

DRIVER REHABILITATION TECHNOLOGY PROGRAM

Applicable Forms

Driver Rehabilitation Technology Program Assessment Packet

The Driver Rehabilitation Technology Program addresses the personal vehicle needs of consumers to allow them safe access to transportation for work. The services are varied, depending on the specific needs and abilities of the consumer, and range from driver's evaluation to vehicle modification. Driver Rehabilitation Services may be provided if required to achieve the employment goals on an approved Individualized Plan for Employment.

Definitions

Driver's evaluation

A Driver's Evaluation consists of a clinical and behind-the-wheel evaluation by a certified driver rehabilitation specialist to identify a consumer's driver rehabilitation needs to allow him/her to drive independently.

Transport evaluation

An evaluation of a consumer who will NOT drive, but will be transported by another private party in the consumer's vehicle. The evaluation will determine the best method and/or equipment required for entry/exit into the vehicle and/or transportation of his/her mobility aid.

Driver rehabilitation services

Driver Rehabilitation Services include driver education, driver's training and extended driver evaluation and are used to teach an individual to drive with or without vehicle modifications.

Driver Education

Classroom instruction for preparation to take the test to obtain a Kentucky operator's learning permit.

Driver's Training

Driver's training consists of behind-the-wheel instruction required to teach an individual with a disability to drive with or without vehicle modifications.

Extended Driver's Evaluation

In those cases where an individual's ability to drive cannot be determined after a standard driver's evaluation, an extended training may be undertaken to aid in the determination. The length and amount of training is strictly monitored by the Driver Rehabilitation Technology Program Administrator.

Vehicle

Any mechanized device (other than a wheelchair) capable of legally transporting passengers, goods, or apparatus on a public or private roadway.

Vehicle modification

Alteration of a motor vehicle or one of its systems **solely** to enable its use by a person with a disability for the purpose of personal transportation.

Repeat Modification Assistance

When OVR has previously funded a **Vehicle Modification** for a given consumer and that modification has at least one hundred five thousand (105,000) miles of use since the time of final inspection and delivery; another (**repeat**) **OVR funded** Vehicle Modification can be considered contingent on current employment status and other eligibility criteria.

Vehicle Modification Upgrade

Upgrading (changing) adaptive equipment or existing alteration of a motor vehicle that exists to enable its use by a person with a disability for the purpose of personal transportation. **Vehicle Modification Upgrade** must be preceded by a **change in medical status** as attested to and documented by a physician. This change in medical status must make the previous/current modification unusable. Upgrades are further contingent on a consumer's current employment status. Upgrades may include a change in vehicle as well as equipment.

Vehicle Modification Repair

Repair of adaptive equipment or alteration (not OEM equipment) of a motor vehicle that exists to enable its use by a person with a disability for the purpose of personal transportation. For OVR purposes **Vehicle Modification Repair** will not encompass repairs that are a result of a **failure to properly maintain** or in cases of **misuse and abuse**. Consideration of **Vehicle Modification Repair** is contingent on a consumer's current employment status and other eligibility criteria.

Vehicle Modification Maintenance

Maintenance that is required by the manufacturer of a device and/or the Mobility Equipment Dealer who installed the device or otherwise provided alteration of a motor vehicle to enable its use by a person with a disability for the purpose of personal transportation.

Structural Vehicle Modification

Permanent alteration of a vehicle structure that will affect the underlying OEM equipment and/or corresponding systems. Such modifications include, but are not limited to, raised roof, raised doors, lowered floor. These modifications are typically performed to allow entry and exit..

Bolt on Equipment

Equipment that when added does not require substantial alteration of the underlying OEM equipment or system to which it is attached. Equipment that can be removed and used again in another vehicle.

Mobility Device

Any device that is needed to assist with mobility of one's person, i.e. walker, crutches, wheelchairs/scooter.

Entry System

An entry system is any piece of equipment, alteration, or system (pieces of equipment that work together) that allows an individual with a disability to enter/exit a vehicle, load his/her mobility device, and get into the position s/he will occupy when the vehicle is in motion. This includes, but is not limited to, entry modifications such as lifts and ramps, tie downs for occupied or unoccupied vehicles, and transfer seats to allow for transfer to the driving position.

Hoist

A device used to load/unload an unoccupied mobility device (wheelchair/scooter only) on or into a motor vehicle.

