~MISSION~

“Promoting excellence in the field of driver rehabilitation in support of safe, independent community mobility”

~VISION~

ADED is identified as the preferred, international thought-leader for driver rehabilitation specialist education and support. ADED members are highly qualified and considered experts in the field and are available in every major service area of the US and Canada. This diversified membership is active at the local and national level and influences legislation and decision makers. The CDRS is recognized as the gold standard for expertise in the field and levels of certification are offered to reflect the varied expertise of the membership. ADED is easily recognized as the primary resource for drivers with disabilities, family & caregivers of disabled drivers and passengers and represents the profession to the general public. ADED is recognized as a preferred place of employment and place where members want to serve the community. ADED is financially sound with various sources of revenue.

Introducing the new ADED Mission and Vision Statements.

ADED’s new Mission statement was created and approved by the board of directors in 2010. The purpose of the mission statement is to succinctly describe why we exist and the very essence of our organization. The vision statement is what is anticipated for future success and reflects a image of the organization in the near future. Although it might appear idealistic, it is a foundation for motivation and inspiration for potential growth and achievement. It is ADED’s vision for our members and the general public with who we work.
With Permolock, you no longer have to worry about time-consuming transfers from your wheelchair to your vehicle seat and then back to your wheelchair. You can safely and securely drive or ride directly from your Permobil.

Operated with the simple touch of a button, Permolock consists of two basic elements—a locking device mounted to the wheelchair chassis and a locking plate mounted to the vehicle. Both the angle and the height are easily adjustable for vehicles with a sloped driver’s position. Moreover, the locking features ensure your wheelchair does not break free during a collision or because of some other sudden movement.

Go anywhere you want to go with Permobil!

Learn more @ permobil.com
Think outside of the box. I know it’s a tired old saying but it still gets pulled out because it is true. I dare say when you stop thinking outside the box is when you get frustrated and stagnant. Some people, like the author of the article on motorcycle evaluation (page 10), go way outside of the box.

I am working with a TBI client who has severe short term memory loss. I have been seeing her for a few months and she still introduces me to her dog almost every time I get to her house. Sometimes she does it when I arrive and again when we get back from driving. Day one she could not find her way to the grocery store, which is 1/3 of a mile from her home. There are three turns, four if you include backing out of the driveway and facing the car the right way. She made errors 100% of the time for the first four trips. Finally on trip five I discovered she did remember the cross streets at either end of her block. That got us out of the driveway. She still chose the wrong direction for the next turn every time. I ended up putting a post-it note on the dash saying Turn right on Central Ave. That got us out of the driveway and through the first turn even though she had to look back at the note a few times to fight the urge turn the wrong way. She finally got the whole trip right on trips 6 & 7. Funny thing, she made it home from the store each time and she didn’t even take the same route as she had on the way to the store.

We have had to work on finding the car in the parking lot. She has to write a note to remember where the car is. We go into stores and have pretend shopping trips so that she has to think about something else and then still find her way back to the car. We have worked with simplified maps trying to rebuild her mental map of her neighborhood. We have worked with more than one GPS but remember they are not perfect. Sometimes you lose signal. Sometimes it tells you that you have arrived and you haven’t. Sometimes it picks a route that does not make sense. She has done well enough that I was able to recommend she get a car. We are now working through learning the new car and the new GPS.

Why have I done this? Face it, if she had dementia and a memory like this, I would...
Outgoing President’s Address

Best wishes to everyone for a happy, healthy and prosperous new year. I hope everyone had a wonderful holiday.

Recently I read a quotation that explained why cars have big windshields and small rearview mirrors. The answer is not what the typical driving rehabilitation specialist might think. The passage explained the reason a rear view mirror is smaller is that your past is not as significant as looking forward into the future. Where you are going is much more important, and it’s where you should focus your time and energy. I love the quote, but feel that when one year concludes and another begins, it’s prudent to take a moment and reflect on the past achievements and challenges. Besides, those who do not remember or learn from the past are condemned to repeat it, like making the same wrong turn over and over again.

Last year, I wrote about how energized your new board was while in attendance at the transitional board meeting. We were excited about what might be accomplished in 2011. At that time, I was certain that the group was headed in the right direction. When reflecting on this past year, I am impressed with what was accomplished by the board, committees, our executive director and all of the many volunteers within ADED. There are so many things that were accomplished this year; I would like to share some of the 2011 highlights with you.

ORGANIZATIONAL ASSESSMENT

The completion of an organizational assessment, where both past and current board members participated, was a major undertaking this year. While previous ADED boards worked hard to build a solid infrastructure for our organization, the 2011 board worked to enhance that infrastructure, and establish plans for future stability and growth. In addition to everyone’s contribution to the assessment, we were also compared to other not-for-profit organizations.

Our goal is to have a high performing organization, with clear delineated roles, responsibilities, authorities and relationships. We want to be fiscally smart and financially strong so that we are able to support our current members and build our membership base. We want to build on our past successes in providing quality educational services and to become an influential force in driver rehabilitation. All in all, the results of this assessment helped us to examine where we stand and where we need to focus our energy.

STRATEGIC PLANNING

One of the first steps was to create a plan based on the organizational assessment recommendations. We recognized the need to find a consultant to work with the board as a facilitator, guiding us in the development of such a plan. I don’t know about you, but many times in my career I’ve had to work with external consultants for a work related project or as a result of an administrative directive. Those interactions rarely left me feeling upbeat or remotely satisfied with the outcomes. Either I worked with really bad consultants, or ADED found a gem of a consultant. In this case, it was definitely the latter. I can say with confidence that the entire group left these meetings on a positive note, working collaboratively and with a great sense of accomplishment. We had developed a solid strategic plan.

VISION AND MISSION

The consultant also helped us to re-define our vision for ADED’s future and re-write our mission. On the cover page of this issue, you can read ADED’s new vision and mission statements. The vision statement defines our desired future and includes our purpose and values. The new mission statement of “Promoting excellence in the field of driver rehabilitation in support of safe, independent community mobility” is short, sweet and to the point. It reflects what we do, and why we do what we do. What is not obviously stated is certainly implied in the mission statement.

While we often have ambition and aspirations which are similar in scope to other associations, ADED is quite different. During these meetings, it was evident that our vision for the future, our organization’s mission, and objectives to meet that mission are distinctively separate than other organizations. I recall Susan Pierce, in her address to the ADED conference as few years ago, reminding us how our brand and identity is what makes us special and unique. The revised vision and mission statements reflect current trends and provides a broader definition of why we exist.

SOCIAL MEDIA

Another one of our accomplishments this year is our increasing exposure on social media. Although it took a little bit of time, ADED finally made it onto Facebook this past year, with the help of Kästle Green. If you haven’t already “liked” us, please do so. The site communicates timely updates of current information and has some great photos, including those from past ADED conferences, so please check us out on Facebook.

Editor’s Note — Challenges

(Continued from previous page)

I hope each of you continues to find challenges. Your fellow ADED members would love to hear about them and share your triumphs, commiserate with the failures, and maybe help with the process. Please remember the newsletter is always looking for contributions like the article I mentioned earlier. That came to me unsolicited which is great! I hope you enjoy it and I hope you find a way to share with your peers too.

Beth Anderson Gibson, OTR/L, CDRS

Editor
President’s Address

(continued from page 3)

Now, for those of you who tweet, hang in there, maybe we’ll be there next year!

Continuing with our plan of greater media exposure, James Morrison, your corporate board member, in collaboration with the ad-hoc marketing committee, continues to build and develop the Can-I-Drive Web site. It is an ADED sponsored Web site and forum designed to provide information about driving, learning to drive or transportation options to those who have a disability. It is another place that if you haven’t visited, you should. Feel free to join, make comments or participate in the discussions. You can find this site at: can-i-drive.com

Committee activity was in high speed this year. If it were not for the work of our committees, our organization would not be as successful as it is. Listed here are a few highlights from this year.

PROFESSIONAL DEVELOPMENT

Dana Benoit and the professional development committee developed a survey to determine the current educational needs of our members. The feedback from the membership consisted of overwhelming requests for Web-based educational offerings and alternative methods to obtain contact hours for certification renewal. The committee, with the support of the board, initiated a contract between ADED and an on-line learning management system. The plan is to record ADED educational sessions and Webcast for member viewing at a later date. The first video recordings will take place at the ADED educational sessions offered at the NMEDA conference in February. This is definitely an exciting and new venture for ADED.

EDUCATION

Jenny Nordine and the education committee continue to provide oversight of the ADED educational courses offered throughout the year. Even with turnover of committee members, they persist in the development of an entry level course.

CERTIFICATION

Roger Kelsch and Eva Richardson quickly stepped into the role as co-chairs of the certification committee this past year. In addition to the regular, and at times demanding, responsibilities of the committee, they have worked to re-write the certification policies and procedures.

In preparation for the required committee turnover due to term limits, Roger and Eva implemented an application and guide for those interested in becoming certification committee members. The concept of using a vetting process for those candidates is not novel, however it is ideal so that all candidates are aware of the commitment and are deemed suitable for the position. This process is consistent with our consultant’s recommendation for building a solid organizational structure.

PUBLIC RELATIONS AND MEMBERSHIP

Through the work of our executive director and public relations/membership committee, chaired by John Anschutz, our organization’s membership continues to steadily grow, with 686 members. The annual membership drive included the incentive renewal program again this year.

