



THE ASSOCIATION

SEPTEMBER 2020

USDOT ANNOUNCES NEW AUTOMATED VEHICLE INITIATIVE PARTICIPANTS

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The US Department of Transportation announced on June 15, 2020 nine companies and eight states that have signed on as the first participants in a new web pilot of the Department Initiative to improve the safety and testing transparency of automated driving systems, the Automated Vehicle Transparency and Engagement for Safe Testing (AV TEST) Initiative.

The participating companies are Beep, Cruise, Fiat Chrysler Automobiles, Local Motors, Navya, Nuro, Toyota, Uber and Waymo. The States are California, Florida, Maryland, Michigan, Ohio, Pennsylvania, Texas, and Utah.

The AV TEST Initiative will include a series of public events across the country to improve transparency and safety in the development and testing of automated driving systems. Participants can share information about their activities, which will help increase the public's awareness of testing, centralize the Department's role in promoting safety and innovation, and build stronger relationships among Federal, State, and local governments and stakeholders.

Additionally, this voluntary web pilot of the AV TEST Initiative will provide an online, public-facing platform for sharing automated driving systems testing activities and other safety-related information with the public. Online mapping tools may show testing locations at the local, State, and

national levels, as well as testing activity data, which may include dates, frequency, vehicle counts, and routes.

"Automated driving system technologies hold the promise to help prevent fatal crashes, save lives, and reduce the severity of the crashes that do occur. Under the leadership of Secretary Chao, NHTSA is committed to facilitating the safe testing, development, and eventual deployment of advanced vehicle safety technologies through enhanced transparency and information sharing with all of our State and local partners," said NHTSA Deputy Administrator James Owens.

The AV TEST Initiative's web pilot will be open to all stakeholders involved in the safe de-

velopment and testing of automated driving system vehicles. At the State and local level, participants may include departments of motor vehicles, departments of transportation, highway safety offices, and city governments. At the automotive industry level, participants may include developers, manufacturers, suppliers, operators, and testers.

This initiative aligns with the Department's leadership on automated driving system vehicles, including AV 4.0: Ensuring American Leadership in Automated Vehicle Technologies.

For more about the AV TEST initiative web pilot, please visit:

nhtsa.gov/avtest.

Front Crash Prevention Works For Large Trucks, Too

Equipping large trucks with forward collision warning and auto-matic emergency braking (AEB) systems could eliminate more than 2 out of 5 crashes in which a large truck rear-ends another vehicle, a new study from the Insurance Institute for Highway Safety suggests.

IIHS Director of Statistical Services Eric Teoh examined data on crashes per vehicle mile traveled from 62 carriers operating tractor-trailers and other trucks weighing at least 33,000 pounds. He found that trucks equipped with forward collision warning had 22 percent fewer crashes and trucks with AEB had 12 percent fewer crashes

than those without either technology. Forward collision warning and AEB reduced rear-end crashes—the specific type of collision they're designed to prevent—by 44 and 41 percent, respectively.

Although their drivers crash less often per mile traveled, large trucks can be especially deadly because they can weigh 20-30 times as much as passenger vehicles. U.S. crashes involving large trucks have risen by nearly a third since hitting an all-time low in 2009, killing 4,136 people in 2018.

(Continued on Page #5)

2019 TRAFFIC DATA SHOWS REDUCED FATALITIES FOR THIRD CONSECUTIVE YEAR

The U.S. Department of Transportation's National Highway Traffic Safety Administration released preliminary estimates for the Fatality Analysis Reporting System (FARS) 2019 data on highway crashes showing a continued decline in traffic fatalities. The nation saw a decline in traffic deaths during 2018 and 2017, and these newest estimates suggest a continuing decline in traffic-related deaths.

"Safety is our top priority so this report that traffic fatalities appear to have decreased again for the third year is great news," said U.S. Transportation Secretary Elaine L. Chao.

Fatalities decreased in most major traffic safety categories:

- Drivers (-3%)
- Passengers (-4%)
- Motorcyclists (-1%)
- Pedestrians (-2%)
- Pedalcyclists (-3%)

A statistical projection of traffic fatalities for 2019 shows that an estimated 36,120 people died in motor vehicle traffic crashes. This represents an estimated decrease of about 440 (- 1.2%) from the reported 36,560 fatalities in 2018, even though Vehicle Miles Traveled (VMT) increased by 0.9%. As a result, the fatality rate for

2019 was 1.10 fatalities per 100 million VMT, down from 1.13 fatalities per 100 million VMT in 2018. If these estimates are reflected in the final data, the fatality rate per 100 million VMT would be the second lowest since NHTSA started recording fatal crash data.

