



GEORGIA TRAFFIC INJURY PREVENTION INSTITUTE

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

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The Evolution of Child Passenger Safety

1962: The first safety seat for children was invented in England by Jean Ames

1971- NHTSA adopts the first federal standard for child seating systems.

1978: First child passenger safety law goes into effect in Tennessee

1981: Rhode Island becomes the second state with a child safety seat law

1985: All states and the District of Columbia have some version of a child passenger restraint law

2000: First booster seat law in Washington state

2002: Anton's Law enacted; NHTSA improves federal standards

2008: 30th anniversary of the first child passenger restraint law

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Tech Talk



Safe Kids Announces New Changes in CEUs

Mindy Sens, CPST Instructor

National CPS Certification According to Safe Kids Worldwide, effective April 1, 2009, technicians will no longer be allowed to claim CEUs for observing a CPS Certification Course. The April 1st date is the two year mark for the updated curriculum. The goal of CEUs is to increase the CPST's technical knowledge. With the curriculum having been out for two years, techs should go to updated sources for information.

"There are many options for technicians to get the required six CEUs," said Michele

Mount, Chair of the National Child Passenger Safety Board. "As we celebrate the curriculum's second anniversary, we agree that there are better ways to get the latest CPS technical knowledge."

If you received up to three CEUs for observing a CPS Course, you MUST enter them into your re-certification cycle no later than May 30, 2009. For more information, visit www.safekids.org/certification.

Source: CPS Express, December 2008

ALERT: If you received up to three CEUs for observing a CPST Course, you MUST enter them in your CPS online profile no later than May 30, 2009.

Child Restraints and Side Airbags

Melba King, CPST Instructor

Is it Safe to Put a Car Seat Next to a Side Air Bag (SAB)?

According to NHTSA's latest research, it is safe to seat children in rear positions with side airbags. However, parents and caregivers need to continue following instructions that come with their child restraint and the owner's manual for their vehicle. The sample study included case data from 2005 and 2006 with children age 15 and younger seated in an outboard seating position with side airbags present where the crash was severe enough to deploy the SAB. Only about 1 in 10 children sustained injuries rated as at least moderate and none of them were serious or life-threatening. These

cases were compared to those where the vehicle did not have a SAB. The injury rate for both groups was not statistically different.

An article in the August 2008 issue of Safe Ride News states, "NHTSA maintains that it is safe to seat children in rear positions with SABs." But they continue to recommend that children and other passengers avoid leaning or resting against the door in positions with a torso or head/torso combination side air bag.

For more information, visit www.nhtsa.dot.gov.



Britax Advocate CS

Mindy Sens, CPST Instructor

Convertible: RF 5-35 lbs; FF 20-65 lbs

“One in four of all motor vehicle crashes involving children up to 12 years old is from the side, and these crashes result in a significantly higher fatality rate than front or rear crashes,” stated Dr. Laura Jana, leading national expert on child safety and development.

Britax has taken side-impact protection to the next level with the Advocate CS. The Advocate features Side Impact Cushion Technology, which is a major addition to what is basically a Boulevard CS. Upon impact in a side impact crash, these pat-



ented exterior energy-management cushions compress to protect both the child and adjacent passengers. When the cushions compress, the air is safely expelled through strategically positioned vents. Britax reports that the cushions improve side-impact protection by 40 percent.

The Advocate CS also features True Side Impact Protection. See the chart on the right for complete details.



Like the Boulevard CS, the Advocate CS also offers the Click & Safe™ snug harness indicator that is aimed at reducing the leading cause of misuse with child safety seats, loose harness straps. The Click & Safe™ feature is an audible aide to help determine when the harness is secure by clicking when the harness straps are snug.



Varying Degrees of Side Impact Protection



VS.

Britax Child Restraints offering Side Impact & True Side Impact Protection feature deep side walls with energy-absorbing foam to:

- distribute crash forces
- shield the child from vehicle intrusion, and
- contain the head and body

In addition to the above, the True Side Impact also features an adjustable head support lined with energy-absorbing foam that:

- minimizes side-to-side head movement and keeps the head, neck and spine aligned to limit injury

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.

