Are you ready for the
33rd annual ADED Conference?

Some of the ADED Conference highlights will be:

To MEET WITH SUSAN PIERCE, ADED’s 2009 President. She is planning time to meet any ADED Conference Attendee one on one to discuss ADED’s future. She will have a reserved area in the ADED Exhibit area to meet with you. Please plan to come by and express your ideas for ADED’s future to Susan.

As always the ADED EXHIBIT AREA is looking very exciting. Once again you will be able to earn ADED CDRS contact hours by doing case studies with the exhibitors.

This year there will be ROUNDTABLE SESSIONS “Straight from the Horses Mouth” with experts discussing various topics in an informal setting allowing you to easily ask questions.

Are you new to the ADED Conference?

Then sign up for the ADED first time attendee Mentor Program. You will be paired with a seasoned ADED Conference attendee to let’s say “Show You the Road” around the conference.

Look forward to the ADED AWARDS BANQUET Monday night where some of ADED’s outstanding members will be recognized. For banquet entertainment the horses may not be racing in August at the Keeneland Race Track, but that doesn’t mean we can’t bring the horse races to the banquet??? Just wear your best Derby hat to the banquet and come see what is happening.

Lexington is the heart of the Bluegrass Region of Kentucky (yes, in early spring the new grass has a blue flower). Central Kentucky is home to some of the most famous THOROUGHBRED RACE HORSE farms in the world. If you are driving or flying you cannot get into Lexington without passing by a thoroughbred farm. You may just pass by the home of a former or future Kentucky Derby winner.

Lexington is “saddling” up to host the 2010 WORLD EQUESTRIAN GAMES. The World Olympics for horse and riders. This is the first time that the World Equestrian Games have been held in the United States. You may want to make time to visit the Kentucky Horse Park where the games will be held. The Kentucky Horse Park is great place to spend a day for families and only 15 minutes from the Lexington Hyatt.

If horses are not your thing there is still plenty to do. Kentucky is the 15th state so history from the American Revolution and Civil War is all around. You can even do historical walks right outside the doors of the Lexington Hyatt.

Is this your CDRS renewal year?

Did you know by attending an ADED Course, ADED Seminars, ADED Exhibit Hall Case Studies and both General Sessions you can obtain 30 CDRS contact hours? Just enough for your CDRS renewal.
Finally, you can travel with ease and in comfort! With the patented Freedom Seat™, your seating pathway is custom programmed to your specific mobility needs, optimizing every inch in and around the door opening — thus maximizing your feet and leg room while entering and exiting the vehicle.

The new, state-of-the-art Automated Transport and Retrieval System™ (ATRS) enables independent travel in a wider range of vehicles, INCLUDING SUV's! Unlike lowered floor minivans, ATRS is installed without any structural modifications made to the host vehicle.

For more information, call 800.755.2856 or visit our websites: www.freedomsciences.com or www.freedom-lift.com.
Editor's Note—A TRUE STORY

An older couple, enjoying their retirement years, travel frequently around their home state, across the country and occasionally into Mexico and Canada. They typically travel in a 36-foot luxury motor home, hauling a small car. Their thoughtful daughter decides to purchase for them a global positioning system (GPS). Why bother with having to buy maps from every region, state, province and country? The loaded GPS would let them know not only where they are, but where they need to go. It seemed like a good idea.

Months later, the daughter had an opportunity to meet with them at one of their travel destinations. As she sat in the back seat, she observed not only their driving skills, but also how they use the GPS system. She noticed that their driving skills are not an issue, but their reliance on the GPS is the heart of this story.

Over the course of the weekend, they travel the same roads every day. The area in which they travel is quite nicely carved out in a grid, with all streets running north, south, east and west. By the second or third time, one should recognize local landmarks, road markings and the general directions of the roads. But as the older couple was overly focused on the GPS system and the driver is trying to operate the vehicle, they didn’t pick up on the local markers and subtleties in the area. The blaring GPS system made them less aware of the local landscape.

The daughter recalled how previously one parent would drive the vehicle and one would navigate the roads. They joked about their roles of “pilot” and “co-pilot.” Now while traveling, they had another voice telling them what streets to look for and where to turn. It was confusing and chaotic at times. At one point, they were so focused on looking for a GPS indicated street sign, the driver drifts slightly to the left and (gasp!) was almost side-swiped. He was quite upset about this, as he always had been an excellent and safe driver. Maybe he realized that his daughter was concerned as well.

Later, while her father was driving, he missed his opportunity to enter into a left turning lane because the GPS was late in giving that command. Fortunately, he made a wise decision to continue driving straight and let the GPS recalculate the route. The GPS did its job and provided them with a .09 mile loop to get them back on track. The daughter recognized an alternative and suggested that he pull into the shopping center at the next light to turn around, which is by far a quicker turn around and safe at a protected traffic light.

Whether the older couple was embarrassed about what happened, the daughter will never know. Driving is a sensitive subject. What did transpire over that weekend was enlightenment on the pitfalls of using a GPS system. There are suggestions on how to safely use GPS systems, but over this weekend, new lessons were learned:

• Drive the vehicle first, then navigate
• “Driver” and “co-pilot” couples can be

(continued on page 34)
Greetings from the Executive Office

Greetings ADED members! Our Annual ADED Conference & Exhibits is just around the corner!!! Are you as excited as I am? This is a special year for us as we celebrate 33 years of coming together to share, explore, learn and network. Every year I learn something new and exciting that I can bring back to the clinic and share with my local mobility equipment dealer. The conference team has been diligently building another quality program. The theme of conference this year is ADED and Kentucky, a Winning Tradition and I can assure you that the tradition of quality conference programming continues. Kathie Regan, Katy Greene and Stacey Stevens are our tireless conference team and they are bringing to you a conference filled with meaningful educational sessions, excellent array of exhibitors and many opportunities to earn continuing education credits. Your ADED President, Susan Pierce, is very excited about her opportunity to meet with you; she has arranged for a Conversation with the ADED President booth in the exhibit hall. Be sure to stop by and say Hi!

Tommy Crumpton, Board Member At-large, has spearheaded the new Mentor Program which makes its debut at this year’s conference. If you are unfamiliar with the program, please refer to the article in this edition. We are encouraging all first and second time attendees to participate. Even if you aren’t a “newbie” to conference, but would like to take advantage of a mentorship with an experienced driver rehabilitation specialist and mobility equipment dealer team, we would love to have you in the program.

The Early Bird deadline for discounted conference rates was July 1, 2009, but if you haven’t sent in your registration yet, it is not too late! Membership discount for registration still makes attending conference the biggest bang for your buck. For example, the $500.00 conference registration fee gets you 14 hours of continuing education, complimentary continental breakfast, sponsored nutrition breaks, exhibit hall reception meal and box lunches, not to mention an exciting awards banquet. We have negotiated reduced rates at the Hyatt which includes free parking for all Hyatt guests. Add the “perks” along with the educational opportunities, and will see that your education dollars are going a long way. Membership allows you to bundle conference with 2-day courses or with 1-day pre-conference workshops, saving you even more money and earning even more continuing education hours. For your convenience, we have re-produced the conference registration form in this edition. I sincerely hope you will make the investment in your continued growth and expertise in the field of driver rehabilitation. There is always something new to learn and there are always new professionals in the field that you can share your knowledge with.

Another activity that occurs every year, through the tireless work of Mary Frances Gross, is the Silent Auction. Proceeds from the silent auction benefit ADED members by covering the cost of registration fees for up to two attendees per each ADED 2-day course offered. Through your generous contributions, our silent auction continues to be a popular, if slightly raucous event each year. Please consider donating to the silent auction, and be sure to plan on joining in on the fun!

Through generous contributions from the Adaptive Driving Alliance, one qualified driver rehabilitation specialist has earned scholarship assistance which financially supports their trip to conference and sit for the CDRS examination. A heartfelt thank you goes to the ADA board, Victoria Krall and Paul Musso for their continued support of driver rehabilitation specialists and commitment to our common goal of increasing the numbers of CDRS’s.

Crescent Industries has provided two scholarships again this year, supporting members to attend conference. With the recent economic state of affairs, many of our members were financially impacted and education funding sources tightened belts. As you can imagine, this was a popular scholarship and we are grateful to Rex Bradbury for his generosity and support of ADED members.

Despite the tough economic times, our corporate sponsors and exhibitors have been extremely supportive of ADED and conference and have demonstrated that support by reserving exhibit space and through generous sponsorship donations. They recognize the value of joining you at conference, exhibiting their products and financially sponsoring conference activity. We simply could not put on the type of program that you expect, with the quality that you desire and have come to depend on without these companies. We cannot thank these generous leaders of the industry enough. Be sure to show your support and gratitude by visiting their booth in the exhibit hall and taking the time to learn about their products; your client’s will benefit by the information you gather in the exhibit hall.

With Winning Traditions, ADED is the leader in the industry bringing to you quality education, opportunity to interact with experts in the adaptive driving technology world and network with highly experienced colleagues in the field. This is quite simply an event that you cannot afford to miss.

I look forward to seeing YOU in Lexington!
Sincerely,
Liz Green, Executive Director
The Trail Making Test's Relationship to Driving Performance: A Nonparametric Study

Introduction

Driving is a component of life that affords one a sense of independence. It requires a complex skill set of multiple components that can be impaired by illness, injury, or aging. When a client is referred to a driver's rehabilitation program, it is the specialist's responsibility to provide a thorough evaluation, which may require multiple assessments. The Trail Making Test (TMT), which was initially developed by the Army as a neurological battery, is one of the most widely used off-road assessments. The battery is used to evaluate cognitive control processing. This study aims to examine the relationship between the TMT and the client's performance on the on-road examination.

Problem Statement

Discrepancy within the clinical community in regards to a standard procedure for driving assessment still exists (Schanke & Sundet, 2000). “To date, there are no universally accepted clinical or even legal guidelines for what constitutes a necessary and sufficient ‘assessment battery’ for determining vehicle driving fitness” (Hopewell, 2002, p. 51). To minimize this discrepancy, research focusing on pre-driving assessments, and their effectiveness in predicting on-road driving performance, is critical. The “clinical community has yet to agree upon a standard procedure for driving assessment” (Schanke & Sundet, 2000, p. 113). “The simple answer is that no clinical test will definitely determine the competency of an individual to safely operate a motor vehicle under all conditions with a high degree of statistical certainty” (Baker, 2000, p.1) The focus of the problem is that the TMT is widely used as a pre-road driving assessment, therefore, it is important to distinguish this assessment as a valid and effective pre-driving tool. Leading up to this study, insufficient research has been conducted on the Trail Making Test as a pre-driving assessment.

Purpose Statement

The purpose of this project is to determine if a relationship exists between Frye Care Center’s clients’ road readiness and the TMT. A nonparametric study will be conducted in the Driver’s Assessment Program in the Rehabilitation Department by collecting five hundred and sixty-six client’s records. The researchers will use a chi-square analysis to determine goodness of fit between the TMT and on-road readiness.

Methodology

Researchers collected information from five hundred and sixty-six client files at Frye Care Center Rehabilitation Department. Participants' files were examined for TMT scores, as well as occupational therapist's final referral for status after the on-road evaluation. Demographics such as age, gender, and diagnosis were also collected. The data collected was placed in an excel spreadsheet to ensure client confidentiality. The TMT is divided into four categories: perfect normal/normal, mild, moderate and severe impairments. The participants' on-road categories pass, pass with restrictions, fail and DMV to determine were compared to the four TMT categories using a chi-square analysis.

