

# PASETTER

## *Pennsylvania Association for Safety Education*

*Fall 2002 Issue*

### **Membership IS Strength**

*A message from PASE*

*Executive Director, Brad Bradshaw*

If there is "strength in numbers," then PASE is a "98 – pound weakling." When the Highway Safety Center at IUP agreed to manage PASE in June, 2001, PASE membership stood at about 165. With the adoption of a new constitution that identifies different membership levels and a dues increase (of a whopping \$5.00 per year), membership now stands at about 70.

PDE identifies over 1000 certified public and private driver training instructors in Pennsylvania . . . and PASE is comprised of 7% of these, how can we be strong? How can we influence driver and safety education in the Commonwealth?

We talk of (1) mandatory driver education; (2) increased funding for driver education; (3) influencing the Legislature; (4) influencing PDE and PennDOT; and on and on. With 70 members? Get real!

When I was given the opportunity to become PASE Executive Director, I had three main goals . . . (1) to reorganize the association into a streamlined, workable group that could be successful; (2) to improve the PASE financial picture; (3) to provide a meaningful, quality conference for those that attended. I have met those goals.

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Valuable information, conference updates and issues of the PASETTER are currently available at the PASE web site:

[adtsea.iup.edu/pase](http://adtsea.iup.edu/pase)

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### ***Conference...2003***

#### Mark Your Calendars!!!

The 54<sup>th</sup> Annual Pennsylvania Association for Safety Education Conference will be held on May 1<sup>st</sup> and 2<sup>nd</sup>, 2003 at the Quality Inn - Arena in Bedford, Pennsylvania.

Sixty-five rooms will be available at the Quality Inn at the following reduced rates:

Single - \$52  
Double - \$58  
Triple - \$64  
Quad - \$70  
Suite - \$67

Call 1-800-329-7499 or 814-623-5188 to make your reservations BY APRIL 15, 2003...Please visit the PASE web site for a registration form and additional details. Also, watch future issues of the Pasetter for additional details.

# **Give Teens a Ride on the Safe Side Real Life Experience Without The Real Life Risks PA DUI Association Safety Bug Booking for Fall 2002 and Spring 2003**

The PA DUI Association's Safety Bug is now booking for Fall 2002 and Spring 2003.

More information can be found at [www.padui.org](http://www.padui.org) and click on the Safety Bug.

The requirements for the program are:

## **Driver Eligibility**

Only students or adults with a valid driver's license will be able to drive the Safety Bug. The driver's license will have to be presented before the person is able to drive. Learner's permits will not allow the individual to drive the safety bug; however, we encourage them to be "along for the ride" as passengers. Drivers showing any signs of impairment (due to drugs and alcohol) will not be permitted to participate in this event.

## **Event Staff**

Event Rental Group agrees to provide three (3) representatives to work each event. Their responsibilities will be to help TEAM DUI with set-up, operation and tearing down the course. Adult supervision, provided by the renting group, must be present at all times.

## **Required Course**

The Safety Bug will only perform on flat, paved lots that are free of obstructions with a minimum dimension of 200x250 feet. The lot must be free of potholes, curbstops, light poles, trees, medians, speed bumps, guide rails, and any vehicles.



## **Cost**

The rental fee for the Safety Bug, the program and staff time and travel is \$700 and one nights lodging (at a Holiday Inn or comparable facility) per day, which is equivalent to seven hours. Please inquire with the Association staff for cost associated with additional hours.

## **Sponsors**

As part of this agreement, the rental group understands that the PA DUI Association is the main sponsor of this event and as such, will be included in any and all materials produced in association with this program. Furthermore, other sponsors secured toward the development of the vehicle will also be included. You may, however, include your organization as the local "sponsoring" group and produce materials at your own expense in addition to those provided. The PA DUI Association Safety Bug cannot / will not be sponsored by individuals or groups whose efforts undermine the mission and scope of our organization.

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## *Driver education, passenger education: It's a long, hard road*

### **I am learning to be a passenger.**

This is no easy thing. A single parent, by definition, spends a lot of time behind the wheel. Until recently, it had been years since I last sat in the right-hand front seat of a car.

But now this is the unfamiliar spot where I find myself. My kids are of driving age and my duty to society is to be right there next to them, transmitting automobile lore.

