TRIEX, INC.
1408 GIRARD TRUST BUILDING
BROAD and SOUTH PENN SQUARE
PHILADELPHIA, PA. 19102
215 - LOcust 7-2252

thank for interest.

April 15, 1966

Sen. Winston L. Prouty
Washington, D. C.

In re: Motor Vehicle Deceleration Warning Signal Designed to Save Lives

Dear Senator Prouty:

We are aware of your vital concern regarding the rising automotive accident rate and the resultant loss of lives and damage to property.

Because of our mutual concern with this problem, we are adding our efforts in an attempt to work with persons in government at State and Federal levels, as well as non-governmental safety agencies and bureaus, to assist in implementing a uniform nation-wide automotive safety program. This program, however, needs the assistance of men of stature and position such as yourself to help influence the adoption of uniform regulations in the various States.

We are not advocating Federal control, but asking for any assistance you may be able to give in <u>your</u> State to move in this safety direction to save lives in <u>your</u> State.

This letter asks no endorsement or other favor from you on behalf of the product that we have developed. We do, however, feel you should know that some small independent concerns are working on this problem and that there are devices available which accomplish some of the results which we are all working for. We happen to be one of these companies.

A brochure and demonstration statement on the TRIEX D-LIGHT are enclosed. We hope you will have an opportunity to review these as they are informative.

If we can be of any help in your efforts to promote traffic safety, we will be glad to respond.

Yours very truly,

W. J. McAneney Sr

W. J. McAneney
President

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AUTOMOTIVE CAUTION LIGHT DEMONSTRATION STATEMENT

Automobile accidents are increasing. Insurance premiums on cars often exceed the cost of the car. Death and injury on the highways continue at an alarming rate.

Fortunately, however, the spotlight of public interest is now being focused, more than ever before, on the efforts of the automotive industry, safety minded executives and of our legislators to make our highways and automotive vehicles safer.

For illustrative purposes, the thinking for highway and automotive vehicle safety can be divided into two catagories:

Protective
Preventive

In the protective catagory, devices and equipment are most essential and necessary. These are, however, in a sense after-the-fact safety items. They protect the individuals after some sort of contact or accident has happened. In this catagory are seat belts, collapsing steering wheels, etc. The other type of equipment is the preventive type, which incidentally is the one with which we are concerned here. Such preventive equipment is likewise necessary and essential on motor vehicles to reduce the number of instances that the protective equipment shall come into play. This preventive equipment is illustrated by such items as turn signals and brake lights.

Department of Commerce surveys show that the largest number of accidents are rear end collisions or side swipes resulting from swerves to avoid a rear end accident.

It would appear that these rear end incidents may be caused by lack of communication between vehicles traveling in the same direction. Currently the only such communication is the stop light which functions when pressure is applied to the foot brake.

Too many times a leading vehicle operator sees some condition ahead which prompts him to lessen pressure on the accelerator. Engine compression and friction then begin their braking action. The lead vehicle gradually slows down, but the following vehicle has continued under power until the lead vehicle operates its stop light. Thus, we have a car which can make an easy stop (the lead vehicle) and one which requires a panic stop (the follower).

It is our contention that many rear end involvements would be avoided if the driver of the following vehicle knew precisely when the driver of the lead vehicle began throttle deceleration. On the basis of this premise we have designed and developed such a signalling system which will indicate by means of lamps mounted on the rear of a vehicle

the exact instant the leading driver begins his throttle decelaration; which will stay lighted as long as this attitude is continued, even as low as idling speed; and which will subsequently signal the following driver when a new constant lower rate of speed is being maintained or throttle acceleration again begins. This same device is so designed that, if desired, it can indicate through additional lamps when pressure on the accelerator is being maintained or increased. The deceleration signal could be yellow and acceleration signal could be green in color.

In short, our device will be lighted when the vehicle is throttle decelerating and will be unlighted, or lighted green, if desired, when a constant speed is being maintained or a higher speed being attained.

This device is completely automatic and requires no conscious effort on the part of the driver to operate.

It is simple in design; relatively inexpensive to produce and install on most current automobiles (it will not be necessary to install additional lamps).

Although there have been many devices in the past which have had the same objective, they have been complicated, costly, cumbersome and practically all these devices have operated only in a pre-set speed range.

Our Triex D-Light will operate throughout the entire throttle range of any automotive vehicle. It can be installed on trucks, busses, passenger cars, compacts or foreign cars. It can be built in during production or installed on vehicles already in use.

