With the mild winter weather this year I’m sure there hasn’t been the usual down time that driver rehabilitation programs usually expect and therefore everyone has been very busy trying to meet the needs of their clients. The board of directors is also gearing up for what we hope will be a very busy and productive year. I plan to use this address to review accomplishments and goals for the year. None of this could be possible without our committees and the volunteerism of our members. ADED is very lucky to have such a devoted and active membership.

Since July of 2010, the board has been addressing a proposal submitted by a group of ADED members in support of a joint conference between NMEDA and ADED. Two surveys were conducted on our behalf and results of each survey indicated that our membership was definitely in support of a joint conference. Letters of intent were written and exchanged between the ADED and NMEDA boards of directors. The ADED board of directors listed the pros and cons of this venture and formed an ad hoc committee to further explore and address each of these issues. The committee considered the impact that a joint conference would have on the association’s finances, education goals, resources, staffing and volunteers.

After careful review of the findings, the final recommendation was that the amount of resources, staff and time required to prepare for a joint conference surpasses what is currently available to the association. The association would also be taking on a large financial risk (as the conference is our major source of revenue) without guarantee of success and therefore the board of directors made a decision to continue with our annual conference as a solo venture.

The joint conference investigation process did, however, generate new ideas to enhance our current educational and networking opportunities. The board is exploring these exciting new opportunities for ADED membership:
- Online courses
- Mini-conferences in conjunction with chapter meetings open to those outside of the chapter
- Offering the CDRS examination more than once a year
- Increasing the number of CDRS contact hours available at the NMEDA conference

I can assure you that each of these items will be explored thoroughly during my year as president and also welcome any additional ideas that you may have.

ADED is moving forward with online education! Two ADED sponsored seminars presented at the NMEDA conference in Phoenix were videotaped. We are currently preparing to convert them into online courses. We are also planning to videotape two additional seminars at our annual conference for the same purpose.

Also in conjunction with our annual conference in August, we will be rolling out our new two-day Introduction to Driver Rehabilitation course. This classroom course will be available to offer throughout the year, in various locations as needed.

The ad-hoc bylaws committee has done a tremendous amount of work drafting updates to the ADED bylaws. The board has made final edits and the document, after legal review, will be sent to all members for review and comments. Final adoption of...
EVERYONE KNOWS THE FASTEST WAY FROM POINT A TO POINT B IS A DIRECT ROUTE.

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.

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“Resistance is futile”

– THE BORG

There is no escaping and no avoiding the social media tsunami. The graphic is not my new dog being stubborn; it signifies me being dragged into the brave new world of Social Media. When I agreed to the newsletter editor position Liz Green mentioned something about a new ADED Facebook page and I thought maybe if I don’t bring it up no one will expect me to deal with it. Well I am still not in charge of ADED’s social media but attending NMEDA 2012 made me realize I have to get off my behind and start using the tools that are out there. I attended Jenny Nordine’s course on marketing, and social media played a prominent role. I went to the Keynote addresses; the first one was by the author of Socialnomics, the second on leadership using lots of video clips etc. Attendees were tweeting. Every exhibitor wanted to be “liked” on Facebook. My best (Continued on next page)
President’s Address

(continued from page 3)

the bylaws will be conducted at the annual membership meeting in Kansas City, MO July 30, 2012.

Finally, our board of directors is busily exploring a formal marketing plan for our organization. We are gathering information needed to make the best decision for our organization. More information on a proposed marketing plan will be available in the near future.

I am enjoying serving as president and representing the organization and am thankful for this opportunity. I invite each of you to contact me with any ideas, concerns or questions you may have regarding our association, including comments on the information presented in this article. My email address is mary.schwartz75@yahoo.com.

Mary Schwartz, OTR/L, CDRS
ADED 2012 President

Editor’s Note—Challenges

(Continued from previous page)

friend even texted me a photo of her hand with a ring on it to announce her engagement while I was at the NMEDA banquet. It was like a joke the universe was playing. It was everywhere.

Now don’t get me wrong. I raised three girls who use all this stuff. If I didn’t text I would never hear from the youngest. We had the usual problems with cyber bullying and the posting of some inappropriate pictures. My husband has “friended” them so he keeps up with what is on their walls. I am not a dinosaur; I met my husband through on-line dating, I found the aforementioned dog on a homeless pet website. I got a massage in Sedona, AZ based on a recommendation on TripAdvisor.

I have had a LinkedIn profile for a few years but I never open it. I don’t post anything. I didn’t have any friends/contacts/connections except my husband who made me sign up. I have ignored the requests I have gotten, even from actual real world friends, because I thought “What’s the point I never use it”. My boss is asking me to come up with key words for the company Facebook page. I feel too connected with a Blackberry! All that has to change according to everything I am hearing and I am just going to have to get over it apparently.

Being in private practice I know clients have to find me. Like it or not we all have some kind of presence on the web so it is imperative that we control it. I will admit that social media intimidates me and I am sure I am not the only one. On the other hand, the massage therapist was awesome and I would never have found her without the ratings on the web. So… I have finally responded to connection requests on LinkedIn going back months and I am going to start posting things to our company Facebook page. I understand that we have to keep up with it because people can post things that are great to know or they can be damaging. If we post interesting things people will notice us. The more we post the better. I just don’t know that I can be that interesting that often (sigh). I hope you find the information in this issue helpful and contact me on LinkedIn if you want. I promise I won’t ignore you anymore. And hey “Like” ADED on Facebook!

Beth Anderson Gibson, OTR/L, CDRS
Editor

ADED is starting a photo library and we need YOUR best pictures! We are seeking quality photographs that depict and exemplify driver rehabilitation to the community. Photos will be used in promotional and educational materials to increase ADED’s presence in the community, raise awareness and highlight our unique profession. ADED members are invited to participate in the contest. We want original photographs that tell the story of driver rehab, represent a diverse population which can include the tools or equipment you use in your daily business. We plan to unveil the winning photographs at the ADED booth at this year’s Annual Conference in Kansas City, MO. The 25 “Best Shots” will receive a $25 dollar gift card. The top 5 “Best Shots” will be placed in a drawing for an iPad. Deadline for submissions is May 5, 2012. For more information, contact us at: info@aded.net.

Mary Schwartz, OTR/L, CDRS
ADED 2012 President
Greetings from the Executive Office

“We can do no great things, only small things with great love.”

– MOTHER TERESA

Greetings ADED members! ADED members offer optimism, hope and confidence and touch lives on a daily basis. Driver Rehabilitation and vehicle accessibility is built on a foundation of small things offered with great love. 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. You offer a compassionate service. As we gear up for our Annual Conference and Exhibits in Kansas City, Missouri, I ask you to reflect on what it means to be a member of ADED. ADED is 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 areas, driver rehabilitation specialists are few and far between and 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.

2012 has started out to be a very busy year for ADED:

- **FEBRUARY:** The ADED pre-conference workshops and associate member series was well received at the February NMEDA conference in Phoenix. We have taken a huge step toward offering online education. Two pre-conference workshops were filmed by a professional video production crew and many thanks go to Dana Benoit, Alyssa Merilees and Jenny Nordine for being ADED’s first on-camera instructors! These workshops are currently in production and will be offered online this fall.

- **MARCH:** ADED was present at the Pacific Northwest Driver and Traffic Safety conference. This was the largest attendance of driver education professionals in the Pacific Northwest with over 280 attendees. 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.

- **MARCH:** ADED was present at the table for a special expert panel meeting coordinated by AOTA with funding by NHTSA. Along with Amy Lane, ADED Past President, I was in attendance to contribute to this important first step in creating pathways for driver rehabilitation service provision and referral. Please see article in this issue for details.

- **APRIL:** ADED will be present at the AOTA annual conference in Indianapolis, Indiana. ADED President, Mary Schwartz and I will be on hand at the exhibit hall and make a presence at the driving related workshops. Our purpose is to promote the association, educate generalist occupational therapists about driver rehabilitation and encourage OT students to learn more about the field.

- **MAY:** ADED’s 2-day course, Disabilities, Vision and Aging will be offered at Anne Arundel Community College. Please see advertisement in this issue for details.

ROAD SIGNS:

**CDRS Renewals**- Check your certificate! If your CDRS expires 12/31/2012, you can expect to receive a renewal packet in the mail. If you have not received your packet by July 1, 2012, please contact me. CDRS renewal applications are also available on the web at www.aded.net. Deadline for renewal is November 1, 2012.

**Membership Renewals**- A huge thank you goes out to the members that have renewed their memberships for 2012. 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 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.org.

**Website updates**- You may have noticed that the member’s only section of the ADED website has a new look! We are continuing to update and revise the overall look, accessibility and functionality of the website. Suggestions are always welcome! This is YOUR website; my aim is to make it meaningful and functional for you and your consumers.

**Annual Conference:** July 27-31, 2012
Kansas City, Missouri

**Scholarships:** Scholarship opportunities are available through generous support from ADED, Adaptive Driving Alliance (ADA) and through the Sprit of Crescent Industries. Through the ADED Memorial Scholarship Fund, ADED provides financial assistance to members for ADED Course attendance. The ADA scholarship supports members sitting for the 2012 exam while the Spirit of Crescent Industries scholarship supports members attending conference. Early Bird deadline for conference is June 1, 2012. It pays to be a member as you are eligible for discounted combination rates; if you are not a member, join on the conference application and reap the benefits of membership right away! You can earn up to 33 hours at this year’s conference!

**2012 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. Deadline for applications is July 19, 2012 and must be submitted to AMP, 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. The small things you do with great love touches lives in a profound and meaningful way. ADED is only as good as its membership and our members are simply the best!

Sincerely,
Elizabeth Green, Executive Director
NMEDA 2012 | CONNECT
THE 21ST ANNUAL NMEDA conference was held in sunny Phoenix, Arizona. The opportunities for networking and learning were abundant.

NMEDA sponsored two pre-conference workshops (see articles page 15). The three-hour associate member seminar, Disabilities and Their Implications for Driving was presented by Anne Hegberg, OTR/L, CDRS of Marianjoy Rehabilitation Hospital in Illinois and Larry Bowen, CDRS of Larry Bowen Drive Rehab Inc. in Vancouver, BC. They did a thorough job covering some of the most common diagnoses we encounter such as CVA, SCI and some less common ones including Osteogenesis Imperfecta and Arthrogryposis. John Anschutz, our Associate Member Representative on the NMEDA board held his annual update session. He reviewed the updates to the NMEDA guidelines which will directly affect driving specialists (see article page 10-13).