Funny how the simple act of shifting seats changes your perspective. I think: Is it normal for oak trees to be this close to my shoulder? I think: Do my passengers feel this same small shiver when I swerve to avoid bicyclists, traffic barrels, road debris and SUVs the size of shrimp boats that have funny ideas about what constitutes "the side of the road"? I think: Just when did I last update the beneficiaries section of my life insurance policy and does it matter that I didn't include middle names?

### **A passenger has the free time to ponder such questions.**

As a passenger-seat parent, one must master fear and learn to give timely, clear instructions without screaming or damaging a driver's self-esteem for life. Poor self-esteem is the No. 1 cause of flashy cars in later life.

You learn to be encouraging by mastering the art of understatement. Say: "You took that turn a tad wide." Not: "Mother of pearl! We're gonna die! Keep the front wheels in this ZIP code!"

As often happens in teaching, both sides are learning and the roles of teacher and student can get blurry. At least they seem that way after you've moved your hands from your face.

I'm also working on not grinding a hole in the carpet where the imaginary passenger-side brake pedal is. This is either imitative magic or pure reflex, but everyone does it, stamping the floor while the student driver decides whether to stop. As if some deep, nonrational part of your brain believes that if somebody, anybody, in the car looks like they're trying to stop, that must count for something. I fear life is coming full circle as I go from being a young passenger to being the driver and then experiencing a second passengership later in life.

Something in me wants to ask the kid, "are we there yet?" But one should be careful exacting revenge upon the person with the keys.

I idly look at the roadside scenery and find I'm better able to study it now that I'm only along for the ride and not scanning the road for people who want to kill me. I wonder at the trees, still blackened from the fires of -- can it really be? -- four years ago. Back when the kids were small enough to be arguing about who would get the seat I now occupy and who would suffer exile to the back. I scan the sky. I disapprove of the radio presets.

Continued on page 14

Put DORON Ad Here

## PA DUI Association Safety Bug Booking for Fall 2002 and Spring 2003,

*continued from page 2*

The Safety Bug will be available in these areas on the noted dates-

### 2002

September 3, 2002 – September 6, 2002	South West/North West
September 9, 2002 – September 13, 2002	South West
September 16, 2002 – September 20, 2002	North West
September 23, 2002 – September 27, 2002	North Central
September 30, 2002 – October 4, 2002	North East
October 7, 2002 – October 11, 2002	North Central
October 15, 2002 – October 18, 2002	North East
October 21, 2002 – October 25, 2002	South Central
October 28, 2002 – November 1, 2002	South East
November 4, 2002 – November 8, 2002	South Central
November 12, 2002 – November 15, 2002	South East
November 18, 2002 – November 20, 2002	South West/North West
November 26, 2002 – November 29, 2002	South Central/North Central
December 2, 2002 – December 6, 2002	North East/South East
December 9, 2002 – December 13, 2002	Open

### 2003

March 3, 2003 – March 7, 2003	South East
March 10, 2003- March 14, 2003	South Central
March 17, 2003- March 21, 2003	South West
March 24, 2003 – March 28, 2003	North West
March 31, 2003 – April 4, 2003	North Central
April 7, 2003- April 11, 2003	North East
April 14, 2003 – April 18, 2003	South West
April 21, 2003 – April 25, 2003	North West
April 28, 2003 – May 2, 2003	South Central
May 5, 2003 - May 9, 2003	North Central
May 12, 2003 – May 16, 2003	South East
May 19, 2003 – May 23, 2003	North East
May 26, 2003 – May 30, 2003	Open
June 2, 2003 – June 6, 2003	Open

Please call 717-238-4354 to schedule your event.



INSERT RAYDON AD HERE

Technology...

# Electric Vehicles (EVs)



## How does an Electric Vehicle Work?

Some of the earliest automobiles were powered by electric motors driven by batteries. But rapid advances to internal combustion engines quickly drove the heavier, range-limited EVs from the market. The pressing need to reduce air pollution together with new advanced batteries and motors have allowed EVs to reappear as a clean alternative to internal combustion vehicles. Electric drive systems are virtually non-polluting and extremely energy efficient. Whereas only about 20% of the chemical energy in gasoline gets converted into useful work at the wheels of an internal combustion vehicle, 75% or more of the energy from a battery reaches its wheels.

Another advantage of electric motors is their ability to provide power at almost any engine speed. While internal combustion engines must be revved up to high rpm to achieve maximum power, electric motors provide nearly peak power even at low speeds. This gives electric vehicles strong acceleration performance from a stop.

