Thank you for your trust in electing me president this year. I would like to say that serving on the board of directors the second time around is easier than the first, but while some things remain the same, many things have changed and continue to evolve. This is a job that no one does alone. It is truly a team effort. Credit goes to the group of volunteers that you have elected and to those who have been appointed to serve this organization. It doesn’t take long to realize that this is not a group that is satisfied with the status quo. It is a dynamic collection of individuals with a diversity of backgrounds. Each person brings a different set of skills, talents, perspectives and creativity to their respective positions. I’m certain the volunteers and staff would agree that we must continue to be enterprising and resourceful with attention to the necessary changes and economics of our organization.

With that in mind, the board has already met several times this year, including a face-to-face meeting in February, prior to the NM-EDA conference. One of our first tasks was to complete strategic and operational planning for the upcoming years. It is a highly aggressive plan to address the needs of our organization and of our members. Some of the objectives include planning for continuous growth and retention of ADED members, building volume of active DRS and CDRS providers, developing resources for developing programs, expanding our educational programs, and promoting ADED as the leader in the field of driver rehabilitation. This plan will rely on the time and talents of our staff and volunteers to ensure success. If you have ever considered stepping up and lending a helping hand to ADED, now is the time. I encourage all members to become involved at some level. It is frustrating to hear comments such as, “I wanted to help out, but no one asked me,” or “It seems the same people always are involved.” Please believe me, we would love to have you involved as a partner in our progress. If you are not sure what you can do, just ask. Your participation matters. I’m very excited about this year, knowing that it will bring several positive changes, many of which are already in the works. For example, the new look and functionality of our website certainly will enhance membership usability. Thanks to a proposal from James Morrison, additional changes to the memorial scholarship policy have been implemented to improve the ease and access to these scholarship funds. The newly appointed professional development committee chair, Carrie Monagle, already has begun work with her committee to review and revise ADED’s Best Practice document, incorporating suggestions from an external audit firm’s review and recommendations. Both chaired by Michele Luther-Krug, an ad-hoc committee and task force are exploring different methods to accelerate our growth of DRSs and CDRSs, including a review of the current criteria for certification. Beth Rolland has been pursuing grant funding opportunities for ADED’s programs. We are continuing to seek out and develop collaborative relationships with our industry partners to help support and advance our mission.

As you can see, we’ve started off the year in high gear. Our world of driver rehabilitation is a pretty busy and exciting place to be.

(Continued on page 5)
Great Outcomes Already!
with our astonishing right handed hand controls

North Americas #1 style of driving NOW AVAILABLE on the Right Hand Side!

We have done our home work and we are now ready to...Push/Rock and roll on the right hand side.
All of the benefits you have come to love in a push/rock hand control, including ‘lock out’

Keith has a C5-6 spinal cord injury and has been using a right-sided electronic gas and brake for over 15 years. Due to the high cost in replacing this, we decided to contact Sure Grip to see if they had any ideas. They willingly donated a set of their push-rock hand controls that they recently designed for the right side. The tri-pin hand piece afforded Keith the confidence to maneuver the hand control and the mounting on the right side allowed for consistency in what he is accustomed to. He has successfully switched from electronic controls to Sure-Grip and loves them! The significant difference in cost will allow him to continue driving. The crew at Sure-Grip continue to be creative, generous, and open to feedback. THANKS for all you do for our industry!

Mary Breister, OTR/L, CDRS
Woodrow Wilson Rehabilitation Center

Innovative Driving Solutions.
Time flies when you’re having fun or when you’re the editor of the newsletter. The ADED bylaws state that committee chairs can hold office for two terms of two years each, and in case you did not know, the newsletter editor is the chair of the publications committee. That means that this is my final year at the reins. If you have ever thought about working with the newsletter, check out the job description on page 5 and consider the possibility. I would be happy to discuss the duties in greater detail with any of you; my contact information is at the bottom of this page. Our goal is to identify my replacement before the annual conference in August. That would give that person the opportunity to work with me for the final two issues of the year to ease the transition. We have a good team and system in place, and I know whoever takes the position will do a great job.

(Continued on page 5)
Greetings from the Executive Office

“Coming together is a beginning. Keeping together is progress. Working together is success.”

- Henry Ford

Greetings ADED members! ADED members come from a variety of backgrounds and professional experience. As a team of experts, we offer optimism, hope and confidence while touching lives on a daily basis. Driver Rehabilitation and vehicle accessibility is built on a foundation of small things offered with great devotion. I am certain that you are reminded in large and small ways every day that the work you do is important and makes a difference. As we gear up for our Annual Conference and Exhibits in Buffalo, New York, I ask you to reflect on what it means to be a member of ADED. ADED is certainly more than an annual conference; however once a year, conference provides a forum not only for continuing formal education and gathering information from our exhibitors but also an invaluable opportunity to network and learn with others in the field. In some regions, driver rehabilitation specialists are scarce and annual conference allows those folks to learn from others, thus improving their programs. Mobility equipment dealers are counting on driver rehabilitation professionals to build on their education and produce quality evaluations and prescriptions. Annual conference is the best place to learn new things, meet new people and spend time with friends and mentors.

2014 ACTIVITIES TO DATE:

New website! As of April 14, 2014, www.aded.net has a new home! We’ve migrated to a new content and member management website that we hope will be a useful tool for you and consumers. Please bear with us as we put the finishing touches on the site and be sure to let us know if your information did not migrate properly. Improvements and developments to the site will continue throughout the year; be sure to check back often to see all the new things the site has to offer! Information on how to access the member section of the site was shared via e-mail. If you need that information, please let us know: info@aded.net

FEBRUARY: The ADED pre-conference workshops and associate member series were well received at the February NMEDA conference in Reno, Nevada. In conjunction with the NMEDA conference, Leah Belle and Nathalie Drouin presented ADED’s course, Introduction to Driver Rehabilitation, to attendees traveling from across the United States.

MARCH: ADED was present at the Pacific Northwest Driver and Traffic Safety conference. This conference continues to host the largest attendance of driver education professionals in the Pacific Northwest. This year’s attendance hosted over 260 attendees from Washington, Oregon, Utah, Idaho and California. Elizabeth Green, OTR/L, CDRS (yours truly) presented a conference workshop entitled “Driver Rehabilitation Services” which focused on educating driving instructors about the valuable services that driver rehabilitation specialists provide and information on how to get involved in the field. At the ADED booth, I was able to meet with many instructors either looking for programs to refer clients or learn more about the qualifications to become a driver rehabilitation specialist. The Northwest ADED chapter took the opportunity to hold their meeting the day before the event, and it was my pleasure to see and speak with our members from that part of the country.

APRIL: ADED was present at the AOTA annual conference in Baltimore, Maryland. ADED President, Amy Lane, and I were on hand at the exhibit hall and made a presence at any driving related workshops offered. ADED volunteers were also on hand to help host the ADED booth located in the unique Transportation Zone. Our purpose was to promote the association, educate generalist occupational therapists about driver rehabilitation and encourage OT students to learn more about the field.

