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**After Hours Emergencies**  
Call **1-877-454-4204** (toll-free)  
Your call will be answered through  
the Department of Energy and  
Environmental Protection Dispatch  
Office, which will assist you.

**Online**  
Go to:  
<http://das.ct.gov> and click on **FLEET OPERATIONS** for additional information on fueling locations, accident forms and mileage reports.

Going  
Going  
Gone!



An auction update! Whenever Fleet Operations replaces a vehicle the old one is immediately disposed of, except in rare situations. The first step to this process is to assign it to DAS Surplus, where it is posted online for a two-week period and made available to other state agencies and municipalities on a first-come, first-served basis. Should it go unclaimed, it is then designated to be sold at auction. Over the past few years the process has transitioned from auctions being held on site at our Wethersfield maintenance facility, to internet auctions, which were initially held in conjunction with Copart in New Britain.

Recently there has been another change, online vehicle auctions are now accessed by going to [www.PropertyRoom.com](http://www.PropertyRoom.com). The vehicles are actually housed at Corona's Auto Parts and Towing, 608 Wethersfield Ave., Hartford. Even though this is an online auction, there is no restriction on inspecting vehicles prior to placing your bid. Inspection is free and viewing hours are: Monday – Friday, 9:00 am to 4:00 pm. Note that no special license is required to purchase a State of Connecticut vehicle, unless it is listed as 'salvage' (vehicles with salvage titles can only be sold to licensed dealers). To bid, you must register as a user on [www.PropertyRoom.com](http://www.PropertyRoom.com). Registration is free. Auctions start and end on Wednesdays at or around 6:00 pm. Should you be the successful bidder be prepared to pay a gate fee of \$30.00 and a 12.5% buyer's premium on each vehicle. All DAS vehicles come with a State of Connecticut title.

Need to  
Cancel?

Don't forget to notify your Fleet location when something has come up and a driver cannot make his or her appointment. Besides allowing us to adjust our work assignments, an advance call also provides the opportunity to work with agencies on scheduling an alternate date that works for everyone.

We've all heard about Event Data Recorders (EDRs), or black boxes, being used on airplanes for many years, but they are now in your automobile as well. Virtually every car and truck owned by DAS Fleet has one. In fact, as of September 1, 2014 a law went into effect requiring every car, light truck, van and SUV sold in the United States to be equipped with an EDR.

## Black Box



EDRs do not record location, date or time, audio or video. They provide information about what was going on in the immediate few seconds before a crash. Typical records include speed, throttle position and brake application. The type and amount of recorded data varies, as do the conditions that must exist to create a record – air-bag deployment/non-deployment, front or side impact and/or roll over, etc.

There is no way to delete the data or disable the EDR. However, not anyone can obtain the information it collects. In fact, Connecticut is one of 15 states that have passed regulations regarding who can pull the data, with or without the owner's permission.

To highlight the type of information gathered by an EDR, and how precise it can be, we share the details of a high profile accident that occurred in Massachusetts. The photo above is of a Ford Crown Victoria that was driven by a former Lt. Governor of Massachusetts, Timothy Murray. Having an EDR aboard helped to provide the details of this incident that occurred in 2011 (and thankfully did not involve personal injury). According to a report in USA Today, the Lt. Governor claimed that he was driving the speed limit and wearing a seatbelt. Initially State Police blamed the crash on black ice, but backtracked on that conclusion after examining black box data. It showed that the Lt. Governor was driving over 100 mph without a seatbelt at the time of the crash. The data trail began with him driving 75 mph and then indicated that his foot fell harder on the accelerator and his speed increased to 108 mph as he slid off the roadway - which has led investigators to believe that he had possibly fallen asleep.

Lt. Governor Murray issued a statement that he accepted the black box data and took full responsibility for the accident.

We live in an age of information; this is one example on how the automobile industry has incorporated enhanced technology into vehicles.

*(thanks to Harris Technical Services for some of the information in this story)*