

Alberta Occupant Restraint Program

education session instructor's manual

engineered life space and
seat belts - module 1

protecting children from
birth to ten - module 2

Acknowledgements

The Provincial Steering Committee of the Alberta Occupant Restraint Program (AORP) would like to thank every health and enforcement professional who has participated in advancing the issue of occupant restraints in Alberta over the past five years. Your support, participation and commitment to making a difference in the safety of the children, youth and adults of this province is truly remarkable. It is only through your efforts that we have achieved a great measure of success that will guide our future.

This manual was developed to support local presentations on the correct use of occupant restraints for all people who travel in Alberta. It has been an enormous undertaking that, since it was first proposed, has spanned several years and countless hours of discussion, research, writing, re-writing, debate, editing and layout. We are confident that the information provided will be of use to health and enforcement professionals as they present occupant restraint programs to parents, grandparents, child care providers, youth groups, high school students, adults, corporations and other work place settings.

On behalf of the Provincial Steering Committee of AORP, special thanks go to:

- Steve James, Vice President of Health, Safety and Environment, Precision Drilling
- Royal Canadian Mounted Police, “K” Division Traffic Services

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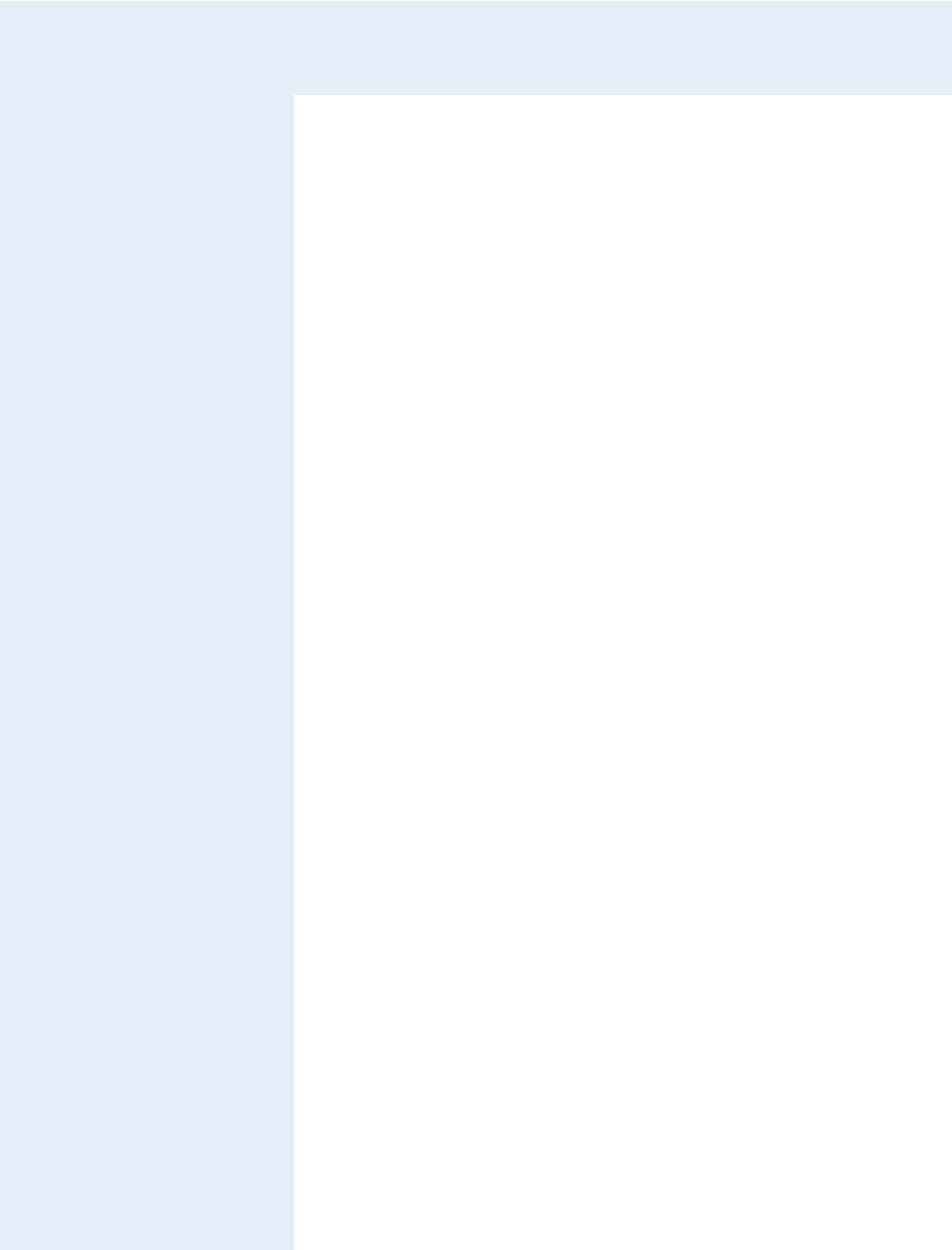
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Background

The Alberta Occupant Restraint Program (AORP) encourages and supports the delivery of education sessions about occupant restraints to audiences of all ages as part of a comprehensive approach to preventing motor vehicle injuries. The intent of this manual is to assist professionals to deliver information sessions on occupant restraint in a variety of community settings. These presentations and materials replace the Think...Think Again Education Session Lesson Plan published in 1997.