Ultimately it's the batteries that will determine the cost and performance of EVs. There are several major types of automotive batteries available and under development, from advanced lead-acid batteries like those that start our internal combustion engine vehicles, to nickel-metal hydride, to lithium polymer batteries. Even the best of these, however can store only a few percent of the energy of a gallon of gasoline in the same volume. The greater efficiency of electric motors helps a lot, but the range of EVs is still limited. Recharging is also a consideration. Home recharging systems are available, relatively simple and give EVs an added advantage. Recharging sites away from home are still scarce and the time required for a full charge can be substantial.

**Additional Information on Electric Vehicles may be found at these websites:**

[CALSTART](#)  
[Electro Automotive FAQs](#)  
[Alternative Fuels Data Center](#)  
[Field Operations Program](#)



Article information available at: <http://www.fueleconomy.gov/feg/evtech.shtml#additional>

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## *Sensors could sketch out crash*

*At least 2 cars had data recorders that investigators can tap for clues*

By THOMAS CONTENT and STANLEY A. MILLER II

[tcontent@journalsentinel.com](mailto:tcontent@journalsentinel.com)

*Last Updated: Oct. 14, 2002*

Sensors attached to air bags in cars that burned in Friday's fiery I-43 pileup may help investigators as they try to reconstruct the moments leading up to the deadliest crash in state history.

The sensors, known as event data recorders, can provide details such as how fast a car was traveling at the time of the crash and whether drivers were wearing seat belts.

The recorders aren't as sophisticated as the "black boxes" found in airplanes that help aviation safety investigators hunt for clues to the cause of plane crashes. But the devices, particularly on General Motors vehicles built since 1999, can provide details that weren't available to crash investigators until recent years.

Thanks to new technology, investigators working on accident reconstruction are "getting a much broader picture, information that eight years ago we didn't have," said W.R. "Rusty" Haight, an accident reconstruction consultant in San Diego. "Investigators in this crash are going to have a better picture of the total event and how it happened."

Friday morning's crash killed 10 people and injured at least 38 others, after 45 cars and trucks slammed into one another on a fog-shrouded stretch of I-43 in Sheboygan County. How much help the sensors and onboard computers inside most new cars will be to investigators remains to be seen.

A key difference between a typical car's computers and sensors and airline flight data recorders is that the car-mounted sensors may not have survived the collisions and fire, State Patrol Sgt. John Jones said.

"These are not like airline black boxes," he said during a weekend news conference. "They are encased in a relatively soft metal which will melt in intense heat."

It will be several days before a preliminary report on the crash is prepared, State Patrol Sgt. David Catalano said on Monday.

### *Advanced recorders in 2 cars*

All GM models built since 1999 have the most advanced event data recorders. That includes at least two of the 45 cars involved in the I-43 accident, a 2001 Chevy Cavalier and a 2000 Pontiac Sunfire. The State Patrol hasn't yet released vehicle information for all 45 vehicles involved in the crash, so it's possible that more than two cars will provide investigators with sophisticated crash data.



## *Sensors could sketch out crash, continued*

If the sensors survived the flames, air bag modules can be particularly valuable in gauging the vehicle's speed at impact, Jones said. That data can tell investigators whether a car was braking just before the collision. That would help the investigators determine whether the driver was aware of what was going on at the time of the crash, he said.

The sensors in newer GM cars can be thought of as electronic "brains" behind air bag systems. They are used by automakers to get real-world crash information so designers can make vehicles safer, and accident reconstructionists tap into them for hard facts.

Using a computer and special decoding software, crash data can be downloaded from the sensor, including the vehicle's engine speed, whether the brakes or throttle were used, the speed of the vehicle and whether the people inside were wearing seat belts.

### *GM's are most sophisticated*

Sensors of one sort or another are found in every car with air bags, but the modules installed in vehicles from General Motors are the most sophisticated, said Phil Haseltine, president of the Automotive Coalition for Traffic Safety in Arlington, Va.

"This information is extremely useful to engineers after a crash," he said.

Jim Schell, manager of GM product safety communications, said the company designed the units in the 1970s to capture data during crashes that could then be studied for ways to make cars safer.

