



GTIPI

GEORGIA TRAFFIC INJURY PREVENTION INSTITUTE

Tech Talk

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Coming to a Town near You: GTIPI

Beth Bartlett and Melba King, CPST Instructors

Check your CPS Technician card. When does *your* certification expire? Do you have a plan for recertifying? At GTIPI, we've been planning our schedule for October 2007 through September 2008. We travel throughout the state year-round, and you're invited to join us to earn CEUs and have your five seat installations verified by a CPST instructor.

Next, check your calendar. Registration is required, so sign up today at www.ridesafegeorgia.org for these trainings. Be sure to catch us while we're in your area.

All of these opportunities are made possible by funding from the Governor's Office of Highway Safety. With so many dates and locations (and a little planning!), we hope you will choose to recertify as a CPST. We look forward to seeing you in your area!



GTIPI CPST Instructors
Mary Ann, Beth, Melba, and Jason

Option 1: Attend a CEU Workshop

Designed for current CPSTs, this workshop allows you to earn 3 CEUs and complete your five seat installations for recertification. You'll be able to practice with new and updated child restraints, as well as learn the latest technical information in this ever-changing field.

This workshop meets Safe Kids' requirements for CEUs from Category #1: In-person Session/Workshop (www.safekids.org/certification).

2007

Southwest: October 30 - Tifton
Atlanta Area: November 15 - Conyers
Atlanta Area: December 13 - Conyers

2008

Southeast: February 21 - Statesboro
Northwest: April 24 - Rome
Northeast: June 26 - Athens
Atlanta Area: August 7 - Conyers
Central: August 19 - Forsyth

Option 2: Audit a 4-Day CPST Class

It's not the same 4-day you remember (fondly or otherwise!) In June 2007, NHTSA and Safe Kids released an updated curriculum with an emphasis on what CPSTs need to know curbside. You can earn 3 CEUs (the maximum avail-

able through this method) by auditing 6 hours in the classroom, and an instructor can check your five seat installations.

If you choose this option, please prepare to be understanding; our primary "mission" will be teaching the new students, so space for auditing CPSTs will be limited.

Auditing a technician certification class meets Safe Kids' requirements for CEUs from Category #2: Observe a Certification or Renewal Course (www.safekids.org/certification).

2007

October 2-3 & 9-10 - Conyers
October 16-19 - Dalton
November 6-9 - Savannah
December 4-7 - Conyers

2008

January 15-18 - St. Mary's
January 28-31 - Conyers
February 5-8 - Peachtree City
March 3-4 & 10-11 - Conyers
March 25-28 - Albany
April 8-11 - Conyers
May 6-9 - Conyers
May 13-14 & 20-21 - Augusta
June 10-13 - Vidalia
August 25-28 - Conyers
September 9-12 - Cornelia

Share these certification dates with potential CPSTs in your area!

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Since October 2006, the CPS team at GTIPI has...

- Taught 15 4-day classes, enabling 222 people to certify as new CPSTs,
- Taught 5 renewal classes, where 42 lapsed CPSTs regained their certification,
- Provided 12 CEU workshops, where 227 techs earned credits for recertification,
- Reached 257 child care providers at "Riding Safely in Child Care" workshops, and
- Accumulated a combined total of around 19,500 teaching hours at our trainings!

GTIPI is funded by a grant from the Governor's Office of Highway Safety.



Update on Spanish CPST Class

Jason Kelley, CPST Instructor

GTIPI is partnering with the National Latino Children's Institute (NLCI) to bring their Corazón program to Georgia. Corazón includes a 4-day Child Passenger Safety Technician class that incorporates material for educating Spanish-speaking parents. The class is scheduled for Monday, September 24, through

Thursday, September 27.

Because of the Spanish components, the class is limited to bilingual students. The Latin American Association will serve as the host site for the training, while Plaza Fiesta has been designated as the site for the check event on September 27th.

This partnership presents a rare and exciting opportunity to increase the number of Spanish-speaking CPS Technicians in the state. We are seeking interested bilingual applicants to join us in this opportunity. Please contact GTIPI at 800-342-9819 to start the registration process.

Recent Updates to Familiar Seats

Beth Bartlett, CPST Instructor

Britax (various models)

The style used in Britax's forward-facing lock-offs is changing. A customer



Older lock-off
Photo from Britax
Boulevard instructions,
2005, p. 19



Newer lock-off
Photo from Britax
Marathon instructions,
2006, p. 19

service representative confirmed the change in the lock-off style but was unable to provide details about which models would be changing and when.

