

U.S. GOVERNMENT AWARD RECIPIENTS

Presented at the 25th ESV Conference

Detroit, Michigan, United States

U.S. Government Special Awards of Appreciation

In recognition of and appreciation for outstanding leadership and special contributions in the field of motor vehicle safety

Andre Seeck	Germany
Takashi Shimodaira	Japan
Per Lenhoff	Sweden
Michiel R. van Ratingen	The Netherlands
George Soodoo	United States
Adrian Lund	United States

U.S. Government Awards for Safety Engineering Excellence

In recognition of and appreciation for exceptional scientific contributions in the field of motor vehicle safety engineering and for distinguished service to the motoring public

Suzanne Tylko	Canada
Farid Bendjellal	Germany
Ola Borstrom	Sweden
Magdalena Lindman	Sweden
Myra Blanco	United States
Bruce Donnelly	United States
Kazuo Higuchi	United States
W. Riley Garrott	United States

ESV 2017 Award Recipients

U.S. Government Special Awards of Appreciation Nomination Statements

In recognition of and appreciation for outstanding leadership and special contributions in the field of motor vehicle safety

GERMANY

Andre Seeck

Head of Division Automotive Engineering
Federal Highway Research Institute (BASt)
Germany

Prof. Andre Seeck has represented the German Government on the Board of Directors of Euro NCAP since 1998. In this time, he has contributed significant input to many technical Euro NCAP working groups and has also served as the chairman of the child safety working group that developed the child safety assessment as part of the Euro NCAP Overall Assessment.

In 2010, Prof. Seeck was elected as President of Euro NCAP. Under his leadership, Euro NCAP introduced the Overall Assessment for vehicle safety and extended the assessment from passive safety to active safety, with important new assessment items like AEB (Autonomous Emergency Braking), ESC (Electronic Stability Control), and LDW (Lane Departure Warning). During his presidency, Euro NCAP also developed a series of strategic plans for the following 5-6 years, the RoadMap 2016 and the more recent RoadMap 2020, which serve as core elements of a drive toward the continuous increase of safety performance and technology in Euro NCAP's rating. Concurrently with his other responsibilities, Prof. Seeck has served as the head of Euro NCAP's rating group, which integrates the assessment of new safety systems into the overall rating, based on scientific methodologies and real-world data. Since 2016, he has also headed the new strategic working group for automated driving.

With the important contributions of Prof. Andre Seeck, Euro NCAP has become one of the most important driving forces for the development and introduction of new and better safety systems in the European vehicle market- a testament to his significance in Europe's road safety.

For these and many other accomplishments, Prof. Seeck is being recognized with the Special Award of Appreciation.

JAPAN

Takashi Shimodaira

President
Japan Automobile Transport Technology Association
Japan

Mr. Takashi Shimodaira has long served for the evolution of the vehicle safety measures at the Japanese Ministry of Land, Infrastructure, Transport and Tourism (MLIT) and automotive industry organizations. In 1991, as the Director of International Affairs Office of Road Transport Bureau of MLIT, he directed the establishment of the Advanced Safety Vehicle (ASV) Project, which contributes immensely to the development and deployment of advanced safety technologies such as AEBS, LKAS, ACC, Zigzag Warning, Parking Assistance System, etc. in Japan. The purpose of ASV project is to develop and popularize new safety technology based on cooperation among industry, academics, and government. It has continued for more than 25 years, now in Phase 6 (FY 2016-2020). It could achieve many contributions to the overall activity of ITS and could be one of the main Pillars of Vehicle Safety Measures in Japan.

In the same period, he played a key role in introducing the first frontal collision safety regulation in Japan. His effort has dramatically reduced the number of passenger fatalities in Japan. Japan conducted an analysis to estimate the effect of introducing the full-frontal collision safety regulation. According to this analysis, it was estimated that about 1,600 fatalities were reduced compared to 1999. In 1998, as the Director General of the Engineering and Safety Department of Road Transport Bureau of MLIT, he played a crucial part in Japan's accession to the Agreements under UN/ECE/WP29 as the first country outside the members of the Economic Commission for Europe. By his decision to ratify the 1958 agreement and the 1998 agreement, Japan was able to aggressively proceed international harmonized vehicle regulations not only in Japan but also in other countries especially Asian countries. Nowadays Japan adopts about 80 UN regulations and 15 UN Global Technical Regulations.

