



The IPTM...

# SPOTLIGHT

...an electronic newsletter.

**Across the nation & around the world...IPTM is the leader in law enforcement training!**

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**2010 Conferences**

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## Celebrating our 30th Anniversary

It began on January 5, 1980, when IPTM opened its doors at the University of North Florida, a young upper-level university in Jacksonville, Florida. Originally named the Institute of Police Traffic Management, our initial focus was on crash investigations and traffic enforcement training. The original faculty included a small cadre of contemporary experts who established the high standard for quality training that still resonates today.

Over the years our name changed with “traffic management” becoming “technology and management.” Our offices moved from campus building to various lodging establishments like the Howard Johnsons, Thunderbirds, and Ramada Inn. And our course offerings grew with training now delivered in nearly every law enforcement discipline. Yet, through it all, our commitment to the high standard for quality training has remained.



Now, nearly 15,000 law enforcement professionals representing more than 30 countries attend IPTM training each year in Jacksonville, at one of our satellite locations, or through our on-site training program.

The plaques surrounding this article represent just a few of the many organizations from throughout the world that we have had the honor to train.

As we celebrate our 30th anniversary, we owe a deep gratitude to our many colleagues that worked tirelessly to make IPTM into the institute that it is today.

We owe an even deeper gratitude to you, our patrons and partners who have supported us throughout the years. You have allowed us to grow from our humble beginnings in 1980 into a world class and worldwide training institution. And with your continued support, we look forward to serving the law enforcement community well into the future.

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# Train for Safety Near Hybrid Vehicles

by Daniel L. DeRenzy

With BMW's release of the "Mini E" in the New York City and Los Angeles areas, another car manufacturer has thrown its hat into the hybrid vehicle arena. Although they are great for the environment, hybrid vehicles (HV) can present unique dangers for the first responder. Here is some valuable information to help keep you safe when responding to crash scenes involving HVs.

Most HVs contains a high voltage electrical system. Cables and connectors in high voltage systems are color-coded **bright orange**. Some GM vehicles have an "intermediate" voltage in which they color code cables and connectors **bright blue**. Although the blue colored intermediate voltage cables are not technically high voltage, there is a still significant potential hazards associated with these systems.

High voltage issues come into play mostly in traffic crash situations

when the integrity of the cables may become compromised. All HVs are equipped with circuit breaker(s) designed to automatically sever the connection at the high voltage battery in crashes and other instances when a short or other compromise (submersion under water) is detected. However, law enforcement personnel should always treat high voltage cables in a HV as being electrically charged. Do not cut, manipulate, or attempt to alter any brightly colored orange or blue cables. Doing so may result in shock/electrocution, burns, and potential fire.

Hybrid vehicles are unlike standard combustion engine vehicles because they contain electric powered motors to drive/move the vehicle. Even though the gas/diesel motor may not be running, the HV can still be powered and be live (referred to as silent or sleep mode). HVs in

silent mode can be deceptive and extremely dangerous to anyone near the car.

**HVs in silent mode can be deceptive and extremely dangerous to anyone near the car.**

Despite being involved in a crash, a HV may be in silent mode rather than disabled from the crash. Entering the vehicle to tend to victim(s) can easily result in the accelerator pedal being bumped causing the vehicle to lurch forward. The same holds true for an impaired/sleeping driver at an intersection with the car in drive. In either instance, anyone outside the vehicle is in danger of being struck and/or run over if the car moves.

Always approach a HV with extreme caution until it has been made safe. A primary objective for responders will be to turn the vehicle key switch off or to remove the key FOB so it shuts down the hybrid system, turns off the fuel pump, and isolates current from the high voltage battery. However, you should never attempt to disconnect the high voltage battery cables. Remember, do not touch, cut, push, or breach any orange or blue colored cables.

The accompanying links are Emergency Response Guides

provided by the manufacturers of various HVs. Keep these guides handy and use them along with your agency's policies and protocols for a safe outcome when dealing with hybrid vehicles.

*Daniel L. DeRenzy is a retired sergeant from the Illinois State Police Traffic Crash Reconstruction Unit where he supervised 32 Traffic Crash Reconstructionists in the southern half of Illinois. Dan has been an adjunct instructor for IPTM for seven years teaching courses in the traffic crash investigations section.*



## Emergency Response Guides to Hybrid Vehicles

Below are links to many of the guides available for vehicles sold in North America.

