



Tech Talk



Volume II, Issue VII

June 2006

GTIPI STAFF

Frankie Jones

Beth Bartlett

Amy Bellis

Kim Crawford

Vickie Cox

Steve Davis

Connie Hull

Jean Keesee

Melba King

Mindy Linton

Marilu Montalvo

Richard Montalvo

Katrina Pittman

Mary Ann Robinson

Andrew Turnage

Bill Watterson

Don Bower

Remember,
Always
Buckle Up!

Inside this issue:

GTIPI Announces 2006 Poster, PSA and Essay Contest Winners a	1
Saved By The Belt Club	2
Uncle Sam Wants...GTIP's Rollover Simulator	2
Q & A	3
Chicco New Key Fit Only Infant Seat	3
Update on Apex 65	3



GTIPI Announces 2006 Poster, PSA and Essay Contest Winners

Beth Bartlett, Parent/Youth Outreach Educational Manager



GTIPI conducts an annual statewide contest to increase awareness about the importance of wearing seat belts and using child safety seats properly. Students in grades K-12 in public, private, and home schools submit original posters, public service announcements (PSAs), and essays related to the theme of "Why You Should Wear Seatbelts and/or Use Child Safety Seats."

Nearly 30,000 students from 155 schools competed in this year's event. The first place winners at the school level compete at the county level, and those winners move on to compete at the state level. *Winning posters from the 2006 contest will be featured in the 2007 calendar distributed statewide.*

State winners in all categories receive a monetary prize contributed by Safe Kids Georgia and an award plaque from GTIPI. The 2006 state winners are as follows.

Poster Contest

K-1 Category

1st Place: Kaylee Neighbors, Centralhatchee Elementary (Heard County)

2nd Place: Will Johnson, Neighborhood Charter School (Fulton County)

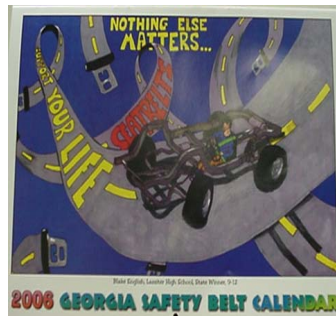
3rd Place: Walt Douglas, Varnell Elementary (Whitfield County)

2-3 Category

1st Place: LaKaitlen J. Barney, Lorraine Elementary (Rockdale County)

2nd Place: Baleigh McAllister, Coker Elementary (Murray County)

3rd Place: Lizbeth Rivera, Ben Hill Elementary (Ben Hill County)



4-5 Category

1st Place: Allysa Ricks, Cheatham Hill Elementary (Cobb County)

2nd Place: Madeline Gray, Liberty Elementary (Cherokee County)

3rd Place: Claire Mitchum, Ephesus Elementary (Heard County)

6-8 Category

1st Place: Edmund Smith, Whitewater Middle (Fayette County)

2nd Place: D'Adrian Smith, East Cobb Middle (Cobb County)

3rd Place: Patrick Murphy, Oglethorpe Charter School (Chatham County)

9-12 Category

1st Place: Jeffrey Lin, Dublin High (Laurens County)

2nd Place: Courtney Quinn, White County High (White County)

3rd Place: Casey Sherman, Newnan High (Coweta County)

PSA Contest

K-6 Category

1st Place: Chelsea Preston, Eastside Elementary (Coffee County)

2nd Place: Madi Waddell, Pike County Primary (Pike County)

3rd Place: Alex Tucker, Atha Road Elementary (Walton County)

9-12 Category

1st Place: Nicole Conrad, Towns County High (Towns County)

2nd Place: Amy Oltman, Chamblee Charter High (DeKalb County)

3rd Place: Karen Pagano, Towns County High (Towns County)

Essay Contest

9-12 Category

1st Place: Saikat Karmakar, Fayette County High (Fayette County)

2nd Place: Rebecca Palmer, Brookwood High (Gwinnett County)

3rd Place: Katheryn Elliott, South Gwinnett High (Gwinnett County)

Saved By The Belt Club

Marilu Montalvo, CPS Educator



Seat belts continue to save lives. Rick Boyd of Adel, GA our newest member of the GTIPI's Saved by the Belt Club, left his home after lunch one March day in 2006. He never would have counted on what was waiting on him just a short distance up the road. As Rick topped the hill just down from his residence, a pickup truck was suddenly stopping to make a left turn into a driveway. Rick didn't see any brake lights nor blinker signals illuminating from the truck as it was suddenly braking in front of him to make the turn.

