



NHTSA Report - Traffic Deaths on the Increase

The US Department of Transportation's National Highway Traffic Safety Administration recently announced its latest estimate of traffic deaths, which show a steep 9.3 percent increase for the first nine months of 2015. The news comes as the agency kicks off its first in a series of regional summits examining unsafe behaviors and human choices that contribute to increasing traffic deaths on a national scale. Human Factors contribute to 94 percent of crashes according to decades of NHTSA research.

"For decades, US DOT has been driving safety improvements on our roads, and those efforts have resulted in a steady decline in highway deaths," reported US Transportation Secretary Anthony Fox. "But the apparent increase in 2015 is a signal that we need to do more. The safety summits that NHTSA is kicking off will provide us with new approaches to add to the tried and true tactics that we know saves lives."

NHTSA estimates that more than 26,000 people died in traffic crashes in the first nine months of 2015, compared to the 23,796 fatalities in the first nine months of 2014. US regions nationwide showed increases from 2 to 20 percent. The estimated increase in highway deaths follows years of steady, gradual declines. Traffic deaths declined 1.2 percent in 2014 and more than 22 percent from 2000 to 2014.

The summits hosted by NHTSA are being held across the country and will be capped by a nationwide gathering in Washington, to gather ideas, engage New partners, and generate additional approaches to combat human behavioral issues that contribute to road deaths. These summits will address drunk, drugged, distracted and drowsy driving; speeding; failure to use safety features such as seat belts and child seats; and new initiatives to protect vulnerable road users such as pedestrians and cyclists.

Members— The 2016 membership dues have been sent, which means you should have received it by now. If you have not, please contact one of your board members or President Kip Shuter at indianaIACAI@gmail.com and we'll get you taken care of!

For those of you who might be on the fence about renewing, consider that you'll get discounted training opportunities for current and trending crash related topics, quarterly newsletters, and networking capabilities within and outside of Indiana. In addition, membership with IACAI also gives you discounted registration fees for various training opportunities, such as the WREX 2016 conference and IATAI (Illinois) conferences this fall.

Thank you for being part of the IACAI!

Top 3 Driver's statements to Insurance companies:

1. *"The pedestrian had no idea which direction to go, so I ran over him."*
2. *"The indirect cause of the accident was a little guy in a small car with a big mouth."*
3. *"A truck backed thru my windshield and into my wife's face."*

Excerpts from "Things People Say," www.Rinkworks.com

In This Issue

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- More about Takata Airbags
- The latest on WREX 2016
- Safe Cars Save Lives
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Issues Remain with Takata Airbags

If the auto maker Honda thought that the worst was over regarding the failures reported with the airbags used in their cars since 2000-2001, now comes word that the Japanese airbag manufacturer Takata actually knew about the failures as early as 2000 during testing but discarded the evidence.

On Friday, February 12, 2016, the New York Times reported that a former design engineer with Takata testified in a Florida court that Takata altered its test data to hide failures from its biggest customer, Honda, and that a senior engineer had ordered that the test data be destroyed. The test data from 2000 indicated that the failures began around the same time that a compound which included ammonium nitrate was being introduced as a propellant for the airbags. The allegations were made as part of a Florida woman's civil suit against Takata. The woman was paralyzed after her Honda Civic's airbag deployed too forcefully following an accident in 2014. Takata denied any liability, claiming that the lawsuit is without merit.

According to court records, Takata failed to report the airbag test failures to Honda, instead manipulating the data to hide results that showed the propellant could combust violently, causing the casing-called an inflator- to over-pressurize and rupture, according to the documents. In several instances, "pressure vessel failures," or airbag ruptures, were reported to Honda as normal airbag deployments, the documents said. Takata's airbag inflators, which can over-pressurize and explode as they deploy, shooting shards of metal at passengers. The airbags have been linked to 10 fatalities, including one as recently as last month, and over 100 injuries. So far, 14 auto manufacturers have recalled 28 million airbag inflators in 24 million vehicles across the nation.

Takata's attorneys argue that despite the allegations, they claim that the evidence does not clearly link the airbag failure to the civil suit. They also claim that tests conducted on the same airbag inflator in the 2001 Honda Civic has so far showed no signs of rupturing. Honda claims that they were aware of evidence suggesting Takata misrepresented and manipulated test data. They dropped Takata as their airbag supplier on November 3, 2014.

