



## This Month @ QuantivRisk

Thanks for staying tuned to our progress! This month we have an insightful Featured Perspective from CEO John Pettit, a CRASHVIEW product update, a few conference recaps, a NEW feature called "Data Point of the Month", and of course, the Accident of the Month!

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### Featured Perspective

#### The Rise of Vehicle Data as the New Source of Truth

For decades, accident investigations have relied on a familiar set of inputs: driver statements, witness accounts, police reports, physical evidence, and expert reconstruction. These sources remain important, but they all share a common challenge—they are often incomplete, subjective, or open to interpretation.

Today, that is beginning to change.

Modern vehicles have evolved into sophisticated computers on wheels, generating and storing vast amounts of information about how they are being operated. Vehicle systems can capture details about speed, acceleration, braking, steering inputs, ADAS engagement, driver interactions, environmental conditions, and much more. This data creates an objective record of events that can help answer the most fundamental question in any accident investigation: What actually happened?

This shift is part of a broader trend across industries. Decisions that were once based primarily on observation and inference are increasingly being informed by data. Auto accident investigations are no exception.

The National Highway Traffic Safety Administration (NHTSA) has recognized the value of vehicle-generated data for years. In a comprehensive engineering analysis of more than 2,500 Event Data Recorder (EDR) files conducted by the U.S. Department of Transportation's Volpe Center, researchers concluded that EDR data can "objectively report real-world crash data" and serve as a powerful investigative and research tool. The study further noted that vehicle data is most effective when used in conjunction with other investigative evidence, creating a more complete understanding of what occurred.

At QuantivRisk, we see this evolution firsthand. Every week, we review cases where the objective facts revealed by vehicle data differ from initial assumptions. In some instances, vehicle data confirms a driver's account. In others, it uncovers factors that were previously unknown, such as ADAS disengagements, conflicting driver inputs, unexpected vehicle behavior, or environmental conditions that contributed to the event.

Importantly, vehicle data is not replacing traditional investigations—it is enhancing them. The most effective investigations combine objective vehicle data with physical evidence, scene analysis, witness statements, and professional expertise. Together, these sources create a more complete picture than any one source could provide on its own.

As Advanced Driver Assistance Systems, automated driving technologies, and connected vehicles become increasingly common, the need for objective evidence will only grow. Questions of liability are becoming more complex. Drivers, insurers, attorneys, automakers, regulators, and consumers all need access to reliable facts to make informed decisions.

We believe the industry is entering a new era where vehicle data serves as a foundational source of truth. Organizations that embrace this transition will be better equipped to resolve claims efficiently, identify risk accurately, pursue recovery opportunities, and build trust with stakeholders.

At QuantivRisk, our mission remains unchanged: bringing truth and transparency to auto accidents. As vehicles continue to generate more data, we are committed to helping our customers transform that information into clarity, confidence, and better outcomes.

— John Pettit, CEO

### Product Spotlight



Our core technology platform, CRASHVIEW, continues to grow and we want to share an upcoming enhancement users are sure to love!

**Scene Visualization** - a friend and industry vet likes to say "sight, speed, and distance" are the three things he always coached adjusters to understand about an accident. Coming this summer, CRASHVIEW will provide maps, prevailing traffic conditions, construction zone indicators, and other helpful accident scene data to aid in synthesizing details of a crash.

### QR on the Road: Conference Update



Great week at **AutoTech 2026**. The atmosphere was relaxed, but the conversations about the future of connected vehicles were anything but. Two themes stood out:

- 1 Enabling a seamless in-vehicle experience.
- 2 Connectivity and software services continue to evolve, but consumer subscription fatigue is a growing challenge.

Real innovation happens when community and collaboration come first.

At the **Scout Insurtech Conference**, the focus shifted from presentations to hands-on learning and ecosystem building.

Strong discussions, strong collaboration, and momentum for what's next in InsurTech.



Coming up on June 17-18 John Pettit will attend **CLM June Focus** conference in Nashville, TN. Stop by the QuantivRisk exhibit and say hello!

### Data Point of the Month

#### 98 million

The 2025 PARTS analysis on [Advanced Driver Assistance System Crash Rate Assessment Using Vehicle-Specific Mileage Data](#) notes that 98 million vehicles sold between 2015-2023 were manufactured with ADAS components. The analysis spanned all major auto manufacturers in the US (not incl Tesla).

### Accident of the Month

#### Scenario:

A policyholder files a claim with her auto insurer stating that her vehicle scraped another car while navigating a parking lot using the vehicle's remote summon capability. The insurer has received dozens of similar claims over the past year. While these losses are relatively small on an individual basis, they represent a material cost in the aggregate.

#### The CRASHVIEW Solution:

Vehicle data confirmed that the remote summon capability was active and that no one was inside the vehicle as it navigated through the parking lot.

#### Result:

Based on these findings, the insurer assigned no fault to its policyholder. The claim was added to a growing list of similar incidents that the insurer is addressing with the vehicle manufacturer.