ROAD SIGNS:

CDRS Renewals- Check your certificate! If your CDRS expires 12/31/2014, you can expect to receive a renewal packet in the mail. If you have not received your packet by July 1, 2014, please contact me. CDRS renewal applications are also available on the web at www.aded.net. Deadline for renewal is November 1, 2014.

Membership Renewals- A huge “thank you” goes out to the members that have renewed their memberships for 2014. With this year’s membership drive, 20 lucky people were selected through a drawing for 50% conference registration discount. In order to keep your member profile active on the ADED website, you must renew...
Greetings from the Executive Office (continued)

your membership. If you did not receive renewal applications in the mail, one is available on the website. Renewals may also be done through the website. If you have any trouble logging into your account, please e-mail us at info@aded.net.

2014 ADED Annual Conference: Mark your calendars for 2014 Annual Conference in Buffalo, New York!

Conference dates are August 3-5, 2014. Pre-conference workshops are on August 2, 2014 while the two-day courses will be held August 1-2, 2014. You can earn up to 35 hours at this year’s conference by attending a 2-day course and all conference learning opportunities! Scholarship opportunities are available through the ADED Memorial Fund and the Adaptive Driving Alliance and Spirit of Crescent Industries scholarship funds. The ADED Memorial Scholarship Fund, supported by ADED, provides financial assistance for ADED Course attendance. The Adaptive Driving Alliance scholarship supports members sitting for the 2014 exam, while the Spirit of Crescent Industries scholarship supports members attending conference. There is a scholarship to meet every need. Early Bird deadline for discounted conference registration fees is June 30, 2014. It pays to be a member, as you are eligible for discounted combination rates. If you are not a member, join today and reap the benefits of membership!

2014 CDRS Examination: ADED offers the only multidisciplinary certification in driver rehabilitation, and I hope that if you have not obtained your CDRS that you are planning on sitting for this year’s exam. The CDRS examination handbook and application form are available on the ADED website. Please visit www.aded.net for details. Applications must be submitted directly to Applied Measurement Professionals, the testing company that manages the exam.

Thank you for the work you do every day. Thank you for your commitment to the profession and to this Association. Great success in independent community mobility and vehicle access is achieved through teamwork and dedication from our over 900 members. ADED is only as good as its membership and our members are simply the best!

Sincerely,

Elizabeth Green, Executive Director

Editor’s Note (continued from page 3)

article in the Manufacturer’s Corner pages 22-23. Other new vendors and products were present and may also be seen at ADED this summer.

As always, I encourage you to become involved in the organization, as that is a great way to learn more about our industry. Committee membership is a great way to contribute and can earn you CDRS credits. Attending conference is valuable for education, mentoring and networking. I have seen the conference brochure, and the lineup of sessions is really great this year. I hope to see you all in Buffalo!

Beth Anderson Gibson OTR/L, CDRS

President’s Address (cont’d from page 1)

working. I know that some days, that is a serious understatement. But realize that you have a wonderful resource in ADED. It is and will be the recognized leader in driver rehabilitation, working to promote excellence in our field.

In closing, I look forward to a great and productive year as ADED continues to mature, build, and grow. Thank you once again for this opportunity to serve as your president and allow me to do something that I really love.

Working hard for something we don’t care about is called stress. Working hard for something we love is called passion.

Amy Lane, OTR/L, CDRS

Job description – Publications Chair – term two years

The role of the publication’s chair is primarily to serve as editor of the newsletter but also includes serving on the marketing committee.

Marketing committee member – The primary responsibility is to provide feedback on marketing materials including press releases, ads, mailers and website content. Potentially assist in updating materials including fact sheets.

News Brake editor- The editor is responsible for preparation of the quarterly newsletter with assistance from committee members, the board, other committee chairs and paid graphic professional.

SECRET ADVERTISING Attend ADED and NMEDA conferences interact with the manufacturers and secure ads for the newsletter, this pays for the newsletter, some of this is done by email with assistance from Executive Director

EDIT ARTICLES this includes grammar, punctuation and spelling as well as content and appropriateness

LAYOUT work with graphic artist to develop proofs, this includes making sure the proper ads are present (correct ads for the issue and correct ad copy) and located appropriately transmit edited articles with any illustrations

EDIT PROOFS determine the order of the content in the newsletter. Committee assists with editing proofs

SKILLS NEEDED Good communication skills

Ability to use Microsoft word, PDF files, Microsoft excel, jpeg files, basic photo editing (cropping)

Attention to details, organization

Knowledge of the field of driver rehab (awareness of topics of interest, products etc.)

Comfortable with soliciting advertising and content (speaking with manufacturers and other professionals)

PERKS Complimentary attendance at NMEDA and ADED conferences (paid airfare, hotel and conference registration)

Credit towards CDRS renewal (10 hours)
NMEDA 2014

by Beth Gibson OTR/L, CDRS

What happens in Reno…gets shared with as many people as possible! I doubt that phrase will catch on, but I sure hope it is true. Wouldn’t it be a shame if all the things we learned and the connections we made were forgotten the instant we stepped on the plane or back through our office doors?

This year’s NMEDA conference was held at Grand Sierra Resort in Reno, Nevada. There were two ADED pre-conference workshops: Assistive Technology Devices, Assessment for Transportation presented by Todd Bick of Harmar Mobility and Vehicle Fitting Best Practices presented by the team of Clinton Matney CDRS of Kentucky VR, Peter Hancock with Superior Van & Mobility and Katy Green OTR/L, CDRS of the University of Kentucky Driving Program. Other highlights of the conference included a seminar by Mike Shipp, CDRS, titled Conducting Wheelchair Assessments, and also product presentations by various manufacturers. We would like to thank our pre-conference sponsors: MobilityWorks for the 2-day course lunch, B&D Independence for the pre-conference lunch and Veigel North America for the pre-conference breaks.

Todd presented on mobility equipment to transport mobility devices. He gave excellent explanations of concepts many consumers and driving specialists alike struggle with, such as tongue weight, GVWR and vehicle measurements. He explained the lengths manufacturers go to each year to determine the proper applications for their products in new vehicles. He discussed products from all major manufacturers so that he could provide a balanced program.

Katy, Clinton and Pete explained their approach to vehicle fittings. Katy and Clinton are driving evaluators, but Clinton also represents the Kentucky state vocational rehabilitation agency as the funding source for their cases. Pete is a technician with Superior Vans, a major vendor in their state. The central points of their presentation were the need for professionalism on everyone’s part; the need to respect the skills each person, including the client, brings to the process; and the

(Continued on page 8)
Conducting Wheelchair Assessments
Mike Shipp, CDRS

Introduction to Driver Rehabilitation
Leah Belle OTR/L, CDRS
Nathalie Drouin OTR/L, CDRS

Vehicle Fitting Best Practices
Peter Hancock, Katy Green OTR/L, CDRS, Clinton Matney CDRS

Associate Member’s Series
Navigating the Legal Landscape
What every CDRS needs to know
Dianna Robertson BScOT, MScOT, CDRS, JD

Thank you Veigel for sponsoring pre-conference breaks

Introduction to Driver Rehabilitation
ADED Course
February 3-4
Room: Crystal 1
Sponsored by MobilityWorks®
need to be about solutions and safety above all else. They talked about the need for details in the vehicle script and clear communication so that all parties are clear on what is needed and expected. The use of pictures and videos can be helpful for communicating a less-than-standard modification or placement. It is important to keep in mind guidelines for all the professions, as that may limit some solutions. Some out-of-the-box options may be negotiable; others are not. They used case studies to make various points and to show how important communication and teamwork are.