Presently, as the President of the Japan Automobile Transport Technology Association, which is the headquarter of the Japan Automobile Standards Internationalization Center (JASIC), he leads the international activities for the introduction of the International Whole Vehicle Type Approvals (IWVTA) and automated driving technology regulations, while promoting collaboration between public and private sectors.

Especially in field of automated driving technology, JASIC established an Institute for Automated and Connected Vehicle Standardization in 2016. Through this institute, the MLIT, relevant government agencies, research organizations, manufactures, etc. work together strategically in collecting data, evaluating the status of stakeholders, and developing draft regulations. (

For his tremendous efforts and outstanding contributions to vehicle safety research and car safety engineering- Mr. Takashi Shimodaira is receiving this Award for Safety Engineering Excellence.

NETHERLANDS

Michiel R. van Ratingen

Secretary General
European New Car Assessment Program
The Netherlands

Dr. Michiel van Ratingen has been involved in the field of vehicle safety for over 20 years. As a crash test dummy engineer at TNO Automotive, he was responsible for, amongst other accomplishments, the development of the Euro SID-2 dummy and Q-series of child dummies, translating biomechanical knowledge into practical regulatory test tools. At Euro NCAP, he has championed many changes of the safety star rating system and has helped turn Euro NCAP into one of the world's most influential assessment programs today.

For his leadership and his outstanding contributions to vehicle safety, Dr. van Ratingen is presented by the Netherlands with the ESV Special Award of Appreciation.

SWEDEN

Per Lenhoff

Senior Manager, Safety Centre
Volvo Car Corporation
Sweden

Per Lenhoff has dedicated his full career (32 years) to pushing vehicle safety to higher levels of performance. By applying a real-life safety approach, Mr. Lenhoff and his team have developed cars with pioneering high-safety performance.

More recently, Mr. Lenhoff has applied his unique safety experience and competence to the establishment of important processes for CAE simulation of active safety technologies. Mr. Lenhoff and his team implemented a strategy to: identify the most frequent severe real life crashes in Sweden and U.S.; study the identified severe real life crashes in great detail in order to understand the response mechanism and the required countermeasures; develop physical and CAE test methods to capture and replicate the identified real life crashes; and develop design solutions to address the critical crash mechanism, ensuring predictable responses whilst managing variation without major performance deterioration. This strategy has been successful, and the benefit of focusing frequent severe real-life crashes and addressing these by using robust design solutions has been clearly seen in real-life crash statistics. Additional

benefits haven since been seen in subsequent consumer test set-ups that were not developed at the time when the vehicles were developed.

With his commitment to safety, Mr. Lenhoff has also been actively engaged in external working groups. He acts as an inspirational and challenging force in the global safety community and is redefining the limits of what is achievable to further enhance real-life safety. As an example, Mr. Lenhoff is currently leading Volvo Cars' cooperative projects with CATARC (China) regarding evaluation of vehicle crashworthiness and crash avoidance systems, driving real-life safety needs and test method harmonization.

For his leadership in creating innovative methods and processes for whole-vehicle CAE simulation of active safety support functions and autonomous drive, and for his leadership in the global harmonization of safety standards, Mr. Lenhoff is being recognized with the Special Award of Appreciation.

UNITED STATES

Adrian Lund

President

Insurance Institute for Highway Safety

United States

Dr. Lund has been involved in health-related research since 1974. He joined IIHS in 1981 as a behavioral scientist, becoming senior vice president for research in 1993, chief operating officer for IIHS and HLDI in 2001 and president in 2006. Dr. Lund is the author of numerous scientific papers on such topics as young drivers, alcohol and drug use among drivers, occupant restraints and the effect of vehicle design on driver behavior and crashworthiness.