Mary Schwartz, with the public relations and education committee was charged with creating and managing a photo contest and campaign. We realized that we need to update our current visual display that is used for ADED promotional events. The concept is to have ADED members submit their best photos that reflect what we do as driving rehabilitation specialists. These photos would be used for any ADED public, community or industry related events. Be on the lookout next year for the photo contest details and consider submitting a photo.

SCHOLARSHIP

Gayle San Marco and the scholarship ad-hoc committee spent time this year updating the scholarship policy and procedures. Due to a generous increase in sponsorships, we were able to offer more scholarships this year. The scholarship committee had a record number of applicants to review, not only for ADED’s annual conference, but for ADED educational offerings throughout the year.

BOARD DEVELOPMENT

The board development committee, led by Judi Hamelburg solicited nominations, reviewed the candidates and presented a list of well deserving nominees for ADED’s annual awards this past year. I know we have many members who deserve awards for their outstanding contributions and achievements. Remember to complete a nomination this year for someone you think would be worthy of such an award.

PUBLICATIONS

Beth Anderson Gibson and her publications committee worked hard throughout the year to publish an excellent quarterly newsletter. She has done an outstanding job of securing advertising contracts and commitments for articles and industry news. If asked, please consider contributing articles for the News Brake. Everyone has a good story to share.

BY-LAWS

The by-laws ad-hoc committee, chaired by Susan Pierce, was appropriately comprised of ADED past-presidents Lori Benner, Tom Kalina, Anne Hegberg and Larry Bowen. This group worked hard to prepare the first draft of the by-laws revisions early in the year. This was placed on the back burner until the strategic and operational planning process was completed. It was brought back onto the agenda in December, reviewed extensively by the board and deferred back to the committee for additional revisions. I’m happy to report the committee is back in action with the ultimate goal of a final document to be ready for membership review this year. I think you will be impressed with the positive changes that are being proposed.

JOINT CONFERENCE

After review of our accountant’s financial analysis of a proposed joint conference with NMEDA, Liz Green was appointed chair of an ADED member-only joint conference ad-hoc committee. This smaller group was tasked with reviewing all the information that we have to date, define the risks, benefits and contingencies. Upon completion of their review, the committee will make a formal presentation to the board early in 2012. I assure you that this is not something we take lightly as we want to make the best decision for ADED.

FINANCES

With guidance and recommendations from Carol Blackburn, it was determined an ADED finance committee should be considered to review financial matters and provide oversight for any fiscal matters. Carol was appointed chair of this ad-hoc committee, which to date has defined the role and responsibilities of the committee and continued to work on creating an accounting manual. I look forward to hearing more from this committee and how it will fit in with our plan to expand and enhance our strong and transparent fiscal position.

RESEARCH

Beth Rolland and the ad-hoc research committee got things rolling this year, by providing educational sessions at the annual conference on understanding the research processes. This group continues to work to identify opportunities to collaborate with other organizations interested in conducting research with a focus on driver rehabilita-
President’s Address

Welcome to our new Certified Driver Rehabilitation Specialists.

Congratulations for passing the CDRS exam in Jacksonville, FL

- Richard W. Backs
- Dawn Cage
- Lisa Crisalli
- Rebecca Day-Lewis
- Jamie L. Ellis
- James Ferneyhough
- Tami Gourlay
- Jacob Hazen
- Darren P. Jauncey
- Eileen Kennedy
- James Kesler
- Margaret Kogler
- Jennifer Mason
- Lynn Matthes
- Daniel C. Ressler
- Jeanne M. Schmieder
- Jill Sclease
- Jason A. Strowmatt
- Diane L. Tryon
- Maria G. Wright
- Vivian Min Yue

During our last meeting of the year, the board continued its previous strategic planning work which had originated in August. Both outgoing and incoming board members worked for a good part of one day in developing an operating plan based on the new strategic plan. With great attention to the details, we now have specific strategies and tactics defined for the next year. These will address our goals in the broad categories of administration, operations, board governance, financial stability, legislative and advocacy issues, education, marketing and communications and membership growth.

The three things that are most essential to achievement are common sense, hard work and stick-to-it-iveness.....

—Thomas Edison

This is essentially the organization’s road map, guiding us towards our vision for the organization. There is no confusion on anyone’s part of what is to be accomplished this upcoming year. Yet we cannot do this alone. We need everyone’s support to accomplish these aggressive goals and plans. If asked, please consider volunteering for a specific task force or committee. Or better yet, contact a board member if you are interested in helping out.

On the last day of our business meeting, I had the pleasure of presenting plaques of appreciation to the outgoing board members, including Jim Kennedy (outgoing past-president), Carol Blackburn (treasurer) and Rodney Wilson (mobility equipment dealer) for their contributions to the organization. As they step down from their respective roles, I want thank them for their time and energy they gave to this organization.

I’ve come to realize what a busy and successful year it was. If not for the hard work of everyone, these accomplishments would not have been realized. I want to thank everyone for their support, feedback and kind words throughout the year. Thank you to everyone who has volunteered in one capacity or another. Your work helps to keep us moving in the right direction. A huge thank you goes out to Liz Green, who has been a great asset to ADED and to me personally during my tenure as president.

As I finish writing my final president’s address, I certainly have mixed feelings about “passing the gavel.” There are some feelings of relief, but mostly feelings of sadness. I feel like this journey just got started. One thing’s for sure: this year flew by too quickly. In closing, I am confident that your 2012 President Mary Schwartz is well prepared and ready to provide leadership as your 2012 ADED president. Keep looking forward. The windshield is wide.

Best wishes for a Happy New Year,
Amy Lane OTR/L, CDRS
ADED 2011 President
Greetings ADED members! I trust that your holidays were joyful and spent with loved ones. A New Year is upon us and with that, your 2012 ADED Board has set forth an ambitious strategy to meet our strategic plan goals. We are excited to roll out our new mission! ADED is promoting excellence in the field of driver rehabilitation in support of safe, independent community mobility.

The board met in December to transition with outgoing board members, orient incoming members and create a tactical operating annual plan based on our 3-year strategic plan. The meeting was very productive and your board is excited to continue the hard work of managing the association. Some of the goals for 2012 include expanding educational opportunities, preparing for 2012 annual conference and increasing public awareness about driver rehabilitation services. Katy Greene, Stacey Stevens and I are busy planning for 2012 conference and have coordinated educational courses in conjunction with February’s NMEDA conference.

2012 BOARD MEMBERS:
President: Mary Schwartz, OTR, CDRS
Past President: Amy Lane, OTR/L, CDRS
President Elect: Michele Luther-Krug, COTA/L, SCAD-CM, CDRS, ROH
Treasurer: Janet Stohler, OTR/L, CDRS
Secretary: Ann St. John, OTR, CDRS
Board Member at Large: Beth Rolland, OTR, CDRS
Board Member at Large: Holly Alexander, OTR/L
Corporate Member: James Morrison
Mobility Equipment Dealer Member: Eric Mansfield

Your 2012 board is excited and motivated to move the association forward and advance our education mission, but they cannot do it alone. We have openings in all our committees and I encourage each of you to consider joining a committee. This is YOUR organization and the best way to reap the benefits of membership is through active participation.

CDRS RENEWALS- Check your certificate! If your CDRS expired 12/31/2011, and you have not submitted a renewal, your credentials are now expired. However, it is not too late renew! CDRS renewal applications are available on the web at www.aded.net. If you require a hard copy mailed to you, please contact the ADED Executive office at: info@driver-ed.org or by telephone at: (866) 672-9466.

MEMBERSHIP RENEWALS- A huge thank you goes out to the members that have renewed their memberships for 2012. With this membership drive, ADED offered a drawing worth 50% off ADED Annual Conference & Exhibits. A total of 20 names were randomly selected from the pool of renewals that came in by the deadline. Congratulations to the winners!

In order to keep your member profile active on the ADED website, you must renew your membership by March. This year, we are going paper-LESS by encouraging on-line renewals. If you prefer to submit paper application, they are available on the website. If you have any trouble logging into your account, please e-mail us at info@driver-ed.org.

2012 ADED ANNUAL CONFERENCE: Mark your calendars for 2012 Annual Conference in Kansas City, Missouri! The theme this year is Making a Difference and just as you make a difference in your client’s lives, ADED hopes to make a difference in your professional career. ADED Courses will be offered July 27 & 28, 2012, pre-conference workshops will be offered July 28, 2012. Conference runs July 29-31, 2012. Scholarship opportunities are available through generous support from Adaptive Driving Alliance and the Spirit of Crescent Industries Scholarship. Through the ADED Memorial Scholarship Fund, the association provides financial assistance to members for ADED Course attendance. Two courses will be offered in the days prior to conference. Do not hesitate to submit your application!

Sincerely,
Liz Green,
Executive Director
Are Cars Getting Too Smart? 
An industry debates new auto technology 
by Elizabeth Pope 
AARP Bulletin October 1, 2011

This timely article points out many of the innovations in today’s car, such as navigation systems and systems to alert the driver of potential hazards, like a car in their blind spot or a loss of lane control. Computers have enabled cars to do more, but are these new abilities simply adding to our distractions? There is no standardization among automakers and no training for the driver so all of these gadget have to be learned on the fly.