This new data also shows that nine out of 10 NHTSA regions are estimated to have decreases in traffic-related fatalities in 2019.

"Providing effective behavioral safety programs is one of NHTSA's top safety missions," said NHTSA Deputy Administrator James Owens. "And we know that without the unyielding efforts from our determined and passionate safety partners at the state and local levels, we could never achieve the projected drop in traffic-related fatalities that have been announced."

Fatalities in crashes involving at least one large truck are projected to increase slightly by 1%. The FARs data do not distinguish whether trucks are privately owned or not. FARs counts or estimates any large truck (gross vehicle weight rating >10,000 lbs.) on a public highway involved in crashes, including large pickup trucks.

Last year, the Department established an intermodal truck and bus working group that focuses on increasing safety and reducing truck and bus-related crashes.

NHTSA has accelerated its efforts to continue the decline of traffic fatalities. In February, NHTSA released \$562 million in grants for highway safety programs to the Offices of Highway Safety in all 50 states, the District of Columbia, U.S. territories, and the U.S. Department of the Interior's Bureau of Indian Affairs. The grants were issued to help state and local law enforcement agencies enhance their traffic safety efforts to combat risky driving behaviors.

The fatality counts for 2018 and 2019 and the ensuing percentage change from 2018 to 2019 will be further revised as the final file for 2018 and the annual reporting file for 2019 become available later this year. These estimates may be further refined when the projections for the first quarter of 2020 are released in the late spring of 2020.

"Early Estimates of 2019 Motor Vehicle Traffic Data Show Reduced Fatalities for Third Consecutive Year", printed May 5, 2020 National Highway Traffic Safety Administration website.



Special Training
Announcement!!

The IACAI, in cooperation with the Indiana Criminal Justice Institute and Purdue University, have announced a FREE At-Scene/Traffic Homicide Investigation School. See Page #8 for details!

Two cowboys are lost in the wilderness. Having been without food for several days, they are desperate. As the two round a bend, one looks up and spies a tree. "Oh my gosh, it can't be!" exclaimed the excited cowboy. "It's a bacon tree!!" The cowboy runs up to the tree only to be shot several times and is killed. The other cowboy runs another direction where he is later found. The search party, upon finding the dead cowboy, determined that it wasn't a bacon tree; he was the victim of a ham bush!!

IACAI SKILL REVIEW



This issue of the IACAI Skill Review involves questions regarding a mix of questions from past issues.

1. A _____ transforms and multiplies the force developed by the brake chamber into a torque with applies the brakes via the brake camshaft.
 - A. Air brake reservoir
 - B. Check valve
 - C. Slack adjuster
 - D. Pre-tensioner

2. Elderly drivers often attempt to compensate for deteriorating abilities by:
 - A. Driving less frequently
 - B. Driving at or straddling the fog line
 - C. Driving during the daytime hours only
 - D. All the above are ways in which the elderly compensate

3. On heavy vehicles, the axle which serves only to support additional gross weight is called a _____ axle.
 - A. 3rd Axle
 - B. Supporting Axle
 - C. Tag Axle
 - D. Axillary Axle

4. True/False With regard to interstate highway conditions, the more emergency lighting that is placed on an emergency vehicle, the safer the emergency vehicle is.

5. The hardest color to see with the human periphery is:
 - A. White
 - B. Red
 - C. Silver
 - D. Black

Answers will appear in the next edition of the Association.

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The Association is published quarterly as a service to members of the Indiana Association of Certified Accident Investigators.

Articles submitted are the responsibility of the author; the IACAI assumes no responsibility as to an article's content..



Can A Sudden Medical Event Result In Negligence?

Denson was severely injured when Dillard had a heart attack and lost consciousness while driving a vehicle in which Denson was a passenger. Dillard ran the vehicle off the road and struck a home. Dillard died at scene. Denson filed a negligence claim against Dillard's estate as well as an underinsured motorist claim against her automobile insurer, Indiana Farmers Mutual Insurance. The Estate moved for summary judgment, claiming that Dillard's sudden loss of consciousness or medical emergency negated the element of breach on Denson's negligence claim. Following a hearing, the trial court entered a summary judgment in favor of the Estate. Denson appealed, claiming that the trial court erred.

