



The University of Georgia Cooperative Extension

GTIPI

GEORGIA TRAFFIC INJURY PREVENTION INSTITUTE

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

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Tech Talk

Explanation of Safe Kids Audits

Mary Ann Robinson, CPST Instructor



NHTSA and Safe Kids Worldwide are committed to providing a high-quality CPS training and certification program. In support of this commitment, a Quality Assurance Specialist now routinely reviews CPS re-certification documentation. The CPS courses are subject to audits – either in person or remote.

Completion and submission of CEUs by technicians and instructors are also subject to audit. This process is similar to the child restraint self-certification by car seat manufacturers. You self-certify by entering your earned CEUs online and the Quality Assurance Specialist randomly selects re-certifying technicians for audit. Approximately 100-150 techni-

cians/instructors are audited every month. Every state has been represented in the random selection.

If you are selected for audit, you will be notified by email and postal mail. The audit applies only to CEUs. More details concerning required documentation are in the notification letter. Be sure that you keep your CEU documents throughout your certification cycle and keep these documents for three months after your re-certification is complete.

Also, be sure that your profile is accurate so you receive the notifications. If you have any questions about an audit, you can contact the Quality Assurance Specialist, Jami Revesz at cpsaudit@safekids.org.

National CPS Certification



Safe Kids Fee Increase: *effective October 1, 2009*

CPST 4-Day: \$75 • Technician Re-certification: \$50



CPST Certification Fee Increase

Melinda Sens, CPST Instructor

Safe Kids Worldwide has announced, effective October 1, 2009, certification course fees will increase from \$60 to \$75 and technician re-certification will go from \$40 to \$50. This modest adjustment will help cover the cost increases that Safe Kids has faced over the past five years. These include providing toll-free and email customer service, printing, shipping and fuel surcharges, and maintenance to make the online system more user-friendly.

“We are committed to keeping the cost of certification as affordable as possible as well as providing the best service to you, and we believe that the fees paid for certification services remain a good investment.”

Please feel free to send your feedback and constructive ideas to Kerry Chausmer at kchausmer@safekids.org.

Inside This Issue

Orbit Toddler Car Seat	2
New Dog-Friendly Honda Element	2
Saved by the Belt	3
Georgia CPS Board Update	3
Wallet Card Handy in Court	4

Orbit Toddler Car Seat

Mindy Sens, CPST Instructor

Convertible: RF 15-35 lbs; FF w/harness 20-50 lbs
49 inches or less

The Orbit Toddler car seat is a convertible child restraint that retails for approximately \$360.00. This child restraint can be used rear-facing from 15 to 35 pounds, then turned forward-facing with five-point harness from 20-50 pounds and less than 49 inches. For easy installation, this seat provides lock-offs that are built-in and color-coded: blue for rear-facing and red for forward-facing.

When installing the Orbit Toddler seat rear-facing, an individual can either use the included Side Impact Braces or an optional Orbit Base



that retails for \$220.00. When using the Orbit Base, you must be sure the base has the Green Circular Seal shown in the picture indicating it has been updated. All Bases manufactured before 2/2008 must be updated by contacting Orbit Baby or visiting www.orbitbaby.com/support/upgrade. This is a complimentary program.

The Orbit Base is made with the patented SmartHub™ that lets you dock your Orbit car seat at any angle, so there is no need to line up any grooves or notches. This technology allows parents/caregivers to rotate the child restraint

towards the outside of the vehicle, place the child in the restraint and rotate the restraint to the rear-facing position. When installing forward-facing the Side Impact Braces must be attached.

The Orbit Toddler car seat is also compatible with The SmartHub™ technology present on the optional stroller that retails for



\$485.00, allowing the seat to rotate a full 360 degrees. There is also an included convenience feature of a snap-on UV

Sunshade.

For more information visit www.orbitbaby.com.

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New Dog-Friendly Honda Element

Mindy Sens, CPST Instructor

During the 2009 New York Auto Show, Honda unveiled a dog-friendly



version of the Honda Element. This modified version of the Honda Element offers exclusive canine specific enhancements to improve your best friends trip and improve safety. Major enhancements will likely include:

- a cushioned pet bed in the cargo area with an elevated platform;
- second row and cargo area pet restraint systems;
- an extendable cargo area load-in ramp;
- a 12V DC rear ventilation fan;
- second-row seat covers with a dog pattern design (matches the bed

fabric);

- all-season rubber floor mats with a toy bone pattern;
- a spill-resistant water bowl; and
- Dog-Friendly exterior emblems.

The restraint system helps to protect the dog and to prevent injuries to other vehicle occupants due to an unrestrained dog impacting them in a collision. "In-vehicle pet restraints should be part of every dog owner's safe travel practices," said Wayne Pacelle, President and CEO of The Humane Society of the United States.

The factory integrated cushioned pet bed in the cargo area with load-in ramp provides easy access for less agile dogs.

For added comfort during the summer months, the dog-friendly version of the



Element is equipped with a 12V DC rear ventilation fan in the cargo area.

The Honda Element is just one example of a dog-friendly vehicle. To find reviews on other vehicles that offer dog-friendly elements, visit DogCars.com; a website featuring reviews of dog-friendly vehicles and pet products designed for traveling.



For more information visit www.honda.com and www.dogcars.com.