Since becoming President, Dr. Lund has lead IIHS through several successful enhancements of its world- renowned rating program to continue pushing the industry towards safer vehicles. By introducing new levels of stringency, creating new categories of ratings, and constantly improving consumers understanding of the program, Dr. Lund has helped to ensure that the program remains relevant and addressing the current safety issues of the day. Likewise, he has pursued these upgrades in a collaborative way with government and industry alike. This approach embodies the spirit of ESV and its pursuit to improve the safety of automobiles through collaboration.

Dr. Lund's impact on safety can also be seen in the continued coordination of the world's New Car Assessment Programs (NCAP). An early supporter of increased collaboration amongst these very influential programs, Dr. Lund's leadership efforts in public and behind the scenes have had a direct impact on the maturity of these programs and the improved working relationship among these programs.

Under Dr. Lund's leadership, IIHS has been able to identify crash avoidance technologies that are resulting in real world crash reductions well in advance of significant market penetration. Over the last several years, these early evaluations were relied upon and used by the National Highway Traffic Safety Administration in its decision making. Similarly, Dr. Lund was instrumental in the construction and the recent completion of a state of the art testing facility dedicated to crash avoidance technologies. This facility will position IIHS to provide invaluable information to the community on the real performance of these systems into the future.

Looking back over a career dedicated to improving the safety of motor vehicle occupants, it is clear that Dr. Lund is an accomplished researcher and an important leader in promoting institutional collaboration with NHTSA and so many others. For this distinguished career of accomplishments, he merits recognition by NHTSA at the Detroit ESV Conference.

UNITED STATES

George Soodoo

Principal

GS Regulatory Consulting, LLC

United States

Mr. George Soodoo is the former Chief of the Vehicle Dynamics Division at the National Highway Traffic Safety Administration (NHTSA), Office of Crash Avoidance Standards. He served in this capacity for 30 years.

Mr. Soodoo led the development of federal motor vehicle safety standards (FMVSS), including the upgraded tire performance requirements for new tires (FMVSS No. 139), tire pressure monitoring systems (FMVSS No. 138), and air brake systems required to improve stopping distance performance for heavy truck tractors (FMVSS No. 121).

Throughout his remarkable career at NHTSA, Mr. Soodoo actively contributed to technical committees and working groups, presented technical information at professional conferences, and successfully led a team of safety standard engineers. George is a technical expert in vehicle dynamics, a leader, and a mentor to the next generation of leaders in vehicle safety.

Before joining NHTSA in 1986, he held positions at Kerr McGee Corporation and Ford Motor Company as a senior market research analyst and product development engineer, respectively. Mr. Soodoo has a BS degree in mechanical engineering from McGill University and an MBA degree in economics and finance from the University of Detroit Mercy.

Mr. Soodoo is now, Principal at GS Regulatory Consulting, LLC. He is a featured contributor to the 'Eno Transportation Weekly', a publication by the Eno Center for Transportation, where he recently wrote a primer on the NHTSA's rulemaking process. The Eno Center for Transportation is a non-partisan think-tank that promotes policy innovation and provides professional development opportunities for transportation professionals.

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CANADA

Suzanne Tylko

Chief, Crashworthiness Research
Motor Vehicle Safety, Transport Canada
Canada

Suzanne Tylko is a leader in motor vehicle safety crashworthiness research, both in Canada and internationally. Ms. Tylko's wealth of experience and many publications and technical presentations demonstrate her unique and innovative scientific contributions to enhancing motor vehicle safety research during her career.

Ms. Tylko is also actively involved in many relevant vehicle safety committees and international working groups (e.g., WorldSID Harmonization Working Group, GTR Informal Technical Working Group for Pole Impacts, THOR Development). Her work has also been recognized in the public realm, with both *The Star* and the *Financial Post* lauding the insight provided by her reconstruction of a 2011 crash, which found a hidden seat belt defect that precipitated a global recall.

Ms. Tylko is nominated for this U.S. Government Award for Safety Engineering Excellence to recognize and appreciate her extraordinary contributions in the field of motor vehicle safety engineering and for her distinguished service to the motoring public.