On November 20, 2016, Dillard was driving a vehicle in which Denson was a passenger. They were traveling to Bloomington to celebrate Thanksgiving. While driving westbound on State Road 252 near Morgantown, Dillard suddenly declared that he was not feeling well and immediately slumped over and passed out. Because Dillard's foot was still on the accelerator when he passed out, the vehicle sped up, left off the left side of the road, and crashed into a house. Dillard died. Denson suffered severe injuries, including fractures to her back, a fractured sternum, broken ribs, and a broken left arm. Her medical expenses exceeded \$404,997.99. It was determined that Dillard had suffered a massive heart attack while driving and that his cause of death was "Hemopericardium Due to Ruptured Myocardial Infarction."

Medical records indicate that approximately six weeks prior to the accident, on October 7th, Dillard went to the Johnson Memorial Hospital emergency room after experiencing chest pain the night before that had extended into the morning. He was later admitted to the hospital and diagnosed as having suffered a "subacute inferior ST segment elevation myocardial infarction" (fancy term for a heart attack). A subsequent cardiac stress test performed in the hospital revealed a "fixed inferior defect with normal ejection fractions."

Dillard was discharged from the hospital on October 11th. When discharged, Dillard was prescribed home health care. He was given a prescription form dated October 9th, signed by his attending physician, that provided: "Not driving for recovery to be completed."

Dillard had a follow-up appointment with his physician on October 13th. At that time, Dillard was doing well, had no chest pain or epigastric pain, and had no palpitations, fainting, dizziness, confusion, or headaches. He had normal heart sounds, no heart murmurs, and a normal heart rate. Dillard's physician did not advise Dillard that he could not drive or operate a motor vehicle. The physician's decision to place no restrictions on Dillard's driving was based upon a review of Dillard's hospital records, cardiologist notes, stress test, and functional capacity. A follow-up appointment was scheduled for December.

Dillard had a cardiology appoint-

ment with a physician on November 11th. The physician's notes indicate that Dillard was doing well and denied having "any recurrence of chest pain, shortness of breath, palpitation, or dizziness." The notes provided "Will follow-up in three months."

Dillard was released from home health care on November 16th. The discharge summary listed the type of discharge as a "complete" discharge and gave the reason as "Goals Met." The notes further provided "Patient now back to baseline status; Patient is now driving himself to church and doctor appointments." Accordingly, specifically regarding transportation, the notes provided, "No assistance needed in this area." Dillard's fatal heart attack and vehicle accident occurred four days later.

Approximately five months after the accident and Dillard's death, Denson filed a negligence complaint against the Estate. Her complaint sought uninsured/underinsured motorist benefits from her own automobile insurer, Farmer's Mutual. The Estate filed an answer asserting as a defense to negligence that Dillard was faced with a sudden medical emergency which was so imminent as to leave no time for deliberation or action. Denson filed a motion to strike the defense, which was converted to a motion for partial summary judgment. That same day, the Estate filed a motion for summary judgment. A hearing was held on all pending motions on March 13, 2018. The trial court entered an extensive order with detailed findings of fact and (Continued Page 5)

VISIT US ON THE WEB @ WWW.IACAI.COM



More about: Sudden Medical Event—Negligence?

(Continued from Page #4)

conclusions thereon granting summary judgment in favor of the Estate. Specifically, the trial court concluded that the Estate successfully negated the element of breach on Denson's negligence claim. This appeal ensued.

The Indiana Court of Appeals agreed to review the case and discussed the arguments. "The purpose of summary judgment is to terminate litigation about which there can be no factual dispute and which can be determined as matter of law." "The party moving for summary judgment has the burden of making a prima facie showing that there is no genuine issue of material fact and that it is entitled to judgment as a matter of law." If the moving party meets its burden, "the burden then shifts to the nonmoving party whose response must set forth specific facts indication that there is an issue of material fact."

To prevail on a negligence claim,

a plaintiff must establish three elements: (1) a duty owed to the plaintiff by the defendant; (2) a breach of that duty by allowing conduct to fall below the applicable standard of care; and (3) compensable injury proximately caused by the breach of that duty. A defendant may obtain summary judgment in a negligence action when the undisputed facts negate at least one element of the plaintiff's claim. Negligence cannot be inferred from the mere fact of an accident. Rather, all the elements of negligence must be supported by specific facts designated to the trial court or reasonable inferences that might be drawn from those facts. An inference is not reasonable when it rests on no more than speculation or conjecture.

