



# Tech Talk

September 2006

Volume II Issue VIII

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**Remember,  
Always  
Buckle UP!**



## Traffic Stop Saves a Life

Mary Ann Robinson, CPS Instructor

Sometimes law enforcement officers are reluctant to issue a citation for a child not riding properly restrained. Officer Griggs Wall, Gainesville Police Department, knows that making such a stop can lead to saving a life. The following is Officer Wall's story:

"I feel that I have developed a reputation for having a hard-nose approach to adults that do not buckle up their kids. My approach is simple. If kids are not restrained, the driver gets a ticket. When I teach a CPST class or a basic class for Lamaze Childbirth, I tell stories of child safety seats being installed in ways you never could imagine or kids piled on top of other kids."

"This true story occurred on March 3rd around 2:30 in the afternoon. As a vehicle was approaching me, I observed a small child hanging over the front seat. This was a clue that the child was unrestrained. I made a U-turn and followed the vehicle to get a clear view of the violation. I thought this was just another traffic stop for a child restraint violation. While talking to the driver, for whom I had previously written several seat belt citations, I suddenly realized

something was wrong. Looking into the vehicle, I saw the front seat passenger slumped onto the driver and she was foaming at the mouth and gasping for air. The driver did not know what was wrong.

"The passenger had gone into full cardiac arrest as they were being stopped. I was able to secure an airway and another officer arrived within a minute. Officer Jim Von Essen responded to my request for back-ups and together we used an automated external defibrillator to shock the woman's heart, which her doctor says saved her life. She walked out of the hospital and has made a **100% recovery.**"



Officer Griggs Wall

Griggs Wall is a fourteen-year veteran with the Gainesville Police Department. He received the Meritorious Service Award for a Life Saving Act and the Jacobs Award for Law Enforcement

from the Gainesville Kiwanis Club. Officer Wall said one should never assume that it is just another traffic stop!

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## \*\* Important \*\* Safe Kids Certification Renewal

Mary Ann Robinson, CPS Instructor

If you or someone you know is interested in taking advantage of the Certification Renewal Course, do not delay! NHTSA is planning to update the Renewal Course to reflect the changes in the new course curriculum. The revised Renewal Course will not be available for at least one year.

The Georgia Traffic Injury Prevention Institute (GTIPI) will be offering six Renewal Courses prior to December 15, 2006. Any technician with an expired certification who wishes to take advantage of the Renewal Course must attend and pass the course by December 31, 2006. Safe Kids Worldwide will not grant an extension for this course for any reason.

The 8-hour Renewal Course was developed as an

alternative to retaking the 32-hour certification course. It was designed for former technicians who have maintained their CPS knowledge and skills but have allowed their national certification to expire.

Registration must be completed online. Go to [www.ridesafegeorgia.org](http://www.ridesafegeorgia.org) and click on the Training Calendar tab. Click Child Passenger Safety, scroll down to Technician Certification Renewal and follow the links to proceed. Appropriate registration fees must be paid to Safe Kids Worldwide prior to your scheduled class. Please call GTIPI at 800-342-9819 or 678-413-4281 if you have questions or need assistance. For a complete list of Renewal Courses being offered, see page four of this issue.



## Saved by the Belt

Melba King, CPS Instructor

The information for this Saved by the Belt article came from a young lady named Katie Carver. Katie is just seven years old, but she certainly understands the importance of being properly restrained when riding in a vehicle. Katie called our office to share her story.

“My family went to Stone Mountain to have a picnic and watch the laser show. On the way home, my Paw-Paw was going to turn to go on the expressway. He didn't see the truck coming in time to stop. The other truck hit my Paw-Paw's truck. I remember going forward and then backward. Everything seemed to be moving in slow motion, it was really scary. My little sister, Natalie, was crying. We all went to the hospital to be sure that we were okay. My Paw-Paw got a cut on his hand, my momma got some bruises, my Maw-Maw hurt her finger, but Natalie and I didn't get hurt at all. My sister was in her car seat, and I was in my booster seat. I sure am glad that everyone was using seatbelts.



Paw-Paw's truck



Katie Carver

“My Paw-Paw is going to have to get another truck, but he said that's okay. He promised me that he would always wear a seatbelt and that makes me happy because I sure do love my Paw-Paw.” If you have a Saved By the Belt experience you would like to share, please email the information to [gtipi@uga.edu](mailto:gtipi@uga.edu) fax it to 678-413-4293. If possible, please include a picture of the crash.