The Associate Member series was presented by Dianna Robertson BScOT, MScOT, CDRS, JD, Navigating the Legal Landscape: What Every CDRS Needs to Know. Dianna worked as a CDRS for many years but decided to continue her education and is now what she calls a “baby lawyer”. She is practicing personal injury law. She began the seminar with a simple but effective demonstration of why you have to read everything. She asked us all to sign forms which would allow us to participate in the discussion. Little did we know that we signed over many legal rights to her because hardly any of us really read it. She explained many of the basic concepts of law including types of liability, burden of proof, torts, standard of care, causation and damages. The importance of documentation was stressed. After this, the fun started. Dianna provided case studies with different types of clients and situations. Raj Pagadala, our Associate Member Representative, was enlisted to be the judge (look for him in his white wig and spatula gavel). Each group had their day in court acting out the roles of defendants and prosecutor. It was enlightening to realize how the process can work. Dianna will be presenting a full day course at the ADED conference which will cover some of the same material and also the process of being an expert witness.

As always, there was plenty of food, a fun party with dueling pianos (thanks Bruno) and product unveilings. Adapt Solutions premiered the Link (see article pages 22-23) complete with smoke and lasers. VMI showed a new van at a lower price point that is aimed at the caregiver market. Two great keynote speakers, Mike Abrashoff and Alan Parisse, presented interesting talks on leadership and sales. At the banquet four men were inducted into the NMEDA Hall of Fame: Bill Campbell, James Keller, John Quandt and Peter Zarba. This was yet another successful conference with plenty of opportunities for learning, networking and fun. We look forward to seeing many of you at the next NMEDA conference in Daytona, FL next February.

NMEDA: continuing education courses for healthcare professionals

NMEDA: The National Mobility Equipment Dealers Association is pleased to offer several continuing education courses for healthcare professionals, rehabilitation professionals, case managers, and others interested in helping consumers obtain appropriate personal mobility solutions. These have been approved by ADED, AOTA, AKTA, RESNA, CCMS and several state PT associations for continuing education credit.

Benefits/what to expect during these programs:

- Useful info and live demos of automotive mobility solutions for your clients.
- CEU’s at NO COST to you!
- Networking opportunities with other healthcare and mobility professionals.
- FREE LUNCH (or breakfast/snack at some locations)

Comprehensive Automotive Mobility Solutions for Healthcare Professionals – 1.5 hour Lunch & Learn

This 1.5 hour Lunch & Learn course is a brief introduction to topics pertaining to personal automotive mobility solutions. It will assist the allied health care practitioner in understanding and advocating for individuals seeking automotive vehicle modification solutions, while also teaching practitioners about the unique process involved in evaluating and purchasing appropriate automotive options.

Credit: 1.0 CEU  
Registration Fee: FREE

Comprehensive Automotive Mobility Solutions for Healthcare Professionals – 7 hour course

This continuing education course contains a range of topics pertaining to personal automotive mobility solutions. It will assist the allied health care practitioner in understanding and advocating for individuals seeking automotive vehicle modification solutions, while also teaching practitioners about the unique process involved in evaluating, selecting and purchasing appropriate automotive options.

Credit: 7.0 CEU’s  
Registration Fee: FREE

Conducting Wheelchair Transportation Assessments – 1.5 hour Lunch & Learn

This 1.5 hour Lunch & Learn course is a brief introduction to topics pertaining to personal automotive mobility solutions. These include an overview of mobility devices, occupied and unoccupied wheelchair transportation and relevant standards and guidelines. It will assist the allied health care practitioner, durable medical equipment provider, and others to understanding and advocating for individuals seeking automotive vehicle modification solutions, while also teaching practitioners about the unique process involved in evaluating and purchasing appropriate automotive options.

Credit: 1.0 CEU  
Registration Fee: FREE

NMEDA QAP 1-2-3 Online Training Course

The participant will gain an introduction to best practice safety guidelines and operational procedures for the automotive mobility equipment industry as regulated by the NMEDA Quality Assurance Program. This three part course will be useful for Driver Rehabilitation Specialists who collaborate and work closely with NMEDA QAP Dealers.

Credit: 3.0 CEU’s  
Registration Fees: NMEDA Members: FREE  
ADED Members: $20.00  
Non-Members: $30.00

To obtain more information or register for these courses, contact: NMEDA 1-866-948-8341  
www.nmeda.com/professional-training/
Declare your Independence

- New! Integrated Interlock Override Switch
- Certified to meet FMVSS 207 & 210 Requirements
- 500lb weight capacity
- Consumer-Friendly Toggle Controls
Searching for Local Heroes

Championed by the National Mobility Equipment Dealers Association, NMEDA members and industry partners like yourselves, May marks the third annual National Mobility Awareness Month where we encourage caregivers, seniors, veterans and people with disabilities to learn about the many adaptive and mobility solutions available and promote living active and mobile lifestyles.

DID YOU KNOW?

Over 18 million people in the U.S. and Canada have mobility issues

People with disabilities constitute the largest minority group in the U.S.

One in five elderly have mobility issues

People have a 20% chance of becoming disabled at some point

We are giving away four wheelchair accessible vehicles and we’re encouraging Local Heroes to share their stories on MobilityAwarenessMonth.com for a chance to win. Whether living with a disability or caring for someone who is, a Local Hero can be defined as someone that volunteers, educates, advocates, achieves or perseveres through the mobility challenges millions of people face each day. With the help of sponsors, Toyota, Chrysler, Mobility Ventures LLC, VMI and BraunAbility, we’ll be customizing the wheelchair accessible vehicles to meet the needs of the winners and show people that mobility solutions are available. The celebration wraps up in the month of May. We hope you voted for your favorite local hero. Winners will be announced in June.

WANT TO GET INVOLVED?

When we work together we can spread the word in communities all across North America. You can partner with a NMEDA dealer to co-host an open house, do product demonstrations or create a media day. For more information, call 407-302-4416 and ask to speak to Cheryl Parker or send an email to cheryl.parker@evokad.com.
ONTARIO CHAPTER
WENDY NIEUWLAND, O.T.

The Ontario ADED chapter last met on Friday, October 25, 2013 in Toronto, Ontario. We always greatly enjoy our lively discussions and the amount of learning that occurs in this environment. Our chapter membership is growing, and the wealth of knowledge continues to expand. Our last meeting allowed us to obtain some CEU credits for our various discussions and presentations regarding vehicle modifications and interactive panel presentation/discussions with a regulatory college representative (COTO), a lawyer, and a licensing authority representative (MTO). Our next meeting is planned for Saturday, May 3, 2014 at McMaster University - Institute for Applied Health Sciences, 1400 Main St. W., Hamilton, Ontario - Room 201. The agenda is still being finalized at this time. All active Ontario chapter members will receive an email that will include the agenda. We look forward to seeing you.

