



Quarterly Report



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A safety boost for older vehicles...

An aftermarket collision warning system paired with a telematics device that provides feedback on driving can encourage safer habits behind the wheel, giving drivers of older model vehicles a safety upgrade to fight distraction and fatigue.

The finding may be especially encouraging for families of teenage drivers when newer models with the latest driver assistance technology aren't in the budget. The same applies to business owners whose staff drive company vehicles.

As part of an ongoing internal driver experience program, twenty-two Highway Safety Institute staff members signed up to have their personal vehicles outfitted with a Mobileye aftermarket collision warning system, and 17 of them also agreed to have their driving monitored by a Geotab in-vehicle telematics unit. The volunteers made their usual drives during the 12-week study period in the spring and early summer of 2017 and completed surveys about their experiences.

Mobileye (model 630) package retrofit collision warning system featured an in-vehicle display and included forward collision warning; urban forward collision warning, which operates at speeds below 20 mph; pedestrian collision warning; headway monitoring and warning, which measures following distance at speeds above 19 mph; lane departure warning; and a speed limit indicator, which displays the posted speed limit.

Mobileye's aftermarket system is a passive one in that drivers still must brake or make other corrections when alerted to increase their following distance, for example.

Studies show that forward collision warning and lane departure warning reduce the rates of crashes reported to police.

Volunteers drove for eight weeks when alerts were active and received weekly Mobileye "safety scores" based on rates of alerts issued per 100 miles driven within each system's operating range.

As drivers got used to the system between the baseline and alert periods, the rate of forward collision alerts decreased more among the rural drivers than the urban drivers (45% vs. 30%).

The opposite was true for lane departure warning. Urban drivers saw a bigger decline in the rate of alerts than the rural drivers (70% vs. 54%) between the baseline and treatment periods.

Warnings about following too closely dropped off, too. Headway alerts fell 63% for rural drivers and 39% for urban drivers between the baseline and treatment periods.

Volunteers showed safer driving behaviors across the study period. They used turn signals more often and increased following distances after receiving alerts. Speeding was the only thing that didn't change much between the baseline and alert peri-

ods. Overall, only about 6% of miles were driven at 10 mph or higher over the speed limit.

A 2017 study of teenagers who drove vehicles outfitted with a prototype crash avoidance system showed improved turn-signal use and lane-keeping ability but not a decline in following too closely.

In a post-study survey, 62% of the IIHS-HLDI volunteers agreed that the Mobileye system helped improve their safety while driving. Drivers assessed forward collision warning as the most useful system, followed by lane departure warning, headway monitoring and the speed limit indicator.

Reminders

* Cost per student is \$4.55.

* Use your 4-digit instructor license number assigned by the TDLR on completion reports.

* New certificate design (as of late May) is 8 1/2 x 11 white paper with the court and insurance certificates on one page. Please orient your students to the new design and let them know the certificate will be delivered in white envelope with USA's return address (8871 Tallwood Dr. Austin, TX 78759)

**2019-2020
Retrain Schedule
See Attachment**

Backseat passengers

The Insurance Institute for Highway Safety (IIHS) released a report about backseat safety. Even in a head-on crash, you may be safer in the front seat than the rear seat.

Crash tests show up-front belts automatically tighten while front and side airbags deploy, keeping people away from the steering wheel and dashboard. Those belts also have force-limiters to reduce the risk of chest injuries.

But in the back, there are no front airbags and seat belts lack those potentially life saving features, making it possible for passengers to collide with parts of the vehicle interior.

Rear seat passengers are often

subject to more severe injuries than their front seat passengers in the same vehicle.

IIHS looked at 117 front-end crashes where the backseat passenger was injured or killed while wearing a seat belt, and the most common injury was to the chest. Most of the 37 fatalities were in crashes that were considered survivable. Head injuries were found in nine injured backseat passengers and 18 fatalities.

Source & video (for information only. Not approved for use in course).

<https://www.cbsnews.com/news/passengers-in-the-back-seat-may-be-more-prone-to-injuries-study-2019-04-25/>



**2019
IDC SCHEDULE**
(Instructor Development Course)

TDLR reduced the hours for IDC from 24 hours to 16 hours -- which makes it a 2-day class.

*Saturday and Sunday
9 a.m. - 6 p.m. both days*

\$100.00

All classes will be held at
USA Headquarters,
8871 Tallwood Drive, Austin

July 27-28
September 28-29
November 16-17

Distracted driving still a problem

Approximately 1 in 5 crashes in Texas involves distracted driving, which continues to be a problem in the state, even after a state law banned texting and driving in 2017.

