



Quarterly Report

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Technology as your copilot

Key things you should know about some of the most common automated safety features in new cars

Automatic emergency braking is among a growing wave of active safety features, known as advanced driver assistance systems (ADAS).

ADAS use sensors, cameras and software to identify potentially hazardous situations, such as a car stopped in front of you. In general, ADAS either warn of a possible collision by issuing an audible or visual alert or they temporarily take over driving tasks to prevent a collision.

Since human error causes more than 90 percent of crashes, traffic safety advocates believe ADAS can significantly reduce injuries and deaths. Research bears this out. An Insurance Institute for Highway Safety study found that lane-departure warning reduced sideswipe and head-on crashes by 18 percent. Here's a breakdown of the most common advanced safety systems available.

Forward collision warning & automatic emergency braking:

These systems use radar, cameras, or lasers to detect an impending collision. Forward-collision warning alerts drivers with sounds or visual displays but doesn't apply a vehicle's brakes. By

contrast, automatic emergency braking automatically applies the brakes. It's designed either to slow a vehicle, which can reduce a collision's severity, or bring it to a complete stop, which can prevent the collision entirely.

In a test of five vehicles with automatic emergency braking, AAA researchers found that systems designed to avoid collisions performed substantially better than systems designed only to lessen the severity of the crash.

Lane departure warning, lane keeping assist:

Lane-departure warning uses cameras to detect lane markings in the road and sounds an alert when a vehicle crosses them - unless the driver activates a turn signal, indicating an intentional lane change. Lane-keeping assist takes this a step further by automatically steering the car back between the stripes. A caveat: Neither system may work well if road markings are obscured, such as in heavy rain.

Adaptive cruise control:

This system uses cameras and radar to monitor cars ahead of you and adjusts your car's speed to maintain a safe distance.

Blind spot monitoring & rear cross-traffic alert:

Blind-spot monitoring uses sensors to detect cars on either side of a vehicle, in its "no-see-'em zone." It issues a warning - usually a flashing icon in the side-view mirrors - and sometimes an audible alert if a driver begins moving out of his or her lane. Blind-spot monitoring is often paired with rear cross-traffic alert, which uses sensors to alert drivers to cars, pedestrians, cyclists, or other objects that may be crossing their path when they're backing up.

While ADAS do make driving safer, drivers should never rely solely on the systems to prevent a crash.



School bus safety

It is illegal in all 50 states to pass a school bus when it is stopped with its lights flashing and stop arm extended. But by one estimate, more than 15 million Americans illegally passed by stopped school buses during the last school year -- that's nearly 85,000 times each school day. Cameras have caught just how dangerous that can be. One of the solutions explored is adding extended stop sign arms to the side of buses.

As smartphone use, digital dashboard displays and other mobile technology have proliferated, so have the number of automobile crashes involving distracted drivers and school buses.

Between 2007 and 2016, there have been 1,282 people killed in school-transportation-related crashes—an average of 128 fatalities per year. Occupants of school transportation vehicles accounted for 9 percent of the fatalities, and nonoccupants (pedestrians, bicyclists, etc.) accounted for 20 percent of the fatalities. Most (70%) of the people who lost their lives in these crashes were occupants of other vehicles involved.

From 2007 to 2016, 98 school-age pedestrians (18 and younger) have died in school-transportation-related crashes according to the NHTSA.

Which city has the safest drivers?

The U.S. city with drivers least likely to get into collisions is Brownsville, Texas, according to the Allstate America's Best Drivers Report 2018. Drivers there only experience a collision every 13.6 years on average vs. the national average of 10 years. Kansas City, Kansas; Boise, Idaho; Huntsville, Alabama; and Madison, Wisconsin round out the top 5. Out of 200 cities covered in the report, Baltimore ranked the worst, followed by Boston and Washington, D.C.

Trucks: the family vehicle

Trucks are making a comeback as an SUV alternative for families, especially crew cabs with four full-size doors and a full back seat, according to car info site Edmunds. Shoppers increasingly see full-size trucks as family vehicles rather than mere workhorses, given that they now boast many of the same features as SUVs, but with added utility. All that goodness doesn't come cheap. In 2017, the average selling price of a full-size truck was \$47,250, a 25 % increase from five years ago.

Imperfect self-driving cars OK?

Even if self-driving cars aren't that much safer than human drivers, they will still result in fewer automotive-related deaths according to Rand researchers, who point to the benefits of putting imperfect self-driving cars on the road. Giving autonomous vehicles road experience also will help their learnings algorithms to improve their safety faster. "If we wait for perfect, we'll be waiting for a very, very long time," said NHTSA chief regulator Mark Rosekind.

2018-2019 HOLIDAY SCHEDULE USA TRAINING

USA Training Company will be closed on the following dates:

Dec. 24, 25 & 26
(Mon, Tues, Wed) - Christmas

2019

Jan. 1 (Tues.) - New Years Day

Jan. 21 (Mon)- MLK Jr. Day

Feb. 18 (Mon) -President's Day

Apr. 19 (Fri) - Good Friday

May 27 (Mon) - Memorial Day

June 19 (Wed) - Emancipation Day

July 4 (Thurs) - July 4th Holiday

August 27 (Tues) - LBJ's Birthday

Sept. 2 (Mon) - Labor Day

Oct. 14 (Mon) - Columbus Day

Nov. 11 (Mon) - Veteran's Day

Nov. 28 &29 (Thurs/Fri)

Thanksgiving

Dec. 24, 25, 26
(Tues, Wed, Thurs) Christmas



RETRAIN

Check your expiration date! All Driving Safety Instructors must possess a valid/current drivers license and attend a recertification class every 2 years.