GERMANY

Farid Bendjellal

Group Technical Director
Britax Childcare Group
Germany

Since 1983 and the start of his career as a research engineer in the “Laboratoire d'accidentologie et de biomécanique,” Mr. Farid Bendjellal has been one of the most outstanding and consistently active engineers in the field of safety. He has pioneered technologies such as advanced dummies and optimized restraint systems. He has had leading functions in many international initiatives, such as the ACEA NCAP Task Force (1998 – 2003) and the ISO/TC 22/SC 10/WG 1 on Crash Test Methods (2001 – 2003).

In 2003, Mr. Bendjellal moved to Britax Research and is now the Technical Director in charge of Regulations, CAE-Testing, and NCAP. In this function, he is one of the key engineers, tirelessly promoting child safety through innovative CRS solutions and harmonized regulations/ testing/ ratings. He has an excellent reputation in international committees ranging from UN GRSP Informal Group on CRS to UN ECE GRSP, the ISO Child Restraint Committee (ISO/TC 22/SC 36/WG 2), CLEPA Safety Commission etc. His activities always aim to optimize Child Safety, going beyond company interests. He has played a leading role in the market introduction of ISOFIX and promoting CRS in emerging countries.

All these activities are combined with his excellent engineering qualifications, his experience of more than 30 years of safety work, and his high social responsibility. Therefore, TÜV SÜD Academy proposes that Mr. Farid Bendjellal's work be recognized with the U.S. Government Award for Safety Engineering Excellence at the 29th ESV International Technical Conference 2017.

SWEDEN

Ola Boström

Vice President Autoliv Research
Autoliv Development AB
Sweden

In 1995, Dr. Ola Boström was employed at Autoliv Research, the central research unit for the Autoliv Group located in Sweden. Dr. Boström was immediately involved in the on-going neck injury research project, with the twin objectives of understanding the mechanisms underlying whiplash injuries in rear-end collisions and developing necessary evaluation methods for their countermeasures. After working with Dr. Mats Svensson on an earlier formula for detecting the neck injury, Dr. Boström suggested a revised injury mechanism hypothesis. This new neck injury criterion (NIC), together with the new more biofidelic dummy (BioRID) made it possible to develop countermeasures for whiplash injuries. This NIC criterion has spread over all the world

and has been thoroughly examined by many researchers. Today, it is accepted as an important criterion to be used in research, development, and validation work, and is also used in the EuroNCAP rating program.

In addition to his research on neck injuries, over the past 20 years, Dr. Boström has completed or supervised excellent research on several other traffic safety-related systems, such as more advanced seatbelt and airbag systems, safety in more complex accident situations like side impact or rollover accidents, and protection for all road users like seniors or children. During the last five years, his focus has shifted to preventive and active safety systems. Dr. Boström is today Vice President of Autoliv Research and leads all traffic safety-related research at Autoliv.

In light of his leadership, ongoing research, and contributions to vehicle passenger safety, Dr. Ola Boström is deemed to fulfill the nomination criteria for the 2017 U.S. Government Award for Safety Engineering Excellence and is therefore suggested for this prestigious award.

SWEDEN

Magdalena Lindman

Technical Expert, Traffic Safety Data Analysis
Volvo Car Corporation
Sweden

Magdalena Lindman, Technical Expert in the area of Traffic Safety Data analysis at Volvo Cars, has dedicated a large portion of her work experience into real-world traffic safety research. In her career, Mrs. Lindman has made a significant impact on the challenges faced by the vehicle industry in the areas of target setting and estimation of real-world safety efficiency of various traffic safety technologies.

Ms. Lindman's education covered both engineering and psychology, thus combining the main areas of interest for traffic safety research. She became involved in research on traffic safety data at Volvo Cars Safety Centre in 2001, working with data analyses and data collection activities that aimed for target-setting and test method development for upcoming car models. Currently, she is managing projects on Volvo Cars' real-world data activities and serves as the company's go-to person for traffic safety analyses. She has contributed to more than 30 publications, and her analyses have driven new innovative technologies such as run off-road occupant safety systems. Her work in the area of real-world traffic safety benefit estimation methodology development can be seen in publications of her work on predictive analysis methods for crash avoidance technologies. In an adjacent research area, Mrs. Lindman has performed follow-up studies on both passive- and active-safety systems, based on various data types.

