100.00	River Grove, IL
Aug 24-28	Traffic Accident Reconstruction II
\$900.00	River Grove, IL
Sep 14-25	Accident Investigation I
\$1200.00	Evanston, IL

June 1-12	Advanced Accident Investigation
\$825.00	Daytona Beach, FL
June 15-26	At-Scene Accident Investigation
\$825.00	St. Petersburg, FL
Aug 3-7	Applied Physics For the Recons.
\$695.00	Jacksonville, FL
July 6-10	Energy Methods/Damage Analysis
\$695.00	Jacksonville, FL
June 22-26	Event Data Recorder Use
\$625.00	Warren, MI
June 15-19	Human Factors
\$695.00	Jacksonville, FL



The New Bills: Where Are They Now?

In the first issue of the Association for 2009, I reported on some of the new bills before the Indiana House and Senate that relate to Crash Investigation. While most bills die before they are even heard in Committee, some actually have made it through and are either positioned to become law or have already been signed into law. Here is a status report on some of the more popular bills:

SB 0016

Just signed into law the week of May 4th, SB 0016 is now known as **IC 9-24-3-2.5**. The newly enacted law requires new drivers be no less than 16 years and 180 days before becoming eligible to receive a driver's license. The licensee must have possessed a permit for no less than 180 days prior to applying for a driver's license. Additionally, the new driver must have completed 50 hours of supervised driving practice, 10 hours of which must be at night, with a licensed driver, 25 years or older. This new law comes into effect July 1, 2010.

IC 9-24-11-3.3 is an offshoot of this new piece of legislation recently passed and concerns itself with new rules regarding probationary drivers. This new section is effective July 1, 2009, and places new limits on probationary drivers, including prohibiting the operation of a

motor vehicle between the hours of 10pm and 5am for all new drivers within the first 180 days of issuance. After the first 180 days, but prior to the new licensee turns 18, the driver is further restricted from operating a motor vehicle between the hours of 1am and 5am on Saturdays & Sundays, after 11pm on Monday thru Thursday, and before 5am on weekdays. The only exceptions to this rule would include returning from work, religious event, school sanctioned event, or when accompanied by a licensed driver 25 years old or older. Furthermore, it prohibits operation of a telecommunications device while operating a motor vehicle until the driver turns 18, unless the device is used to call 911. Also, the driver may not transport passengers in the vehicle for the first 180 days after receiving a driver's license unless accompanied by a licensed driver 25 years old or older.

SB 0162

This bill, which designates certain two lane highways as 'super highways' for purposes of permitting heavier loads, successfully made it out of committee but has done little since February.

SB 0196

This bill was proposed to prohibit use of a handheld de-

vice while operating a motor vehicle as a public passenger chauffeur. This bill has moved forward and is now in the 2nd House committee. It appears to be on its way to becoming law.

SB 0252

This Operating While Intoxicated bill specifies alcohol concentration equivalents for blood tests conducted on blood serum rather than whole blood. This bill has made it through the first committee and is now in a second committee.

HB 1021

Disregarding A School Bus Arm - this bill filed in the House was aimed at increasing the penalty for disregarding a School Bus arm. While the charge of reckless driving as a 'B' misdemeanor is still in effect, it is now further enhanced to an 'A' misdemeanor if it causes bodily injury to a person, something that the initial charge didn't fully address. 9-13-2-24 was also amended to include the modification of church buses. This new change states that the purchaser of a used school bus who intends on using the bus for a *church bus*, may retain flashers or stop arms, so long as the said flashers or stop arms are rendered inoperable. The bus can be painted any color but school bus yellow. These changes go into effect after June 30, 2009.

NHTSA Announces New Roof Crush Standards

The National Highway Traffic Safety Administration recently announced tough, new roof standards that will significantly strengthen roof structures and improve rollover crash protection. "Rollovers are the deadliest crashes on our highways, and today's rule will help occupants survive these horrific events," said US Dept. of Transportation Secretary Ray LaHood said on the April 30th release. The new regulation from NHTSA will double the current roof strength requirements for light vehicles weighing up to 6,000 pounds. It specifies that both the driver and passenger sides of the roof must be capable of withstanding a force equal to

