



GEORGIA TRAFFIC INJURY PREVENTION INSTITUTE

The Governor's Office of Highway Safety is a full partner in this program

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Did you know that in 2007...

- 9% more children under age 1 were restrained in rear-facing child safety seats than in 2006
- 28% of children who are under age 1 or less than 20 pounds were NOT in rear-facing safety seats
- 44% of children who are 20-40 pounds were not in front-facing safety seats
- 37% of children between the ages of 4 and 7 were using a booster seat

Obtained from the January 2008 NHTSA Traffic Safety Facts

Inside This Issue

Online Training offered by Safe Kids and NHTSA	2
2008 Injury Prevention Survey Results	2
Switchable Retractors and Belt-Positioning Boosters	2
Traveling Safely with Pets	3
Pregnancy and Seat Belt Use	3
Happy 40th Birthday to the Airbag	4

Tech Talk



Helping Children after a Crash

Mindy Sens, CPST Instructor



As much as we try to prevent crashes, they do happen. The Center for Injury Research and Prevention has developed a website entitled "After the Injury: Helping Parents Help Their Kids Recover" that is devoted to "the understanding of how and why traumatic stress and other reactions develop after pediatric injury, and how best to promote emotional recovery for injured children and their parents." The Center took the best from science and practice to help caregivers help children after an injury.



Many parents across the country are caring for a child recovering from an injury. When discussing recovery, parents should not only focus on the healing of physical wounds, but also realize children need to recover from the trauma inflicted by the crash.

While caring for an injured child, parents should remember to also take care of themselves. Parents should take the proper steps to ensure they will not get overwhelmed, stressed, or upset as this will make it harder to properly care for their child.



The Center wants parents to know that "the intensity and length of the traumatic stress reaction is not related to how bad the physical in-

jury was." Studies have shown that within the first month after the crash occurred, both children and parents experience at least a few acute stress disorder (ASD) symptoms. Significant symptoms were still seen in one out of six children and parents even after six months.

6 Ways to Help Your Child

1. Let your child know that he/she is safe.
2. Allow children to talk about their feelings and worries.
3. Get back to normal routines.
4. Increase time with family and friends.
5. Take time to deal with your own feelings.
6. Be aware that family members can have different reactions and needs.

How do you tell if a child has ASD? The three most common traumatic stress reactions are re-experiencing, avoidance and feeling anxious or jumpy (hyper-arousal). When these reactions last for weeks or months, they begin to affect the child's everyday life and can even lead to more serious conditions. Post-traumatic Stress Disorder (PTSD) occurs when these reactions are so severe that they get in the way of normal life and last for more than one month. Did you know that up to 1 in 10 people develop post-traumatic stress disorder at some point in their lives?



For more information please visit: www.aftertheinjury.org

Online Training offered by Safe Kids and NHTSA

Mindy Sens, CPST Instructor

Road Safety for Kids: Online Training



We are always looking for new opportunities to gain knowledge. Now Safe Kids has teamed up with the National Highway Traffic Safety Administration (NHTSA) to offer three levels of online training. Their target audiences are new parents/caregivers, certified CPSTs, and medical professionals. To participate in any of these modules, go to www.safekidswebinars.org.

Parents/caregivers can utilize the level 1 modules for basic child passenger safety awareness. For CPST's, level 2 modules offer information beyond the national curriculum. Successful completion results in CEUs for CPS recertification. Lastly, level 3 modules are for medical professionals who need CMEs (offered in 2009). These modules have been pre-approved by the AMA and pro-

vide more detailed information, focusing on the physiological/medical aspects of occupant protection.

More modules will be added throughout the year, so be sure to check periodically for new opportunities.

If you would like to help review these modules, please email kchauser@safekids.org with a brief description of your CPS experience.

2008 Injury Prevention Survey Results

Mindy Sens, CPST Instructor

Thank you to all the CPS Technicians and Instructors who responded to GTIPI's annual injury prevention survey this fall. We were delighted to learn how much CPSTs have been using their technician training. Of the surveys received, CPSTs provided education as follows:

- 91% teaching parents/caregivers
- 84% check events
- 75% inspection station
- 64% awareness presentation

We also appreciate the feedback about our educational programs and other GTIPI resources. Be assured that we will use this information to determine how best to support Georgia's CPSTs in 2008-2009.