NORTHWEST ADED CHAPTER MEETING
FRANCES TROMP VAN HOLST, OTR/L, CDRS

NW Chapter meeting in Portland, Oregon was March 7th and corresponded with the Pacific NW Drivers Safety conference. We had several speakers attend the meeting. Our first two speakers are both involved in drivers education and filled us with insights of behind-the-wheel training with new drivers. The first speaker covered a few common acronyms for drivers training, such as SMOG (signal, mirror, over the shoulder, go) for lane changes, and provided us with handouts, such as “Fifteen Good Driving Habits” and another one covering general drivers training strategies.

Our second speaker was a representative from DriveAble which markets a computer-generated Cognitive Assessment Tool that originated out of Canada. This tool evaluates patient’s fitness to drive based on their medical condition rather than age. They market this tool to hospitals, clinics and rehab facilities. This evaluation tool is marketed as being able to predict the driving safety of any client with cognitive impairment, regardless of diagnosis. DriveAble also does behind-the-wheel assessments if a client’s score falls within a certain range on the cognitive assessment. The tool is marketed to the healthcare population, such as OTs, PTs, and SLPs. It was explained that there is no specific healthcare background necessary to administer the evaluation. The people doing the behind-the-wheel assessments generally do not have any medical background. The group attendees had a lively discussion after the presentation regarding the DriveAble testing, given that several of our members are familiar with the system.

Our third presenter was a local vendor, Performance Mobility, who showed us more of what goes on behind the scenes with our clients when they are at the vendor’s shop looking for vans and/or equipment, and they explained the pros and cons of different conversions and van styles.

Several of us attended the Pacific NW Drivers Safety conference where one of our own, Liz Green presented. Liz provided great information about ADED and what we all do. Thanks Liz. You are a natural.

GEORGIA/SOUTH CAROLINA CHAPTER – BETH GIBSON OTR/L, CDRS

The Georgia/South Carolina chapter held their spring meeting in conjunction with the Abilities Expo in Atlanta in March. Prior to the opening of the expo, a brief chapter meeting was held with presentations by Mobileye and MV1. Mobileye is an aftermarket product that can be used to detect lane departures, closing distances, and collision warnings. They have exhibited at ADED and NMEDA and are starting to focus on potential applications in the driver rehab field. I was able to give an example of an application with one of my clients, a young woman with left neglect. We will be using the Mobileye to help reinforce what she has learned about maintaining her lane and as insurance for potential collisions. The presentation from MV1 introduced their product and the Georgia area distributor. Following the presentations, the members took an opportunity to visit the expo. Liz Green was present for the meeting and to man the ADED booth at the expo. Several members who assisted her provided a local flair to the booth. The next meeting will be held on May 9 at the Atlanta Motor Park Speedway and will include rides in adapted race cars as well as an opportunity to drive go-carts on the track. Watch for the pictures in the next NewsBrake.
aded educational events 2014

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Hanover, MD May 16-17, 2014

The Impact of Disabilities, Vision & Aging and their Relationship to Driving

Course designed for driver education and allied health professionals who wish to apply their knowledge of the different types and levels of disabilities to the driving task. Course: DRV 509

Contact 410-777-2970
To register: www.aacc.edu/coned

* * * * * August * * * * * *

Buffalo, NY August 3-5, 2014

ADED Annual Conference and Exhibits

Professionals specializing in the field of Driver Rehabilitation meet annually for continuing education through workshops, seminars and hands on learning. Earn contact hours for CDRS renewal and advance your career in the field of Driver Rehabilitation. Also offering: pre-conference workshops.

Contact ADED 866-672-9466
To register online: www.aded.net

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new brake spring 2014
We are committed to quality products while supporting our dealers and clients. We offer affordable, independent, and modular systems which are installed and serviced by local dealers.

The ACE Mobility demo van is equipped to provide an opportunity for hands on demonstration and test driving of our products functionality.
ADED AWARDS PROGRAM
Categories and Descriptions

THE DISTINGUISHED SERVICE AWARD
This competitive award is given to individuals or groups outside the scope of ADED who have demonstrated distinguished service and/or support to the overall area of mobility for persons with disabilities. This individual or group, while not members of ADED, will be selected for their discernible and unique contributions to this field. (Examples of such candidates could be representatives in the political/governmental arena; prominent medical or educational people; television, motion picture or other media personalities; etc.)

Only one award may be given, annually, in this category.

Included in the written, supportive documentation should be evidence of the following:

• Leadership qualities of the candidate(s).
• National (or international) exposure or contribution to serving the mobility needs of the disabled person.
• Research and/or clinical involvement of the candidate(s) relating to mobility of the disabled.
• Personal philosophy and devotion to the field of mobility for the disabled.
• Other material, as appropriate.

Note: The Distinguished Service Award (DSA) is considered the most prestigious award presented by this Association, to a non-member.

ACHIEVEMENT AWARD
A competitive award presented to an individual member of ADED who demonstrates outstanding contributions in the field of Driver Evaluation and/or Education. Material is not limited to the current year, but may be cumulative. This is presumed to be the most important award received by a member of this organization and the second most prestigious award presented by the Association.

Only one award may be given, annually, in this category.

Included in the written, supportive documentation should be evidence of the following:

• Advancement of driver evaluation and education through leadership, publications, association involvement, and attitudes of clientele, administrators, coworkers, toward the candidate, etc.
• Interpersonal relationships, professional bearing and prestige, personal sacrifice, public relations efforts, development of equipment or ideas, etc.
• Acknowledgment of the candidate’s efforts by awards or recognition from other, non-ADED sources.
• Other material, as appropriate.

NOTE: The Achievement Award is considered the most prestigious award presented to an ADED member, and the second most important award presented by the association.

THE AWARD FOR RESEARCH AND APPLIED ENGINEERING
A competitive award presented to an individual or group, or organization that have demonstrated outstanding accomplishments in the areas of research and applied engineering or other automotive endeavors related to mobility of the disabled person. This award may be presented to either a member or non-member of ADED.

Included in the written, supportive documentation should be the following information:

• A description of the research or engineering project(s), automotive or equipment design(s), etc., which distinguishes this individual or group from the ordinary.
• The effect of these contributions to the disabled community.

Examples of the candidate’s contributions, if any, to the existence or advancement of ADED.

Other material, as appropriate.

THE SCHOLAR AWARD
A non-competitive award presented to a member(s) of the Association who has made an outstanding scholarly achievement in the area of driver evaluation, education, research, and/or engineering.

Included in the written, supportive documentation should be the following information:

• Description of the contributions made by the candidate(s) authorship of articles, books, book chapters, special papers, newsletters, etc.; or teaching skills in the university, secondary school, etc.
• Effect of this scholarly contribution to the field of Driver Evaluation and Education.
• Scope of the project(s) or work(s) to which the candidate has applied his/her scholarly efforts.
• Other supporting comments, if appropriate.

COMMERCIAL AWARD
A competitive award presented to a Vendor or Corporate member or Organization who has demonstrated outstanding contributions in the field of driver rehabilitation/vehicle modifications.

Only one award may be given, annually, in this category.

Incorporated in the written, supportive documentation should include the following information:

• Description of the contributions made by the candidate towards the Association’s cause.
• Effect that these contributions have had
for the Association.

