SPRING IS HERE and I for one am thrilled! It's amazing what a daily dose of sun and warmth can do for the psyche. Living in New England this change of season is always exciting. The first bulbs have not yet popped, but I did see a robin yesterday.

The executive board attended the 2007 NMEDA conference and held a board meeting in Daytona Beach this February. A summary of our meeting is included in this edition of the News Brake. As usual, the conference was excellent. Full of information, excellent exhibits and great networking. Thank you to Dana Roeling and the NMEDA board and staff for their invitation and hospitality throughout the event.

ADED started the conference with the Train the Trainer Session for the Vehicle Modification course. A thank you goes to Kerry Jones for his excellent training. This means ADED has achieved its goal of having 4 courses. These courses are designed to increase the amount of professionals involved in driver rehabilitation and assist them in achieving the goal of becoming a Certified Driver Rehabilitation Specialist.

WE ALSO HAD two pre-conference seminars and a workshop during the conference. All the sessions were packed and received extremely positive reviews. I am excited to announce that the ADED board voted to use the funds from the pre-NMEDA conference seminars for the ADED Memorial Scholarship Program. $5000 was raised from these programs. Applications for the ADED Memorial Scholarship and the ADED Scholarship are included in this newsletter.

ADED continues to move forward with its executive director search. Advertising has occurred and we have had a larger than expected response. In the upcoming months the executive director search committee will be reviewing resumes, screening applicants and interviewing. We are still on target for introducing the new executive director to the membership at the ADED annual conference in Dallas.

Speaking of the upcoming ADED conference-what an incredible program! The conference is jam packed with educational opportunities, to meet the learning needs of both the beginner and experienced driver rehabilitation professional. For the first time, ADED is offering all four of its courses and participants have the potential to earn 31 contact hours! If you have not received the conference information, please review the information included in this newsletter or go to www.aded.net to download the full program.

I hope to see you in Dallas. I look forward to meeting with the membership and continuing to share all the great steps ADED has taken this year. Please consider becoming more active in the organization, it is a very exciting time and there are many opportunities at the board and committee level.

Have a happy, healthy and warm spring!

Staci
The force applied to the original accelerator is transferred through a high quality Teflon coated cable.

Quick-release is a standard.

Common reasons for choosing Menox Hand Controls:
- Smooth, light and safe motion. Brake - push, gas - pull.
- "brakelatch" enables use of right hand.
- Multi-function option for secondary control.
- Aesthetically designed to match vehicle style.
- Not an obstruction when moving in and out of the vehicle.
- Clothes are not damaged or soiled.
- No obtrusive parts, minimizing exposure in accident.
- Transferable into future vehicle.

www.menox.org
www.drivingsystems.com
Editor’s Note

I hope everyone’s spring is shaping up nicely!

I WAS FORTUNATE to attend the National Mobility Equipment Dealers Association (NMEDA) annual conference this February. It was wonderful to see so many familiar faces; there definitely was a strong ADED member turnout at this conference. Beyond the fact I left sub-zero temperatures for a balmy Daytona Beach climate, the opportunity to go to this conference was enlightening to say the least. It was insightful to see our industry from a different perspective.

I know many of you are familiar with NMEDA and its purpose, but for those of you who do not, NMEDA was formed by mobility dealers to promote and support members who provide vehicle modifications. They are committed to ensuring quality in the manufacturing and installation of mobility equipment. Although the majority of those in the exhibition hall (and wow, what an exhibit hall!) were familiar with what we as CDRS’ do, I had the opportunity to explain the complex process that is involved in driver rehabilitation and most importantly, how we fit into this matrix. Our organizations work so closely together in assisting person’s with disabilities to drive or access to transportation options. Attending this conference truly allow one a valuable opportunity to network with the mobility equipment industry.

I hope you find this edition of the News Brake informative and useful. Included is Chad Strowmatt’s article on vehicle modification evaluations. He was one of many ADED pre-conference workshop presenters at NMEDA. Eva Richardville’s contribution about GPS systems reminds us that we should keep an open mind to new technologies and how to implement them for our client’s advantage.

AND TAKE A LOOK at the article on safety and independence for wheelchair drivers and passengers. I’m very excited that the Rehabilitation Engineering Research Center on wheelchair transportation safety was willing to contribute such an excellent and educational article. One of the projects in which they are involved specifically targets drivers who are seated in their wheelchairs. There is an opportunity for CDRS’ to get involved and provide valuable input into this research. So, check it out!

Many thanks to Nor-Cal Mobility, who generously agreed to share their van selection guide once again this year. The 2007 minivan comparison guide is a helpful tool for many. Members of ADED and advertisers are strongly encouraged to share any educational information or articles for the membership of the News Brake.

IT’S HARD TO BELIEVE it, but its time to start thinking about the 31st Annual Conference which will be held July 27th-31st in Dallas, Texas. The conference program looks fabulous and offers many courses, workshop and seminars for every educational level. Enclosed in this edition is conference information and registration form, in case you hadn’t already received it in the mail. Also enclosed in this edition is the ADA scholarship application. Finally, consider nominating a colleague or peer for one of the 2007 annual awards.

As always, if you have any comments, suggestions or articles for submission, please contact me. I can be reached at lanceak@upmc.edu or by phone (412) 586-6915.

Have a great springtime!
Amy Lane

Call for Nominations for the 2008 ADED Board

Please take note of next year’s open positions for the 2008 ADED board. Now is the time to consider running for a position.

The current slate of 2008 open board positions includes:

- President Elect
- Treasurer
- Board member at large
- Mobility Equipment Dealer

If you are interested or just contemplating and need more information, contact Lori Benner lbenner@psu.edu or by phone (717) 531-7444.

The Association for Driver Rehabilitation Specialists

Contact Information:

ADED
711 S. Vienna
Ruston, LA 71270
Phone: (318) 257-5055
Toll Free Number: (800) 290-2344
Fax Number: (318) 255-4175
E-mail: mike.shipp@driver-ed.org
Website: www.aded.net

THE ARTICLES PUBLISHED in News Brake reflect the opinions of their authors, not the editor; the ADED organization at large, or its Board of Directors. As such, ADED neither takes a position nor assumes responsibility for the accuracy of the information or statements contained in any articles published in News Brake.

ADDITIONAL ISSUES are available by contacting the editor at 412-586-6915. News Brake is published quarterly. Articles are accepted by members and non-members of the ADED association at the discretion of the editor and as space permits.

For advertising rates, please contact Amy Lane, OTR/L, CDRS at 412-586-6915, Fax (412) 586-6910 or email to lanceak@upmc.edu.

Spring 2007 NewsBrake
TOTAL AWARDS
$7,200.00

PURPOSE:
Showcase new technology to manufacturers and dealers in the automotive adaptive industry. This award provides seed money and exposure for new ideas and innovations related to the automotive adaptive market, getting new products to the market faster, thus better serving the mobility dealer and the consumer.

AWARDS:

Grand Prize Winner
$3,000.00 cash award, plus
Exhibitor Registration and
Booth Space at the NMEDA Conference

Finalists (2 Winners)
$1,000.00 cash award, plus
Exhibitor Registration and
Booth Space at the NMEDA Conference

Applications and details will be available on the NMEDA website or by contacting:

NMEDA
3327 W. Bearss Ave.
Tampa, Florida 33618
(800) 833-0427
nmeda@aol.com

Adaptive Driving Alliance
4218 W. Electra Lane
Glendale, AZ 85310
(877) 853-1402
info@adamobility.com
The Adaptive Driving Alliance

New Technology Award

The Adaptive Driving Alliance is excited to announce the creation and sponsorship of the New Technology Award being presented by the National Mobility Equipment Dealers Association (NMEDA).

The purpose of the Award is to create an avenue to showcase new technology for the automotive adaptive industry that would otherwise not be able to make it to the market. This award would provide seed money and exposure for new ideas and innovations related to the automotive adaptive market. New products would make their way to the market faster, thus better serving the mobility dealer and the consumer. The technology must be related to the adaptation of a motor vehicle or a product that applies to the adaptation of a motor vehicle.

The Adaptive Driving Alliance will donate $5,000 toward the award. Three finalists will receive $1,000 each to offset travel to the NMEDA Conference in February, 2008. NMEDA will provide to the three finalists registration to the conference as well as booth space adjoining the ADA booth for the finalists to exhibit their new technology to industry dealers and manufacturers. The winner will be announced at the conference and receives a $2,000 grand prize.

Applications for the award can be obtained by visiting the Adaptive Driving Alliance website at www.adamobility.com, or by contacting the ADA at 877-853-1402 or NMEDA at 800-833-0427.

Please help spread the word about this important opportunity. The greater the exposure to this competition, the more ideas we receive. More ideas mean innovative products to better the lives of our customers. TELL EVERYONE! Flyers and PDF files of the award are available from the Adaptive Driving Alliance. Talk to your local support organizations. If they could insert the award flyer into their publications, we would be glad to provide the information. We know not from where the next great technology will come!