TMT

Past research on neuropsychological aspects of driving has produced differing results, which may contribute to the use of various tests to assess cognitive status (Coleman, Ergh, Hanks, Mills, Rapport, & Ricker, 2002). Many tests fail to address executive functioning skills, which may be key to a client’s awareness of impairments. Executive functioning skills are crucial to assess because the findings may include information on the client’s judgment and problem solving. “Controversy continues about which cognitive-perceptual assessments are the best predictors of behind-the-wheel performance” (French & Hanson, 1999, p. 394). The TMT is usually administered in two sections, Part A and Part B. Part A requires patients to connect a series of 25 numbers in ascending order (1-2-3...) that are randomly placed in space, starting with Begin and ending with the endpoint labeled End. Part B is similar to Part A, however, Part B requires alternately switching between a set of numbers (1-13) and a set of letters (A-L), again linking in ascending order (1-A-2-B...). Each patient is asked to connect the series of circles as quickly as possible without lifting the pen from the paper (Zakzanis, Mraz, & Graham, 2005).

(Continued on next page)
The Nonparametric Study (continued)

Results

In this study, researchers compiled data from Frye Care Center in Hickory, NC. Categorical scores were recorded for the TMT Part A and B assessment and the on-road assessment from prior participants’ charts. A chi-square analysis was conducted to determine the strength of the TMT Part A and Part B as a predictor of road readiness. TMT Part A and Part B were also compared with a chi-square analysis using normalized data to determine if one part of the assessment, TMT Part A or Part B, is a better predictor of road readiness than the other.

The ages from all participants ranged from 14 to 93 years old with 42.9% being female and 57.1% being male. Of the 566 participants collected, the main diagnoses were cerebral vascular accident and transient ischemic attacks (18.4%), dementia and Alzheimer’s, (16.4%), and neurological deficits (14.1%). Other diagnoses present included physical, cognitive and visual impairments, memory loss, diabetes, closed head injury and traumatic brain injuries, and Parkinson’s disease. Some participants had multiple diagnoses and all were accounted for in analyzing the demographics of the data.

Table 1.1 presents results of the TMT Part A in comparison to the on-road assessment through the use of a chi-square chart and also presents the calculated observed value of data.

<table>
<thead>
<tr>
<th></th>
<th>Pass</th>
<th>Pass with Restrictions</th>
<th>Fail</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perfectly Normal</td>
<td>72</td>
<td>21</td>
<td>15</td>
<td>108</td>
</tr>
<tr>
<td>Mild</td>
<td>19</td>
<td>13</td>
<td>11</td>
<td>43</td>
</tr>
<tr>
<td>Moderate</td>
<td>23</td>
<td>14</td>
<td>11</td>
<td>48</td>
</tr>
<tr>
<td>Severe</td>
<td>33</td>
<td>83</td>
<td>127</td>
<td>243</td>
</tr>
<tr>
<td>Total</td>
<td>147</td>
<td>131</td>
<td>164</td>
<td>442</td>
</tr>
</tbody>
</table>

Table 1.1: Results from the TMT Part A and the on-road assessment, and observed value.

Table 2.1 presents results of the TMT Part B in comparison to the on-road assessment through the use of a chi-square chart and also presents the calculated observed value of data.

<table>
<thead>
<tr>
<th></th>
<th>Pass</th>
<th>Pass with Restrictions</th>
<th>Fail</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perfectly Normal/Normal</td>
<td>55</td>
<td>15</td>
<td>10</td>
<td>80</td>
</tr>
<tr>
<td>Mild/Moderate</td>
<td>29</td>
<td>12</td>
<td>9</td>
<td>50</td>
</tr>
<tr>
<td>Severe</td>
<td>53</td>
<td>74</td>
<td>88</td>
<td>215</td>
</tr>
<tr>
<td>UPL/C</td>
<td>11</td>
<td>31</td>
<td>60</td>
<td>102</td>
</tr>
<tr>
<td>Total</td>
<td>148</td>
<td>132</td>
<td>167</td>
<td>447</td>
</tr>
</tbody>
</table>

Table 2.1: Results from the TMT Part BA and the on-road assessment, and observed value.

Discussion

There continues to be inconsistency in the clinical community as far as effective and appropriate pre-assessment tools for driving. The TMT is an assessment that is widely utilized by DRS’s as a pre-road driving assessment. This study aimed to provide evidence that the TMT is related to driving performance, and that it is an effective tool in predicting on-road readiness. Observed data supported the hypotheses that the TMT Part A and B are valid predictors of road-readiness.

The chi-square analysis revealed that the TMT Part A is a strong predictor of road readiness. This validates the use of the TMT Part A as a driving assessment by occupational therapists and DRS’s in driving rehabilitation programs. Research supports the validity and effectiveness of Part A to be utilized independently of other pre-driving assessments when deciding if an on-road assessment is necessary.

For the TMT Part B, the calculated chi-square was 97.072, which also supports this assessment as a predictor of road readiness. Because the chi-square value for TMT Part B was significantly greater than the critical value of chi at the same six degrees of freedom and ninety-five percent confidence level, we may conclude that the TMT Part B may also be utilized independently as a pre-road assessment.

The results of this study are of significance to occupational therapy generalist and driving rehabilitation specialists’ particularly in a time when driving is an emerging area in occupational therapy. The results indicate that either TMT Part A or Part B might be independently used to assess a driver’s capability to proceed with an on-road examination and efficiently appraise road-readiness. The findings indicate validity behind the ability of both tests to determine whether a client will be likely to pass or fail the road portion; thus, providing a higher degree of predicting a client’s fitness to drive within the community. By proving a greater degree of validity for the use of TMT Part A and B, the clinical community can move toward accepting this assessment as a sufficient guideline for capability to drive.

Future research on the TMT might include an in-depth look at the relationship between various diagnoses and score results on both the TMT Part A and Part B. Such findings would provide the advanced indication of a patients’ capacity to perform effectively and safely the on-road examination depending on the specific skill deficit related to the diagnosis.

References—provided upon request from the authors.

Brynn Johnston
510 Alamance Rd
Burlington NC 27215

Crystal Krom Sanders
1006 River Haven Cir. Apt R
Charleston SC 29412

Dana Crane
21 Parkgate Court
Simpsonville, SC 29680

Leila Martin
20204 Teak Ct
Cornelius, NC 28031-7186
By Susan Pierce, OTR/L, SCDCM, CDRS
ADED 2009 President

Tom Hanks’ famous line in the movie League of Our Own was his shout at a female ball player who was crying as she dropped a ball and a runner crossed home plate. He shouted for all to hear: “There is no crying in baseball!!” Well, he may have had it right for the baseball field but it sure doesn’t apply to the field of driver rehabilitation. There is crying in our field and there is nothing wrong with those tears.

We cry because we are human. We cry because we understand the depth, the value and the deep meaning of independent mobility in our society. We understand the burning desire to be like everyone else and to move around town with freedom and convenience. We feel the desperation of those whose lives will change instantly if our conclusion becomes one that will ultimately mean the person must give up their driver license or never have one.

The age of the client doesn’t matter – community mobility is valued by all people. All of you could share these tales. You know, the one about the 8 year old kid who is in a wheelchair who just wants mom to take him to see his brother play high school basketball. The story of the 19 year old student with spina bifida who just wants to take his girlfriend to a movie and dinner. There is the 25 year old college student who has paraplegia from a diving accident and aspires to attend Duke University for a medical degree. The story of the 40 year old nurse who has MS and just wants to get back to work and take her kids to school functions. The sad story of the 55 year old doctor who had a CVA that left him with left hemiparesis and left neglect – he just wants to maintain his practice, teach his high school son how to drive and survive as a single dad since his wife deserted him. We all too frequently hear the story of the 75 year old gentleman who just wants to take care of his terminally ill wife in their home of 50 years. And finally, the story of the 80 year old widowed grandfather of 8 grandchildren who just wants to visit his daughters’ home and attend church that he has been a faithful member of for 60 years.

We, who work so diligently at our jobs, hear these stories each day and carry these great burdens on our shoulders and in our hearts everyday. Oh, we are professionals and we know our boundaries of the client-therapist relationship. We stand strong and unemotional when we need to. We cannot avoid hearing with concern and interest each of our clients’ stories and knowing that behind everyone we work with there is a need, there is a desire and there is a passion to be independent in moving about to participate in life. And whether it is to a baseball game or to a movie or to church, we know that getting there is the issue and is important to each person.

We may not cry in the moment but oh, we cry later if not outwardly, then in our soul. We cry when we get into our office and close the door. We cry in our own car traveling back home from work as the day sinks in. We cry because we are human. We cry because we have a passion to help every person with their goal of independence and freedom. We cry because we don’t have good answers for everyone. We cry because our passion, our skills, the available technology and compensatory strategies will not help everyone achieve independent mobility the way they desire to.

I often wondered about the folks that I could not help over the years. Where did they go? How did their needs get met? Did their needs even get met? How did they survive the dilemma of never being able to drive or not being able to afford a new van and the modifications? Who was there to help them? How did they get to the basketball game, and to a movie and dinner? How did their kids get to school? Who taught their son to drive? How did they visit their children and worship in their church on Sunday? How did they get to where they wanted to be?? Do you ever ponder these things?

A family of an older gentleman was in my office one day listening as I began to tell the father that he would have to retire from driving now. As he realized his fate, he began to scream at me. He was so angry and he said “NO! I did not come here for you to take away my driving!” Silently, his son-in-law got up and slipped out of the office. I thought he must be mad at me and did not want to hear his father-in-law react further. I was told later by the daughter that her husband had left so he could get home before the rest of them to remove the guns from the house. WOW! You mean that driving is

---

SALES • SERVICE • RENTALS

United Access
Mobility for Living... Service for Life

United Access is Proud to Support ADED!

7 Locations to Serve You!
St. Louis, MO • Columbia, MO • Springfield, MO • Lenexa, KS
Springfield, IL • Champaign, IL • Memphis, TN

888-939-1010
www.unitedaccess.com
There is no crying...

so important to us that one would take their life! How do we respond to the statement that “You might as well kill me now.” Who can give me the good answer to that question? Is there any answer at all? And if we don’t have the answer, who needs? How do we leave this person who is so distraught over the news we have just delivered to the best of our skill and knowledge? Do you ever think about what happened to the person later in the day, in the week and in the rest of their life? Should we go so far as to think about this?

In Florida several years ago, an older man and woman had not been seen by their neighbors for several days. A concerned neighbor walked across the street and knocked on the front door. As he did, the door opened as it was not fully closed. He walked in the house, sensing something was not right. As he walked in the living room, he saw the couple sitting on the sofa but they appeared to be sleeping as they did not move when he hollered “hello there.” As he walked around the sofa, he realized that the woman had been shot to death, their small dog’s body lay limp in her arms and was also shot to death. The gun was in the man’s hand as he also laid lifeless on the sofa. What happened in this couple’s life to cause this man to take the life of his wife, his dog and himself? Perhaps they had just heard bad news from their doctor...perhaps they had just learned they would have to move out of their house because they could no longer afford the mortgage...or perhaps the gentleman had just learned he would have to stop driving and that meant they would need to move into a nursing home and would have to give up their precious dog, Buster. We will never know the end of that story but we have certainly felt that desperation from our clients at times whether it be the young person who learned they could never have that independence or the older person who must now give up the freedom of driving that they have had for 60 years. If this was our client, can we say we did all that we could do for this man? Did we meet his needs? All of his needs? Did we listen to his needs? Did we know all of the resources to send emphatically, as if client, can we say we did all that we could do for this man? Did we meet his needs? Is mobility after his life.