[BMW - Mini E](#)

[Ford, Lincoln, Mercury:](#)

[Escape/Mariner Guide](#)

[Fusion/Milan Guide](#)

[General Motors](#)

[Honda](#)

[Mercedes Benz](#)

[Nissan](#)

[Toyota, Lexus](#)

[Volvo](#)

# Upcoming Conferences

28th annual

## Special Problems in Traffic Crash Reconstruction

**April 26 - 30, 2010  
Orlando, Florida**

Directly across from [Universal Studios Florida](#), this year's venue offers the opportunity to attend world class training during the day and enjoy fine dining and entertainment options at night. It's all within walking distance of the conference hotel.

This year's conference will once again feature data collection from live staged collisions as a key component of the training. Staged crashes will be used to determine the angle of separation when the common velocity at the centroid of the crush damage becomes questionable. Prior to the conference, two tests were conducted in West Chester, Ohio with separation angles of 60 and 45 degrees. Additionally, two tests will be conducted in March 2010 with separation angles of 30 and 15 degrees. During the conference, two crash tests will be performed at the [Central Florida Racing Complex](#) to further validate the test data already collected and the results of all collisions will be presented at the end of the conference.

#### Mini-course topics include:

- Instrumentation and Testing for Crash Reconstruction
- Occupant Kinematics
- Crash Data Retrieval Update 2010
- Heavy Truck ECM



#### Breakout session topics scheduled include:

- Advanced Pedestrian/Bicycle Crash Investigation
- How to Research Stiffness Data and Calculate Stiffness Values
- Planning and Bullet Proofing Your Reconstruction
- Digital Photography for Traffic Crash Investigators
- Continuation and Validation of On-going Drag Sled Studies
- Case Preparation and Courtroom Presentation

[For complete conference information, click here.](#)

22nd Annual

## Symposium on Alcohol and Drug Impaired Driving Enforcement

**June 7 - 9, 2010  
Naples, Florida**

#### Keynote Speaker:

Ms. Candace Lightner, MADD Founder

#### Breakout session topics we have scheduled so far:

- Realities and Myths of Eye Movements and Intoxication
- Principles of Eye Tests for Intoxication
- High Energy Drink Impairment
- Becoming Your Own Expert Witness: Perception vs. Testimony
- Officer Safety During Traffic-Related Events
- DUI Case Law Update
- Legislative Update
- Hardcore Drunk Driver Judicial Education Program
- Grant Writing Workshop
- Motorcycle DUI
- In-Car Video Use in DUI Enforcement
- Death Notification: Delivering the News with Compassion for the Bereaved and Concern for the Messenger
- Traffic Crash Reporting Update
- National Highway Traffic Safety Administration (NHTSA) Update
- DHSMV Administrative Hearings
- Advanced Scene Mapping with Lasers
- Low Manpower Checkpoints



[For more information, click here.](#)

## LTI Unveils the TruCAM

Laser Technology, Inc. (LTI), has integrated a speed laser with a digital video camera making the LTI 20-20 TruCAM the most advanced speed enforcement tool available. The TruCAM allows you to collect a complete chain of video evidence along with a high resolution image that identifies the vehicle's make and model, license plate number, and even characteristics of the driver.



The concept of combining speed enforcement and

video/imaging is not new, but LTI's TruCAM combines these systems along with a touch-screen data collector all into one lightweight, handheld device. Each file is protected by \*jmf-file format encryption and can easily be transferred and electronically archived.

A number of selectable modes include the speed mode, auto mode, weather mode and video only mode. The rear plate mode lets you capture video evidence of an approaching violator and allows you to track the vehicle until it passes and takes a high resolution picture of the rear license plate. There is even a mode to help with motorcycle acquisition.

Optional upgrades to the TruCAM include the distance between vehicles mode that enables tailgating enforcement for "following too closely" violations. It can calculate the time and distance between two traveling vehicles and utilizes its video recording capability to capture a complete picture of the violation along with the offender's license plate number. The TruCAM is also capable of reacting to different designated speed limits at the same location via the dual



speed mode. This can be handy when you have a different speed limit for commercial vehicles than passenger cars or other similar situations.

