



THE SCIENCE OF A CAR CRASH

"Every object in a state of uniform motion tends to remain in that state of motion unless an external force is applied to it."

— Newton's first law of motion



So what happens when a car traveling 30 miles per hour hits an object standing still head on?

1 The Car Collision: The car crumples inward two feet, absorbing some of the impact force.

2 The Human Collision: On impact, the car's passengers are hurled forward at the car's original speed. The passengers then collide with the dashboard, safety belt, airbag, front window, front seat, or each other.

3 The Internal Collision: Internal organs slam into other organs or the skeleton. This often causes serious injury or death. If the brain hits the inside of the skull, the result can be a concussion or permanent brain damage.



*So what can
you do to keep
yourself safe
on the road?*

Wear Your Safety Belt!

- Over 11,000 lives are saved every year by safety belts in the United States.
- Safety belts increase the chance of survival by 45%.
- Safety belts prevent ejection from a vehicle, which is one of the most injurious events that can happen in a crash.
- Nearly 74 percent of the occupants who are ejected from passenger cars are killed.
- Every 15 seconds, someone in the U.S. is injured and every 13 minutes, someone is killed in a traffic crash.

***BUCKLE UP!
EVERY SEAT, EVERY TRIP***

www.gahighwaysafety.org

**SUPER
SPEEDER
LAW**



Speeding Will Cost You

www.superspedergorgia.org



**Getting Tough on Illegal Speeders With
Fines and High Visibility Enforcement**

GEORGIA'S SUPER SPEEDER LAW

Georgia law HB160 went into effect on January 1, 2010 to change the way Super Speeders drive. The Super Speeder Law is designed to get tough on high-risk drivers who have been endangering other motorists and ignoring warnings to slow down. HB160 establishes new state fines to help law enforcement put the brakes on Georgia's Super Speeders.

WHAT IS A SUPER SPEEDER?

Under the provisions of the law, any driver convicted of violating HB160 will be classified by the state as a "Super Speeder" and will be subject to an additional fine.

SPEEDING WILL COST YOU IN GEORGIA!

The law tacks on additional \$200 state fines for any driver convicted of speeding at:

- 75 MPH or more on any **two lane** road, or
- 85 MPH or more **anywhere** in Georgia.

Failure to pay the Super Speeder fine results in an additional \$50 fine and the suspension of the offender's driving privileges and license.

FUNDING GEORGIA'S TRAUMA CARE SYSTEM

Fees collected under the Super Speeder Law will be used to help fund Georgia's trauma care hospital system where approximately 60% of all trauma care patients are crash-related. Super Speeders now will help pay for the additional hospital beds where their crash victims are being treated.

SUPER SPEEDERS ARE DEADLY!

- On average, there is a speed-related **death-a-day** in Georgia!
- Any time motorists drive at illegal speeds they put themselves, their passengers, other drivers and pedestrians at tremendous risk. Drivers need to remember there are safety reasons for posted speed limits.
- Speed **reduces** the amount of time needed to avoid a crash. Speed **increases** the likelihood of crashing and **increases** the severity of a crash once it occurs.
- Crash forces **double** on impact with every 10 mph increase in speed above 50 mph. As those crash forces increase, so do your chances of being killed or seriously injured.

***It's not about raising revenue.
It's about raising survival
rates on our roads!***

LEARN MORE AT

www.superspedergeorgia.org

Or visit www.dds.ga.gov and click "Save Time With DDS Internet Services"

6/2019

GEORGIA IS BUCKLE-UP COUNTRY

IF YOU'RE IN A TRUCK, BUCKLE UP!

Georgia law states that if you are in a pickup truck **YOU MUST** buckle up. Each occupant of the front seat of a pickup truck shall be restrained by a safety belt while the vehicle is operated on a public road, street or highway of this state. Law enforcement around Georgia will be watching. Just like in cars, if you don't click it, expect a ticket.



*Governor's Office of
Highway Safety*

BUCKLE UP IN YOUR TRUCK

Don't Be Dead Wrong – Many drivers mistakenly believe their pickup truck is safer than any vehicle on the road. The fact is, when safety belts are **not** worn in pickup trucks, the drivers and their passengers are more likely to die in a crash. Why? It is because pickup trucks have a higher center of gravity making them more likely to roll over in a crash. Unbuckled occupants in pickups are at a greater risk to be ejected and killed.