Unable to avoid the crash, Mr. Boyd braced for the impact. He



Rick Boyd's Nissan Maxima

pressed so firmly on his brake pedal that he suffered broken bones in his right foot. As the crash occurred Mr. Boyd was held firmly in the driver's seat of his Nissan Maxima by his seatbelt. The air bag deployed around the pas-

senger compartment as the crash continued.

Mr. Boyd's Maxima suffered extensive front end damage. Major components of the motor were dislodged from the car. Suffering only from a few broken bones in his foot and a "seat belt burn" on his left shoulder, Mr. Boyd, who is an ex-police officer, began directing traffic around the crash scene until emergency personnel arrived.

Rick Boyd will be the first to admit that he is here today to tell his story because of two main reasons. First, through the grace of God. Second, because he chose to wear his seat belt that horrific day in March.

Uncle Sam Wants... GTIPI's Rollover Simulator?

Andrew Turnage, Public Information Manager



Last winter, the United States Army paid GTIPI a visit. Not only did they enlist our help, but they opened our eyes to a world of traffic safety we were not aware of. The seed that was planted then has sprung into news we just have to share.

GTIPI's Andrew Turnage was approached by US Army FORSCOM Chief Warrant Officer Rick Cox to see a Rollover demonstration. When he arrived, he asked if the Army could take video footage and specs on the Rollover Simulator. A few short months later in March, GTIPI was again contacted. Officer Cox had a rollover simulator to show us! On our visit to Fort Gillem, he demonstrated the first Humvee Egress Assistance Trainer (H.E.A.T.) built based on the design of GTIPI's Rollover Simulator.

The HEAT rollover uses a Humvee cab wherein four soldiers and a gunner wearing full battle gear are placed inside wearing their seatbelts and the vehicle is rolled over. The training is designed to reinforce the importance of wearing seatbelts and in helping soldiers escape safely from a crash.

Officer Cox shared that **the leading**



Humvee Egress Assistance Trainer (H.E.A.T.)

cause of accidental injury and death in the Iraq war zone, as well as in all overseas war zones, is vehicle crashes.

Since the initial HEAT prototype was

built, GTIPI has been approached by two additional branches of the military (U.S. Marines and the U.S. Army National Guard) to obtain information about the Rollover. Three additional HEATs have been built. Two HEATs are in Kuwait and Iraq at present. An estimated 15,000 soldiers have been trained.

Officer Cox thanked GTIPI for sharing information about the Rollover. GTIPI thanks the men and women serving at Fort Gillem and in our armed forces around the world. We are excited to have a part in carrying the life-saving message of safety belts around the world to keep our troops safe!

Numerous pictures, articles and facts about the seriousness of vehicle injuries and rollovers occurring in the military are available online. Using Google or Yahoo!, type in the key words "Humvee Egress Assistance Trainer."

Q & A -

Melba King, CPS Educator



Q: A tech from Lawrenceville writes: “At a check event last week, I had trouble getting a car safety seat in tight. I thought a locking clip would have fixed the problem, but I was told that I shouldn’t use it because the vehicle was made in 1999. Should I have known this?”

Passenger safety belts in vehicles manufactured after August 1995 (1996 model year) are required to meet a lockability standard, which enables them to lock a child safety seat in place without using additional hardware. Whether it’s the retractor or the latch plate, each passenger safety belt position should lock. A

regular locking clip is to be used only if the following conditions are met:

- (1) *Belt system is a continuous loop lap and shoulder belt.* Never place a locking clip on a lap belt only system or a belt system without a retractor.
- (2) *(2) Belt system has an ELR or switchable retractor left in the ELR mode.* This would only be necessary if the tension on the shoulder belt pulls too hard and tilts the car safety seat to the degree that it is pulled off of the cushion on one side.
- (3) *Belt system has a latch plate that*

does not stay locked with reasonable pressure applied at the belt path. This could be either a sliding latch plate, a lightweight locking latch plate or a switchable latch plate that allows the belt to loosen.