Moving Forward — ADED board meeting notes | February 9, 2007

Your ADED board held a meeting in conjunction with the NMEDA annual conference in Daytona Beach, Florida. The board is pleased to report that things continue to move smoothly forward. During this meeting we continued to address the goals of streamlining financials, recruitment of executive director and bringing certification forward; among other activities.

Certification: Staci continues to work closely with the committee to finalize policies regarding continuing education credits, application booklet information, and application for contact hours.

Memorial Scholarship Program: A motion was passed to earmark funds raised from the pre-NMEDA ADED workshops to this fund.

Financials: The accountant is ensuring ADED taxes for 2006 are filed. All ADED accounts are now held with the same financial institution to streamline the accounting process.

Executive Director Search:
Advertising is starting February 12, 2007. Our goal is a start date of June 30, 2007.

Conference:
Get yer spurs ready for Dallas 2007! If you attend the 2007 ADED Annual Conference and one of the four ADED courses being offered before the conference, you can achieve all 30 of your contact hours! Dallas will be an excellent conference. If you have not received a program, please visit the ADED website www.aded.net. We hope to see you there!

Respectfully submitted,
Elizabeth Green, ADED secretary
Several hours of unopposed time has been scheduled to provide plenty of time for gathering information from the exhibitors. Again this year CDRS contact hours will be offered for attending the exhibits with the completion of case studies (Sunday only 10:15 to 1:15). You MUST be present the entire time (Sunday 10:15-1:15) for CDRS contact hours.

**CDRS Contact Hours**

The ADED courses, workshops, seminars and completion of case studies in the exhibit area on Sunday have been approved for CDRS contact hours. Certification Examination ADED is the only professional organization to offer testing to become a Certified Driver Rehabilitation Specialist. The 2007 test will be given on Tuesday July 31, exact times and location will be sent to approved applicants by AMP the ADED testing company for CDRS test.

**ADED Membership**

ADED membership runs from January 1, December 31. Membership fees are accepted at any time during the year and membership benefits are available for the remainder of the membership year. Membership renewals must be received by March 31 to maintain your current membership privileges.

**Individual New** $120.00

An individual directly involved in service delivery of driver evaluation or education for persons with disabilities and the aging process.

**Mobility Equipment Dealer** $250.00

A business involved in service, installation and/or sales of equipment used in vehicles and/or driver evaluation/education for persons with disabilities and the aging process.

**Corporate** $500.00

A business that manufactures products for vehicles and/or driver evaluation/education for persons with disabilities and the aging process.

Facility $$250.00 (1-3 individuals)

****ALL MEMBERS MUST BE AT THE SAME ADDRESS

$500.00 (4-6 individuals)

$750.00 (7-10 individuals)

A business or agency involved in the provision, implementation or administration of driver rehabilitation services. This category includes hospitals, rehabilitation centers, driving schools, driver licensing agencies, etc.

**ADED 31st Annual Conference 2007**

"WHAT YOU NEED TO KNOW"

**Dress**

Business casual is recommended for all sessions. Casual is recommended for the receptions. The Banquet theme this year is "Wild West". Suggested dress is "Old West" attire.

**Exhibit Area**

Several hours of unopposed time has been scheduled to provide plenty of time for gathering information from the exhibitors. Again this year CDRS contact hours will be offered for attending the exhibits with the completion of case studies (Sunday only 10:15 to 1:15). You MUST be present the entire time (Sunday 10:15-1:15) for CDRS contact hours.

**Ground Transportation**

Hyatt Regency Dallas At Reunion is 23 miles for Dallas/Fort Worth International Airport. The Hyatt does not offer ground transportation. There is a variety of ground transportation: Taxi, Shuttle and Train 2007 ADED Courses, Workshop and Conference Registration Form

Hyatt Regency Reunion, Dallas, TX July 27-31, 2007
2007 ADED Courses, Workshop and Conference Registration Form
Hyatt Regency Reunion, Dallas, TX July 27-31, 2007

Complete the registration form for each individual. Photocopy additional forms if necessary.

Last Name ___________________________________________ First ___________________________ MI ______
Organization _________________________________________________________________________________
Address _____________________________________________________________________________________
City __________________________ State/Prov ______ Zip __________________________
Telephone __________________________ E-Mail __________________________

Are you a CDRS? □ Yes □ No. If yes, how many years? __________ How many years an ADED member? ______

Do you have a special dietary need? □ Yes □ No Please specify: ________________________________

Please indicate if you request an accommodation for disability: ________________________________

ADED 2 Day Course July 27 & 28, 2007 (choice of one course, courses are two full days you may only attend one)

Select One Course (2 days) Only One Course May Be Attended

☐ 1. Fundamentals of Driver Rehabilitation
☐ 2. Driver and Traffic Safety
☐ 3. Disability, Aging and Vision
☐ 4. Application Vehicle Modification

ADED Workshops July 28, 2007 (choice of one workshop, if attending a course a workshop may not be attended)

Select One Workshop (the workshops are full day presentations you may only attend one)

☐ Workshop A: Nuts and Bolts: A Van Evaluation and Modification Experience
☐ Workshop B: Evaluation and Treatment of Adolescents with Cognitive and Social Skill Limitations
☐ Workshop C: Neuropsychological Perspectives on Driving

ADED Conference July 29-31, 2007

See Other Side for Combo Registrations
COMBO REGISTRATION FOR ADED MEMBERS ONLY

ATTEND 2 DAY ADED COURSE AND CONFERENCE FOR ONE REGISTRATION FEE

Course: □ 1 □ 2 □ 3 □ 4 (ADED Members Only) _______________ $700.00 □

ATTEND ONE WORKSHOP AND CONFERENCE FOR ONE REGISTRATION FEE

Workshop: □ A □ B □ C (ADED Members Only) _______________ $500.00 □

THE COMBO FEES ARE FOR ADED MEMBERS ONLY AND MUST BE RECEIVED BY JUNE 20, 2007

2007 ADED MEMBERSHIP

Individual

□ New $120.00
□ 2007 Renewal $95.00
□ Mobility Equipment Dealer $250.00
□ Corporate $500.00

Facility

□ $250.00 (1-3 individuals)
□ $500.00 (4-6 individuals)
□ $740.00 (7-10 individuals)

TOTAL ALL FEES: $_______________

Do you plan to attend the Monday Night Banquet? □ Yes □ No

ADED Accepts Cash, Checks, Money Orders, Purchase Orders, Visa or MasterCard

Credit Card Information Visa or MasterCard Only

Credit Card Number ___________________________________________
Cardholders Name ____________________________________________
Address _____________________________________________________
Expiration Date ______ Signature ________________________________

Return Registration Form To: ADED, 711 South Vienna, Ruston, LA 71270 OR FAX (318) 255-4175
ADED MID ATLANTIC CHAPTER:

At our most recent quarterly meeting (3-13-2007) with the Maryland MVA the Mid Atlantic group of ADED members received a presentation by Dr. Jonathan Lyons, MD, MVA ophthalmologist. The presentation was very informative and useful. ADED members continue to have a very positive working relationship with the Maryland MVA which was enhanced further by this opportunity to meet with the MVA ophthalmologist. We received valuable information about the evaluation and treatment of vision deficits and developed strategies which will help coordinate or work with the MVA regarding vision deficits.

ADED MIDWEST CHAPTER:

Tim Sekhbell reported the chapter is looking into having chapter elections to enable them to get back on track.

ADED NORTHEAST CHAPTER:

Northeast elections were held the beginning of this year with the following results:

Rick Nead, President, Gail Babirad, Vice President and Beth Rolland, Secretary. Congratulations to all.

ADED KENTUCKY, WEST VIRGINIA AND TENNESSEE CHAPTER:

Katy Greene reports she is currently the president, Tim Jordan the Vice President and Deb Sams is the secretary. They are planning a meeting in April.

ADED GEORGIA/SOUTH CAROLINA CHAPTER:

The new president of the SC/GA chapter is Ian McClure and the secretary is Marino Peroni.

ADED ONTARIO CHAPTER:

The next meeting will be in conjunction with the 7th National workshop for Driver Rehabilitation Specialists in Ottawa in May 2007 and the fall meeting will be hosted by Roly and Karren in Peterboro on October 20, 2007.

FROM THE PRESIDENT ELECT:

Chapter activity is a very important part of ADED life. It keeps us connected throughout the year. Please feel free to contact me as I am the liaison to chapters. I would love to hear from you and answer any questions you may have.

Be kind to one another.

Lori
Safety and Independence for Wheelchair Seated

For wheelchair users who want to drive their own automobile, it is generally safer if they transfer out of their wheelchair and use the vehicle manufacturer's seat and restraint systems. However, this is not always feasible and many wheelchair users who drive a vehicle do so while seated in their wheelchair. In this situation, a wheelchair tiedown and occupant restraint system (WTORS) that provides the driver a reasonable level of safety while also providing for independent use of the vehicle is needed. However, the vehicle seat is also an important part of the occupant protection system and therefore the wheelchair is critical to achieving a reasonable level of safety and independence for wheelchair-seated drivers.

