



Volume IV, Issue VI

June 2009

History of the Seat Belt Standards in the United States

1966 - National Highway Safety Bureau established (now NHTSA).

1968 - NHTSB issues FMVSS 208 & 209 setting standards for lap and shoulder belts provided in front outboard positions and lap belts in all other positions. Outboard seating position must have an ELR or ALR retractor.

1973 - NHTSA requires lap and shoulder belts to have ELR retractors.

1991 - NHTSA requires all vehicles to have lap and shoulder belts in rear outboard positions.

2007 - NHTSA requires lap and shoulder belts in the rear center seating position.

Tech Talk



Saved by the Belt

Evelyn Baughman, Extension Administrative Specialist I, UGA Extension—Griffin
Edited by Mary Ann Robinson, CPST Instructor

You know the saying “things happen when you least expect them and they are not always good.” That is what happened to me on November 13, 2008. To help my daughter, I had agreed to take her vehicle to get the oil changed. On my way back to work, I had stopped at a red light at a very busy intersection. I was struck by a GMC Yukon with a cattle brush guard. I never saw it coming. The police said the driver was probably doing the speed limit of 45 miles an hour when she hit me from behind.

The force of the impact broke my neck with two fractures of the C-1 vertebrae. I hit the headrest with such force that it caused a hematoma to the back of my head. I was transferred to a level one trauma hospital for treatment. The doctor told me that if I had to break my neck, it happened in the right spot. It could have had a much different outcome which I know all too well. My mother was killed when she sustained a broken neck in an automobile crash in 1973.

The driver of the other vehicle had two

small children riding with her. She was wearing her seatbelt and the two small children were in their car seats. My vehicle seat was broken from the impact but my seatbelt saved my life. I



have always been a supporter of seat belts and know they save lives. After that day, I was a first hand believer.

It was a long three months of recovery before I could return to work and the doctor says I should recover fully. It is so important to be properly restrained when traveling because you never know when the next crash might be yours. You never think it can happen to you but learn from me and please always BUCKLE UP!!

I am reminded often of how lucky I was and I can only say God was my co-pilot that day. At times like these, we are reminded of how fragile life can be and how thankful we should be for each day we are allowed here.

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AAP Releases Article: Rear-facing until age 2

Mindy Sens, CPST Instructor

As technicians, we have been taught that children must be at least 1 year and 20 pounds before they can ride forward-facing. Recent studies have shown that toddlers are five times safer riding rear-facing until their second birthday. In response to this new research, the American Academy of Pediatrics (AAP) re-

cently released an article recommending “toddlers should remain rear-facing in a convertible car seat until they have reached the maximum height and weight recommended for the model, or at least the age of 2.”

For more information, visit www.aap.org

Evenflo Symphony

Mindy Sens, CPST Instructor

Convertible: RF 5-35 lbs; FF w/harness 20-40 lbs
Belt Positioning Booster: 3 yrs old; 30-100 lbs

The Evenflo Symphony is an All-in-One child restraint that retails for approximately \$199.99. This child restraint can be used rear-facing from 5 to 35



pounds, then turned forward-facing with five-point harness from 20-40 pounds and less than 49 inches. When used as a belt positioning booster, the child

must be at least 3 years old, weigh between 30 and 100 pounds, and less than 57 inches tall. A child might also be too tall for the seat if his or her ears are above the top of the head restraint or the seat belt is positioned below the child's shoulder. When converting to a booster, the consumer will have to remove the base and use the booster foot.

The Evenflo Symphony features an infinite slide harness for easy adjustment without having to rethread harness straps and re-install the child restraint.

A feature that is unique to this child restraint is the SureLATCH Connectors. This exclusive system features two push-on LATCH connectors with built-in ALR retractors that make it fast and easy to "Click, Push & Go."

This child restraint has also been Side Impact Tested and features an Energy Absorbing Foam liner.

For more information, visit www.evenflo.com.

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.

New School Bus Seat Belt Guidelines Set

Mindy Sens, CPST Instructor



On October 21, 2008, NHTSA upgraded the school bus passenger crash protection requirements of FMVSS 222. All small school buses (under 10,000 pounds) manufactured on or after October 21, 2011 are required to have lap/shoulder belts installed in lieu of the lap belt currently required. This also applies to the seat belts voluntarily installed on

larger school buses (over 10,000 pounds). Please note that each state or local jurisdiction may decide whether to install seat belts on larger school buses. The second major change will be raising the height of the seat backs from 20 inches to 24 inches on all new school buses manufactured on or after October 21, 2009 for better compartmentalization.

For more information, visit www.nhtsa.dot.gov or www.saferidenews.com.

New School Bus FMVSS 222 Guidelines:

Lap/Shoulder Belts:

- On all new small school buses manufactured on or after October 21, 2011
- On all new larger school buses that voluntarily have them factory installed manufactured on or after October 21, 2011

24 inch Seat Backs:

- On all new school buses manufactured on or after October 21, 2009

Toyota Develops Rear Window Curtain Shield Airbag

Mindy Sens, CPST Instructor



Smaller, more fuel efficient vehicles are the current trend in the auto industry. An example is the new Toyota iQ being introduced to the U.S. market in the Spring of 2009. The Toyota iQ is considered an ultra-



compact four-seater offering seating for three adults, with a forth seat suitable for a child, or that can be stowed to provide luggage space. Because the head rests for the rear seating positions are directly against the hatch glass, Toyota has developed "the world's first" SRS (Supplemental Restraint System) rear window curtain shield airbag to protect rear passenger's



heads in the event of a rear-end collision. "The innovative airbag deploys from the roof lining above the rear window to form a curtain-like barrier," according to Toyota. "Together with the headrests, the airbag minimizes impact to the head from a colliding vehicle or parts of the hit vehicle, thus helping to reduce the severity of injuries. Its use in the soon-to-be launched iQ is expected to approximately double the car's rear passenger head protection performance."