Recent House Bill Includes UAVs

Of the countless number of house and senate bills that are introduced each year, one new bill has a possible positive note for those of us in the crash investigation field. House Bill 1013, introduced by Representative Eric Koch, and titled "Geolocation Information and Unmanned Aerial Vehicles," provides that upon the request of a law enforcement agency, the provider of electronics communications services used by an electronic device is required to provide geolocation information concerning the electronic device to the law enforcement agency under a specified set of circumstances. What makes this potential law interesting to those in the crash community is the addition to the law which allows the use of an Unmanned Aerial Vehicle by a law enforcement officer or governmental entity without obtaining a search warrant if the law enforcement officer determines that the use of the unmanned aerial vehicle is required to obtain aerial photographs or video images of a motor vehicle accident site on a public street or public highway. As of the printing of this newsletter, the bill has made it through its first reading and is now in the Senate Homeland Security & Transportation committee.

WREX 2016 Update

IACAI President Kip Shuter and myself recently attended a weekend WREX 2016 planning meeting in Orlando, FL. Contrary to what it appears on the outside, it wasn't all fun and games, but what we took back from the meeting is this:

WOW!!!

Right now, WREX 2016 *is the biggest* Reconstruction Conference ever held, with 543+ attendees registered from the US, Canada, Great Britain, Australia, and a host of other countries! There will be no less than 28 different guest speakers talking on subjects ranging from the latest in CDRs to Momentum. The Keynote speaker is scheduled to be the Honorable Christopher Hart, chairman of the National Highway Traffic Safety Administration. WREX 2016 will have a crash day where 10 or more crashes will be conducted, ranging from new motorcycles to ahead-on collision involving two semi tractor/trailers! How cool is that?! Additionally, there will be hot plated lunch provided each day, Poster presentations, a vendor night, and Orlando City Walk, all on tap!

The cost for attending the weeklong conference will be \$595—that's IACAI's price, but it won't be there for long! The price increases on 4/1/16, so you'd better hurry! There are limited rooms available at the Rosen Plaza hotel, which is 10 minutes from the Rosen Shingle Creek hotel. These rooms are going quickly so don't wait too long!

- Dave McElhaney, V-P IACAI

WREX 2016

World Reconstruction Exposition

The Largest Crash Reconstruction Conference in history!

May 2-6, 2016

 ROSEN
SHINGLE CREEK

www.wrex2016.com

Time and rooms are running out!
Register Now!

\$595 until 3/31/16 (with IACAI discount)
\$110 hotel government rate



Training Announcements

IACAI Training Opportunities:

March 23, 2016 - CDR Fundamentals for All Crash Investigators at Boone County Sheriff's Department.

May 2-6, 2016 - WREX 2016 World Reconstruction Exposition at Orlando, FL.

June 22, 2016 - Pedestrian & Bicycle Crash Investigation at Mishawaka PD.

September ??-??, 2016 - IPAC Crash Conference at Indianapolis.

November 16, 2016 - AM - Crash Legal Update, PM - Crash Interview & Interrogation at Warsaw PD.

IPTM:

At-Scene Traffic Crash/Traffic Homicide Investigation	Lawrence, Indiana	3/21/2016 - 4/1/2016	\$950.00
Advanced Traffic Crash Investigation	Lawrence, Indiana	4/25/2016 - 5/6/2016	\$950.00
Traffic Crash Reconstruction	Lawrence, Indiana	6/06/2016 - 6/17/2016	\$950.00

NUCPS:

CDR Technician	Evanston, IL	3/31/2016 - 04/01/2016	\$275.00
CDR Data Analyst	Evanston, IL	4/4/2016 - 4/08/2016	\$675.00
Crash Investigation I	Evanston, IL	3/14/2016 - 3/25/2016	\$1,075.00
Crash Investigation II	Evanston, IL	3/28/2016 - 4/08/2016	\$1,075.00
Vehicle Dynamics	Evanston, IL	4/18/2016 - 4/22/2016	\$800.00
Traffic Crash Reconstruction I	Evanston, IL	4/04/2016 - 4/15/2016	\$1,125.00
Traffic Crash Reconstruction II	Evanston, IL	5/09/2016 - 5/13/2016	\$850.00

Autonomous Cars - Are We Out Of A Job?