The LTI 20-20 TruCAM was made with portability and the working officer in mind. It can easily fit into a motorcycle saddlebag or between the front seats of your car.

A picture may be worth a thousand words, but a video tells the whole story. Now what excuse will the violators use in court!

For more information, visit the [LTI website](http://LTI website) or e-mail [info@lasertech.com](mailto:info@lasertech.com).

## Receive National Recognition for Your Highway Safety Initiatives

The National Law Enforcement Challenge is a great opportunity to receive national recognition while making a significant difference in the community that you serve. A collaborative effort of the International Association of Chiefs of Police (IACP), National Sheriffs Association (NSA), and the National Highway Traffic Safety Administration (NHTSA), the Challenge is designed to strengthen and support

traffic enforcement nationwide and targets three major traffic safety priorities: occupant protection, impaired driving, and speeding.

To participate in the Challenge, all that you have to do is prepare an application that



documents your agency's efforts in the areas of officer training, public information, and enforcement along with information about your program's effectiveness in reducing traffic crashes and injuries.

Additional information about the Challenge, downloadable

application forms, and a useful guide on completing your application is available at the [IACP website](http://IACP website).

This year's Challenge competition covers the traffic safety activities conducted during calendar year 2009. Submissions must be postmarked by **May 3, 2010**.

# Additional Resources for Law Enforcement

## Free Training Video Available for Crash Responders

Did you know that the average per minute cost of traffic incident congestion to Americans is \$7,000? That is why the Florida Department of Transportation, in partnership with other emergency response agencies, has taken on the ambitious project called "TIM in 10." The project seeks to train all of Florida's first responders in Traffic Incident Management. Part of the project is *TIME 4 Safety*, a free DVD that is designed to facilitate the safe and quick clearance of crash scenes statewide while increasing responder safety and improving incident communications.

Whether you are a police officer, firefighter, or wrecker driver, this DVD, produced by the North Florida Transportation Planning Organization, helps everyone to understand each other's roles along with the parts that they play in incident management and scene clearance. In short, it allows everyone to play from the same sheet of music. The DVD is broken down into five parts delivered in short videos suitable for roll call briefings, agency training functions, and many other venues.

The DVD also contains a number of useful downloadable documents. These include the TRAA Vehicle Identification Guide, relevant sections of the Manual of Uniform Traffic Control Devices, assessment forms, quick action guides, and more.

In addition to Florida's first responders, the DVD has been made available to other states that are researching this type of training.

To obtain a copy of *TIME 4 Safety*, contact Paul Clark at [paul.clark@dot.state.fl.us](mailto:paul.clark@dot.state.fl.us) or (850) 410-5607.



## Our Latest Publication *The Young Driver's Primer: Know Your Limitations*

Written by Clifford Prosser, a retired police veteran with an extensive background in crash reconstruction, *The Young Driver's Primer: Know Your Limitations* takes you beyond the rules of the road to the laws of physics to explain basic concepts that every driver should know before getting behind the wheel. He uses a straight forward approach as he illustrates how death and life-long injuries can occur in a split second when driving a car.

For new drivers and for those that teach highway safety, this book doesn't just tell you that some actions can be dangerous, it explains why. Prosser talks about perception/reaction time and gives calculated illustrations that show how far a vehicle may travel before the brakes are even applied. He gives you a few practical formulas that can be used to answer questions such as how far a vehicle travels every second and how far a vehicle will travel before a potential situation can be avoided.

Mr. Prosser also discusses the dangers of driving impaired, using cell phones, speeding and not wearing your safety belt. He draws upon his personal experiences to emphasize these points and uses actual photographs to illustrate the results.

**If you've ever wanted to show a young driver the realities of what happens on the road, this 32-page book is a great first step.**

To order your copy on-line now, please [click here](#) to go to IPTM's webpage. If you prefer, you can call (904) 620-4786 to place your order.

*"It's a must read for any child (or adult) who is driving or will soon be driving an automobile."*  
Joseph E. Badger  
Accident Reconstruction Journal