## New SafeGuard GO® Portable Forward-Facing Only Seat

Beth Bartlett, Parent/Youth Educational Manager

**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.

SafeGuard, the manufacturer of safety products for bus seats, now offers a new forward-facing child seat for passenger vehicles. The SafeGuard GO ® is a combination seat with a five-point harness for children who are 30 to 60 pounds, 34 to 52 inches in height, and over one year old. It can also be used as a backless booster for children who are 40 to 100 pounds, 43 to 57 inches in height, and three years or older.



Photo from [www.safeguardgo.com](http://www.safeguardgo.com)

Along with its higher weight limits, the GO is being marketed as “the first ever hybrid car seat,” combining “the convenience and portability of a backless booster with the safety and security of a five-point harness seat.” Instead of the typical rigid plastic back of most child safety seats, the SafeGuard GO has a flexible back that allows it

to fold into a travel bag (see photo). The entire seat weighs less than 10 pounds. It has an adjustable headrest and comes with an instructional DVD.

The SafeGuard GO has a few unique features that technicians need to be aware of when providing education for this seat. The tether strap must be used when the seat is in the five-point harness mode. Instead of separate harness slots, the SafeGuard GO has moveable “height adjusters” to fit the harness to the child while he or she is in the seat.

For booster mode, the back of the SafeGuard GO must be removed, and — as with all boosters — a lap and shoulder belt is required. However, along with the vehicle seat belt, the booster **MAY** also be attached to the vehicle with LATCH (lower anchors only). In either mode, the top of the child’s ears must be below the top of the vehicle seat cushion or head rest. For more information from the manufacturer, visit [www.safeguardgo.com](http://www.safeguardgo.com) or call 1-800-974-7798.

## Premies Need to Stay Rear-Facing Longer

Mary Ann Robinson, CPS Instructor



As you were taught during the CPST class, the American Academy of Pediatrics (AAP) recommends that babies ride rear-facing until they have reached a minimum of one year of age and 20 pounds. However, the AAP recommendation does not stop here. Remember to educate parents on *Best Practice*. Stress to parents the need not to hurry to turn children forward-facing but to keep them rear-facing until they have reached the upper limits regarding height and weight of the child safety seat.

*CPS Techs need to stress to parents and caregivers of premature babies the need to ride rear-facing until 12 months after the original due date at the very least and not the actual birth date.*

**CPST 4-day Training**

October 3-6                      Fulton County  
October 17-20                      Lowndes County  
December 6-7 & 13-14                      Rockdale County

**Technician Certification Renewal**

October 26                      Rockdale County  
November 2                      Bibb County  
November 9                      Muscogee County  
November 16                      Cobb County  
November 28                      Tift County  
November 30                      Chatham County

**P.R.I.D.E. Instructor Certifications**

October 24                      Liberty County  
November 6                      Richmond County  
November 16                      Rockdale County

**P.R.I.D.E. Instructor Re-Certifications**

October 25                      Liberty County  
November 7                      Richmond County  
November 15                      Rockdale County

**TECH TALK-PRESS ROOM**

All past issues of Tech Talk are now available on our website at [www.ridesafegeorgia.org](http://www.ridesafegeorgia.org). Go to the Press Room tab and then to Tech Talk. These archive issues contain information regarding child passenger safety that may have changed since you became a technician. Tech Talk is GTIPI's method of sharing the latest and most up-to-date information.

**Available CPS Curricula for Techs**

- 15-minute Awareness
- 45-minute Awareness
- 2-hour Awareness
- 8-hour CPS Awareness
- 2-hour Riding Safely in Child Care
- Law Enforcement-Gross Misuse
- Law Enforcement Mandate
- Medical Professionals



*Funded by a grant from the Governor's Office of Highway Safety.  
Georgia Traffic Injury Prevention Institute  
1070 Culpepper Drive, Suite 300  
Conyers, GA 30094  
800-342-9819 or 678-413-4218  
[www.ridesafegeorgia.org](http://www.ridesafegeorgia.org)*

*"Celebrating Two Decades of Traffic Safety Education in Georgia"*

*Traffic crashes are still the leading cause of unintentional deaths and severe injuries in the United States. Many of these deaths and injuries could have been prevented with proper restraint use.*

*In Georgia, there were 93 fatalities for children age 16 and under for the year 2004. These deaths have increased by 24% over the past three years.*

*Reminders for CPS Techs from Module C, Page 2, of the National Standardized CPST Manual and the Governor's Office of Highway Safety.*