The trial court concluded that the Estate successfully negated the element of breach on Denson's negligence claim. Although the question of breach is usually one for the trier of fact, where the relevant facts are undisputed and lead to but a single inference or conclusion, the court as a

matter of law may determine whether a breach of duty occurred. With respect to the element of breach, the parties and the amicus curiae put considerable effort into debating whether Indiana should formally recognize a "sudden medical emergency" or "sudden loss of consciousness" affirmative defense that has been adopted in several jurisdictions and provides that a sudden loss of consciousness while driving is a complete defense to an action based in negligence if such medical emergency or loss of consciousness was not foreseeable.

The Appellate Court denied Denson's claim of negligence and found for the Estate. In considering the claim, the Court found "...the Estate presented prima facie evidence that Dillard suddenly suffered a heart attack and lost consciousness before losing control of the car and crashing." "Dillard cannot be found to have acted unreasonably after he suffered the attack and was rendered unconscious."

Ind Ct App. 18A-CT-1112

More about: Forward Collision Warning

(From Page #1)

Among those fatalities, 119 deaths resulted from large trucks rear-ending passenger cars.

Overall, Teoh's study covered some 2,000 crashes that occurred over more than 2 billion vehicle miles traveled during 2017-2019. The analysis excluded incidents that weren't serious enough to result in injury or significant property damage.

"This study provides evidence that forward collision warning and AEB greatly reduce crash risk for tractor-trailers and other large trucks," Teoh says. "That's

important information for trucking companies and drivers who are weighing the costs and benefits of these options on their next vehicles."

Front crash prevention systems use cameras, radar, or other sensors to monitor the roadway ahead. Some include only forward collision warning, which alerts the driver to obstacles in the roadway. AEB systems go further—automatically applying the brakes to prevent the collision or reduce its severity.

The European Union has required AEB with forward collision warning on most new heavy trucks since November 2013.

In the U.S., neither truck nor passenger vehicle manufacturers are required to equip vehicles with any kind of front crash

prevention. However, 20 automakers that account for 99 percent of the U.S. market are moving toward making AEB standard on virtually all new passenger vehicles by September 1, 2022, under a voluntary commitment brokered by IIHS and NHTSA.

For passenger vehicles, studies conducted by IIHS and the Highway Loss Data Institute have documented significant benefits from AEB. An IIHS study of police-reported crashes showed that front AEB cuts rear-end crashes in half and rear-end crashes involving injuries by 56 percent. Meanwhile, HLDI has found that AEB cuts property damage liability claims, as well as claims for injuries to people in other vehicles.

(Continued on page #5)

FINDING DATA FOR CRASH QUESTIONS

How many times have you attempted to get information from a VIN number only to find out that that information isn't available through your normal channels? Worry no more! Here is everything you need to get what you need!!

I have scoured the internet and found several websites that provide VIN decoders. Here are the website names and what they offer: (In no particular order) As with everything on the web, use at your own discretion....

AUTODNA.com

This site will provide you the information you need, for a scaled fee depending on what you are looking for.

VINDECODERZ.com

This site will give you basic information, along with recalls, common complaints/problems. All Free!

UPIC.NHTSA.DOT.gov

This free site provides very basic vehicle information and (Canadian) Vehicle Specs.

DRIVING-TESTS.org

This free site provides basic information about the vehicle and recent recalls and complaints.

AUTOOFFERS.com

This is a premium service that charges \$\$\$ for any information you would like.

CARFAX.com

Carfax offers basic information for free, but requires a "car care account" in order to use it. It does offer recall information, flood, odometer fraud, and airbag issues for

extra (\$).

VINCHECK.info

This is a free service that provides vehicle specs, market values, w/theft, fraud, recalls & defects. It also offers an inspection checklist and safety ratings, as well as equipment details for the vehicle ran.

SAFERCAR.gov

Doesn't provide much in the way of vehicle information other than government recalls for that vehicle.

ISEECARS.com

This is a "free" site, (if you don't mind the continual harassments about becoming a member, etc...) The site offers vehicle spec information, safety ratings, vehicle features, market values, accident history, theft and recall history.

AUTOCHECK.com

Not free at all.

NCIB.org

The premier go-to source for everything VIN related, this site offers VIN information for \$\$; does indicate vehicle theft history.

