

PASETTER

Pennsylvania Association for Safety Education

Winter 04 /Spring 05 Issue

ATTENTION: Conference 2005 Update!!!

****THE FIRST 28 CONFERENCE ATTENDEES WILL RECEIVE THE PASE CURRICULUM. KEEP READING FOR MORE DETAILS****

As you may have read in the last PASETTER, the conference this year has changed. We will be condensing the program into a one day schedule.

Please also note that the registration sheet has also changed. The rate for the conference has gone down for the day and your lunch and breaks are provided in the conference price. You will find a copy of the revised agenda and registration form in this issue on pages two and three.

What has remained the same are the room rates. You can contact the Quality Inn at the telephone listed in the block to the right and reserve your room today if you wish to stay.

The first 28 people who check in at the registration table the day of the conference will receive a copy of the PASE Curriculum. So, please get your registrations in and get there early that day to get your copy.

Hope to see you there,

Dana Bowser, PASETTER Editor

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Conference...2005

TENTATIVE AGENDA INSIDE

The 56th Annual Pennsylvania Association for Safety Education Conference will be held on April 29th at the Quality Inn - Arena in Bedford, Pennsylvania.

Rooms will be available at the Quality Inn at the following reduced rates:

- Single - \$52
- Double - \$58
- Triple - \$64
- Quad - \$70

Call 814-623-5188 to make your reservations & look inside of this issue for your tentative agenda and registration form!!!

Valuable information, conference updates and issues of the PASETTER are currently available at the PASE web site:

adtsea.iup.edu/pase

REMINDER:

The PASE conference this year will be held on **FRIDAY ONLY**. Mark your calendars for Friday, April 29, 2005 for a day full of informative workshops.

The location of the conference will not change...it will still be at the Quality Inn Arena in Bedford, PA. If you'd like to rent a room, the rates will still remain the same.

2005 PASE CONFERENCE (TENTATIVE AGENDA) *“Re-educating the Driver Educator, Volume 4”*

Friday, April 29, 2005

8 AM – 10 AM	REGISTRATION/EXHIBITS
8 AM – 9:00 AM	BOARD OF DIRECTORS MEETING
9 AM – 11:30 AM	OPENING GENERAL SESSION <ul style="list-style-type: none">• WELCOME/INTRODUCTIONS, Chris Davis, PASE President• PRESENTATION OF COLORS• PLEDGE OF ALLEGIANCE• NATIONAL ANTHEM - TBA• INVOCATION, Ronald Strapel, PASE Chaplain• KEYNOTE SPEAKERS – (1) Martha Heselbarth, Motorcycle Safety Foundation and Speakers from Operation Save a Life (9:30 AM – 10:30 AM) (2) Stephen Ernie – PA DUI Association (10:30 AM – 11:30 AM)• PROGRAM CHANGES
11:30 AM – 12 PM	EXHIBITS
12 PM – 1 PM	LUNCH (Lunch will be provided)
1 PM – 2 PM	WORKSHOP SESSION 1 <ul style="list-style-type: none">- 1PM-1:30PM: Bob Roush, PA Dept. of Ed- 1:30PM-2PM: Ann Titler, PennDOT Updates on Driver Education & Information on Driver Licensing
2 PM – 2:15 PM	BREAK/EXHIBITS
2:15 PM – 3:15 PM	WORKSHOP SESSION 2 <ul style="list-style-type: none">- Lou Pesci, IUP Highway Safety Center ADTSEA Curriculum Updates
3:15 PM – 3:30 PM	BREAK/EXHIBITS
3:30 PM – 4:30 PM	GENERAL SESSION TBA



2005 PASE Conference Registration Form

Name: _____ School/Business: _____

Address: _____

Telephone: (_____) _____ Fax: (_____) _____

Email Address: _____

Spouse/Guest Name (if attending): _____

The 56th Annual **Pennsylvania Association for Safety Education** Conference will be held Friday, April 29th at the Quality Inn - Arena in Bedford, Pennsylvania.
Sixty-five rooms will be available at the Quality Inn at the following reduced rates:

Single - \$52 Double - \$58 Triple - \$64 Quad - \$70

Call **814-623-5188** to make your room reservations. The following fees are in addition to your room costs. *Conference registration fees do not include the cost of your hotel room.*

Membership Conference Registration
(Includes lunch and breaks)

		Total
Active	\$70	\$ _____

Non-Membership Conference Registration
(Includes lunch and breaks)

Non-Member	\$100	\$ _____
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Extra Tickets: (These meal tickets are available if you are bringing a Guest/Spouse; registered participants meals are included in their conference registration fee).