For her tremendous efforts and outstanding contributions to vehicle safety research and car safety engineering- recognized by the international PEARS initiative and the ISO, among others- Mrs. Magdalena Lindman is receiving this Award for Safety Engineering Excellence.

UNITED STATES

Myra Blanco

Director, Center for Public Policy, Partnerships, and Outreach
Virginia Tech Transportation Institute
United States

Dr. Myra Blanco is currently the Director of Virginia Tech Transportation Institute's (VTTI) Center for Policy and Outreach. She is responsible for oversight of the Center, as well as for ensuring the quality of the design, execution, and interpretation of research efforts. Dr. Blanco was the first Director of the Center for Automated Vehicle System at VTTI where she oversaw research into all aspects related to the automation life cycle in the transportation field, focusing on in-development technologies and interfaces that motorists will use as they operate cars and trucks that have varying levels of automated driving technology, from assistance tools to full autonomy where the vehicle takes over all driving duties.

Dr. Blanco led NHTSA's first research project on human factors aspects of Level 2 and 3 transition of control in automated vehicles that produced an influential research report in the field of automated vehicles human factors.

Dr. Blanco previously was leader of the institute's Safety and Human Factors Engineering group, part of the Center for Truck and Bus Safety. Her research has focused on evaluation of in-vehicle devices, distraction, driver behavior, training, work/rest cycles, fatigue, and active safety systems for light and heavy vehicles. She has directed research efforts in naturalistic, on-road, test track, and simulator test environments. She has authored more than 60 scientific articles, technical reports, and book chapters. Her research sponsors have included NHTSA, the Federal Highway Administration, the Federal Motor Carrier Safety Administration, the Virginia Center for Transportation Innovation and Research, Motor Coach Industries, General Motors, and Ford Motor Company. Safety partners she has collaborated with include Google, Mercedes Benz, and Volvo.

As of Spring 2017, Dr. Blanco is joining the Virginia Tech Provost's Office for 18 months to develop a new program looking at Intelligent Infrastructure for Human-Centered Communities at the university. This involves four areas: 1) Autonomous Systems, 2) Energy, 3) Smart Design & Construction, and 4) Ubiquitous Mobility. It expands through eight different colleges and several dozen academic departments at Virginia Tech.

Dr. Blanco serves on the Human Factors Working Group on Automation as part of the Trilateral agreement between the United States, Japan, and Europe. She chairs the Safety Forum for the Intelligent Transportation Society of America (ITSA) and the ISO task force on terms and definitions for automated vehicles. She is also a member of the Transportation Research Board (TRB) of the National Academies and the Society of Automotive Engineers (SAE).

Formally trained in human factors engineering, Dr. Blanco's areas of expertise extend beyond automated vehicles. Her experience includes evaluation of in-vehicle devices, distraction, driver behavior, training, work/rest cycles, fatigue, and active safety systems for light and heavy vehicles. She has directed research efforts in naturalistic, on-road, test track, and simulator test environments and she has authored and co-authored numerous publications on driver performance and safety.

Dr. Blanco was the 2013 recipient of the SAE International J. Cordell Breed Award for Women Leaders.

Dr. Blanco earned a bachelor's degree in industrial engineering from the University of Puerto Rico, and her master's degree and doctoral degree are from Virginia Tech's Grado Department of Industrial and Systems Engineering.

She officially joined the VTTI as a senior research associate in 2000.

UNITED STATES

Bruce Donnelly

President/CEO

Biomechanics Research Associates

United States

Dr. Bruce R. Donnelly has engineering degrees from the University of Connecticut (Civil Engineering, B.S., 1971), Pennsylvania State University (Architectural Engineering, M.S., 1973), and the State University of New York at Buffalo (Mechanical Engineering, Ph.D., 1993). Dr. Donnelly's motor vehicle crash safety career has included 24 years at Calspan in Buffalo, New York as a Section Leader and Principal Engineer, 14 years at NHTSA's Vehicle Research and Test Center as Division Chief of the Applied Biomechanics Division and as a Senior Research Engineer, and 3 years as a consultant involved in projects including head injury evaluation and the development and evaluation of innovative instrumentation technologies.