All of his needs? Did we listen to his needs? What do we do with this house. I had the young person who learned they could never have our clients at times whether it be the young person who is so over the news we have just heard bad news from their doctor...perhaps the woman had been shot to death, their small body lay in her arms and was not right. As he walked in the door opened as it was not fully closed. He walked across the street and for several A concerned neighbor walked across the street and knocked on the front door. As he did, the door opened as it was not fully closed. He walked in the house, sensing something was not right. As he walked in the living room, he saw the couple sitting on the sofa but they appeared to be sleeping as they did not move when he hollered “hello there.” As he walked around the sofa, he realized that the woman had been shot to death, their small dog’s body lay limp in her arms and was also shot to death. The gun was in the man’s hand as he also laid lifeless on the sofa. What happened in this couple’s life to cause this man to take the life of his wife, his dog and himself? Perhaps they had just heard bad news from their doctor...perhaps they had just learned they would have to move out of their house because they could no longer afford the mortgage...or perhaps the gentleman had just learned he would have to stop driving and that meant they would need to move into a nursing home and would have to give up their precious dog, Buster. We will never know the end of that story but we have certainly felt that desperation from our clients at times whether it be the young person who learned they could never have that independence or the older person who must now give up the freedom of driving that they have had for 60 years. If this was our client, can we say we did all that we could do for this man? Did we meet his needs? All of his needs? Did we listen to his needs? Did we know all of the resources to send emphatically, as if client, can we say we did all that we could do for this man? Did we meet his needs? Is mobility after his life.

Well, back to Tom Hanks and the baseball field. Oh boy, I cry...I cry a lot! It breaks my heart but it makes me want to be the best I can be...to give the best answer....the best outcome. But sometimes the outcome is not what the client wants or what the family wants or even what we want. But it is there – the raw, hard reality of that no answer. It permeates deep like a terminal diagnosis. And don’t we have the doctor that tells us that it is terminal and just walks away?

We must not just walk away. We must be prepared to hear our clients out, to let them vent on us, to feel those emotions. We must empower the family to go on from the driving evaluation appointment. To help the person see tomorrow but with different options. To realize there is life without a driver license...without a car.

So...onto the second phase of this writing: the driving lessons. We provide driving lessons to our clients but sometimes the real lesson is not found in the Drive Right textbook or the driver license handbook or in the responses on a visual-perceptual test or a computer test. Some driving lessons are of the heart and are much deeper in a person’s soul and body. But who was the lesson for? Sam taught me the of driving lessons. We provide...all of these actions with also processing the activity of other drivers around me and the information provided for me on the road, I could not carry out the necessary actions accurately and safely.

It was determined that my difficulty with driving was primarily a result of a lack of “visual processing” ability. Even though my driving therapist kept using those words, I didn’t fully understand what that meant until recently. In simpler terms but more words, it means that while trying to carry out several physical actions at once and also take in all that I’m seeing, my eyes don’t communicate fast enough with my brain and, in turn, my brain doesn’t communicate fast enough with my body to be able to react quickly and accurately enough to stimuli. It’s almost like seeing a wall in front of me and even though, intellectually, I know it’s there and I don’t want to hit it, I run into it anyway because my brain is delayed in getting the eyes’ message. What an ironic metaphor for life.

The phenomenal thing about cerebral palsy is that it affects every single person who has it in a different way and, unfortunately, I didn’t get to choose what brain functions it touches. There are persons with cerebral palsy who can’t walk, and those who have profound trouble with speech, and even those who have very little control over their body movements all together. Despite some of those issues, some of these persons can...
There is no crying ...

still effectively drive a car and get a driver's license if they're given the appropriate tools. Then, there are those persons with cerebral palsy who can walk without assistance, who can speak very articulately and whose physical effects are minimal, but who have slow visual processing speed that keep them from doing something that, from others' perspectives, and even from their own, they "should" be able to drive a car. I can't tell you how many times during my driving lessons I yelled out loud, "This doesn't make any sense, I SHOULD be able to do this!" Here comes my driving lesson ....

After parking the car in the driveway on what was, unbeknownst to me at the time, my second to last driving class, I starting crying as I told my driving therapist, Susan, that I wasn't happy with my driving at all. I said that I could tell it wasn't getting better and I kept making the same mistakes, no matter how hard I tried and that it made me feel stupid. She looked at me and said, "So, do you want to quit?" The word "quit" angered me and I answered her with a very quick and stern, "No! I'm not going to quit!" I had decided within myself before I even began the training process this time that I wouldn't stop trying unless I knew, from a professional perspective, that a driver's license wouldn't be possible. I also had decided within myself that if it ever got to a point where I knew it wasn't getting better, I would say I was done before she had to "force me" to stop. I began to have an internal struggle between my desire to let go first and my desire for her to tell me when it was reasonable to let go. So, I came back the next day--for what was, unbeknownst to me at the time, my last driving class.

Without going into too much detail about what a hard day it was, let me just say that, on this day, not only was there no considerable change in those things I had been struggling with consistently, but I was even having trouble doing the things that I usually did fairly easily. It seemed like the more I tried, the worse it got, which confused and infuriated me. Then, the moment came when, with an hour left of the class, I said painfully, "I want to stop." In the moment, I wasn't saying I wanted to stop for good but somewhere inside me, I knew that if I wanted to stop before class was over, it would mean that driving wasn't the best for me. Susan, very calmly, said, "You're right, Sam. You deserve to feel good about yourself. You know what I will always remember about Sam? Her strength and..."
perseverance. I will remember her courage.
I will always remember how determined she was and how hard she worked. Sam, you are
not quitting, you are making a choice.” (I had worked with her intermittently since I was 18
years old, and this was the 4th time I came
back, to finally “complete” the training.)
She was allowing me the opportunity to
walk away with grace. When we went back
into the office, I was still trying to hang on
“with the tip of my acrylic nail”, by saying,
“Maybe it could work if I had more time and
could do this around my own little town.”
Susan responded patiently “You really
think that, after all the hours we’ve worked
together over the years, it will get better if
it hasn’t already?” And there it was - my
confirmation. NOW, I had to say it.

I learned that there’s a difference between
giving up and letting go. Letting go is to
know you did all you could do and to honor
yourself by giving yourself permission to stop
struggling. Acknowledging that you deserve
the best – that which is good and prospers you.
Driving a car is to help us prosper but, no
matter how much I wanted it to be so, it didn’t
prosper me.

The day after my training ended, Susan
offered to meet with me in her office so we
could call my father and tell him, together,
the decision we had made. She was able to
explain how hard I had worked and why
and how we had come to a decision to stop
driving lessons at this point. I remember
crying and crying after we hung up from my
father. She sat with me for a long time and I
swear at one point I thought I saw a tear in
her eye! As we talked that morning, Susan
told me of a client she had worked with in
the past who was a very handsome fellow
with such a nice smile and with the most
positive attitude. She said that he also had
cerebral palsy and had difficulty with visual
processing, like myself. Something that stood
out to her about him was that he always
came to driving class in a suit and tie, and
he always wore the best smelling cologne.
Imagine that – dressing up to do, probably,
one of the hardest tasks you’ve ever had to
do in your life! She never said he got his
license but one thing I was absolutely certain
of after hearing his story was that he knew he
was worthy of it! In dressing up for driving
class, he honored himself – he honored his
desire and how hard he was working. I will
always remember that story. I left the office
for the last time as a client with tears but
also a smile and got into a cab and waved
goodbye to Susan.

What I experienced in the days that
followed was something I didn’t quite
understand at first. I would sing and dance
to my favorite song, and then I would cry. I
would laugh as I watched one of my favorite
TV shows, and then I would cry. I would
take a hot bath, and then I would cry. And
then I realized there is a difference between
depression and healthy grieving. Depression
is punishing yourself out of beliefs of
unworthiness. Healthy grieving is honoring
yourself by allowing yourself to feel the pain
while nurturing yourself through the sadness,
because you know you are worthy of good. I
was grieving but wasn’t angry with myself.
It was the weirdest feeling.

I want to thank all of you because your
encouragement and support helped me
succeed in learning my “driving lesson.”
It may sound crazy but my driving lesson
wasn’t about driving at all but about fighting
for myself and knowing when to let go of
struggles that were just too hard for me. I
learned about freedom in a different way
as you see I could not have the freedom of
driving but I could have the freedom of my
soul. I could be free to get the best that I
deserved. And I am not sure that I would have
the strength and courage today if I had not
gone through those driving lessons. One
day in the future something is going to happen
in my life that causes me to stop and say, “Oh,
so THIS is why I don’t drive.”

There’s got to be something bigger and
better waiting for me to claim it. Just do me
a favor: The next time your battery dies, or
you have a flat tire, or you’re waiting for
your husband, your boyfriend, your wife,
your daughter, your son or AAA to pick you
up because your car broke down, sing praises
to the sky that you can drive a car!

So, you see, sometimes driving lessons
become lessons about life and not necessarily
about driving a car. Sometimes we, as the
evaluator or instructor, have a lesson to
learn in another person’s driving lesson.
Sometimes the end result is not a driver
license and when it is not, it is not always
a negative end result…because sometimes
our lessons come very hard…we learn about
ourselves in the process….we learn who we
are and we learn that we have courage, we
have determination and stamina. We learn
what it takes to be independent in
this world with a different mode of mobility
or transportation. I learned from this great
gal, Sam, that I could give her or anyone the
time if they could give the time. I could
give the patience if they could give the patience.
I will be a better person with each person I
help. I know now that it is not always about
obtaining a driver license or to teach a person
how to take a taxi or bus. Instead, I may be
teaching a life lesson and that is good too.
What is important is that the person has
an opportunity to try, an opportunity to succeed
and given the time to make the choice on
their own that it was just too hard for them.

---

**B&D Independence, Inc.**

**Safe Independent Mobility**

**Leadership Transfer Seat Bases**

Check us out at: [www.blindependence.com](http://www.blindependence.com)

Leadership… it’s more than a product, it’s an ATTITUDE!

800-292-7117
There is no crying . . .

Oh I cried that day with Sam... my heart cried in front of her and I shed tears after she left. After all, I am only human and I know how much driving and freedom and independence means to each one I see. My lesson was that freedom and independence can sometimes come in community mobility in a different mode and that is OK too. The important thing is that I do not leave the person hanging with a decision or with no good answer to their mobility issues. That is my job for every person I see — young or old!

I believe that our job as a driver rehabilitation specialist is an honorable job. We do not take lightly or with little regard our responsibilities even when the outcome may be perceived negative by some. We strive for excellence in all we do. Do you know all that you can and should know so that you can give each of your clients the very best and right answer to their questions about freedom and independence and mobility?

Oh, there is crying in the field of driver rehabilitation... do you care for a tissue now?

Client's win when the ADED CDRS and NMEDA QAP dealer work closely together

John Anschutz, BS, ATP, RET, Manager
Assistive Technology Center, Shepherd Center
John_anschutz@shepherd.org

The Shepherd Center Assistive Technology Center has partnered with QAP Mobility Dealers and tiedown manufacturers to develop a Family Training Class that facilitates safe transportation for the wheelchair dependent passenger. The need for this class was identified from both patient and therapy staff requests to address this important and often misunderstood issue. The Assistive Technology (AT) staff wanted our clients to really understand why proper securement was important. We also knew that there were consumers who had never been trained and believed that their big, heavy, power wheelchair was not going to move once the power had been turned off. Wrong! The class was developed as a team effort of the NMEDA QAP Dealer’s Handicapped Driver Services, R & R Mobility Vans & Lifts, Inc., Manufacturers Sure-Lok, E-Z-Lock and Q’Straint, Certified Driver Rehabilitation Specialists, Assistive Technology Practitioners and Rehabilitation Engineering Technologists.