- Other supporting comments, if appropriate.

LIFETIME HONORARY MEMBERSHIP AWARD
A non-competitive award presented to a member(s) of the Association who has met the following eligibility requirements:

Eligibility
- ADED member for 15 or more years.
- Served a total of 10 or more years as an ADED officer, ADED national board member, conference team member, ADED standing or ad hoc committee member (positions can be combined to total 10 or more years).
- Age 55 and/or within 5 years of retirement.

Benefits
- Recognition of honor (plaque or appropriate keepsake)
- Free lifetime membership to ADED
- Free annual ADED Conference registration

ADDED AWARDS PROGRAM
Instructions for Nominations Submissions

Determine candidate’s eligibility for an award by surveying the types and scope of awards made available by the Association.

Complete the Nomination for Awards Form and attach supporting documentation. An award candidate must have written, supporting material to be considered for an award.

The written supporting material for each candidate should be presented on one sheet of 8 ½ x 11” paper. The material may be single or double spaced, but should not exceed one typewritten page.

On each prepared page, the following information should appear:
- Name and current address of the candidate,
- Name of the person making the nomination,
- Title of Award for which the candidate is being nominated.

The one-page document should incorporate concise statements about the candidate’s contribution and/or achievement in the specific area in which the award is given. This material should not be an abbreviated curriculum vita, but a series of paragraphs addressing the candidate’s qualifications.

With the exception of the Distinguished Service Award, only members of this Association are eligible to nominate candidates for these awards.

ADDITIONAL NOTES:
All nominations must be submitted to the Board Development Committee chair by May 31st.

Selection for awards must be made within 30 days prior to the annual conference.
Let our experience work for you. At EZ Lock we take pride in the products we build and the service we provide. We have same day shipping on most products and are always personally available to help you with any questions or assistance you may require.

**The NEW BL-7317**
The latest version of the EZ Lock docking base is the ultimate solution for wheelchair docking.

The durable 3/16" grade 50 steel housing is built to last, and the upper lock mechanism is removable for routine maintenance.

The 1/4" thick locking jaws coupled with our NEW Delta stabilizing system ensure that the BL-7317 is the most secure system available.

We utilize only quality materials, in order that we may bring you the very best docking system available.

**Lifetime Warranty**
There is a reason EZ Lock is recognized as the leader in wheelchair docking technology; with more than 100,000 satisfied customers.

For over 25 years our goal has been to provide the absolute best products and the personalized service our customers deserve.

We’re so confident in the quality of our new products, we are now offering a limited lifetime warranty on all new electronic components.

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Our new electronics package is second to none. The NEW re-designed touchpad has been reduced in size, yet still allows the user to operate the release switch with less effort than other systems. The durable housing also assures years of trouble-free service.

In addition, we only utilize true automotive grade wiring harnesses and connectors. We absolutely refuse to compromise on quality.

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The Countdown Has Already Begun...

to the adoption of the revised ANSI/RESNA WC18 standard for Wheelchair Tie-Downs and Occupant Restraint Systems (WTORS).

The new WC19 wheelchairs with their integrated lap belts produce up to 60% higher loading on the WTORS in a collision. Stronger restraint systems that meet the WC18 criteria are required.

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NAME OF NOMINEE: ________________________________________________________________

Position/Title: ___________________________________________________________________

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City: ____________________________ State _______  ZIP ______________________

AWARD CATEGORY (Please check one)

☐ Distinguished Service Award  ☐ Scholar Award
☐ Achievement Award  ☐ Commercial Award
☐ Award for Research & Applied Engineering  ☐ Honorary Membership

*** Please attach one page supporting documentation ***

NOMINATING PARTY:

Name: _______________________________________________________________________

Position/Title: __________________________________________________________________

Address: _______________________________________________________________________

City: ____________________________ State _______  ZIP ______________________

Phone: ___________________________ email: __________________________________________

IMPORTANT: Please attach all required supporting information and documents and return to:

ADED
200 1st Ave. #505
Hickory NC 28601
828.855.1623 telephone | 866.672.9466 toll free | 828.855.1672 fax

Deadline for receipt of nominations is: May 31st
38TH ANNUAL CONFERENCE & EXHIBITS

AUGUST 2014

HYATT REGENCY & BUFFALO NIAGARA CONVENTION CENTER,
BUFFALO NY

ADED Courses: August 1-2, 2014
ADED Pre-conference workshops: August 2, 2014
ADED Conference & Exhibits: August 3-5, 2014

Toll free: 866-672-9466 | Website: www.aded.net | E-mail: info@aded.net
ADAPT SOLUTIONS

It is likely that if you could sit down face-to-face with our product development team, you would have a few products or ideas that you would love to have developed. At Adapt Solutions, we are all about finding ways to build products that make things easier, faster, safer and healthier for your clients. Our goal is to find solutions to simplify mobility. Maybe you have already heard or maybe you haven’t, but we are so excited to introduce the new member of the Adapt Solutions family! Wednesday, February 5th, NMEDA Exhibit Hall: 7:30 pm… Music, smoke, lasers and intrigue build up and then we let the LINK out of the box: our new, innovative vehicle access solution.

Quick features overview: Using the original seat, you keep the complete movements of the seatback and gain powered forward and aft for the seat. Assistance to stand-up is a built-in, optional/programmable feature of the LINK. The seat can also be tilted or rocked up inside the vehicle to allow personalized seating and comfort. The user can customize their seated position and return to it simply by completing the LINK’s cycle.

I’m sure you can imagine how nice this will be for your clients; once they find that sweet spot to drive from, the LINK will consistently bring them right back to it when they enter their vehicle. With the multi-functions and programmable features that the LINK offers, it can be tailored exactly to the client and vehicle you are working with.

Important benefits: If you are familiar with our design style, you know that Adapt Solutions has always felt that the best way to modify a vehicle is to not modify it. What this means is that we feel that keeping the vehicle as close to original is better. Our goal was to find a way to create a seat base that would fit in numerous applications, driver’s side included, all the while keeping the original seat. The motivation behind it is obvious: aesthetics, comfort and our biggest motivator, safety. By keeping the original seat, we can also keep all the safety features that have been built in by the OEM’s. Can you imagine how much research has gone into just the airbag system? And what of the technology that is used in the development of the headrest, the weight sensors, seat belt anchorages, and seat position sensors? The industry has grown ac-
Manufacturers’ Corner
customed to bypassing or removing some of these safety features to be able to accomplish the honorable goal of supplying mobility to our clients. This is now a thing of the past. You no longer need to compromise.

Why use aftermarket when you can use OEM? Why change the interior of the vehicle when you don’t have to? Why remove safety features when you don’t need to? Our dream to be able to offer a seating solution that would group together our collective goals into a beautiful, functional and reliable product has become a reality. If you’d like to see LINK in motion, check out www.adaptsolutions.ca.