ALERT: With over 200 technicians selected to be audited every month, please keep proof of your CEUs (content and attendance) ready. ~CPS Express June 2008

Vehicle Head Restraints and Installing Child Restraints

Mary Ann Robinson, CPST Instructor



The person riding in a vehicle using a seat belt will more effectively reduce the incident of injury when the head restraint (HR) is closer to the back of the head. When checking child restraints (CRs), there are instances when the vehicle head restraint interferes with the CRs installation. In checking newer vehicles, this seems to be a growing problem.

Vehicle design is being changed so the head restraint protrudes further into the seating area. This is a result of upgrades to FMVSS 202 which goes into effect for model year 2011. The up-

grades can cause real concerns when installing a forward facing CRs. Sometimes this prevents the back of the forward-facing CRs from being aligned with the seatback. This incompatibility may become more evident with the use of higher-weight harness seats and higher-back booster seats.

These guidelines are listed on Safe Ride News website and should be followed when dealing with a HR that interferes with CRs installation.



DON'Ts

- DON'T:** Move the HR to a position that is above or between locked positions.
- DON'T:** Reinsert the HR backward, unless allowed by the vehicle manufacturer.

DOs

- DO:** Refer to the owner's manual for both the vehicle and the CR.
- DO:** See if the HR can be adjusted upward into a locked position that is out to the way of the CRs.
- DO:** Consider removing the HR or rotating it rearward, if allowed by the manufacturer, when raising the HR is not possible or inadequate for positioning the CRs. Be sure the HR is stored securely so it will not be a flying object in a crash.
- DO:** Urge the vehicle owner to reposition/replace the HR if the seating position is used later for another passenger.



Saved by the Belt

Submitted by Bob Killen; edited by Mindy Killen Sens, CPST Instructor

My wife and I moved to the Atlanta area in 1975. I drove five days a week on business, not only in and out of Atlanta, but throughout the state of Georgia. Because my work required me to drive so much, I knew I needed to do everything I could to protect myself from being injured in the event I was involved in a traffic crash. I have taken several defensive driving classes over the years, which were invaluable, and have always made a habit of "Buckling Up before I Start Up!" The reason I am telling you this is that, despite all your best efforts, there may come a time, no matter what you do, that you can't avoid being in a crash.

In the early morning hours of September 11, 2006, while on my way to the Atlanta Airport to catch a plane to Boston, I was involved in a severe rollover car crash. Without warning, the vehicle on my left started moving into my lane, apparently realizing he/she was about to miss his/her exit. The driver obviously didn't see me. I was quickly forced to try and change lanes. I had to speed up to avoid being hit by the car on my left and to avoid hitting the car located in the right lane as I merged over. As I got in front of the car to my right, narrowly missing the embankment and guard rail directly in front of me, my left tires were in the gravel. When I tried to ease back on to the highway, my car must have caught the guard rail, which turned my vehicle at a 90 degree angle to the right and I was shot into oncoming traffic. I knew, from defensive driving courses, not to turn the wheel to the left unless

absolutely necessary, but in this case it was! This maneuver put my vehicle up on two wheels for at least a second or two! Then it all went black. I remember nothing! I was later told that my car flipped six to eight times, went down an embankment and hit a tree. When it flipped, it came down mostly on the driver's side.

After an unknown period of unconsciousness, I was aroused by the paramedics who reached through the broken side window and shook me. "Do you know where you



are?" asked one of the paramedics. Still semi-conscious, I replied "not really." Seeing that my seat belt

was still on, it must have been standard procedure to be asked if I was wearing my seat belt, to which I quickly replied "yes!" It turned out to be a one-car crash. The police and paramedics were so helpful. I can't thank them enough.

In the ambulance, they asked what hospital I would like to be transported to. I responded, "Are you kidding? Grady!" After working in the pharmaceutical industry for many years and calling on many hospitals in Atlanta and throughout the state of Georgia, Grady Memorial Hospital is the only Level 1 Trauma

Center in Atlanta and North Georgia. I suffered head trauma, including multiple lacerations to the head and scalp and a severe blow to the side of my head. A cervical vertebrae was fractured and I dislocated two others. There have also been other neurological problems. I would like to thank all the physicians, nurses and staff that took care of me that day and the days that followed.