A tip from GTIPI: visit a store that sells Britax seats and has a vehicle demo seat so you can try the new lock-offs. They work a little differently, and it took us a little practice to get it "right."

Chicco KeyFit 30

As an update of the original KeyFit (see *Tech Talk*, June 2006), the KeyFit 30 fits children from 4 to 30 pounds. The new and old versions look very similar, so check the labels. You can visit chiccousa.com to read the instruction manual. The KeyFit 30 costs about \$170.



Chicco KeyFit 30
Photo from
chiccousa.com

Evenflo Titan

As of this summer, newly manufactured Titans have higher weight limits: 5 to 35 pounds rear-facing and 20 to 50 pounds forward-facing. Even if you've used the Titan for years, remember to read the instructions each time you receive a new shipment. Go to evenflo.com for more information. The Titan retails for around \$100.



Evenflo Titan
Photo from evenflo.com

Evenflo Triumph Advance

The weight limits on the Triumph Advance are also higher: 5 to 35 pounds rear-facing and 20 to 50 pounds forward-facing. Its height limits have expanded to 19 to 50 inches.

The Triumph Advance no longer has separate harness slots; instead, you can adjust the harness height from the front while a child is setting in the seat. Visit safetymadeeasier.com for a demo of this "Infinite Slide Harness." The instructions say to place the harness at the child's shoulders regardless of the direction of the seat. This new version costs about \$130 to \$150.



**Evenflo
Triumph Advance**
Photo from evenflo.com

Evenflo (all seats)

Previously, the warnings in Evenflo instructions stated "DO NOT use this restraint in any seating position equipped with an active air bag," which was often interpreted as including side air bags.

Recently, the company revised its warning statement to allow seats to be placed next to side air bags in some instances. Patsy Pilcher, Sales Representative, sent this new wording from Eric Dahle of the Evenflo Engineering Department:

- **DO NOT** use this restraint in the front seat of a vehicle equipped with an active air bag. Interaction between a rear facing restraint and air bags may cause serious injury or death. If your vehicle has an air bag, refer to the vehicle owner's manual for child restraint installation.
- If the rear seat of your vehicle is equipped with side air bags:
 - o Vehicles built prior to the 2002 model year: **DO NOT** use this restraint in a vehicle seating position equipped with a side air bag unless authorized by the vehicle manufacturer.
 - o Model year 2002 and newer vehicles: refer to your vehicle owner's manual before placing this restraint in a seating position equipped with a side air bag. Do not place any objects between the restraint and the side air bag, as an expanding air bag may cause the items to strike your child. (Electronic communication, April 2007)

Local Spotlight: Safe Kids Gainesville/Hall County

Submitted by Kim Martin, Coalition Coordinator

In January 2007, Safe Kids Gainesville/Hall County received a \$15,000 grant from Jackson EMC, which was matched by The Medical Center Foundation, for the purchase of a cargo van. Since then, Safe Kids has purchased its new van and recently had it wrapped in Safe Kids graphics.



Pictured (L to R): Sherry Rogers, Jackson EMC Foundation; Nancy Colston, Medical Center Foundation; Woody Stewart, Medical Center Foundation; Kim Martin, Safe Kids; and Gus Lobo, Jackson EMC Foundation

The van can transport program materials and safety devices (such as car seats, booster seats, bike helmets, smoke and carbon monoxide alarms) to various educational and distribution programs. Safe Kids is dedicated to preventing accidental injury, the leading cause of death of children ages 14 and under. The coalition is made up of more than 30 community agencies, including local fire and police departments, EMS and medical services, the local school systems, Department of Natural Resources, Army Corps of Engineers and many others.

Jackson EMC grant funds come from its members who participate in the Operation Round Up program. Through



New Safe Kids Gainesville/Hall County Cargo Van

the charitable program, members' monthly electric bills are rounded up to the next dollar amount and the "spare change" is used to fund the Jackson EMC Foundation. More than 90 percent of Jackson's EMC's nearly 189,000 individual accounts participate in Operation Round Up. Since the beginning of the program in October 2005, the Foundation has awarded more than \$1.1 million to 92 organizations and 29 individuals.

New Boosters Strive to be Comfortable and Kid-Friendly

Mary Ann Robinson, CPST Instructor

As child passenger safety technicians, we know "best practice" for how children should ride after they have outgrown seats with internal harnesses. We know they should be in boosters in the back seat, but we also know many children do not like to ride in boosters. Two new boosters seek to overcome the reason some children dislike booster seats – discomfort.