The LINK is only 3.75 inches thick. Forget the concept of being seated too high because you are using the OEM seat. That’s just not the case. In our booth at NMEDA, we were able to show the LINK in three different vehicles, just to illustrate how versatile it is. We had the ‘classic’ Dodge Caravan with a driver’s application; a beautiful 2014 Ford F-150 Lariat with the LINK installed on both the driver and front passenger sides; and a 2014 Ford Escape to show the LINK in a small SUV. Now the question you may be asking: When will it be available? Our target is summer 2014. We hope this article has shared our excitement about this new, innovative product! Don’t forget to check out the LINK on our website! www.adaptsolutions.ca
It is time to get ready for the ADED board elections. Have you thought about running for the ADED board, but didn’t know what was involved or what qualifications are needed?

At ADED Conference, there will be a Board Development Informational Meeting to answer these questions.

We are seeking individuals interested in being part of the ADED leadership:

- President–Elect
- Secretary
- Board Member at Large
- Corporate Representative

With exception of President-Elect, all positions are a 2 year term. President-Elect term runs 3 years through the President-Elect, President and Past President terms.

Service on the board of directors earns you contact hours toward CDRS renewal. Your service on the ADED board of directors is a worthy and worthwhile service to our community.
2014 ADED BOARD OF DIRECTORS

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OTR/L, CDRS
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laneak@upmc.edu

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annstjohnbell@gmail.com

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direct line: 828-855-1623
cell phone: 828-302-2119
Elizabeth.green@driver-ed.org
BUZZ ME OUT
This will be my last issue of writing the Buzz since I am changing careers and industries. I sincerely hope that you have enjoyed the Buzz over the last 6+ years, and more than that, I hope it has helped you service your clients just a little better as a result. Because my blood is 5W-40, I will still be reading about cars but now I won’t have to summarize every pertinent article. I hope that we run into each other over the next few years because you won’t ever catch me in a car that drives itself!

Mark Lore

CARS GONE WILD!
BMW is preparing a large scale road test in Europe in which its cars will accelerate brake and change lanes automatically. Prior to this, the technology for accelerate, brake and stay in lane has been widely tested and very successful. Now that BMW is adding the ability to pass others and go around stopped vehicles, they are running into 2 large issues. The first is the need to monitor the field around the car for 360 degrees. To do this, engineers are using combination of radar, cameras, ultrasonic sensors and lidar (laser that measures distances). The second problem is that laws in Europe and the U.S. require that the motorist be in charge of the vehicle at all times.

(Author note: Autonomous cars will become a reality in the not-so-distant future and I’m glad I don’t have to pay the bill for getting lawyers to find language that works for all.)

BYLINE: Automotive News January 2014

MY MOTHER, THE CAR...
Modern cars come with cameras outside to observe the external surroundings and provide inputs to the drive and brake system. German auto supplier Continental is preparing to go to market with interior cameras that are pointed at the driver. These cameras will be programmed to detect distraction, inattentiveness, and drowsiness. If detected, the system would first warn the driver and if that fails, it could take over the car and begin braking and maneuvering actions on its own. Continental’s system today includes two camera systems; one that detects head movement and the other that detects and tracks precise eye movements.

BYLINE: Wardsauto.com April 2014

A “GHOST IN THE MACHINE”?
Recently, a trial lawyer used that concept to turn a jury against Toyota in a case of unintended acceleration. Despite some trust issues from consumers, the auto industry will continue to use technology referred to as “drive by wire” in order to make their cars cheaper, lighter and better. As various systems in the car go from

(Continued on page 28)
The **Hottest** Thing in Accessible Vehicle Seating.....

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mechanical to electronic many vehicles will shed their pumps, pin-
ions and cylinders for control units and wires. Besides the throttle,
other systems that are changing soon include steering, braking and
gear shifting. Consider this: electronic versus mechanical systems
require less parts, simplifies the manufacturing and engineering
processes, reduces the vehicle’s overall weight, and electronically
programmed systems react in a fraction of the time it takes a driver
to react and input to a mechanical system.

Although the jury is still out, all these electronic and semi-auton-
omous systems should increase the safety of the driver. Since the
industry is moving towards autonomous vehicles, there is no turn-
ing back on the technology of electronics replacing long-used well
known automotive driving systems. It will be interesting to see if
consumer trust is as progressive as our vehicles.

Automotive News December 2013

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EYES IN THE BACK OF YOUR HEAD?

Skully has just begun selling their new P-1 Helmet which incorpo-
rates a digital, heads up display in the face shield, and a one inch
screen at the right hand edge of the driver’s field of view. This
screen projects a live feed from a 180-degree rear facing camera,
thereby eliminating blind spots that plague other helmets. The sys-
tem in the helmet can also broadcast turn-by-turn directions and
pair with a smartphone to read back text messages.

Popular Science February 2014

US HIGHWAY DEATHS UP – DISTRACTED DRIVING DEATHS DOWN

The number of US highway deaths in 2012 rose 3 percent to
33,561, up 1082 from the previous year, according to a report from
NHTSA. This was the first annual increase in highway fatalities
since 2005. The report also said that distracted driving deaths were
down slightly in the same time period; 3328 versus 3360 in the
prior year. Despite the reduction in distracted driving fatalities in
2012, NHTSA said that injuries caused by this behavior were up
by 9 percent to approximately 421,000. The report also showed
that the number of deaths involving drunk drivers increased almost
5 percent, taking 10,322 lives in 2012.

Automotive News December 2014

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DON’T PARK NEAR A FRYSCRAPER

One person parked his new Jaguar next to the “Walkie-Talkie”
skyscraper in London and returned an hour later to find that the ex-
terior panels had been warped by the heat emitted from the build-
ing’s windows. Since this building was constructed with reflective
windows on a concave structure, it focused the sun’s rays onto
the car thereby creating excessive heat. The Vdara Hotel in Las
Vegas and the Walt Disney Concert Hall in Los Angeles also have
similar designs that concentrate and reflect the sun’s rays on to the
areas below the buildings. All three of these buildings act as a gi-
ant magnifying mirror on sunny days, and researchers have shown
that temperatures of the ground around can reach 230 degrees,
while thin, dark items can get as hot as 400 degrees. Because
they are built with highly reflective window panes in an effort
to keep the interiors cool, these buildings can melt plastic and
singe human hair.

Popular Mechanics January 2014

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SPEED THRILLS

Utah recently raised the speed limit on a number of its highways
to 80 mph, and did so in the name of highway safety. Local
traffic studies showed that most drivers were operating their ve-
hicles at between 80 mph to 82 mph in 75 mph zones, with no
corresponding increase in accidents. Setting an “85th percent-
tile” speed limit, in which 85 percent of all drivers travel under
the designated ceiling, is largely recognized as a best practice.
Although mindlessly reciting the mantra “Speed Kills” seems to
be the norm with many people, there is more evidence to prove
that raising speed limits does not kill more people.

Road and Track January 2014

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BUYERS BEWARE – ESPECIALLY DEALERS

(Author note- I originally wrote in 2008 how the used car
market would start to return to normal levels around the end
of 2013, and so it has. In fact, analysts predict that used car
sales will begin to decline after 6 straight years of increases.
Simply put, the rise in used vehicle prices has been a func-
(Continued)
tion of high demand and low supply fueled by the collapse in new car sales over 2008 and 2009.)