Complete Meal/Break Ticket	\$25	\$ _____
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Membership: PASE dues are payable either before the Conference or at the Conference Registration Table.

Active	\$ 25	\$ _____
Retiree	\$ 15	\$ _____
Corporate	\$ 140 (Exhibitors)	\$ _____

TOTAL AMOUNT ENCLOSED \$ _____

NOTE: As part of Act 48, we will be a provider for the in-service credit.
Please make registration remittance payable to **PASE, Inc.** and send to:
PASE Executive Director
IUP Highway Safety Center
R&P Building
629 Fisher Avenue, Indiana, PA 15705

Think Your Car is Safe from Thieves? Think Again

EVERY TIME YOU PARK YOUR CAR...YOU'RE TAKING A RISK...

Every 25 seconds

The National Insurance Crime Bureau (www.nicb.org) reports that 1.1 million vehicles are stolen throughout the nation each year. That's one vehicle every 25 seconds in what has become a \$7.5 billion-a-year-industry, according to the Insurance Information Institute (www.iii.org), a trade organization. It's an industry, moreover, dominated by organized auto-theft rings that steal cars to fill contract orders. And no wonder: A \$20,000 stolen vehicle can be stripped and sold into \$30,000 worth of parts, insurers say.

Your car doesn't have to be a high-performance vehicle to be an attractive target for a thief with a list of parts, or with orders for a particular make and model of a car. Different models of the popular Toyota Camry and Honda Accord swept eight of the top 10 list of cars reported stolen in 2000, according to an annual study conducted by CCC Information Services Inc., a Chicago-based supplier of software and communications systems to auto insurers. Chevrolet and Ford pickups captured the other two slots.

Some popular devices

1. Bar or wheel locks: Steering wheel bars lock up the steering wheel; wheel locks prevent the theft of wheels and tires.

How to get around them: All it takes is a pair of bolt cutters or a hacksaw

2. Audible alarms: Known in the industry as "nuisance alarms," these alerts are intended to scare thieves away.

How to get around them: Audible alarms are almost universally ignored. Additionally, a professional thief can cut a wire and silence the alarm in seconds.

3. Pedal locks: This device locks the brakes.

How to get around them: They can be bridged or cut in 15-60 seconds.

4. Electronic immobilizing devices: These devices are designed to disconnect all power from the starter, preventing thieves from bypassing the ignition and hot-wiring the vehicle. They can be installed at the factory or purchased as an aftermarket item.

How to get around them: Seasoned thieves dismantle these systems or wire around them in seconds, usually by cutting two wires. Additionally, thieves easily find override or valet switches used by owners to disarm the systems.

5. Tracking systems: These devices transmit a radio signal to locate the car.

How to get around them: Tracking devices can be removed at a chop shop before a theft is reported. Or the car can be stripped and dumped before the owner finds out it's been stolen.

6. Solenoid immobilizer systems: Although categorized as an immobilizer, this kind of system is based on a different principle than most electronic security systems. PowerLock is one example. It attaches permanently to the vehicle's starter motor, where it effectively prevents hot-wiring. Once installed, such a system is impossible to remove, bypass or disable.

The only way to steal a car protected by such a system is to tow it away.

For more information, contact USSC, 17173 Gillette Avenue, Suite 5, Irvine, Calif. 92614; (800) 231-7131, or visit www.powerlock.com.

About The Author

<http://www.motorpoint.com.au/carsecurity.asp>

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The PASETTER is created by article submissions provided by PASE members.

And, we are always on the lookout for articles.

You are encouraged to submit articles....

Remember... without you, the PASETTER doesn't exist.

If you would like to submit an article...enclose this completed form, with your article and mail them to:

Editor
The Pasetter
Highway Safety Center
R&P Building
629 Fisher Avenue
Indiana, PA 15705

OR...

Email your articles to dbowser@hsc.iup.edu

Name: _____ Organization: _____

Title of Article: _____

Contact Phone: _____ e-mail: _____

Author(s) of Article:

Please list any sources that you acquired information for your article from, and would like noted at the end of the article:

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Pennsylvania Liquor Control Board

In The Public Interest.



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The PLCB provides resources to help schools, community groups, and individuals prevent alcohol problems.