This class provides families and inpatients with an opportunity to learn about the proper methods for securing a wheelchair dependent passenger within a vehicle. It provides education and hands on training with various types of manual strap tiedown systems and demonstrations of electronic tiedowns. Crash Testing videos are used from the RERC on Wheelchair Transportation Safety located on the web at http://www.rercwts.org/index.html. The videos are shown to illustrate outcomes of non-compliant tiedown methods and WC-19 compliant systems. The class is taught by the Shepherd Center Assistive Technology team and representatives from HDS and R & R on a monthly basis. Feedback from therapy staff, family members and patients has been very positive. Additionally, the crash test videos are very effective at getting the attention of the class participants.

We all have seen examples of improper wheelchair securement and heard tragic stories of our patients being thrown from their wheelchairs. This has led to further injury to the already fragile spinal cord injured passenger. By sharing crash test video with families and patients, they are made acutely aware of the dangers that come by skipping critical safety steps for transportation and community mobility. They become advocates that know firsthand how to recognize a potential safety risk and are more willing to purchase the best systems for their individual needs.

The hands on stations that allow participants to test ratchet and retractor tiedown strap systems were built by HDS and R & R. These custom stations allow families to practice their skills and receive help with trouble-shooting areas of concern. Various types of wheelchairs are also introduced: some with WC-19 compliant attachment points and some with attachment points that are more difficult to identify. Loops are introduced; proper front and rear strap angles are discussed as well as the correct areas to secure straps and general use of lap and shoulder harness restraints.

By the end of the one to two hour session, participants are able to demonstrate skills for using tiedowns, recognize proper areas to attach straps to wheelchairs and identify who to contact for further clarification if necessary. They are less intimidated by the process and more compliant with best practices for transporting the wheelchair dependent passenger safely in modified vehicles.

Our intent for sharing this information is to advocate for close business relationships between the ADED Certified Driver Rehabilitation Specialists and NMEDA QAP dealers. When we all work together we positively impact quality, safety and satisfaction for our clients. For people new in the industry or who may want to specialize we can encourage dealers to contact NMEDA to learn about how to become a QAP dealer. For the evaluators and trainers who may be working with various dealers we should encourage them to contact ADED to learn about how to specialize and earn the CDRS designation. Working together as a team has proven to be a win-win and is in the best interests of our clients.
BIOPTICS and DRIVING

Over the past 40 years, bioptics have in part allowed thousands of Americans, whose vision falls below the standard legal visual acuity limits (20/40-20/60), to drive an automobile. Persons who benefit from the latter optical devices illustrate visual conditions that reduce resolution or clarity of vision while maintaining peripheral or side vision intact. The latter might include conditions as: albinism, nystagmus, corneal diseases, macular degeneration and others that affect the central macular area of visual functioning; that which is responsible for our detail and color vision abilities.

What is a bioptic?

A bioptic is a combination two-lens optical system with a telescope(s) attached to a pair of glasses, above one’s normal line of sight (see sample bioptic lens system below). These devices are prescription in nature and available through an optometrist or ophthalmologist who practices clinical low vision. These optical low vision aids are available in a number of different sizes, styles and powers. The most common telescopic units used for driving purposes range from 2.0X - 5.5X (“X” referring to the strength or power of magnification of the telescopic lens unit).

Photo No. 1 (top of page) reveals a frontal view of an older yet still widely used Designs For Vision (DVI), Inc. (Ronkonkoma, NY) 2.2X Galilean BIO II mock-up bioptic telescopic lens system in a standard black yeoman frame (note the physical location of the telescopic units, which are above the normal viewing area through the carrier or support lenses).

How are bioptics used during the driving task?

Persons using bioptic lens systems look through the larger or standard carrier lenses for general driving purposes 90-95 percent of the total driving time; and dip down into the miniature telescopic lens unit(s) briefly and intermittently using a simple synchronized head and eye vertical drop technique to discern detail, color or activity as illustrated below.

What benefits are derived from the use of a bioptic lens system?

Once trained in its proper and appropriate use, a low vision driver using a bioptic lens system is able to detect and identify detail, color, and/or movement of critical objects or forms at more normal distant viewing positions during the driving task.

In driver education circles, critical objects or conditions are often defined as any object or condition that can be predicted to influence or require drivers to adjust their vehicle’s speed and/or lane position. Examples of the latter include: roadway characteristics, other road users and traffic control devices. As a result bioptic drivers increase their margin of safety from such objects or conditions that are present within, along side of, or approaching their intended path of travel.

Margin of safety is defined as the time and/or distance needed to detect, identify, predict, decide and execute a driving maneuver (such as a reduction in speed or change in lane position) to reduce the possibility of hazard or collision with a critical object or condition.

How many States recognize the use of bioptics for driving?

Forty (40) States currently allow the use of bioptic lens systems for visual assistance in the driving task. Approximately half of those States now offer some type of formalized low vision driving services, with a minimum of 20-30 hours of behind-the-wheel instruction recommended or required for novice driving candidates. Ideally the use of more than one instructor is recommended for this subgroup of potential drivers; for example the use of a certified orientation and
mobility specialist (COMS) for determination of pre-driver readiness, basic distance viewing skills including bioptic utilization skills, critical objects awareness skills, and a certified driver rehabilitation specialist (CDRS) for all classroom and behind-the-wheel evaluation and training.

What are some of the common misconceptions about bioptic driving?

A few of the common misconceptions about bioptic driving are as follows:

**Misconception:** Low vision drivers need bioptic lens systems to "see".

In reality, low vision drivers can "see" at varying distances, but not as distinctly as a person with 20/20 distance visual acuity. Engaging telescopic magnification as needed provides sure acuity or clarity of vision. Likewise, all motor vehicle operators drive with reduced visual acuity using our para-central and peripheral fields of view approximately 90-95 per cent of the total driving time.

**Misconception:** Biopic drivers view continuously v. through the telescopic portion of their bioptic lens system making the device unsafe for driving. In reality, trained users glance briefly in and out of the telescopic portion of their device as the need for enhanced acuity arises. Vertex distance, the linear distance between the center of the cornea or clear front window of the eye and the center of the ocular lens of the telescopic lens unit allows the bioptic user to maintain gross awareness of their constantly changing environment while driving.

**Misconception:** Low vision drivers need not use bioptics in familiar outdoor environments. In reality, we have no control over anything that takes place outside of one’s vehicle. A high state of alertness is needed by all drivers, including those who are visually challenged.

**Misconception:** Extensive training with the bioptic is needed if it is to be integrated successfully into the driving task. In reality, greater emphasis initially with young novice drivers should be placed on the development of effective distance viewing skills (including but not limited to: eye lead time or distance, head and eye scanning and following distance), critical object awareness skills (big to small) and hazard perception skills. What is important to remember is that if a student does not feel comfortable with the big picture of the driving scene, he/she will experience considerable difficulty finding or locating detail within the big picture with or without telescopic magnification.

What resources are available to increase one's knowledge of driving with bioptics?

Please find listed below references for more information about low vision driving with bioptics:


**Indiana Bioptic Driving video (2002) - 2020@eyeassociates.com**

**Driver Rehabilitation and Community Mobility: Practices and Principles, (Editor - Joseph M. Pellerito Jr., MS, OTR/L, Wayne State University) book publication (2005), www.elsevierhealth.com or phone: 1-800-545-2522**

**International Academy of Low Vision Specialists (IALVS) - www.ialvs.com/**

**UPDATE—Low Vision Driving with Biopitics (2000-on) (Chuck Huss, COMS, Consultant — Bioptic Driving, Chuck.P.Huss@uw.gov)**

---

The original article was published in the spring 2008 issue of The Dual News. It has been revised by the author and reprinted with permission from the DSAA.

---

**Crescent Industries**

191 Washington St. Auburn, ME 04210
207 777-3500 fax 207 777-3522
Sales@www.crescentindustries.com

**State of the art Adaptive Vehicle Control Products**

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

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

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

**Magnetic Entries** are available for all lifts

Visit our website at www.crescentindustries.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.

We believe in handing a person the key to unlock the door of dependency and to enter the world of independence. We have a Can Do attitude!

**New product!**

1997 Ford Heater Control

---

Summer 2009 NewsBrake
Financial Considerations in
VEHICLE MODIFICATIONS

Raj Pagadala, ATP, RET, CEAS II
Program Director, Assistive Work Technology
Georgia Department of Labor

The assessment of a client's ability to cover the costs associated with a vehicle, vehicle modifications, and vehicle maintenance is often overlooked. In consideration of a client's financial solvency, the Georgia Department of Labor, Vocational Rehab Services Program policy cites 498.1.01 and 498.1.03 state that the client must demonstrate the ability to pay for insurance and maintenance of vehicle and adaptive equipment. If the client's income to expense ratio is such that they do not have the ability to save for maintenance, the agency will not approve vehicle modifications for that client.

The rehabilitation engineers in the state of Georgia's Assistive Work Technology (AWT) team helped develop a financial consideration form that is used to determine if a Vocational Rehabilitation (VR) client has the financial ability to maintain the modified vehicle and adaptive equipment over the life of the equipment as determined by the manufacturer. The form, first developed around 2001, has recently been amended to reflect price changes in adaptive equipment, insurance rates and cost of living expenses, and to also collect more reliable information from the client.

The rehabilitation engineer assists the VR counselor in completing this form. The form is used in cases where the engineer determines that the client is a candidate for hi-tech driving equipment and occasionally with high cost vehicle modifications involving structural modifications. The form is not used in cases where the adaptive equipment involves minor vehicle modifications such as hand controls, left foot accelerators and zero-effort steering.

The rationale for these eligibility criteria is that certain hi-tech driving equipment such as the EMC AEVIT driving system requires periodic mandatory maintenance after a certain number of hours of use, mileage accumulated, or after use of equipment over a certain period of time. These maintenance costs can be considered expensive and may range from $3000 to $6000. In some cases, depending on the wear and tear and condition of equipment, the client may have to spend more for the overall upkeep of the vehicle and adaptive driving equipment. The financial consideration form determines if the client has the ability to save money for mandatory maintenance costs in monthly increments over time.

During the initial evaluation with the client, the rehabilitation engineer determines if the client is a candidate for a hi-tech adaptive driving system. The engineer usually bases this on prior experience as a rehabilitation engineer and assistive technology professional. The AWT team also comprises of an occupational therapist who the rehabilitation engineer may consult with. The rehabilitation engineer may consult with one of several CDRS in the state who specialize in hi-tech adaptive equipment and discuss if the client is likely in need of a hi-tech driving evaluation.

The next step for the rehabilitation engineer is to set up a second appointment with the client and counselor. The client is given a copy of the financial consideration form and instructions, and is advised to bring the necessary documentation to support the information reported on the form. These include a driving history report and two insurance quotes based on the total estimate value of the vehicle (includes cost of vehicle, adaptive driving equipment and accessories.) The rehabilitation engineer provides the client with this estimate. The lower monthly insurance rates will be figured into the calculations.

Total Income (on Line 3 of the Worksheet) is the net income from various sources after taxes. The income is based on what the client actually makes and not on anticipated income. Expenses include cost of housing, utilities, debt payments, medical care, and vehicle expenses. Some of the expenses such as groceries, oil/tires, routine vehicle and vehicle modification maintenance have been predetermined by VR as these numbers are historically not accurate when reported by clients. The monthly insurance cost is plugged in one of the lines (24-28) depending on the total value of the vehicle and adaptive equipment (less than $50K to up to $150K.) For clients who are candidates for the AEVIT 2.0 system, a monthly expense of $140 is added. This translates to the client having to show the financial ability to save $140 a month towards AEVIT 2.0's maintenance.