I know I am blessed to be alive. I attribute this to wearing my seat belt and the help of a guardian angel riding shotgun with me who must have spread his wings over me to keep me from being injured worse than I was or even killed. The front airbags did not deploy and I didn't have side airbags. My only protection was my seat belt and the grace of God.

On the humorous side, my family laughs about how some things that happen to you can change the decisions you make in your life. Before the wreck, I had decided to install a fancy Bose car entertainment center to my new vehicle instead of adding side air bags. After the wreck, I know I could have done without those Bose speakers! I should have ordered the side air bag. Unfortunately, we can experience major life changing events in the blink of an eye. After that blink, what happens is often completely out of our hands. What we could have done doesn't count, only what we did.

Note from the editor: "I am so thankful that my father was "Saved by the Belt" and I hope his story will touch lives and encourage others to "Buckle Up before Starting Up!"

2009 LATCH Manual Now Available

Mindy Sens, CPST Instructor



As CPSTs, we know the best information to give to parents/caregivers is the most current. The 2009 LATCH Manual produced by Safe Ride News gives the most current and updated information regarding the use of LATCH. The 2009 edition includes major changes in the use of LATCH or tethers

in some child restraints (CRs) and vehicles. There is a new chapter on the use of CRs in school buses and the current tether requirements for special needs CRs.

The price for a single copy of the 2009 LATCH Manual is \$27.95. Order forms and quantity discount information are available at www.saferidenews.com or by calling 1-800-403-1424.

HIGHLIGHTS:

- ◆ How to tether forward-facing and rear-facing child seats, including those for special needs
- ◆ Vehicle listings of seating positions with LATCH
- ◆ New vehicle recommendations on tether anchor weight limits and use of center seating positions
- ◆ Part numbers and installation instructions for tether anchors in pre-LATCH vehicles

GTIPI Training Dates

CPST CEU Workshop

April 15 Warner Robins

NEW Online CPST CEU Workshop

April 15

CPST Renewal Class

June 4 Conyers

CPST 4-Day Training

March 10-13 Moultrie

March 24-27 Conyers

April 21-24 Conyers

May 5-8 Calhoun

June 16-19 Warner Robins

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

March 10 Conyers

April 14 Conyers

May 12 Conyers

May 19 Athens (9am)

June 9 Vidalia (9am)

June 16 Conyers

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

March 11 Conyers

April 15 Conyers

May 13 Conyers

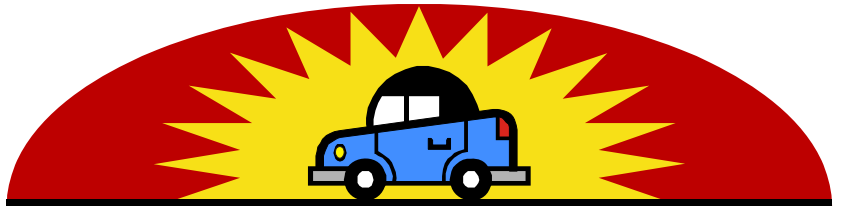
June 17 Conyers

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

March 17-18 Conyers

NEW P.R.I.D.E. Online Workshop

April 7 May 21



Happy 50th Birthday to the 3-Point Seat Belt!

The development of the seat belt came in multiple stages beginning with the lap belt patented in 1907. This was preceded by the Y-shaped three-point belt designed by Hugh De Haven and Roger W. Griswold and patented in 1955. This seat belt was not as safe as it was intended to be due to the position of the buckle being directly on top of the abdomen. In 1959, Swedish engineer Nils Bohlin (as pictured above) filed his patent for the lap and shoulder belt we use today. This seat belt was first seen as standard equipment on the Nordic markets in the Volvo P120 and the PV544. After introducing this type of seat belt in the United States in 1963, Volvo and Bohlin began a long lecture tour and presented the "28,000-accident report" at the Strapp Conference in 1967. The report indicated that their belt system reduced injury by about 50-60%. This led to NHTSA passing its first US three-point belt legislation in 1968. Bohlin received the Gold Medal of the Royal Swedish Academy of Engineering Sciences in 1995 and was later enshrined in the Automotive Hall of Fame in 1999 and in the National Inventors Hall of Fame on the very day of his death in 2002.



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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."*