THE CONFERENCE BEGAN with an exciting Key Note address by Erik Qualman, author of Socialnomics: How Social Media Transforms the Way We Live and Do Business. He described Socialnomics as word of mouth on digital steroids. Like it or not the world has changed and it is important to adapt. He explained the importance of using Facebook and Twitter to keep your company’s name in front of the public. LinkedIn is useful to build business networks. He stressed the importance of managing your digital legacy. That includes items you post on line (your digital footprint) but it also includes items other’s post about you, (your digital shadow). He gave an amusing but powerful example using the YouTube video “United breaks guitars”. It is an example of a dissatisfied customer fighting back when the airline damaged his guitar and (initially) refused to compensate him. They have since provided compensation but the video has gone viral. With over 11 million hits, United is probably wishing they had taken customer service more seriously. According to Erik “We don’t have a choice to do social media, it’s how well we do it”. Eventually everything will be rated and social media can help you stand out. You can follow Erik on Twitter at @equalman.

The big news was the announcement of Mobility Awareness Month. NMEDA will be promoting May as Mobility Awareness month as those of you who received a media kit already know. Check the article on page 16 to get ideas for how you and your organization can become involved.

Several educational seminars were conducted and many of the presentations can be accessed in PDF form on the NMEDA website www.nmeda.com. NHTSA and Transport Canada provided updates. Robert Young of NHTSA focused on the issue of car injuries from seat heaters. (This issue was reported in the Spring 2011 issue of News Brake). One of the primary responsibilities of NHTSA is to monitor for safety defects. NHTSA has decided there is not enough evidence or a high enough incidence of injury to warrant a rule making or a product recall. There are approximately 39 million vehicles with seat heaters and NHTSA has only received 9 injury reports since 2003. He equated the seat heaters to heating pads. There are no standards for the maximum temperature of heating pads. However, regular heating pads have warnings that they should not be used by individuals with sensory deficits. NHTSA
wants the help of our industry in raising awareness among disabled consumers. The SAE may make some recommendations for practice changes such as a timer. Mr. Young’s main recommendations were the same as the ones made in the News Brake last year; to make sure your client is aware of the presence of seat heaters, how they operate and the potential for injury if they have impaired lower body sensation. Vendors should offer to disable the seat heater if the risk of injury is high. Remember in some vehicles the default setting is for the heater to come on when the vehicle is turned on if it was not turned off by the previous user. More information can be found at www.safercar.gov and you can contact the Mr. Young at Robert.young@dot.gov.

Harry Baergen of Transport Canada spoke on the process for importing vehicles into Canada. The primary issue involved bringing in used modified vehicles. There are many rules that relate to who can bring in vehicle and when a used vehicle is eligible for import.

THE OEM PRESENTATIONS included representatives from Chrysler, Ford, GM and Toyota. They talked about the state of the auto industry in the US including minivan sales. They highlighted their mobility rebate programs. Chrysler reported that they will be adding mobility dimensions to their website. They will include measurements that can be helpful to our clients such as the angle that the driver door opens and seat heights for transfers. Ford and GM plan big changes to their van lines but did not provide specifics at this time. Toyota is back to full production since the natural disasters that hit Japan and Thailand last year. They also highlighted their 100 cars for Good program where they gave away vehicles to good causes. They are planning to have regional mobility champions in Toyota dealerships.

A SECOND KEYNOTE address was given by Doug Keeley. The focus of his session was Leadership. He talked about 5 Level Leadership: spirit, imagination, intellect, heart and hands. He emphasized that one important role of a leader is helping others to be their best. He also shared several inspirational stories many of which can be found on his website www.themarkofaleader.com. Remember leaders come in all areas, it is not only the boss.

The center piece of every NMEDA Conference is the exhibit hall. Over 50 exhibitors displayed vans, trucks, hand controls, secondary controls, seating systems, lifts, lockdowns and so much more. Check out the photos from the hall and watch for many of the same companies at the ADED conference and in the pages of News Brake. Remember to check for new or improved products.

The NMEDA Conference is a celebration of the mobility industry. Several manufactures are celebrating major anniversaries this year: DriveMaster 60th, Braun 40th and EZ Lock 25th. At the closing banquet six industry giants were inducted into the inaugural class for the NMEDA Hall of Fame. The inductees included Becky Plank the co-founder of NMEDA and its first executive director, Ralph Braun Founder of the Braun Corporation and BraunAbility, Mike Bruno, Sr. founder of Bruno Independent Living Aids, Peter Ruprecht second generation owner of DriveMaster, Martin Smith former NMEDA president and owner of Alamo Mobility in San Antonio, Texas and finally former NMEDA president Tom Wright a second generation mobility dealer/owner of Wrightway in Dallas, Texas.
NMEDA Guidelines Update

by John Anschutz, NMEDA Associate Representative

As your associate representative for NMEDA I want to stress the exceptional value of NMEDA membership in addition to your ADED membership. As an associate NMEDA member you will have access to the full text of the guidelines and many other helpful resources. These tools empower you to give your customers the highest level of service. For a very small yearly cost of membership you would be kept up to date about a wealth of helpful information. Every CDRS and DRS should be members of both ADED and NMEDA. At Shepherd Center, where I manage the Assistive Technology Program, I am proud that all of my CDRS’s have dual memberships. Certainly money is tight these days but I believe it is more costly to go without these important memberships.

Do you know what a WAV is? OK, a WAV is a wheelchair accessible vehicle. From a consumer perspective WAV is much more descriptive than the term lowered floor minivan. When describing our equipment and services in our brochures it is essential to remember our audience. A WAV conveys a complete solution and not only one attribute or component of accessibility.

DO YOU KNOW THAT MAY IS MOBILITY AWARENESS MONTH?

All associate NMEDA members recently received special informational media kits. Additionally email blasts told about webinars and more information related to www.mobilityawarenessmonth.com (See article page 16). If you know a heroic and inspiring client please let them know that they have a chance to win one of three WAVs if they enter the mobilityawarenessmonth.com campaign. The generous dealers and manufacturers from NMEDA donated the goods to make this possible. Thank you very much! YOU however will make the campaign successful by taking a moment to let your local hero know how to enter the contest. If you have any questions about it you can contact me, the NMEDA office, or visit www.mobilityawareness.com.

The remainder of this update will begin a multi-part article and will cover the portions of the 2012 NMEDA Guidelines that are especially pertinent to Driver Rehabilitation Specialists and those who participate in evaluation, fitting and training for the client’s vehicle. It is important to know that the dealers have to work under the FMVSS framework and so sometimes not everything that is being asked for can be done and also be in compliance with the rules.

1 NHTSA AND EXEMPTIONS TO THE MAKE INOPERATIVE PROHIBITION

1.5 If the modifier or adaptive equipment company adds more than 220 lbs. to a vehicle, they shall notify the customer what the payload capacity of the vehicle is after modifications. This notice shall also include the statement that these calculations do or do not include the weight of the wheelchair and the new payload capacity shall be written on the “Make Inoperative” form.
Important: It is the Vehicle Modifier’s responsibility to ensure that the vehicle payload capacity after modifications have been completed is sufficient to allow for 150 lbs. of Capacity per seating position including wheelchair tie-down positions. If the vehicle payload capacity is not sufficient to bear the number of seating positions without exceeding the vehicle GVWR, provisions shall be made to eliminate any number of seating positions necessary to comply. (Removal of seatbelts is not an acceptable method of eliminating a seating position) An overweight vehicle cannot be delivered to the customer.

1.7 REFERENCE: The Federal Motor Vehicle Safety Standards (FMVSS) and the specific exemptions NHTSA has permitted are detailed herein. Additionally, examples of those specific modifications or product installations that affect the specific Safety Standard are explained in the full text. Below are the categories covered by the full guidelines document available to the NMEDA associate member.

FMVSS 101 – CONTROLS AND DISPLAYS
FMVSS 108 – LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT
FMVSS 114 – KEY LOCKING SYSTEM
FMVSS 118 – POWER OPERATED WINDOWS
FMVSS 123 – MOTORCYCLE CONTROLS AND DISPLAYS
FMVSS 135 – PASSENGER CAR BRAKE SYSTEMS
FMVSS 201 – OCCUPANT PROTECTION IN INTERIOR IMPACT
FMVSS 202 – HEAD RESTRAINT
FMVSS 203 – IMPACT PROTECTION FOR THE DRIVER FROM THE STEERING CONTROL SYSTEM
FMVSS 204 – STEERING CONTROL REARWARD DISPLACEMENT
FMVSS 208 – OCCUPANT CRASH PROTECTION
FMVSS 202, 207, and 214 – HEAD RESTRAINTS, SEATING SYSTEMS, AND SIDE-IMPACT PROTECTION
FMVSS 225 – CHILD RERAINT ANCHORAGE SYSTEMS

1.8 OTHER POINTS TO CONSIDER: Air Bags and Supplemental Restraint Systems: In any instance where a retrofit air bag ON-OFF switch is available and the individual with a disability can operate the switch, the company shall install this system instead of simply disconnecting the airbag. In all instances, a compliant lap AND shoulder belt shall be provided. If no switch is available, a permanent disconnect of the airbag is permissible for clients who have a recognized disability. People of short stature having no other disability shall continue to submit written requests to NHTSA under the same format as previously required.

Some safety standards could be affected by mobility products or modifications when NO Exemptions have been given. If a vehicle modification affects one of the following standards, proper documentation for demonstrating compliance shall be completed.

- FMVSS/CMVSS 102 – TRANSMISSION LEVER SEQUENCE, STARTER INTERLOCK, TRANSMISSION BRAKING EFFECT – No exemption given. The operation of the transmission into Park, Reverse, Drive Etc., shall remain in the OEM sequence.
- FMVSS/CMVSS 103 & 104 – WINDSHIELD DEFOSTING AND DEFOGGING, WINDSHIELD WIPING AND WASHING – No exemption given. Vehicle modifications shall not prevent the driver from operating the necessary controls for function of the front and rear windshield defrosting or operation of windshield
wipers.

• FMVSS/CMVSS 105 – HYDRAULIC BRAKE SYSTEMS – No exemption given.

• FMVSS/CMVSS 111 – REARVIEW MIRRORS – No exemption given. All vehicles shall have a rear view mirror orientated to the disabled driver as necessary.

• FMVSS/CMVSS 113 – HOOD LATCH SYSTEM – No exemption given.