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(brochures, posters, stickers, and more)
- **Responsible Alcohol Management Program**
(R.A.M.P.) Owner/Manager training
- **School programs** (L.C. Bee and Poster Contest)
- **Technical assistance** to build coalitions
- **And much more!**



To find out more about

PLCB Alcohol Education services, contact

PLCB Bureau of Alcohol Education
Room 602 Northwest Office Building
Harrisburg, PA 17124-0001

Phone: 1-800-453-PLCB; TTY: 717-772-3725

Fax: 717-783-2612

Website: <http://www.lcb.state.pa.us/edu/>

E-mail: ra-lbeducation@state.pa.us

GIANT 4WD'S ARE ECONOMICAL

Drivers of SUV's Saving Big Money with Diesel Engines

(ARA) - Half of all American vacationers on the road this year were driving gas guzzling SUVs and pickup trucks, according to a new survey on driving habits from research firm MarketFacts. These bigger vehicles burn high amounts of fuel, which not only puts a dent in drivers' wallets, but also increases the country's dependence on foreign oil. Ironically, the MarketFacts study shows that fuel economy is an important issue for SUV and pickup drivers.

According to automotive experts, standard gasoline engines can't efficiently handle the weight of the larger -- and very popular -- SUVs and pickup trucks. There is an alternative, however, for drivers of big vehicles to consider: diesel engines.

Diesel engines like the Power Stroke Diesel in Ford F-Series Super Duty pickups are specifically made to provide better mileage -- 30 percent in most cases -- and have more pulling power than gas engines, which is why they are especially popular among those hauling camping gear or towing boats, RVs and horse trailers.

"People love big trucks for a lot of great reasons, but running a gas engine in them is like trying to heat a hotel with a small home furnace. You're going to burn way too much fuel and you still won't get the power you really need," said Patrick Charbonneau, chief technical officer, Engine Group, International Truck and Engine Corporation. "Diesel engines produce more power than gasoline engines because diesel fuel itself has more energy. And today's diesel engines are electronically controlled to boost performance and fuel efficiency."

However, the study found that despite diesel's known benefits, many Americans are resistant because they still have a negative perception of these engines, recalling the noisy and odorous diesel engines of the '70s. Industry experts dispel these myths saying today's diesel engines are greatly improved -- running quietly and not producing odors or smoke.

Major automakers in the United States have taken an interest in diesel power predominantly because of the success of diesels in Europe. "Over 30 percent of the passenger cars in Europe are now diesel, and the main reason is fuel economy," said Charbonneau. "The Big Three know fuel economy is keenly important here in North America."

Currently in the United States, diesel engines are an option over the standard gasoline engines, adding a few thousand dollars to the cost of a new vehicle. Although buying a diesel engine is a higher monetary investment initially, automakers say diesel engines make up this cost difference within just three years from fuel savings alone. Diesel engines also add greater resale value to pickups and SUVs due to their longevity.

Industry insiders believe that in 20 years, 30 percent of the passenger cars, sport utilities and pickups in America will use diesel engines because of fuel efficiency and near zero emissions capabilities. According to the Department of Energy, if diesels reach even a percent of their potential penetration by 2020, the country could conserve as much as 700,000 barrels of fuel per day -- half the energy used daily by the state of California.

For more information, visit www.GreenDieselTechnology.com

Article information from: <http://www.motorpoint.com.au/suv.asp>

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TEACH • INSPIRE • CONNECT

TAKING CARE OF YOUR TIRES

Proper Tire Maintenance for Safer Driving

(ARA) - Driving on properly inflated tires maximizes fuel efficiency, decreases toxic emissions and contributes to a cleaner, healthier environment.

When was the last time you checked the pressure in your tires?

Maintaining proper tire pressure is essential not only for the safety and performance of a vehicle, but also for decreasing fuel consumption and extending tire life. Following in the footsteps of airbags and seat belts, tire pressure monitoring is the latest safety feature within the automotive industry.

According to experts at Goodyear, under-inflated tires reduce fuel efficiency by approximately one percent for every three pounds of under-inflation. And the National Highway Traffic Safety Administration (NHTSA) reports that an estimated 30 percent of cars and light trucks are driven with one or more significantly under-inflated tires.

If everyone in the United States drove on properly inflated tires, more than 2 million gallons of gasoline could be saved each day. That is more than 703 million gallons of gasoline a year.

"Most people assume that having their car serviced regularly ensures that their tires are properly maintained. Unfortunately, this isn't the case," says Susan Mader, corporate communications manager for SmarTire Systems Inc. "All tires lose air over time. Most newer cars require servicing only once or twice a year, so tires can become dangerously under-inflated without the driver even realizing there's a problem."

In addition to the increased fuel consumption and tire wear, long intervals of driving with low tire pressure can cause additional flexing and stress on the sidewalls, resulting in increased temperature that can lead to tire failure. Tires with low pressure also degrade the vehicle's handling and performance and lower the vehicle's load-carrying ability. In a worst-case scenario, under-inflation can lead to a catastrophic blowout or tread separation.