Contact our trainers with any questions

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REMINDERS

If you haven't already - submit your 2019 Class Schedules as soon as possible!!!

Review reports and student information sheets to make sure they are complete and legible.

Plan ahead and order workbooks/ student information sheets before your supply gets too low.

Per NY DMV rules, delivery agencies must keep a copy of completion reports for a period of at least three (3) years.

It is a good idea to make copies of student information sheets to keep with completion report (at least until certificates have been processed) so if your report is lost in the mail - you don't have to re-create it. When you receive certificates in the mail or confirmation card - then shred them.

Make sure you have enough postage on your envelopes.

EMERGENCY CONTACT

In the event USA is experiencing trouble with our phone network, scan your requests and email to

lbagwell@usatraining.com



Risk of noncrash fires drops after recalls but persists, suggesting unmade repairs

When a vehicle not involved in a crash catches fire, often times an electrical issue or fuel system defect is to blame. When things go awry, the results can be costly in terms of property damage and potential injuries, so it is crucial that vehicle owners heed recall notices and service bulletins and get repairs done as soon as possible.

For 2017 through Aug. 8, 2018, there have been 62 noncrash fire-related recalls affecting 6.8 million vehicles. Recalls span manufacturers and a range of issues, from incorrectly installed fuel-line hoses to faulty alternators.

After a recall is issued, the risk decreases but remains higher than for vehicles without any fire-safety recalls.

The frequency of noncrash fire claims for 2007-17 model passenger vehicles recalled for a fire-related defect was 14 percent higher than the frequency of claims for vehicles without a recall.

For motorcycles, the frequency of noncrash fire claims was 18 percent

higher than for comparable models without noncrash fire recalls.

The frequency of noncrash fire claims for passenger vehicles subsequently recalled was 19 percent higher, compared with nonrecalled models. Post-recall, the difference in noncrash fire claim frequency narrowed to 11 percent.

For motorcycles, the frequency of claims was 32 percent higher before being recalled.

"Our work shows that recalls reduce the risk of a noncrash fire, but they don't eliminate the risk. Much risk remains because not all recalled vehicles are repaired," says Matt Moore, HLDI senior vice president.

The National Highway Traffic Safety Administration (NHTSA) estimates that a quarter of recalled vehicles don't get fixed.

To obtain a copy of HLDI Bulletin Vol. 34, No. 38, *Noncrash fire safety recall losses - for automobiles and motorcycles: 2007-17* and HLDI Bulletin Vol. 34, No. 27, *Noncrash fire insurance losses for the 2008-09 Smart ForTwo*, email publications@ihs.org

This is the safest seat in your car

According to the National Safety Council, 2016 was the deadliest year on the road since 2007, with as many as 40,000 people dying in car crashes - a 6 percent rise from 2015. While plenty of states impose strict fines for texting or talking on the phone while driving, people still do it, which means we're living at a time when it's super dangerous to be on the road. Factor in the fact that everyone is a bit distracted these days and many are sleep deprived - not to mention winter's icy conditions - and it seems like now is the perfect opportunity to review where is the safest seat in the car.

While it's usually the most dreaded seat in the vehicle, researchers have repeatedly found that the middle seat in the back is the safest one in the car. Those in the back are 59 to 86 percent safer than passengers in the front seat and that, in the back seat, the person in the middle is 25 percent safer than the ones sitting next to them.

Dietrich Jehle, M.D., associate professor of emergency medicine at the University of Buffalo and the lead author of the study, explained that the reason the middle seat is so much safer is that people in this position have more elbow room in case of impact to either side of the car. "In addition, in rollover crashes there is potentially less rotational force exerted on the middle seat passenger than on those in the window seats," he said.



Safety features to look for when purchasing your next car

Surround-view cameras provide a "bird's eye" view of a vehicle to help drivers avoid running into objects and to assist with parking.

Automatic high beams. Nearly two-thirds of drivers don't regularly use their high beams. That's dangerous, because low beams don't light up the roadway adequately at speeds above 45 mph. Automatic high beams provide extra illumination, especially on the unlit two-lane roads, by switching a vehicle's headlights to high beams, when no other vehicles are

nearby and back to low again when other vehicles approach.

Rear automatic braking is designed to prevent low-speed collisions when a vehicle is backing up. As with rear cross-traffic alert, these systems use radar or sonar in the rear bumper to detect obstacles. The vehicle issues an audible alert, and if the driver doesn't brake, the system does so automatically.

Driver drowsiness detection. Drowsy drivers are involved in 16 to 21 percent of fatal crashes, according to the AAA Foundation for Traffic Safety. These systems use different approaches to determine whether a driver is getting tired. Some look for erratic acceleration and steering patterns; others note when a car is weaving excessively within its lane. All issue some sort of audible alert and a visual warning, which for Mercedes Benz is a coffee cup symbol.



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Why good headlights matter

About half of traffic deaths occur either in the dark or at dawn or dusk, and the proportion of pedestrians killed in low light conditions is even greater.