• FMVSS/CMVSS 124 – ACCELERATOR CONTROL SYSTEMS – Requires that throttle returns to idle position when all force is withdrawn – No exemption given. All electronic (Drive by Wire) throttle control products shall have a monitoring system to prevent unwanted acceleration in the event of an electronic malfunction or in the event of a severance or disconnection in the accelerator control system. This includes all servo gas and brake products.

• FMVSS/CMVSS 206 – DOOR LOCKS AND DOOR RETENTION COMPONENTS – No exemption given for this standard. Modifications are required to maintain all OEM latching mechanisms or other compliant mechanisms. This standard includes power doors.

• FMVSS/CMVSS 209 – SEAT BELT ASSEMBLIES – No exemption given. All seatbelt assemblies shall be tested and approved to this standard. Sewing belts together at the dealer level is not allowed.

• FMVSS/CMVSS 210 – SEAT BELT ANCHORAGES – No exemption given. Seat belt anchorages shall be installed according to belt manufacturer installation instruction or best engineering practices.

• FMVSS/CMVSS 216 – ROOF CRUSH RESISTANCE – No exemption given.

• FMVSS/CMVSS 301 – FUEL SYSTEM INTEGRITY – No exemption given. All vehicles shall be certified to meet this standard. Only lowered floors/fuel systems that have been tested and certified can be used. Documentation shall be on file. All floor configurations such as cargo only, or 4 inch drop and driver drop shall be included in the certification documentation.

• FMVSS/CMVSS 302 – FLAMMABILITY OF INTERIOR MATERIALS – No exemption given. All materials used in completing a vehicle modification including carpet, wall material, and headliner material shall meet this standard. Information shall be on file showing certification.

These are only a few examples; there are other standards that could be affected.

2. CONSUMER DOCUMENTATION

General:

2.1 Prior to recommending or installing any adaptive driving equipment, the mobility equipment dealer shall require documentation that the devices/equipment is appropriate for the client. The documentation should reflect the client’s current functional status. Documentation should be in the form of an assessment report that includes equipment and modification specifications and/or a properly restricted and current driver license. NOTE: Driver licensing systems and restrictions vary widely from state to state. The mobility equipment dealer should obtain and become familiar with the driver license requirements and restrictions for their clients. A convenient link to these agencies is: www.thedsaa.org.

2.2 The client shall be seen in person by the installing dealer for
2.3 Prior to recommending or installing modifications for a transport vehicle for a wheelchair/scooter user, the mobility equipment dealer shall obtain the following documentation:

- Make and model of wheelchair/scooter
- Dimensions/weight of wheelchair/scooter
- Accessories (head rests, ventilators, tilt systems, etc.)
- Seated height of the user
- Client weight

2.4 The client’s vehicle shall be inspected by a mobility equipment dealer or professional evaluator prior to the installation of any adaptive driving equipment or vehicle modifications. The inspection and approval for the modifications should be conducted with the knowledge of the type and level of modifications being considered for the client. Equipment shall not be installed by anyone other than a qualified mobility equipment dealer.

2.5 The client shall be present for a final fitting and adjustments to insure that the equipment is properly installed and operable by the intended user(s).

Drivers:

2.6 The mobility equipment dealer shall ensure that the user has a current driver license and a copy shall be placed in their file.

2.7 Prior to installing any adaptive driving equipment, the mobility equipment dealer shall require documentation that the devices/equipment is appropriate for the client. The documentation shall reflect the client’s current functional and medical status. The documentation shall include one of the following:

a. assessment report from a qualified driver rehabilitation specialist that includes specifications for equipment, modifications, and training
b. properly restricted current driver license
c. experience in operating the equipment to be installed

NOTE: Driver license systems and restrictions codes vary widely from jurisdiction to jurisdiction. The mobility equipment dealer shall obtain and become familiar with the driver license requirements and restriction for their clients. A convenient link to these agencies is: www.thedsaa.org.

2.8 If a client is considering changing or replacing their adaptive equipment with a type that has different functional characteristics (i.e. changing from a push/right-angle hand control to a push/twist control), these procedures shall also be followed. An updated evaluation shall be obtained from a professional mobility specialist.

* * * * * * * *

(Author’s Note - BooYah! I know you will appreciate the following:☺)

NOTE: Certified driver rehabilitation specialists (CDRS) are NMEDA’s strongly recommended first choice to meet the above minimum requirements. NMEDA recommends behind the wheel driver instruction and training. NMEDA requires that the driver be given operational orientation of the installed equipment. NMEDA recommends behind the wheel instruction if the driver is new to adaptive driving controls or their skills or equipment have changed.

For more information about a CDRS, visit ADED, the Association for Driver Rehabilitation Specialists at www.driver-ed.org.

We will continue our 2012 NMEDA Guidelines review in the next edition of the News Brake. Keep in mind that the material above is condensed and only the original text from www.nmeda.com should be considered the official copy. I hope to see you all at the 2012 ADED Conference in Kansas City MO July 27-31, 2012. Remember to let your local heroes know how they can win a free WAV by visiting www.mobilityawarenessmonth.com. May God bless you all for the wonderful work that you do!

It is with great sadness that we say a final farewell to Martin Smith (Col. Powell Martin Smith, II, US Army (ret.). Martin died peacefully in his home on March 12, 2012 at the age of 69. After a robust military career, Martin entered the mobility business in 1994, founding Alamo Mobility in San Antonio, Texas. Martin joined NMEDA that same year and served on numerous committees for several years. He rose to the office of Vice President of the Board of Directors in 1996 and was elected President of NMEDA two years later. He served in that office until 2000 and was an outspoken advocate for the Quality Assurance Program. In fact, there are many who believe that QAP may not to be in existence today if not for Martin’s efforts.

For much of his life, Martin worked hard championing the cause of helping those with disabilities. As a result, he was recently inducted into NMEDA’s Hall of Fame because of his dedication and contributions to the mobility industry. This award only added to a long list of honors and accomplishments throughout his life. Martin Smith was indeed a Champion. You are invited to offer condolences at www.sunsetfuneralhomesa.com.
CALL FOR PRESENTATIONS

NMEDA ANNUAL CONFERENCE-Daytona Beach FL
Conference: February 6-8, 2013
Pre-conference ADED Workshops: February 5, 2013

Pre-conference ADED Workshops: February 5, 2013

Presenter Name: ____________________________ e-mail: ____________________________

Presentation Title: ____________________________

Abstract: __________________________________________

____________________________________________________________________

____________________________________________________________________

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.

Please indicate preference for date of presentation:
☐ Pre-conference (2/05/13)
☐ Associate Member Series (2/06/13)
☐ No Preference

Presenter/Qualifications (please attach curriculum vitae for each presenter including contact information)

Level of course: Beginning_____ Intermediate_________ Advanced___________

Educational Objectives (list 5)
1. __________________________________________
2. __________________________________________
3. __________________________________________
4. __________________________________________
5. __________________________________________

Honorarium offered: $500.00 Honorariums are offered per seminar. The payment may be disbursed to more than one speaker according to instructions provided by lead speaker.

Handouts: All handouts are to be submitted in electronic format by deadline noted on speaker agreement.

Forward to: Stacey Stevens, OTR/L, CDRS
240 Hillsboro Ave.
Lexington KY 40511
Cell (859) 351-6612
Fax (828) 855-1672
staceystevens@ymail.com

DEADLINE FOR SUBMISSIONS: July 1, 2012

DEADLINE FOR SUBMISSIONS: July 1, 2012
Vehicle Adaptations for the Pediatric Client

Dana Benoit, M.Sc, OT, CDRS and Alyssa Merilees, OT, CDRS had the pleasure of presenting a pre-conference seminar on the topic of vehicle adaptation for the Pediatric client at this year’s NMEDA conference in Phoenix, Arizona.

Geared to driver rehab specialists (DRS) who already work with children or those who are interested in developing such a service, this three hour seminar addressed issues and presented potential solutions specific to the pediatric client’s needs in terms of passenger vehicle adaptation.

As clinicians, our role is to evaluate a client’s transportation needs within his/her particular context and make appropriate recommendations taking into consideration multiple factors, or puzzle pieces, if you will. The clients always remains central in our puzzle, in addition, the family environment in which they live, the mobility device they use, the vehicle to be adapted and the technology/modifications available must all be considered in order to shape the recommendation. An overview of these factors with an emphasis on the particularities, with respect to the pediatric client, was presented. American and Canadian guidelines and regulations for the use of car seats were also reviewed.

One of the most important things we must determine is whether our client will travel seated in their mobility aid or whether they transfer into a vehicle seat for transportation. In certain cases, the answer may be obvious; however most of the time with the pediatric client it’s more of a grey zone and there are pros and cons to both options. Through the use of case studies, the presenters aimed to help participants identify key factors that would help them determine whether or not a particular client should travel seated in his/her mobility aid.

Further addressing clients who travel seated in their mobility aid, the seminar also included an overview of WC-19 and the proper use of Wheelchair Tie-downs and Occupant Restraint Systems (WOTRS). This theory was complimented with a case study, highlighting clinical problem-solving and the team-approach needed to solve certain dilemmas. Positioning challenges and potential solutions for clients travelling in their wheelchair or in a vehicle seat were also discussed.

During the second half of the NMEDA pre-conference seminar on February 21st 2012, participants broke into small groups to brainstorm solutions for three real-life case studies. The sharing of the results was an enriching experience for all as DRSs (as well as a handful of dealers & engineers!) from across Canada and the US put their minds together to come up with creative and sometimes very different solutions!

A wrap-up at the end of presentation summarized the key points, gave a few quick tips and provides some fabulous resources.

Stay tuned….This seminar was filmed and will become available for future participants online through ADED’s new learning management system!

Submitted by Alyssa Merilees, OT, CDRS

How to Drive Clients into My Office

Jenny Nordine presented an ADED Pre-Conference seminar on marketing. Jenny owns Driving to Independence in Tempe, AZ. She explained the process she has gone through for marketing in her practice. Her methods have evolved over the years from an early self-made logo created from clip art to a professionally designed logo and a coordinated look to all her print and web materials. She reviewed the budgeting process, effective ways to generate referrals, non-traditional marketing tools, and the use of social media. Successful and less successful methods were discussed including:

- Logo development
- Print materials
- Website development
- Use of a marketing consultant
- Developing an elevator speech
- Being interested (in others)
- Communicating with referral sources-developing relationships
- Use of social media – Facebook and Twitter she has a staff person who posts daily
- Company newsletter

This seminar will be offered on-line for credit later this year.
Members of the National Mobility Equipment Dealers Association (NMEDA) are celebrating National Mobility Awareness Month the entire month of May. The purpose is to educate the public that people with disabilities constitute the 2nd largest minority group in the United States. Over 18 million people in the U.S. and Canada have mobility issues. Six million of them are veterans. We also want to create awareness that there are mobility equipment manufacturers, dealers, certified driver rehabilitation specialists and other professionals in their communities dedicated to improving the lives of people with disabilities.