Graco AirBooster

The AirBooster has a "patented FLEX-Comfort™ suspension design" that "adapts to the child's weight and size for an exact fit every time, even as the child grows."

The flexible mesh material enhances comfort by reducing pressure points and letting air circulate. The Air-Booster also has knee form to help support a



Graco AirBooster
Photo from gracobaby.com

child's legs and deep side wings to help support the head on long trips.

The AirBooster has color-coded guides to insure proper placement of the safety belt. When used with the high back, the seat can accommodate children from 30 to 100 pounds and 38 to 57 inches tall. Children must be taller and heavier to use the seat as a backless booster, from 40 to 100 pounds and 40 to 57 inches tall. The average retail price is around \$100. Visit gracobaby.com for more information.

Evenflo Big Kid Confidence

Evenflo's new booster, the Big Kid Confidence, addresses the comfort issue by offering 39 seat configurations, including lap depth adjustment, for children with varying proportions (longer legs and shorter torsos, for example, or vice versa). Full body foam is also an added feature for this seat.

Like the AirBooster, this seat is two boosters in one. As a high-back booster, it accommodates a child between 30 to 100 pounds; the back can be removed for a child between 40 to 100 pounds. Both positions are for children under 57

inches.

The Big Kid Confidence comes with dual activity lights, which automatically shut off after twenty minutes. It has a flexible recline that allows the seat back to match the angle of the vehicle seat. The average retail price is around \$90. You can visit evenflo.com for more information.



Evenflo Big Kid Confidence
Photo from babiesrus.com

FREE Educational Materials

Need educational materials on booster seats for exhibits, presentations, or waiting areas?

Visit the GOHS/GTIPI Online Safety Store at www.ridesafeflorida.org to order your free materials today.

The popular "Why a Booster Seat?" card has just been updated for 2007.

GTIPI Training Dates

CPST 4-Day Training

October 2-3 & 9-10	Conyers
October 16-19	Dalton
November 6-9	Savannah
December 4-7	Conyers

CPST CEU Workshop

October 30	Tifton
November 15	Conyers
December 13	Conyers

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

October 16	Conyers
October 23	Camden County
November 6	Gainesville
November 13	Conyers
December 4	Atlanta
December 11	Newnan

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

October 17	Conyers
October 24	Camden County
November 7	Gainesville
November 14	Conyers
December 5	Atlanta
December 12	Newnan

CarFit Technician Training

October 25	Conyers
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Announcing Georgia's CPS Board

The Georgia Governor's Office of Highway Safety, the Georgia Traffic Injury Prevention Institute, and the Department of Human Resources—Injury Prevention Section have been working to form a Child Passenger Safety Board for Georgia. The Board will provide program direction and technical guidance to communities and organizations in Georgia and maintain the quality and integrity of the National Standardized CPS Training Program.

Last spring, GOHS called for applications from public health/injury prevention organizations, law enforcement, emergency services, the insurance industry, the medical and pediatric communities, child safety seat and automobile manufacturers, safety research organizations, and safety advocates. The permanent (*) and non-permanent Board members are:

- Robert F. Dallas, Georgia Governor's Office of Highway Safety *
- Frankie Jones, GTIPI *
- Sharon Conrad, DHR—Injury Prevention *
- Beverly Losman, Safe Kids Georgia *
- Amy Edwards, Georgia Governor's Office of Highway Safety *
- Mary Ann Robinson, GTIPI
- Will Grimes, Department of Driver Services
- Wende Parker, Child Fatality Review Panel
- Patsy Pilcher, Evenflo Company
- Jason O. Berry, Georgia Governor's Office of Highway Safety
- Lt. Beverly E. Walker, Hall County Fire Services
- Marjorie Leathers, RN, Children's Healthcare of Atlanta
- Gregory B. Norton, Office of Insurance and Fire Safety Commissioner
- Pamela Fair, Safe Kids Columbus
- Officer Danny Greeson, Woodstock Police Department

More information about the Georgia CPS Board will be published soon at www.gahighwaysafety.org and in future issues of Tech Talk.



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28% of children under age 1 and 24% of children under 20 pounds ride forward-facing.

(Source: 2006 National Survey of the Use of Booster Seats, www.nhtsa.gov)

Best practice is rear-facing as long as possible, within the weight or height limits allowed by the seat.

At a minimum, children should remain rear-facing until at least age 1 AND at least 20 pounds.