How To Use This Manual

This manual is designed to make teaching a session on occupant restraints very easy. The manual is meant to accompany the Powerpoint presentation for each module. In this manual, instructor notes, suggested narrative and presentation tips are provided for each slide in the presentation. Each presentation is accompanied by a video/DVD.

This manual is divided into two modules:

- **Module 1 - Engineered Life Space and Seat Belts**
- **Module 2 - Protecting Children from Birth to 10**

Module 1 is for delivery at sessions on occupant restraint aimed at youth and adults. The video/DVD for **Module 1** is ***Drive to Survive***.

Module 2 is aimed at parents, families or others that transport children 10 years of age or under. If you are delivering a session as part of the provincial “Think the kids are buckled up right? Think again” Option 4 program, Module 2 is the required session in order for a driver to receive a Recommendation for Withdrawal for a child passenger restraint ticket. The video/DVD for **Module 2** is ***Car Seats: How to Protect Your Child from Birth to Ten***.

If you do not have a copy of the video(s)/DVD(s), contact the Alberta Occupant Restraint Program at (780) 412-5553 or your local health centre. A session should be delivered using the presentation and the accompanying video/DVD.

Preparing for a Session

To prepare for the session, the following points should be considered:

- Book a room or facility in which to hold your session
- Promote your session so that your intended audience will know where, when and why to attend
- Make arrangements for the AV equipment you will need to deliver the session. The Powerpoint slides can be printed on overheads ahead of time, or the session can be delivered with a computer/projector set-up. A video or DVD player and TV or projector will be necessary to show the video or DVD.

Option 4 (Think...Think Again) Sessions

The Option 4 (TTA) sessions are intended to give drivers who have received a ticket for not correctly buckling up a child under 16 the option to have their ticket withdrawn. It is expected that many of the attendees at the Option 4 session will have received a ticket, but members of the public may also be invited to attend.

An Option 4 session includes the presentation of Module 2 - Protecting Children from Birth to 10, as well as the accompanying video/DVD.

Ticketed drivers may not be happy about attending the session, as such AORP recommends that at the beginning of each session, your audience should be informed that mutual respect is expected, and that abuse, harassment and/or verbal aggression will not be tolerated. Attendance at the Option 4 session is **OPTIONAL**. Ticketed drivers who choose not to attend have three other options, listed on the back of their ticket.

For an Option 4/TTA session, have your room and materials set up and have on hand:

- Pens for completion of forms
- Recommendation for Withdrawal forms
- Selected resources/support materials. You may choose to provide copies of any of the following resources for participants:
 - Think...Think Again Information Sheets:
 - Common Questions About Child Safety Seats
 - Tips for Buying Child Safety Seats and Booster Seats
 - Keeping Your Child Content in a Child Safety Seat
 - The Tether Strap and Universal Anchorage Systems (UAS/LATCH)
 - Child Safety Seat YES Tests (rear-facing, forward-facing, booster).
 - Plain language and translated child safety seat resources (rear-facing, forward-facing, booster, seat belt)

Masters of the information sheets and YES Tests came with the teaching materials and can be downloaded from **www.health-in-action/aorp**. The plain language and translated child safety seat resources can be downloaded from **www.health-in-action.org/aorp**.

As people arrive;

- Collect the ticket(s) from ticketed drivers
- Confirm the eligibility of all ticketed drivers as they arrive at the session. To be eligible for the Recommendation for Withdrawal:
 - The ticket must be brought to the session by the driver.
 - A valid driver's licence must be provided as proof of identification.
 - The driver to whom the ticket was issued must attend the session in order to receive a Recommendation for Withdrawal. A Recommendation will not be made if another person attends in the ticketed driver's place.
- The court date that appears on the ticket should be four to eight weeks from the date of the session.

Special Situations

Repeat offenders, if recognized by health or enforcement personnel, should not have a Recommendation for Withdrawal issued for subsequent offences after they have attended one education session. Provincially, it is not possible to track repeat offenders for this program.

If a driver receives more than one ticket at separate events (i.e., not the same day or later in the same day), the Recommendation for Withdrawal will be completed for the first offence(s) only.

If it appears that there is an error in the court date assignment (i.e., did not allow for three months from the offence), there may be an option for the driver to attend an educational session within four weeks of the court date. The responsibility for delivering the ticket and Recommendation for Withdrawal to the Clerk of the Court must be negotiated between the driver and the officer prior to the session.