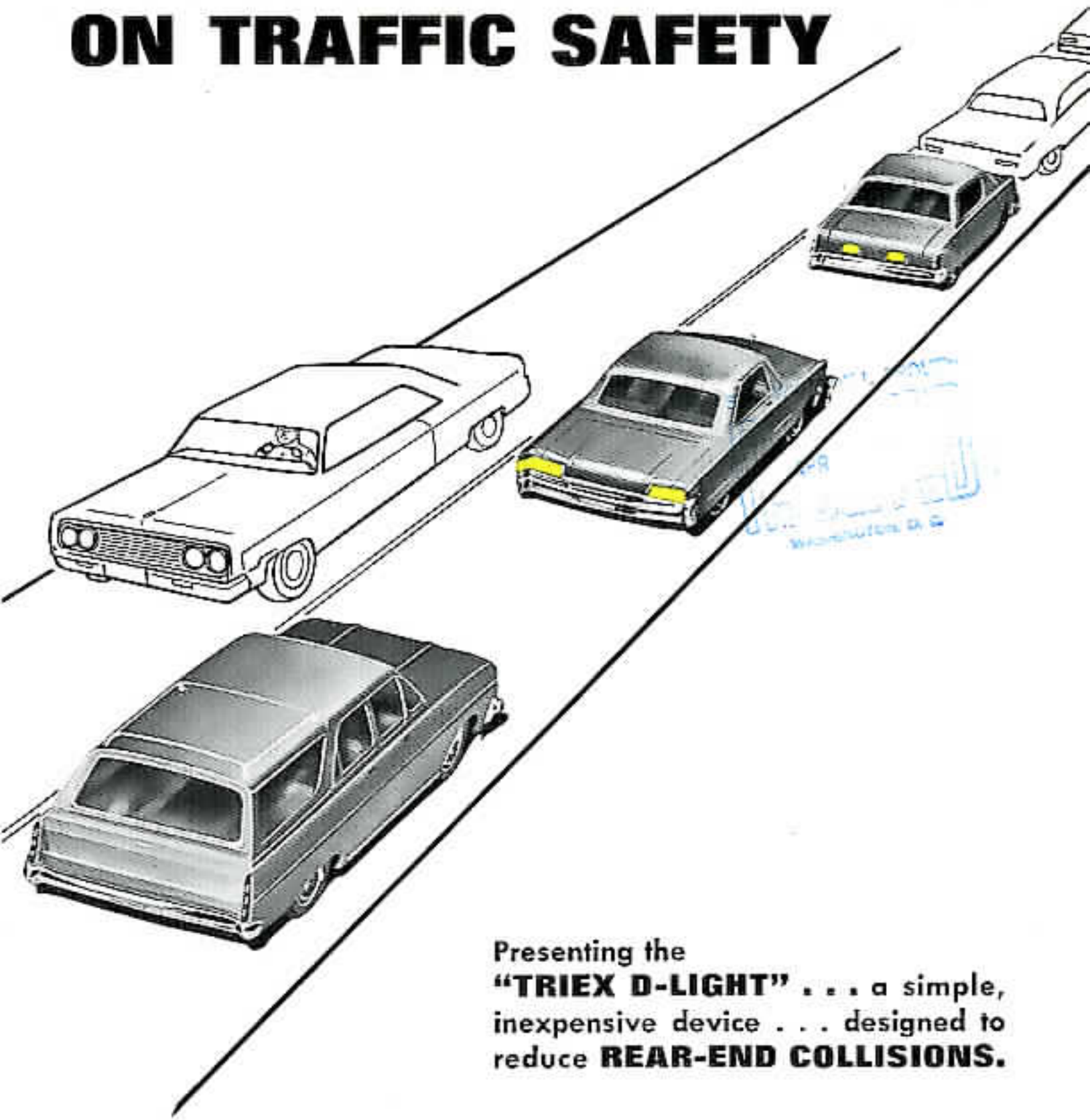
Additional dividends deriving from the use of this device will be increased gas mileage and longer brake life. By signalling following vehicles when slow down begins, these vehicles can better maintain more closely the same rate of speed as other vehicles traveling in the same direction. This will help to reduce the telescoping pattern of traffic which results from todays prevalent practice of accelerating to catch up, then braking down to avoid closing in on the preceding vehicle, then back to the accelerator, the brake, etc., ad infinitum or ad accident.

Making ends meet has not been a problem on the highway, but we think you can keep the follower off your tail if he knows what you are doing, faster than he can possibly know with the present stop light system.

We strongly urge that this warning signal lamp be amber in color because of the traditional identification of amber with CAUTION.