Unbuckled Pickup Truck Drivers – A Dying Breed? The facts about truck crashes are clear. Nearly 20% of the fatal vehicle crashes in Georgia involved light pickup trucks and 75% of the fatally injured were unrestrained. Unrestrained pickup truck occupants are 33 times more likely to be killed than those who wear safety belts.

Counting the Cost – Vehicle crashes cost Georgia billions of dollars and more than 1,000 deaths each year. If occupants would just buckle up, millions of dollars in hospital and emergency room charges can be saved. Nearly 100 lives each year can be saved in Georgia if pickup truck occupants buckled up at the same rate as other vehicles.

Safety Belts: Fair for All of Georgia – Whether in the country or in the city, the pickup truck safety belt law was enacted to protect all Georgians. The road crash death rate in rural Georgia is TWICE that of urban areas. This is partly due to the differences in safety belt use. The use rate among trucks is 20% less than passenger vehicles. Safety belts save lives in trucks across the state.

AVOID A TICKET, SAVE A LIFE

When worn correctly, safety belts are **PROVEN** to reduce the risk of fatal injury. The simple act of buckling up can reduce medical and legal expenses, lost wages, lost productivity, high insurance rates, and other crash costs that all citizens are forced to pay. Aside from the obvious financial benefits, the biggest beneficiaries of safety belt use are the families, friends, and loved ones of pickup truck drivers and occupants.

— **NO MORE WARNINGS OR EXCUSES** —

CLICK IT OR TICKET IN YOUR TRUCK
SAFETY BELTS SAVE LIVES

SAFETY BELTS & GEORGIA – A NEW LAW

**BUCKLE-UP
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IT'S THE LAW!**

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SAFETY BELTS SAVE LIVES

Crosswalks provide physical and legal protection.



Crossing the street outside a crosswalk *and near it* is dangerous. Drivers don't expect to encounter a pedestrian there. Use a crosswalk if one is available.

IF YOU DON'T USE A CROSSWALK, THEN YOU MUST YIELD THE RIGHT OF WAY TO ALL VEHICLES.

That means you must not cause drivers to slow down or move to avoid you. You may not interfere with traffic.

PEDESTRIAN VIOLATIONS INCLUDE:

- Not yielding to vehicles while crossing outside of a crosswalk.
- Crossing in a crosswalk during a **solid** "DON'T WALK" signal.
- Walking in the roadway while intoxicated by alcohol or drugs.



www.gahighwaysafety.org



Los Cruces Peatonales le proveen protección física y legal.



¡Use el cruce peatonal
cuando esté disponible!

Cruzar la calle fuera del cruce peatonal **y cerca de este** es peligroso. Los conductores no esperan encontrar a un peatón allí. De ser posible, use el cruce peatonal cuando esté disponible.

SI NO USA EL CRUCE PEATONAL, ENTONCES TENDRÁ QUE CEDER EL DERECHO DE PASO A LOS VEHÍCULOS.

Esto quiere decir que usted no hará que los conductores frenen o desvíen sus autos para evitar atropellarlo. Usted no puede interferir con el tráfico.

VIOLACIONES PEATONALES INCLUYEN:

- No ceder el paso a los autos mientras cruza la calle fuera de un cruce peatonal.
- Cruzar en el cruce peatonal mientras la señal **fija** dice "DON'T WALK."
- Caminar en la calle bajo los efectos del alcohol o drogas.



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Abróchese el Cinturón o Será Multado

¡ Los cinturones de seguridad salvan vidas! Cinturones de seguridad reducir lesiones graves relacionados con el accidente y muertes por alrededor del 50%. En 2009, cinturones de seguridad guardan más de 13,000 personas.

Mito: ¡ No tengo que usar el cinturón de seguridad si no me quiere! Si muero en un accidente porque no usar el cinturón de seguridad, es me problema!

Realidad: Una muerte de accidente del vehículo es el asunto de todos. Cada año casi 40,000 estadounidenses mueren a causa de las lesiones relacionados con vehículos de motor. Otro 270,000 personas están hospitalizadas. Estas lesiones costarán al estado y nuestra nación un estimado de 99 millones de dólares en atención medica vitalicia y la pérdida de productividad.

Mito: ¡ Solo Necesito usar mi cinturón de seguridad si manejar distancias largas no si conduzco cerca de mi casa!

Realidad: Tres de cada cuatro accidentes ocurren dentro de las 25 millas de casa.

