



## Tech Talk

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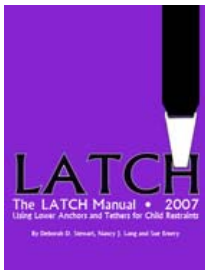
### New LATCH Manual Available

Melba King, CPS Educator

The 2007 LATCH Manual is now available from Safe Ride News Publications. This 5th edition focuses on major issues based on actual usage, laboratory tests, and research now being published.

The 2007 LATCH Manual contains information needed by CPS technicians in educating parents on tether and lower anchor use. It can also serve as a reference for using LATCH in specific vehicles — a valuable tool when the vehicle owner's manual is not available or leaves out information about how to use lower anchors or tethers properly. All the information on CRs and vehicles was provided and verified by manufacturers in late 2006. Other key issues addressed include:

- common misuse and misunderstandings for those educating caregivers;
- more about using tethers whenever possible, including encouraging parents to retrofit tether anchors in older vehicles; and
- understanding proper installation of new CRs with higher internal harness weight limits in vehicles with lower limits for lower anchorages.



The 2007 LATCH Manual also offers a way for CPSTs to earn 1 CEU toward recertification. Only one CEU quiz (for the 2005 or 2007 edition) can be submitted per recertification cycle.

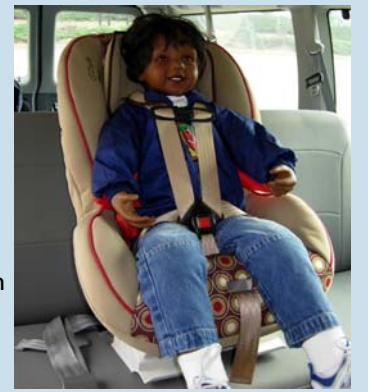
If you are interested in purchasing a manual, visit [www.saferideneews.com](http://www.saferideneews.com) for an order form. A single copy of the 2007 LATCH Manual is \$26.95 plus shipping; discounts are available for larger orders.

### Can YOU Spot the LATCH Misuse?

#### Situation #1

- 52-pound child
- Fisher Price Safe Voyage CR with internal harness to 55 pounds (NOTE: Fisher Price seats are currently manufactured and distributed by Britax.)
- 2005 Ford E-series van
- Installed in 1st row of bench seats, center position
- Installed with LATCH (lower anchors and tether)

HINT: Page 171 of the 2007 LATCH Manual



#### Situation #2

- 52-pound child
- Fisher Price Safe Voyage CR with internal harness to 55 pounds
- 2005 Toyota Corolla
- Installed in rear seat, center position
- Installed with LATCH

HINT: Page 264 of the 2007 LATCH Manual

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**Situation #1.** Lower anchors in Ford vehicles have a maximum weight limit of 48 pounds. The CR in-  
structions also state that you should install the Safe Voyage with the safety belt (not lower anchors) for a  
child over 48 pounds. Possible Solution: Install the CR with a safety belt instead of lower anchors, and  
continue to use the tether. (Tether anchors in Ford vehicles have a maximum weight limit of 60 pounds.)  
**Situation #2.** Lower anchors in a 2005 Corolla are in the outboard positions ONLY, and Toyota does  
not allow "borrowing" outboard anchors to install with LATCH in the center. Possible Solution: Install the  
CR in the center with a safety belt instead of lower anchors, and continue to use the tether.



## Spanish CPS Events Coming to Georgia

Jason Kelley, CPS Educator

GTIPI is coordinating with the National Latino Children's Institute (NLCI) of San Antonio, Texas, to bring the Corazón program to Georgia in September 2007. The program includes:

- a 4-day CPST class in Spanish;
- at least one CPS educational class for parents (called "Plásticas");
- a car seat check event; and
- a media/press event.

Corazón is a partnership between the NLCI and NHTSA. (Visit [www.nlci.org/kits/main.htm](http://www.nlci.org/kits/main.htm) to learn about Corazón.)

We need the help of Georgia's CPS community to recruit students for the Spanish CPST class, which will be September 10-13. Technicians currently certified in English cannot register for a second certification class. However, CPSTs can audit the class for CEUs.

If you know anyone fluent in Spanish who would be interested in taking the class, please have them contact GTIPI at 800-342-9819 to start the registration process. Thanks to the support of the NLCI, students will be reimbursed the \$60 Safe Kids course fee after successfully completing the course, and lunch will be provided during the class.

## Exciting Changes to the Evenflo Express/Chase

Mary Ann Robinson, CPS Educator

The Evenflo Express/Chase has been used by many technicians and parents over the years. This child restraint can be used when a child is moved to a forward-facing seat with an internal harness. The harness is removed and the seat used as a booster once the child weighs 40 pounds.

As a booster, the newer version of the Express/Chase

can now be used to a weight limit of 100 pounds. Technicians should advise caregivers to check the labels on a particular seat to be sure of the weight and height requirements.

An exciting change is a design configuration that uses "thumb tabs" to release the harness anchors. This design allows parents to change the harness slots without needing tools (or breaking fingernails!) The new seats also have LATCH attachment hooks for storage of the lower anchors when the CR is installed using a safety belt.

These changes are the result of technicians sharing suggestions for improvement with the manufacturer. If you come across a recurring problem with a child restraint, please take a photo of the specific component and send it to the engi-

neers with a description of the concern.

The Evenflo Express is available for institutional sales such as grants. The Chase is the retail version of the Express.



Evenflo Express

Photo from [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)



Detail of New Harness Height Adjustment  
Photo provided by Patsy Pilcher, Evenflo Sales Rep



## Saved by the Belt

Dennis Smith, Forsyth County Firefighter & CPST

In November 2005, while working at Advanced Ambulance Service, my partner and I were traveling down a four-lane road to pick up a patient. As we approached an intersection, a cement truck on the road to our right pulled out to turn into our lane. A vehicle was in the left lane, so I was unable to move to the left. I tried to slow down, but I hit the front left of the cement truck.

