



THE ASSOCIATION

NOVEMBER 2019

NHTSA PROMOTES NEW SAFE RULE

NHTSA Press Release 6/2019

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The National Highway Safety Administration Deputy Director recently addressed the House Energy & Commerce Committee over the need to relax fuel economy standards and implement a new SAFE (Safer Affordable Fuel Efficient) Vehicles Rule.

NHTSA Deputy Director Heidi King reported to congress that current infeasible fuel economy standards raise the price of new vehicles and prevent families from purchasing newer, safer cars and trucks. "We know that newer cars are safer and cleaner than older cars. We also know that consumers can choose whether to keep their older car or to purchase a newer, safer, cleaner car. This is relevant since there are already more cars than adults in our country. Standards that increase the price of a new car can hinder safety by discouraging people from replacing their older cars with cleaner, safer, newer cars."

Last year, NHTSA and the Environmental Protection Agency together proposed the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule to establish new

fuel economy and greenhouse gas standards for model year 2021-2026 passenger cars and light trucks. The rulemaking comes as American consumers are finding new vehicles less affordable.

"Today, we are facing an affordability crisis in the new car market. The average price of a new vehicle exceeds \$37,000, and new vehicle prices have risen 29% in the past decade, while median family income grew only 6% during that period," she said.

The proposed rule also comes as the automotive industry is struggling to meet current fuel economy targets.

"Today, automakers are struggling to meet the existing standards. EPA's latest 'Trends Report' showed that despite record fuel economy gains, all but three of the thirteen major automakers failed to meet their performance targets for the 2017 model year," King said.

"As fuel economy improves, the incremental gains to consumers diminish," King reported. "That means that each additional fuel economy improvement becomes much more expensive as the low-cost technological improvement

options are already deployed."

The SAFE Vehicles Rule encourages innovation and allows automakers the flexibility to respond to consumer's needs.

"I assure you, the SAFE Vehicles Rule will establish maximum feasible standards that would not prevent any auto manufacturer from designing or building next generation highly efficient vehicles, including hydrogen fuel cell vehicles, battery electric vehicles, hybrids, and plug-in hybrids in response to market demands," King said. "In fact, I am excited—we are all excited—to witness the expansion of the diverse designs and power trains, providing more consumer choice."

Currently, Part one of the SAFE Vehicles Rule: One Nation Program, takes the first step by announcing EPA's decision to withdraw California's waiver of preemption under Section 209 of the Clean Air Act, and finalizing NHTSA's regulatory text relating to preemption under 49 USC 32191. A final rule on standards is anticipated to be announced in the future.

Recent Recalls

General Motors LLC is recalling certain Advantage Tri-fold soft tonneau covers sold as accessory parts for 2019-2020 model year Chevrolet Silverado 1500 and GMC Sierra 1500 trucks. Installation instructions may be difficult to follow, resulting in the

cover being installed incorrectly.

BMW of North America, LLC is recalling certain 2000-2002 325i and 325xi Sedan, and 323Ci, 325Ci, and 330Ci Convertible vehicles. This recall affects certain vehicles that may have had a driver side airbag module in-

stalled as replacement equipment such as after a vehicle crash necessitating replacement of the original airbag. The frontal airbag inflator may explode due to propellant degradation occurring after long term exposure to high absolute humidity, temperature, and temperature cycling.

SUVS NO LONGER POSE OUTSIZE RISK TO CAR OCCUPANTS —

IIHS OCTOBER 2019



According to a recent report from the Insurance Institute for Highway Safety, today's SUV's aren't a major threat to occupants of smaller vehicles, new research suggests. Pickups, on the other hand, still represent an outsize danger when they crash with cars, and the weight imbalance is a likely reason.

The IIHS reports that the improved compatibility of late-model SUVs and cars represents a major shift since the 1990's, when occupants of cars and minivans were far more likely to die in crashes with SUVs than in crashes with other cars and minivans. In contrast, in 2013-2016m car occupants were only slightly more likely to die in collisions with 1-4 year old SUVs than with cars of the same age, relative to the number of each vehicle type on the road.