Mito: ¡ Si cargo a mi bebé en mis brazos durante un accidente, puedo mantener a mi bebé de ser expulsados del vehículo!

Realidad: Las fuerzas involucradas en un accidente pueden matar o causar graves lesiones a los niños. La fuerza de choque son iguales al peso de la persona multiplicada por la velocidad del coche. Por lo tanto, un bebe diez libras en un coche va 30 mph seria 300 libras de fuerza. Los niños no restringidos en un asiento de seguridad infantil durante un accidente automovilístico son tres veces más probabilidades de ser heridos delos limitados.

Mito: ¡ Está bien usar un asiento de seguridad que tenga más de seis años!

Realidad: Es altamente recomiende que sustituirá un asiento de seguridad infantil que tiene seis años. No se recomiendan comprar niños usado asiento de seguridad (por ejemplo, ventas de patio, y en negocios de artículos de segunda mano).



CLICK IT OR TICKET!

*Governor's Office of
Highway Safety*

Safety belts save lives! Safety belts reduce serious crash-related injuries and deaths by about 50%. In 2009 alone safety restraints saved over 13,000 people's lives.

Myth: I don't have to wear a safety belt if I don't want to! If I die in a crash from not wearing a safety belt, that's my business!

Fact: WRONG! A vehicle crash death is EVERYONE'S business. Every year, nearly 40,000 Americans die from motor vehicle-related injuries; another 270,000 persons are hospitalized. These injuries cost the states and our nation an estimated \$99 billion in lifetime medical care and lost productivity.

Myth: I only need to wear my safety belt if I drive long distances, not if I drive near my home!

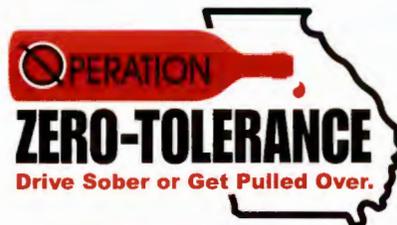
Fact: Three out of every four crashes occur within 25 miles from home.

Myth: If I hold my baby in my arms during a crash, I can keep my child from being thrown from the vehicle.

Fact: The forces involved in a crash can kill or cause serious injuries to children. The crash force is equal to the weight of the person multiplied by the speed of the car, therefore a ten pound infant in a car going 30 mph would be 300 lbs of force! Parents are unable to protect their children from this amount of force. Children not restrained in a child safety seat during a car crash are THREE TIMES more likely to be injured than those who are restrained.

Myth: It's OK to use a child safety seat if the seat is 6 years old or more.

Fact: It is highly recommended that a child safety seat be replaced if it is at least 6 years old or more. Purchasing used child safety seats is NOT recommended (i.e., thrift stores, yard sales, hand-me-downs, etc.).



WE'VE STOPPED YOU TO SAVE YOUR LIFE!

Impaired drivers – those under the influence of drugs, or alcohol – are killing people on Georgia's roads and highways.

They cause an average of 400 deaths per year. We're trying to change this by enforcing a lifesaving policy.

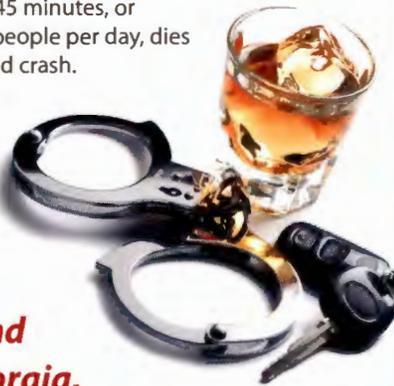
The National Highway Traffic Safety Administration (NHTSA) estimated that 3 in every 10 Americans will be involved in an alcohol-related crash at some point in their lives. Considering the magnitude of alcohol-related crashes on the economy and the personal tragedies, law enforcement is taking steps to curtail impaired driving.

Zero Tolerance: You Drink and Drive. You Lose.

In fact, everyone loses. You will lose your families, your friends, and your children. You can become the victim of an impaired driver's violent crime.

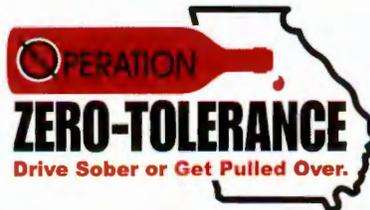
DID YOU KNOW THIS?

