



THE ASSOCIATION

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NHTSA PROPOSAL CREATES "SOUND" FOR HYBRID VEHICLES

NHTSA Press Release 1-13

INSIDE THIS ISSUE:

PROPOSAL TO CREATE SOUND FOR HYBRID VEHICLES 1

RECALLS KEEP NHTSA BUSY IN 2012 2

CRASH INVESTIGATION SCHOOL SCHEDULES 3

I AM THAT GUY 3

IACAI SKILL REVIEW 5

MARCH SEMINAR ANNOUNCEMENT 6

As required by the bipartisan Pedestrian Safety Enhancement Act of 2010, (PSEA), the US Department of Transportation's National Highway Traffic Safety Administration (NHTSA) is proposing that hybrid and electric vehicles meet minimum standards in order to help make all pedestrians more aware of the approaching vehicles.

"Safety is our highest priority, and this proposal will help keep everyone using our nation's streets and roadways safe, whether they are motorists, bicyclists, or pedestrians, and especially the blind and visually impaired," said US Transportation Secretary Ray LaHood.

Electric and hybrid vehicles do not rely on traditional gas or diesel-powered engines at low speeds, making them much quieter and their approach difficult to detect. The proposed standard, Federal Motor Vehicle Safety Standard no. 141, would fulfill Congress's mandate in the Pedestrian Safety En-

hancement Act that hybrid and electric vehicles meet minimum sound requirements so that pedestrians are able to detect the presence, direction and location of these vehicles when they are operating at low speeds.

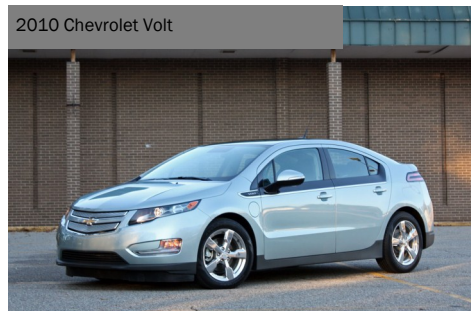
"Our proposal would allow manufacturers the flexibility to design different sounds for different makes and models while still providing an opportunity for pedestrians, bicyclists, and the visually impaired to detect and recognize a vehicle and make a decision about whether it is safe to cross the street," said NHTSA Administrator David Strickland.

The sounds would need to be detectable under a wide range of street noises and other ambient background sounds when the vehicle is traveling under 18 mph. At 18 miles per hour and above, the vehicles make sufficient noise to allow pedestrians and bicyclists to detect them without added sound. Each automaker would have a sig-

nificant range of choices about its sounds it chooses for its vehicles, but the characteristics of those sounds would need to meet certain minimum requirements. In addition, each vehicle of the same make and model would need to emit the same sound or set of sounds.

NHTSA estimates that if this proposal were implemented there would be 2,800 fewer pedestrian and pedalcyclist injuries over the life of each model year of hybrid cars, trucks and vans and low speed vehicles, as compared to vehicles without sound.

NHTSA sent the proposal to the Federal Register on January 7th, 2013. The public will have 60 days to submit comments on this NHTSA action.



MEET OUR DIRECTOR: MARK ROBERTS, LAFAYETTE PD

Mark Roberts is a 16 year veteran of the LaFayette City Police Department. He works the afternoon shift and serves as a Field Training Officer. Mark is an EVO Instructor and teaches Active Shooter to the department. Mark is an Traffic Crash Reconstructionist, training through IPTM and staying current on changes through both IPTM and

Nortwestern University's Center for Public Safety.

He has testified as an expert witness in a high-profile case in 2009 which resulted in numerous convictions, all of which were subsequently up-held by the Indiana Appellate Court. Since then, he has been involved in investigating numerous serious bodily injury and fatal crashes through the LPD's

Traffic unit.

Mark is married to Anne for the past 16 years and has three children; Molly, 13; Elizabeth, 11; and Suzanne, 6. He enjoys being active with his children and in athletic events. He his active in his church and in the local 4-h program as a volunteer.

Please welcome Mark as a Director in the IACAI!



2012 A Busy Year For Safety Recalls - NHTSA

The US Department of Transportation's National Highway Traffic Safety Administration (NHTSA) recently announced in a press-release (02-13) that manufacturers had filed more than 650 safety recalls, affecting over 17.8 million vehicles, child seats and vehicle equipment, during calendar year 2012. The nation's top auto regulatory agency played a significant role by itself influencing the recall of more than 9 million vehicles and 60,000 items of vehicle equipment, including tires and child safety seats, in 2012.

"Every day millions of motorists are safe on our nation's roadways because of the work and dedication of our defect investigation and compliance teams here at

NHTSA," said US Dept. of Transportation Secretary Ray LaHood. "We have one of the most effective programs in the world and will continue, in 2013, to pursue investigations and recalls whenever our data justifies doing so."