Policy cite 498.1.06 states that a driving evaluation from a CDRS will be included in the work plan only if the client demonstrates financial ability based on information gathered through this form. Therefore if the financial consideration form reveals that the client cannot afford to maintain the vehicle or adaptive equipment, a driving evaluation will not be provided. The counselor will need to assist the client in exploring alternate options for transportation to and from work.

The financial consideration form is a great tool in assisting VR counselors in determining if a client is an appropriate candidate for a driving evaluation and if vehicle modifications need to be a part of the client's work plan or if the client is better served by exploring other options.

The example in the financial worksheet shows that based on the figures provided by the client, the person does not qualify for a vehicle modification as the total expenses will exceed income by $495 if they have a modified vehicle.

Raj Pagadala is the program director for the Georgia Vocational Rehabilitation Program. He has a MS in biomedical engineering from Louisiana Tech University and is a RESNA certified rehabilitation engineering technologist. He can be contacted at:

Georgia Dept of Labor-Vocational Rehab Services
1700 Century Circle Ste 300
Atlanta GA 30345
(404) 638 0386
Rajesh.pagadala@dol.state.ga.us
Georgia Department of Labor
Rehabilitation Services – Vocational Rehabilitation Program

INSTRUCTIONS FOR
FINANCIAL CONSIDERATION FOR VEHICLE MODIFICATION

A. Financials should be derived from existing monthly income & expense. Projected or anticipated increase in income, or reduction of expense, should not be used.

Vehicle Modification Insurance and Maintenance can and will vary per client.

B. Vehicle Modification value should be developed after assessment by the AWT Rehabilitation Engineer.

C. Vehicle Modification maintenance cost should be derived from driving equipment, anticipated by the AWT Rehabilitation Engineer.

D. The following documents must be provided by the client prior to completion of the Financial Consideration for Vehicle Modification Worksheet.
   1. Driving history report (MVR) from the Department of Driver Services (DDS);
   2. Two quotes from insurance companies covering the total cost of the modified vehicle (cost of vehicle, structural modifications if any, and adaptive driving aids) ranging from up to 50K to up to 150K depending on the case.

E. SUBTOTAL (A) is the sum of all expenses from lines 4-14.

F. SUBTOTAL (B) is the sum of expenses from lines 15-17.

G. SUBTOTAL (C) is the sum of expenses from lines 18-23 and one row from lines 24-28.
   The AWT Rehabilitation Engineer will anticipate the total cost of the vehicle including all modifications and driving related adaptations. The cost of the insurance for the vehicle and modifications are classified into five categories ranging from up to $50K to up to $150K. The client will need to furnish at least two insurance quotes (including face sheets.) The lower monthly premium may be used in this form.

H. If the client is a candidate for Hi-Tech driving equipment (EMC’s AEVIT 2.0 system,) a monthly fee of $140 per month (line 23) should be saved in escrow, for a one time fee charged at the 5 year/60Km/250 hours maintenance schedule and for fees to replace the accelerator cable and auxbat battery every two to three years. Cost of maintenance is subject to change every year.

I. Net Income is the difference between Total Income (line 3) and Total Expenses (Subtotals A+B+C). A negative net income means that the client does not have the means to maintain the adaptive driving equipment and other vehicle related modifications.

NOTE: • Insurance fees are subject to increase without notice;
   • Maintenance fees include an anticipated 40% increase over a 10-year period;
   • Amount in gas/oil/tires is based on client’s travel being 12 k miles per year;
   • Amount will need to be adjusted for actual travel.
# FINANCIAL CONSIDERATION FOR VEHICLE MODIFICATION WORKSHEET

## MONTHLY INCOME

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Net Income (after Taxes)</td>
<td>1500</td>
</tr>
<tr>
<td>(2) Other Income</td>
<td>500</td>
</tr>
<tr>
<td><strong>Total Income [Line 1+2]</strong></td>
<td>2000</td>
</tr>
</tbody>
</table>

## MONTHLY EXPENSES

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>(4) Rent</td>
<td>350</td>
</tr>
<tr>
<td>(5) Phone</td>
<td>50</td>
</tr>
<tr>
<td>(6) Cell Phone</td>
<td>50</td>
</tr>
<tr>
<td>(7) Television/Cable</td>
<td>25</td>
</tr>
<tr>
<td>(8) Electricity</td>
<td>50</td>
</tr>
<tr>
<td>(9) Gas</td>
<td>20</td>
</tr>
<tr>
<td>(10) Water</td>
<td>15</td>
</tr>
<tr>
<td>(11) Groceries</td>
<td>2000</td>
</tr>
<tr>
<td>(12) Entertainment</td>
<td>50</td>
</tr>
<tr>
<td>(13) Credit Card Payments</td>
<td>100</td>
</tr>
<tr>
<td>(14) Other Expenses</td>
<td></td>
</tr>
<tr>
<td><strong>SUBTOTAL (A)</strong></td>
<td>910</td>
</tr>
</tbody>
</table>

## VEHICLE EXPENSES

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>(18) Vehicle Payments</td>
<td>350</td>
</tr>
<tr>
<td>(19) Gas</td>
<td>75</td>
</tr>
<tr>
<td>(20) Oil/Tires</td>
<td>45</td>
</tr>
<tr>
<td>(21) Routine Vehicle Maintenance</td>
<td>45</td>
</tr>
<tr>
<td>(22) Vehicle Modification Maintenance</td>
<td>30</td>
</tr>
<tr>
<td>(23) Hi-Tech (EMC) - Add $140/month</td>
<td>140</td>
</tr>
<tr>
<td>(24) Vehicle Insurance (up to 50k)</td>
<td></td>
</tr>
<tr>
<td>(25) Vehicle Insurance (up to 75k)</td>
<td></td>
</tr>
<tr>
<td>(26) Vehicle Insurance (up to 100k)</td>
<td></td>
</tr>
<tr>
<td>(27) Vehicle Insurance (up to 125k)</td>
<td></td>
</tr>
<tr>
<td>(28) Vehicle Insurance (up to 150k)</td>
<td></td>
</tr>
</tbody>
</table>

## HEALTH RELATED EXPENSES

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>(15) Attendant Care</td>
<td>500</td>
</tr>
<tr>
<td>(16) Medication</td>
<td>100</td>
</tr>
<tr>
<td>(17) Other</td>
<td></td>
</tr>
<tr>
<td><strong>SUBTOTAL (B)</strong></td>
<td>600</td>
</tr>
</tbody>
</table>

## DEBT

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>(29) Number of Credit Cards</td>
<td>2</td>
</tr>
<tr>
<td>(30) Outstanding Balance</td>
<td>2500</td>
</tr>
<tr>
<td>(31) Other Debt</td>
<td>500</td>
</tr>
<tr>
<td>(32) Credit Card/Debt Payments</td>
<td>Item (13)</td>
</tr>
</tbody>
</table>

**Net Income (Total Income - Expenses)**: -495

**Client Signature**: ___________________________  **Date**: ________________

*Georgia Department of Labor
Rehabilitation Services – Vocational Rehabilitation Program

©2009 Page 2 of 3 (Rev. 1-2009) Financial Consideration For Vehicle Modification Worksheet

NEWSBRAKE  Summer 2009*
The Nor-Cal MAX gives four more inches of headroom than the most popular minivan conversion. The $6' of entryway clearance and 61" of interior height provide access without the use of a raised roof.

The new 2008 Ford full-size van now boasts improved comfort and ride quality.

866-892-0150 www.norcalvans.com
Nor-Cal vans vehicles are distributed through NAEDA dealer network.

2009s in stock now & ready for delivery!
FOCUS GROUP OPPORTUNITY

Safe, Inc. is currently working with NHTSA on a project to enhance the safety and comfort of short statured drivers. The main goal of the project is to determine what devices are now being used by short statured drivers to enable proper eye level positioning within their vehicle, and to define the requirements for such a device or devices if new capability is needed. If, based upon this research, it is determined that there is a need for a better device/s, a new product will be developed to satisfy the need.

To help understand the overall needs of short statured drivers from the perspective of driver rehabilitation specialists, Safe, Inc. and Liz Green of ADED are organizing a one-hour focus group at the ADED annual conference in Lexington, Kentucky. This discussion will cover clinical experience with shorter drivers and current equipment that is prescribed to raise a driver to the proper eye level while maintaining access to pedals and a safe distance from the airbag.

The focus group will be held on Sunday, August 9th, between 5 and 6 pm at the Hyatt Regency Hotel. Please consider joining us so that your voice can be heard and we can gain from your expertise on this important issue.

To show our appreciation in a small way for sharing your knowledge with us, each participant will receive a stipend of $35. We will be limited to approximately 15 participants. If you would like to join us, please direct an e-mail to tim.allen@safeinc.us with the answers to the questions below. We look forward to seeing you there and in gaining insight from your experience.

Sincerely,
Tim Allen
Project Engineer - Safe, Inc.
(480) 820-2032 ext. 208
tim.allen@safeinc.us
5032 S. Ash Ave. Suite 101
Tempe, AZ, 85282

Please direct an email with the following information:
Name:
Title:
Area of expertise/experience:
Company/agency:
Address:
Phone Number:

Process: The mentoring “team” would include one person from the Driver Education background, one from the Rehabilitation background, and one from the Mobility Equipment background. Every effort will be made to help the new member established 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:
1. Communicate with the new member prior to the Conference if possible and share their contact information for future reference.
2. Make plans to meet them at breakfast on the first of the Conference to introduce themselves and other members, then attend the Opening General Session with them.
3. Offer guidance in helping select the workshops that might be beneficial to them and their program.
4. Commit to going through the Exhibit Hall with them and helping them understand the various types of equipment applications.
5. Be willing to field follow up calls during the following year. Refer them to other members as appropriate.

ADED MENTOR PROGRAM

Purpose: To establish a network that will provide an opportunity for experienced members to meet newer members (1st or 2nd time ADED conference 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.

2009 Member Resource Manual

The 2009 ADED Member Resource Manual CD has been published and has been shipped to all 2009 ADED members. If you are a current member and have not received your disk, please contact: elizabeth.green@driver-ed.org or (866) 672-9466. On this disk, you will find current ADED policies and procedures, a 2009 Board of Directors and ADED committees contact list, ADED Best Practices document and other helpful information. This manual will be updated annually and as a member benefit, at the conclusion of our annual membership drive, you can expect to receive an updated disk each spring.

If you have not renewed your 2009 membership, I encourage you to do so. By being a member of ADED, you are a part of a unique and important group of professionals providing a highly skilled and necessary service. Now, more than ever, our voice needs to be heard and we need to be a part of the quickly evolving landscape of driver rehabilitation and community mobility movement. Your membership and participation in the association allows us to enhance our public image, increase community awareness about driver rehabilitation and connect consumers to quality local rehabilitation programs and qualified mobility equipment dealers. This is YOUR organization, and only through YOUR involvement, can we accomplish these tasks.

Future ADED Conference Site
2010 Kansas City, MO

Summer 2009
If you are interested in participating in the ADED Mentor Program, please complete the registration and return it to:

ADED Executive Office
2425 N. Center St #369
Hickory, NC 28601
or
Fax to 828-855-1672

Please return A.S.A.P., even if you have not returned your Conference registration.

Name: ____________________________________________

Fax: ____________________________ Phone: ____________________________

Company Name: ____________________________________________________________________________

Address: ___________________________________________________________________________________

E-mail: ____________________________________________

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

My background is in:
___ Driver Education
___ Rehabilitation
___ Mobility Equipment
___ Other (specify) ____________________________

I am a:
___ 1st time 2nd time ADED Conference attendee (VIP) and would like to take advantage of the ADED Mentor Program.
___ I would like to be on a mentoring team to mentor new members.
Driving the Future...