- Nationally, impaired driving is still a leading cause of death for people under the age of thirty.
- One person every 45 minutes, or approximately 32 people per day, dies in an alcohol related crash.
- Alcohol-involved traffic crashes nationally result in more than \$51 billion in economic costs annually.



***If you drink and
drive in Georgia,
YOU WILL BE ARRESTED!***

Georgia Governor's Office of Highway Safety
gahighwaysafety.org



¡NOS HEMOS PARADO A SALVARLE LA VIDA!

Los conductores ebrios – aquellos bajo la influencia de drogas o el alcohol – están matando a personas en los caminos y carreteras de Georgia.

Causan un promedio de 400 muerte por año. Tratamos de cambiar esta situación mediante la aplicación de una política de salvar la vida nueva.

La National Highway Traffic Safety Administration (NHTSA) estimó que 3 de cada 10 estadounidenses estarán involucrados en un accidente alcohol relacionado en algún punto en sus vidas. Teniendo en cuenta la magnitud de choques alcohol relacionados en la economía y las tragedias personales, la policía está tomando medidas para reducir conductores ebrios.

Tolerancia Cero: Si Bebes y Manejas. Ha perdido.

De hecho, todos pierden. Usted perderá sus familias, sus amigos, y sus niños. Cualquiera puede ser la víctima de crimen violento de conductor ebrio.

¿SABÍA USTED ESTO?

- Nacionalmente conducir dañado es la principal causa de muerte para personas menores de treinta años.
- Cada 45 minutos, o aproximadamente 32 personas por día se mueren en un choque relacionados con el alcohol.
- Alcohol involucrado tráfico accidentes a nivel nacional resultado en más de 51 mil de millones de dólares en costos económicos anualmente.



***¡ Si beber y conducir en Georgia,
USTED SERÁ ARRESTADO!***

Oficina del Gobernador para la Seguridad en las Carreteras

gahighwaysafety.org

MOVE OVER! IT'S THE LAW!

Safely change lanes or slow down when approaching any emergency vehicle.



Why was the "Move Over" Law Passed?

- Because it saves lives. The "Move Over" Law helps maintain traffic flow and protect the safety of emergency personnel and motorists.
- More police officers are killed by traffic crashes than in any other line-of-duty cause of death. More than one fourth of those killed are struck by passing vehicles while they work outside their patrol cars.
- Emergency vehicles parked beside a highway are vulnerable to crashes, *even when their emergency lights are flashing.*

How does the "Move Over" Law make a difference?

- Thirty percent of all crashes occur as the result of another crash.
- Providing a buffer lane for emergency vehicles parked on the roadway shoulder actually reduces the risk of another crash.
- When the required clearance is given to roadside emergency vehicles, the margin of safety is increased, not only for public safety and emergency personnel, but for motorists and their passengers as well.

IT'S THE LAW!

- The "Move Over" Law became effective July 1, 2003. Violations can result in a fine of **no more than \$500** for the first offense.
- The "Move Over" Law is another good sense driving reason to slow down on Georgia's highways and interstates.

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www.gahighwaysafety.org

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MOVE OVER! IT'S THE LAW!

Georgia Governor's Office of Highway Safety

The "Move Over" Law in Georgia

Georgia's "Move Over" Law helps ensure highway safety for motorists AND emergency personnel when emergency vehicles are stopped on the side of a highway with their emergency lights flashing.

This law was created to reduce the number of injuries and fatalities to police officers, paramedics, firefighters, wrecker operators, and highway maintenance workers by maintaining an open buffer lane between passing highway traffic and authorized roadside emergency vehicles displaying flashing yellow, amber, white, red, or blue lights.

In Georgia, this law requires motorists to:

- **Move Over** to the next lane if safely possible, OR
- **Slow Down** below the speed limit and be prepared to stop.

This law applies to any emergency vehicle parked on the shoulder of the highway.

The "Move Over" Law O.C.G.A. Section 40-6-16



LEARN MORE AT

www.gahighwaysafety.org

www.nhtsa.gov

NHTSA

National Highway Traffic Safety Administration



BICYCLE

S A F E T Y

RULES OF THE ROAD

Number of riders: A bicycle may not be used to carry more persons at one time than the number for which it is designed or equipped; an adult bicyclist may carry a child in a sling, child seat or trailer designed to carry children.

Clinging to vehicles: It is unlawful for a cyclist to attach him or herself to a vehicle.