At the present time, the only safety standard in the U.S. that addresses the use of wheelchairs as seats in motor vehicles is Section 19 of ANSI/RESNA Wheelchair Standards/Volume 1 Wheelchairs Used as Seats in Motor Vehicles (ANSI/RESNA 2001). This is a voluntary standard that is better known as "WC19." Although WC19 currently only requires wheelchairs to be crash tested when secured by four-point strap-type tiedowns, the test methods and performance criteria of WC19 are equally applicable to wheelchairs that are secured by a docking type securement device that is necessary for driver independence. WC19 wheelchairs are also rated for the ease with which a vehicle-anchored occupant restraint can be properly positioned on the wheelchair user's lower pelvis, chest, and shoulders, but the standard does not yet address wheelchair interference with positioning of passive safety restraints on wheelchair-seated drivers.

What is WC19?

WC19 is a voluntary industry standard that establishes design and performance requirements for wheelchairs relative to their use as seats in motor vehicles. Some noteworthy features of WC19-compliant wheelchairs include a crashworthy frame and seating system plus four crash-tested securement points where tie-down straps and hooks can be easily attached to secure the wheelchair to the vehicle floor (see Figure 1). In addition, wheelchairs can be equipped with adaptive hardware for automatic securement by a vehicle-mounted docking system (see Figure 2), thereby allowing for the wheelchair-seated driver to independently secure the wheelchair upon rolling forward into the driving station. While WC19 only requires wheelchairs to be designed and crash tested using the four-point tiedown system, the same test methods and performance criteria are commonly used to evaluate wheelchair crashworthiness during docking securement.

A WC19-compliant wheelchair must be frontal impact tested when loaded with an appropriate-size crash dummy restrained by a lap belt that is anchored to the wheelchair frame (see Figure 3) and connected by a standard pin-bushing connector to a vehicle-anchored shoulder belt (see Figure 4). Postural support belts that are commonly attached to wheelchairs and that have not been crash tested are not strong enough to withstand the forces of many crashes. Therefore, WC19 requires that these belts are labeled to indicate that they should not be relied on for restraint in a motor vehicle. For more details and a list of WC19-compliant wheelchairs, please visit http://www.rercwts.org/WC19.html.

Figure 1: A WC19 wheelchair has four crash-tested securement points where tiedown straps and hooks can be attached.

Figure 2: Adaptor hardware can be attached to the wheelchair frame to engage with a docking type securement system that complies with SAE J2249.

Figure 3: A crash tested pelvic restraint is anchored to the wheelchair frame and is labeled compliant with ANSI/RESNA WC19.
Drivers and Passengers in Private Vehicles

A partnership of four universities, including the University of Michigan, the University of Pittsburgh, the University of Louisville, and the University of Colorado, has been funded by the National Institute on Disability Engineering and Rehabilitation Research (NIDRR) to continue the work of the Rehabilitation Engineering Research Center on Wheelchair Transportation Safety (RERC WTS) that began in 2001. The mission of the RERC WTS is to make measurable improvements in transportation safety, usability, and independence for people who remain seated in their wheelchairs when traveling in public, school, and private motor vehicles. The RERC WTS is conducting retrospective surveys of wheelchair users and in-depth investigations of crashes and other moving-vehicle incidents. The RERC also studies the transportation experience of wheelchair users in large public transit vehicles, including the process of entering and exiting the vehicle, accessing the wheelchair station, securing the wheelchair, and restraining the occupant. Investigations will also study issues of school-bus transportation for children seated in WC19-compliant and non-compliant wheelchairs, and improvements in frontal- and rear-crash protection for wheelchair-seated occupants in private vehicles. The RERC WTS will disseminate information and research findings to wheelchair users, manufacturers, driver trainers, transporters, clinicians, and wheelchair suppliers. RERC WTS staff are also working to transfer prototype technology concepts to manufacturers, develop and revise voluntary industry standards, and train future researchers and engineers in the field of wheelchair transportation safety. For more information please visit www.rercwts.org.

Improving Wheelchair User Safety and Independence in Private Vehicles

One project of the RERC WTS is closely related to the interests and activities of ADED members. The goal of the project is to improve occupant protection and independence for wheelchair-seated travelers in personal vans and minivans, with a particular emphasis on drivers.

The project aims to bring about improvements in the design of vehicle-anchored and wheelchair-mounted safety restraint systems. It will also address issues of wheelchair design with regard to docking-type securement and proper use and fit of passive occupant restraint systems. The project is starting with an investigation of drivers and passengers seated in wheelchairs in their private vehicles, to more clearly define and document the issues and problems surrounding the proper use of lap and shoulder belts, as well as use of frontal-impact airbags by wheelchair-seated drivers and front-row passengers of private vehicles. With the exception of design advances in wheelchair-anchored pelvic restraints and innovative seatbelt buckles that may be easier to use (Reed and Van Roosmalen 2005; Van Roosmalen, Reed et al. 2005), relatively little has been done to provide wheelchair-seated drivers with effective vehicle-anchored safety restraints. This is illustrated in Figure 5, which shows a common belt-type restraint scenario for a wheelchair-seated driver. The effectiveness of safety restraints in frontal crashes depends on the lap and shoulder restraint being in good contact with the pelvis and shoulder prior to a collision, so the occupant will “ride down” the vehicle deceleration as closely as possible and without contacting the vehicle interior. However, wheelchair armrests and other components

(Continued on next page)
often interfere with the proper positioning of the pelvic restraint portion on the driver’s pelvis, thereby reducing restraint system effectiveness and increasing the likelihood of restraint-induced injuries.

To ensure that the project develops technologies that are useful in production vehicles, development and evaluation of prototype solutions will be conducted in collaboration with wheelchair users, driver trainers, wheelchair and WTORS manufacturers and van modifiers. It will involve the design and fabrication of innovative passive safety restraints for drivers, but it will also involve making modifications to typical powered wheelchairs so that they better accommodate the easy and proper placement of vehicle-anchored lap and shoulder restraints. The project will also include further refinement and evaluation of recent concepts in restraint buckles developed in previous RERC WTS projects, which allow people with limited upper extremity function to more easily don and doff vehicle- and wheelchair-anchored occupant restraints. Improvements in the operation and crash-worthiness of forward-entry auto-engage docking stations for wheelchairs will also be addressed. Finally the project will seek to develop solutions to vehicle-anchored back and head support systems to provide rear-impact protection for wheelchair-seated drivers and passengers.

The expected outcomes of this project are safe and independent transportation options for individuals who use their wheelchairs as vehicle seats in private vehicles. To create useful solutions that meet user needs, we continuously are seeking for input from wheelchair users, driver trainers and others involved with wheelchair transportation. To learn more about this and other activities related to wheelchair transportation safety, please visit the RERC WTS website at www.rercwts.org. To get more information on how you can make a difference when transporting people seated in wheelchairs, you can also download the Ridesafe brochure from http://www.travelsafer.org.

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References:
GPS Technology in Driver Rehab . . .

What Every Specialist Should Know

By Eva M. Richardville, OTR/LDRS
President, Therapeutic Mobility Services, Inc.

I have to admit I am a bit of a “gadget nut”. As a result, I have had some really productive client outcomes through the use of assistive technology. About 3 years ago I acquired a personal Global Positioning Satellite (GPS) unit and found it to be very helpful in my community-based private practice.

For those of you who may not be aware, a GPS system is a satellite-based navigation system, using a network of 24 satellites. It was placed into orbit by the U.S. Department of Defense and originally intended for military use. About 20 years ago, the government made the system available for all civilians to use.

At first I used my GPS unit to keep me from getting lost in the frequently unfamiliar areas in which I evaluate and train. To my surprise I soon after began to think… could this type of technology be useful to my disabled clients? The answer turned out to be a resounding YES!

GPS TECHNOLOGY may enhance navigation for driving in unfamiliar areas and community independence for those who need a viable compensatory strategy for vision deficit (biotic drivers), TBI and individuals with topographical orientation deficits, just to name a few. Remember however, as with any technology, there are always limitations and GPS navigation is no exception. The reality is not all individuals possess the skills necessary to be successful using such systems.

Some factors that should effect your decision to engage in GPS training:

• Consider individual distractibility risk
• Level of “gadget” tolerance
• Client ability to operate independently (with the proper training of course)
• Funding resources

I have found the best candidates for GPS technology to be:

• Individuals fearful about “getting lost”
• Mild memory deficits in way-finding skills (some TBI, CVA)
• Vision deficits that effect reading navigational street signs
• Newly re-located drivers

• Individuals who struggle with map reading or directional skills

BEFORE WE TEACH we must learn. For those specialists who have no experience with GPS technology now is the time!

GPS systems are more affordable than ever and a variety of choices are available. To avoid the pitfalls you just have to follow a few guidelines.

1. Avoid systems that require you to purchase software separately. If you decide you don’t like the system you won’t be able to return the opened software. Systems with pre-loaded maps are best.

2. Make sure your system provides free technical support for downloading updated maps.

3. Voice turn-by-turn commands are a must!

4. Touch screen operation is best because buttons on some models are fragile.

TRAINING A CLIENT to operate a GPS system for personal navigation is not difficult. Today’s systems tend to be “user friendly” with tutorials built in. No computer knowledge is necessary but a little patience is helpful until you get the feel of your particular brand.

