



REACHING ZERO CRASHES

6-5-4-3-2-1-0

*A DIALOGUE ON THE ROLE OF
ADVANCED DRIVER ASSISTANCE SYSTEMS*

OCTOBER 27 | 2016



**National
Transportation
Safety Board**



ADTSEA's Position on Training of New Technologies



Presented By: Dr. Allen Robinson, CEO ADTSEA



Who is ADTSEA?

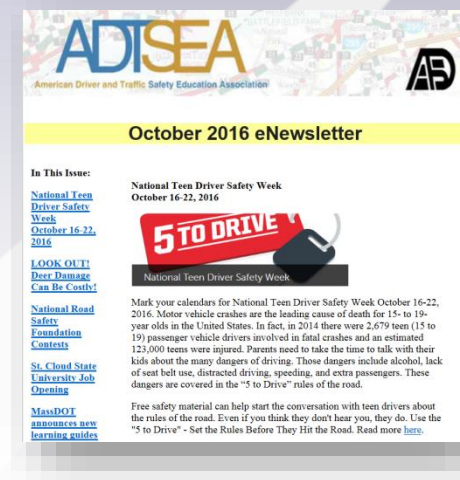


- The American Driver and Traffic Safety Education Association.
 - Represents traffic safety educators throughout the United States.
 - National advocate for quality driver education.
 - Creates and publishes standards and curriculum.
 - Conducts annual conference for driver education instructors.



ADTSEA and Instructor Training

- Working with ANSTSE to develop Teacher Training Materials.
- Provides a list of new technologies.
- Recommends that teacher/trainers stay up-to-date and aware of new technologies.
- Newsletter going out to teachers beginning of November on Advanced Technologies and Autonomous Vehicles.



ADTSEA and Teens

- ADTSEA 3.0 Curriculum includes fact sheets on New Advances in Vehicle Safety for Tomorrow and Advanced Automotive Technology for traction control.

- List of new technologies (i.e. lane departure warning, electronic stability control, park assist, adaptive cruise control, forward collision warning systems)

- Definitions of New Technology

| Unit 2 Getting Acquainted with the Vehicle | |
|---|---|
| Safety Restraints | Fact Sheet 2.3 continued Content Information |
| New Advances in Vehicle Safety for Tomorrow | |
| <ul style="list-style-type: none">• Active head restraints – automatically moves forward upon impact to catch the head and increase neck protection.• Adaptive cruise control – uses radar to monitor and regulate the distance between vehicles. If a crash is imminent, the system will brake, deploy airbags, and tighten safety belts.• Adaptive headlights – illuminates the area around a corner with a 15-degree range of motion.• Advanced airbags – isolates and protects various body parts and, in some systems, deploy at different depths or velocity depending on the occupant's size and position, the severity of the crash, and use of the clasped or unclasped safety belt.• Advanced safety belt pretensioners – tenses up when a collision is imminent and are sometimes paired with seats that automatically adjust for increased crash protection.• Fatigue warning – monitors the driver's eye blink rate and blink duration and alerts the driver if it detects inattention or drowsiness.• Forward collision warning systems – alerts the driver when the vehicle is getting too close to a vehicle in front. Some systems are able to brake the vehicle if the driver doesn't stop or steer clear.• Lane departure warning systems – signals to a driver with alarm or flashing light when the driver's vehicle drifts from its lane by capturing an image of the highway and the lines on either side of the vehicle.• Park assist and back over prevention – helps drivers park and back the vehicle by using cameras and radar to look for objects located behind a vehicle and by alerting drivers to hazards. Some systems are capable of automatically parallel parking the vehicle.• Side view assist – uses sensors to monitor the side of the vehicle for vehicles approaching blind spots. A visual alert appears on the side view mirrors if a vehicle is detected. An audible alert activates if the driver signals a lane change when there is a vehicle in the blind spot. | |



NHTSA's Automated Vehicles Policy

- More information available on autonomous vehicles.
- Levels of automation.
- More definitions available.



ADTSEA 4.0 Curriculum

- ADTSEA will be developing the 4.0 Curriculum.
- With the outcome of new information, ADTSEA can work on integrating a unit on Advanced Technologies for the 4.0.
- Including videos, learning activities, worksheets, how to use the technology, in-car guidelines for technology.



Contact

Allen Robinson

ADTSEA CEO

1434 Trim Tree Road

Indiana, PA 15701

724-801-8246

arrobin@adtsea.org



Questions?





REACHING ZERO CRASHES

6-5-4-3-2-1-0

*A DIALOGUE ON THE ROLE OF
ADVANCED DRIVER ASSISTANCE SYSTEMS*

OCTOBER 27 | 2016



**National
Transportation
Safety Board**