By the year 2020, a new type of car will be hitting the roads - the Autonomous car. What is it and how/why do I care? An Autonomous car is defined as a car which is self-driving or driverless, robotic, capable of sensing its environment and navigating without human input. Autonomous cars utilize various technologies such as RADAR, LIDAR, GPS, Odometry, and computer vision to make their way. The benefits of such a vehicle are promoted as potentially saving lives, reducing crashes, congestion, fuel consumption, and pollution. It is also touted that the autonomous vehicle could permit its occupants the ability to do other things rather than drive?! (Isn't that the purpose of having a vehicle, to drive it...?? My thought is if I wanted a vehicle to take me from point A to B without me having to drive, I'd take the bus, train, or plane...) Several auto manufacturers, including BMW, Nissan, Volvo and Mercedes, as well as internet giant Google, are in various stages of development of the driverless car. Many of these manufacturers indicate that these vehicles may be ready for the market by 2020 - the first semi-driverless vehicles might come out as early as 2017-2018.

In an October 2013 issue of the Atlantic, writer Patrick Lin asked the question, "Should we trust robotic cars to share our roads, just because they are programmed to obey the law and avoid crashes?" It's no secret that human factors adds greatly to the crash equation. According to the Auto Insurance Center's website, 81% of all crashes involve some sort of human factors issue. One argument is that computers don't get distracted. Lin isn't so sure; he points to a very simple issue that could occur which could cause a whole host of other issues - If a tree branch pokes out into the highway and there is no incoming traffic, we as humans might drift to the right or left and drive around the problem and continue on. An autonomous car may identify the hazard and stop in the roadway as it is programmed not to pass in a double yellow line zone. This may cause a rear-end collision or worse with the human motorists, who don't see the branch as an issue.

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PLEASE POST!

One Day Training Seminar

EVENT DATA RECORDERS

Wednesday March 23, 2016
9:00 a.m.

Registration will begin at 8:30 a.m.

Boone County Sheriff's Department
1905 Indianapolis Avenue
Lebanon, IN 46052

Instructor: Kevin Johnson – Crash Consulting Services



This course is for ANY crash investigator at ANY level. Bring ALL your questions with regard to this technology! Students will be presented with new and updated information on how the Bosch CDR tool images an airbag control module (ACM) or powertrain control module (PCM). Students will be informed on current limitations and supported vehicles. We are planning to image various vehicles, both from the data link connector (DLC) and also direct from a module. Mr. Johnson will also piggy back the November 2015 seminar and will further discuss GPS and plans to actually image a heavy truck engine control module (ECM).

*Please note that this training is NOT the CDR Technician or CDR Analyst certification courses. *

ATTENDEE's ARE TO BRING WITH THEM:

1. Laptop Computer
2. Current Bosch CDR tool already loaded*. Use the following link to download the current version:
<http://www.boschdiagnostics.com/cdr/cdr-v164-system-software>
**No activation code is needed for limited use*
3. Google Earth. Use the following link to download Google Earth:
<https://www.google.com/earth/download/ge/agree.html>

\$50 for members / \$75 for non-members

There is no pre-registration. Attendee's will be invoiced at the end of the training, unless payment is brought to the training. Sorry, but IACAI cannot accept online, credit/debit, or PayPal for payment.

For further information contact IACAI President Kip Shuter at indianaIACAI@gmail.com

More about: Autonomous Cars

Google claims their cars are more courteous and more defensive than normal drivers - "better all the way around," states the director of Google's self-driving car program. Being "better" comes with a price, however - the estimated cost of bringing a driverless car with all of the technology required to safely operate it, out into the roadway is somewhere around \$100,000 or greater. Another issue is software data storage. The amount of data required for a vehicle to operate from point A to B would be significant, and each location change would add more to the pot. A different type of "black box" device would be required, so investigators could learn more about the systems in operation should a driverless vehicle become involved in a serious collision. This, of course, would definitely add to the amount of equipment costs that we as investigators face today. Security would be another issue, as the technology required to keep the vehicle from being hacked would need to be strong. Finally, the operation of a driverless car brings legal questions that haven't even been addressed yet. Who would have responsibility for a collision involving a driverless car? The owner? The manufacturer?

While the future looks great from a distance, things get a little more fuzzy the closer one looks at it....

Indiana Association of Certified Accident Investigators

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