ADED is mentioned as a source for simple vehicle innovations. To see the entire article go to http://www.elizabethpope.com/works.htm

* * * * * * * * * *

OT Practitioners (and ADED members) Now Represented on DMV Website 
Occupational Therapy Association of CA

Kudos to the OTAC Driving Fitness Subcommittee chaired by Gayle San Marco (under the auspices of OTAC’s Practice, Ethics, & Reimbursement Committee). The California Department of Motor Vehicles (DMV) now references the role of occupational therapy under the Senior Driver page on its website. OTAC has long been participating on various DMV committees collaborating with other agencies and organizations interested in safe driving evaluation and training for senior drivers. This same OTAC subcommittee organized two driving generalist sessions at the OTAC Annual Conference in October in Sacramento. Both sessions were well attended and received high evaluations. Click here to access the DMV website page https://www.dmv.ca.gov/about/senior/health/fatigue.htm.

* * * * * * * * * *

ADED was mentioned as an information source in an article titled Driving After Sustaining a Spinal Cord Injury by Attorney John Demas on the legal newsletter website JDSUPRA. http://www.jdsupra.com/post/documentViewer.aspx?id=2a2092f6-1b64-4e4f-96ad-5e77c593fa10

* * * * * * * * * *

New York State Department of Motor Vehicles has added a page Resources for the Older Driver which explains the driver evaluation process in detail and recommends ADED as a resource to find a driving specialist. The information is adapted from ADED content.
Presidential Awards were conferred upon outgoing 2011 ADED Board members by 2011 President Amy Lane.

*Thank you for your outstanding service to ADED.*
HELLO EVERYONE! Let me first introduce myself. My name is Martin Presseau, OT at the Constance-Lethbridge Rehabilitation Centre in Montreal, Quebec, Canada. I have been an OT for 12 years, and have been working in the driving field since 2002. I’ve also been a CDRS since 2004.

During my last ADED conference attendance, I had the opportunity to have discussions with some of you about a research project with which I had been involved: an evaluation protocol for physically disabled motorcyclists.

Today, I am proud to share with you more details about this unique project!

The research project was developed in response to an increasing demand from motorcyclists (or motorcyclists to be) with physical deficits in our province who could not benefit from a proper assessment of their potential to drive a motorcycle. They could therefore not obtain or maintain a valid license to drive a motorcycle by our licensing board.

When we first started the research project in 2008, we had one goal in mind: to offer a comprehensive assessment of the ability/potential of a client with physical deficits to operate a motorcycle.

The different phases of the project included: a literature review, an activity analysis (which involved me taking a motorcycle course, after which I became a passionate motorcyclist myself!), an in-depth exploration of motorcycle adaptations available on the market, development of an evaluation protocol, a pre-test of the evaluation protocol with a small group of motorcyclists with physical deficits, and finally a validation of content with a focus group of experts. Rules and regulations for adapted motorcycles, as well as equipment conformity also had to be considered during the project.

As of today, approximately 20 motorcyclists with physical deficits from all regions of our province have come to our
Centre for a motorcycle evaluation. Their diagnoses vary, including amputations, stroke and paraplegia.

**LAST YEAR**, our program acquired an adapted motorcycle to complete our evaluation vehicle platform. The motorcycle, a Harley Davidson Dyna 1600, is equipped with various modifications, notably a 2-wheel kit that can be added/removed in the rear to transform the motorcycle into a ‘trike’ for clients with balance problems, as well as different levers, pedals and controls that can be interchanged.

An occupational therapist and a motorcycle driving instructor participate in the clients’ evaluations. Jean Doucet, driving instructor, was a motorcycle instructor for 20 years before joining our driving program in 2002. He played a critical role in mounting the evaluation protocol…and educating the OT about the exciting world of motorcycles.

**OUR ASSESSMENT INCLUDES** an in-house evaluation, a stationary evaluation with a motorcycle, and a closed-circuit evaluation.

Following a similar procedure as a regular driving and adaptation assessment, different aspects are taken into consideration through the motorcycle evaluation: ingress/egress, access and operation of the different controls, balance, ability to perform different maneuvers in the closed circuit, etc. Clients may require training or even a desensitization intervention, as some of them were injured while driving a motorcycle.

Once the potential of the client is established, recommendations are sent to the Quebec licensing board which renders the final decision to deliver a motorcycle-class license.

**WE BELIEVE** that the creation of a valid functional assessment protocol meets the needs of people with disabilities who wish to drive a motorcycle to enable them to practice this meaningful activity…if not passion!

* * * * * * * * * * *

For comments, questions, or inquiries regarding this article, do not hesitate to contact me at mpressseau@ssss.gouv.qc.ca or 514-487-1891, local 243.

Special acknowledgments to Dr Isabelle Gélinas, Ph.D., OT(c), who was our mentor during the research project.

**Martin Pressseau, OT, CDRS**
**Driving Evaluation Program**
**Constance-Lethbridge Rehabilitation Centre**
**Montreal, Quebec Canada**

--- SEAT BELTS ---

New Hampshire is the only state where adults don’t need to wear seat belts. However since 2000 everyone under age 18 has been required to buckle up. The habit appears to be carrying into adulthood, with last year’s 75 percent mark representing a record high up from 49.7% in 1992. Due at least in part to increased usage the number of accident fatalities statewide hit a 51-year low last year.
No matter which road life gives you...
There’s always a Bruno product to make it possible!

1-800-462-0664 • www.bruno.com

code: ADEDNEWS0911
Phoenix, AZ February 21, 2012

**ADED pre-conference seminars at NMEDA conference**

This series will provide attendees the opportunity to learn up to 6 ADED credit hours. The morning presentation will focus on vehicle adaptation for the pediatric client. The afternoon presentation will answer the question: How do I drive clients into my office and keep referral sources in the HOV lane?

800-833-0427 Visit NMEDA's Web site at www.nmeda.org

Wheaton, IL March 16-17, 2012

**ADED Midwest Chapter Meeting**

Spring meeting for ADED Midwest chapter members invites all providers of care and service in the driver rehabilitation industry. A total of 9 ADED contact hours are available for CDRS renewal.

Contact ADED 866-672-9466
Visit our Web site at www.aded.net

Lexington, KY April 20, 2012

**ADED Kentucky/Tennessee/West Virginia Chapter Meeting**

Spring meeting for ADED KY/TN/WV chapter members invites all providers of care and service in the driver rehabilitation industry. ADED contact hours have been applied for towards CDRS renewal.

Contact ADED 866-672-9466
Visit our Web site at www.aded.net

Hanover, MD May 17-18, 2012

**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 509-201

410-777-2325
Visit our Web site at www.aacc.edu/healthcare/therapy/default.cfm

Kansas City, MO July 29-31, 2012

**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.

Contact ADED 866-672-9466
Visit our Web site at www.aded.net


**Introduction to Driver Rehabilitation**

Introductory course designed for professionals interested in starting a driver rehabilitation program. Topics covered include: referral process, clinical assessment tools, behind the wheel assessment, funding, ethics and liability issues.

Contact ADED 866-672-9466; fax 828-855-1672. Visit our Web site at www.aded.net


**Application of Vehicle Modifications**

Course designed for those desiring knowledge of adaptive driving equipment as well as the process for prescribing and delivering such equipment to individuals with disabilities.

Contact ADED 866-672-9466; fax 828-855-1672. Visit our Web site at www.aded.net

---

**Future ADED Conference Sites**

- **2012 Kansas City, MO**
- **2013 Columbus, OH**
- **2014 Buffalo NY**

---

**ADED 2012—Educational Events**

---

**Phoenix, AZ February 22-24, 2012**

**NMEDA Annual Conference**

NMEDA members and industry supporters are encouraged to attend the annual conference, which is the centerpiece of the association’s activities. Opportunities for networking, business and educational development are provided to for those committed to the mobility equipment industry.

800-833-0427 Visit NMEDA's Web site at www.nmeda.org

---

**Portland, OR March 3, 2012**

**Pacific Northwest Driver & Traffic Safety Conference**

This conference is an opportunity for driver educators, program coordinators, private school owners and state administrators to get new ideas and view different products that may be of use in their program.

503-838-8042 Visit web site at www.wou.edu/trafficsafety

---

**Indianapolis, IN April 26-29, 2012**

**AOTA 92nd Annual Conference and Expo**

Annual conference and exhibits for occupational therapy practitioners offers educational, networking and expo experiences.

Visit AOTA’s Web site at www.aota.org
Meet Your Board

MARY SCHWARTZ, OTR/L, CDRS

President

I have worked in the field of driver rehabilitation since 1992 at The Rehabilitation Institute of Kansas City. We have a comprehensive program (car and van) which includes both new and experienced drivers with various diagnoses and disabilities, including the older driver. I have been the manager of the program for 15 years and stepped down over a year ago to enjoy working as a staff therapist and allow myself to have more time outside of work to care for my aging parents.

I have gained so much in the way of networking and education from my ADED membership. I have served on several ADED committees including Certification, Board Development and Education and found this to be a good way to become more involved in the organization and also to meet new people. If you would like to get more involved with the organization, I encourage you to consider serving on a committee. There are numerous standing and ad hoc committees that are in need of new members. We have lots of projects planned, but need to have a team of people to help accomplish them. Please feel free to contact me if you are interested in becoming more involved in ADED through committee work or also if you have any questions or concerns throughout the year. I am looking forward to serving as President and it looks like it is going to be a busy and productive year.

MICHELE LUTHER-KRUG COTA/L, SCADM, CDRS, ROH

President Elect

I am honored to serve as the President Elect for ADED 2012. Thank you for your support. I am looking forward to working with all of you and welcome your comments and concerns.