Remember: A regular locking clip aids a latch plate that does not lock to keep the lap belt at a fixed length. It is a pre-crash positioning device designed to hold the car safety seat in the proper position during normal driving and should not be used unless absolutely necessary.

Chicco New Key Fit – Infant Only Seat

Mary Ann Robinson, CPS Educator

NOTE: This column is for information only and is not intended as an endorsement for any product. Descriptions in this article are those of the manufacturer.

ChiccoUSA has a new rear-facing only infant seat on the market that you may come in contact with in your role as a technician. The Chicco KeyFit seat has some interesting new features:

- fits a child who weighs 4 to 22 pounds and whose height is 30 inches or less. The manufacturer recommends the parent consult the infant’s doctor before using this seat for a premature baby.
- Crotch strap distance 3.75 inches & 4.5 inches
- Shoulder slots at 6.50, 9.25 and 11.25 inches
- Seat interior is lined with energy absorbing foam for improved side impact protection.
- Bubble levels to verify correct installation from both left and right side of vehicle



- Full body newborn insert for infants who weigh between 4 and 11 pounds. The top of the insert should always be BELOW the lower harness slots.
- Head insert for additional support for young infant’s head. This insert must be connected through slots ABOVE the slots used for harness. Insert lessens recline for better newborn angle.
- Easy access storage compartment for instruction book and small toys
- Contoured base fits easily between LATCH anchors
- Center-pull LATCH adjustment simplifies installation. Pull-strap storage pocket and integrated LATCH connector storage compartment when latch is not used
- Vehicle belt lock-offs for secure attachment in seating positions without LATCH

For more information on this seat, call 877-424-4226 or check www.chiccousa.com.

Update on Apex 65

Mary Ann Robinson, CPS Educator

This seat was featured in the last issue of Tech Talk (March 2006).

The Dorel Apex 65 has a warning in the instructions that affects its use in vehicles with low seat backs. The warning is as follows:

⚠ WARNING



Do not use this child restraint if the midpoint of your child's head is above the top of the vehicle seat back.



CPST 4-day Trainings

June 27-30 - Floyd County

August 10-11 & 17,18 - Clarke County

September 7,8 & 14,15 - Conyers

Technician Association Meeting

June 20 - Douglas County

July 11 - Bibb County

Riding Safely in Child Care

July 15 - Cobb County– Spanish

P.R.I.D.E. Instructor Certification

August 15 - Conyers

September 2 - Gainesville

September 26 - Conyers

P.R.I.D.E. Re-Certification

July 26 - Conyers

August 16 - Conyers

September 19 - Gainesville



LIFESAVERS CONFERENCE 2006

Held April 9-12, Austin, TX

Georgia, as always, was well represented by the many CPS professionals who attended this year's conference. Several of the speakers have made their presentations available for download at www.lifesaversconference.org. If you are interested in obtaining copies, simply visit the web site and click workshops/handouts to the left of the screen.

Available CPS Curricula for Techs

15-minute Awareness Presentation

45-minute Awareness Presentation

2-hour Awareness Class

2-hour Riding Safely in Child Care

8-hour CPS Awareness Program Class

Law Enforcement Mandate Curricula

Medical Professionals Presentation

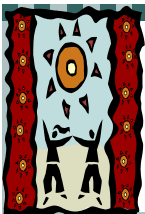
Remember - We are on the Web!

www.ridesafegeorgia.org



1070 Culpepper Dr.
Conyers, GA 30094

Funded by a grant from the
Governor's Office of Highway Safety



A top tether strap can increase stability and provide a more secure CRS installation in some situations of incompatibility between CRS and vehicle.

Reminder for CPS Techs from the Module H, Page 42 of your Technician Manual