As part of the celebration we’re looking for Local Heroes all across North America to tell us their story and have the chance to win a wheelchair accessible vehicle. With the help of Toyota, Chrysler, SanTan Honda Superstore and BraunAbility, VMI, Bruno and B&D Independence, we are giving away three custom vehicles. If you know someone who is dealing with and overcoming their mobility challenges on a daily basis, submit their story as a Local Hero and they’ll be eligible to win. We also need your help in spreading the word. Tell your family, friends and clients about National Mobility Awareness Month and ask them to get involved. When we work together we can get life moving forward for everyone.

Learn more about National Mobility Awareness Month or submit your Local Heroes at MobilityAwarenessMonth.com
I can’t really say what my expectations were of the NMEDA conference prior to going to Phoenix. I knew I would see a lot, learn too much, and probably be overwhelmed by the amount of products available for adaptive driving and transportation. It was all of these things, but what I did not expect, was that it would also be, how should I say, so “well–rounded”. My previous experience with attending conferences tended to be more along the lines of getting lectured to all morning, break for a bagel, and get lectured to all afternoon. NMEDA was a welcomed change from that model of education.

All the vendors were extremely knowledgeable and also very patient with me and my newbie status. They would take the time to not only explain their product, but also if possible, actually try the product, which was extremely beneficial to my learning process. There were a few keynote speakers and other group lectures that were actually informative, entertaining, as well as motivational. The conference also afforded me the chance to get a few CEU’s by attending the courses hosted by ADED. I was able to be in a room full of current, practicing CDRS’s, which was comforting to know that there are other people out there that are dealing with the same type of clients and managing the same difficulties that I am experiencing. It was also great to hear different perspectives and opinions on the various types of driving adaptive equipment and what equipment is best for specific conditions or injuries. Currently, I am a DRS, with plans to join the ranks of the CDRS at the next ADED conference this summer (thanks Liz for all your help and knowledge in this matter)!

With the occasionally overwhelming nature of this field of practice, the NMEDA conference also knows how to show its attendees a good time. Every night was a different event sponsored by one of the vendors where the focus was more on having a good time. Socializing with the various vendors, manufacturers, and driving therapists during these events was great and allowed me to get to know the personal side of the industry.

All in all, the NMEDA conference was a great experience. I am very glad that I attended and was able to come back to work with a wider base of knowledge of the equipment options for my patients.

Sarah Davidson MS, OTR, DRS
Craig Hospital  |  Denver, Colorado
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Well-Earned Retirement

After 35 years of state service, John Arthur has retired from the Workforce and Technology Center, part of the Maryland Division of Rehabilitation Services. John is well known for his innovation and commitment to helping Marylanders with significant disabilities to achieve their goal to drive. John was active in the early days of ADED’s development, serving as the organization’s historian in the 1980’s. We wish John the best as he enjoys his well-earned retirement!

The Massachusetts Association for Occupational Therapy has added a new special interest group for their membership.

Occupational therapists who are interested in the specialty area of driver evaluation and training are encouraged to join MAOT and the driving SIG. Check out their website at MAOT.org

Area therapists are working on driving-related presentations for the Fall 2012 MAOT Conference, as well as working together online to network, problem solve and share resources. Driver evaluation and rehabilitation is a specialty area of practice for OT’s and research is ongoing at the national level to increase the evidence base of practice.

Any CDI’s in Massachusetts interested in working with OTs in driver re-training are encouraged to contact Judy M. Romano at drivingsolutions@comcast.net

Plourde joins Adaptive Driving Associates in Stratham

Adaptive Driving Associates is pleased to announce that Amanda Plourde, CDRS and NH licensed driver educator, will manage and coordinate the driver rehab program in Stratham, NH. Amanda has 12 years of experience in the field of Driver Rehabilitation in the Exeter area. She will be providing comprehensive evaluation and training services at the new site.

Adaptive Driving Associates (ADA) of White River Junction, VT, established in 1994, is licensed in VT and NH.

Contact Amanda Plourde at 603-778-2004.

MobilityWorks Expands to Twenty Locations in Twelve States with the Acquisition of Handicapped Driver Services (HDS Vans & Mobility) adding southeast showroom locations displaying wheelchair vans in Alabama, Georgia, Florida and Tennessee.

Q’Straint and Sure-Lok Announce New Canadian Sales Manager

Q’Straint and Sure-Lok are pleased to announce the addition of Paul Faucher as their new Canadian Sales Manager.

Paul brings more than 26 years of business experience, which includes an extensive background in sales support and project leader assignments throughout North America and overseas. Most recently he was with McDonald’s Corporation, where he was a training coordinator.

In addition to his business background, Paul is an accomplished athlete, having competed in short track speed skating throughout Canada and in the United States. After being a competitor, he became involved in coaching and an instructor. Paul speaks both French and English, and resides in Quebec with his family.

For further information, contact Jim Reaume, Director of Sales, Q’Straint and Sure-Lok: 5553 Ravenswood Road #110, Ft. Lauderdale, FL 33312. Phone: (866) 787-3565; Fax: (866) 843-3696; E-mail: info@sure-lok.com; Web site: www.qstraint.com or www.sure-lok.com.

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2014 Buffalo NY

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The referral sat on my kitchen countertop where I ignored it for days. My neurologist agreed hand controls might alleviate some of the discomfort I battled while driving. After years of walking difficulties and right leg weakness, I had the ticket to change in hand. Intimidated by the process, but weary of pain, I finally dialed the number.

A therapist from the facility returned my call a day later but didn’t offer an appointment. She encouraged me to call the vocational rehabilitation branch of the Georgia Department of Labor instead. She explained the program exists to help disabled people remain employed and to provide funds for car modifications (and other assistive devices) along with any necessary training.

With little income, the hope of financial assistance spurred me on. But one word didn’t seem to fit—“disabled”.

A therapist from the facility returned my call a day later but didn’t offer an appointment. He encouraged me to call the vocational rehabilitation branch of the Georgia Department of Labor instead. He explained the program exists to help disabled people remain employed and to provide funds for car modifications (and other assistive devices) along with any necessary training.

With little income, the hope of financial assistance spurred me on. But one word didn’t seem to fit—“disabled”.

I graduated from Vanderbilt University as the salutatorian of the Bair School of Music. After losing my artist husband at the age of 27 to a brain tumor, I held onto my dreams and goals, hoping to juggle a career as a single parent. Being a mom won out; however, being a mom with undiagnosed mitochondrial disease simply took its toll.

By the time a muscle biopsy and spinal tap brought clarity to tiresome symptoms almost twenty years later, I hadn’t walked normally for six years. New medicine that raised the folic acid levels in my spinal fluid helped for a time, but about a month before I called voc rehab, I crashed. A semester of private student instruction had come to an end, and my body had worn down. I struggled to drive, climb stairs, let alone get through each day.

So even I can’t explain why my throat tightened and tears stung my eyes when the intake counselor asked, “Are you disabled?” During a fall two years before, a ligament tore from my ankle. Ligament surgery was followed by herniated disk surgery five weeks later. Weak muscles impeded normal healing. Painful nerves were daily reminders of the permanent damage in my right leg.

Wiping tears, I replied, “I guess so.” Then I handed over the muscle biopsy report which confirmed that the mitochondria, the powerhouses in my cells, were not doing their job well.

I lay my head on the conference table while I waited for the counselor to make a copy of the report. A war raged inside. The voice of fear said if I accepted the changes on the outside, I’d lose who I was on the inside.

But that voice was wrong. In time, the staff at voc rehab helped me understand.

Within two weeks, I was assigned a counselor named Cynthia. We met for an hour. She asked good questions and learned about my disease, all while treating me with dignity and warmth. At the time I wondered if I should consider employment options other than private student instruction, so she ordered a work assessment and started the process to consider hand controls for my car.

Two weeks later I met Linda, a vocational evaluator, at the county library for a day of testing. Since my brain tired easily and I didn’t know what to expect, I picked at my nails while we waited for a second student to arrive. When we conferred after the testing, I realized I still had the ability to do more with my life. My math skills weren’t what they used to be, and my stamina was limited, but after weeks of recovering while lying on my living room floor, it was refreshing to take stock of my skills and see potential.

My day in the library reestablished some confidence. And I was thankful.

When the leaves began to change color, I heard from Rafael, a rehab engineer who looks at each need from a mechanical standpoint. We scheduled a visit and sat at my kitchen table for over an hour while he asked questions and listened as I described my limitations—one more time. At one point he asked if I had considered getting a scooter. Tears didn’t just sting my eyes, they rolled down my cheeks. I apologized for the emotion, but was I was getting used it. Every time a new device was mentioned for me to consider, fear and anxiety welled up. To me this said, “The more contraptions you use, the more disabled you will be.”

We discussed other changes, such as help with the stairs in my house. However, I wasn’t ready to think beyond hand controls for my car. After sitting at the table for over an hour, severe nerve pain shot from my hip to my foot when I stood. I struggled to get things together for my next appointment. Thirty minutes earlier I’d balked at the notion I needed more assistive devices, yet I could only limp to my car.

Rafael set the next step in motion, and a month later I met Beth. Beth is an occupational therapist and CDRS who asked more questions, tested my physical strength, and then took me driving in a van with hand controls. I told her she’s my hero because
she gets in cars with people every day who have never touched hand controls and lets them drive. She sees beyond their handicaps and fights for their potential.

I needed her vision that day.

We started with right-hand controls. Since my right side is weaker, I soon realized they wouldn’t work. Discouraged, I almost gave up; however, Beth knew better and changed to left-hand controls. Due to my full-body weakness, they didn’t solve the problem completely, but they helped. Since I have coordinated hands and feet, as a result of playing piano for 35 years, we decided to leave the foot pedals uncovered when the hand controls were installed so that I could share the load between my arms and my legs.

Before I left, Beth told me she understood my struggle. She had watched many MS patients resist using a device that makes buttoning a shirt easier. To the patient, the device denotes defeat. Beth offered, “If it makes life easier and you can get to what you want to do faster, why allow yourself to get bogged down by how the shirt is buttoned? The equipment is here to help you live life beyond the daily tasks that get so hard.”