I have practiced as a Driver Rehabilitation Specialist since 1990. My specialty in the field of driver rehabilitation has been in the area of cognitive and visual dysfunction. I became a CDRS in 2000. I currently work in Atlanta, Georgia at the Shepherd Center as a Driver Rehabilitation Specialist. I served as member of the ADED Certification Committee in 2001, Assistant Chair of Certification in 2002, and Chairperson of Certification in 2003. In 2005, I served on the AOTA Driving and Community Mobility Specialty Certification Panel as a Consultant. During 2005 I served as the President of the ADED South Carolina and Georgia Chapter. During that year we held our first Annual Chapter Conference at Georgia Tech. In 2007 AOTA’s Speaker of the Assembly, appointed me to the OTA Alternate Representative position. I was later elected OTA Alternate Representative in 2008. In 2009, I was elected the OTA Representative to The AOTA Representative Assembly. During the years I have presented at the state and national level and have co-authored chapters and journal articles. These experiences have helped me to become more familiar with association leadership and service roles. It is my belief that this experience will be an asset as I serve you and the ADED mission. Thank you for this opportunity.

AMY LANE OTR/L, CDRS

Past President

I am a graduate of Florida International University with a degree in occupational therapy. Although I am originally from Florida, I currently reside in Pittsburgh, Pennsylvania, working at the University of Pittsburgh in the Department of Rehabilitation Science and Technology. My career as an OT began with work in inpatient physical rehabilitation and easily progressed into the field of community mobility, specifically driving rehabilitation. I now spend most of my days working with clients who require driving rehabilitation services; however, I am fortunate also to be involved in other academic and research-related activities.

I became a member of ADED in 1999 and obtained my CDRS certification in 2000. Throughout my career, I have always had a tendency to offer my time, support, and in essence volunteer, without hesitation in support of something I believe to be a good cause. This was the case with ADED. In 2006 I became the chairperson on the publications committee and News Brake editor. It was during those few years as editor that I really learned more about ADED, its members, equipment manufacturers and mobility equipment dealers. In 2010, I was honored to be voted as president-elect and serve as part of ADED’s board of directors.

This is now the last year of my 3 year term on the board. I have enjoyed working on the board, which involves a balanced blend of hands-on type of work, as well as providing oversight for the organization’s operations. I especially enjoyed this past year, as we completed an organizational assessment and strategic and operational plan. I feel that we have accomplished a great task in setting the stage for future growth of this organization. I am looking forward to this year to see how we continue to promote excellence in the field of driver rehabilitation.

Look for coverage from the 2012 NMEDA conference in Phoenix AZ in the next issue of NewsBrake
JANET STOHLER, OTR/L, CDRS  
Treasurer

Hello ADED Friends and thank you for electing me as your treasurer for the next 2 years. I am excited to have the opportunity to return a little back to this organization that has provided so much for me. The knowledge I gained at ADED conferences over the years not only paved the way for me to develop a hospital-based driver rehabilitation program in 1996, but also build a successful private practice in driver rehabilitation in 2007. After 17 years practicing occupational therapy in various settings at Carillion Clinic, including serving as Clinical Team leader for 3 outpatient clinics, I took a leap of faith and left my first place of employment as an OT in order to start my own business. Driver Side Rehab LLC is a driving school licensed by DMV located in the Roanoke Valley in Southwest Virginia. Although most of the business focuses on driver rehabilitation needs for clients of all ages, I do have 2 driving instructors who help me provide classroom and behind the wheel instruction for new drivers.

Owning my own business has provided a crash course in finance and accounting practices which I hope to apply as I fulfill the role of Treasurer. I quickly learned the importance of keeping detailed financial records and working within a budget. During my tenure as Treasurer I hope to see to the completion of a finance manual for the organization as well as making sure this organization’s finances stay aligned with our strategic plan for future growth.

Beth Rolland, OTR, CDRS

Member at Large

I am an occupational therapist who has been working in driving rehabilitation since 1998. I work for Kessler Institute, a large rehab hospital in Northern New Jersey and see clients from New York City, and upstate New York as well as a large area of New Jersey and sometimes northeastern Pennsylvania. My clients range from new drivers with physical or learning disabilities all the way up to seniors with dementia. I very much enjoy public speaking and have presented at many conferences, in-services, support groups, and symposiums. All of the residents and medical students at the hospital eventually end up in my office for some training on driving rehabilitation, and I have a regular gig teaching the occupational therapy students at Seton Hall about Driving Rehab and Vision Rehab.

I am returning for a second two-year term as member at large. This past year I inaugurated the Research Ad Hoc Committee, which started with a bang by offering a Research 101/102 course at conference in Jacksonville. We are working on new opportunities for the upcoming conference, as well as providing links to published research and research in progress through News Brake and the ADED website. Long term goals of this committee include encouraging members to be involved in research, linking ADED members with others in the country who are doing research on driving, and promoting evidence based practice. Through the Ad Hoc Grant Committee I am currently hard at work on a grant proposal project. This project is designed to increase CDRS coverage in areas of the country that currently have too few, or none at all. ADED’s goal is to allow every consumer who needs our services to be able to access them. We should be applying for funding early in 2012. Another of my projects this past year was the Can I Drive website launch, including writing articles and providing content. It was a great year for the Board and I look forward to another year of helping ADED meet its objectives.

Future ADED Conference Sites

2012 Kansas City, MO
2013 Columbus, OH
2014 Buffalo NY

Eric Mansfield

Mobility Equipment Dealer Rep

As Vice President of MobilityWorks, I am currently responsible for managing the consumer branch operations for the largest distributor of adaptive driving equipment in America. As such, I have the opportunity to work directly with clients and some of the most talented people in our industry. MobilityWorks is constantly growing and has 15 locations from California to New York. Prior to joining the MobilityWorks team almost 6 years ago, I was the National Sales Manager for Vantage Mobility International (VMI), which is the second largest manufacturer of lowered floor minivans in the nation. I am also an ardent OSU Buckeye fan!

I am genuinely excited about the prospects of working with and for ADED to better serve our mutual clients, and to elevate the level of professionalism among mobility equipment providers. I feel that there should be more of a natural synergy between CDRS’ and the equipment providers, and that is a relationship that I would endeavor to cultivate during my time with ADED.

Jamie Morrison

Corporate Rep

I am the General Manager and a Partner of Veigel North America also known as Mobility Products Design and have been in the mobility industry since 2008. Prior to joining the mobility industry I worked in
Meet Your Board (continued)

ELIZABETH GREEN, OTR/L, CDRS
Executive Director

I have been an Occupational Therapist since 1993, and feel my work has allowed me to improve the quality of life and facilitate independence of my clients and their families. In 1998, I took special interest in the field of Driver Rehabilitation and earned my certificate as a driver rehabilitation specialist (CDRS) in 1999. I have been an ADED member since 1998 and served on the board of directors as Secretary from 2006-2008. While in office, changes in the ADED executive office offered me the opportunity to serve the association in a different capacity. In February 2008, I became the interim executive director and transitioned to full time employment in September 2008. I am proud to serve the association as the executive director and help facilitate growth in the industry while providing ADED member’s with the tools and resources to better serve their community.

ELIZABETH GREEN, OTR/L, CDRS
Executive Director

I have been an Occupational Therapist since 1993, and feel my work has allowed me to improve the quality of life and facilitate independence of my clients and their families. In 1998, I took special interest in the field of Driver Rehabilitation and earned my certificate as a driver rehabilitation specialist (CDRS) in 1999. I have been an ADED member since 1998 and served on the board of directors as Secretary from 2006-2008. While in office, changes in the ADED executive office offered me the opportunity to serve the association in a different capacity. In February 2008, I became the interim executive director and transitioned to full time employment in September 2008. I am proud to serve the association as the executive director and help facilitate growth in the industry while providing ADED member’s with the tools and resources to better serve their community.

HOLLY ALEXANDER, OTR/L, CDRS
Member at Large

I am the Director of Fox Driving Program. I’m a graduate of Temple University and have been practicing Occupational Therapy for nearly 20 years, 18 of which have specialized in driving and community mobility issues.

I designed the Fox Driving Program in 2006 to assist senior drivers, their families and physicians in determining driving ability. I recently completed a three year term as manager of the Driver Rehabilitation Network with the American Occupational Therapy Association. I have presented at numerous national and local conferences about driving and community mobility issues, as well as authored many articles. I am a trained CarFit Technician and Event Coordinator as well as a trained Drive Well Presenter and frequently lecture at local universities on driving and community mobility.

AUGUSTA ANN ST. JOHN, OTR, CDRS
Secretary

I was born in Baton Rouge, Louisiana, graduated high school in Beaumont, Texas and went on to earn a Bachelor of Science degree in Occupational Therapy from the University of Texas Medical Branch at Galveston. I have been an Occupational Therapist for twenty-six years and a Certified Driver Rehabilitation Specialists (CDRS) for nine years.

Twelve of those years were spent at The Institute for Rehabilitation and Research (TIRR) and twelve years at Strowmatt Rehabilitation Services spending a year in between the two as a Vehicle Modification Sales Representative. While at TIRR, I worked as both a staff and a senior Occupational Therapist with both inpatients and outpatients. I worked as the OT Unit Coordinator for Inpatient Brain Injury, Stroke, Pediatric, Amputee, Comprehensive Rehabilitation Programs, and Lifebridge. I was a MANDT (How to Manage People) Trainer for five years. I also participated in, organized, and led multiple hands on workshops. I moved from Assistant Director of clinical services (including management of the student training program) – OT department to Assistant Manager of the OT department. My last two years at TIRR, I served as a liaison for outpatient services and managed the OT Department, Therapeutic Recreation Department, and the Music Therapy Departments.