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Saved by the Belt

Jessica Medders, CPS Technician and Mother • Edited by Melba King, CPST Instructor

Last August on a bright and sunny Friday afternoon, my daughter Kennedy and I set off to go have lunch with my mom at our favorite local Mexican restaurant. This trip began as all others did with me buckling Kennedy into her Britax Marathon child restraint. Kennedy was two years and eight months old at the time, having only been forward facing for about six months. I slid into the driver's seat and we were on our way.

I was driving down our very dry and sandy dirt road heading toward the highway when all the sudden I lost control of my vehicle. As my Jeep spun sideways I tried turning the steering wheel to correct it, but that was of no help. This sent us right into a ditch and some trees. I remember blinking my eyes furiously, trying to make sense of the situation and figure out what in the world went wrong. We hit the ditch with enough force that the Jeep fell on its side.

When the vehicle finally came to rest, I immediately unclipped my seatbelt in order to check on my child. Too late did I realize that was not the best move, as I was dropped headfirst into the broken glass and debris. After getting to my knees, I could turn around and get to my child. I knew from my CPST train-



ing not to remove her from the safety of her child restraint. As my baby girl hung there, suspended by the harness straps on her child restraint, I stopped to take a second to thank the Good Lord that I had practiced what I preached. What turned out to be a minor rollover could have been deadly for my child if I had made any other decision than the one I made.

After making sure Kennedy was all right, I dug my cell phone out of her pocket and called 911 to alert them of my accident and that we needed help getting out of the vehicle. By this time, Kennedy started to cry after she saw mommy a little more than panicked. I started to calm down and think about ways to get us out of there and realized we were trapped. The doors on the ground were obviously of no use. The doors in the air were much too heavy for me to force open and the back hatch is not accessible from the inside! Do not forget this is August in South Georgia

and it is starting to get nice and steamy inside this Jeep!

Within a minute and a half, I had rescuers at my aid! My next-door neighbors are First Responders and they were working at home that day and were able to be there within a few seconds. They were able to open the back hatch and assist me in crawling out. Once they had gotten me out of the vehicle, they were able to unbuckle Kennedy's child restraint from the vehicle, unclip the top tether and set her out on the ground for the paramedics to check her over.

When it was all said and done, Kennedy and I walked away with only the seatbelt marks on our necks. Her biggest complaint is that we never made it to the Mexican restaurant! Overall, we had a fantastic outcome to what could have been a very tragic situation. I'm very thankful for Mrs. Melba King for helping me achieve my goal of becoming a Certified Child Passenger Safety Technician. Because of her tireless devotion to teaching what she believes in so much, Kennedy and I both walked away unscathed.

Georgia CPS Board Update

Mary Ann Robinson, CPST Instructor & Georgia CPS Board Member

The Georgia CPS Board has three open positions. EMS, Diversity and an At-large representative will bring the board to full membership. The deadline to apply is November 1. Applicants are encouraged to apply for more than one position, if appropriate.

The mission of the Board is to maintain the quality and integrity of the National Child Passenger Safety Program. As a member of the Board, you are required to:

- Participate in up to three, one-day meetings per year.
- Serve on approximately three committees.
- Work on committee and other Board activities between meetings.

The total time commitment varies depending upon position on the Board and committee assignments. As Board membership is voluntary, there is no compensation and members are responsible for their own travel expenses. Limited funds may be available for the CPS Advocate positions.

It is not necessary to be a certified technician to be a member of the board. Appointments are two or three year terms. For specific information and to obtain an application, contact Amy Edwards at aedwards@gohs.ga.gov.

The Board welcomes Cathy Embry, Senior Account Executive—ABRA Auto Body & Glass, as a new member to the Board. She works as part of the marketing and public relations team. Cathy is

a CPS technician and she and her husband Scott, have two children. She loves to spend time with her family and loves to work in the yard.

New Board Members



Cathy Embry
Senior Account Executive
ABRA Auto Body & Glass
Atlanta, GA

GTIPI Training Dates

CPST 4-Day Training

September 15-18	Dahlonega
October 13-16	Conyers*
October 27-30	Milledgeville*
November 17-20	Statesboro*

CPST Renewal Class

December 3	Conyers*
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CPST CEU Class

October 6	Dalton*
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CPST Online CEU Workshop

November 2-13*

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

September 15	Conyers
October 13	Macon*
October 20	Conyers*
November 10	Conyers*


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

September 16	Conyers
October 21	Conyers*
November 11	Conyers*

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

August 20	November 17*
October 27*	

* Contingent upon funding from the Governor's
Office of Highway Safety



National CPS Certification

Your Name Here

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Certified Technician

Certifying Body: Safe Kids Worldwide
Curriculum by NHTSA
In collaboration with the National CPS Board
Program Sponsor: State Farm

Wallet Card Handy in Court

Exert from CPS Express - July 1, 2007

I just wanted to share with you a story about the wallet cards. An officer in Kauai, Hawaii, cited a motorist for a child seat violation and was taken to court. During his testimony, the defense asked if he was an expert or if he had any special training in car seats. He reached into his wallet, took out the card and showed it to the defense, who was apprised that the officer was a nationally certified child passenger safety technician. The judge was impressed and the defendant was convicted.

Submitted by Charles M. Hirata, Maui Police Department (Maui, HI)



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