The GM sensors, installed under the dashboard or under the passenger seat, can provide readings from the last five seconds before the air bags deploy. Data stored in the sensor is accessed through a decoding kit known as a Crash Data Retrieval System.

More than 800 of these kits are in use nationwide, including seven in Wisconsin, said James Kerr, program manager for Vetronix Corp., which makes the units. The Wisconsin State Patrol owns four, and the rest are owned by private accident reconstruction firms in Milwaukee, Green Bay and McFarland, outside Madison.

Privacy concerns over the sensors have been raised in some quarters, including the Washington, D.C.-based Electronic Privacy Information Center.

Micabil Diaz, legal director for American Civil Liberties Union of Wisconsin, said his organization has not received any complaints or heard of any local cases about the sensors. Haseltine said the auto industry considers the data inside a sensing module to be the property of the vehicle's owner. Situations where law enforcement agencies have tapped into a sensing module have been "pretty limited, as far as I know," he said.

"There have been a lot of privacy issues raised, but most of them have been settled," he said. "The data belongs to the owner . . . unless the law enforcement agency gets a court order from a judge, and that is probably very easily obtainable."

To date, event data recorder technology has been installed voluntarily by automakers, but federal highway safety regulators are being pushed to do more.

## ***Sensors could sketch out crash, continued***

Ricardo Martinez, former head of the National Highway Traffic Safety Administration, recently petitioned the agency to require that new cars be equipped with sophisticated event data recorders.

Martinez now heads an Atlanta-based company, Safety Intelligence Systems Corp., that is collaborating on a project to create a global crash database using emerging "black box" technology.

The agency hasn't yet responded to Martinez's petition, but last week - one day before the I-43 tragedy - NHTSA announced it was seeking comments on the role it should play in the future with regard to the devices, such as whether the crash recording sensors technology should be standardized.

Currently, only GM and Ford have been open to sharing sensor readings with crash investigators. Other carmakers, citing concerns about potential litigation, have been reluctant to share the data with anyone other than NHTSA, Haight said. NHTSA officials weren't available for comment Monday because of the Columbus Day holiday.

Another emerging technology - a collision warning system that alerts a driver approaching a stopped or slowing car ahead - is already available on new semitrailer trucks and some luxury passenger cars.

In response to a series of fatal rear-end crashes that involved commercial trucks, the National Transportation Safety Board last year recommended that collision warning systems be mandated on new trucks.

*Jeff Cole of the Journal Sentinel staff contributed to this report.*

Appeared in the Milwaukee Journal Sentinel on Oct. 15, 2002

### **Membership IS Strength...Continued from page 1**

The financial picture is much brighter, the 2002 Conference was excellent (don't take my word for it, ask someone who attended) and the 2003 Conference (May 1-2 in Bedford) is shaping up to be another quality offering.

I realize that for most of you, teaching driver education is not your primary responsibility. Even so, you benefit from driver education. So why is it that you benefit but many, many of you give nothing back? \$25.00 a year is not a lot to ask for strength, for the opportunity to improve yourself, for the opportunity to keep current in our field or for the opportunity to make a difference in the Commonwealth. Membership in PASE runs from June 1<sup>st</sup> to May 31<sup>st</sup>. If dues are not received by December 31<sup>st</sup>, membership is automatically cancelled.

If you are a member, thank you! If you are not, then join! Just like "the Ark," if we float, we float together . . . if we sink, we all sink.

## SEND IN *YOUR* ARTICLES!!

The PASETTER is created by article submissions provided by PASE members.

And, we are always on the lookout for articles.

You are encouraged to submit articles....

Remember... without you, the PASETTER doesn't exist.

If you would like to submit an article...enclose this completed form, with your article and mail them to:

Dana Bowser, Editor  
The Pasetter  
Highway Safety Center  
R&P Building  
629 Fisher Avenue  
Indiana, PA 15705

OR...

Email your articles to [dbowser@iup.edu](mailto:dbowser@iup.edu)

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## SUVs popular despite safety concerns

Reports show sports utility vehicles have safety hazards, yet Americans continue to make these gas-guzzlers the most popular car on the road.

"There will be an estimated 70,000 SUV rollovers in 2002, in which an estimated 2000 people will die," PBS' Frontline News reported. However, "One out of four new vehicles sold in the U.S. is an SUV."

So, why are Americans, so enthralled with their so-called "utility vehicles?"