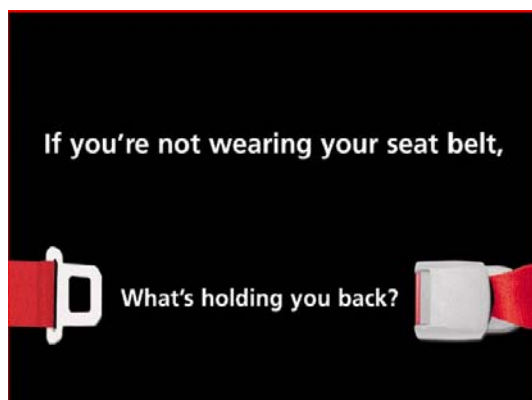
Support Materials

As previously mentioned, copies of the following resources can be provided for participants in the Option 4 (TTA) Sessions:

- Think...Think Again Information Sheets:
 - Common Questions About Child Safety Seats
 - Tips for Buying Child Safety Seats and Booster Seats
 - Keeping Your Child Content in a Child Safety Seat
 - The Tether Strap and Universal Anchorage Systems (UAS/ LATCH)
- Child Safety Seat YES Tests (rear-facing, forward-facing, booster).
- Plain language and translated child safety seat resources (rear-facing, forward-facing, booster, seat belt)

Master electronic (.pdf) copies of handout materials for the have been provided with the Module 2 presentation materials. These resources can also be downloaded from **www.health-in-action/aorp**.

The video/DVD for **Module 1** is ***Drive to Survive*** (Precision Drilling/AORP, 2006). The video/DVD for **Module 2** is ***Car Seats: How to Protect Your Child from Birth to Ten*** (Injoy Videos, 2004). If you do not have a copy of the video(s)/DVD(s), contact the Alberta Occupant Restraint Program at (780) 412-5553 or your local health centre.



NOTES

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engineered life space & seat belts

- module 1



Session Outline

Provide facts on:

- Engineered Life Space
- Collision dynamics
 - Types of collisions
 - How you are injured or killed in a collision
- How seat belts protect you and your family

View traffic safety video

Presentation Tips

Introduce presenter(s).

Some people may not be happy about attending the session. As such, AORP recommends that at the beginning of each session your audience should be informed that mutual respect is expected, and that abuse, harassment and/or verbal aggression will not be tolerated.

Instructor's Notes for *Session Outline*

Suggested Narrative:

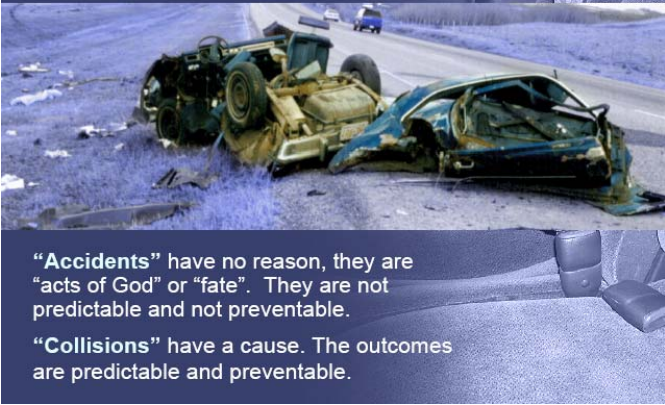
This presentation will provide information on:

- Collision dynamics, including the types of collisions and how people are hurt or killed in a collision
- How seat belts and child safety seats reduce injuries, save lives and protect your family

and

A traffic safety video will be shown. It will discuss the engineered life space designed into every vehicle, myths and facts about seat belt use, and will present personal stories from Albertans about seat belt use.

They're NOT "Accidents"



S L I D E 3

Instructor's Notes for ***They're NOT "Accidents"***

Suggested Narrative:

We begin the presentation by defining the difference between an accident and a collision.

An "accident" is an "act of God" or "fate" and would include lightning strikes or floods. Accidents are relatively rare, they are not predictable and you cannot do anything to prevent them.

A "collision" or "crash" occurs when a vehicle hits something - another vehicle, a cement pillar, the ditch, a pedestrian or another object. A number of things can contribute to crashes. Driver distraction, fatigue, excessive speed, impairment by alcohol or drugs, to name just a few, increase the risk of being involved in a collision.

Decades of collision investigations and research have taught us:

- Collisions can be prevented or avoided.
- The extent and nature of an injury resulting from a collision depends on a number of variables, one of the most important being whether a person was wearing a seat belt when the crash occurred.

Presentation Tip

Try to remember to use the terms crash or collision instead of accident when speaking about motor vehicle crashes.

The Grim Numbers Tell a Terrible Story

- Motor vehicle collisions are the leading cause of unintentional death and injury for all Albertans under the age of 30
- Every year in Alberta, over 350 people are killed in motor vehicle collisions and 20,000 are injured

Presentation Tips

Alberta crash data for each year is available on www.saferoads.com, click on “About Saferoads”, then “Statistics”.

You may also want to use local crash data, if available.

Instructor's Notes for *The Grim Numbers Tell a Terrible Story*

Suggested Narrative:

Although Alberta has made significant improvements over the last few years, motor vehicle collisions continue to be the leading cause of unintentional death and injury for all Albertans under the age of 30 and a significant injury risk throughout life.

