



GEORGIA TRAFFIC INJURY PREVENTION INSTITUTE

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

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Remember:

- **AAP Recommends:** All infants and toddlers should ride in a rear-facing car seat until they are 2 years of age or until they reach the highest weight or height allowed by their car seat's manufacturer.
- GTIPI will help advertise your fitting station or check event. Email us your event details at gtipi@uga.edu

Tech Talk

2011 – The Year in Review

Andrew Turnage, CPSTI

It has been an amazing year! Take a few moments to reflect on the many changes and events of 2011. Here are a few highlights from the CPS viewpoint:

JANUARY

KidsandCars.org began a campaign to reduce backover deaths; 44% of all deaths are children.

FEBRUARY

Dorel issues recall of over 794,000 CRS (including infant, convertible, and boosters) because the harness locking and release button does not always return to the locked position, potentially allowing straps to become loose. A remedy lubricant from Dorel can prevent sticking.

Evenflo releases a memo stating that seats expire 6 years from the date of manufacture OR 6 years from the date they are placed in use. Evenflo recommends writing the date seats are distributed on the shell or label. Evenflo is the 2011 'state bid contract' CRS manufacturer.

MARCH

The American Academy of Pediatrics recommendation to keep children rear-facing until at least two years of age gains national media attention. The AAP recommendation was initially made in 2008, and again in 2009.

Despite a national increase in media coverage of school bus crashes, NHTSA's National Center for Statistics and Analysis re-affirmed that school buses are still the safest form of travel (2009 data). Of the 1,386 people who died in school bus transportation-related

crashes, only eight percent were occupants of the school bus. Seventy-two percent of those killed were occupants of other vehicles in the crash.

APRIL

NHTSA issues a major change in its guidelines for CRS use. The most significant change is categorizing safety seats by a child's age rather than restraint type.

The National CPS Board, NHTSA, and SKWW release a new CPST curriculum "April 2007 R10/10" that includes updates on LATCH weight limits, seat belt entanglement, inflatable seat belts, and more.



MAY

Governor Nathan Deal and the state legislature receive national recognition for working together to strengthen Georgia's booster seat law requirements, raising the mandatory age to 8.

The University of Georgia Survey Research Center issued its annual report Statewide Use of Occupant Restraints. CRS usage in Georgia (2011) was 98.2%, an increase of 2% from the 2011 usage rate. CRS usage was highest in rural areas of the state.

The CDC reported Georgia ranks fourth in the nation

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2011 - The Year in Review

(continued from cover story) in the Top Ten States with MVC Crash Death Medical and Work Loss Costs. The CDC recommends CPS policies which require children to be placed in age- and size- appropriate CRS and booster seats.

JUNE

Multiple CRS manufacturers release official positions on the usability of inflatable seat belts (e.g., Ford's 2011 Explorer) to install their CRS. CPSTs should always check the CRS manufacturer for the most up-to-date information, as some CRS manufacturers have changed their position on the use of inflatable seat belts.

JULY

Georgia's new Booster Seat Law takes effect. Children under Age 8 must be properly secured in an approved CRS or booster seat while riding in passenger vehicles, vans, and pickup trucks. The only exemptions are for children whose height is over 4'9" or for children with a written statement from a physician for medical conditions that prevent restraint by a CRS.

The American Academy of Pediatrics reports children involved with car crashes in vehicles driven by grandparents have half the risk of being injured in vehicles driven by their parents. The report is the first of

its kind to indicate a particular driver age group has a direct correlation on the safety of children in the vehicle.

AUGUST

First Lady Sandra Deal joined NHTSA Administrator David Strickland, NHTSA Region IV staff, and advocates from around the state for a listening session about hyperthermia in Atlanta. The meeting was dedicated to Jurnee Ingram, a Georgia hyperthermia victim. Children left alone in vehicles during hot weather are at risk of a serious injury or death. Hyperthermia, the leading cause of non-crash vehicle deaths for children under the age of fourteen. Three of the 22 child vehicular fatalities in 2011 were in Georgia.

The University of Michigan Transportation Research Institute announces research to improve CRS safety by measuring the real-life posture of children in the vehicle and how it impacts placement of vehicle seat belts for ages 4-11.

SEPTEMBER

NHTSA removes the sunset for the 1996 FMVSS requirement that a vehicle's lap belt must be lockable without the use of special tools to install CRS.

NHTSA denies a petition to require lap/shoulder belts on School Buses, citing compartmentalization as the safety standard used to protect children. DOT reaffirms that riding a school bus is 13 times safer than riding in a passenger vehicle, and 10 times safer than walking.

Vehicle manufacturers announce they will include inflatable seat belts in their MY2012 rollout. Ford will continue the belts in the Explorer, and expand its offering to include the Flex, and two Lincoln models. Toyota will continue inflatable belts in the 2012 Lexus LFA sports car.

OCTOBER

GM introduces the industry's first front center airbag, designed to provide restraint when the driver is the only front occupant.

DECEMBER

At the Georgia State Patrol, 630 of the more than 700 Troopers have become Certified Child Passenger Safety Technicians.



New Seat: BubbleBum™ Booster Seat

Mary Ann Robinson, CPSTI

The BubbleBum™ is an inflatable, backless booster seat for children:

- Over the age of 4
- Between 40 and 80 pounds in weight
- Between 40 and 57 inches in height
- That can stay seated for the entire ride



The BubbleBum™ Booster Seat:

- Meets FMVSS 213
- Cost: ~\$40
- Weighs less than 1 pound
- Measures 13" x 13" x 4.5" when inflated
- Inflates in 3 to 4 breaths
- Can be folded flat and placed in a backpack or purse
- Easier for a child to buckle himself
- Belt positioning clips hold the lap portion of the belt down on the child's lap

The BubbleBum™ Booster Seat is constructed of durable material similar to that of life vests.