With maps pre-loaded it is as simple as turning it on and following the step-by-step start up procedure and letting it link to a satellite. This process can take a few minutes depending upon where you are located, but does not require any intervention on the user’s part. Once the system has completed the initial start up you shouldn’t have to do this again. Each time you turn on the system it runs a start up process of linking to the satellite, but within 15-30 seconds it is usually ready to go.

Some systems have address books that allow you to enter frequently used addresses and store them indefinitely, while others may not. If this is important to your client be sure to ask about this feature when shopping for the most appropriate GPS navigation system.

Most systems have “voice turn-by-turn” commands, which can usually be muted for times when the client may only want a visual reference. Verbal commands work best for those who have vision deficits or if looking at the display distracts focus from the roadway.

The verbal commands to make a turn are given in what I like to call “warning stages”. For example, the first warning that your turn is approaching may be “in 600 feet, turn right” this obviously requires the client to have some concept of what 600 feet because the next “warning”, “turn right” may come exactly where they need to turn. You will have to help them understand distances in a practical way if this is not something they have learned in the past. I like to reference blocks, if in the city, or the placement of telephone poles at approximately 100 feet as is typical in the country. You may have to use other references as applicable in your individual areas. If the client has good visual skills a glance at the display should tell them approximately how close they are to the turn (in feet) and which direction they will be turning (with an arrow).

GPS systems are typically pre-programmed to select routes based upon some factory-selected parameter, usually via the shortest distance. Keep in mind this may not always be the route that the client wants to utilize or the safest option given the available driving environment or driver skills level. Most good GPS systems have the option to select a preference about how a route is determined. For example, the client may not want to travel interstate highways so as a result this can be avoided and the GPS will calculate the available route accordingly.

One of the best features is re-routing. If the client makes a wrong turn such as turns too soon, too late or in the wrong direction the GPS will automatically re-calculate a route that will get them back on

(Continued on next page)
A CDRS in DAYTONA

It was a pleasure and privilege to be selected to speak at the NMEDA conference in Daytona Beach this past February. The turnout was good with the majority of the workshop attendees being ADED members. There was a good amount of NMEDA only members that also attended the ADED presentations. Compared to other conferences that I have been a speaker and attended various NMEDA conferences, the ADED workshops appear to be attended by larger groups than has been seen in the past.

My workshop was on using a protocol approach to doing vehicle modification evaluations. We discussed the issues of wheelchair user heights, crash worthiness of wheelchairs, and WC-19 standards. We also talked about the various accessibility requirements and options. The majority of the time was spent on focusing on using a sequential method to try and rule out various primary control options for steering control, braking/throttle control, in-motion secondary controls, and non-motion secondary controls.

With all of the minds in the workshop, I think it was a good opportunity to have people share and compare the different thought processes that go into determining options for the driver/consumer/client. My focus has always been on providing a generic, function based, recommendations without listing specific brand names for options. This is primarily due to the nature of vehicle modification dealerships and the products that they are able to and willing to offer. As with any presentation that involves subjectivity, there were differences of opinion on the term “functionally equivalent”. Nonetheless, I think the attendees had the opportunity to see what various folks are doing in different parts of the US and Canada. I also think that they were able to take inventory on their current method of recommending adaptive equipment, especially for vans.

If there was one item I wanted folks to leave with, it was the need for practical trial and error evaluations instead of clinical, pictures only, types of evaluations. It has always been my position that the driver should have the opportunity to try and demonstrate competence with a specific category of product before recommending that product or a “functionally equivalent” product for that client. Please consider attending future NMEDA conferences. ADED has continued a strong relationship with NMEDA and has continued to offer workshops for CDRS-CEU requirements.

Chad Strowmatt
President, Strowmatt Rehabilitation Services, Inc

GPS Technology in Driver Rehab (Continued)

(Continued from previous page)

track. If an alternate route is not available after a wrong turn it will instruct them to “make a U turn when possible”.

The technology is not infallible. It may not reflect recent construction and changes to existing roadways, but maps have the same problem and require occasional upgrading. Most GPS systems support the software with online downloads to upgrade maps; be sure the client verifies this availability before selecting a system.

HOW MUCH TRAINING to provide will depend upon your client of course.

Usually one to upwards of five total hours may be needed to demonstrate consistency in use. As with any adaptive equipment used in driving, competency is key to safety!

THE COST OF A GOOD GPS system can range from around $299 while others may reach upwards of $1200.00, so be savvy as you shop. Don’t hesitate to investigate eBay options as many have located good units there. No longer difficult to find, GPS units are sold at your local major department stores, electronics stores and even office supply stores.

FUNDING for GPS technology may be variable but only because the benefits are often not fully understood by traditional funding sources. Education may be needed to ensure client access to funding. I and others have reported experience with funding by Workman’s Compensation, V.A., Vocational Rehab and of course self-pay.

THE PROOF IS IN THE PUDDING... a recent bioptic driver candidate told me “I never learned how to tell directions or read a map in school because I was told I didn’t need to since I would never drive”. With the availability of GPS technology to meet the personal navigation needs of our disabled clients, the world is a much bigger and exciting place!

For more information about GPS navigation equipment, please email questions to: Eva Richardville at www.therapeuticmobility.com
Thanks to the following speakers for their well received conference presentations:

"Train the Trainer Session for Vehicle Modifications course".
C. Kerry Jones, Rehabilitation Designer, ATP

Jerry Bouman, Sue Henderson, Chad Strowmatt, Kerry Jones
Attendees of this session included Jerry Bouman, Sue Henderson, and Chad Strowmatt. These Certified Driver Rehabilitation Specialists are now approved speakers for the ADED Vehicle Modification course. A portion of this course was designed to provide hands on look and demo for vehicle inspections.

Kudos for their help and use of equipment goes to:
Jeff Conner
Mobility Freedom Incorporated
20354 Clermont, Florida 34711

Jerry Bouman
Mary Free Bed Hospital
Grand Rapids, Michigan.

As a side note, all 4 of the ADED courses will be offered prior to the 2007 ADED Annual Conference in Dallas, July 2007.

The offered courses include:
Fundamentals of Driver Rehabilitation
Traffic Safety and Driver Education
Disabilities, Vision, Aging and Driving
Application of Vehicle Modification.

"Van Modification Evaluation: A protocol based approach”
Chad Strowmatt, LOT-CDRS, President and CEO - Strowmatt Rehabilitation Services, Inc.

"Working Together: The Interaction Between the Mobility Equipment Dealer and the Driver Rehabilitation Specialist”

Marcus Smith, Access Vans of Louisiana, Inc.
Michael K. Shipp, M.Ed., CDRS, Assistant Director for Rehabilitation Services at Louisiana Tech University

Professional Members Series
“Wheelchair & Scooter Transportation”
Michael K. Shipp, M.Ed., CDRS Assistant Director for Rehabilitation Services at Louisiana Tech University
This vehicle selection guide helps people with mobility issues to best choose a vehicle, a conversion, an adaptation or device that complements their needs. When creating this guide, we have used not only the many years of mobility knowledge within Nor-Cal Mobility, but also information from other areas of expertise.

Do I want a full-size or a minivan?

Both full-size and minivans come in many shapes and sizes. If you will be driving from your wheelchair, additional questions will arise. You need to decide if you want a lowered floor, or a raised top and doors for entry. Because these options may involve removal of the gas tank and increasing the overall height of the vehicle, it is best to consult your mobility dealer before making any decisions.

In recent years, lowered floor minivan conversions have become available to disabled motorists. The 10-inch lowered floor allows a wheelchair user access to both the driver and front passenger areas. This vehicle may employ a system that lowers it within inches of the ground and then unfolds a ramp for entry and exit. Lowered floor minivans, like Braun Entervans, let you sit in the front passenger position and see out of the van’s windows. These minivans will fit into standard height garages, but they still require approximately eight feet of access space – the same as a full size van with a platform lift. A discussion of the pros and cons of each vehicle and the costs of each vehicle with your mobility dealer can be desirable.

Full Sized Van Conversions

Ford vans, the most extensively used full-sized vans in the industry, are ideal for a raised roof, doors and extensive lowered floor modifications. Nor-Cal Mobility, Inc. can provide a lowered floor in the mid-passenger, front passenger and driver areas. Because lowered floor conversions on Ford full-size vans are a Nor-Cal Mobility, Inc. specialty, we will include a thumbs up or thumbs down rating system on whether this particular model is appropriate for mobility conversions. Lowered floors measuring anywhere from 6” to 9” are possible. Most tall wheelchair occupants and most wheelchair drivers require lowered floors. Please be advised that fuel tanks are replaced in order to lower the floor. Please visit our website at www.nor-calvans.com for more information.


The 1997-2006 E-250 RV Converters and E-350 XLT Clubwagons are all suitable for lowered floor conversions.

- Ford E-Series E-150 Vans 1997-2006

A bulletin from Ford Motor Company dated 5/9/03 advises against using Ford E-150 vans for mobility modifications that require floor lowering or structural chassis modifications due to weight-carrying limitations, and no replacement fuel tanks are available. Please visit https://www.fleet.ford.com/truckbas/non-html/Q97.pdf for more information.