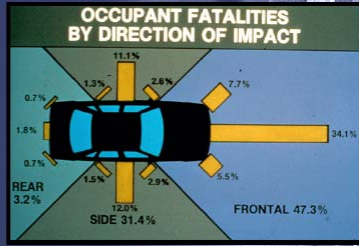
Every year, over 350 people in Alberta are killed in motor vehicle collisions and about 20,000 are injured. Over half of the people killed were not wearing their seat belt.

Death is not the only outcome of a motor vehicle collision. For most people involved in a crash, injury or serious injury, such as brain damage or paralysis is a more likely outcome.

Studies tell us that for some people, the fear of living with an injury where someone has to look after their most basic needs is greater than the fear of dying.

Motor Vehicle Collisions Four Main Types of Crashes

- Frontal
- Side
- Rear
- Rollover



In a crash, everything in the vehicle moves towards the point of impact

SLIDE 5

Instructor's Notes for *Motor Vehicle Collisions* *Four Main Types of Crashes*

Suggested Narrative:

There are four basic types of collisions - frontal, side, rear or rollover. While frontal collisions are the most common, rollovers are often the most devastating in terms of killing and injuring people who are not wearing seat belts.

In a crash, the occupant and everything in the vehicle moves towards the point of impact at the same speed that the vehicle was travelling just before impact.

Presentation Tip

You may want to mention that all loose objects (briefcases, tool boxes, pets, toys, unrestrained people) can become projectiles and cause injury in a crash. It is important to secure everything when packing so things won't fly around and hit people if a crash occurs.

Collision Dynamics - Crash Severity Depends On:

- Speed of travel
- Direction or angle of impact
- Size of the vehicles involved



Presentation Tip

The crash pictured occurred on a rural highway between a half-ton truck and a car. It was a severe frontal (head-on) collision at highway speed. All occupants were seriously injured.

Instructor's Notes for ***Collision Dynamics Crash Severity Depends On***

Suggested Narrative:

The severity of a collision depends on the following factors:

- **Speed of travel.** The faster a vehicle is moving, the greater the force of impact when it comes to an abrupt stop.
- **Direction or angle of impact.** If two vehicles hit each other head on, the severity of the collision will be greater than if the two vehicles collided while traveling in the same direction.
- **The size of the vehicles involved.** Size does matter. If you are driving a small car and hit another small car, the damage to your vehicle and potential injuries to you will be less than if you are driving a small car and hit or are hit by a cement truck. Bigger vehicles usually “win” in collisions.

Collision Dynamics - The Ability to Survive Depends on:

- The engineered life space, plus
- The use of seat belts or child safety seats

If there is engineered life space left after the crash, the occupants have a chance of surviving IF they are wearing their seat belts



Instructor's Notes for *Collision Dynamics* *The Ability to Survive Depends On*

Suggested Narrative:

When a collision occurs the likelihood of survival or the severity of the injuries can be predicted by:

- Seat belt, child safety seat or booster seat use. Using the right restraint, and using it correctly, significantly improves survival rates and decreases the severity of injury.
- The amount of engineered life space that is left intact. The engineered life space is the passenger compartment. It is a space that is designed to withstand as much of the impact of the crash as possible. The chance of survival increases as the amount of engineered life space remaining after the crash increases.

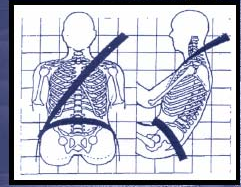
In the crash shown here, the occupants of this vehicle were killed. There was plenty of survival space had they stayed in the vehicle, but they were not wearing their seat belts and were ejected.

Presentation Tip

The video/DVD that will be shown later in the session will show examples of how the engineered life space works to protect the occupants during a collision.

Seat Belts...

- Keep you inside the engineered life space
- Distribute the force of the collision over safe areas of the body
- Reduce the risk of serious injury and death

**Presentation Tips**

Demonstrate the location of the sternum and upper thighs.

If you have a lap-shoulder seat belt available, demonstrate the correct positioning of the belts over the body.

Instructor's Notes for *Seat Belts...*

Suggested Narrative:

If seat belts are used, they will:

- Keep everyone in the vehicle inside the engineered life space, providing maximum occupant protection and preventing ejection.
- Distribute the crash forces over the strongest areas of the body - the sternum, shoulder and pelvis.
- Reduce the risk of serious injury and death.
- Prevent you from striking the inside of the vehicle, including hitting the windshield, dashboard or steering wheel.

Seat belts are one of the most effective safety devices ever invented. Research and collision investigations have shown that seat belts increase your chances of survival by over 50%. It is estimated that since they were invented, seat belts have saved over a million lives around the world.

Seat belts work when they are worn correctly. For a seat belt to be effective, the lap belt should be worn low on the hips, and the shoulder belt should sit across the centre of the chest. This placement of the seat belt distributes the crash forces across the strongest parts of your body.

The shoulder belt should never be placed under your arm or behind your back as it may break your ribs or crush internal organs when you crash.