As a data-driven agency, NHTSA's Office of Defects Investigation and its counterpart, the Office of Safety Compliance, constantly review information from numerous sources to identify potential safety defect trends, including direct consumer complaints, early warning reporting data, technical service bulletins, as well as independent auto web sites, fan sites, bulletin boards, trade publications, and popular magazines for information that might war-

rant an investigation. Over the last three years, NHTSA's defect and compliance investigations and compliance testing resulted in over 430 recalls involving 22 million vehicles and products.

Many recalls are initiated by consumer complaints. In 2012 alone, NHTSA received 41,912 complaints concerning potential safety defects. Since its inception, NHTSA has held automakers accountable for recalling vehicles and equipment that have a safety defect or that do not meet the requirements of applicable safety standards set by the agency – resulting in more than 17,000 recalls involving more than 500 million vehicles and more than 84 million items of equipment.

Ancient Auto Facts:

The 1921 Deussenberg Model 'A' was considered a "top of the line" vehicle for its time. It weighed in at 3,300 lbs, had a wheelbase of 134 inches and seated 4/5 people. It's massive straight-8, 4.3L motor developed a jaw-dropping 88 Hp, topping out at 82 mph.

Total cost for this monster: \$5,500-\$7,300

Approximately 650 units were sold before being phased out with the new and improved Model "J" series.

Source:
www.conceptcarz.com

“..AND JUST WHO DO YOU THINK YOU ARE!?”

Submitted by Director Scott Poston,

I am the guy who.....

..Was looking at the clock, thinking to myself, “less than an hour ‘til I can go home and get out of this uniform” when I saw the time was 5:15pm.

..heard the call go out over the air, when Dispatch said, “Personal injury crash involving a moped,” and turned to the new hire riding with me that day, and told him to get to the car.

...Was formulating a plan as I was running lights and siren to a call less than 2 minutes away, cursing the drivers ahead of me who wouldn't pay attention, and wondering what I would find when I got to the

scene.

...Heard an officer on the scene put the helicopter on standby, and felt the pit of my stomach harden, knowing that it was not a good sign.

...Drove up to the scene to see fire department personnel working on a young man, lying on the grass, near a moped, while traffic snarled around the scene, because people wanted to see the carnage.

...Basically yelled at my new charge to get down to the other end of the scene, turn traffic around, send them in any direction but this way, and to take absolutely no crap from anyone.

...Began turning traffic around on my side of the scene, up-setting those people who wanted to drive through to get to their original destination, unmindful that someone's son was lying helpless on the grass, pissed off at me for making them drive an extra two minutes around the crash scene.

...Looked over at the man and his young son, who were in the vehicle that struck the young moped rider, coming apart at the seams, wishing I could do something for them, but knowing that I have a job to do.

(Continued, Page #4)



Members:

Your help is still needed! There are several membership dues still outstanding for 2013. Please help your association by sending your membership dues today!

ACCIDENT INVESTIGATION TRAINING

IPTM <http://www.iptm.org/Schedule.aspx>

NUCPS http://nucps.northwestern.edu/course/crs_list.asp

2/25-3/1/2013 **Energy Methods and Damage Analysis in Accident Reconstruction**
 \$825 Jacksonville, FL
 3/4-7/2013 **Heavy Vehicle EDR Use in Crash Reconstruction**
 \$1195 Jacksonville, FL
 3/11-5/25/2013 **At Scene Crash Investigation**
 \$825 On-Line through IPTM
 3/25-4/5/2013 **At Scene Crash Investigation**
 \$950 Jacksonville, FL
 4/22-26/2013 **EDR Use in Crash Reconstruction**
 \$695 Jacksonville, FL
 6/3-7/2013 **Human Factors in Crash Reconstruction**
 \$825 Jacksonville, FL
 7/22-26/2013 **Digital Photography/Crash Invest.**
 \$795 Jacksonville, FL

2/25-3/1/2013 **Traffic Crash Reconstruction III**
 \$875 Evanston, IL
 3/4-8/2013 **Heavy Vehicle EDR**
 \$1000 Evanston, IL
 3/7/2013 **CDR Tech Level I**
 \$125 Evanston, IL
 3/7-8/2013 **CDR Tech Level I & II**
 \$275 Evanston, IL
 3/11-15/2013 **CDR Analyst**
 \$695 Evanston, IL
 3/18-29/2013 **Crash Investigation I**
 \$975 Evanston, IL
 4/15-19/2013 **Vehicle Dynamics**
 \$775 Evanston, IL
 4/22-5/3/2013 **Crash Reconstruction I**
 \$1050 Evanston, IL

To Register, visit the website or call: 904-620-4786

To Register, visit the website or call: 800-323-4011

MORE ABOUT: ..AND JUST WHO DO YOU THINK YOU ARE?!