I couldn’t argue with her. It made sense. Hand controls. Walkers. Scooters. Chair lifts. They exist to ease mobility and stress so I can enjoy life with fewer limits.

Cynthia and I met again a few weeks later to finalize plans. During our meeting I mentioned I had recently submitted a story for consideration in a book but had to be careful about how much I typed each day. She decided to add an evaluation for Dragon Software into my plan. A few weeks before Christmas, I met Bill, another rehab engineer, at the store my husband and I own, where he introduced me to computer voice technology. Another world opened, expanding boundaries that once limited productivity.

I’m still learning to use all my new tools and to integrate the new devices into my life. I’m driving a mini-van with hand controls and writing this story with voice activation software. Minor mental skirmishes remind me of the war that once raged. As I have accepted help and come to terms with the new outside me. The Susan that once was and who had somewhat lost her way is living again.

The day I drove my mini-van off the CarMax lot, I got an email from Bill. Someone from the Voc Rehab Department had chosen me to receive a year-end award. My husband and I drove across town a few days later to attend their annual meeting and ceremony. I’d be lying if I didn’t say I’d rather have a Grammy sitting on my shelf. However, when I stood with the team that had lifted me from the depths of mud and mire, I couldn’t have been more grateful.

They taught me I’m disabled—but very much still me.

* * * * *

Editor’s Note: This article was submitted by one of my clients. I wanted to run it because I think it can remind us of the impact the team has on an individual and how privileged we are to share in their journey. Sometimes in the crush of evals and paperwork we can lose sight of that.

Increase Your (Certification Renewal) Visual Lead Time

We instruct our clients on a daily basis of the benefits of implementing proper visual lead time. WHERE to look, WHAT to look for, HOW FAR to look ahead; all better to plan and respond. As your client drives he/she is certain to encounter delays due to traffic congestion, distracting situations, altered route due to construction and emergency situations. But failure to utilize good visual lead time can result in an untimely response and require additional sessions.

For members that are certified, we must look at our renewal date, know how many contact hours are required, how many hours we have accumulated and plan ahead. Along this path we can become too busy causing a delay in our plans, distracted or encounter other priorities which can result in a lapse of your certification credential. Probationary status then requires additional contact hours within the next year.

At the end of 2012 there will be a significant number of members due for renewal. Utilize good visual lead time and avoid additional contact hour sessions and fees.

**Some suggestions for renewal preparation:**
- If possible, display your Certification Credential and know your renewal date
- Keep a specific file for all your contact hour activities
- Review the Contact Hour Activities Policy for all approved activities
- Educational courses/activities that are NOT LISTED on the ADED approved list (available on the ADED website) require a complete application and the appropriate fee
- Proof of attendance/participation is required for ALL contact hours
- Be knowledgeable of limitations for some contact hour categories
- Review your accumulated contact hour status annually and plan ahead
- All contact hours/activities must be within your most recent renewal period

For each renewal cycle there is a random selection of 15% of the total number of renewals that are audited by the certification committee, as are all late renewals. Audit responses must include a list of all contact hour activities, verification of requirements and proof of participation.

*For further information or questions, please contact the ADED Executive Director, Liz Green or either Certification Committee Co-Chairpersons, Eva Richardson or Roger Kelsch. (See Committee list page 30 for contact information)*
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

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

Hanover, MD    May 17-18, 2012
Anne Arundel Community College
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.aded.net

Introduction to Driver Rehabilitation
Course designed for individuals new to the field of driver rehabilitation. Topics include: program development, driver training, adaptive driving equipment and program documentation. Course will also emphasize collaboration with mobility dealers and consumers and families.
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Visit our Web site at www.aded.net

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IN 2011, the Professional Development (PD) Committee (comprised of Carrie Monagle, Mike Taylor, Miriam Watson and chaired by Dana Benoit) worked hard to establish the priorities of the ADED membership with respect to future directions concerning professional development. Based on a survey that was sent to the membership in February 2011, the PD committee was able to determine both the satisfactions and dissatisfactions of our ADED membership with consideration of professional development, continuing education and the accumulation of contact hours to maintain CDRS certification.

There were many interesting conclusions from the survey, but the most prominent feedback was a resounding need to develop online opportunities to render continuing education more accessible and cost-efficient.

**A PLAN OF ACTION** was proposed to the ADED Board in June 2011, and the decision was made to video-tape seminars/workshops at the annual NMEDA and ADED conferences. These will be made available in the future (for a small fee) to members who cannot attend the conference and for those seeking educational contact hours. Our goal was to offer the first “post-conference video seminars” following the NMEDA 2012 conference this past February.

In exploring different approaches that would enable members to view an online seminar (webinar format, versus YouTube, versus power point slides with a voice over, etc…), we were introduced to the world of “Learning Management Systems”. Learning Management Systems (LMS) are designed for e-learning and offer a gamut of other tools to facilitate the tracking of contact hours, creation of quizzes and surveys and the implementation of various e-based courses. This seemed the direction to take, as it would provide ADED with a platform that can be built upon in the future and that will facilitate the continuing education component for the entire ADED organization.

Several LMS companies have been contacted and a comparative list of their individual services and costs was created. The “LMS” idea was proposed to the ADED board and was approved in December 2011. We are well on our way to offering our membership a whole new level of professional development opportunities. - It’s really exciting!

**WE HIRED** a professional videographer to provide a video representation (including power point slides) of the two ADED pre-conference workshops that were offered at NMEDA in February (Vehicle Adaptation for the Pediatric Client and How Do I Drive Clients into my Office and Keep Referral Sources in the HOV Lane?). These videos were both shot and are currently being edited. Meanwhile, the final details are being worked out between ADED and the LMS company that we have chosen to provide an e-learning platform for our members to access. It’s all coming together, folks!

The PD committee 2012 (newly comprised of veteran Carrie Monagle, new recruits Marc Samuels, Jenny Nordine and Stacey Stevens, and chaired by Dana Benoit) is therefore currently working toward making this big project a reality. Our goal is to offer at least five “post-conference video seminars” in early fall 2012, following the ADED 2012 conference (July 28-31st). Electronic access to these seminars will provide members the opportunity to accumulate contact hours outside of the conference dates, at a time convenient to their schedules and at much reduced cost than that associated with attending the conference annually. Take note however, that only a couple seminars will be video-taped at the annual conference, which represents only a fraction of the 2 courses, 4 workshops and 10 seminars offered at this year’s conference, not to mention the extensive exhibit hall. The e-learning platform cannot replace the experience of attending the conference in-person, but does offer an alternative solution for those requiring a few extra contact hours for their CDRS certification, or for those who just simply cannot attend. It also allows for conference attendees to view a seminar that was offered concurrently with another seminar of choice.

**STAYED TUNED** for the launch of our upcoming Learning Management System and instructions on how to access the platform via the ADED website. We are truly excited about this project and are optimistic that the membership will appreciate the improved accessibility of great professional development opportunities.

If anyone has any comments or questions regarding this exciting project, please contact Dana Benoit at:

dana.benoit@mcgill.ca or dana_benoit@ssss.gouv.qc.ca (514) 487-1891 ext 377

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Coming soon: ADED is implementing an online learning system!

An update from Professional Development Committee
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KEEP ON DOCK'N ME BABY
FOR THOSE ABOUT TO DOCK

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DOCK OF AGES
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BETHESDA, MD.—ADED Past President, Amy Lane, OTR/L, CDRS, and Executive Director, Liz Green, OTR/L, CDRS were invited to participate in an expert panel meeting planned by The American Occupational Therapy Association (AOTA) with funding from the National Highway Traffic Safety Administration (NHTSA). The two day meeting was held March 6-7, 2012. The primary goal of the Pathways Project to Foster Occupational Therapy Engagement in Older Driver Rehabilitation was to “develop criteria for referral to driver rehabilitation specialists to serve as guidance for program development.” The objective of the meeting was to “develop pathways assuring a continuum of service for clients in diverse settings”.

In preparation for this meeting ADED members were surveyed in an effort to establish consensus on names or descriptors of various types of programs found in practice. The results of this survey were shared with the expert panel meeting. (see article page)

The panel reviewed common definitions and terms associated with the provision of driver rehabilitation services, shared a sampling of various program models and explored current research concerning specific medical conditions and the elderly. Critical information and consensus statements were formulated regarding the following conditions: dementia, Parkinson’s disease, COPD and other physical impairments. As a first step in developing practice pathways, this meeting started building criteria for referral for driver rehabilitation specialists. A final report will be completed and the information and ideas gathered will be used toward supporting mini project grants, identifying areas for future research and supporting additional collaborative efforts between ADED and AOTA.

Attendees:

Elin Schold Davis, OTR/L, CDRS AOTA’s Project Coordinator
Anne Dickerson, Ph.D, OTR/L, FAOTA Project Consultant
Sherrilene Classen, PhD, MPH, OTR/L, FAOTA
Wendy Stav, PhD, OTR, FAOTA
Donna Stressel, OTR/L, CDI, CDRS
Anne Hegberg, OTR/L, CDRS
Miriam Monahan, OTR, CDI, CDRS
Elizabeth Green, OTR/L, CDRS
Amy Lane, OTR/L, CDRS
Michel Bédard, PhD
Carol Wheatley, OTR/L, CDRS
Felicia Chew, MS, OTR/L
Johnell Brooks, PhD
Deborah Slater, MS, OT/L, FAOTA
Essie Wagner (NHTSA)
Kathy Sifrit (NHTSA)
David Carr, MD—not pictured
Richard Marottoli, MD—not pictured
This last February, ADED members were invited to participate in a survey about Driver Rehabilitation programs. The survey was part of the work which Liz Green and Amy Lane used for participation in an expert meeting. The panel expert meeting which was sponsored by NHTSA and AOTA is a part of a process and effort to expand driver rehabilitation programs (see associated story).

This survey was developed specifically to begin the process of examining terminology and differentiating the diversity of programs. Consumers and other stakeholders often have difficulty understanding the differences and determining which program is right for their individual or client’s needs. Thus, it was determined a survey would be the first step to clarify and highlight issues with driver rehabilitation terminology.

In December of 2011, an electronic focus group of driver rehabilitation specialists were asked to generate possible names of different models of programs. From their feedback, this survey was developed that included demographics, six short descriptions of driving programs, and some open ended questions. All members of ADED were asked to respond. Although not all of the qualitative data has been completely analyzed, this is a summary of the main results. There will be a final written report to be distributed, but this summary will highlight the main results.