The trend toward increased compatibility of SUVs with cars and minivans was documented by IIHS researchers in 2011. They attributed the change to stronger structures and side airbags in cars and minivans and to newer SUV designs that lowered the vehicles' front ends to better align with cars' energy absorbing structures. These more compatible designs were the result of a 2003 voluntary commitment by automakers that the institute helped broker.

"For a long time, the front ends of SUVs were so high that they bypassed the energy-absorbing structures of the fronts of cars," says John No-

lan, IIHS senior vice-president for vehicle research and a co-author of both the earlier study and the new one. "The changes prompted by the voluntary commitment largely resolved that issue."

The trend toward better crash compatibility between cars and SUVs has continued, the new study shows. In 2013-2016, the rate that car drivers were killed in crashes with 1-4 year old SUVs was just 28 percent higher than the rate that car drivers were killed with other cars, also between 1 and 4 years old. That compares with 132 percent in 1989-1992 and 59 percent in 2009-2012.

Although the voluntary commitment resulted in more compatible pickup truck designs too, pickup-car compatibility is still lacking. The car driver death rate in crashes with pickups increased steadily between 1989 and 2008 relative to the car driver deaths in crashes with other cars. This gap began to close over the last decade but remains large. In 2013-2016, pickups were 2½ times as likely to be involved in a crash that was a fatal for a car or minivan driver than other cars and minivans were.

To see how much of the remaining problem is due to weight differences versus design issues, the researchers repeated their analysis with only vehicles weighing between 3,500 lbs and 4,000 lbs. The car driver death rate in crashes with light pickups in this weight

range was just 23 percent higher than it was in crashes with cars of similar weight. The car driver death rate in crashes with light SUVs of this weight was slightly lower than in crashes in cars. These results point to weight differences as a likely source of continued incompatibility.

But would shedding weight make pickups and SUVs less protective of their own occupants? To find out, researchers also looked at death rates among the pickup and SUV drivers themselves. For the earlier years, the death rates among light pickup and light SUV drivers were much higher compared to their full-size counterparts. In 2013-2016, however, lighter vehicles were not associated with as much of an increase in driver death rates. In other words, higher curb weight doesn't seem to play as big a role in protecting SUV and pickup occupants as it once did.

"More sophisticated designs that do a better job of managing forces in a crash, along with electronic stability control and other crash avoidance features, have made the sheer weight of a vehicle less important," Nolan says. "This suggests that reducing weight of the heaviest vehicles for better fuel economy—for example, by switching from steel to aluminum—can improve safety for other road users without sacrificing occupant protection."

IIHS/HLDI News Release, October 2019

2020 Membership:

The 2020 IACAI membership renewals will be coming out soon. If you know of someone who may benefit from being a member of this association or who is looking to improve their knowledge of crash investigation in general, have them go to our website and download the new member application.

You can email your renewal to:

IndianaIACAI@gmail.com

IACAI SKILL REVIEW



This issue of the IACAI Skill Review involves questions regarding basic crash investigation skills.

1. A truck is traveling at 52 mph. A car is traveling in the opposite direction at 65 mph. The distance between both vehicles is 315 feet. If they both maintain constant speed, how much time will elapse before they collide?
2. An automobile can accelerate from 0 to 75 mph in 13.8 seconds. What would be the average rate of acceleration?
3. If a 3,500 lb truck is traveling on the roadway at a constant speed of 62 mph, how many feet will it travel in 5 seconds?
4. A body's rate of change of position in respect to time is known as:
 - A. Acceleration
 - B. Distance
 - C. Time
 - D. Energy
5. You are flying your brand-new, \$10,000 drone at a crash scene when the battery suddenly fails. If the drone was flying 100 feet in the air when it lost power, how long will it take to crash on the pavement?
6. A body's rate of change of velocity with respect to time is known as:
 - A. Acceleration
 - B. Distance
 - C. Time
 - D. Velocity
7. _____ occurs when the air in a tire is too low for the Load it is carrying.
 - A. Over-deflection
 - B. Transverse deflection
 - C. Under-deflection
 - D. Differential striation.
8. When a vehicle skids with all four tires locked, the weight shift goes _____ resulting in wider and heavier skid marks.