three times the weight of the vehicle. Current roof standards call for roofs to withstand 1.5 times the weight of the vehicle, applied to one side of the roof, for light vehicles up to 6,000 pounds. Heavier vehicles from 6,000 to 10,000 pounds, which have never been regulated, must now have both sides of the roof capable of withstanding a force equal to 1.5 times the weight of the vehicle. The phase-in schedule, which begins in September, 2012, will be completed for all affected vehicles by the 2017 model year. Secretary LaHood also reminded Americans that wearing a safety belt will signifi-

cantly improve the chance of survival in a rollover crash. They keep people in their seats and can prevent them from being ejected in rollover crashes. "These new standards go along way toward reducing deaths, but safety belts are the first, most important step everyone should take to protecting themselves and their families," he said. The tougher roof crush requirements are part of a comprehensive plan to address rollover crashes, which kill 10,000 people annually. That approach includes mandated electronic stability control system, which helps prevent the rollover from occurring.



Motorcycle Accident Reconstruction School Announced

The North Coast Polytechnic Institute will be conducting a 3 day Motorcycle Accident Reconstruction school from May 26-28, 2009 through the Westlake Police Department (a suburb on the

west side of Cleveland). The fee is \$360.00. This 3 day school has been approved for 20 ACTAR CEU's. Should any officer from the Indiana area want to attend, please have them enroll direct through Bill

Healy. Bill can be contacted by phone through (440) 353-0796 office or (440) 785-8550 cell. North Coast Polytechnic Institute's website is at www.ncpi.ohio.com

Accidents Second Leading Cause of Law Enforcement Deaths

Motor vehicle crashes killed 481 Law Enforcement officers over the last 10 years, making traffic accident fatalities the second highest leading cause of law enforcement deaths in the US, according to the National Law Enforcement Memorial Fund. Of the 1,670 officers killed in the line of duty over a period spanning from 1999 to 2008, only shootings ranked above traffic accidents, involving 561 officer deaths. Overall, there were 912 law

enforcement officers lost to accidental deaths. These deaths included motor vehicle, aircraft, bicycle, horse, and job-related illness. Of the 912 officers killed, the NLEMF reported that there were 154 officers struck and killed by vehicles and another 87 officers were killed in motorcycle crashes during the same time period. On average, 167 officers are killed in the line of duty per year. The deadliest year of the last ten years was

in 2007, when 181 officers were killed in the line of duty. The lowest number of officers killed in a single year was in 2008, with 133 officers lost. 64 percent of all officers killed in the line of duty in 2008 were wearing their vests.

- Source: The National Law Enforcement Memorial Fund website. Visit the NLEMF at www.nleomf.com for more information.



IACAI Skill Review

Welcome back to the IACAI Skill Review! In this issue, we will be going back to a test favorite, fill-in-the-blanks questions! The questions cover basic accident investigation and reconstruction terminology. The answers to these questions will be published in the next issue of the Association. If you're in a real big hurry and can't wait, the answers will also be published in the near future on the IACAI website.

1. _____ is a line that touches a curve at only one point and is perpendicular to the radius of that point.
2. _____ is a line often at the edge of a roadway, from which measurements are made to locate spots, especially spots along a roadway.
3. Greatest penetration of one body, such as a vehicle by another during collision, is referred to as _____.
4. The edge of pavement where it is more than about 2 inches higher than the abutting shoulder is called the _____.
5. _____ is characterized as a short, deep gouge, a hole in the pavement made by a strong, sharp, pointed metal object under great pressure.
6. An abrupt change of direction of a tire mark due to collision is called a _____.
7. _____ is a part of a curve, especially part of a circle, between two points on the curve.
8. An angle that is less than 90° is called a _____.
9. A condition of a tire in which the pressure on the road is greater at the edges of the tread than in the middle is called _____.
10. The principle of physics stating that the total momentum of two bodies colliding with each other is the same before the collision as after the collision is known as the _____.



Seminar Announcement

The Indiana Association of Certified Accident Investigators will be sponsoring a seminar on

Contact us at:

P.O. Box 346
Greenwood, IN 46142
317-882-2901 (FAX)

"Energy & Crush Measurements"

Instructor: Capt. Timothy Spencer,
Mishawaka Police Department

June 17, 2009 0900-1500 hrs
Warsaw Police Department
2191 E. Fort Wayne Street
Warsaw, IN 46580

Cost: \$50 for IACAI members; \$75 for non-members

No advanced registration is required.

Registration begins at 08:30am

Please plan to attend!!

Questions regarding this seminar may be directed to IACAI
President Don Harris

email: donhar232@comcast.net

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