With Hi-Tech Drive-By-Wire Controls
* AEVIT® Gas/Brake and Steering Systems
* Gold Series Secondary Controls
* Voice Interactive Controls
* ISO 9001: 2000 Certified
* TUV Certified

6141 Caddo Mt Dr * Baton Rouge, LA * Phone: (225) 927-6559 * Fax: (225) 924-5506 * www.aevit.com
Whoever thought freedom would come in a 6-by-9 package.

The innovative Dock 'N' Lock Securement System from Sure-Lok gives individuals with special needs the freedom to drive. The low-profile wheelchair bracket is designed for increased ground clearance, as it reduces snagging on carpets, thresholds and uneven surfaces. Its compact, 6-by-9 inch base has two locking arms that minimize side-to-side and front-to-back wheelchair movement for superior stability. Dock 'N' Lock is easy to install and maintain, and gives drivers the independence to enjoy life on their terms.

To find out more, call 800-866-0004 or visit www.surelok.com.

©2007 Sure-Lok, Inc. All rights reserved. Dock 'N' Lock is a registered trademark of Freedom Equipment Technologies, Inc.
2009 ADED Annual Conference Registration Form
Hyatt Regency Lexington, Kentucky August 7-11, 2009
Registration must be received by July 1, 2009 for special rates

Section One: Registration Information

<table>
<thead>
<tr>
<th>Name (First, Middle Initial, Last)</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Address</td>
<td>City, State, Zip Code</td>
</tr>
<tr>
<td>Telephone</td>
<td>E-Mail</td>
</tr>
</tbody>
</table>

Is this your first ADED conference? Yes No
Are you a CDRS? Yes No
How many years? _____

Please indicate whether you are participating in ADED mentorship program-see page 12 for details:
______Mentor ______New Member

- Any special Dietary Needs? Please Specify ______________________
- Any special Accommodations Needs? Please Specify ______________________
- Are you attending Monday Night Banquet? ________ Will you have a guest? ______________________

Section Two: Attend 2-Day Course ONLY August 7-8 (Courses are Two Full Days and may not attend with workshop)

Select One Course:
Can Only Attend One Course

<table>
<thead>
<tr>
<th>ADED Member*</th>
<th>Non-Member</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SEE NEXT PAGE FOR COMBO RATES</strong></td>
<td></td>
</tr>
<tr>
<td>$505 ______</td>
<td>$655 ______</td>
</tr>
<tr>
<td>__Fundamentals of Driver Rehabilitation</td>
<td></td>
</tr>
<tr>
<td>__Application of Vehicle Modifications</td>
<td></td>
</tr>
</tbody>
</table>

Section Three: Attend Workshops ONLY August 8 (May not attend with a Course)

<table>
<thead>
<tr>
<th>ADED Member*</th>
<th>Non-Member</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SEE NEXT PAGE FOR COMBO RATES</strong></td>
<td></td>
</tr>
</tbody>
</table>

On or Before July 1 $235 ______
After July 1 $290 ______

Select One Workshop: Can Only Attend One Workshop

- __Towards Ecologically Valid Assessments of Driving Ability
- __Driver Rehabilitation: Evaluation and Treatment of Adolescents with Cognitive and Social Skill Limitation
- __Traffic Safety

Section Four: Attend ADED Conference ONLY August 9-11

<table>
<thead>
<tr>
<th>ADED Member</th>
<th>Non-Member</th>
</tr>
</thead>
<tbody>
<tr>
<td>On or Before July 1 $445 ______</td>
<td></td>
</tr>
<tr>
<td>After July 1 $500 ______</td>
<td></td>
</tr>
<tr>
<td>$595 ______</td>
<td></td>
</tr>
<tr>
<td>$635 ______</td>
<td></td>
</tr>
</tbody>
</table>
Section Five: Combination Registrations for ADED members ONLY -
Registration must be received by July 1, 2009 for special rates

Attend 2-Day Course AND Conference August 7-11
Select One Course: Can Only Attend One Course
- Fundamentals of Driver Rehabilitation
- Application of Vehicle Modifications

Attend Workshop AND Conference August 8-11
Select One Workshop: Can Only Attend One Workshop
- Towards Ecologically Valid Assessments of Driving Ability
- Driver Rehabilitation: Evaluation and Treatment of Adolescents with Cognitive and Social Skill Limitation
- Traffic Safety workshop

Section Six: ADED Membership

The ADED membership year is Jan 1-Dec 31. Membership fees are accepted at any time during the year and membership benefits are available for the remainder of the membership year. For specific category information visit the ADED website www.ADED.net or call the ADED office at 866-672-9466

Individual New: $120 _____
Individual Renewal: (before 3/31) $95 _____

Mobility Equipment Dealer: $250 _____
(attach list of additional Sites @ $50 each)

Facility: (multi members at same business)
1-3 Individual Members: $250 _____
4-6 Individual Members: $500 _____
7-10 Individual Members: $740 _____

Corporate: $500 _____

Section Seven: Total Fees
Registration must be received by July 1, 2009 for discounted rates

Section Two Course Total $ ______
Section Three Workshop Total $ ______
Section Four Conference Total $ ______
Section Five Combination Total $ ______
Section Six Membership Total $ ______

DONATION: Are you interested in making a donation of an item for the ADED silent auction fund raiser or a contribution to the ADED Memorial Scholarship? YES NO

If yes, someone from ADED will contact you.

Total Amount Due $ ______

Section Eight: Payment

ADED Accepts Cash, Checks, Money Orders, Purchase Orders made out to ADED.
Return form with Payment to: ADED 2425 North Center Street #369, Hickory NC 28601 Fax: 828-855-1672

If paying by credit card, complete the following information and fax to 828-855-1672 or mail to address above.

VISA Account #: ______________
MASTERCARD Expiration Date: month: ___________ / year: ___________
DISCOVER Card Holder’s Name: ____________________________

Zip Code of Billing Address: ____________________________
Card Holder’s Signature: ____________________________
Confirmations
Confirmation receipts will be mailed for registrations received on or before July 1, 2009. After July 1st, receipts will be available at the conference.

Refund Policy
All cancellations of registrations for workshops and conference must be made in writing to the ADED Executive Office on or prior to July 1, 2009. A $50.00 handling fee will be charged. There will be no refunds for the ADED Course.

Hotel Room Reservations
Ask for the ADED conference room rate of $131.00 for a single or double. ADED rate is only available until July 7, 2009. ASK FOR ADED CONFERENCE RATE 401 West High Street Lexington, KY 40507 (859) 253-1234

*Remember to ask for ADED rate- Hotel room reservation through ADED room block is directly linked to our ability to negotiate rooms and exhibit space for future years. We need your help in meeting our room reservation goals; this will help us better meet the needs of all attendees and exhibitors.

**Parking FREE for Hyatt Guests
***Free Hyatt Shuttle from Lexington KY Airport

Airports
Lexington Bluegrass Field Airport
Lexington, KY
Cincinnati Northern Kentucky Covington, KY
Louisville International
Louisville, KY

Ground Transportation
Lexington free Hyatt Shuttle
Cincinnati-80 miles drive
Louisville-75 miles drive

Rental Cars Available at all Airport Locations

Dress
Dress-Casual is recommended for all sessions and receptions.
Please bring a sweater or jacket. The temperature in meeting rooms may be cool. Dress for the ADED Banquet is business casual or dress for a day at the Kentucky Horse Races i.e.; sun dresses, suits, bright colors and of course your best horse racing hat.

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. A total of 30 contact hours is available to those attendants attending ADED 2-day courses and all conference opportunities offered.

Exhibit Area
Several hours of unopposed exhibit time has been scheduled to provide plenty of time for meeting with and 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 attend the entire time (Sunday 10:15-1:15) and complete the case study worksheet for CDRS contact hours to be awarded.
Contact Hours: 3

Certification Examination
ADED is the only professional organization to offer testing to become a Certified Driver Rehabilitation Specialist. The 2009 test will be given on Tuesday August 11, 2009. The exact time and location of the test will be sent to applicants approved by AMP, the company that administers the CDRS examination.

ADED Conference Contact Information

Registration and General Conference Information
Debbie Dunn
ADED Conference Office
107 Morgan Drive
Nicholasville, KY 40356
(859) 223-5826 office
(859) 309-0698 fax
DebD1955@aol.com

Certification Application/Examination Questions
AMP
(913)895-4600 office
(913)895-4650 fax
Website: www.goAMP.com
info@goAMP.com

Certification Qualification/Renewal Questions
Rick Shaffer

Exhibitor Questions
Michele Coffey or Katy Greene
ADED Exhibits
(859) 797-6889 - Katy
(859) 309-0698 fax
cigree0@email.uky.edu

Workshops or Seminar Questions
Stacey Stevens
ADED Conference Program
(859) 351-6612 office
(859) 309-0698 fax
staceystevens@ymail.com

Refunds
Elizabeth Green
Executive Director

24

ADED Association for Driver Rehabilitation Specialists 2425 N. Center St. #369
Hickory NC 28601
866-672-9466 toll free
828-855-1623 office
828-855-1672 fax
elizabeth.green@driver-ed.org

Hyatt Regency—Lexington
401 West High Street
Lexington KY 40507
(859) 253-123
ADAPT-SOLUTIONS introduces the POWER PULL

The Power Pull is an innovative solution to assist people seated in their wheelchairs in and out of their vehicles. The Power Pull offers ease of use and independence for quick and safe ramp accent and decent.

It was designed with a unique clutch system that holds tension under all circumstances. This prevents one from dangerously rolling down their ramp unwillingly. A retractable auto locking system prevents the cable from getting tangled up, so the system is always ready to go.

With the ease of a wireless remote, the Power Pull can be reached from outside the vehicle. It can be used without assistance. Drivers with difficulty getting up their ramp gain greater independence. With a 350lbs capacity, the Power Pull is also very useful when a caregiver requires assistance with getting up or down the ramp.

Many safety features were included in the design of the Power Pull. If buttons are accidentally released while going up or down the ramp, the Power Pull holds the wheelchair in place. The innovative ‘release’ system makes for a quick set up. Simply pull the hooks to where they are needed; you don’t need to wait for the winch to unravel. As a safety feature, the system will not release while the Power Pull is engaged.

From independent drivers to people assisting someone in their chair, the Power Pull may be the solution you are looking for!

Come see the POWER PULL at booth # K! For more information on this new product or on a dealer near you, Call us at 866-641-0419 or e-mail us: info-adapt-solutions.ca

Sure has a number of custom brackets for all popular mobility vehicles, all designed to reduce install times and improve installations.

New Part Number

The new part number for the 08 & Up E-Series bracket is - A513. The new bracket appears on all price lists and is included in the DP100 Dealer Package. The DP100 Dealer Package has all of our brackets and extra parts to help out during installations.

Installation Pictures

Installation pictures of the A513 E-Series bracket are available in our dealers lounge, making the installation even easier. Don’t forget to take pictures of your installs if we use the pictures on our website we will send you a Sure Grip t-shirt!

Call us for more information...

Want to find out about the other custom brackets we offer, how to save over $450 dollars with a dealer kit, or why our four styles of hand controls solve issues common to other controls? Just call and we will be happy to answer all your questions. Call: 1-888-370-5050

We look forward to working with you!
VEIGEL AUTOMOTIVE ENTERS NORTH AMERICAN MARKET

Veigel Automotive, Germany’s largest manufacturer of driving aids for disabled motorists and Europe’s largest manufacturer of dual controls for driving school cars made their debut in the American market at this year’s NMEDA trade show in Daytona Beach. The feedback we received was positive so we’ve decided to offer our quality line of products to the North American market.