So, what if all you really need is some vehicle specs, but can't afford the Crash programs which provide vehicle specs? No fear, I have some of those as well:

ULTIMATESPECS.com

This site covers various cars, tractors, and motorcycle brands. It offers some data, such as weight, but is not a complete source. It

does have lots of ads and re-directs to get the user to buy information.

UPIC.NHTSA.DOT.gov

Your free source for the Canadian vehicle specs. This site provides basic data up to the current model year (2020).

TEOALIDA'S CAR DATABASE

Is a virtual worldwide data base for vehicle specs from auto manufacturers across the planet. This site is not free, charging a minimum of \$34.70 or more for data. Does provide data in .xls, .csv, and .sql formats.

This is all well and good, but what about tire information? Here you go!!

GOODYEARAUTO SERVICE .com

TIRERACK.com

LESSCHANAB.com

DISCOUNTTIRE.com

TIRESIZE.com

FIRESTONETIRE.com

MICHELINMAN.com

All of these sites above will give you basic information with regards to tire sizing, what it means and where to look for tire data. Tire-size.com offers a tire size converter program to change from metric to imperial measurements. Michelin-Man.com offers bicycle tire size conversions.

For up-coming training information, please visit www.IACAI.com

REMEMBER THE DATE!!

MORE ABOUT: FORWARD COLLISION WARNING (CONTINUED FROM PAGE 5)

For the new study, Teoh compared trucks from the same carriers that were equipped with forward collision warning alone, AEB, and no front crash prevention at all. AEB systems generally include forward collision warning, too.

For the first time, the Institute drew on data compiled by SmartDrive Systems, a video-based safety program for commercial fleets. SmartDrive was able to determine which trucks were equipped with forward collision warning and AEB and collect detailed information about crashes. Using data collected by a third party helped to minimize data differences among carriers that might have influenced the results.

“The transportation intelligence we’ve gathered over the past 15 years provides unique and deep insights on the trucking industry,” says Jason Palmer, chief operating officer of SmartDrive Systems. “We’re proud to put this data to use to support IIHS with this important and timely study of the benefits of crash prevention.”

The similar benefits of forward collision warning and AEB that Teoh observed for rear-end crashes were unexpected, since studies of passenger vehicles have shown AEB to be much more effective than systems that only issue warn-

ings. That could reflect differences in how and by whom trucks and passenger vehicles are driven, or it might be connected to variations among the specific systems used by each carrier.

The study indicated that AEB and forward collision warning are both likely to have benefits beyond the reduction in crashes. Some crashes that aren’t prevented by the systems are made less severe, thanks to a reduction in impact speed. This is true whether it’s the automated system applying the brakes or a human driver who has more time to react because of a warning.

In reviewing the trucks that rear-ended other vehicles, Teoh found that either system resulted in speed reductions of more than 50 percent between the warning or automatic braking and the impact. “The potential benefits are great enough that these crash avoidance systems should be standard equipment on all new large trucks,” says IIHS President David Harkey.

“Study Shows Front Crash Prevention Works For Large Trucks, Too” published September 3, 2020, by the Insurance Institute for Highway Safety

Alert!!!

Hopefully by now you’ve noticed the logo to the left ... It’s coming and will be here before you know it! Start making your plans for Orlando now!!!



At-Scene Traffic Crash/Traffic Homicide Investigation



Institute of Police Technology and Management
University of North Florida

October 26, 2020 – November 6, 2020
8:00 a.m.- 5:00 p.m.



19317 Westmore Ln
Westfield, IN 46074

Please Post!

First week check-in October 25th check out October 30th
Second week check-in November 1st check out November 6th

Course, Hotel room and State Rate per diem are paid for through a grant by Indiana Criminal Justice Institute in conjunction with Purdue University

Registration forms are **due by October 10th**. There are 30 seats at a first-come, first served basis for Indiana Law Enforcement Officers. There will be a waiting list for any cancellations. A confirmation of your seat will be sent upon receiving the completed Registration Form.

Registration forms available at:

[Www.IACAI.com](http://www.IACAI.com)

[Www.facebook.com/IndianaIACAI](http://www.facebook.com/IndianaIACAI)

Send completed registration forms to IACAI board member Tim Spencer at tspencer@stjoepros.org

Any questions contact IACAI board member Bob Wilcox at rwilcox1609@gmail.com TX: 260-416-8872