Are You Reading the Manuals?

Mary Ann Robinson, CPSTI

As technicians in Georgia work to check child safety seats at fitting stations, seat check events, and seat distribution classes it is important to take time to read the owner's manuals for both the child safety seat and the vehicle. Since manufacturers are very specific about how their products are to be used, details needed for a correct installation can be easily missed.



The Graco Turbo Booster owner's manual states 'never place this booster seat in a vehicle seating position that has an air bag. Refer to your vehicle owner's manual for information about air bags and booster seat installation.' However, the Turbo Booster manual depicts the booster seat in the front seat of a vehicle. This information should be shared with a parent or caregiver.

The Evenflo Big Kid booster seat owner's manual advises to 'adjust the

backrest so the shoulder belt guides are level with the top of the child's shoulders. This will cause the shoulder belt to properly lay midway between the child's shoulder and neck.' Many technicians in Georgia work with this seat since it is the state bid contract seat.

Dorel has recently redesigned the Eddie Bauer Alpha Elite (3-in-1). It looks similar in design to the original seat but the base of the new seat is not to be removed as in previous models. Reading the labels on the seat and the owner's manual clearly state this information.

The 2008 Toyota Highlander states when a seat is installed in the second row of the vehicle to push the seat all the way back. Very few vehicles advise this seat placement. The owner's manual also states to raise the head restraint, attach the tether strap and then lower the head restraint to the lowest position. Also included is information advising to not use the center rear seat for installation of a child safety seat.

The 2008 Acura SUV recommends that child safety seats be installed in this model with LATCH. This is the preferred method of installation and reading the manual shows this information. A number of vehicle manufacturers state a preferred method of installation. If the parent or caregiver chooses the vehicle belt system instead of LATCH as a means of installation, be sure and note their decision on the seat check form.

Unless the manuals for both the vehicle and child safety seat are consulted for specific instructions on proper use, technicians are running the risk of an improper installation education session with the parent/caregiver. The manufacturers of both the vehicles and the child safety seats use their owner's manuals to communicate their requirements for proper use of their products.

It is our responsibility as certified child safety seat technicians to use these educational components.

Updated Safe Kids Worldwide Website

Mary Ann Robinson, CPSTI

Safe Kids Worldwide has made changes to their website with both a new look and additional information that can be of benefit to technicians and instructors. For instance, there are educational tip sheets on Basic Car Seat Safety that can be downloaded in six languages for technicians that serve diverse communities. The brochures are available in Chinese, French, Korean, Spanish, Tagalog as well as English. Safe Kids has also expanded the question and answer portion of the website so technicians and instructors can find quick answers to various questions concerning certification and re-certification.

There is also a new Resources Q & A section that provides information such as

'how to change your name' on your profile.

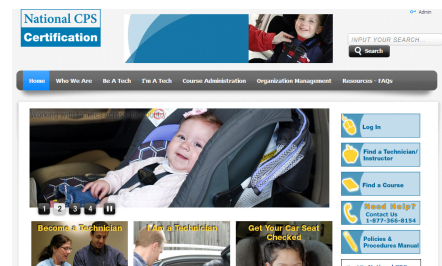
CPST Instructors will want to visit the website and secure a copy of the New Policies and Procedures Manual; it was last updated on October 4, 2011. There are also several changes to the administrative side of child passenger safety classes – both the technician and the renewal courses. Be sure to check the website and follow the new changes.

Remember as an instructor you are responsible for checking the Policies and Procedures Manual before you teach any Safe Kids CPS class. Take time to review the website and find information that will be beneficial in the job of child

passenger safety technician.



<http://cert.safekids.org>



GTIPI Training Dates

Child Passenger Safety Technician

January 10-13	Albany
January 24-27	Conyers
February 7-10	Brunswick
March 6-8	Byron
March 20-23	Conyers

CPST CEU Workshop

February 2	Lawrenceville
February 15	Savannah
February 29	Valdosta

Georgia Teens Ride with P.R.I.D.E. Instructor Certification

January 10	Conyers	March 13	Conyers
March 6	Macon		

Georgia Teens Ride with P.R.I.D.E. Instructor Re-Certification

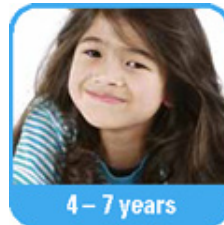
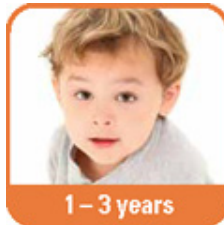
February 2	Lawrenceville	February 29	Valdosta
February 15	Savannah	<i>Webcasts are available online Monthly</i>	

CarFit Event Coordinator and Technician Certification

April 4-5	Conyers	Event Coordinator
April 4	Conyers	Technician Certification

For more information about GTIPI trainings or to register online, visit us at www.ridesafegeorgia.org

Child Passenger Safety Best Practice Saves Lives



Are you spreading the word?

Rear Facing until Two Years of Age is the recommendation of the American Academy of Pediatrics
Visit www.aap.org for more information.



 The University of Georgia Cooperative Extension

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College of Agricultural and Environmental Sciences
College of Family and Consumer Sciences



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