- Ford E-Series E-350 Clubwagon Vans 2007

With the introduction of the Roll Stability Control (RSC®) module under the front passenger seat in the 2007 Ford E-350 SD 5.4-liter gasoline engine regular-length Clubwagon, this vehicle is no longer available for full lowered floors. Nor-Cal Mobility, Inc. can provide a mid-passenger lowered floor only.

- Ford E-Series E-250 Vans 2007

The 2007 Ford E-250 RV Converter now comes with a 9,000-lbs. GVW rating, up 400 pounds from previous years and is suitable for all lowered floor conversions.

- Chevrolet and GMC Full Sized Vans 2004-2005

The GMC van is built incorporating body-on-frame construction. It is also suitable for a raised roof and raised doors. The 2004 GMC full-sized vans have an option for a driver-side cargo door and an option for all-wheel drive. Wheelchair lifts are available for the passenger-side cargo doors, but not for driver-side cargo doors.

- Chevrolet and GMC Full Sized Vans 2006-2007

The National Mobility Equipment Dealers Association (NMDA), has suc-
compliance tested the 2006 rear-wheel drive Savannah passenger van. Model G23406, with mobility package RPO Z4G, is the only model available for this 6” full lowered floor application. Requirements necessary to convert the Chevrolet and GMC 2006 full-size van include: • Modifier must hold a NMEDA QAP structural modifier certification; • Modifier must be in possession of the NMEDA GMC Savannah compliance documentation; • Modifier must be trained and/or audited for installation of Transfer Flow Inc. 2006 GMC fuel systems. For questions, please contact NMEDA at 1-800-833-0427.

• Full Sized Dodge and Older Chevrolet Vans 1992-2003

These vans are suitable for raised roof, raised door modifications. Dodge discontinued the manufacture of a full-size van in 2004 and therefore the full-size Dodge van is no longer available.

Side-Entry Minivan Conversions

• Chrysler Town & Country, Dodge Grand Caravan, Ford Freestar, Chevrolet Venture, Pontiac Montana, Chevrolet Uplander, Pontiac Montana SV6 and Buick Terraza Minivans

These vans are suitable for side-entry lowered-floor modifications. These specialty lowered floor/ramp-type minivans have become very popular. They are somewhat impractical for raised roof and raised door modifications. Caution should be used when considering a minivan due to limited weight carrying capacities. Current manufacturer’s conversions available from Nor-Cal Mobility, Inc. are Braun Entervans, IMS Rampvans, Vantrue (VMI) Summits and Northstar and El Dorado Americarins. There are two ramp options on minivan conversions: infloor ramp and foldout ramp. With the infloor ramp option, the ramp is stowed under the floor of the van, leaving the doorway open and clear. The downside to the infloor ramp option is that tall sidewalk curbs may keep the ramp from deploying, and the angle of the infloor ramp is more acute than the foldout ramp and may be more difficult to navigate. With the foldout ramp option, the ramp can deploy on these tall sidewalk curbs, but the downside is that when the ramp is stowed the doorway is blocked. Beginning in 2005, Chrysler and Dodge (certain models) redesigned the interior of their minivans by stowing the spare tire in a well behind the third-row seat. This modification has greatly increased interior space, allowing more cargo room while improving interior maneuverability.

• 2004-2007 Toyota Sienna Minivan

IMS, which was acquired by Braun in mid-2005, began producing the Sienna Rampvan in June 2003, and after three years of production, both the vehicle and the mobility conversion have proven to be very successful and reliable. The vehicles are sold through the Braun network of specialized mobility dealers. Each converted minivan has a lowered floor.
(Continued from previous page)
and either a Braun Entervan Infloor ramp or Foldout ramp. It’s important to note that the Braun conversion on the Toyota Sienna offers the most weight carrying capacity of all the minivan conversions. Please refer to the chart “2006 Minivan Comparison” included with this packet for dimensions on these conversions.

- **2006 Honda Odyssey**

Vantage (VMi) has completed work on, and has successfully compliance-tested a prototype mobility conversion for the 2006 Honda Odyssey earlier this year and plans to start production of this highly rated Honda minivan late-2006.

**Rear-Entry Minivan Conversions**
- Chrysler Town & Country, Dodge Grand Caravan, Ford Freestar, Chevrolet Venture and Uplander, and Pontiac Montana Minivans

Viewpoint Mobility is the manufacturer of rear-entry lowered-floor versions of all the above vans with their “Vision” modification. www.viewpointmobility.com.

- **Toyota Sienna**

Braun’s rear entry Toyota Sienna Rampvan was discontinued in 2006 and will no longer be available.

- **Kia Sedona**

Vantage’s (VMi) rear-entry conversion for the Kia Sedona was discontinued in 2006 and will no longer be available.

Other Minivans
- **Chevy Astrovan, GMC Safari and Ford Aerostar**

These vans are no longer manufactured, but previously owned models are suitable for raised roof and raised door modifications. These vans have smaller door openings, which limit wheelchair lift platform sizes and are best suited to smaller wheelchair users. When buying a vehicle for a child, please plan for future growth of the child in regards to door entry and interior headroom. In addition, it’s been our experience that with the wheelchair lift installed, there is limited interior room to maneuver a wheelchair into the tie-down position, and the limited room also makes it difficult to get easy access to the wheelchair tie-down straps.

**Imported Minivans**
- **Imported Minivans**

These would include the Nissan Quest, the pre-2006 Honda Odyssey, Mitsubishi, Mazda and others. No wheelchair lifts are available for these vans due to the limited width of their side doorways. However, lifts for most unoccupied wheelchairs or scooters are available for stowing the unit. With these types of lift systems, the rear bench seat will be removed, or the rear bench seat will be stowed into the floor where it will remain due to the installation of the lift.

There are several automobile manufacturers that offer mobility assistance programs. Attached is a listing of resources. Or visit Nor-Cal Mobility’s website at www.nor-calmobility.com for more information.

### Vehicle Selection Guide

**2007 Minivan Comparison Review**

**Specifications By Make**

<table>
<thead>
<tr>
<th>Vehicle Manufacturer</th>
<th>TOYOTA</th>
<th>HONDA</th>
<th>DODGE/CHRYSLER</th>
<th>GENERAL MOTORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Fuel Economy</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Conversion Manufacturer</th>
<th>BRAUN RAMPVAN</th>
<th>VISION (NO LIFT)</th>
<th>BRAUN ENTERVAN</th>
<th>VANTAGE (VMi)</th>
<th>SUMMIT</th>
<th>NORTHESTER</th>
<th>ELORDADO AMERICAN</th>
<th>VIEWPOINT</th>
<th>BRAUN ENTERVAN</th>
<th>ELORDADO AMERICAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007 Model Descriptions Specifications</td>
<td>Foldout</td>
<td>Rear Entry</td>
<td>Foldout</td>
<td>Rear Entry</td>
<td>Foldout</td>
<td>Rear Entry</td>
<td>Foldout</td>
<td>Rear Entry</td>
<td>Foldout</td>
<td>Rear Entry</td>
</tr>
<tr>
<td>Door Opening Height</td>
<td>54 1/2&quot;</td>
<td>54 1/2&quot;</td>
<td>56 1/2&quot;</td>
<td>55 1/2&quot;</td>
<td>53 1/2&quot;</td>
<td>53 1/2&quot;</td>
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<td>53 1/2&quot;</td>
<td>53 1/2&quot;</td>
<td>53 1/2&quot;</td>
</tr>
<tr>
<td>Interior Height (Center of Van)</td>
<td>56 1/4&quot;</td>
<td>56 1/4&quot;</td>
<td>56 1/4&quot;</td>
<td>56 1/4&quot;</td>
<td>56 1/4&quot;</td>
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<td>56 1/4&quot;</td>
<td>56 1/4&quot;</td>
<td>56 1/4&quot;</td>
</tr>
<tr>
<td>Floor Length at Driver's Position</td>
<td>67&quot;</td>
<td>67&quot;</td>
<td>67&quot;</td>
<td>67&quot;</td>
<td>67&quot;</td>
<td>67&quot;</td>
<td>67&quot;</td>
<td>67&quot;</td>
<td>67&quot;</td>
<td>67&quot;</td>
</tr>
<tr>
<td>Floor Length Behind Front Seats</td>
<td>56 1/4&quot;</td>
<td>56 1/4&quot;</td>
<td>56 1/4&quot;</td>
<td>56 1/4&quot;</td>
<td>56 1/4&quot;</td>
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<td>56 1/4&quot;</td>
<td>56 1/4&quot;</td>
<td>56 1/4&quot;</td>
</tr>
<tr>
<td>Overall Floor Length</td>
<td>64&quot;</td>
<td>64&quot;</td>
<td>64&quot;</td>
<td>64&quot;</td>
<td>64&quot;</td>
<td>64&quot;</td>
<td>64&quot;</td>
<td>64&quot;</td>
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<tr>
<td>Ramp Length</td>
<td>53&quot;</td>
<td>53&quot;</td>
<td>53&quot;</td>
<td>53&quot;</td>
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<td>53&quot;</td>
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</tr>
<tr>
<td>Overall Vehicle Height</td>
<td>78 1/4&quot;</td>
<td>78 1/4&quot;</td>
<td>78 1/4&quot;</td>
<td>78 1/4&quot;</td>
<td>78 1/4&quot;</td>
<td>78 1/4&quot;</td>
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<td>78 1/4&quot;</td>
<td>78 1/4&quot;</td>
<td>78 1/4&quot;</td>
</tr>
<tr>
<td>Overall Vehicle Width</td>
<td>75 1/2&quot;</td>
<td>75 1/2&quot;</td>
<td>75 1/2&quot;</td>
<td>75 1/2&quot;</td>
<td>75 1/2&quot;</td>
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<td>75 1/2&quot;</td>
<td>75 1/2&quot;</td>
<td>75 1/2&quot;</td>
</tr>
<tr>
<td>Overall Vehicle Length</td>
<td>200&quot;</td>
<td>200&quot;</td>
<td>200&quot;</td>
<td>200&quot;</td>
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<td>200&quot;</td>
<td>200&quot;</td>
<td>200&quot;</td>
<td>200&quot;</td>
<td>200&quot;</td>
</tr>
<tr>
<td>Ground Clearance</td>
<td>6 1/4&quot;</td>
<td>6 1/4&quot;</td>
<td>6 1/4&quot;</td>
<td>6 1/4&quot;</td>
<td>6 1/4&quot;</td>
<td>6 1/4&quot;</td>
<td>6 1/4&quot;</td>
<td>6 1/4&quot;</td>
<td>6 1/4&quot;</td>
<td>6 1/4&quot;</td>
</tr>
<tr>
<td>Gross Vehicle Weight Rating</td>
<td>5,690 lbs.</td>
<td>5,690 lbs.</td>
<td>5,690 lbs.</td>
<td>5,690 lbs.</td>
<td>5,690 lbs.</td>
<td>5,690 lbs.</td>
<td>5,690 lbs.</td>
<td>5,690 lbs.</td>
<td>5,690 lbs.</td>
<td>5,690 lbs.</td>
</tr>
<tr>
<td>Available Payload Cgo</td>
<td>1,435 lbs.</td>
<td>1,435 lbs.</td>
<td>1,435 lbs.</td>
<td>1,435 lbs.</td>
<td>1,435 lbs.</td>
<td>1,435 lbs.</td>
<td>1,435 lbs.</td>
<td>1,435 lbs.</td>
<td>1,435 lbs.</td>
<td>1,435 lbs.</td>
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</tbody>
</table>