Booster Seat Winners

Ten names were randomly selected from 423 responses. The winners are:

Tim Baker

Echols County Sheriff's Office

Cynthia Appleby

Cobb & Douglas Public Health

Nathan Allen

Kennesaw Police Department

Lauen Baker

Effingham Co. Health Dept.

Willie Bailey

Gwinnett County Police Department

Rebecca McAlpin

Baker Co. Health Dept.

Mark Harnage

Sumter County Schools

Sandra Berry

Sumter Co. Health Dept.

Waymond Westbrook

Walker Co. Emergency Service

Leigh Helms

Emory Police Dept.

Switchable Retractors and Belt-Positioning Boosters

Melba King, CPST Instructor

Have you ever wondered if you should switch the retractor into the locked mode when the seat belt is being used with a belt-positioning booster? Sometimes it's tempting – especially when the child riding in that booster seat can't or won't sit in the seat where the lap and shoulder belt is in the proper position to protect him/her in a crash. But CPS technicians should not take for granted that this is safe. It may go against manufacturer's recom-



mendations.

Although this was allowed in past CPST curricula, the most recent CPS Technician Manual states that we must read the vehicle owner's manual before making any decision regarding that retractor. Some manufacturers may allow their boosters to be used with a retractor in the locked mode, but others will tell you not to switch it over. According to Lorrie Walker with Safe Kids Worldwide, the inconsistency has to do with the way the booster seat and child's weight load the seat belt during testing. If, after reading the manual, there's still a

question as to what is permissible, the manufacturer of the child safety seat must be contacted.

Even when there seems to be a "good reason" for locking the seat belt, such as when the child is hyperactive, the manual must be followed. Remember, best practice is to transport children in child safety seats with a full harness as long as possible. There are several child safety seats with higher weight harnesses. A partial list of higher weight harnesses options can be viewed at <http://www.preventinjury.org/SNTrestraints.asp>

Traveling Safely with Pets

Mindy Sens, CPST Instructor



Seat belts have been saving the lives of individuals ranging from infants to adults for decades. It has been proven that in crashes, unbelted passengers increase the risk of death for other belted passengers.

While most of us wear seat belts, we don't always think about restraining our pets when they are our passengers. Going without a restraint poses dangers to pets and drivers alike. In the event of a sudden stop or crash, a pet can become a projectile that can injure you and your passengers, as well as be thrown through the windshield. If you have a 60-pound dog in a vehicle traveling 30 mph, it can cause an impact of 1,800 pounds, slamming into a car seat, a windshield, or another passenger. Even if the unrestrained pet survives, it could escape and be hit by another vehicle or cause another collision. While trying to assist the occupants of the vehicle involved in the crash, strangers or rescue workers may be attacked by the frightened pet, hinder-

ing their ability to help.

Bark Buckle UP is a new campaign aimed at educating pet owners on how to use pet safety equipment and the importance of securing their pet safely for travel. They have recently teamed up with Volvo, winner of the 2008 Pet Safety Award, to host Pet Safety Days throughout the country to promote awareness to pet owners.

With 82% of dogs traveling in automobiles and on vacations, we need a safe way to transport them, as well as other pets. The Bark Buckle UP website offers advice on how to restrain pets in automobiles, recreational vehicles, motorcycles, airplanes, boats, and trains. While traveling in an automobile, some suggested modes of restraint are pet carriers, harnesses, seat belt attachments, specially designed pet car seats, as well as vehicle barriers and restraint systems.

Bark Buckle UP also offers a Stat



Pet Car Seat
www.dog-car-seats.com



Tracker program for veterinarians, fire personnel, police and other professional organizations. Stat Tracker collects and stores valuable in-depth statistics about pet safety. The data and hard facts collected on an ongoing basis is compiled, stored and used in improving the laws for pet safety. "Together we will save pets' lives and protect our Fire and Police from harm", said Christina Selter, Bark Buckle UP founder.