Riding two abreast: Bicyclist riding on the roadway shall not ride more than two abreast.

Riding on roadways and bicycle paths: Riding with the flow of traffic is much safer and more lawful than riding against it. Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable except when

- turning left
- avoiding hazards
- the lane is too narrow to share safety with a motor vehicle

TURNING/STOPPING

Signaling a turn or stop

Any stop or turn signal when required shall be given either by means of the hand and arm or by signal lights. [§40-6-124(a)]

If a cyclist needs both hands for control, the signal need not be given continuously.

- **Left turn** — left hand and arm extended horizontally
- **Right turn** — left hand and arm upward or by right hand and arm horizontally extended
- **Stop or decrease speed** — left hand and arm extended downward



LEFT TURN



SLOW/STOP



RIGHT TURN



RIGHT TURN

[§40-6-125 and §40-6-291]

VISIBILITY

Being seen is the single best thing a cyclist can do to avoid a crash with another vehicle. The law requires front white lights and a red rear light/reflector at night, but this equipment is also valuable on shady streets, on cloudy days, and in any low-light situation. High visibility clothing is very important — even in sunny conditions! For nighttime riding, reflective tape or fabric is also strongly recommended.



BICYCLE

S A F E T Y

KNOW THE LAWS

Riding on sidewalks

No person (over age 12) shall drive any vehicle upon a sidewalk or sidewalk area except upon a permanent or duly authorized driveway. [§40-6-144]

Carrying bags and packages

No person operating a bicycle shall carry any package, bundle, or other article which prevents him or her from keeping at least one hand upon the handlebars. [§40-6-295]

Lights and visibility

Every bicycle when in use at nighttime shall be equipped with a white front light visible from a distance of 300 feet and with a red rear light visible from a distance of 300 feet or a red rear reflector. (Additional lighting is permitted and highly recommended!) [§40-6-296(a)]

Brakes

Every bicycle sold or operated shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level pavement. [§40-6-296(b)]

Handlebars

No bicycle shall be equipped or operated while equipped with a set of handlebars so raised that the operator must elevate his hands above his shoulders in order to grasp the normal steering grip area. [§40-6-296(c)]

Bicycle Helmet

A bicycle rider or passenger under 16 years of age must wear a bicycle helmet that

- is of good fit
- is fastened securely
- meets a nationally recognized standard [§40-6-20(e)]

Obedience to traffic control devices

A driver must obey all applicable traffic control devices (signs, markings and traffic signals). [§40-6-20(a)]

Stop signs and yield signs

Except when directed by a police officer, every driver of a vehicle approaching a stop sign shall stop at a clearly marked stop line.

After stopping, the driver shall yield the right of way to any vehicle in the intersection or approaching on another roadway so closely as to constitute an immediate hazard. [§40-6-72(b)]

The driver of a vehicle approaching a yield sign shall slow down to a speed reasonable for existing conditions, and if required for safety to stop at a clearly marked stop line, if there is no stop line, before entering the crosswalk on the near side of the intersection or, if there is no crosswalk, at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering it.

After slowing or stopping, the driver shall yield the right of way to any vehicle in the intersection or approaching another roadway so closely as to constitute an immediate hazard. If such a driver is involved in a collision with a vehicle in the intersection after driving past a yield sign without stopping, such collision shall be deemed prima facie evidence of his failure to yield the right of way. [§40-6-72(c)]



GOVERNOR'S OFFICE OF HIGHWAY SAFETY

7 Martin Luther King Jr. Drive, SW, Suite 643

Atlanta, GA 30334

gahighwaysafety.org

Car Seat Recommendations for Children

Birth - 12 months

Your child under age 1 should always ride in a rear-facing car seat. There are different types of rear-facing car seats: Infant-only seats can only be used rear-facing. Convertible and 3-in-1 car seats typically have higher height and weight limits for the rear-facing position, allowing you to keep your child rear-facing for a longer period of time.



1-3 years

Keep your child rear-facing as long as possible. It's the best way to keep him or her safe. Your child should remain in a rear-facing car seat until he or she reaches the top height or weight limit allowed by your car seat's manufacturer. Once your child outgrows the rear-facing car seat, your child is ready to travel in a forward-facing car seat with a harness.



4-7 years

Keep your child in a forward-facing car seat with a harness until he or she reaches the top height or weight limit allowed by your car seat's manufacturer. Once your child outgrows the forward-facing car seat with a harness, it's time to travel in a booster seat, but still in the back seat.