Note: Above specifications come from actual weigh. Calculations: The weighing of complete vehicle assemblies less specifications based on empty weight. Specifications are subject to change.
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.

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, and 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.

The Exemplary Award
A competitive award presented to a person with a disability that has demonstrated exemplary accomplishments in his or her own rehabilitation (with a focus on mobility) efforts and thus has given inspiration to others.

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

a. Nature, causes, and circumstances surrounding the incident of disability. (Is the disability long-term congenital, etc., result of trauma/accident, military, etc., a recent disability, etc.)

b. Obstacles overcome.

c. Accomplishments since onset of disability.

d. Inspirational value and possible effect on others.

(Continued on next page)
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. A description of the research or engineering project(s), automotive or equipment designs), etc., which distinguishes this individual or group from the ordinary.

b. The effect of these contributions to the disabled community.

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

d. 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.

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

b. Description of the contributions made by the candidate towards the Association’s cause.

c. The amount of time (in either hours or length of years) that the individual has contributed to the Association.

d. Other supporting comments, if appropriate.

The Virginia Anderson Award

A non-competitive award presented to an individual who has volunteered there time, effort and support to the efforts of the Association in meeting its cause. This award is presented to a non-member of ADED.

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

b. Description of the contributions made by the candidate towards the Association’s cause.

c. Effect that these contributions have had for the Association.

d. 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.

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

b. Description of the contributions made by the candidate towards the Association’s cause.

c. Effect that these contributions have had for the Association.

d. Other supporting comments, if appropriate.
**Nomination for Annual Awards**

<table>
<thead>
<tr>
<th>Name of Nominee</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Position/Title</td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td></td>
</tr>
<tr>
<td>City</td>
<td>State</td>
</tr>
</tbody>
</table>

**Award Category:** *(please check one)*
- Distinguished Service Award
- Exemplary Award
- Virginia Anderson Award
- Award for Research and Applied Engineering
- Achievement Award
- Scholar Award
- Commercial Award

**Nominating Party:**

<table>
<thead>
<tr>
<th>Name</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Position/Title</td>
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<tr>
<td>Address</td>
<td></td>
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<tr>
<td>City</td>
<td>State</td>
</tr>
</tbody>
</table>

**NOTE:** Please attach all required supporting information and documents and return by May 31, 2007 to:

Larry Bowen  
c/o ADED office  
711 South Vienna  
Ruston, La  71270
We sink our teeth into safety.

The innovative Dock 'N' Lock® Securement System from Sure-Lok provides superior stability. The docking station has two locking arms to minimize side-to-side and front-to-back movement for maximum protection and easy docking. The low-profile wheelchair bracket provides increased ground clearance and minimizes snagging on carpets, thresholds and uneven surfaces. Dock 'N' Lock gives drivers the accessibility they need to lock in, without holding them back.

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code: ADEDNEWS0407
Manufacturers Corner

REDIAUTO SPORT

DISABLED VETERANS TO PARTICIPATE IN REDIAUTO TRACK CHALLENGE AND TOYOTA GRAND PRIX OF LONG BEACH

Leading off the 33rd Annual Toyota Grand Prix of Long Beach, RediAuto Sport presents the first day in this year's Grand Prix Week, April 12-15, 2007. The day's lineup of events includes NASCAR racecar rides, celebrity guests, live music and entertainment, prize raffles, a celebrity Charity Auction, over 100 vendors of products and services specifically for the disabled community, competition races among both disabled and able-bodied drivers, and the 1st Annual RediAuto Track Challenge — the only autocross racing event of its kind; where two disabled U.S. War veterans will compete in specially outfitted race cars at NASCAR's Irwindale Speedway to determine who will drive the official Pace Car for the 2007 Toyota Grand Prix. Entrance to this day's events is free.

RediAuto Sport has selected two U.S. War Veteran Drivers:
Gregory B. Minow, CPT, EN

REVOLUTIONARY POV/GOLF COMMUTER VEHICLE ANNOUNCED

UP TO 25 MPH, AMKAR IS THE PERFECT POV AND PEOPLE TRANSPORTER

WINAMAC, IN, February 9, 2007 — Mobility Products announced today that it is now taking orders for its revolutionary POV/Golf/Commuter Vehicle — AMKAR. Designed specifically for use in resorts, retirement villages and residential streets, AMKAR provides safe, efficient and fun transportation for families with POV's or wheelchairs.

AMKAR allows the POV operator to either drive while seated on their POV or they can remain on their POV while a friend or spouse drives using the "snap-in driver seat". Regardless of the choice, the POV can be locked in place with the simple push of a button.

Also with the push of a button, the vehicle's folding ramp can be opened or closed, making for safe and easy entry or exit of the disabled person into the AMKAR. Once in the vehicle, the POV can easily be locked in place, the seat angled into position behind the steering wheel and the driver gently held in place with AMKAR's safety belt system. Once in place, the driver can either use the standard foot controls or optional push/pull Hand Control (S-400 Series).

Outstanding Reviews

“AMKAR can drive up to 30 miles on one charge and can be fully charged in just 6 – 8 hours. It has its own on-board charger that can be plugged into any 110 volt outlet and carries a 12 month warranty.

For more information, please contact Mobility Products & Design:
www.mobilityproductsdesign.com • 1-800-488-7688"
Manufacturers Corner

SPINMASTER-steering wheel attachment system

Keith Howell, President of Howell Ventures Ltd. manufacturer of Sure Grip Hand Controls and Driving Aids announced the launch of the company's new line of Orthotics. “The demand has been there for sometime” said Howell. “The interest was generated as a result of the popularity of our quick release Spin Master steering wheel attachment system.” “The unique clam shell system is so easy to attach and so easy for the client to activate that it seemed like the next logical step”. I would like to thank those who encouraged me to consider the creation our new line”. “Judging from the outstanding response it was the correct thing to do.”

You can now purchase, Tri Pins, V Grips, Quad Grips, Single Posts and Amputee Rings from Howell Ventures Ltd.

For more information, go to: www.sure-grip-hvl.com or call 1-888-370-5050

Free Equipment For ADED Evaluation Cars

If your clients haven’t heard about the Soft Touch Gas and Brake from RediAuto, they soon will. With national press in well recognized publications; from Autoweek to the Wall Street Journal, the Soft Touch is making an impression.

“This is very easy to use. This is definitely going to have a massive future and will play a prominent part in the future of driving aids.”