After experiencing much success in Europe and neighbouring countries, Veigel is now ready to enter into the new world. Combining German engineering and award winning design we have created the perfect blend of style, ergonomics and quality. Veigel Automotive operates a 60 person facility in the beautiful river valley village of Kunzelsau, Germany. Our ISO 9001/TS 16949 certified manufacturing facility is complimented by an award winning R&D department and together they produce the highest quality products available in the market today.

Veigel Automotive has been in business for over 80 years and is currently a supplier to all major European car manufacturers. Our products are factory fitted and sold as original equipment all over Europe. As an original equipment manufacturer all of our products have been designed to meet the stringent test requirements of auto manufacturers like BMW, Mercedes and Volkswagen.

The award winning Rehamotive product line features hand controls for gas and brake, left foot accelerators, pedal extensions, steering wheel spinners and other well engineered driving aids, all designed and manufactured in Germany.

In Europe the most popular style of hand control is mounted on the right hand side of the driver cockpit. Our Classic™ and Compact™ hand controls are examples of the finest right hand controls available in the market. We are quickly building our database of specifically designed mounting kits for the most popular vehicles in the North American market. Thanks to our unique relationship with the many European car manufacturers you can be sure that we already have a vehicle specific kit available for your customer’s European automobile.

The Veigel - Left Hand Control™ is designed specifically for the North American market. This hand control installs extremely close to the steering column and dash board to provide as much room as possible for drivers in wheelchairs. The ergonomic design and intuitive “push-rock” motion allows comfortable access to the automobiles accelerator and brake. The unique accelerator lock prevents able body drivers from accidentally accelerating with the hand control while using the standard accelerator pedal. As with the right hand controls we are always adding new specific installation kits to our catalogue to promote quick, safe and easy installation with minimal impact to the vehicle’s existing interior trim.

Our pedal guard design mounts conveniently under the dash using existing bolts as attachment points. Using existing attachment points reduces install times and helps retain resale value of the vehicle by limiting the amount of destructive modifications. Once installed the pedal guard can be removed in seconds without tools.

Our pedal extensions reduce the distance to the pedals by 2 – 4 inches. For special applications we can increase the adjustable shaft and double the reduction benefit to 4 – 8 inches. Using the same system as the pedal guard the pedal extensions can be removed in seconds without tools. This easy to remove product offers effortless handling for the customer and a quick and straight forward installation for the dealer.

Veigel automotive offers hundreds of vehicle specific mounting systems. Each mounting system is designed to reduce installation time and effort while delivering a finished product that integrates perfectly with the vehicle interior. We rely on dealer feedback as a critical component of our design approach. We work with both retail customers and dealers to identify the day to day requirements of operating an automobile comfortably as well as the requirements for a clean, safe and reliable installation.

We recently opened our North American headquarters in Detroit, Michigan and we have sales and technical staff waiting to help you integrate the Veigel Automotive product line into your dealer product offering. For more information visit us on the web at www.veigel-na.com or call 586-530-2597 for more information.

VEIGEL $10K CDRS GIVEAWAY

Veigel Automotive is giving away $10,000 in hand controls and pedal extenders to fifteen randomly selected contestants. The only requirement for entry is a valid CDRS certification. If you are a Certified Driver Rehabilitation Specialist and you’re looking to add some high quality adaptive driving equipment to your evaluation vehicle go to:


Please check out our advanced adaptive driving solutions at the ADED conference booth 5.
B&D Independence, Inc. Announces Major Improvements

B&D Independence, Inc. recently announced four significant improvements to our Leadership Series Seat Bases for lowered floor minivans.

ComfortSafe™: Our ComfortSafe™ foot rest is designed to minimize blunt force trauma to the lower leg/ankle. The rolled edge design provides a smooth surface when moving your feet onto the foot rest.

Fully Adjustable Foot Rest: Our newly designed adjustable foot rest allows the dealer to adjust the height of the foot rest to the height most comfortable for the driver. The foot rest can be adjusted up to 3.5 inches from its normal position. This feature is now standard on all lowered floor seat bases.

Increased Width: We have increased the width of the ComfortSafe™ foot rest by 15% to provide a larger surface for your feet.

Carpet: All seat bases for lowered floor minivans now come with carpet for both the foot rest and the actuator cover. Carpet is available in either gray or tan.

When making this announcement, Scott Lewis, VP and General Manager stated, "As part of our commitment to continuous improvement, the team at B&D is pleased to announce these improvements to the Leadership Series. We are constantly looking for ways to improve the quality, comfort and safety of our products."

B&D Independence, Inc. is located in Mount Carmel, Illinois. Additional information may be found on our website: www.bdindependence.com

B&D Independence, Inc. Announces Rear Entry Transfer Base

B&D Independence, Inc. is pleased to announce its newest transfer seat base. Model L75 is a 4-way seat base designed for rear entry and non-lowered floor Chrysler / Dodge vans. The L75 mounts into the OEM seat floor mounting holes and in many cases the rear is anchored to the OEM bracket (no drilling required). The L75 is designed to mount at a 6º angle which prevents it from intruding into the path of the center cut. The OEM seat is retained and in most applications the seat remains within ¾ of its original height. For non-lowered floor vans the L75 offers numerous options. The long horizontal travel (35-37 inches) allows the front seat (Driver or Passenger) to move back into the 2nd door area. For rear entry vehicles, the swivel would turn inboard. For non-lowered floor and non-rear entry vans it can be ordered with the 100º swivel turning out of the vehicle. As a special benefit, the L75 is the only seat base that can be used in vans with Stow-n-Go seating! As with other seat bases in the Leadership Series, the L75 is rated at 500 lbs and the wiring harness is concealed. The L75 is also available with a handheld pendant. Additional models will be added in the coming weeks.

When making this announcement, Vern Rye, Director of Engineering, said, "We are very excited to offer this new model seat base. The length of travel, heavy-duty weight capacity and swivel rotation options greatly increases the applications for this seat base. Prior to its introduction, there were essentially no viable options for a rear entry van or for a van with Stow-n-Go seating."

B&D Independence, Inc. is located in Mount Carmel, Illinois. Additional information may be found on our website: www.bdindependence.com
Driver Test Station

Our new Autoadapt Driver Test Station is an evaluator tool, used to determine a customer’s strength, mobility and reaction time. The Test Station does not produce a pass/fail result but provides the evaluator with true facts in making these decisions.

The DTS allows you to test and compare the client’s strength and reaction in using a right and left hand control, right and left foot pedals, turning the steering wheel with different steering knobs to find what combination fits your client best.

1) Bruno Launches the “Stow-Away™” Innovative, Powered Transfer Seat

Bruno Independent Living Aids, the world’s leading designer and manufacturer of automotive mobility devices, has announced the launch of its newest product, the Stow-Away™, a remarkably innovative powered transfer seat, mounted on the outside, for most pickup trucks and higher SUVs. Designed to provide the easiest possible access to the driver’s seat or front passenger seat for individuals who utilize personal mobility devices, the Stow-Away maintains all factory seat features. It also eliminates any obstruction inside the cab and retains all of the vehicle’s safety systems.

Housed in a compact, sealed container, the Stow-Away is normally affixed to the running board mounts under the vehicle. A single switch pendant operates the unit, and upon activation the container opens and the seat drawer glides out. Using a proven actuator and scissors mechanism, the seat moves up to the desired transfer height. After transferring from a wheelchair or scooter to the Stow-Away seat, the user rides up to the optimal height for transferring onto the vehicle seat and slides over. The switch is pressed and the Stow-Away reverses, down and back into its container. When used with other Bruno companion products, such as the Out-Rider® lift and Pow’r Topper™ to stow a wheelchair, scooter or power chair into the pickup bed, the Stow-Away is the complete mobility solution.

Andrew Bayer, Scientific Technician/Technologist at Bruno, and the holder of several pending patents associated with the Stow-Away, stated, “We discovered in our market research that customers really wanted to maintain the comfort of their factory seat, with all of its power functions.” Mr. Bayer has over 25 years of experience working with persons with limited mobility, and his direction of the design and technology teams was crucial. “There are several key engineering features to the Stow-Away”, Bayer continued. “Because it is attached to the exterior of the vehicle, the heavy-duty, sealed container and drive mechanism had to be tested in extreme weather conditions and off-road driving.”

The simplicity of the Stow-Away’s design, and the fact that it takes up absolutely no space in the interior of the truck or SUV, is incredibly significant. “I wanted to design a product that could fit a wide variety of pickup trucks, from compact/mid-size to the bigger one ton models, and all different cab styles,” Mr. Bayer remarked. The product would also need to be modular, with the ability to switch from truck to truck, or even mounting on larger SUVs. The Stow-Away not only provides customers with new independence, but gives them the freedom to choose the style of truck they prefer.

2) For walking or transferring individuals: DTS with the seat floor unit mounted. The seat has a swivel feature for easy entry. The DTS software showing the start page with the different test items: Right hand strength, left hand strength, right foot strength, left foot strength and also the ability to react.

3) For wheelchair occupants: DTS with the wheels and the seat floor unit removed. The wheelchair can be secured to the wheelchair anchorage at the front.

Although the Stow-Away is clearly lean and compact, it is tremendously rugged and has a rated weight capacity of 300 lb (136 kg). Its fast, smooth and quiet operation is augmented by other standard features, such as the sturdy splash guard, an emergency backup system, and a removable padded safety handle, for added stability during transfers. Other standard features include one-button operation, customized transfer height and vehicle specific mounting brackets. Optional features include a taller seat pad, for extra height, and a transfer plate to bridge wider gaps between the Stow-Away seat and some vehicle seats.

For further information contact: Andrew Bayer @ andrew.bayer@bruno.com or Mike Krawczyk @ mike.krawczyk@bruno.com.
Announcing NMEDA’s New Website

By Dave Hubbard, CEO, NMEDA

NMEDA is proud to announce that our new website is launched and well on its way to becoming a useful everyday tool for our membership and the consumer alike.

The first thing you’ll notice when you go to www.nmeda.org is the completely different look. The site is designed to welcome consumers, educate them about automotive solutions and easily direct them to a qualified dealer near them. Yes, we have a real dealer locator that can search out dealers based on zip or postal codes. NMEDA Members also will notice that the list of dealers displays QAP dealers first - listed by distance from the zip code - followed by a link to all other NMEDA member dealers.

Another major element on the homepage is the constantly rotating main illustration featuring a number of different mobility solutions offered by our manufacturer members. This function is designed to house as many photos as we want to load onto the site and this feature will arbitrarily start its rotation at a different point each time you log on.

If you go to “for our members” section, most of the material is behind a log-in that requires an ID and password that, if you are a NMEDA member,

you should have received in early May via a member letter. If you are a member and have not yet received your ID and password, or you’ve misplaced it, call Jenna at 800-833-0427 and she can issue you a new one.

Most of the information contained within the site is the same as the old site - only much more organized and easier to access. If you do have trouble finding something, use the “search” function in the upper right hand corner (i.e. try entering “AED”); it may not be perfect yet, but it’s awfully close. If you are not a member and would like to join, simply click on the “Join NMEDA” tab and select “Apply Now” from the drop-down menu. When you complete and return your application you’ll receive a unique ID and password to gain access to the “members only” sections.

All in all, we are very proud of the new website and hope you will be equally enthused once you have had a chance to explore it. Please note that the Guidelines and QAP Rules and Regulations are indexed by section to make finding specific information easier and more functional for the membership.