The hallmark of his motor vehicle crash safety career, which has included positions at Calspan, NHTSA's Vehicle Research and Test Center, and as an independent consultant, has been his passion for the complex science of human response to trauma and the engineering innovations needed to understand and prevent it. His direct contributions to our understanding of human injury and its prevention span the spectrum from basic science to development of applied safety countermeasures. Examples include his development of brain tissue material property data invaluable in the development of subsequent computational models of head injury, the pioneering of Automatic Crash Notification systems, and the mathematical formulation of methods for applying data on human cadaveric response to the evaluation for anthropomorphic test dummies. In his work at NHTSA as well as in subsequent endeavors, Dr. Donnelly consistently strives to push technical boundaries to apply the best available human response data to problems of injury prediction and measurement. Where data is insufficient to address the problem at hand, he always asks the difficult questions and insists that research be done to fill voids in the knowledge base.

While at VRTC, he developed a collaborative trauma research program with the Injury Biomechanics Research Laboratory of the Ohio State University to enable rigorous investigations using post-mortem human subjects to contribute to the development and evaluation of improved crash test dummies. This collaborative effort has led to important developments in dummy biofidelity and injury prediction for the human shoulder, thorax, abdomen, cervical spine, thoracic spine, lower extremity, and head.

The post-mortem human subject work Dr. Donnelly initiated and led at VRTC has been especially important in development of harmonized international standards. For example, in collaborative international efforts like the one for rear impact protection (Global Technical Regulation, No. 7: Head Restraints), the injury criteria development testing he initiated resulted in a dramatic modification in the injury measures to be incorporated into the standard.

In development of other international harmonized standards, Dr. Donnelly has consistently pushed to base technical decisions and research focus on the best possible science. He advocated strongly for US participation in IHRA (International Harmonization Research Activities), which supplied technical basis to the United Nations' GRSP Working Groups responsible for preparing draft Global Technical Regulations. His contributions to the pedestrian IHRA have been especially influential, ultimately leading to the definition of pedestrian testing procedures that were both sufficiently beneficial, and sufficiently based in sound science to successfully persuade NHTSA to commit to introducing the harmonized pedestrian standards in the US.

However, perhaps more far-reaching than Dr. Donnelly's individual accomplishments are his contributions to the crash safety community as a mentor and teacher. Dr. Donnelly's legacy at VRTC includes a staff of federal and contractor engineers who follow his ethos that "Just because a problem is difficult is not a reason not to attack and solve it." The collaborative experimental work with Ohio State University continues, along with an attitude that every problem deserves the best information for the soundest of solutions.

As one of the founding members of the Injury Biomechanics Symposium held annually at the Ohio State University since 2005, Dr. Donnelly's legacy is even more far-reaching. He conceived this student symposium as a way to engage young scientists and engineers and encourage them to strive for research excellence. With his vision of providing a supportive atmosphere with exceptionally high standards, he is responsible for giving over 200 students from around the world the opportunity to present their work and receive constructive critique in a non-threatening atmosphere. In addition to US and Canadian students, participants have come from Australia, Ireland, England, Sweden, Germany, Belgium, Poland, Iran, Japan, Malaysia, and elsewhere. As the nine-year chair of the technical committee, and later as a mentor to subsequent committee chairs, Dr. Donnelly consistently pressed for ways to encourage the students to stretch themselves. He involved students as moderators, engaged them in planning, and recruited former student presenters to judge and participate in the technical committee. In recent years, the symposium committee has been co-chaired by researchers who had been student presenters in the past and several technical committee members and presenters were the advisees of former symposium presenters. Many students have reported that the opportunity to present at the symposium was

among the most important formative experiences in their development as researchers and professionals.

UNITED STATES

W. Riley Garrott

Chief, Applied Crash Avoidance Division
National Highway Traffic Safety Administration
Vehicle Research & Test Center
United States

Dr. W. Riley Garrott received his bachelor's degree in engineering science from Tufts University in 1972, and Ph.D. in applied mechanics from the California Institute of Technology in 1977. He performed postgraduate work at the University of Michigan and worked for Ford Motor Company before joining the National Highway Traffic Safety Administration in 1980.