Dog Harness with Safety Belt Attach-

Crashes happen everyday, and we must take precautionary measures to keep all of our loved ones safe while traveling in motor vehicles.

For more information on Bark Buckle UP, visit www.barkbuckleup.com.

Pregnancy and Seat Belt Use

Mary Ann Robinson, CPST Instructor

As technicians, we stress that all occupants in the vehicle should ride properly restrained. Our educational message should also include pregnant women. The primary reason for this message is the annual number of fetal losses due to automotive crashes may be greater than the number of deaths to infants under 1 year. The University of Michigan Transportation Research Institute has just completed a study 'Fetal Outcome in Motor-Vehicle Crashes' and the study confirms this message.

This in-depth research proved that if a fetus survives a crash, complications resulting from the crash, including emergency delivery of a premature fetus and complications such as low birthweight and neonatal respiratory distress syndrome or fetal asphyxia, can lead to

long-term physical or neurological problems for the child. The study found that abruptio placentae (ruptured placenta) is the leading cause of fetal loss in motor-vehicle crashes.



Data showed that proper seat belt use by pregnant women can save approximately 200 fetuses each year. This

study also found that proper restraint use protects the fetus by protecting the mother because maternal injury is predictive of fetal outcome and proper seat belt use reduces injury severity to the mother.

The results support the current recommendation that pregnant women should wear 3-point belts when traveling in a motor vehicle. This research does stress proper use with the lap belt low under the belly and the shoulder belt crossing the center of the chest. Recommending that pregnant women use a three-point belt is important because protecting the mother is the first step in protecting the fetus.

For more details, go to www.umtri.umich.edu and www.ajog.org.

GTIPI Training Dates

CPST 4-Day Training

December 9-12	Conyers
January 6-9	Jesup
January 27-30	Conyers
February 10-13	Conyers
March 10-13	Moultrie
March 24-27	Conyers

CPST Renewal Class

February 26	Conyers
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P.R.I.D.E. Instructor Certification

December 2	Conyers
January 13	Conyers
February 10	Albany
February 17	Conyers
March 10	Conyers

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


December 3	Conyers
January 14	Conyers
February 18	Conyers
March 11	Conyers

P.R.I.D.E. Master Training


March 17-18	Conyers
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NEW P.R.I.D.E. Online Workshop

January 29	April 7
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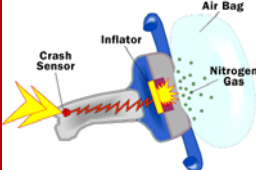


Happy 40th Birthday to the Air Bag




In the 1950's, patents were submitted by Walter Linderer and John Hedrik. Ford and General Motors had begun experimenting with inflatable restraints. The problem they found was that they could not produce an airbag that was able to quickly and accurately sense a collision and inflate in forty milliseconds or less.

In 1968, Allen Breed invented a reliable "sensor and safety system" that had crash sensing technology. This was the world's first electromechanical automotive airbag system. Breed went on to also invent an airbag that vents air as it inflates to help reduce the risk of secondary injury inflicted by the airbag.



Source: <http://auto.howstuffworks.com/>



Source: www.garagelibrary.com

Allen Breed
Source: <http://anniversary.asme.org>

IN 1968, HE SAW A BENEFICIAL, LIFE-SAVING USE FOR THE SENSOR DEVICES HE WAS MAKING...

IF I APPLY A SENSOR TO THE OLD IDEA OF SAFETY AIRBAGS, IT WOULD REALLY MAKE CARS A LOT SAFER.

I'LL HAVE TO FIGURE OUT HOW TO GET THE AIRBAG OUT FAST, AND HOW TO MAKE THE SENSOR REACT TO A CRASH, AND... WELL...

LET'S GET STARTED!



The University of Georgia Cooperative Extension

GTIPI GEORGIA TRAFFIC INJURY PREVENTION INSTITUTE

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THE UNIVERSITY OF GEORGIA
COOPERATIVE EXTENSION
 Colleges of Agricultural and Environmental Sciences & Family and Consumer Sciences



GOHS
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Need another copy of your CPST card? Go to www.safekids.org/certification and log in.
 At the bottom of your profile page, click the link that states
 "Click here for Your Wallet Card/Certificate."