As time goes on we will be adding several functions; such as: recorded training programs and webinars, a survey function to collect information and valuable opinions, and an ecommerce function to purchase NMEDA materials and facilitate conference registration online. Like I said, it is not perfect yet and we prove we are only human every day, so if you have some suggestion or just spot something that doesn’t appear to work right, we would like to hear from you.
CALL FOR PRESENTATIONS

Kansas City, Missouri
July 29-August 3, 2010

Title: ____________________________________________________________

Abstract: __________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________
________________________________________________________________________________________

Workshop (7 hours)_____ Seminar (3 hours)_____ Mini-Seminar (1 1/2 hours-offered twice)_____

Presenter/Qualifications (please attach curriculum vitae for each presenter including mailing address, telephone and e-mail address)

Level of course: Beginning_____ Intermediate_____ Advanced_____

Educational Objectives (list 5 total)
1. __________________________________________________________________________________________
2. __________________________________________________________________________________________
3. __________________________________________________________________________________________
4. __________________________________________________________________________________________
5. __________________________________________________________________________________________

Honorarium offered: Honorariums are offered per each session offered. The payment may be disbursed to more than one speaker according to instructions provided by lead speaker.
• Pre-conference Workshop: $1000.00 per workshop.
• Seminar: $500.00 per seminar.
• Mini-Seminar (offered twice): $500.00 for total of 2 sessions.

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: October 1, 2009
Q. How can a power transfer seat take up ZERO space inside your pickup truck or SUV?

A. It’s NOT INSIDE!

Introducing...

The Stow-Away™

A remarkable, exterior mounted transfer seat that quickly and smoothly raises the user to a desired height.

- All the features of your factory seat are retained.
- No 2nd row seating obstructions
- No compromising any safety standards
- 300 lb/136 kg weight capacity

www.bruno.com
1-800-462-0664

code: ADEDNEWS0409

25th Anniversary
We are still accepting donations for the silent auction to be held at the ADED Annual Conference and Expo, August 7-11, 2009.

Silent Auction proceeds go to the ADED Memorial Scholarship Fund.

If you are able to donate an item or monies, please contact:
Maryfrances Gross at mfgross@gmail.com or (859) 219-3144

SILENT AUCTION NEWS

NATIONAL PUBLIC RADIO's July 6th 2009 Morning Edition featured Glenn Digman OTR/L, CDRS and ADED President Susan Pierce OTR/L, SCDCM, CDRS. The special report: On the Road Again: Specialists Helping Aging Drivers appeared 20-minutes before the hour throughout that morning.

The report mentioned “as we age, we often lose some of the abilities that make us safe drivers. Vision, memory, physical strength and reaction time may decline. That’s where a little-known health-care professional can help out: a driver rehabilitation specialist.”

“We’re about helping you drive safely,” says Glenn Digman, a specialist who sees clients at National Rehabilitation Hospital in Washington, D.C. “Often we’re the hero when we put a nice man on the road. And sometimes we’re the villain.”

Often it falls to the driver rehab specialist to tell them to stop, says Susan Pierce, the president of the Association for Driver Rehabilitation Specialists. “We have to be the ones to say ‘no’ so that the daughter doesn’t have to hear, you know, Dad says, ‘Oh, you’re the bad daughter, you took my car away you took my driving away,’” she says.

To hear the entire feature, you can listen through the NPR website @:
Brackets change. We’re changing too.

With the continuous changes in wheelchair design, we understand the importance of having a current selection of wheelchair brackets. Q’Straint works directly with wheelchair manufacturers weekly to offer an up to date list of available brackets. Log on to our innovative QLK-100 interactive bracket list at www.qstraint.com.

Cannot find your wheelchair on our list? Call us directly and we will help you out! 1-800-987-9987
Editors Note (continued from page 3)

quite successful. GPS advocates tell you that you no longer need to have the co-pilot when using a GPS system, but clearly that is not always the case. Pilot/co-pilot travelers need to set some ground rules on which voice the driver is going to listen to, the GPS or the "co-pilot".

• The third voice (the GPS) can be more distracting than your co-pilot. Turning the volume down or off can be a good thing, especially when there is a co-pilot.

• Knowing the lay of the land is crucial. It is very easy to assume the GPS is accurate and detects your every move. If a turn is missed, the GPS will recalculate your position, but it may not be the best route.

• A good quality system that provides turn by turn prompts well in advance is a desired feature of a GPS system.

• Sometimes a single mistake, like almost getting sideswiped, should not be a sole deciding factor in a person’s ability to continue driving. It is the big picture we need to consider because even good drivers can make mistakes.

And the last lesson learned? I’ll think twice before I buy my parents another technology related gift!

I welcome your thoughts and comments, Amy Lane OTR/L CDRS laneak@upmc.edu

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.

* * * AUGUST * * *
August 7-8, 2009 Lexington, Kentucky ADED 2-Day Courses: “Fundamentals of Driver Rehabilitation” and “Application of Vehicle Modifications”
Contact: www.aded.net

August 8-11, 2009 Lexington, Kentucky ADED 33rd Annual Conference
Contact: www.aded.net

August 2009 Minnesota DSSA Summer Board Meeting and Seminar
Contact: www.thedsaa.org

August 20, 2009 Michigan 2009 International Symposium on Teen Driver Safety
Contact: m-castle@umich.edu or visit the Website at http://m-castl.org/node/57

* * * OCTOBER * * *
October 15-16, 2009 Hanover, MD 21076 ADED Fundamentals of Driving Rehabilitation
Contact: www.aacc.edu/drivinginstructor.cfm or (410) 777-2325

October, 2009 Nashua NH ADED NE chapter/NETSEA conference
Contact: donald.sampson@CrotchedMountain.org

* * * NOVEMBER * * *
November 11-14, 2009 Sarasota, Florida DSAA International Driving School Convention
Contact: www.thedsaa.org

* * * * * * * * * * *
To have your event information included in the Mark Your Calendar section, please provide the information to:
Amy Lane, Editor, News Brake laneak@upmc.edu
(412) 864-3068

ADDED Fundamentals of Driver Rehabilitation Course

October 15 and 16, 2009
AACC at Arundel Mills | 7009 Arundel Mills Circle | Hanover, MD 21076

Learn how to conduct a clinical evaluation and a behind-the-wheel assessment. Understand disabilities and their implications for driving. Identify appropriate vehicle adaptive equipment. Learn about funding, ethics and liability considerations for a driver rehabilitation program.

Course instructors are Sally Sullivan, CDRS and Kimberly Harwood White, MS, OTR/L, CDRS.

Course attendees may apply for funding through the ADED Memorial Scholarship Program.

For more information, go to ADED website: www.aded.net for scholarship application

For registration or course information, please call
(410) 777-2325
or go to www.aacc.edu/driving/instructor.cfm
Accessible Minivans, Wheelchair Lifts & Mobility Aids for Your Active Lifestyle

1-800-THE-LIFT
1-800-843-5438

Please visit our website for an animated tour of BraunAbility products

www.BraunAbility.com
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 compliments 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.

---

**WE'VE GOT THE LOCK ON WHEELCHAIR DOCKING SYSTEMS**


---

36  NEWSBRAKE  Summer 2009
2009 - ADED MEMBERSHIP RENEWAL INFORMATION FORM

ADED membership runs from January 1 through December 31.

Membership Categories are as follows:

**Individual** (new member): $120
Individuals involved in provision, implementation, research or administration of driver rehabilitation services (driver evaluation, behind the wheel training and/or transportation evaluations).

**Individual** (renewal): $95
Individuals who have been members for the current year.

**Mobility Equipment Dealer**: $250
Business involved in providing installation, services, and/or retail sale of equipment, vehicles or rental vehicles for individuals with disabilities.

  - each additional site: $50

Facility: $250 (1-3 individuals)
$500 (4-6 individuals)
$750 (7-10 individuals)
Business or agency involved in the provision, implementation or administration of driver rehabilitation services (driver screening, evaluation, behind the wheel training and/or transportation evaluations). This category includes hospitals, rehabilitation centers, driving schools, driver licensing agencies, etc. Individuals must be listed on facility’s membership so their status is maintained for eligibility to run for office.

**Corporate**: $500
Business involved in manufacturing and distributing products used by driver rehabilitation specialists or individuals with disabilities. You will also receive with your membership: (1) ADED’s extensive Resource Manual, (2) NEWSBRAKE newsletter, (3) your website access, (4) Discounted conference rates, and (5) Discounted Professional ADED course costs.

---

Name ___________________________ Organization________________________
Address ___________________________ Business Phone ___________________________
City/State/Prov./Zip ___________________________ Fax No. ___________________________
E-mail ___________________________ □ Check Enclosed □ VISA □ MasterCard # ________ Exp. Date ________

NOTE: Please completely fill in this form.

---

**Professional Background**
(check primary)
- Hospital
- School System
- Private Driving School
- Equipment Installation
- Manufacturer
- State Agency
- Specify:
- Other ____________

**Facility**
(check primary)
- Driver Education
- Occupational Therapy
- Vocational Rehabilitation
- Rehab Engineering
- Equipment Dealer
- Equipment Manufacturer
- Kinesiotherapy
- Other ____________

**Program Services**
(check all that apply)
- Clinical
- Classroom
- Driving Range
- Simulator
- Car
- Van
- Van Modifications
- Other ____________

---

COMMENTS? Please use the back of this form to pass on ideas, suggestions or comments to the ADED board.

THANK YOU FOR YOUR RENEWAL!!!

Checks must be in U.S. Funds made payable to ADED.

Return membership renewal and this data update to:
ADED | 2425 North Center Street, #369 | Hickory, NC 28601
877.529.1830 | 828.855.1623 | Fax 828.855.1672

---

Summer 2009 NEWSBRAKE
Unlimited Access
With Access Unlimited

At Access Unlimited we believe that mobility needs, like people, are individual and personal. We celebrate the rich diversity of our customers' needs by creating products that allow easy access to ANY vehicle, from cars and vans to trucks and SUVs. We believe that adaptive equipment should be unobtrusive and should meet the needs of its user with a minimum of modification to vehicle or lifestyle. We believe every person should be able to choose the vehicle they like best, regardless of their disability. Access Unlimited products empower people with disabilities to regain control of their mobility.

See our Website for Coupe & Sedan products!
Call 1-800-849-2143 for a dealer near you

View Our Entire Product Line at...
www.accessunlimited.com
The force to the accelerator is transferred through high quality Teflon coated cable, enabling use of right hand, smooth, and safe motion. Brake - push, gas - pull, “brakelatch” enables use of right hand. Multi-function option for secondary control.

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 to future vehicle.

www.menox.org
www.drivingsystems.com

All Menox Driving Aids Values:
- Universal. Menox is compatible with many different car brands.
- Adjustable according to customer’s vehicle and needs.
- Smooth and easy to use.
- Installation is simple without removing the interior.
- Aesthetically designed to match car style.
- A Menox equipped car is a compatible family car. Family members can comfortably drive the car using their own controls.
- Menox driving aids are designed for quick release.

We Serve You: To Serve Your Client
- Ask DSI about our programs to assist evaluations in obtaining Menox hand control for

Distributor:
- DSI
- 16139 Runnymede Street
  Van Nuys, CA 91406
  TEL: 818-782-6793
  FAX: 818-782-6485
  info@drivingsystems.com

Summer 2009 NewsBrake 39
give your clients the added security of AutoLock

AutoLock comes standard on all 4 styles of Sure Grip controls - at no extra charge.

Call 1-888-370-5050 to request your free information packet.

Just add "LOCK-OUT" to your next recommendation!

ADED CONFERENCE 2009
Come visit us at our booth! (10 & 11)

Innovative Driving Solutions.
www.suregrip-hvl.com