Crash Examples - Intact Engineered Life Space

- In these crashes, people were killed
- The engineered life space was intact
- They would be alive if they had worn their seat belts



S L I D E 9

Instructor's Notes for *Crash Examples* *Intact Engineered Life Space*

Suggested Narrative:

In the top photo shown here, the driver of the car was killed after being ejected through the sunroof of the vehicle when he drove into an embankment. There was only minor damage to the car and it could have been driven away from the collision scene if the tires had not been flat. Investigation showed that the driver would have survived if he had been wearing his seat belt.

In the second picture, the three occupants of this truck died after being ejected when the truck rolled in a ditch. The engineered life space remained intact and there was more than enough room for the occupants to have survived, but they were killed because they weren't buckled in and were thrown from the truck. Seat belts would have saved all three lives.

These are just some of the collisions in which the simple act of buckling up would have saved lives. All of these people would have survived these crashes if they had made the choice to do up their seat belts.

Crash Example - Seat Belt Effectiveness

- In this collision, the front seat passenger lived
- She was saved by her seat belt



Instructor's Notes for *Crash Example* *Seat Belt Effectiveness*

Suggested Narrative:

In this extreme collision, this vehicle hit a tractor-trailer unit that was carrying an earth-mover. Both vehicles were travelling at highway speed. The force of the collision destroyed most of the engineered life space in this vehicle. The collision was not survivable for the driver, yet there was sufficient life space remaining for the front seat passenger to survive.

The seat belt prevented the passenger from moving into the tractor unit and kept her far enough back to survive. She suffered a fractured pelvis in the crash.

There Are No Excuses...

- Seat belts are the single most effective lifesaving device available
- You are twice as likely to survive a crash with a seat belt on
- A seat belt reduces your risk of injury
- It's the law

SLIDE 11

Instructor's Notes for *There are No Excuses*

Suggested Narrative:

There's no excuse that justifies not wearing a seat belt. People can survive even severe collisions when seat belts are worn. On the other hand, even minor collisions can be fatal if seat belts are *not* worn. In addition to saving lives, seat belts significantly reduce your risk of injury and, as mentioned earlier, are one of the most effective safety devices ever invented.

Wearing a seat belt is required by law in Alberta and across Canada.

Presentation Tips

The video/DVD will discuss common excuses for not wearing a seat belt. In addition, if questioned, here are the facts regarding medical and "right to choose" excuses:

Medical - The Alberta Traffic Safety Act allows for medical exemptions. A medical exemption requires a letter from a qualified practitioner on a doctor's letterhead and it must state the start and end date (not longer than one year). The exempt individual must carry the letter with them when driving or riding in a vehicle.

The Alberta Medical Association has informed its members that there are no grounds for medical exemptions.

It's my right - Seat belt legislation has been challenged in the highest court in Canada. The law was upheld. The individual's right to choose does not supercede society's right to protect public health.

Video

Drive to Survive



Instructor's Notes for ***Video***

Suggested Narrative:

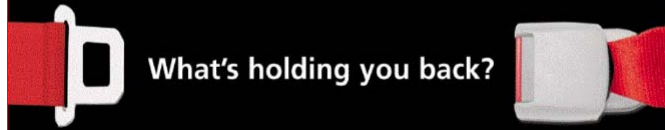
Presentation Tip

Show the "Drive to Survive" video/DVD.

The video "Drive to Survive" was written for youth and adult audiences across the province of Alberta to emphasize the importance of buckling up. Whether you drive for a living, drive for your job, drive to work or drive the kids, buckle up, it may save your life, and it's the law.

The video is 21 minutes long.

If you're not wearing your seat belt,



SLIDE 13

Instructor's Notes for *What's Holding You Back?*

Suggested Narrative:

Many drivers think that if they drive well, they'll never get into a crash. Years of collision investigation has proven that even good drivers crash. People make mistakes. You can't control every variable on the road that might contribute to a collision. You can't control the other drivers on the road. One thing you *can* control is whether you buckle up. When crashes occur, seat belts save lives.

So the next time you get into a vehicle, stop and think... If you're not wearing your seat belt, what's holding you back?

End of session - encourage participants to ask questions if time allows.

Presentation Tips

At the end of your session, if people require further information about seat belts or traffic safety, they can contact:

Alberta Infrastructure &
Transportation
Tel: (780) 427-8901
Toll free: 310-0000
www.saferoads.com

or

The Alberta Occupant
Restraint Program (AORP)
**[www.health-in-action.org/
aorp](http://www.health-in-action.org/aorp)**

NOTES

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protecting children from
birth to 10

- module 2

Session Outline

- Review Alberta law
- View Video – Car Seats: How to Protect Your Child from Birth to Ten
- Outline key points for each age and seat type
- Questions & answers
- Withdrawal of tickets



Presentation Tips

Introduce presenter(s).

When conducting an Option 4 Education Session, follow the registration instructions found at the beginning of this manual.