The National Auto Dealers Association (NADA) is predicting another good year for sales in 2014 estimating 16.4 million new car sales and 42 million used cars selling nationwide. Additionally, new car leases have tripled since 2009, thus creating an influx of late model used cars which will push supply even higher. These trends present good news-bad news for the mobility industry. The good news is that prices for late model used chassis should drop substantially, thus making used chassis with new conversions more affordable for buyers. The bad news is that dealers don’t want to have a lot of chassis at the higher price when the supply side drops the prices by thousands of dollars.

**Automotive News February 2014**

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**CHEVY BACK IN MINIVANS**

The Chevrolet City Express will arrive at dealerships in the fall of this year, and it will look a lot like the Nissan NV200. That’s because it is the Nissan NV200 except for Chevrolet badging and appointments. A Chevy spokesman told Automotive News that initially, they will offer the City in only one body style (cargo) and one power train (131hp, 2.0 liter, 4-cylinder) with front wheel drive.

**Automotive News February 2014**

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**FORD TO PROMOTE MINIVAN**

The 2014 Transit Connect Wagon will be promoted more heavily by Ford in an effort to take market share from the Honda, Toyota and Chrysler minivans. In the past, the “people mover”, which is Ford’s terminology for the passenger version, accounted for less than 20% of the Transit Connect’s sales. However, by offering this vehicle in 2 wheelbases and a new design for 2014, Ford expects that number to jump to 60% of the nameplates sales. Sales for the Transit Connect started slowly in 2009 at just under 9000 units annually, but jumped to almost 40,000 last year.

**Automotive News February 10, 2014**

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**DEALERSHIP FINANCING UNDER ATTACK**

The Federal Consumer Financial Protection Bureau (CFPB) has been charging that auto loans discriminate because minorities tend to pay higher interest rates than non-minorities. In December, auto lender Ally Financial agreed to pay $98 million to resolve allegations by the CFPB that their auto loans led minority car buyers into paying higher interest rates. It is expected that the CFPB will roll out rules in 2014 that could greatly reduce the amount of money auto dealers can charge as an add-on to auto loans. In January, Patrice Ficklin, the Assistant Director for Fair Lending of the CFPB, was the main speaker at the American Financial Services Association conference. When she was asked about the additional time it took to get people with poor credit financed, she answered that she had never seen any data supporting that argument. Stay tuned for more on this topic.

**Automotive News January 2014**

Author’s Note: If the feds cut the profits in the F&I departments of dealers, look for costs to go up in other areas.

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**2015 FORD F-150 THE BIGGEST LOSER?**

…of weight that is. Since Ford replaced their steel body with what they call “Military Grade” aluminum, the truck will weigh between 550 pounds and 700 pounds lighter. Is the term “Military Grade” a marketing spin, or real world? According to Doug Scott, Ford’s truck group Marketing Manager, the aluminum used on the 2015 F150 is a heat-treated alloy, with blends of aluminum magnesium, copper and silicon. These are the same alloys used in military vehicles and aircraft and according to Scott, “fits well with the Built Ford Tough tag line.”

**Automotive News January 2014**

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**AUTOMAKERS TO PROVIDE DIAGNOSTIC HELP TO INDEPENDENTS**

For more than 10 years independent auto repair chains such as Jiffy Lube and parts retailers like AutoZone have been lobbying and battling in the courts in order to get standardized access to diagnostic tools that automakers give their franchised dealers. Automakers had resisted every step until recently. A new Massachusetts law has passed which is a fair compromise on the subject. Basically, the law does 3 things for independents:

1. Requires OEMs to make available to independents the same vehicle repair information given to dealers.
2. Allows independents to purchase data with an ordinary computer from an internet based service.
3. Requires OEMs to offer a non-proprietary interface for diagnostics starting with model year 2018.

**Automotive News January 2014**

Author’s Note: This should greatly help our clients since mobility dealers who are capable of doing these repairs will now have access to the necessary tools.

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**2013 SALES – THE TOP 5**

- Ford F Series  763,402
- Chevy Silverado  480,414
- Toyota Camry  408,484
- Honda Accord  366,678
- Dodge Ram  355,673

**Automotive News January 2014**

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**ADED MENTOR PROGRAM**

**Purpose:** To establish a network that will provide an opportunity for experienced members to meet newer members (1st or 2nd time ADED attendees) with a goal of welcoming, mentoring, and integrating them into the Association. It is expected that with mentoring, new members would have a positive first experience with ADED, therefore increasing the likelihood of greater participation and longevity. Additionally, the more experienced members would continue to develop their skills as they interact with those with less experience.

**Benefit:** The most immediate benefit would be establishing a sense of belonging.

Longer term benefits would include building an informal network within the organization that would include members from the various professional backgrounds, increasing membership longevity, and offering a way for more experienced members to “give back” to ADED.

**Process:** The mentor will be a member from the field of driver rehabilitation. Certification as a driver rehabilitation specialist (CDRS) is not a requirement. Every effort will be made to help the new member establish contact with a Mobility Equipment Dealer in their geographical area.

**Responsibilities:** The purpose of the Mentoring Program is not to require an intense, long term teaching/training period, but rather to be a resource person while the new attendee becomes familiar with ADED as an organization.

**Enjoy these benefits of the Mentor Program:**
- Mentors and new attendees will be introduced on-line prior to arriving at the ADED conference.
- Mentors can offer the new attendee guidance with workshop and seminar selection.
- At conference, mentors may offer to accompany new attendees to the Opening General Session, New Attendee Orientation and escort them through the Exhibit Hall.
- The mentors may offer to maintain contact with the new attendee throughout the year following conference.
- Mentors can help the new attendees grow their professional network by introductions and referrals to other professionals in the industry.
- Mentors can earn up to 3 contact hours annually towards CDRS renewal.

**ADED MENTOR PROGRAM REGISTRATION**

**Choose One:**
- **New Member:** I am a: ___ 1st time ___ 2nd time ADED Conference attendee and would like to have a mentor at conference.
- **Mentor:** I would like to mentor a new attendee at conference.

Name: ____________________________  Phone: ________________
Company: __________________________
Address: ____________________________
Fax: ________________
E-mail: ____________________________

I plan to attend the following:
( **check all that apply**)
○ 2-day ADED Education Course (Fri & Sat)
○ Full-day Workshop (Sat)
○ ADED Conference (Sun – Tues)

My background is in:
○ Driver Educator
○ Healthcare Professional
○ Mobility Equipment
○ Other (specify) ____________________

**Fax or e-mail registration:**
828-855-1672
info@aded.net
2014 ADED MEMBERSHIP APPLICATION
Membership period runs January 1 – December 31, 2014

Please provide contact information as you want it to appear on the website directory:

Name: ________________________________________ Credentials:
______________________________________________

Company: ___________________ Telephone Number: ___________________

Mailing Address:
______________________________________________

Fax Number __________________ E-Mail Address: ___________________

Website Address:
______________________________________________

☐ Directory Opt out: please DO NOT post my information on the www.aded.net membership directory
☐ Mailing Address change: I would like my ADED mail to go to this address:

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Please indicate your membership level below:

<table>
<thead>
<tr>
<th>Membership Level</th>
<th>Details</th>
<th>Membership Dues</th>
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<tbody>
<tr>
<td>Individual Member</td>
<td>Individual members shall include all persons involved in provision, implementation, or administration directly related to the provision of driver rehabilitation.</td>
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<td></td>
<td>☐ Individual RENEWING Member: Rate=$135</td>
<td>Individual</td>
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<td></td>
<td>☐ Individual NEW Member: Rate=$150</td>
<td>$_____</td>
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<tr>
<td>Facility Member</td>
<td>A facility member shall be an individual member employed by a business or agency involved in provision, implementation, or administration directly related to the provision of driver rehabilitation.</td>
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<td>☐ New membership</td>
<td>Facility*</td>
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<td>☐ Renewing membership</td>
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<td>☐ Facility Member-LEVEL 1* (1-3 Individuals): Rate=$270</td>
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<td>☐ Facility Member-LEVEL 2* (4-6 Individuals): Rate=$660</td>
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<td>☐ Facility Member-LEVEL 3* (7-10 Individuals): Rate=$1080</td>
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<td>Mobility Dealer</td>
<td>Mobility equipment dealer members shall include businesses involved in providing installation, services, and/or retail sale of equipment, vehicles, or rental vehicles for individuals with disabilities.</td>
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<td></td>
<td>☐ New membership</td>
<td>Mob. Equip. Dealer</td>
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<td>☐ Renewing membership</td>
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<td>Rate=$175</td>
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<td>Corporate Member</td>
<td>Corporate members shall include businesses solely involved in manufacturing and distributing products used by driver rehabilitation specialists or individuals with disabilities.</td>
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<td>☐ New membership</td>
<td>Corporate</td>
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<td>Rate=$525</td>
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<td>Associate Member</td>
<td>Associate members include students, educators, researchers or other stakeholders with an interest in the mission of the Association who are interested in gaining more knowledge about the field but do not provide driver rehabilitation services. Associate members shall not have voting rights, nor are they eligible to serve as an officer.</td>
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<td>Rate=$120</td>
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PLEASE RETURN THIS APPLICATION WITH PAYMENT IN US CURRENCY FOR PROPER PROCESSING.

REMIT TO: 200 First Ave NW Suite 505 Hickory N.C. 28601

For credit card payments: complete the following information and fax to 828-855-1672 or mail to address above.

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☐ AMERICAN EXPRESS
Expiration Date: month: __________/year: __________

☐ MASTERCARD

☐ DISCOVER Card Holder’s Name: __________________________

Zip Code of Billing Address: __________________________

Card Holder’s Signature: __________________________

NewsBrake Spring 2014
GUIDELINE 13

Federal Agency Advises States on Older Drivers

By Susan Cohen

Long-awaited proposed guidelines to states on older drivers became final in December 2013. Timed to coincide with the AOTA’s Older Driver Safety Week, the National Highway Traffic Safety Administration, an agency within the federal Department of Transportation, issued Guideline No. 13, Older Driver Safety.

Based on more than a decade of research funded by NHTSA, Guideline No. 13 recommends that states have an older driver safety program that addresses: “…driver licensing and medical review of at-risk drivers, medical and law enforcement education, roadway design, and collaboration with social services and transportation services providers”. The Guideline provides details on each program area. For driver licensing, for example, a state’s program should require in-person renewal for drivers over a specified age, provide referring medical providers with immunity from civil liability, train licensing staff to identify medically at-risk drivers and provide outreach and training to medical providers and law enforcement. These are just a few of many recommendations related to the driver licensing function of state governments.

Each state’s government is responsible for regulating vehicles that are owned by its citizens as well as the driving privileges bestowed on citizens who meet the qualifications for licensing. The federal government has no power or control here. NHTSA can only guide states on the policies and practices that their extensive research has demonstrated will reduce crashes, fatalities and injuries on public roadways. Federal law mandates the Department of Transportation to promulgate uniform guidelines for state highway safety programs. The uniformity begins and ends with the set of guidelines. They are intended to assist states in developing an effective highway safety program. In the case of older drivers, states began addressing that safety concern on their own years ago, and the result is 50 different requirements for licensing older drivers with none of them based on research.

Since 1966, when the Highway Safety Act was passed by Congress, states have been required to adhere to certain standards in order to qualify for federal highway dollars. More recently, under the Highway Safety Improvement Program Act, states are required to prepare a strategic highway safety plan each year. Older drivers are beginning to show up in these Strategic Plans as a target group, but all states have impaired drivers (alcohol and drug), young drivers and now distracted drivers as their top safety priorities. It may take another decade for the baby boom generation to have enough crashes for those priorities to shift.

Although Guideline 13 has been eagerly anticipated by many road safety experts in the transportation field, the medical profession and those working in the field of aging probably never even knew No. 13 had been proposed in 2012. It is no wonder that Guideline 13 was not headline news because no money is attached to NHTSA recommendations to states. The inadequate highway safety money doled out to states under section 402 of the Highway Safety Act can be used by the states to fund safety programs of their choosing, and those dollars generally go to addressing drunk drivers and teens.

Despite the fortunate addition of Guideline 13 in 2013, it will take much more to move the 50 states away from their current, inadequate driver licensing policies and practices relating to aging road users. It is very difficult to get a state to replace what it has in the cash-strapped world of state governments. Unfortunately, road safety is amongst a large number of problems that states must address. Hopefully, with NHTSA’s issuance of Guideline 13, a higher priority will be placed on older driver safety.
Call For Presentations

NMEDA ANNUAL CONFERENCE-Daytona Beach, FL
Conference: February 24-27, 2015
Pre-conference ADED Workshops: February 24, 2015

ADED is seeking dynamic and knowledgeable speakers to present at NMEDA 2015!

**Seminars offered:** ADED offers two 3 hour seminars pre-conference and one 3 hour seminar during NMEDA conference as part of their Associate Member Series. Submissions for seminars must be for 3 hour program.

**Seminars date options:**
Pre-conference seminars (3-hours)  (2/24/15)
Associate Member Series seminar (3-hours)  (2/25/14)

**Honorarium offered:** $500.00 Honorariums are offered per seminar.

Electronic submissions ONLY*: info@aded.net

Questions can be directed to elizabeth.green@driver-ed.org or by calling 866-672-9466

*All submissions are peer-reviewed by the education committee and rated by the following criteria: Abstract quality, Goals (measurable and objective), Topic related driver rehabilitation.

**DEADLINE FOR SUBMISSIONS:** July 1, 2014

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We believe in handing a person the key to unlock the door of dependency and to enter the world of independence.

We have a Can Do attitude!

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Command 16—A 16 switch lighted Electronic Console to control the secondary functions of your vehicle such as lights, ignition, windows, heater fan, wipers, and other accessory controls.

Remote Controls—Remote controls for all wheelchair lifts including Ricon, Crow River, Braun, Mobil-Tech, I,M,S, and others. They can be purchased with magnetic entry and dash controls

Magnetic Entries—available for all lifts.
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Left Foot Accelerator
Flip-Up & Quick Release
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Scott System Driving Controls

The CP05 Palm Control steering knob is equipped with 3 rocker switches to provide six switches in total. Each switch is designed and programmed to operate specific secondary controls. The switches provide primary and residual operations. The primary operation is achieved by a smooth touch of the button. The residual operation is achieved by holding the button ON for about one second.

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