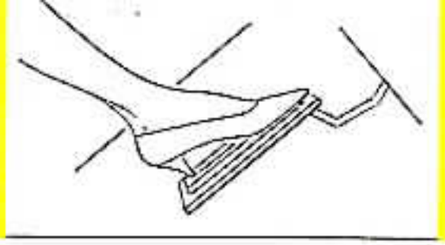
NEW LIGHT

ON TRAFFIC SAFETY



Presenting the
"TRIEX D-LIGHT" . . . a simple, inexpensive device . . . designed to reduce **REAR-END COLLISIONS.**

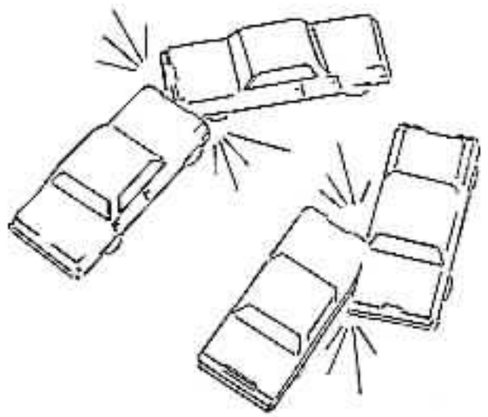
Will 6500 Americans be killed again this year because of rear-end collisions?



With the "TRIEX D-LIGHT" . . . instant warning when the driver decelerates . . .

The answer would be **NO**, with this effective warning signal on all motor vehicles.

Investigation shows that 46% of all daytime traffic accidents in the United States are rear-end types. In 1965 there were about 4,000,000 accidents of this kind in which approximately 6,500 Americans died. Too many of these collisions were caused by a lack of communication between a car slowing or stopping and the following driver being unaware of this intent until too late. A surprisingly large number of these accidents occur on rural roads and secondary urban and suburban streets. The more serious of these collisions in terms of lives, injuries and vehicular damage happen on high speed highways where more critical judgments are required of drivers in determining distances, relative speeds and necessary stopping times. The National Safety Council has recently recommended a minimum safe distance of 276 feet between cars moving at 65 m.p.h.; on a crowded expressway . . . a degree of spacing practically impossible to maintain for obvious reasons.



TOTAL FATALITIES . . . 6,500
TOTAL COST . . . $1.2 BILLIONS

REAR-END COLLISIONS

One salient point in all reports of rear-end collisions notes that it takes an average of ¾ second to get the foot from accelerator pedal to brake pedal. At 65 m.p.h. this represents a distance of 72 feet during which the following driver is unaware of the preceding car's intention to stop. Nor *is the following driver aware that the braking action of the preceding car's high compression engine is already slowing the leading car during this critical period of time because no braking signal is visible.* Often, by the time the brake light is actuated, it is too late for the following car to stop in time.

What could help avoid this situation? If the lead driver could signal the following driver automatically that his car was slowing on the instant he eased his foot on the accelerator pedal, the following driver would be alerted and, with normal presence of mind, *would be able to stop in time.*

The approximate stopping distances at various speeds on good, dry roads with modern automobiles are given below:

SPEED, M.P.H.	REACTION DISTANCE	BRAKING DISTANCE	STOPPING DISTANCE
20	22 ft.	25 ft.	47 ft.
25	28 ft.	39 ft.	67 ft.
30	33 ft.	55 ft.	88 ft.
35	39 ft.	78 ft.	117 ft.
40	44 ft.	105 ft.	149 ft.
45	50 ft.	136 ft.	186 ft.
50	55 ft.	188 ft.	243 ft.
55	61 ft.	230 ft.	291 ft.
60	66 ft.	300 ft.	366 ft.
65	72 ft.	380 ft.	452 ft.
70	77 ft.	455 ft.	532 ft.

Source: National Safety Council T-S-Memo No. 22(11)

THE RED (BRAKE) LIGHTS ARE TOO OFTEN TOO LATE!

The "TRIEX D-LIGHT" is a combination electrical-mechanical-pneumatic device which automatically switches on lights in the rear of an automobile when the car slows, even slightly. The lights go out when an even speed is maintained or during speed-up. The type of components in this device and its unique design assure the long, reliable life necessary for safe use on automobiles, buses and trucks at a minimum of cost. On initial installation fine adjustment enables proper fit of the D-LIGHT to any kind of automotive vehicle from a motor scooter to the heaviest tractor trailer so that engine braking can be properly compensated. Requires no conscious action on the part of the driver.