You may choose to provide any of the following resources for participants:

- Think...Think Again Information Sheets:
 - Common Questions About Child Safety Seats
 - Tips for Buying Child Safety Seats and Booster Seats
 - Keeping Your Child Content in a Child Safety Seat
 - The Tether Strap and Universal Anchorage Systems (UAS/LATCH)
- Child Safety Seat YES Tests (rear-facing, forward-facing, booster).
- Plain language and translated child safety seat resources (rear-facing, forward-facing, booster, seat belt)

Instructor's Notes for *Session Outline*

Suggested Narrative:

This presentation will:

- Provide information on the law in Alberta for seat belts, child safety seats and booster seats.
 - Present a 36 minute video on child passenger protection from birth to age ten
 - Review the key points for each age and size of child and type of child restraint
- and
- Serve as the opportunity for anyone who has received a ticket for not correctly buckling up a child passenger to have the ticket withdrawn.

Program Rationale

- Enforcement with education is known to improve correct safety seat use
- Participation in the session is optional
- Ticketed drivers may choose to pay fine instead of attending



S L I D E 3

Instructor's Notes for *Program Rationale*

Suggested Narrative:

The Think the Kids Are Buckled Up Right, Think Again (or Think...Think Again) program began in Alberta in 1997. The basis for the program was that although parents want to keep their children safe, many children weren't correctly buckled up when travelling in vehicles.

By combining education about child safety seats with enforcement, we have seen dramatic improvements across the province in the correct restraint of kids in vehicles.

In the past ten years, there have also been advances in the design of vehicles, child safety seats and booster seats. The result is that it is getting easier to install and use child safety seats correctly.

Drivers who have received a ticket for not correctly restraining a child passenger (under 16 years of age) may attend this session. Once the session is completed, a Recommendation for Withdrawal of the ticket will be completed so the driver will not have to pay the ticket.

Presentation Tips

If you are presenting an "Option 4" session to ticketed drivers, you may wish to explain that the rationale of the "Option 4" program is not to punish, but to provide life-saving information to protect children and educate parents and other caregivers.

Ticketed drivers may not be happy about attending the session, as such AORP recommends that at the beginning of each session, your audience should be informed that mutual respect is expected and abuse, harassment and verbal aggression will not be tolerated.

It is Possible for Children to Survive a Serious Collision...



if they are properly secured in child safety seats or booster seats



Presentation Tips

If questioned about the crash, it was a single vehicle rollover collision on a rural gravel road just a few kilometres from the family's home. There were no injuries.

Instructor's Notes for *It is Possible for Children to Survive a Serious Collision...*

Suggested Narrative:

As severe as this rollover collision was, the mom and both children were shaken but not injured at all.

Both children were correctly buckled up in child safety seats that were securely installed in the van. The mother had recently checked the seats to make sure everything was done up right.

The mother was able to attend to her children after the crash because she also was wearing her seat belt. Parents need to take the steps to protect their children, but also to protect themselves for their children.

Alberta Law

- All drivers and passengers must use the appropriate seat belt or child safety seat correctly
- Drivers are responsible to ensure passengers under the age of 16 are properly secured in seat belts or child safety seats



S L I D E 5

Instructor's Notes for *Alberta Law* (Slide 1 of 3)

Suggested Narrative:

In Alberta the law sets out the minimum requirements that every person is required to take to protect themselves and their children while travelling in a motor vehicle.

All drivers and passengers must use the appropriate occupant restraint. Seat belts are designed for adults, but are used by older children (over 9 years of age) and youth as well. Younger children need special protection because of their smaller body size.

If a passenger is under 16 years of age, it is the driver's responsibility to make sure that passenger is buckled up correctly.

The fine for not correctly using a seat belt or child safety seat, or for not correctly buckling up any passenger under 16 years of age, is \$115.

Presentation Tips

The Alberta fines were last revised in May of 2003. The information on the fine is current at the date of this publication (January 2006).

Alberta Law

- If a child weighs less than 18 kg (40 lb) or is under 6 years of age the driver must make sure that:
 1. The appropriate restraint is used for the child
 2. The child safety seat is correctly installed
 3. The child is properly secured



Presentation Tips

The Alberta Occupant Restraint Program (AORP) provides a convenient reference card for enforcement and health personnel that outlines Alberta Occupant & Child Restraint Laws.

The full text of the Alberta Traffic Safety Act and Regulations can be obtained from the Queen's Printer at www.qp.gov.ab.ca or from Alberta Infrastructure & Transportation at www.tu.gov.ab.ca/home/index.asp (click on Publications, Legislation).

Instructor's Notes for *Alberta Law* (Slide 2 of 3)

Suggested Narrative:

Alberta law has special requirements for child passengers.

The law says that if the child is under 18 kg or 6 years of age:

- an appropriate child safety seat has to be used
 - the child safety seat has to be correctly installed into the vehicle according to manufacturers instructions
- and
- the child has to be properly secured into the seat.