Dr. Garrott has been the Chief of the Vehicle Stability and Control Division at NHTSA's Vehicle Research and Test Center in East Liberty, Ohio since 1993. During his tenure with NHTSA, Dr. Garrott has been heavily involved in light vehicle rollover, tire research, light vehicle ABS, heavy vehicle braking, electronic stability control, driver distraction, quiet vehicle research, advanced driver assistance systems, and vehicle lighting research activities.

Throughout his 40+ year career, Dr. Garrott has contributed to many improvements in automotive safety. He has contributed significantly in the development of Federal Motor Vehicle Safety Standards (FMVSS), Consumer Information Programs, and NHTSA Guidelines. His research has directly supported the development of FMVSS 136 mandating ESC for heavy vehicles, FMVSS 111 upgrade requiring rear video camera systems, FMVSS 121 upgrade improving heavy vehicle stopping distances, FMVSS 126 mandating ESC for light vehicles, and FMVSS 138 mandating tire pressure monitoring systems on light vehicles. Dr. Garrott has also contributed to improving NHTSA's consumer information programs. He helped support the development of the Tire Fuel Efficiency Consumer Information Program, he supported the development of lane departure warning and forward crash warning systems as part of the New Car Assessment Program (NCAP), and contributed to the development of a rollover resistance rating as part of NCAP. Dr. Garrott also led the development of NHTSA Driver Distraction Guidelines for reducing visual-manual driver distraction during interactions with in-vehicle devices.

Dr. Garrott has received numerous awards for his research and contributions to safety. In 2002 he was NHTSA's Employee of the Year for his research on light vehicle rollover. In 2005 he received the Society of Automotive Engineers (SAE) Arch T. Colwell Merit Award in 2005 in recognition of an outstanding contribution to the SAE literature. He has also been awarded numerous USDOT Secretary and NHTSA Administrator awards.

UNITED STATES

Kazuo Higuchi

Retired

United States

Mr. Higuchi joined Honda after his graduation from Keio University with a master's degree in Mechanical Engineering. His earliest assignments were in the area of occupant crash protection, where he soon became a recognized leader in the development of advanced safety belt systems. His early work at Honda focused on safety belt design, including the development of automatic seatbelts. It was during this period that Mr. Higuchi developed one of the earliest webbing clamps to improve seat belt performance.

His recognized accomplishments in seat belt development lead directly to his assignment to the team Honda created in response to the first round of NHTSA's NCAP tests. As was the case with many vehicle manufacturers, initial NCAP testing showed significant short comings in occupant protection. The webbing clamp Mr. Higuchi developed during his work on Honda's automatic seat belt program was used for the first time anywhere to enhance the performance of occupant restraint systems in the 1981 Civic and the 1982 Accord as Honda went on to significantly improve the performance of their vehicles in NCAP tests. For the next decade, the webbing clamp developed by Mr. Higuchi was used in virtually all Honda passenger vehicles to enhance the performance of occupant restraint systems.

Mr. Higuchi then assumed responsibility for advanced crash safety research as the Chief Engineer for Vehicle Crash Safety at Honda R&D. In this capacity he was instrumental in the development of safety belt pretensioners, the first time this technology was used by any Japanese manufacturer. He also was instrumental in the development of side crash protection systems and was responsible for the launch of Honda's pedestrian protection initiatives.

He then moved to Washington, DC, where he served as the principal technical liaison between Honda and NHTSA. In this capacity, he organized the first in a series of continuing research briefings where a major motor vehicle manufacturer and NHTSA regularly shared information on their research in progress. These meetings continue to this day. In this position, he also was deeply involved in the resolution of problems caused by overly aggressive first generation airbags.

In 2000 he joined the Takata Corporation where he established their first Washington office. Here Mr. Higuchi established a significant presence for Takata in collaborative research with NHTSA as well as supporting significant research initiatives in the US. He was responsible for Takata's continuing support for research at both the Children's Hospital of Philadelphia and with Jackson Memorial Hospital and the University of Miami. His leadership has been responsible for significant accomplishments in the field of child safety and he has been at the center of the collaboration between Takata and NHTSA on the development of a side impact test procedure for the evaluation of child restraint systems.