-Paul Cooper CDRS; Driver Evaluator

Vehicle egress and ingress is not limited by these controls. The tilt feature does not have to be locked out. Furthermore, the device does not encumber the doorway; a real benefit. The Soft Touch is a right hand device and is never in the way. The soft touch uses two separate levers for the gas and brake. Both levers are operated by the fingers of the right hand. It’s very difficult to confuse

The Soft touch can be installed in a vehicle you already have. It will not interfere with the use of MPD, MPS nor most other right hand controls. It doesn’t move when you step on the gas or use your other set of hand controls. It can be outfitted with quick release couplings.

You can get it free of charge. Qualified CDRS evaluators can receive free equipment and we’ll work with your dealer/installer to make sure it’s installed correctly. Please take the time to look at our updated website and demonstration video and do not hesitate to complete the application which can be accessed online: http://www.rediautosport.com/evaluator/eval.html

Or by calling: (888) 651-8378

Braun/GM/ADA Marketing Program—Drawing Winners

CONGRATULATIONS to Michelle Malian and her son Justin who were the winners of the 42” Hewlett Packard HD Plasma TV Grand Prize in the Braun/GM/ADA Marketing Program!

Michelle Malian, whose son Justin has Cerebral Palsy, was in need of a talking machine to communicate. Their Christmas money was dedicated to that machine. Although Justin’s wish for Christmas was a TV, Michelle could not see how to make that wish come true. Just 5 days before Christmas, their 42” Flat screen TV was delivered! Justin was ecstatic! And Michelle was very grateful to the Adaptive Driving Alliance and their partners.

Other winners were:

Tanya S. Landers—Apple IPod Nano
Katheryn Kauffman—Apple IPod Nano
Cheryl King—$100 Best Buy Gift Card
Lori Temple—$100 Best Buy Gift Card

Congratulations to all the winners. And thank you to Braun, GM and the ADA dealers for making this program possible!!

2007 ADED Committees

There are many opportunities for ADED members, both new to the field and experienced, to become more involved in the organization. We need individuals from all professional backgrounds who are committed to ADED and driver rehabilitation to help us continue to move the organization and the profession forward. Please consider serving on a committee and helping to ensure your future as a driver rehabilitation specialist. Below is a list of all current ADED committees. If you are interested in a committee please either contact the chairperson or the board member that the committee reports to.

Thanks for your consideration.

STANDING COMMITTEES

Professional Development Committee- Reports to Past President
Chairperson- Beth Rolland
Members-
Kim White- board member at large
Phil Lauermann
Sheila Jackson
Michael Taylor

Education Committee- Reports to Past President
Chairperson- Lori Benner
Members-
Kathie Regan
Mary Frances Gross
John Bussani

Publications Committee- Reports to President
Chairperson- Amy Lane
Members-
Staci Frazier
Lori Benner
Pat Barnhardt
Carol Wheatley

Board Development Committee- Reports to President-Elect
Chairperson- Larry Bowen
Members-
Gayle Ager

Certification Committee- Reports to President
Chairperson- Jerry Bouman (driver education)
Members-
Rick Shaeffer
Donna Stresel
Mike Flis
Greg Brunette
Mary Schwartz

Public Relations/Membership Committee- Reports to President-Elect
Chairperson-TBD
Members-
Shirley Rolin- board member at large

AD HOC COMMITTEES

Scholarship Committee (fills under education)
Chairperson- Anne Hegberg (Illinois)
Members-
Susan Lilie (California)
Peter Zbar (New York)

Need one additional member from the Central region
Victoria Krull (ADA Executive Director)- for ADA scholarships
Disabilities, Vision and Aging Curriculum Review
Chairperson-Shirley Rolin
Members-
Mary Schwartz
Kim White
DID YOU KNOW THAT ADED HAS TWO SCHOLARSHIP PROGRAMS????

ADA (Adaptive Driving Alliance) each year provides funds to a driver rehabilitation specialist to attend the ADED Annual Conference. Monies for this fund are provided by ADA.

ADED has an ADED Memorial Scholarship fund. This scholarship is for ADED members to attend ADED courses. Monies are donated to this fund in the memory of an ADED member.

Also the funds from the silent auction or any other fund raiser at the ADED Annual Conference are contributed to this fund.

For more information contact the ADED Executive Office for an application or use the applications included in this edition of the News Brake.

www.aded.net
1-800-290-2344
318-257-5055

Would you like to help with fund raising for the ADED Memorial Scholarship Fund? You can send donations to the ADED Executive Office.

The donations can be in the memory of an ADED member(s) or a donation to the ADED Annual Conference silent auction.

ADED is a non-profit 501 (c)(3) organization. Your contributions are tax deductible. On receipt of your donation you will be sent a tax form for your donation.

Mail your donation to:
ADED
711 S. Vienna Street
Ruston, LA 71270

For silent auction donations:
Bring to the ADED Annual Conference or Contact Kathie Jane Regan at 859-223-5826

Call for papers 2008
ADED Conference 2008
Kansas City, MO - Hyatt Crown Center
August 1-5, 2008
Deadline September 1, 2007

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1-888-621-5800
www.OEDES.com

BackTracker™

RainTracker™

www.0xedes.com

NewsBrake Spring 2007
This scholarship award has been established to assist ADED members attend ADED two-day educational courses. The purpose of this scholarship is to provide financial assistance to those seeking to enter the driver rehabilitation field or for those already in the field to expand their knowledge. ADED membership is required for applicants. A maximum scholarship award will be equal to the amount of the current member registration course fee. The funds may be used for course registration and/or other costs associated with the course. The money is reimbursed after expense receipts are submitted. There will be a maximum of two scholarships per course event, based on fund availability.

Application Deadline: 10 working days prior to the class you wish to attend

Name

Address

City ___________________ _ State ___________ ZIP _____________

What Course are you applying for? ______________________________

Date and Location of the Course?

What is your professional background? ____________________________

Are you a member of ADED? _____ YES _____ NO

How long have you been a member? ______________________________

Are you currently in the Driver Rehabilitation business? _____ YES _____ NO

If Yes, describe your experience in the field

______________________________________________________________

No, describe your future goals for entering the field

______________________________________________________________

What type of support will your employer provide for attending this course?

______________________________________________________________

Mail this application to:  
ADED Scholarship Committee
711 S. Vienna Street, Ruston, LA 71270
or fax this application to: (318) 255-4175

For more information:
Contact Anne Hegberg at 630-909-6082
or ahegberg@marianjoy.org.
Members of the Adaptive Driving Alliance (ADA) have decided that as a part of their ongoing and generous support of ADED, they will again offer the scholarship program designed to help defray the cost of attending the annual ADED conference. Beginning in 2001 scholarship monies were made available to the successful applicant(s) up to a maximum of $1,000 each.

The amount of each award will be determined by the selection committee based upon the expenses incurred by the recipient up to the maximum of $1,000. The purpose of this scholarship is to provide financial assistance to the professional driver rehabilitation for attending the ADED annual conference. When considering the application, the committee will give special consideration to the need for the educational workshops offered at the conference, financial need, and level of involvement in the industry.

The recipients will be required to show proof of attendance at the educational workshops available at the conference, attend the Awards Banquet, and provide legitimate expense receipts to the committee chairperson or their representative when so requested. As it is the desire of ADA that the award monies be presented prior to the conference, it is important that you complete and submit your application without delay.

Please feel free to photo copy this application or download a copy from the ADED web site.

Mail applications to:
The ADED Scholarship Committee
711 S. Vienna Street, Ruston, LA 71270

or fax this application to:
(318) 255-4175

Questions? Contact Anne Hegberg at 630-909-6082
or ahegberg@marianjoy.org

---

**DEADLINE:**
May 25, 2007

**ADA Scholarship Program**

**Application for Scholarship Award**

<table>
<thead>
<tr>
<th>Name:</th>
<th>Phone Contact:</th>
<th>E-Mail:</th>
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<th>Employer:</th>
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<tr>
<th>Professional Background: [ ] OTR, [ ] COTA, [ ] RPT, [ ] Driv. Instr. [ ] Other:</th>
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<tr>
<th>List contributions made in the driving profession or to ADED:</th>
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<tr>
<th>Are you a Certified Driver Rehabilitation Specialist (CDRS)? [ ] Yes [ ] No; if not, do you plan on sitting for the exam this year? [ ] Yes [ ] No</th>
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<tr>
<th>Does your present or future employment depend on maintaining your CDRS in good standing? [ ] Yes [ ] No</th>
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<tr>
<th>List the dates of previous ADED conferences attended:</th>
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<tr>
<th>Have you ever received outside funding/sponsorship? [ ] Yes [ ] No; if yes, who? ________________________________ when? ________________________________</th>
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<th>What was the nature of the funding/sponsorship?</th>
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<tr>
<th>I can contribute $_____ to my conference expenses. My employer can contribute $_____ to my conference expenses.</th>
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<th>Will you be on salary while participating at the conference? [ ] Yes [ ] No</th>
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<tr>
<th>Are there other driving professionals at your facility? [ ] Yes [ ] No; if yes, how many? ______</th>
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<tr>
<th>How many hours per week are you involved with a driving program? ______ Do you [ ] evaluate, [ ] train; or [ ] both?</th>
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<th>How many other driving programs service your general area?</th>
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<th>What are your reasons for requesting this scholarship?</th>
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<th>Is there any additional information you wish the selection committee to consider?</th>
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</table>
Accessible Vehicles for Your Active Lifestyle

by BraunAbility

Chrysler • Dodge • GM • Toyota

Braun lowered-floor vehicles prove that accessibility does not have to come at the expense of style. With sleek ground effects complementing the original vehicle design, they are truly like no other minivan on the road.