The impact sent us to the left across



Dennis Smith's Ambulance

a concrete median, then into a pickup truck that was sitting in the turn lane. After hitting the pickup, we headed toward a guard rail, where the ambulance eventually stopped. I then noticed the air bags had deployed. I was not injured, and my partner's leg was only banged up a little. The driver of the pickup had only minor injuries. If not for our safety belts and air bags, this accident would have been far worse.

## CarFit: Helping Mature Drivers Find Their Perfect Fit

Jason Kelley, CPS Educator

On April 26 and 27, GTIPI held Georgia's first CarFit training at our headquarters in Conyers. CarFit is an educational program created by the American Society on Aging and developed in collaboration with the American Automobile Association, American Association of Retired Persons, and the American Occupational Therapy Association.



New Georgia CarFit Event Coordinators

CarFit Technicians are trained in occupant safety and taught how to recommend vehicle adjustments and adaptations that can improve the overall "fit" of the vehicle and enhance driver safety. The class ended with an actual CarFit event in which local seniors had the "fit" of their vehicles checked.

GTIPI welcomed CarFit Instructor Dannielle Sherrets with AAA National to teach the class of twenty new CarFit Event Coordinators. Event Coordinators are certified as CarFit Technicians but can also train others as Technicians by offering a one-day class.

GTIPI's next CarFit Technician training will be September 6 in Conyers. Go to [www.ridesafegeorgia.org](http://www.ridesafegeorgia.org) or call 800-342-9819 to register.



CarFit Check Event for Senior Drivers

### More about CarFit

- CarFit provides a low-stakes opportunity to open a positive, non-threatening conversation about driver safety and driver wellness as they relate to the older driver.
- CarFit Technicians provide specific, practical community resources to help older drivers maintain and strengthen their wellness for prolonging safe, independent driving.
- The primary purpose of the program is to convey safety information.

## NEW Child Restraint for Ambulances

Mary Ann Robinson, CPS Educator

Emergency personnel face a dilemma when transporting a child (injured or uninjured) in an ambulance. We all know that an unrestrained child is not safe, but according to the NSCPSTP Curriculum (p. J-22), typical child restraints should not be installed in side- or rear-facing ambulance seats. However, few products are compatible with ambulance cots.

The SafeGuard TRANSPORT is a new child restraint for use in ambulances. It is a cot-mounted restraint for children 22 to 100 pounds.

This product was developed by IMMI in collaboration with Riley Hospital for Children in Indianapolis. According to the manufacturer, this product "meets a currently un-served need and is the most thoroughly crash-tested ambulance restraint on the market."



SafeGuard TRANSPORT  
Photo from [www.safeguardseat.com](http://www.safeguardseat.com)

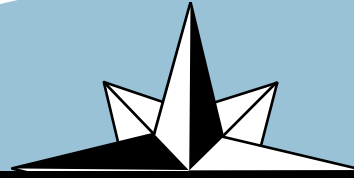
Some of its features include:

- color-coded webbing with snap hooks for attaching to a cot;
- a single adjustment for tightening and adjusting the height of the five-point harness; and
- the ability to move with the cot backrest to accommodate multiple positions from horizontal to 70 degrees.

The SafeGuard TRANSPORT is not a backboard, so it is NOT intended for use by children with potential spinal cord injuries.

Visit [www.safeguardseat.com/ems](http://www.safeguardseat.com/ems) for more information about this seat. To learn more about best practice for transporting children on ambulances, please e-mail [marobin@uga.edu](mailto:marobin@uga.edu) about the "Safe Travel for All Children: Transporting Children with Special Health Care Needs" training, which is held periodically in Georgia for certified CPSTs.

**DISCLAIMER:** Trade and brand names are used only for information, and descriptions are those of the manufacturers. The University of Georgia Cooperative Extension, College of Agricultural & Environmental Sciences and College of Family & Consumer Sciences, does not guarantee nor warrant published standards on any product mentioned, neither does the use of a trade or brand name imply approval of any product to the exclusion of others which may also be suitable.



## GTIPI Training Dates

### **CPST 4-Day Training**

September 11-14 Macon

### **Spanish CPST 4-Day Training**

September 10-13 Atlanta

### **CPST Workshop (for 5-7 CEUs)**

July 17 Dalton

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

July 10 Conyers

July 31 Rome

September 11 Conyers

### **P.R.I.D.E. Instructor Recertification**

July 11 Conyers

August 1 Rome

September 12 Conyers

### **CarFit Technician Training**

September 6 Conyers

## New Self-Study Options for CEUs

Online Videos: <http://www.buckleupillinois.org/video.html>

- CPS Research Studies (1 CEU)
- Special Needs in CPS (1 CEU)
- Child Safety Seats (1 CEU)
- Vehicle Safety Systems (1 CEU)

Online Presentations: <http://www.cpsboard.org/ceus.htm>

- Boosters and Airbags (1 CEU)
- Latest Child Restraints (1 CEU)

*NOTE: You can apply a maximum of 5 CEUs from the Online/Web Sessions category to recertification, so you must earn at least one CEU from another category.*

Don't forget! CEUs, verified seat checks, and community education activities don't count until you enter them in your Safe Kids profile: [www.safekids.org/certification](http://www.safekids.org/certification)

*"Each year, 40 percent of those who die on the world's roads are under age 25."*

*Source: Boost Kids Bulletin, April 2007*



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 678-413-4281  
[www.ridesafegaorgia.org](http://www.ridesafegaorgia.org)