Alberta Law

- If a child weighs more than 18 kg (40 lb) and is under 16 years of age, the driver must ensure:
 - The complete seat belt is worn by the child
 - The seat belt is properly adjusted
 - The seat belt is securely fastened



S L I D E 7

Instructor's Notes for *Alberta Law* (Slide 3 of 3)

Suggested Narrative:

For children over the 18 kg (40 lbs) the law currently requires that they be restrained in a correctly used seat belt.

It is expected that the Alberta government will introduce legislation that will require all children 18-37 kg (40-80 lb) or up to their 9th birthday to ride in a booster seat.

Presentation Tips

Fatality data and collision research indicate that children 40 - 80 lb. (18 - 37 kg) or up to their ninth birthday, are best protected in booster seats.

For a copy of the AORP Booster Seat Position Paper, visit:

www.health-in-action.org/aorp

or

www.boosterseats.ca

For All Child Safety Seats & Booster Seats

- Read the child safety seat or booster seat manufacturer's instructions
- Read your vehicle's owner manual for correct installation in the vehicle



Presentation Tips

Anyone who has lost or misplaced the instructions for their child safety seat or booster seat can call the manufacturer and have instructions sent to them. The phone number for the manufacturer can be found on the seat.

They may also be able to get them from the manufacturer's website.

If they need help locating the manufacturer, they can call Transport Canada at 1-800-333-0371.

More information can be provided to session participants by handing out the information sheets provided with the session materials.

Instructor's Notes for *For All Child Safety Seats & Booster Seats*

Suggested Narrative:

Every seat is slightly different. Some seats are only meant for babies, other seats can be used from birth to booster. Each seat comes with specific instructions on how to use it.

In addition, each vehicle has different seat belts and tether anchorage locations. Vehicles manufactured after September 2002 are equipped with UAS (Universal Anchorage Systems) or LATCH (Lower Anchors and Tethers for Children). The UAS/LATCH system can be used instead of the vehicle seat belt system to secure the child safety seat.

It is very important to read and follow the manufacturers instructions for both the child safety and the vehicle.

Video

Car Seats: How to Protect Your Child from Birth to Ten



Instructor's Notes for *Video*

Suggested Narrative:

The video, *Car Seats: How to Protect Your Child From Birth to Ten* gives a comprehensive overview of the correct use of child safety seats, booster seats, and seat belts for older children.

The video is 36 minutes long. After the video is finished, the key points for each seat type will be reviewed.

Presentation Tips

The video is presented in segments. If your audience does not require information on all of the segments (i.e. pre-natal group may be interested in just rear-facing infant seats) you may wish to skip some segments to better meet their learning needs.

Rear-facing Quick Checklist

- Is my baby in the right seat?
- Is my baby facing the correct direction?
- Is my seat installed properly?
- Is the angle adjusted properly?
- Is my baby buckled in the seat properly?
- Is my baby's head at least an inch below the top of the seat?



Presentation Tips

If a rear-facing infant seat and/or a rear-facing/forward-facing seat or a 3-in-1 seat is available, you may wish to demonstrate the key points.

The Alberta Occupant Restraint Manual is available as a reference. It can be viewed and downloaded at www.health-in-action.org/aorp

Instructor's Notes for *Rear-facing Quick Checklist*

Suggested Narrative:

As outlined in the video, there are some key points to check with rear-facing seats.

- Is my baby in the right seat?
 - ▶ Either a rear-facing only seat or a rear-facing/forward-facing seat or rear-facing/forward-facing/booster seat (3-in-1 seat) can be used in the rear-facing mode.
- Is my baby facing the correct direction?
 - ▶ Must face the rear of the vehicle.
- Is my seat installed properly?
 - ▶ Use the vehicle seat belt system or UAS/LATCH.
- Is the angle adjusted properly?
- Is my baby buckled in the seat properly?
 - ▶ Harness snug; chest clip at armpit level
- Is my baby's head at least an inch below the top of the seat?

Forward-facing Quick Checklist

- Is my child in the correct seat?
- Is my seat installed properly?
- Did I hook the top tether into the tether anchor?
- Is my child buckled in the seat properly?

It's time for a larger car seat or a booster when the child reaches the upper weight limit and/or her shoulders are above the upper harness slots



SLIDE 11

Instructor's Notes for Forward-facing Quick Checklist

Suggested Narrative:

The video's key points for forward-facing seats include:

- Is my child in the correct seat?
 - ▶ Either a rear-facing/forward-facing seat in the forward-facing mode, or a forward-facing/booster combination seat in the forward-facing mode or a 3-in-1 seat in the forward-facing mode.
- Is my seat installed properly?
 - ▶ Forward-facing seats must be secured at the bottom with the seat belt or UAS/LATCH system AND the top tether.
- Did I hook the top tether into the tether anchor?
 - ▶ All forward-facing seats must be tethered.
- Is my child buckled in the seat properly?
 - ▶ Harness snug; chest clip at armpit level

It's time for a larger car seat or a booster seat when the child reaches the upper weight limit and/or her shoulders are above the upper harness slots.

Presentation Tips

If a rear-facing/forward-facing seat and/or a forward-facing/ booster seat and/or a 3-in-1 seat is available, you may wish to demonstrate the key points.