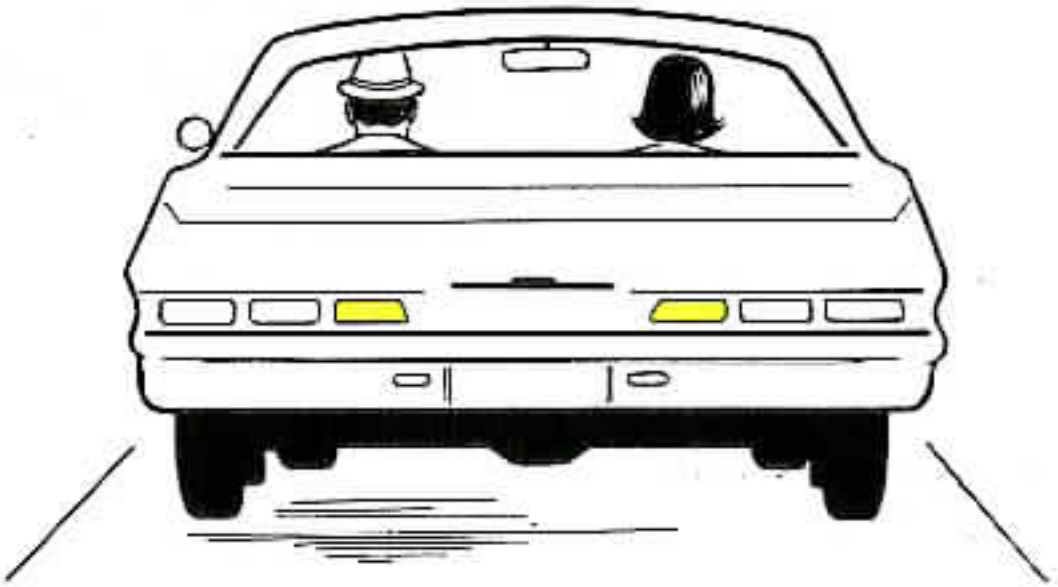
EASY, LOW-COST INSTALLATION

In kit form, the D-LIGHT can be easily and quickly installed by any competent automotive mechanic, in most cases using the existing rear lamp fixtures and wiring without disturbing brake lighting, turn signal lights or regular tail lights. Kit cost would be comparatively low.

ROAD-TESTED—The D-LIGHT has been given preliminary road tests over a considerable period of time. In all interviews with following drivers during testing on the public highways, the response has been excellent. Included among comments were that in addition to the primary function of increased safety from rear-end collisions, these lamps also help to reduce brake wear—To lower gas consumption—They permit a following driver to anticipate more quickly the actions of the car ahead and to adjust his own speed with the accelerator pedal, avoiding unnecessary brake applications and subsequent speed-ups—Reduces driver tension and a more relaxed driver is a safer driver under most road conditions.

BRIEFLY STATED ADVANTAGES OF THE "TRIEX D-LIGHT"

- An essential automotive safety device.
- Reduces traffic accidents, particularly rear-end and same direction side-swipe types.
- Works properly throughout the entire speed range, up or down hill, under all climatic conditions and at any altitude.
- Can be installed on any automotive vehicle no matter what size and is easily adjusted to various engine braking rates.
- Quick and easy to install by any competent mechanic.
- Automatic, operates without driver effort or responsibility.
- Long-lasting, thoroughly reliable.
- Uses either factory equipped or standard auxiliary car light fixtures.
- Helps prevent tailgating and "chain-reaction" crashes.
- Relieves driver tension.
- Reduces brake wear.
- Increases gas mileage.
- Reduced accidents should reduce insurance costs.
- An aid to traffic flow.
- Low in cost.



AT A SAFE DISTANCE FOR ACTION, THE D-LIGHT SAYS SLOW DOWN!

TRIEX
WARNING
DECELERATION
SIGNAL
D-LIGHT
TRADEMARK

For Complete Information, Phone or Write:

TRIEX, INC.

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PHILADELPHIA, PA. 19102
PHONE: 215 LO 7-2252

LEGIS. Commerce

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COPY

April 19, 1966

W. J. McAneeny, President
Triex, Inc.
1408 Girard Trust Building
Broad and South Penn Square
Philadelphia, Pennsylvania 19102

Dear Mr. McAneeny:

Thank you for your letter of April fifteenth enclosing the brochure which describes your "Triex D-Light."

Since the Commerce Committee is now considering the large question of highway safety, the information which you have sent will be most helpful.

Your interest in this legislation is very much appreciated.

Sincerely yours,

Winston L. Prouty
United States Senator