In 1998-1999 I went to work for Driver Rehabilitation Services performing driver evaluations and driver training. I continue to work at Strowmatt Rehabilitation (formerly Driver Rehab Services) continuing with the role of a driver evaluator/trainer. I became a CDRS in 2002. I have been a member of ADED for multiple years have enjoyed serving as secretary for the past year.

Meet Your Board (continued)

the Detroit automotive industry as a product development engineer, design manager and most recently in new business development. I switched to the mobility industry for an opportunity to apply my skills and knowledge to help people in need of solutions.

As the corporate member of the board I try to provide a business perspective to the discussions and business of the board. I am currently working on several projects including a consumer based on line mobility forum called can-i-drive.com I’m also a contributing member on the joint conference and marketing ad hoc committees. In 2012 my goal is to further the discussions of a NMEDA - ADED joint conference, re-launch www.can-i-drive.com and develop a marketing plan for the association.

How can you help me? Please log on to www.can-i-drive.com and become a member. If you want to take it a step further, check in from time to time and see if you have any input on the consumer questions posted in the forum.

National Highway Traffic Safety Administration Older Driver Program
FiveYear Strategic Plan | 2012-2017

The following three initiatives have been established.

1. Build Communication for older drivers and caregivers.
2. Establish and maintain partnerships to enhance older driver safety efforts.
3. Develop and promote driver licensing policies.

Check out the details of the plan at http://www.nhtsa.gov/staticfiles/nti/pdf/811432.pdf

Meet Your Board (continued)

the Detroit automotive industry as a product development engineer, design manager and most recently in new business development. I switched to the mobility industry for an opportunity to apply my skills and knowledge to help people in need of solutions.

As the corporate member of the board I try to provide a business perspective to the discussions and business of the board. I am currently working on several projects including a consumer based on line mobility forum called can-i-drive.com I’m also a contributing member on the joint conference and marketing ad hoc committees. In 2012 my goal is to further the discussions of a NMEDA - ADED joint conference, re-launch www.can-i-drive.com and develop a marketing plan for the association.

How can you help me? Please log on to www.can-i-drive.com and become a member. If you want to take it a step further, check in from time to time and see if you have any input on the consumer questions posted in the forum.

National Highway Traffic Safety Administration Older Driver Program
FiveYear Strategic Plan | 2012-2017

The following three initiatives have been established.

1. Build Communication for older drivers and caregivers.
2. Establish and maintain partnerships to enhance older driver safety efforts.
3. Develop and promote driver licensing policies.

Check out the details of the plan at http://www.nhtsa.gov/staticfiles/nti/pdf/811432.pdf

Meet Your Board (continued)

the Detroit automotive industry as a product development engineer, design manager and most recently in new business development. I switched to the mobility industry for an opportunity to apply my skills and knowledge to help people in need of solutions.

As the corporate member of the board I try to provide a business perspective to the discussions and business of the board. I am currently working on several projects including a consumer based on line mobility forum called can-i-drive.com I’m also a contributing member on the joint conference and marketing ad hoc committees. In 2012 my goal is to further the discussions of a NMEDA - ADED joint conference, re-launch www.can-i-drive.com and develop a marketing plan for the association.

How can you help me? Please log on to www.can-i-drive.com and become a member. If you want to take it a step further, check in from time to time and see if you have any input on the consumer questions posted in the forum.

National Highway Traffic Safety Administration Older Driver Program
FiveYear Strategic Plan | 2012-2017

The following three initiatives have been established.

1. Build Communication for older drivers and caregivers.
2. Establish and maintain partnerships to enhance older driver safety efforts.
3. Develop and promote driver licensing policies.

Check out the details of the plan at http://www.nhtsa.gov/staticfiles/nti/pdf/811432.pdf

Meet Your Board (continued)

the Detroit automotive industry as a product development engineer, design manager and most recently in new business development. I switched to the mobility industry for an opportunity to apply my skills and knowledge to help people in need of solutions.

As the corporate member of the board I try to provide a business perspective to the discussions and business of the board. I am currently working on several projects including a consumer based on line mobility forum called can-i-drive.com I’m also a contributing member on the joint conference and marketing ad hoc committees. In 2012 my goal is to further the discussions of a NMEDA - ADED joint conference, re-launch www.can-i-drive.com and develop a marketing plan for the association.

How can you help me? Please log on to www.can-i-drive.com and become a member. If you want to take it a step further, check in from time to time and see if you have any input on the consumer questions posted in the forum.

National Highway Traffic Safety Administration Older Driver Program
FiveYear Strategic Plan | 2012-2017

The following three initiatives have been established.

1. Build Communication for older drivers and caregivers.
2. Establish and maintain partnerships to enhance older driver safety efforts.
3. Develop and promote driver licensing policies.

Check out the details of the plan at http://www.nhtsa.gov/staticfiles/nti/pdf/811432.pdf
CHAPTER NEWS

KENTUCKY/TENNESSEE/ WEST VIRGINIA

Michele Coffey, Chapter President reported that they will be having a Chapter Meeting on April 20th 2012 in Lexington, KY. The Agenda includes: “Pediatric Workshops have made me a better CDRS” and will be presented by Nancy Ramsey MS, OTR/L CDRS. Daniel Cox CDRS will present “Vehicle and Client Control, Safe Driving and Self-Evaluation” from 10am to 12 pm and 1pm to 2pm. The meeting will provide participants with 4 ADED approved CEUs and Bruno will be providing a product demonstration for the meeting. Additional CEU’s are being applied for related to the Bruno presentation. More details to follow. For information contact Michele Coffey at mwcoffey@yahoo.com

ONTARIO

Wendy Niewuland, President of this chapter reported that they had a successful Meeting/Conference October 28, 2011 in Markum, Ontario. Plans have not been announced at this time for the 2012 Ontario Chapter Meeting at this time. Look for more details in future News Brake Publications.

GEORGIA/ SOUTH CAROLINA

Matt Abisamra Chapter President reports that they plan to meet quarterly and will alternate locations to facilitate attendance for members in each state. The next meeting is planned to be held on March 2nd 2012 at HDS in Marietta, GA. Michael Dresdner will present a course focused on the differences between various van conversions. CEU’s have been applied for. For more information contact Matt Abisamra at matt_abisamra@shepherd.org.

MID WEST

President Scott Armour reports that The Mid West is having their annual conference on March 16th and 17th 2012 in Wheaton, IL at Marianjoy Rehabilitation Hospital. The two day conference features Anne Hegberg presenting the Behind the Wheel portion, Michael Flis the Cognitive Assessment and Elin Schold Davis will do a Car Fit Training session. The cost for an ADED member is $100.00 and Non Members will pay $150.00. For more information contact Danielle Cza-
jkowsk at 630-909-6082 or dczajkowski@marionjoy.org.

NORTHEAST

Northeast Chapter President Matt Meltzer reports that the Northeast Chapter had a meeting in conjunction with the NETSEA Conference in New Hampshire. At that conference, ADED members networked with fellow driver educators from NETSEA and gained Contact Hours toward their CDRS Certifications. Nothing written in stone as of yet but will be doing various things in 2012 and plans to meet as usual at ADED’s National Conference. He also reported that another meeting will be held conjunction with NETSEA’s Conference in New Hampshire in October.

CALIFORNIA

California’s Chapter is currently conducting elections. Election results and meeting plans will follow in the next News Brake.

WASHINGTON

Washington State member Frances Tromp van Holst is petitioning ADED National office for Chapter recognition in her area. At the current time there are only 5 current ADED members in the state and she needs 6 signatures to submit the petition. Anyone in that area who has not renewed may do so by using this link: www.aded.net/joinADED. They are very close so if you live in the area please help support them.

What’s Happening at Your Place?

Dan Allison had the privilege to present at the 3rd European Seating Symposium held in Dublin, Ireland from November 7th to 10th 2011.

This event is now established as the leading event in Europe for professionals, manufacturers, suppliers and users of Seating & Assistive Technology.

The program brings together the leading experts in these areas, and is an excellent opportunity to network and keep up to date with the latest research in the field, as well as view the most advanced products in the area over our three day exhibition.

ESS was delighted that all plenary sessions were simultaneously translated into French and German.