Consumer Reports said there are some who buy them for their size, some for their extra cargo space, and then there are those who shell out the extra dough for a Cadillac Escalade because they like the chrome trim and to intimidate other motorists.

"Guys drive SUVs to impress girls and girls drive SUVs because they have rich daddies," said John Decker, 18, a freshman who has an undeclared major from Mesa, Ariz.

But not all SUV buyers are trying to appear cool, consumers often choose the SUV for its perceived safety benefits, size and protection.

Being higher off the ground gives SUV's a greater advantage in traffic accidents, this reasoning often attributed to the idea that the bigger a vehicle, the better protected its occupants.

"My parents bought my Ford Explorer definitely for safety reasons," said Crystal Schofield, 21, a junior majoring in business finance from Phoenix, Ariz. Schofield's father researched the different SUVs and chose the Explorer for its safety reports. "It's not a huge car, but I feel more secure being higher off the ground."

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E-mail: [ra-lbeducation@state.pa.us](mailto:ra-lbeducation@state.pa.us)

### Driver Education...Passenger Education, Continued from page 3

Passengership also gives me absolute control over the stereo which corrupts absolutely. I feed it CDs of Django, Wilson Pickett and Bach with no regard for the driver's taste.

#### Are we there yet?

I have had very bad role models for passengership. This will take learning, too.

I should like this. After all, I do not enjoy driving. Some people find it relaxing. Not me. I find it very stressful. Interestingly, most of my passengers find it to be so as well.

Yet I am a reluctant key-giver. Not merely because of stress and insurance and love of vehicle. Probably because this is the most tangible way a parent gives up control. And giving up control is something people do reluctantly. I am still a student driver in this regard, too. But it's a process that's been in the works ever since I tossed the child safety seats.

It's a matter of keeping your eyes on the road, I tell the driver. Which you can't do if rolling your eyes at your passenger.

Article information from:

<http://www.news-journalonline.com/2002/Oct/9/FOOTNOTE.htm>. A FOOTNOTE By MARK LANE

## **SUVs Popular Despite Safety Concerns, continue from page 13**

The past decade's interest in the user-friendly utility vehicles started with the popularity of the Explorer in 1991, Edmunds Car Researchers reported. Consumers loved the idea that a car proved equally useful both on-road and off according to the report.

Today the SUV has become a popular teen car, American family vehicle and a sporty off-road avenger.

But are these bigger cars really safe?

Along with the SUV's popularity, come some dangers of car rollovers because of their height and wheel base size, according to Frontline.

The Frontline report said single-vehicle rollovers cause more fatalities than any other kind of motor- vehicle accidents - one-quarter of all deaths yearly.

"In 1999, 63 percent of all SUV deaths were in rollovers. The highest rollover involvement in any vehicle," PBS' Keith Bradsher said.

Todd Bassett, sales consultant for Brent Brown Chevrolet-Buick said most buyers are unaware of these tragic statistics. When looking to buy an SUV, most assume their safety features such as all-wheel drive, terrain tires and sturdy frames will protect them from harm.

"There's huge popularity towards SUV's because of the weather in Utah," Bassett said. "They assume when they are paying that much money, they are getting a safe car. Its more of a peace of mind logic for buyers than anything."

Findings from a study done by Alliance of Automobile Manufacturers show that 25 percent of SUV owners "feel very safe in an SUV." Additionally, more than 79 percent of SUV owners reported using their SUV's in harsh weather for greater vehicle control.

"I use my Jeep Cherokee Sport for efficiency and cargo space, but most of all in the snow when I go skiing," said Mark Graff, a senior majoring in economics from Seattle, Wash.

"There is a group of elitists who drive an SUV for the prestige, but mainly I think people drive them just in case they need the stability and handling in weather," he said.

Article by By [Hilary Connelly](#) NewsNet Staff Writer, 25 Sep 2002  
Please visit: <http://newsnet.byu.edu/story.cfm/39956>

## **Become A Member!!!**

If you haven't already, The Pennsylvania Association for Safety Education (PASE) would like to invite YOU to become a member. If you have questions, or are interested in becoming a member today, please contact us at the toll-free telephone number listed below and let us know!

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Also, visit our web site at [adtsea.iup.edu/pase](http://adtsea.iup.edu/pase) for more information today!

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**Inside!!!**

Membership IS Strength...  
a message from the Executive Director

Technology Updates – EVs, Sensors &  
SUVs