The statewide texting while driving ban may be helping a little. According to recent data, the number of crashes involving distracted driving in Texas decreased by 6% when comparing the 12-month periods before and after the statewide texting-while-driving ban took effect on Sept. 1, 2017. Then in 2018, TxDOT introduced the "Heads up, Texas" to ad-

dress the new law with a new call to action.

The "Heads up, Texas" campaign is a key component of #EndTheStreakTX, a broader word-of-mouth and social media effort that encourages drivers to make safer choices while behind the wheel. Since November 8, 2000, at least one person has died on Texas roadways every single day. #EndTheStreakTX asks all Texans to commit to driving safely to help end the streak of daily deaths on our roadways.

**2019
HOLIDAY SCHEDULE
USA TRAINING**

USA Training Company will be closed on the following dates:

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

Children and disabled man left in car

In the past 20 years, 800 children died while trapped inside oven-like cars.

A mother has been arrested after a young child called 911 to report he and six other kids had been left alone in a hot car, according to authorities.

Officers found seven children between the ages of 2 and 4 in the vehicle with the windows rolled up and the car not running. Shortly after the children were removed from the car and treated at the scene, the driver arrived.

The woman is the mother of two of the children and was babysitting the others, according to the sheriff's office. She was arrested and charged with confinement of children inside a motor vehicle, but may face additional charges.

Cars turn into ovens when direct sunlight heats objects inside. Temperatures can soar to 120 or 130 degrees

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2019 Top Safety Pick+

- SMALL CARS** Honda Insight
 Hyundai Elantra
(built after Sept. 2018)
 Kia Forte
 Kia Niro hybrid
 Kia Niro Plug-In hybrid
 Subaru Crosstrek
 Subaru Impreza 4-door sedan
 Subaru Impreza wagon
 Subaru WRX
- MIDSIZE CARS** Hyundai Sonata
 Kia Optima
 Subaru Legacy
 Subaru Outback
 Toyota Camry
- MIDSIZE LUXURY CARS**
 Genesis G70
 Lexus ES
- LARGE CAR** Toyota Avalon
(built after Sept 2018)
- LARGE LUXURY CARS**
 BMW 5 series
 Genesis G80
 Genesis G90
 Mercedes-Benz E-Class
 4-door sedan
- SMALL SUVs** Hyundai Santa Fe
 Kia Sorento
 Subaru Ascent
- MIDSIZE LUXURY SUVs**
 Acura RDX
 BMW X3
 Mercedes-Benz GLC
 Mercedes-Benz GLE-Class

2019 Top Safety Pick

- MINICARS** Hyundai Accent
 Kia Rio 4-door sedan
- SMALL CARS** Hyundai Elantra GT
 Hyundai Ioniq hybrid
 Hyundai Ioniq Plug-in hybrid
(built after July 2018)
 Kia Soul
 Nissan Kicks
 Toyota Corolla 4-door hatchback
- MIDSIZE CARS** Honda Accord
 Nissan Altima
- MIDSIZE LUXURY CARS**
 Audi A3
 Audi A4
 Mercedes-Benz C-Class 4-door sedan
- LARGE CAR** Kia Cadenza
- SMALL SUVs** Honda Pilot
 Hyundai Santa Fe XL
 Mazda CX-9
 Nissan Pathfinder (built after Aug 2018)
 Toyota Highlander
- MINIVANS** Chrysler Pacifica
 Honda Odyssey

For details on these and other vehicles go to iihs.org/ratings

Michelin rolls out “Puncture-Proof” tire

Michelin has introduced a prototype of a “puncture-proof tire system” that has no traditional sidewall and carries the vehicle’s load courtesy of a newly developed fiberglass material.

The tires, known as Uptis (for

Unique Puncture-Proof Tire System) could be available commercially on passenger vehicles as early as 2024, Michelin said.

Michelin’s new Unique Puncture-Proof Tire System (Uptis) does away with one of the defining as-

pects of tires as we’ve known them for more than 100 years: the air inside. Unlike past attempts at airless tires, Uptis functions the way other modern tires do and, Michelin claims, will provide a similar driving experience.