Abstract: THE RELATIONSHIP BETWEEN DRIVING, VEHICLE MODIFICATIONS AND SEATING AND MOBILITY

An individual’s ability to access transportation is an integral part of society today and is necessary for opening many doors in terms of overall independence. When addressing driver rehabilitation with vehicle access and seating/mobility needs, it is essential to consider how these areas impact one another. This session will review the aspects of seating and mobility equipment, as well as proper positioning; that can impact the driving task and vehicle access. A review of adaptive driving controls and common vehicle modifications will be provided. The session will also include an overview of commercially available wheelchair and passenger securement equipment often used in adapted vehicles and buses. Participants will have the opportunity for “hands on” demonstration and experience using this equipment following the formal presentation.
<table>
<thead>
<tr>
<th>PROFESSIONAL DEVELOPMENT</th>
<th>EDUCATION</th>
<th>AD-HOC: SCHOLARSHIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reports to Past-President</td>
<td>Reports to Past President</td>
<td>Reports to Past President</td>
</tr>
<tr>
<td><strong>CHAIR:</strong> Dana Benoit</td>
<td><strong>CHAIR:</strong> Jenny Nordine</td>
<td><strong>CHAIR:</strong> Karen Smith</td>
</tr>
<tr>
<td><a href="mailto:Dana_Benoit@ssss.gouv.qc.ca">Dana_Benoit@ssss.gouv.qc.ca</a></td>
<td><a href="mailto:jenny@drivingtoindependence.com">jenny@drivingtoindependence.com</a></td>
<td><a href="mailto:karen@smithotanddriving.com">karen@smithotanddriving.com</a></td>
</tr>
<tr>
<td>2nd Term: 2012-2013</td>
<td>2nd Term: 2012-2013</td>
<td>1st term: 2012-2013</td>
</tr>
<tr>
<td><strong>MEMBERS:</strong></td>
<td><strong>MEMBERS:</strong></td>
<td><strong>MEMBERS:</strong></td>
</tr>
<tr>
<td>Carrie Monagle</td>
<td>Mary Beth Meyer, Tim Jones, Susanne Adamson, Sue Henderson</td>
<td>Penny Anders, Ana Verran</td>
</tr>
<tr>
<td><strong>MEMBERS WANTED!</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BOARD DEVELOPMENT</th>
<th>PUBLIC RELATIONS &amp; MEMBERSHIP</th>
<th>PUBLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reports to President-Elect</td>
<td>Reports to President-Elect</td>
<td>Reports to President</td>
</tr>
<tr>
<td><strong>CHAIR:</strong> OPEN E-MAIL</td>
<td><strong>CHAIR:</strong> Eric Mansfield</td>
<td><strong>CHAIR:</strong> Beth Gibson</td>
</tr>
<tr>
<td>1st term: 2012-2013</td>
<td><a href="mailto:EMansfield@MobilityWorks.com">EMansfield@MobilityWorks.com</a></td>
<td><a href="mailto:bgibson@freedomandmobility.com">bgibson@freedomandmobility.com</a></td>
</tr>
<tr>
<td><strong>MEMBERS:</strong></td>
<td><strong>MEMBERS:</strong></td>
<td><strong>MEMBERS:</strong></td>
</tr>
<tr>
<td>Gayle Berk-Agar, Betsy Powers</td>
<td>Derrick Scott, Rory Fluman</td>
<td>Matt Meltzer, Mary Sauer, Dr. Johnell Brooks, Leah Belle</td>
</tr>
<tr>
<td><strong>MEMBERS WANTED!</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CERTIFICATION</th>
<th>AD-HOC: BY-LAWS REVIEW</th>
<th>AD-HOC: ETHICS &amp; COMPLIANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reports to President</td>
<td>Reports to President</td>
<td>Reports to President</td>
</tr>
<tr>
<td><strong>CO-CHAIR:</strong> Eva Richardville</td>
<td><strong>CHAIR:</strong> Susan Pierce</td>
<td><strong>CHAIR:</strong> Tommy Crumpton</td>
</tr>
<tr>
<td><a href="mailto:emrichardville@yahoo.com">emrichardville@yahoo.com</a></td>
<td><a href="mailto:spierce@adaptivemobility.com">spierce@adaptivemobility.com</a></td>
<td><a href="mailto:TCrumpton@bir-rehab.com">TCrumpton@bir-rehab.com</a></td>
</tr>
<tr>
<td><strong>CO-CHAIR:</strong> Roger Kelsch</td>
<td><strong>MEMBERS:</strong></td>
<td><strong>MEMBERS:</strong></td>
</tr>
<tr>
<td><a href="mailto:roger.kelsch@med.va.gov">roger.kelsch@med.va.gov</a></td>
<td>Larry Bowen, Anne Hegberg, Tom Kalina</td>
<td>In process of selection</td>
</tr>
<tr>
<td>1st Term: 2011-2012</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MEMBERS:</strong></td>
<td><strong>MEMBERS:</strong></td>
<td><strong>MEMBERS:</strong></td>
</tr>
<tr>
<td>Dan Allison (allied health), Brenda Bennett (traffic safety), Sally Sullivan (traffic safety), Kathy Rakowczyk (traffic safety)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AD-HOC: RESEARCH</th>
<th>AD-HOC: JOINT CONFERENCE</th>
<th>CONFERENCE TEAM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reports to President</td>
<td>Reports to President</td>
<td>Reports to Executive Director</td>
</tr>
<tr>
<td><strong>CHAIR:</strong> Beth Rolland</td>
<td><strong>CHAIR:</strong> Liz Green</td>
<td>Exhibits:</td>
</tr>
<tr>
<td><a href="mailto:brolland@kessler-rehab.com">brolland@kessler-rehab.com</a></td>
<td><a href="mailto:Elizabeth.green@driver-ed.org">Elizabeth.green@driver-ed.org</a></td>
<td>Katy Greene, OTR/L, CDRS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(859) 797-6889</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(866) 720-5813 fax</td>
</tr>
<tr>
<td></td>
<td></td>
<td><a href="mailto:cigree0@uky.edu">cigree0@uky.edu</a></td>
</tr>
<tr>
<td><strong>MEMBERS:</strong></td>
<td><strong>ADED MEMBERS:</strong></td>
<td>Program:</td>
</tr>
<tr>
<td>Anne Dickerson, Johnell Brooks</td>
<td>Mary Schwartz, James Morrison, Katy Greene, Stacey Stevens, Anne Hegberg</td>
<td>Stacey Stevens, OTR/L, CDRS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(859) 351-6612 office</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(866) 733-0939 fax</td>
</tr>
<tr>
<td></td>
<td></td>
<td><a href="mailto:staceystevens@ymail.com">staceystevens@ymail.com</a></td>
</tr>
</tbody>
</table>
THE NEED FOR DRIVER EDUCATION STANDARDS

Despite decades of “reform” in the driver education field, there is no minimal competency standard nationwide. All states have adopted graduated driver licensing (GDL), mostly because this has shown to reduce driving fatalities in 16 year olds. Other than that, it really hasn’t shown to make new drivers better; just older.

There are some groups who are past the argument whether driving is a “privilege” or a “right”, and now they are focusing on driving as a “skill”. Driving is a complex psychomotor activity that involves both the brain and body, much like playing a sport or musical instrument. Every driving related professional knows that the best way to improve driving skills is through practice; not videos or lectures.

Several other programs have been developed outside of the mainstream driver education curriculum in order to supplement and improve existing driver education programs:

- Tire Rack sponsors Street Survival
- Ford created Driving Skills for Life
- Toyota developed Driving Expectations

There is still a feeling that it is too easy to get a license in the U.S., and until stronger standards are implemented, traffic fatalities will be a fact of life.

Ward’s Auto October 2011

SAFETY FEATURES GETTING AFFORDABLE

The cost of collision-avoidance (C-A) systems using radar and cameras to prevent crashes will soon be cheap enough for mass market. Experts feel that the magic retail number is $500-once the dealers can sell them for that-they will become an option on virtually all cars. Some of these latest features are as follows:

C-A systems use radar, infrared laser sensors (Lidar), or cameras to spot obstacles in the road ahead and warn the driver. If the motorist fails to respond, brakes automatically engage. Lidar is most effective at less than 20 mph, while radar is more money, but used at highway speeds.

Samir Salman, CEO of Continental Corporation which is a leading supplier of C-A systems to the automotive industry, told Auto News that the next generation of radar camera combo units will cost auto manufacturers about $120, which means a $500 retail is almost guaranteed within the next year.

Toyota is working on a pre-collision system that recognizes pedestrians and stops the car automatically. They use radar and cameras for detection of pedestrians and other obstacles to stop the car before impact.

Toyota is also experimenting with headlight systems that blend high and low beams. This adaptive head light focuses only low beams on the front of the vehicle, while flooding everything around it in high beams.

Additionally, they are also experimenting with a pop-up hood to reduce pedestrian injuries in accidents. The hood releases on impact and creates more space between the hood and the engine.

A steering wheel that monitors driver’s vital signs and stops the car in health emergencies is also among ideas being worked on. Along with that, a bio-start steering wheel that monitors the cardiovascular system is aimed at elderly drivers.

In Japan, people 65 years or older account for more than half the traffic fatalities. Also in Japan, lane departures and pedestrian accidents account for a bulk of fatalities.

Automotive News August 2011

NEW SAFETY FEATURES

Ford rolled out a couple of new safety technologies on its 2012 Explorer. The first is the “My Key- Do Not Disturb” technology which blocks incoming calls or text messages that are received via a Bluetooth paired mobile device. Unlike turning the phone off however, drivers can still make voice activated outgoing phone calls. The second new technology is Ford’s “Lane Keeping System”, and this actually has 3 new features combined in this system. The “Driver Alert” system monitors a vehicle’s movements compared to lane marking via a camera, and if a drowsy driving pattern is detected, a chime will sound along with a “coffee cup” warning light that will illuminate on the dash cluster. Secondly, the “Lane Keeping Alert” detects if the vehicle is drifting close to lane markings and if so, the steering wheel vibrates. Finally, the “Lane Keeping Aid” actively provides steering torque to alert a driver of the need to steer back toward the center of a lane.