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.

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SAVE THE DATE for WREX 2023!

The next World Reconstruction Exposition, WREX 2023 is coming soon! Planning for WREX 2023 is progressing forward at a furious pace and from all indications, it should be as good if not greater than WREX 2016!

While many of the details are still in the early stages and cannot be divulged at this time, what can be revealed is that it will be held once again at the Rosen Shingle Creek resort in Orlando, Florida, on April 14-17, 2023. The WREX planning committee has already secured rooms for the conference, all at a special government rate which you won't be able to beat for a place such as the Shingle Creek.

For those 863 attendees were able to attend WREX 2016, they experienced a wide selection of

classroom presentations, both during the day and during the evening, all day live crash testing, and an interactive field training day which gave attendees the opportunity to participate in experiments, examine vehicle operating systems, examine crush, and basically learn from some of the best minds in the Accident Investigation/Reconstruction business.

There was also the opportunity for attendees to have a night away from the resort, with buses provided transportation to Orlando's "City Walk" experience, where attendees were able to eat, shop and just enjoy what Orlando has to offer.

WREX 2023 promises to be more than what WREX 2016 delivered. So what that translates to is a very exciting and awe-

some experience, not only for folks new to accident investigation/reconstruction, but to veterans with many years experience as well.

The website for WREX 2023 will be up soon, sometime around January, 2020. Once it's up and running, you'll want to keep your eyes open for both the conference registration and hotel reservation notices.

Oh, and one more thing, if you register early, you will be able to attend the conference for basically the same price as what those who attended the WREX 2016 conference! That's almost unheard of! So, watch for that website and get yourself registered for what promises to be the greatest reconstruction exhibition in the US, if not the world, WREX 2023!!

Officer Suicides

I realize this particular topic doesn't have anything to do with crash investigation or reconstruction, but it is a topic that needs to be addressed. Recently, there has been a huge increase in the number of officer deaths in the US as the result of suicide. In New York, they have suffered 10 losses this year alone, two one day apart.

Chicago has also sustained an inordinate number of losses attributed to suicide, and most recently, an officer in Maryland faked a call and committed suicide in a parking garage.

So, what's going on that is causing all this? Social perception, social me-

dia, news media, bad cops?

It doesn't take a rocket scientist to know that we in the law enforcement business have had our proverbial butts kicked in recent times from acts taken by officers who either made bad choices or were just bad officers to begin with. We've been through this before, though. Like the pendulum, public perception swings from loving us to hating us every so many decades, depending on the political environment.

Suicides, however, are growing. While there are many reasons for someone being depressed, such as financial difficulties, poor or volatile

relationships, etc., suicide is not the answer.

I would implore anyone who is depressed or suicidal to seek counseling as soon as possible. There are many agencies who have incorporated counseling into their health plans and offer counseling to those who ask for it. Talk to your HR representative and find out what services are available for you. There are several local service agencies that can offer assistance as well. If you know of someone who may need assistance, say something! Just like in other serious situations, have their back and don't let them become another statistic!



PLEASE POST!

One Day Training Seminar



Investigation of a High Profile Department Involved Crash & Legal Update

Wednesday, November 20, 2019

9:00 a.m.

Registration will begin at 8:30 a.m.

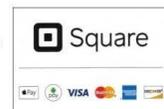
**Inventrek Technology Park
(Ivy Tech - Greater Kokomo Visitors Center)
Auditorium**

**700 E. Firmin St
Kokomo, IN 46902**

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

This training will take the crash investigator thru the steps used to investigate a high profile police involved crash and show the lessons learned through that investigation and trial. A legal update will provide new information for investigators for updated, changing, or new case law and will highlight traffic related issues.

There is no pre-registration.
Attendee's will be invoiced at the end of the training unless payment is brought to the training.
IACAI now accepts payment via Square



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

www.iacai.com
www.facebook.com/IndianaIACAI