8-12 years

Keep your child in a booster seat until he or she is big enough to fit in a seat belt properly. For a seat belt to fit properly the lap belt must lie snugly across the upper thighs, not the stomach. The shoulder belt should lie snug across the shoulder and chest and not cross the neck or face. Remember: your child should still ride in the back seat because it's safer there.



Georgia Governor's Office of Highway Safety

VISIT OUR WEBSITE

www.gahighwaysafety.org

OR CONTACT US AT:

7 Martin Luther King, Jr. Dr.
Suite 643
Atlanta, GA 30334

Phone: 404-656-6996

Outside Atlanta: 1-888-420-0767

Fax: 404-651-9107

www.nhtsa.gov

NHTSA

National Highway Traffic Safety Administration

Photos courtesy of Georgia Traffic Injury Prevention Institute

2/2021

Georgia Child Passenger Safety Law



What You Need to Know



www.gahighwaysafety.org

Georgia Child Passenger Safety Law... What You Need To Know



GEORGIA CHILD PASSENGER SAFETY LAW (CODE 40-8-76)

Children under age 8 must be properly secured in an approved car seat or booster seat while riding in:

- Passenger automobiles, vans, and pickup trucks
- Exemptions – taxicabs and public transit vehicles

The car seat and/or booster seat must:

- Be in the rear seat
- Be appropriate for the child's weight & height
- Meet all U.S. Federal standards
- Be installed and used according to the manufacturer's instructions

EXEMPTIONS:

- Children under age 8 whose height is over 4'9" or 57"
- The child's parent or guardian has a written statement from a Physician that the child has a physical or medical condition that prevents placing or restraining them as required by law. Parent or guardian should keep this statement in their possession.

EXCEPTIONS:

A child under age 8 and weighing at least 40 pounds **is not** exempt from the law. They may use a lap belt only instead of a car seat or booster seat when:

- The vehicle is not equipped with lap & shoulder belts; **or**
- Excluding the driver's seat, all seating positions with lap & shoulder belts are being used to restrain other children. In this case, the placement of car seats / boosters seats should be evaluated to determine if they can be repositioned to provide the best protection for all children being transported.

FINES:

1st conviction – not more than \$50. 2nd and subsequent convictions – not more than \$100

Points assessed against violator's driver's license:

1st conviction – 1 point, 2nd and subsequent convictions – 2 points



BEST PRACTICE RECOMMENDATIONS

- ✓ Always read and follow child restraint instructions for proper use of the child restraint system as well as the vehicle owner's manual.
- ✓ Child restraints should be installed with no more than one inch of movement from side-to-side or front-to-back (tested at the belt path).
- ✓ Rear-facing child restraints should never be placed in front of an active airbag.
- ✓ Children should remain rear-facing until they reach the upper weight limit or height allowed by the seat.
- ✓ Children should remain in a booster seat until the safety belt fits them correctly across the hips and collar bone.
- ✓ Children age twelve (12) and under should ride in the back seat of the vehicle whenever possible. The back seat is the safest position for children.
- ✓ Expectant mothers should always wear their safety belt.

ALWAYS BUCKLE UP! CHILD RESTRAINTS AND SAFETY BELTS SAVE LIVES!

Recomendaciones de seguridad para el niño pasajero:

Nacimiento - 12 meses

Los niños menores de 1 año siempre deben viajar en un asiento de seguridad instalado mirando hacia atrás. Hay diferentes tipos de asientos instalados hacia atrás: (1) asientos sólo para bebés, sólo pueden ser instalados mirando hacia atrás. (2) Asientos convertibles y asientos 3 en 1, que por lo general tienen un límite de altura y peso más alto para la posición mirando hacia atrás, permitiéndole así mantener al niño en ese asiento por un tiempo más largo.



1-3 años

Mantenga sus niños en asientos instalados hacia atrás, por cuánto tiempo sea posible. Es la mejor manera de mantenerles seguros. Sus hijos deberían de mantenerse en un asiento mirando hacia atrás hasta que lleguen a los límites de peso y altura de los asientos permitidos por el fabricante. Una vez que el asiento instalado hacia atrás le quede pequeño al niño, éste deberá viajar en un asiento instalado mirando hacia delante con un arnés.