For more information, visit www.toyota.com.

Georgia CPS Board Update

Mary Ann Robinson, CPST Instructor & Georgia CPS Board Member

The Georgia Child Passenger Safety Board was created in 2007 to provide program direction and technical guidance to communities and organizations within Georgia and to maintain the quality and integrity of the National Standardized Child Passenger Safety Training Program.

Three new members have been selected to serve on the board. The newest additions are Steve Davidson, DHR and Rural Roads Initiative, Traci Napier-Reece, Walker County Fire/EMS, and Randall Townley, Pioneer RESA and Rural Roads Initiative. Steve, Traci and Randall bring years of occupant safety expertise to the board.

Steve Davidson works as Project Director of the Rural Road Initiative based in Jesup. He works in developing highway safety groups, supporting formation of highway safety projects and expanding new resources for highway safety in support of the NHTSA Rural Roads Initiative. He will be representing rural Georgia in the southern part of the state. Steve and his wife, JoAnn, have four children. Steve loves to write novels and is a published author.

Traci Napier-Reece is a Captain with the Walker County Fire/EMS and is

in charge of Administrative Services. She is a firefighter, First Responder and a CPST Instructor. Traci and her husband, Keith, are the parents of a two-year-old daughter, Peyton. Traci is a huge UGA fan. Keith and Traci love outdoor activities such as hiking, camping and caving.

Randall Townley is employed by Pioneer RESA and serves as a regional coordinator with the Rural Roads Initiative. He is based in Cleveland and represents rural Georgia in the northeastern part of the state. His work includes education on child safety seats, seatbelts, bicycle helmets and building community coalitions. Randall and his wife, Jackie, are the parents of six children and have seven grandchildren. He also raises goats and cattle and has been an official basketball referee for 39 years.

Currently, there are two vacancies on the Board for new members. One will represent EMS, and the other will represent diversity. If you are interested in applying for either of these positions, please contact Amy Edwards at aedwards@gohs.ga.gov.

The Georgia CPS Board is also in the process of developing a website to serve as a resource for the state's techni-

cians and instructors. Technicians and instructors will be notified when the site is available for access. The website will be maintained by GOHS.

New Board Members



Steve Davidson
Rural Roads South
Project Director—
Rural Road Initiative
Jesup, GA



Traci Napier-Reece
Fire/EMS
Captain of Administrative Ser-
vices—Walker County Emer-
gency Services



Randall Townley
Rural Roads North
Regional Coordinator—
Rural Roads Initiative
Cleveland, GA

New Logo



Designed by Mindy Sens, GTIPI

Infant Carrier-Related Falls

Melba King, CPST Instructor



Anyone who has tried shopping with small children understands how challenging it can be—especially if the child is in an infant carrier. What do you do with the seat when you're

trying to push a cart around the store? Unfortunately, some people seem to think balancing it on the shopping cart with baby in the seat is acceptable.

Shopping carts can be hazardous to children, especially young children. According to Consumer Reports, each year from 2003 through 2005, there were 19,500 shopping cart-related injuries treated in U.S. hospital emergency rooms. More than 80% of the injuries



were caused by falls from the carts and more than 40% of the injuries could be judged as potentially serious.

An article published in Safety Lit on Infant Carrier Related Falls contains data from a research study that looked at 803 cases of children being injured from a fall with an average age of 4.4 months. 62 of these children suffered from infant carrier falls. Most of these children (87.1%) were sitting in the carrier without using the harnesses. When the 62 carrier patients were compared with 741 children with other fall mechanisms, such as falling down stairs, the carrier group had more intracranial injuries and hospitalizations.

Some stores now feature carts with the infant seats built in for their youngest shoppers. This is a safer alternative than placing your own infant

car seat into the smaller top portion of shopping carts. In fact, most manufacturers warn against this practice and suggest placing the car seat in the large compartment, although that leaves little room for groceries. One solution for bringing an infant shopping might be to wear a soft frontal infant carrier or a backpack.

For more information, visit www.consumerreports.org and www.safetylit.org.



GTIPI Training Dates

CPST 4-Day Training

June 16-19 Warner Robins
August 25-28 Conyers
September 15-18 Dahlonega

CPST Renewal Class

June 4 Conyers
August 6 Conyers

NEW CPST Online CEU Workshop

July 15

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

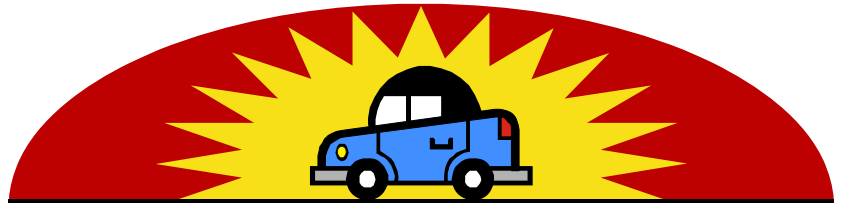
June 9 Vidalia (9 a.m.)
June 16 Conyers
July 21 Conyers
August 11 Conyers
August 18 Waycross (9 a.m.)
September 15 Conyers

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

June 17 Conyers
July 22 Conyers
August 12 Conyers
September 16 Conyers

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

July 14 August 20



National CPS Week Date Changed

NHTSA has decided to reschedule the following events to ensure they do not conflict with important religious holidays.

2009:

CPS Week: September 12-18, 2009
Seat Check Saturday: September 12, 2009

2010:

CPS Week: September 11-17, 2010
Seat Check Saturday: September 11, 2010



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



*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."*