Of the 444 members sent the survey (some emails were returned), 182 (41%) started the surveys, and 154 (35%) completed the survey. Seventy-one percent who started the survey did complete it. Thirty-four percent completed the survey between 10-16 minutes with 13% completing it 9 or fewer minutes.

The first question asked members what specific services are expected if a program offers a driver rehabilitation program. In the 140 responses analyzed so far, 10 specifically stated that there should be an occupational therapist and 5 specifically mentioned a CDRS. Eleven members stated that it should be a “clinical and behind the wheel;” 27 included “evaluation, rehabilitation, and training;” 47 included “evaluation, rehabilitation, training, and equipment;” and 10 included “evaluation, rehabilitation, training, equipment, and community mobility.” Many additional qualitative comments are still being analyzed.

**TABLE 1** illustrates the majority of the data. Each of the six models is described in the first column with the potential program model names in the second column. Each member was asked to read each model name and determine if it was a “good descriptive name,” a possible descriptive name,” or “not a good descriptive name at all.” This format was chosen so that respondents would not have to choose one over the other at this point, but find those names that seem to make sense to them.

(Continued on next page)

### Table 1. Program Models Descriptions and Names: Results of Member Survey

<table>
<thead>
<tr>
<th>N=154</th>
<th>Good Descriptive Name</th>
<th>Possible Descriptive Name</th>
<th>Not a good descriptive name at all</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model A: Consider a program or practice setting that provides all of the following:</td>
<td>Comprehensive Driver Rehabilitation Program</td>
<td>67</td>
<td>42</td>
</tr>
<tr>
<td>• all components of the driving evaluation including clinical and on road assessments,</td>
<td>Comprehensive Driver Rehabilitation Services</td>
<td>47</td>
<td>49</td>
</tr>
<tr>
<td>• vehicle or equipment evaluations, recommendations, and “checkout,”</td>
<td>Comprehensive Driving Assessment, Training, and Community Mobility Program</td>
<td>52</td>
<td>66</td>
</tr>
<tr>
<td>• in-vehicle training for novice drivers or vehicle modification training,</td>
<td>Comprehensive Driver Assessment and Rehabilitation Program</td>
<td>66</td>
<td>50</td>
</tr>
<tr>
<td>• licensing assistance including using the program’s modified vehicle for specialized testing,</td>
<td>Comprehensive Occupational Therapy Driver Assessment and Rehabilitation Program</td>
<td>25</td>
<td>38</td>
</tr>
<tr>
<td>• transportation counseling.</td>
<td>Driver Rehabilitation Program</td>
<td>54</td>
<td>34</td>
</tr>
<tr>
<td></td>
<td>Occupational Therapy Driver and Assessment Rehabilitation Program</td>
<td>38</td>
<td>31</td>
</tr>
<tr>
<td></td>
<td>Driver Assessment and Training Program</td>
<td>62</td>
<td>41</td>
</tr>
<tr>
<td></td>
<td>Limited Driving Evaluation and Training Program</td>
<td>25</td>
<td>23</td>
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<tr>
<td></td>
<td>Basic Driver Rehabilitation Program</td>
<td>48</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>Limited Driver Rehabilitation Program</td>
<td>15</td>
<td>24</td>
</tr>
</tbody>
</table>

**NewsBrake** Spring 2012
Program Model Survey: Preliminary Results (continued)

fit or not fit. The results in the columns are the numbers of members who responded to the name for each of the categories. Not all members responded to each program model name.

Each model description had an “other” category, offering other suggested names. Additionally, comments were solicited after each model. Some frequent comments about each of the models is listed here:

**MODEL A**: Not every program has an occupational therapist, keep it out of the name; should include training; descriptive names, but too long; consider the consumer and general public with complex names.

<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
<th>Cooperative Driver Rehabilitation Program</th>
<th>Cooperative Driver Assessment and Rehabilitation Program</th>
<th>Collaborative Driver Assessment Program</th>
<th>Driving Assessment Program</th>
<th>Occupational Therapy Driver Screening Program</th>
<th>Comprehensive Driving Assessment Program</th>
<th>Collaborative Two-Step Driver Evaluation Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>When a program has occupational therapists providing the clinical assessment while certified driving instructor or driving educator provides the behind the wheel vehicle evaluation.</td>
<td>25</td>
<td>30</td>
<td>40</td>
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<tr>
<td></td>
<td>Each model description had an “other” category, offering other suggested names.</td>
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</tr>
<tr>
<td>D</td>
<td>If rehabilitation and training would be provided by a combination of occupational therapists and driving instructors working together, as well as the assessments described above.</td>
<td>32</td>
<td>39</td>
<td>34</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>The general practice occupational therapist receive referrals for driving or mobility assessment and may have a specialized skill set, but are not driver rehabilitation specialists. The generalist(s) evaluate the client using selected screening/assessment tools with cut off points, agreed upon by the generalist and the driver rehabilitation specialist, and referral to the specialist is based on need according to test results.</td>
<td>56</td>
<td>31</td>
<td>20</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>F</td>
<td>Providers would be driving educators or driving instructors providing community based driving orientation, drivers education, skill practice for novice drivers without medical conditions, evaluation or skills practice for older drivers without a significant medical condition, or drivers who need training with vehicle devices as determined by a medical professional.</td>
<td>62</td>
<td>28</td>
<td>30</td>
<td></td>
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</tr>
</tbody>
</table>

Note: Each model description had an “other” category, which was not included here.
Program Model Survey: Preliminary Results (continued)

MODEL B: Many responded to not liking the word limited or basic, as it connotes a negative; keep occupational therapy out of the title; Model A and B are very similar.

MODEL C: Confusion about the occupational therapy role with driving instructor; if services provided, does it matter who does it?; model implies evaluation only; should include rehabilitation and training; programs should spell out services.

MODEL D: Seems the same as C; public will not understand differences; names cannot be too long or complicated.

MODEL E: Differentiate between screening and assessment; model an occupational therapy evaluation with reference to driving.

MODEL F: Driving school; models incorporate present driving schools; adapted driving should not be done; some places they do not want to do adaptive training.

An open-ended question asked about how models could be defined and still representative. There were over 60 responses from members with many points of view. However, there seemed to be some consensus that six different models was too many, but there was a need to clarify differences between programs.

One of the final questions asked about their increase of awareness with this terminology issue. One hundred thirty-six members answered this question ranging from 0 to 100% change in awareness. The mean response was 49% with a standard deviation of 28.4, indicated a wide range of responses. However, the most frequent percent given was 50% and 52% in the range between 25-75% increase.

Finally, the question asked members how much effort should be focused on this process. Again the full range of 3-100% was demonstrated by the 138 members. However, the mean was much higher at 63% (standard deviation = 28.9) with the most frequently answered percent being 100%! Over 65% of the members indicated the effort should be at least 51% with 41% thinking it should be over 75%.

We want to thank each member that took the time and effort to contribute to this survey.

Anne Dickerson, Liz Green, Amy Lane, and the Research Committee Members
Beth Rolland and Johnell Brooks

---

SO YOU THINK YOU’RE SMART?!

Automotive Fleet Magazine offered this “driver safety check up” quiz in its February 2012 edition, so I thought it may help to provide a few questions and just the answers. Do you agree with the quiz?

1. It’s late at night and you notice a vehicle behind you making erratic movements, such as tailgating, veering from side-to-side, and using high beam headlights. You determine that the driver is probably impaired:
   a. Accelerate quickly to get far enough ahead to avoid contact.
   b. Pull into the next lighted public area off the street and report the driver to the police.
   c. Turn at the next corner and hope the impaired driver goes straight.
   d. Touch your brake to alert the other driver to not follow so closely.

2. If you experience a blowout at highway speeds, you should:
   a. Brake hard and steer to the right.
   b. Maintain control, take your foot off the gas, and coast to the shoulder.
   c. Maintain control and continue driving to the nearest service station.
   d. Brake hard but continue driving at a slower speed to the next exit.

3. You’re accelerating down the ramp prior to entering a crowded expressway when you notice the vehicle in the right lane is speeding up to get ahead of you:
   a. Increase your speed to get onto the expressway faster.
   b. Back off, using your brakes, and wait for another opportunity.
   c. Slow down by driving in the shoulder area and as soon as the driver is ahead of you, accelerate and pull in behind the vehicle.
   d. Use your lights and horn to help establish your position in the lane.

4. You are approaching a four-way intersection with a flashing red light and stop signs at each corner. Another vehicle is about to stop to your immediate right:
   a. Accelerate immediately through the intersection to take advantage of the situation.
   b. Stop completely and allow the other driver the right-of-way to proceed.
   c. Stop completely, then immediately move into the intersection.
   d. Establish eye contact, honk your horn, and proceed into the intersection.

5. For proper vehicle control, your hands should be placed in which of the following positions?:
   a. One arm outside the window and the other arm draped over the top of the steering wheel.
   b. One hand at the bottom of the steering wheel, while the other is holding your cell phone.
   c. One hand at the nine o’clock position, the other at the three o’clock position.
   d. Both hands holding the center crossbar on the steering wheel.

Answers:


Automotive Fleet Magazine, February 2012

Note from Editorial Committee: Regarding #3 Granted, it is always best to make sure one has enough room to merge with traffic prior to beginning the process. In the event that one has miscalculated or the circumstances have changed, choice B or C maybe correct. C is questionable since there may be another vehicle (or more) behind the vehicle.

GRADUATED DRIVER LICENSING—DELAYING THE HIT?

Graduated Driver Licensing (GDL) was implemented in many states primarily due to heavy lobbying from the insurance industry. In short, GDL creates a series of steps and restrictions to young teens before full driving privileges are granted. 49 states have some form of GDL with only North Dakota having no reform of this. Although GDL requirements vary from state to state, many begin around the age of 16 and include a period of time when the young teen cannot drive at night, or with other teens in the car, or must drive with an adult driver.