Lift

A device used to load/unload an occupied mobility device (person and wheelchair/scooter) into a motor vehicle.

Ramp

An inclined passage connecting two levels as a means of entry and exit of a motor vehicle.

Trailer

A transport vehicle designed to be pulled by a car or truck for the purpose of hauling a mobility device.

Transfer Assist Devices

A stationary device used to assist a person in moving from one surface to another for the purpose of riding in a seat of a motor vehicle, i.e. grab bars, sliding board, seat covers, etc.

Transfer Seats

A manual or powered device used to assist a person into a seat of a motor vehicle.

Driver System

A driver system is one or more pieces of equipment that allows an individual with a disability to safely use the controls necessary for operation of a motor vehicle.

Primary Control

Those controls operated by a driver which directly affect the direction and rate of the moving vehicle, i.e. steering/accelerator/ brake.

Mechanical Primary Controls

A mechanically operated device that directly affects the rate and direction of a moving vehicle, i.e. accelerator/brake/steering controlled with the use of simple levers or other mechanical means using only the drivers muscular efforts (force output) acting on the OEM controls.

Powered Primary Controls

Primary control devices (accelerator/brake/steering) designed not only to relocate these functions but to be supplemented by power other than by the drivers own muscular efforts, the force output of the driver.

Reduced/Low Effort Brakes

An internal change to OEM components designed to reduce the force required to operate the brake.

Reduced/Low Effort Steering

An internal change to OEM components designed to reduce the force required to operate the steering.

Secondary Controls

Those controls operated by a driver which are essential to the coordinated and safe operation of the vehicle in traffic situations. This includes ignition/starter switch, turn indicators, gear selector, wipers, lights, etc.

Remote

A wireless control system to operate a device attached to a motor vehicle.

Driver Rehabilitation Specialist

A driver rehabilitation specialist is an individual who plans, develops, coordinates and implements driver rehabilitation services for individuals with disabilities.

CDRS or Certified Driver Rehabilitation Specialist

A CDRS is a driver rehabilitation specialist who has obtained certification to provide services from ADED. The certification process includes background, experience, and a certification exam.

ADED, Inc.

ADED is the Association for Driver Rehabilitation Specialists that was established in 1977 to support professionals working in the field of driver education / driver training and transportation equipment modifications for persons with disabilities through education and information dissemination. ADED offers certification for driver rehabilitation specialists.

NMEDA

NMEDA is a non-profit trade association of mobility equipment dealers, driver rehabilitation specialists, and other professionals dedicated to broadening the opportunities for people with disabilities to drive or be transported in vehicles modified with mobility equipment. All members work together to improve transportation options of people with disabilities. NMEDA offers a quality assurance program (QAP) for mobility equipment dealers.

QAP

QAP is a quality assurance program offered by NMEDA that binds dealers to industry best practices, an in-house crash testing program and proven shop practices that assure the highest level of performance and safety. QAP certification is required for all mobility equipment dealers who provide modification services to the Kentucky Office of Vocational Rehabilitation.

OEM

An abbreviation for Original Equipment Manufacturer. This refers to the vehicle and its systems, as they are designed by the original manufacturer.

Certified Technician

A certified technician is a technician who is certified by the manufacturer of the mobility equipment to be installed on a vehicle as being trained to appropriately install the equipment. When no certification from the manufacturer of the mobility equipment is available, the Driver Rehabilitation Technology Program Administrator may certify that a technician is able to provide specific modification services for the Kentucky Office of Vocational Rehabilitation.

Approved Driver Instructor

An approved driver instructor is an individual who will provide behind-the-wheel training for an individual with a disability. In the case where a driving system modification is required, this individual will always be a CDRS. If no driving system modification is required, the Driver Rehabilitation Technology Program Administrator may approve other instructors based on their individual background, education, and experience.

Restricted Operator's License

A restricted operator's license is a valid Kentucky operator's (driver's) license that lists the restrictions an individual must meet before driving. The restrictions must include all required driving system modifications as well as any personal equipment used for driving.

Vehicle Ownership

A consumer is considered to "own" his/her vehicle when he/she, or his/her parents or spouse, has purchased the vehicle outright or has taken a loan to purchase the vehicle. The consumer does not own a vehicle that is leased.