I have been writing about these new safety technologies for a few years and now they are becoming available on new models. It will be some time before we see if all these aids actually create a safer driver and reduce accidents. From an auto manufacturer’s perspective, it will be important these improve safety and sell more vehicles, or else the added cost may be questioned.
“The Buzz” (continued)

Automotive Fleet October 2011

A BRIGHTER FUTURE

BMW is experimenting with laser headlights and dynamic light spots; both intriguing safety products. According to BMW, laser lights provide 1,000 times more light intensity while using less power than LED headlamps. BMW also is confident that laser lights will last as long as LEDs with the added advantage of automatically turning off in the event of an accident.

The other lighting feature that BMW is working on is “dynamic light spot” which senses the temperature and movement of pedestrians, then casts a spot light on them to alert the driver. These two advances enhance BMW’s night vision technology that is now in use on some models. Laser lights are projected to be available on certain models by 2013, while dynamic light spots should arrive by next year. All of this technology is designed to improve safety by increasing visibility for drivers.

Autoweek November 2011

A BREATHTALYZER FOR ROBITUSSIN?

Taking sedating antidepressants 10 hours before driving is equal to driving drunk.

10 mg of valium can cause greater driving impairment than a blood alcohol concentration of 0.1 (This is one tenth of 1% - most states define the limit at .08 or eight hundredths of one percent, so this “0.1” is more than legally drunk.)

Antihistamines slow reaction time and impair coordination.

Common prescription drugs, including those that treat allergies, pain, diabetes, high blood pressure, cholesterol, ulcers, depression, anxiety, insomnia, and other ailments also cause blurred vision, and impaired other skills necessary for driving.

The list of drugs that may impair driving is too long to list here, and it is important that people partner with their physicians and pharmacist in order to learn about side effects of their medications before driving.

Automotive Fleet October 2011

LITTLE BLACK BOOK

In an article written by the editors of the Black Book, it is apparent that the used car shortage will continue for the foreseeable future. This means higher prices for used cars; especially late model, low mileage vehicles.

The current supply shortage is driven by fewer off-lease vehicles returning, less rental cars being remarketed, and many large fleets strategically extending their vehicle life cycles in order to reduce expenses. These factors, combined with new car decreases of 38% in 2009 and 30% in 2010 have created this situation. In real numbers, this means more than 4 million used vehicles did not come into the marketplace over the last year.

In addition to supply and demand driving the wholesale and retail prices of cars, editors of the Black Book have analyzed other factors that significantly affect the price of a vehicle. I thought it was interesting to note those factors here, along with the approximate effect on the value of used vehicles.

Color: This has little effect on the price of today’s used cars unless it is a one-of-a-kind paint job. In some cases, this may increase the value if you can find the right buyer. However, there is little demand for a lime green luxury sedan.

Diesel Engines: In the past 5 years, this has been one of the strongest options for value retention, often bringing 100%+ of their initial value within 3 years.

Power Sunroof: adds about $500

Leather: Adds between $950-$1,100

No third row seat: Most vans and SUVs without this option will lose about $500

Rear entertainment system: Usually increases the value by around $400

Chrome wheels: Can add up to $300

Manual transmission: Although difficult to even find these will cost between $700-$1,200 at trade-in

The cost of mileage: As the quality of today’s cars continues to rise, higher miles will affect price, although sometimes less than in the past due to higher quality and less supply. The result is that low mileage units are bringing a much higher premium than in the past.

Editor’s note: We have found that with the popularity of tools like Carfax and Auto Check, accidents can reduce the value of cars between $1000-$5000!

Automotive Fleet November 2011

HONESTY: THE LEGAL POLICY

According to the Federal Reserve Board, dealers cannot increase the sale price of a vehicle in order to offset negative trade equity. Although this has been a common practice in many dealerships, today’s law requires that negative equity be separately and conspicuously noted on the sales contract!

Ward’s Auto November 2011

SMARTER CARS TO COME

In a foreshadowing of technology to come, Nissan Motor Co. has demonstrated a new safety system that links its cars with roadside sensors that warn drivers about blind spots and dangerous intersections. This new technology integrates through the vehicle’s navigation system and communicates with the local traffic monitoring infrastructure in Japan. The current Japanese traffic system uses sensors placed on poles posted around high-risk intersections. These sensors monitor cars approaching the intersection, calculates collision risk, and warns the drivers through their navigation system as needed. Intelligent infrastructure is currently being built in the U.S. while auto makers continue to develop systems that will enhance safer driving in conjunction with this infrastructure.

Automotive News September 2011

WHEN YOU BUY A CAR, MAKE SURE IT’S NOT A TUNA BOAT...

In the aftermath of several hurricanes and record flooding in the east, it is inevitable that flood damaged vehicles will get to the used car marketplace. The value of these cars is higher than ever due to
“The Buzz” (continued)

the used car shortage and record prices. Although many states issue a salvage title to cars totaled from floods, the insurance industry has successfully lobbied to stop the creation of a national vehicle title. If there were a standard title for salvaged vehicles, the insurance companies would lose millions of dollars they currently gain from selling these vehicles to people who will clean the title. Look for these warning signs when buying a used car or truck and you may save yourself from an expensive mistake:

- A musty odor caused by moldy carpet or padding.
- Pull up a corner of the carpet to see if there are signs of water.
- Mud in the seat belt track or tensioners.
- Water or condensation in the headlights or taillights.
- Water or stains in the spare tire well.
- A sagging headliner, especially on a newer model.
- Look under the seats. If you find fish, there’s a good chance this car was flooded.
- Look for corrosion at the top of the springs or shock towers, or near the top of the fuel tank.

* * * * * * * * * * * * * * * * * * * * * * * * *
DEFiNE “QuAliTy”

Less than 1 month after Ford was ranked 23rd on a J.D. Power survey that measured “quality”, Strategic Vision released results of their surveys measuring quality. Strategic’s survey had Ford tied for second with Honda and Nissan behind only Volkswagen. In the Power survey, quality was measured by the number of complaints in the first 90 days of ownership. In the Strategic Vision survey, quality was measured by having new owners rate all aspects of ownership, from the buying process to vehicle performance. It would seem from these results that people measure quality differently than just counting problems.

* * * * * * * * * * * * * * * * * * * * * * * * *
LOWER ThE DRiviNG AGE To 6?

Rebecca Beatty of Pennsylvania recently allowed her 6 year old niece to back her car out of a parking spot because according to Beatty, someone had parked too close to her driver’s door and she could not get into the car. Shockingly, the 6 year old crashed into 2 other parked cars, and pushed one over a curb thereby hitting a third vehicle. No injuries were reported although Beatty was charged with reckless endangerment.

* * * * * * * * * * * * * * * * * * * * * * * * *
MY CAR TRIEd To WARN mE….

NHTSA plans a real world safety test in 2012 where up to 3,000 autos will be equipped with advanced technology that allows these cars to “talk” to each other and even warn the drivers of impending collisions. This test is the precursor to determining whether wireless communications like this will be mandated in future vehicles.
SHORT BEEPS

According to Experian, the average customer credit score is going down. Scores for new car buyers in 2010 dropped from 772 to 762 and for used car buyers from 679 to 671. Automotive Fleet October 2011

******

The odds for a belt-restraint female driver to suffer serious injuries in vehicle crashes. drivers are more likely than male drivers to have conducted a study finding that female systems."

Auto Week October 2011

NHTSA has published “Novice Teen Driver Education and Training Administrative Standards” which can be found at: www.nhtsa.gov/drivereducationprogram. This document purports to provide “a comprehensive framework for state driver education systems.” Auto Week October 2011

******

Researchers at the University of Virginia have conducted a study finding that female drivers are more likely than male drivers to suffer serious injuries in vehicle crashes. The odds for a belt-restraint female driver were 47% higher than those for a belt-restraint male driver involved in a comparable crash. Automotive Fleet November 2011

******

The world’s oldest running car fetched $4.62 million at auction last month. “La Marquis” was built in 1884 and can reach a speed of 38mph while running 20 miles on a full tank of water. The official name of the car: De Dion Bouton et Trepardoux Dos-a-Dos Steam runabout. Auto Remarketing October 2011

******

In a study conducted by TTI, the number of fatal nighttime crashes has risen over the past decade. The study suggested that for those drivers over 20, alcohol has been a factor in the increase. For drivers under 20, where the increase is higher, the study showed that alcohol as a factor has decreased while cell phone use as a factor increased. Automotive Fleet October 2011

******

Chrysler is recalling almost 300,000 model year 2008 Town & Country, Voyager, and Dodge Grand Caravan minivans due to an issue with potential inadvertent airbag deployment resulting from an HVAC leak onto the occupant restraint control module. Automotive Fleet October 2011

******

A section of highway was closed in Springfield, MO, for several hours because a tractor-trailer crash dumped over 40,000 pounds of mayonnaise on the pavement. An officer attending the cleanup said that it was “…like skating on ice…”. That is gross. Autoweek, March 2011

******

A recent survey from the National Association of Insurance Commissioners (NAIC) has found that nearly 30% of drivers have either reduced or cancelled their car insurance coverage, in order to produce immediate financial relief. Automotive News October 2011

******

Taxi Driver’s Brains are Plastic?

“To become licensed to drive a cab in London, would-be taxi drivers have to acquire what is commonly termed “The Knowledge”, which entails learning and locating 25,000 streets and 20,000 landmarks, as well as their intricate layout. It usually takes three to four years to accomplish the feat, and only around half the trainees eventually pass the exams.”