Since the advent of the GDL, fatalities per 100,000 16 year old drivers has fallen 44%. However, today many 16 year olds are waiting until they turn 18 or 19, and then they go into Motor Vehicles and get a full, unrestricted license. All but two states allow this to occur. Insurance industry stake holders and experts (continued on page 34)
### ADED Committees

<table>
<thead>
<tr>
<th>Committee Name</th>
<th>Chair(s)</th>
<th>Email(s)</th>
<th>Term(s)</th>
<th>Members</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROFESSIONAL DEVELOPMENT</strong></td>
<td>Dana Benoit</td>
<td><a href="mailto:Dana_Benoit@ssss.gouv.qc.ca">Dana_Benoit@ssss.gouv.qc.ca</a></td>
<td>2nd Term: 2012-2013</td>
<td>Carrie Monagle, Marc Samuels, Stacey Stevens, Jenny Nordine</td>
</tr>
<tr>
<td><strong>EDUCATION</strong></td>
<td>Jenny Nordine</td>
<td><a href="mailto:jenny@drivingtoindependence.com">jenny@drivingtoindependence.com</a></td>
<td>2nd Term: 2012-2013</td>
<td>Mary Beth Meyer, Susanne Adamson, Sue Henderson</td>
</tr>
<tr>
<td><strong>AD-HOC: SCHOLARSHIP</strong></td>
<td>Karen Smith</td>
<td><a href="mailto:karen@smithotanddriving.com">karen@smithotanddriving.com</a></td>
<td>1st Term: 2012-2013</td>
<td>Penny Anders, Ana Verran</td>
</tr>
<tr>
<td><strong>BOARD DEVELOPMENT</strong></td>
<td>Dianna Robertson</td>
<td><a href="mailto:fit.consultants@hotmail.com">fit.consultants@hotmail.com</a></td>
<td>1st Term: 2012-2013</td>
<td>MEMBERS WANTED!</td>
</tr>
<tr>
<td><strong>PUBLIC RELATIONS &amp; MEMBERSHIP</strong></td>
<td>Eric Mansfield</td>
<td><a href="mailto:EMansfield@MobilityWorks.com">EMansfield@MobilityWorks.com</a></td>
<td>1st Term: 2012-2013</td>
<td>Derrick Scott, Rory Fluman, Holly Cothran-Drake</td>
</tr>
<tr>
<td><strong>CERTIFICATION</strong></td>
<td>Eva Richardville, Roger Kelsch</td>
<td><a href="mailto:emrichardville@yahoo.com">emrichardville@yahoo.com</a>, <a href="mailto:roger.kelsch@med.va.gov">roger.kelsch@med.va.gov</a></td>
<td>1st Term: 2011-2012</td>
<td>Dan Allison, Brenda Bennett, Sally Sullivan, Kathy Rakowczyk</td>
</tr>
<tr>
<td><strong>AD-HOC: BYLAWS REVIEW</strong></td>
<td>Susan Pierce</td>
<td><a href="mailto:spierce@adaptivemobility.com">spierce@adaptivemobility.com</a></td>
<td></td>
<td>Larry Bowen, Anne Hegberg, Tom Kalina</td>
</tr>
<tr>
<td><strong>AD-HOC: RESEARCH</strong></td>
<td>Beth Rolland</td>
<td><a href="mailto:brolland@kessler-rehab.com">brolland@kessler-rehab.com</a></td>
<td></td>
<td>Anne Dickerson, Johnell Brooks</td>
</tr>
<tr>
<td><strong>AD-HOC: Contact Hour Application Process</strong></td>
<td>Laura Juel</td>
<td><a href="mailto:laura.juel@duke.edu">laura.juel@duke.edu</a></td>
<td></td>
<td>TBA</td>
</tr>
<tr>
<td><strong>CONFERENCE TEAM</strong></td>
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</tbody>
</table>

#### Committee Members Wanted!

- Seeking members for the following committees:
  - Board Development
  - Public Relations/Membership

Please contact the committee chair directly or the executive office at info@aded.net.

Committee membership participation is worth up to 10 contact hours toward CDRS renewal.

- Exhibits: Katy Greene, OTR/L, CDRS (859) 797-6889 (866) 720-5813 fax cigree0@uky.edu
- Program: Stacey Stevens, OTR/L, CDRS (859) 351-6612 office (866) 733-0939 fax staceystevens@ymail.com
36TH ANNUAL
JULY 2012
ADED CONFERENCE & EXHIBITS

MAKING A DIFFERENCE

KANSAS CITY, MISSOURI

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
Two ADED members, Connie Shaffer, OTR/L, CDRS, director of the Golden Valley, Minn., Courage Center and Larry Sjerven, OTR/L, CDRS, executive director of Twin Cities-based Adaptive Experts were interviewed for an article in the Minneapolis, MN Star Tribune. The article focused on the experience of a young man with Asperger’s syndrome. They provided insight into the role a driver rehab specialist plays in educating new drivers with disabilities and the differences between educating the typical teen driver as opposed to working with a person who has a learning disability. http://www.startribune.com/lifestyle/141595853.html

Cyndee Crompton, OTR/L, CDRS of Driver Rehabilitation Service in McLeansville, NC was featured on the Fox TV news piece titled “Paralyzed bride learning to drive in Piedmont”. It showed her evaluating Rachelle Friedman who was paralyzed when her bridesmaid pushed her into a pool during her bachelorette party. http://myfox8.com/2012/02/21/paralyzed-nc-bride-to-learn-to-drive/

Recently Purnima Karia, OTR/L CDRS and Paul Cooper, DI, CDRS were able to participate in a collaborative effort with KCET television. The series is called “Your Turn to Care” and it is about driving, independence and our maturing Baby Boomer population. Follow the link to the video series. If you get several video’s presenting themselves, click on the one called “Taking Away the Keys”: http://www.kcet.org/shows/yourturntocare/watch/#featured

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

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

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.

For more information:
Dianna Robertson, Board Development Chair
E-mail: fit.consultants@hotmail.com
Position descriptions and consent to run forms are available online: www.aded.net

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

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.
ADED Contact hour credit offered to Mentors!

Once again we will be offering the Mentor Program at the ADED Annual Conference in Kansas City. This program is a valuable way for people new to the field to connect with those who have “been around the block a few times”. It is a great learning experience for the mentee and a rewarding way to give back for the mentor. Response to the program has been very positive. One mentee at last year’s conference stated: “The mentor program made a HUGE difference in my conference experience!!! It would not have been the same without it. I am very thankful this program was in place!!!” Another wrote “The idea to mentor new members was an excellent one; it really did help me feel comfortable and gave me more knowledge as I attended the conference!”

In recognition of the amount of time spent by the mentor in the exhibit hall with the mentee, the ADED board of directors and the certification committee have approved up to 3 contact hours towards CDRS renewal for time served as a mentor. We are hoping this will encourage more of you to volunteer your time and insure that everyone who would like a mentor has one available.

Sign up early! A mentor registration form is included in the conference brochure or see page 35 of this issue. The earlier we can match people, the better prepared we are and the sooner mentors can contact their assigned mentee. Likewise, it is crucial for those requesting a mentor to register early. Timely registration ensures that mentor teams are matched and the mentorships can start before arriving at conference in Kansas City.

We hope that you will consider this opportunity either to learn as much as possible and make connections at conference, or to give back to the ADED community by helping a new member. Questions can be addressed to Holly Alexander (holly.alexander@foxrehab. org) or Beth Rolland (brolland@kessler-rehab.com). To request a form, please e-mail: info@aded.net.

“The Buzz” (continued from page 29) are pointing at extending the age for GDL since fatalities for 19 year old drivers has now surpassed those of 16 year olds by more than double.

In short, while GDL policies have dramatically reduced 16 year old driving deaths, more teenagers are bypassing getting their licenses at that age. By waiting a couple of years when GDL no longer applies, teens can get their driving privileges without any restrictions. It appears that this trend has dramatically increased fatalities among 19 year old drivers.

Autoweek, December 2011

GO ON, LIE TO ME...

A Michigan Court of Appeals found that a used car sales person’s oral statements could be used as contractual, despite the fact that the vehicle sales contract said something different and disclaimed any oral statements.

Used Car News, January 2012

REDUCE...REUSE...RECYCLE

Ford is working hard to use recyclables in their vehicles, especially as part of a sustainability drive at the company. Other car manufacturers are doing the same in many areas. Here is a partial list of how car makers can reduce landfill waste and still build great cars:

- Plastic bottles are used in creating automotive carpets. Ford claims it will keep more than 4 million plastic bottles out of landfills on an annual basis.
- Soy is used in seat cushions-Ford says that “about 27% of the seat fabric comes from ‘post industrial recycled content’”.
- Dash insulation includes scrap cotton.
- Climate control gasket is made from recycled tires.
- Shields under the engine and transmission contain recycled plastics.

Automotive News, December 2011

LEFT DIGIT BIAS

Economists studying the auto industry found significant price drops at the auctions for each 10,000 mile markup, until the car had more than 100,000 miles on it. For example, cars with 79,000-79,099 sold for $210 more than those with 80,000 miles on them. After studying a huge amount of data from Manheim Auctions, the three economists conclude that people have a “left-digit bias”. The study looked at cars sold in Canada and the U.S., with odometers in both miles and kilometers, yet the results were the same. The study proved interesting enough to be in a leading journal, the American Economic Review.

Used Car News, December 2011

SHORT CUTS

In a recent Gallup Inc. poll that ranked the ethical standards and honesty of people in various vocations, car sales people are no longer at the bottom of the list. Now, lobbyists and members of Congress are the lowest members of society. Nurses, pharmacists, and doctors came in first place as the most honest.

Used Car News, December 2011
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 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 newer member becomes familiar with ADED as an organization.

The mentors will be asked to:
- Communicate with the new member prior to the Conference if possible and share their contact information for future reference.
- Make plans to meet them at breakfast on the first morning of the Conference to introduce themselves and other members, then attend the Opening General Session with them.
- Offer guidance in helping them select the workshops that might be beneficial to them and their program.
- Commit to going through the Exhibit Hall with them and helping them understand the various types of equipment applications.
- Be willing to field follow up calls during the following year. Refer them to other members as appropriate.

Sign up now! MENTOR PROGRAM REGISTRATION

Choose One:

___New Member: I am a: ___ 1st time ___ 2nd time ADED Conference attendee and would like to take advantage of the ADED Mentor Program.

___Mentor: I would like to be on a mentoring team and be assigned a New Attendee at conference.

Name: _________________________________________ Phone: __________________
Company: ______________________________________ Fax: ________________
Address: _________________________________________
E-mail: _________________________________________

Fax: (828) 855-1672 e-mail: info@driver-ed.org mail: ADED 2425 N. Center St. #369 Hickory NC 28601

NewsBrake Spring 2012 35
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:

a. Leadership qualities of the candidate(s).
b. National (or international) exposure or contribution to serving the mobility needs of the disabled person.
c. Research and/or clinical involvement of the candidate(s) relating to mobility of the disabled.
d. Personal philosophy and devotion to the field of mobility for the disabled.
e. 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:

a. Advancement of driver evaluation and education through leadership, publications, association involvement, and attitudes of clientele, administrators, co-workers, toward the candidate, etc.
b. Interpersonal relationships, professional bearing and prestige, personal sacrifice, public relations efforts, development of equipment or ideas, etc.
c. Acknowledgment of the candidate's efforts by awards or recognition from other, non- ADED sources.
d. 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
ADED Awards Program

INSTRUCTIONS FOR NOMINATIONS SUBMISSIONS

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

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

3. 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.