4-7 años

Mantenga sus niños en asientos instalados hacia delante con un arnés hasta que lleguen a los límites de peso y altura de los asientos permitidos por el fabricante. Una vez que el asiento hacia delante con arnés le quede pequeño al niño, éste deberá viajar en un asiento elevado "Booster" asegurado con un cinturón de seguridad, pero siempre en el asiento trasero.



8-12 años

Mantenga sus niños en un asiento elevado "Booster" hasta que sean suficientemente grandes para que les quede el cinturón de seguridad apropiadamente abrochado. Para que un cinturón de seguridad les quede correctamente a sus niños, los cinturones de regazo deben estar bien ajustados sobre la parte superior de los muslos, no el estómago. Los cinturones de hombro deben quedar bien ajustados sobre el hombro y pecho, y no cruzarse sobre el cuello o la cara. Recuerde: sus niños deben viajar todavía en el asiento trasero porque estarán más seguros allí en caso de un choque.



La Oficina de Seguridad en el Autopista del Gobernador de Georgia

VISITA NUESTRO SITIO DE WEB:

www.gahighwaysafety.org

O CONTÁCTANOS A:

7 Martin Luther King, Jr. Dr.
Suite 643
Atlanta, GA 30334

Teléfono: 404-656-6996

Fuera de Atlanta: 1-888-420-0767

Fax: 404-651-9107

www.nhtsa.gov

NHTSA

National Highway Traffic Safety Administration

Photos courtesy of Georgia Traffic Injury Prevention Institute

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La ley de la seguridad de niños pasajeros de Georgia



Lo que necesita saber



www.gahighwaysafety.org



GEORGIA CHILD PASSENGER SAFETY LAW (CODE 40-8-76)

A los niños menores de 8 años de edad se les debe proteger correctamente en un asiento de seguridad aprobado o en un asiento elevado (booster seat) mientras viajan en:

- Automóviles, furgonetas y camionetas de pasajeros

El asiento de seguridad para el coche y, o el asiento elevado debe:

- Estar en el asiento trasero
- Ser adecuado para el peso y estatura del niño
- Cumplir con todas las normas federales
- Ser instalado y utilizado según las instrucciones del fabricante

EXENCIONES:

- Niños menores de 8 años de edad cuya estatura es de más 4'9" o 57"
- El padre, madre o tutor tiene una declaración por escrita de un médico que indica que el niño tiene una condición física o médica que impide que se les asegure o restrinja de acuerdo a los mandatos de ley.

EXCEPCIONES:

Un niño menor de 8 años de edad y que pesa al menos 40 libras **no está** exento de la ley. Puede utilizar un cinturón de seguridad para el regazo solamente en lugar del asiento de seguridad elevado cuando:

- El vehículo no está equipado con cinturones de hombro y de regazo; ○
- Sin incluir el asiento del conductor, todos los otros asientos con cinturones de hombro y de regazo están siendo utilizados por otros niños. En este caso, la colocación de asientos de seguridad y asientos elevados se debe evaluar para determinar si se pueden cambiar de posición para ofrecer mejor protección para todos los niños que viajan en ese vehículo.

MULTA:

1ª infracción: no más de \$50. 2ª y posteriores infracciones: no más de \$100

Puntos computados contra la licencia de conducir del infractor:

1ª infracción – 1 punto, 2ª y posteriores infracciones – 2 puntos



RECOMENDACIONES DE MEJORES PRÁCTICAS

- ✓ Siempre lea y siga las instrucciones del asiento de seguridad para usarlo correctamente y también las instrucciones del fabricante del vehículo.
- ✓ Los asientos de seguridad instalados correctamente no deben mover más que una pulgada de lado a lado o adelante hacia atrás (probados en la trayectoria del cinturón de seguridad).
- ✓ Nunca debe poner los asientos de seguridad que miran hacia atrás en frente de una bolsa de aire activa.
- ✓ Los niños deben quedar mirando hacia atrás hasta que lleguen a los límites máximos de peso o altura que permitan el asiento de seguridad.
- ✓ Los niños deben utilizar un asiento booster hasta que el cinturón de seguridad les quedan correctamente por cruzar las caderas y la clavícula.
- ✓ Los niños de 12 años y menores deben quedar en el asiento trasero cuando sea posible. El asiento trasero es el lugar más seguro para los niños.
- ✓ Las mujeres embarazadas siempre deben utilizar el cinturón de seguridad.