License Renewals (Fee: \$25)

STEPS FOR USA DSC INSTRUCTOR RENEWAL

- 1) Complete the 1-page Instructor Renewal form received from TDLR. TDLR will mail to the address they have on file for you, so it is important to contact USA with any address, phone or email changes.
- 2) Instructors will receive verification of RETRAIN/Mandatory Continuing Education at the end of the RETRAIN class. Attach the Verification of CE (pink certificate) to your completed Instructor Renewal. TDLR will only process Instructor Renewals with CE Verification attached.
- 3) Attach fee (\$25) payable to TDLR if postmarked before or by expiration date. If after expiration date, refer to fee scale on your renewal form or contact USA if you have questions. You cannot teach if your license is expired.
- 4) Mail to USA, 8871 Tallwood Drive, Austin, TX 78759. *(do NOT mail directly to TDLR).*

- ◆ **Check the expiration date of your USA DSC Instructor license. IMPORTANT: TDLR should mail Instructor Renewal directly to you sixty (60) days prior to your expiration date. If you do not receive a renewal from TDLR, contact USA immediately.**
- ◆ **Submit your Instructor Renewal form with Verification of Continuing Education to USA postmarked NO LATER than license expiration date. Preferably 30-45 days prior to expiration). You can not teach if your license expires -- so plan ahead.**
- ◆ **Keep a copy of your renewal form, check to TDLR and Verification of CE.**

Please call USA at 512-346-2132 with any questions.

<i>Instructor</i>	<i>Expires</i>	<i>Instructor</i>	<i>Expires</i>	<i>Instructor</i>	<i>Expires</i>
Aleman, Adan	9-Jul	Long, John	11-Aug	Turner, Charlotte	18-Jul
Amos, B.J.	21-Sep	McQuaid, Gary	20-Jul	Vasquez, Daniel	25-Sep
Barnes, Manuel	23-Jul	Myers, Lonnie	12-Sep	Vo, The	7-Aug
Bennett, Richard	29-Sep	Myers, Judy	17-Sep	Wilbourn, Keturah	11-Aug
Broussard, Alisa	26-Jul	Myles, Otis	14-Sep	Wilbourn, Tex	15-Aug
Campbell, James	30-Sep	Naqvi, Syed T.	21-Jul	Williams, Fred	21-Aug
Cano, Daniel	18-Sep	Nguyen, John	5-Jul	Worley, Charles	12-Sep
Cervantez, Angie	21-Aug	Pham, Thai	28-Jul	Zibili, Rasheed	15-Jul
Chambers, Harold	21-Jul	Ramon, Maria	18-Sep		
Dark, Daniel	19-Aug	Rodriguez, Blanca	16-Sep		
Dodgin, Bill	15-Aug	Rose, Marciela	17-Jul		
Franssen, David	10-Sep	Saffari, Tony	11-Jul		
Garza, Thomas	23-Sep	Simmons, Gwendolyn	1-Sep		
Hemphill, Jan	14-Aug	Simmons, Terrell	15-Sep		
Hernandez, Mario	5-Jul	Stone, Janet	14-Jul		
Jackson, Cerese	13-Jul	Targac, Joey	13-Aug		
King, Caroline	7-Aug	Thomas, Renee	30-Jul		
Landrum, Apollonia	11-Sep	Tran, Minh	25-Aug		

EMERGENCY CONTACT

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

lbagwell@usatraining.com

USA TRAINING COMPANY INC.

8871 Tallwood Dr.

CEO		President
Janis Helm Cartwright		Phil H. Ward

Staff

◆ Lorie Bagwell ◆ Sue Decker ◆ Sarah Jacobs

Phone: 512-346-2132 ◆ Fax: 512-346-0431

Children and disabled man left in car Cont. from page 2

even when the outdoor temperature is only in the 80s. The body's natural cooling methods, such as sweating, begin to shut down once the core body temperature reaches 104 degrees. Death can occur at 107 degrees.

On average, 38 children die while trapped in hot vehicles every year, according to Jan Null, an adjunct professor of meteorology at San Jose State University. Last year, a record 52 children died.

Also, a caretaker has been charged with manslaughter as well a one count of dependent care abuse for leaving a disabled man to die in a hot car. Investigators learned the man had likely been left sitting in a parked car outside the caretaker's residence for several hours amid triple-digit temperatures. Authorities were called after the disabled man did not come back from his day program. The caretaker responsible for taking him back to the facility drove to his own house and left the disabled man, who according to report had the mental capacity of a child, in the hot car.