Booster Quick Checklist

- Is my child in the back seat with a lap-shoulder belt?
- Does the lap-shoulder belt fit properly after installation?
 - Shoulder belt flat and snug against chest and collarbone
 - Lap belt touching upper thighs
- Is my child's head supported?

Presentation Tips

If a booster seat is available, you may wish to demonstrate the key points.

Problems exist with older vehicles that only have lap belts in the back seat. A shield booster seat may be safer than the seat belt alone in these situations, but shield boosters are no longer available for sale in Canada.

When choosing a belt-positioning booster, consider whether a head restraint is available in the seating position where the booster seat will be used. If there is no head restraint, a high-back booster may be a better choice than a backless booster.

Instructor's Notes for ***Booster Quick Checklist***

Suggested Narrative:

On review, the key points from the video for booster seats are outlined:

- Is my child in the back seat with a lap-shoulder belt?
- Does the lap-shoulder belt fit properly after installation?
 - ▶ Shoulder belt flat and snug against chest and collarbone
 - ▶ Lap belt touching upper thighs
- Is my child's head supported?

A Child is Ready for a Seat Belt When He Can:

- Sit with the lap portion of the belt riding low across the hips
- Sit with the shoulder portion of the belt crossing between neck and arm
- Sit with knees bent comfortably at edge of vehicle seat
- Sit with his back flat against back of vehicle seat without slouching, AND
- Remain in this position for entire trip

SLIDE 13

Instructor's Notes for ***A Child is Ready for a Seat Belt When He Can:***

Suggested Narrative:

- Sit with the lap portion of the belt riding low across the hips
 - ▶ Not up on the tummy or abdomen area
- Sit with the shoulder portion of the belt crossing between neck and arm
 - ▶ The shoulder belt should never be placed behind the child's back or under their arm
- Sit with knees bent comfortably at edge of vehicle seat
- Sit with his back flat against back of vehicle seat without slouching

AND

- Remain in this position for entire trip

Presentation Tips

Many children can sit with their back against the back of the vehicle seat, but the bend in their knees is slightly behind the front edge of the seat. As the trip progresses, these kids tend to slide forward so their knees are more comfortable, and then the lap belt moves up on their tummy.

Best practice is to keep children in booster seats as long as the seat can accommodate their height/weight. Pre-mature graduation from a booster seat to a seat belt is a safety issue.

Additional Information

- Child safety seats and booster seats must meet Canada Motor Vehicle Safety Standard (CMVSS)
- A seat should be replaced if it has been in a crash
- Second hand seats are not recommended



Presentation Tips

If you are presenting to a class where the parents are considering the purchase of a new child safety seat, the “Tips for Buying a Child Safety Seat and Booster Seat” is a useful resource.

A master copy came with the teaching materials or can be downloaded from **www.health-in-action/aorp**.

Instructor's Notes for ***Additional Information***

Suggested Narrative:

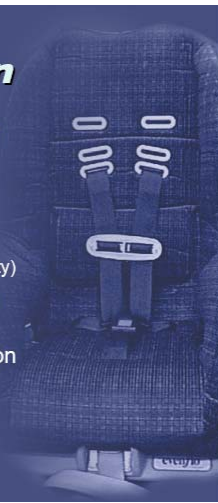
All child safety seats and booster seats sold in Canada must meet the Canada Motor Vehicle Safety Standard (CMVSS). Seats purchased in the United States or other countries do not meet CMVSS standards and cannot be used.

All manufacturers of child safety seats include the recommendation to replace the seat after ANY crash in the instructions.

Seats purchased at second-hand stores or garage sales are often missing parts, instructions or may have been involved in a crash and are not recommended.

For More Information

- Contact Car Seat Manufacturer or Vehicle Dealer
- Visit these websites:
 - Transport Canada
www.tc.gc.ca/roadsafety (click on child safety)
 - Alberta Occupant Restraint Program
www.health-in-action.org/aorp
 - Alberta Infrastructure & Transportation
www.saferoads.com
 - Calgary Injury Prevention Coalition
www.boosterseats.ca



SLIDE 15

Instructor's Notes for *For More Information*

Suggested Narrative:

The car seat manufacturers and vehicle dealers can provide additional help specific to the products that they sell. If you need information about how the seat belts work in your vehicle, or where a tether anchorage bolt is located, look in your vehicle owners manual. If you can't find what you need, call the manufacturer.

If you need help locating the manufacturer, call Transport Canada at 1-800-333-0371.

There is lots of good information available at the websites listed on the slide.

End of session - encourage participants to ask questions if time allows.

Presentation Tips

At the end of each Option 4/TTA class, complete the Educational Attendee Summary Form and submit the completed form to AORP.

If people require further information about seat belts or traffic safety, they can contact:

Alberta Infrastructure & Transportation
Tel: (780) 427-8901
Toll free: 310-0000
www.saferoads.com

or

The Alberta Occupant Restraint Program (AORP)
www.health-in-action.org/aorp

Web access is often available at local libraries for people who don't own a computer.

NOTES

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