(Continued from Page #3)

It is my responsibility now. I am the first on-duty unit to respond. I am a traffic unit, and this is my focus. I also happen to be a crash reconstructionist, and this is what I am trained to do. I go into that mode where everything is BUSINESS. No jokes, cutting up, laughter. No trying to alleviate the intense pressure with a funny comment. I point, tell other officers what I need them to do for me, speak with the fire department, and talk to people milling around. I am expected to spend the next seconds, minutes, hours, and days dissecting the scene, comments, statements, photographs, and anything else I can find to give people answers. Answers like "Who..?," "When...?," "Where..?," and "How..?" But it's the question I can never answer that will follow me like a shadow, sometimes visible, sometimes not, but its always there; "Why..?"

I am the guy who....

...Talked to the driver and tried to explain to him who I am and what it was I was going to do, all the while hearing him beg of me to tell him that the young man will be okay.

...Had a brief moment, as the ambulance was loaded up and took off, where I saw it in the eyes of those standing around, and I knew that it was unlikely that I would ever speak to the young man that I saw on the ground just moments before.

...For another brief moment, thought of his own kids, two of which are close to the same age as the kid in the ambulance, and make no mistake; this is my scene, my crash, my driver and passenger, my injured young man. I have taken ownership whether I, or you, like it or not.

...Shook it all off, and focused on the task at hand, because I could not afford the luxury of thinking about my own children at that very moment.

...Had to get all the proper notifications made, including asking for a different channel on which to operate, getting a chaplain to the scene to help with the driver and his son, and make sure I had everyone at the scene that I needed.

...Had to ask the driver to take a test to make sure he was not impaired. He knew he was not, and I was sure of it, too, but I had a job to do, and I did it to the best of my ability.

The ambulance is probably at the hospital by now, but it is unlikely that I will be told anything over the air, and I am too busy to go to my phone at this moment. It is in a case on my belt, and it has been vibrating like mad for the past several minutes. After a few minutes of scene investigation, I begin answering the phone, receiving calls from people in the community, asking me if the person who died is "John." I have to swallow hard, and

push down the urge to make the kind of comment that I really want to at this point. I don't know who the young man is, but I'm already getting calls from people, basically telling me who it is. Everyone wants to be "in the know," and have that first hand information.

I am the guy who...

...Walked into the ER to see the normal assortment of people, but a large contingent there for the young man. Looks on the faces tells me everything I really didn't want to know.

...Heard the sounds of anguish coming from the curtained-off room where the young man still laid, mostly covered by a white sheet, still tubed from the efforts at the scene.

...Had to walk back out of the ER, past the gauntlet of family and friends, crying, sobbing, moaning, all wondering what happened, and "why?"

...Wondered how the father and son in the truck were doing, knowing that they were at home, with little, if any support around them.

I am the guy who can sit down and tell you what happened, where it happened, when it happened, who all was involved, and how it occurred. But I can never answer the question that will be on the hearts and souls of many...Why? I am that guy.



IACAI SKILL REVIEW

This issue of the IACAI Skill Review involves skills learned in Crash Investigation I & II. Answers will appear in the next edition of the Association.

1. There are three components of the Highway Transportation system. They are: _____, _____, and _____.
2. The purpose of evaluating vehicle damage is to determine the relationship of the vehicles _____, _____, and _____ the collision.
3. _____ damage is caused by some other part of the same vehicle, or by shock of the collision.
4. Tempered glass is often used in side and rear windows. When tempered glass breaks, it breaks into _____ size pieces.
5. Thrust is defined as a concentration of _____.
6. A downward or sideward collapse of the roof, windshield and trunk lid often indicates a _____.
7. _____ often occur when heat is produced by the tire rubbing or sliding along the road surface.
8. In loose material, such as snow, sand, gravel, mud, a skidding tire produces a _____.
9. Weight shift towards the front of a vehicle during braking will cause the front tires to leave a _____ and heavier skidmark.
10. T / F Chops are shallow, narrow gouges which clearly indicate the direction of motion.
11. T / F Grooves are long, broad gouges which are made by flat, projecting surfaces on the underside of the vehicle.
12. T / F The amount of damage done to a vehicle rarely provides an idea as to the speed of the vehicle.
13. The light from the upper filament on a two-filament bulb is often redirected by a reflector to form the _____ beam which shines downward and more towards the right.

Answers from last issue of the IACAI skill review:

Question #1:

- A. 258 feet
- B. 14 feet
- C. 727 feet

Question #2:

- A. 108 fps
- B. 258 feet
- C. 80.63 fps
- D. -86.43 fps²
- E. 0.68 seconds



SEMINAR ANNOUNCEMENT

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

"Basic Crash Investigation"

Wednesday, March 20, 2013 0900 1500 hrs

at the

Family Living Building, Hier's Park

547 S. Briant St.

Huntington, IN

(See attached map or visit <http://www.huntington.in.us/egov/apps/locations/facilities.egov?path=detail&locid=6>)

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

No advanced registration is required.

Registration begins at 08:30am

Questions regarding this seminar may be directed to IACAI

President Kip Shuter

email: kipss@warsawpd.org

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