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Having set the trend in the mobility industry for over 30 years, Braun is proud to offer the Entervan and Rampvan as the ultimate in accessible transportation.

www.braunability.com

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**ADED**

Friday, August 1 - Tuesday, August 5, 2008

Kansas City, MO - Hyatt Crown Center

---

**Title:**

__________________________

**Abstract:**

__________________________

__________________________

__________________________

__________________________

Workshop (7hrs)   Seminar (3hrs)   Seminar (1-1/2hrs, given twice during conference)   

**Presenter/Qualifications:** (Please attach Vita for each presenter including address, telephone, and e-mail)

**Level of course:** Beginning   Intermediate   Advanced

**List 5 Educational Objectives:**

1. __________

2. __________

3. __________

4. __________

5. __________

**Honorarium Offered:** $1000 per workshop; $500 per 3 hr seminar or two 1-1/2 hr. seminars

**Forward To:** Stacey Stevens, OTR/L, CDRS

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Lexington, KY 40511

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cchadstrowmatt@steglobal.net

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peggycannon@brooksrehab.org

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driver_sales@pabconnect.com

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(416) 750-2255
shakirilara@rogers.com

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Russell, Montana 59934
(406) 527-0845
kimberlyhandleywhite@gmail.com

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(630) 467-6920
curtis@3rastudios.com

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(651) 858-5211
barb.kerri@bruno.com

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Nicholasville, KY 40356
(859) 359-9838 (ADED Conference Office)
(859) 925-8238 (ADED Conference Fax)
kreagan1980@yahoo.com

MIKE SHIPP
Boutique
711 S. Vannoy
Weston, LA 70270
(504) 237-9855 (ADED Office)
(504) 237-6134 (ADED Conference Fax)
mdell@bispdriver-ed.org
mschipps@intra-tech.com

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(859) 246-2117
(859) 246-2191 (fax)

Katy Greene, Exhibit Coordinator
1271 Short Shun Road
Lexington, KY 40517
(859) 246-2191

Stacey Stevens, Program Coordinator
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(859) 246-2117
(859) 246-2191 (fax)
staceyvonstein1@excite.com

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(618) 262-7117
Website: www.bdnic.biz
E-mail: info@bdnic.biz

*Please call factory for feasibility and cost.
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For more information on this or other products to aid the disabled, please contact Mobility Products & Design.

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www.mobilityproductsdesign.com

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www.thedsaa.org

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  - Glaucoma
  - Diabetic Retinopathy
  - Brain Lesions Affecting The Visual Pathway
    - CVAs
    - Tumors
    - Brain Injuries

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2007 - ADED MEMBERSHIP RENEWAL INFORMATION FORM

ADED membership runs from January 1 through December 31.

Membership Categories are as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Fee</th>
</tr>
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<tbody>
<tr>
<td>Individual (new member)</td>
<td>$120</td>
</tr>
<tr>
<td>Individuals involved in provision, implement-</td>
<td></td>
</tr>
<tr>
<td>tion, research or administration of driver</td>
<td></td>
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<tr>
<td>rehabilitation services (driver evaluation,</td>
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<tr>
<td>behind the wheel training and/or transportation evaluations).</td>
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</tr>
<tr>
<td>Individual (renewal):</td>
<td>$95</td>
</tr>
<tr>
<td>Individuals who have been members for the current year.</td>
<td></td>
</tr>
<tr>
<td>Mobility Equipment Dealer:</td>
<td>$250</td>
</tr>
<tr>
<td>Business involved in providing installation, services, and/or retail sale of equipment, vehicles or rental vehicles for individuals with disabilities.</td>
<td></td>
</tr>
</tbody>
</table>

NAME _____________________________________________

Address ___________________________________________

City/State/Prov./Zip ____________________________

E-mail ____________________________________________

NOTE: Please completely fill in this form.

Facility
(check primary)

☐ Hospital
☐ School System
☐ Private Driving School
☐ Equipment Installation
☐ Manufacturer
☐ State Agency
☐ Other

PROGRAM SERVICES
(check all that apply)

☐ Clinical
☐ Classroom
☐ Driving Range
☐ Simulator
☐ Car
☐ Van
☐ Van Modifications
☐ Other

RETURN MEMBERSHIP RENEWAL AND THIS DATA TO:

ADED • 711 South Vienna Street • Ruston, LA 71270

318 257-5055 • 800-290-2344
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.

**JUNE**


Contact: www.resna.org

**JULY**

July 27-31, 2007 Dallas, TX: ADED 31st Annual Conference

Contact: www.driver-ed.org or 800-290-2344

**OCTOBER**

October 2-4, 2007 Orlando, Florida: Medtrade.

Contact: www.medtrade.com
State of the art Adaptive Vehicle Control Products

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

At Crescent, we do not lose sight of our mission...to help others.

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- Lowered Floor Vans
- Wheelchair Lifts
- Transfer Seats
- Hand Controls
- Manual/Auto Wheelchair Restraints
- Automotive Door Openers
- Raised Roofs & Doors
- Scooter Lifts/Trunk Lifts
- Vehicle Modification Specialists

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Indianapolis, IN 46227
(317) 781-8900
(866) 726-8267

LOUISVILLE
4234 Rockford Plaza Dr.
Louisville, KY 40218
(502) 447-6473
(800) 469-8267

FORT WAYNE
8011 Highland Dr., Suite A
Fort Wayne, IN 46818
(260) 469-8267
(877) 490-8267

SOUTH BEND
3725 Cleveland Road, Suite 400
South Bend, IN 46629
(574) 271-1775
(866) 413-8267

LEXINGTON
1761 E. New Circle Rd.
Lexington, KY 40505
(859) 253-1632
(800) 742-8267

EVANSVILLE
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Evansville, IN 47715
(812) 462-8267
(866) 490-8267

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The NEW BL-7317 docking base from EZ Lock is the culmination of more than two decades of research and experience in producing quality wheelchair docking systems. In designing the latest version of our EZ Lock, we've drawn on that experience to develop the absolute best wheelchair docking system available.

The unparalleled quality and real-life successes of our docking system have long established EZ Lock as America's #1 choice for wheelchair security solutions. At EZ Lock, docking systems are not a sideline business, they are our exclusive focus.

The new BL-7317 couples the proven reliability of the "Original" EZ Lock system with an added level of functionality and durability.

- **DURABILITY** - The BL-7317's rugged component based design is unsurpassed in strength and holding power. **Hardened steel reinforcements** ensure a long service life.

- **RELIABLE CONTROLS** - Our reliable and accurate electronics constantly monitor the security status of your wheelchair in the docking base, and our exclusive ADP (Accidental Disconnect Protection) feature ensures a reliable and accurate status display; even if the wiring harness should become detached.

  For EZ Lock driver applications, the BL-7317 may also be equipped with the optional **Remote Manual Release** for emergency use in the event of vehicle power loss.

- **NEW LOOK** - The new BL-7317 docking base has a sleek exterior design that easily complements today's popular vehicle interior colors.

  In addition to the great new look, the "hammered" powder-coat finish is extremely durable and is further protected by tough nylon labeling.

- **TESTING** - No other docking system has been tested as extensively as the EZ Lock. Not only has the EZ Lock been repeatedly "system tested" by the top University Safety Labs, we take the further precaution of testing **specific wheelchair models** for compatibility and structural integrity. Nothing is left to chance when the safety of our customers is at stake.

- **REAL LIFE SUCCESS** - More impressive than the scientific testing conducted in the laboratory, is the extensive archive of positive customer testimonials maintained by EZ Lock. On our website at [www.ezlock.net](http://www.ezlock.net), you can read the accounts of numerous EZ Lock users attesting to the effectiveness of our system in real-life emergencies.
STOP!!  What’s New at Your Place?

In order to keep updated on what is going on with ADED members across the country, I need your help. Take a minute and fill out this form, fold it and mail it.

☐ Been Promoted?

☐ Started a new program or expanded an existing program?

☐ Presented at a workshop or conference?

☐ Doing a research project?

☐ Ideas for an article or “Shifting Gear” question?

☐ Other: _____________________________

Details: ____________________________________________

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Look under “Key Notes” in the next newsletter for your item.

Name: ____________________________________________

Institution: _______________________________________

Phone: ___________________________________________


NEWSLETTER DEADLINE:

The next deadline is May 31, 2007. Please send any articles, pictures or news information to:

Amy Lane, OTR/L CDRS
Department of Rehab Science and Technology
University of Pittsburgh
2310 Jane Street, Suite 1300
Pittsburgh, PA 15203

or email to laneak@upmc.edu
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