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

5. 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.

6. 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.
Nomination for Annual Awards

Name of Nominee: __________________________________________________________

Position/Title: __________________________________________________________________

Address: ______________________________________________________________________

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
2425 North Center Street #369
Hickory NC 28601
828.855.1623 telephone
866.672.9466 toll free
828.855.1672 fax

Deadline for receipt of nominations is: May 31st
Scholarships ARE Available!

Scholarship Update

**Congratulations!** That’s what we’ll be saying to the fortunate recipients of this year’s scholarships. There is still time to apply for any of the three scholarships, but the deadline is May 25th so get your applications in soon.

The ADED conference will be held in Kansas City, Missouri, July 27-31. ADED offers an opportunity for those who do not have educational funding through an employer, to apply for financial assistance to attend the annual conference or pre-conference workshops. We are happy to say that there will continue to be five of the ADED scholarships available for the conference this year and there will be up to five of the ADA scholarships awarded to conference attendees who are sitting for the CDRS exam. There are three types of scholarships available, please check the descriptions below to see if there is a scholarship that might be right for you!

**APPLICATIONS MUST BE POSTMARKED OR RECEIVED BY MAY 25TH, 2012.**

*If you are applying for more than one scholarship please fill out a separate application for each one.*

A. **The Spirit of Crescent Industries Scholarship** This scholarship is open to both experienced and new members who would otherwise not be able to afford the cost of conference attendance. Each scholarship amount is up to $1250.

B. **The ADED Memorial Scholarship** is available for attendees of the ADED two-day educational courses. These courses are held throughout the year as well as prior to the annual conference. ADED is now offering up to five scholarships for each two-day course. Each scholarship is in the amount of $500.

C. The **ADA (Adaptive Driving Alliance)** is supporting the Certified Driver Rehabilitation Specialist (CDRS) certification program. The ADA scholarship is available to members who will be taking the CDRS exam in July 2012. Please see the ADA article for further information. Up to five scholarships will be available; each scholarship will be for $1,000 each.

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Scholarship applications are available on line at:

http://www.driver-ed.org/i4a/pages/index.cfm?pageid=512#8

Or contact the ADED Executive Office:

www.aded.net
ADED
2425 N. Center St. #369
Hickory, NC  28601

* * * * * * * * *

Questions about the Scholarship program should be addressed to:

Karen Smith of the scholarship committee
karen@smithotanddriving.com

Or to:

Elizabeth Green, ADED Executive Director
Elizabeth.green@driver-ed.org
Section 1: Scholarship Options (choose one scholarship per form)

- **Adaptive Driving Alliance (ADA) Scholarship** - ADA generously offers five (5) $1000 scholarships for NEW driver rehab specialist taking the CDRS examination July 2012. Please complete additional form from ADA.

- **The Spirit of Crescent Industries Scholarship** - Various manufacturers and mobility equipment dealer members have generously contributed to this fund which supports ADED members to cover expenses associated with conference attendance. Each award is for $1250.

- **ADED Memorial Scholarship** - five scholarships per course will be awarded to current ADED members in good standing. Award will cover cost of course registration. (select one)
  - Introduction to Driver Rehabilitation (July 27-28, 2012-Kansas City, MO)
  - Application of Vehicle Modifications (July 27-28, 2012-Kansas City, MO)

Section 2: Applicant Information:

Name: ______________________________________  Phone: __________________________

Employer: __________________________  E-Mail: __________________________

Section 3: Professional Background

**Membership:**

Are you a current ADED member?  **YES*  NO**

*membership required for scholarships.  **join now! www.aded.net

**CDRS status:**

1. Are you a Certified Driver Rehab Specialist (CDRS)?  **YES  NO**
   If NO, do you plan to take exam this year (required for ADA scholarship)?  **YES  NO**

2. Does your present or future employment depend on maintaining your CDRS?  **YES  NO**

3. Are there other driver rehabilitation professionals at your facility?  **YES*  NO**
   *If yes, how many? __________

**Other funding sources:**

1. Have you previously received an ADED managed scholarship?  **YES*  NO**
   *If YES: name of scholarship: __________________________  Year(s) awarded: ________

2. What type of support will your employer provide for attending this course / conference?  **YES  NO**

3. Will you be on salary while attending course / conference?  **YES  NO**

4. How much can you contribute to your conference expenses?  $__________

**Driver Rehabilitation Services:**

1. Hours per week you are involved with driver rehabilitation program services: ________

2. Services provided: Evaluation _____ Training _____ Both _____

3. Indicate number of other driving programs services in your general service area: ________

**ALSO PROVIDE:**

- List contributions you have made in the driver rehabilitation profession or to ADED: (Provide on separate page)

- What are your reasons for requesting funding assistance? (Provide on separate page)

- Any additional information you wish the committee to consider: (Provide on separate page)

Mail completed application to: ADED Scholarship committee 2425 N. Center St. #369 Hickory, NC 28601
  - or-  **FAX:** (828) 855-1672  - or-  **email:** info@aded.net

**Questions?** Contact ADED: 866)672-9466 info@aded.net
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- Less wear on the ramp system – only use when needed
- In-floor ramp design reduces debris intake into the van

- Easy to use one-touch remote
- Start and stop the ramp at anytime
- Ability to deploy the ramp onto any curb less than 10”
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The VMI Northstar ramp retracts completely under the floor of the van. This allows unobstructed access to the passenger compartment.

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Sure Grip’s Turn Signal Amplifier is a driving aid meant for those who have difficulty hearing their audible turn signal notification. The Turn Signal Amplifier provides an extra loud ‘Beep’ when the turn signals are activated, as well as a LED for an extra visual notification. The two knobs on the front control the volume of the ‘Beep’ and the brightness of the LED. The device also features an on/off switch for those sharing a vehicle where some drivers do not require the use of this accessory. Sure Grip’s Turn Signal Amplifier can be installed in any location in any vehicle that has turn signals.

Future ADED Conference Sites

2012 Kansas City
2013 Columbus, OH | 2014 Buffalo NY

More NMEDA 2012

Future ADED Conference Sites

2012 Kansas City
2013 Columbus, OH | 2014 Buffalo NY
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.

* * * * MAY 2012 * * * *
May 4-6, 2012 — Abilities Expo New York Metro at the New Jersey Convention Center, 97 Sunfield Avenue, Edison, NJ
info: (732) 417-1400

May 16, 2012 — Maryland Older Driver Safety Symposium Conference Center at the Maritime Institute Linthicum Heights, MD
Registration available on-line http://www.mva.maryland.gov/modss/

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

June 29 – July 1 — Abilities Expo Chicago at the Schaumburg Convention Center, Renaissance Schaumburg Convention Center Exploration & Discovery Halls, 1551 North Thoreau Drive, Schaumburg, IL 60173

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

* * * * AUGUST 2012 * * * *
August 3-5 — Abilities Expo Houston at the Reliant Center, One Reliant Park, Houston, TX 77054 Hall E

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

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Magnetic Entries—available for all lifts.
KENTUCKY/TENNESSEE/WEST VIRGINIA CHAPTER

Michele Coffey, Chapter President reported a Chapter Meeting will take place on April 20th 2012 in Lexington, KY. The agenda will include: “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 contact hours and Bruno will be providing a product demonstration which has been approved for 2 additional contact hours. For information contact Michele Coffey at mwcoffey@yahoo.com

ONTARIO CHAPTER

“The Ontario ADED chapter had a wonderful one day conference on October 28 in Toronto with fantastic speakers that brought forth tons of questions, enthusiasm and debates on tough issues. We are currently in the planning stages for our spring one day meeting which is likely to be set for May. In the next few weeks, members will receive an email invitation with the date, location and agenda. Please be sure that your contact information is up to date with the ADED head office. If you have any agenda items or suggestions for speakers or wish to be a speaker yourself, please contact Wendy Nieuwland at wendy@skillbuildersrehab.com. Looking forward to another super and inspiring meeting.

SOUTH CAROLINA/GEORGIA CHAPTER

Matt Abisamra, Chapter President, reports that they plan to meet quarterly and will alternate locations to facilitate attendance for members in each state. The first Chapter meeting was held on March 2nd 2012 at HDS in Marietta, GA. Michael Dresdner presented a course focused on the differences between various minivan conversions. Members in attendance earned 3 ADED Contact hours for this presentation. The next meeting is being planned and will be held on May 18th, 2012 in Greenville, SC. Members are spreading the word about Mobility Awareness Month within their workplaces, to the media and to their clients. For more information contact Matt Abisamra at matt_abisamra@shepherd.org.

MID-WEST CHAPTER

President Scott Armour reports that The Mid West will have held their Annual Conference by publication. Details to follow in upcoming New Brake. They are now gearing up for Mobility Awareness Month and Spreading the Word.

NORTHEAST CHAPTER

The northeast has enjoyed a fairly mild winter, allowing us to focus on client care with few weather related interruptions. Currently, the Northeast Chapter has 101 members! This makes us the second largest Chapter with ADED, following the Midwest with 138 members. We hope to see all 101 Northeast members in attendance at the 36th Annual ADED Conference and Exhibits will be held in Kansas City, Missouri. We will have our Chapter meeting on Monday, July 30 from 5:00-5:30 (location TBD). In the meantime, please take a few moments to check and update your profiles on the ADED site. Be sure to also check out can-i-drive.com, ADED’s latest social media addition.

CALIFORNIA’S CHAPTER

The election results are official - Kathy Eastman (president) and Derrick Scott (secretary)!! They are the first ever California Chapter officers. Chapter Secretary Derrick is also promoting the ADED Photo Contest. Please contact him at apexdrivingschool@gmail.com to volunteer to be a judge or to contribute a photo.

WASHINGTON STATE

member Frances Tromp van Holst is petitioning ADED National Office for Chapter recognition in her area. Anyone in that area who has not renewed may do so by using this link: www.aded.net/joinADED. If you live in the nearby area AK, BC, OR, WA and want to help please contact Frances at tvh@u.washington.edu.

Future ADED Conference Sites

2012 Kansas City
2013 Columbus, OH
2014 Buffalo, NY
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