A study published in Current Biology showed that the process of acquiring The Knowledge actually caused structural changes in the posterior hippocampus. Previous studies have shown that London taxi drivers have more gray matter in the back part of the hippocampus than non-taxi drivers, and less in the front part. The hippocampus converts
Driving with Different Abilities

So this guy in my driveway is walking toward me. Well, I call it walking. The general public might call it otherwise. You see, he has Cerebral Palsy and has difficulty walking “straight”. Also, his arms seem to be going where they want to go. Yet, he does get to me.

When he stops in front of me, he can’t really speak, though he tries (with his legs bent awkwardly and arms flailing). Oh, did I mention he is also deaf?

In order to help him, I give him a pen and paper. He writes - if I may call his chicken scratch writing - his questions. He reads my lips for his answers. We “talk” for a while. When he leaves, he drives away. Yes, I said he DRIVES away. Why not?

Physical differences may make it difficult (or impossible) to drive the OEM (or factory issued) car. It is often possible (quite often easy) to adapt a vehicle for physical differences.

In his case, he drives with a Left Foot Accelerator and a Steering Wheel Spinner. Oh, and he also has a TDD / TTY device hooked up to his cellular phone in his car.

He is NOT dis-abled. He is differently-abled.

I have had people with physical differences, emotional differences, and or learning differences who wanted to learn to drive.

The difference between teaching them and teaching a run-of-the-mill client is more time and more patience and, for some, possibly having to add Adaptive Driving Aids to a vehicle. Whether it is a driver with differences or a run-of-the-mill client, I have to say things in different ways to different people to get my point across.

Learning to drive from scratch:
John/Jane Doe - Half their age in hours

Learning Differences (from birth or post TBI) - maybe five to six times that much

Emotional Differences - It depends on how much the emotions are controlled by meds and how much the meds depress the processing and reaction time.

Hand Controls - This is tricky to predict. If it is someone who is still active with eye/ hand coordinating activities, maybe double the norm. Not active, triple the norm.

Left Foot Accelerator - Minimal increase in hours

Here’s the kicker: These numbers can easily double if the client has not come to grips with their condition and is living the “Why me?” life.

A driver being rehabbed:
Two hours (a simple Driver Evaluation) with success

Up to 10 hours trying to make it work and then quitting

Some take more
I have had a client who was in an industrial accident. A piece of an exploding machine took out his right eye and a piece of his brain. Result? He was blind in his right eye and had processing problems. I told him it would take at least 60 hours and I did not think we would find success. Knowing that he was quite successful in business, I left it up to him and his wife as to whether we should proceed. They asked if I was willing to try. I restated that it would take a long time IF it were to work but I was willing to try. After 20 hours and still, among other things, doing rolling stops, I restated my case. After 40 hours, then only recently actually stopping for stop signs, again, I restated my case. After 64 hours he was done and took a New York State Department of Motor Vehicles re-test. He passed it.

Not everyone is a success story with driving. Then again, when I think about saying “No” to a client, I always remember my client who learned how to walk when he was four years old.

Matthew Meltzer, BS, CDI, CDRS, TCFT, AANG
President of ADED’s Northeast Chapter

(short-term to long-term memory and helps with spatial navigation. Brain imaging and memory tests were administered to taxi driver trainees and a control group. There were no significant differences between the two groups at the start of the studies. However, by the end of the study period, which lasted three to four years, those trainees who passed the exams showed an increase in grey matter at the back of the hippocampus, while those who did not pass did not, and neither did the non-taxi driver controls. These results indicate that the adult brain remains plastic and can change in response to training. This could have implications in brain rehabilitation.


(Cont’d from previous page)

GROW YOUR CAREER IN A PLACE YOU’LL LOVE

Occupational Therapist - Driver Rehab
At Fletcher Allen, we’ve brought humanity, hope and healing to the people of Vermont for over a century. As Occupational Therapists, we’re called to give the best of ourselves to our patients and their families. We’re proud to offer them among the highest quality care in the country.

Join us and live the life you want.

✓ 562-bed academic medical center
✓ Up to $6000 Allied Health bonus available
✓ Burlington, VT Most Livable City 2010

Fletcher Allen Healthcare
In alliance with The University of Vermont

Learn more at FletcherAllen.org
We are an Equal Opportunity Employer M/F/D/V.

Fletcher Allen Winter 2012

NewsBrake 23
2012 ADED BOARD of DIRECTORS

PRESIDENT
Mary Schwartz, OTR, CDRS
(816) 591-1053
(913) 599-0654
mary.schwartz75@yahoo.com

PAST PRESIDENT
Amy Lane, OTR/L, CDRS
(412) 864-3068
laneak@upmc.edu

PRESIDENT ELECT
Michele Luther-Krug, COTA/L,
SCADCM, CDRS, ROH
(404) 350-7798
michele_luther-krug@shepherd.org

TREASURER
Janet Stohler, OTR/L, CDRS
(540) 981-1665
janetcdrs@aol.com

SECRETARY
Ann St. John, OTR, CDRS
(713) 722-0667
annstjohnbell@gmail.com

MEMBER AT LARGE
Holly Alexander, OTR/L, CDRS
(609) 922-2840
Holly.alexander@foxrehab.org

MEMBER AT LARGE
Beth Rolland, OTR, CDRS
(201) 368-6072
brolland@kessler-rehab.com

MOBILITY EQUIPMENT DEALER
Eric Mansfield
(330) 633-1118
emansfield@mobilityworks.com

CORPORATE
Jamie Morrison
(574) 946-4250 X6016
james.morrison@mobilityproductsdesign.com

EXECUTIVE DIRECTOR:
Elizabeth Green, OTR/L, CDRS
430 8th Ave DR NW
Hickory, NC 28601
(828) 855-1623 (ADED)  (866) 672-9466 (toll free)
(828) 302-2119 (Mobile)
Elizabeth.green@driver-ed.org
The calendar of upcoming events is provided as a service to ADED members. News Brake does not confirm the accuracy of the information provided. Please verify dates and locations with the organizations listed.

* * * * FEBRUARY 2012 * * * *
February 17-19 Abilities Expo Atlanta, GA at the Georgia World Congress Center
February 21 ADED Pre-conference workshops Phoenix, AZ
February 22- 24 NMedA National Convention Phoenix, AZ
info: www.NMEDA.com for details

* * * * MARCH 2012 * * * *
March 30 - April 1 Abilities Expo Los Angeles, CA at the Los Angeles Convention Center

info: www.NMEDA.com for details

* * * * JUNE 2012 * * * *
June 24-16 –Aging, Mobility and Quality of Life Conference University of Michigan
info: http://agingmobilityconference.com

* * * * JULY 2012 * * * *
July 27-31, 2012 ADED Annual Conference Kansas City MO
info: ADED.net

To have your event information included in the Mark Your Calendar section, please provide the information to:
Beth Anderson Gibson, OTR/L, CDRS
bgibson@freedomandmobility.com
678-428-3137

Want an expert opinion?
Submit your questions for the “Ask the Experts” column.

Crescent Industries
191 Washington Street  |  Auburn, ME 04210
207-777-3500  |  fax 207-777-3522
sales@crescentindustries.com

Crescent Industries has been manufacturing reliable vehicle control products for many years from complete systems to an individual relay pack to help with the small jobs.

At Crescent, we never lose sight of our mission . . . to help others.

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!

State-of-the-Art Adaptive Vehicle Control Products

VoiceScan—Activate a switch and a voice announces your functions such as wipers, horn, lights, etc. When you hear the desired function, activate again to select.

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.

To have your event information included in the Mark Your Calendar section, please provide the information to:
Beth Anderson Gibson, OTR/L, CDRS
bgibson@freedomandmobility.com
678-428-3137
26

36TH ANNUAL

JULY 2012

ADED CONFERENCE & EXHIBITS

• MAKING A DIFFERENCE •

KANSAS CITY, MISSOURI

ADED 2012

2-day courses: July 27-28, 2012
Pre-conference workshops: July 28, 2012
Conference and Exhibits: July 29-31, 2012
Sheraton Kansas City Hotel at Crown Center
Kansas City, Missouri

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

Winter 2012
The Carospeed Menox Hand Control is specifically designed to give physically limited drivers the benefit of control and ease when driving a vehicle. Driving becomes an easy and enjoyable experience with Carospeed Menox.

Common reasons for choosing Autoadapt Menox Hand Controls
- Floor mounted push pull with more adjustability.
- "brakelatch" enables use of right hand.
- aesthetically designed to match vehicle style.
- not an obstruction when moving in and out of vehicle.
- transferable into future vehicle.
- multi-function option for secondary controls

Secondary 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.

Scott System Driving Controls

The Scott Driving System has been developed over the last 40 years and is a complete system which permits the physically challenged to safely perform all driving tasks without assistance, including entering and leaving the vehicle. The system provides for safe extended mobility for the driver who must remain in his or her wheelchair while driving. The system has been successful in a variety of disabilities. Patients with post polio, multiple sclerosis, muscular dystrophy, spinal muscular atrophy and spinal cord injury up to C4/C5 are successfully driving on a daily basis.

- Reliability
- Low Maintenance
- Long Service Life
- OEM Steering Option

driving systems incorporated
16139 Runnymede Street Van Nuys CA 91406 U.S.A
Tel: 818.782.6793 Fax: 818.782.6485
www.drivingsystems.com info@drivingsystems.com

We Serve You To Serve Your Client
ADAPTIVE MOBILITY IS ABOUT TO CHANGE FOREVER.

AVAILABLE SOON.

radock systems

www.radocksystems.com
toll free 1.866.4RADOCK