Visit <http://www.motorpoint.com.au/tyre.asp> for more information

Child Passenger Safety Week: February 13-19, 2005

A Perfect Time to Evaluate the Safety of all Passengers And Recommended Reading for ALL Parents and Caregivers

(Information from National SAFE KIDS at www.safekids.org)

**"We're only going to the grocery store."*

**"He'll stop crying if I hold him on my lap."*

**"She thinks she's too old."*

Do any of these sound familiar? They're all common reasons parents give for not putting their children in appropriate child safety seats or safety belts. Unfortunately, unrestrained or improperly restrained children are far more likely to be injured, to suffer more severe injuries, and to die in the event of a crash.

Motor vehicle crashes remain the leading cause of unintentional injury-related death. In 2001, 1,579 child occupants ages 14 and under died in motor vehicle crashes, and in 2002 an estimated 227,000 were injured. Even if you're a careful driver, you can't control other drivers' behavior or eliminate the possibility of a crash. You can, though, greatly reduce the risk that your children will be seriously injured or killed. To find out how, explore the links below.

Each year approximately 1,800 children ages 14 and under are killed as occupants in motor vehicles, and more than 280,000 are injured. Read more about misuse in ***Child Passengers at Risk in America: A National Study of Car Seat Misuse*** at www.safekids.org (February 1999).

What is the child occupant protection law in your state? Read the SAFE KIDS report, ***Child Passengers At Risk: A National Rating of Child Occupant Protection Laws*** at www.safekids.org (February 2001), to learn how your state's law compares with the model law for ensuring maximum child occupant protection.

Restraint usage rates have dramatically improved in the past decade. Yet many children remain inadequately protected. Read more about restraint use in ***Child Passengers at Risk in America: A National Study of Restraint Use*** at www.safekids.org (February 2002).

Read the SAFE KIDS report, ***Transportation in Child Care Settings: Parent Knowledge and State Regulations*** at www.safekids.org (February 2003) to learn more about parents' knowledge and experiences regarding transportation safety, specifically as it relates to children in child care.

Follow up on the progress of your state's child occupant law by reading ***Closing the Gaps Across the Map: A Progress Report on SAFE KIDS' Efforts to Improve Child Occupant Protection Laws*** at www.safekids.org (February 2004).

WHAT IS LATCH?

Child Safety Seat Installation Is Getting Easier: Information on LATCH

(Information from Nation SAFE KIDS at www.safekids.org)



The LATCH system (Lower Anchors and Tethers for Children) is now required in new vehicles and on new child safety seats, making installation easier and more convenient for parents and caregivers. Installing new child safety seats in new vehicles will no longer require the use of safety belts. It is expected that the expected result of more correct child safety seat installation will prevent thousands of child injuries and dozens of child deaths each year.

Sample of New LATCH Seat

Background

According to SAFE KIDS BUCKLE UP Car Seat Check Up event data, 67 percent of child safety seats are installed incorrectly, placing the children they are meant to protect at greater risk of injury. This is largely because there are many different ways to install safety seats, depending on which safety belt systems are being used to anchor them. With dozens of possible combinations, parents and caregivers must determine which type of belt they are using, what part of the belt system locks a safety seat in place, and whether special installation techniques or hardware are needed.

In 1995, the National Highway Traffic Safety Administration recognized that child safety seats were often difficult to install, and that in some cases, compatibility issues with certain belt systems interfered with secure installation. The agency tasked the Blue Ribbon Panel on Child Restraint and Vehicle Compatibility with making installation easier and more convenient. While the panel's immediate recommendations focused on better educational efforts, long-term recommendations centered around a uniform system for attaching child safety seats to vehicles.

Improved Head Protection for Children

In 1999, the National Highway Traffic Safety Administration began phasing in an enhanced standard for child safety seats. Improved head protection was required for forward-facing child safety seats manufactured on or after September 1 of that year, and most manufacturers added top tether straps to meet that standard. Vehicle manufacturers were required to begin installing top tether anchors at their plants so using tether straps in new vehicles would be convenient for parents and caregivers. General Motors began offering free retrofit of tether anchors to vehicles manufactured since 1989, and some other domestic vehicle manufacturers followed suit. This was the first step toward making child safety seat installation easier and more effective.



Uniform System for Attaching Child Safety Seats to Vehicles

In 2000, vehicle standards were expanded to make anchoring the lower portion of child safety seats easier. The vehicle phase-in for Child Restraint Anchorage Systems would be complete for vehicles manufactured on or after September 1, 2002. In addition, most child restraints manufactured on or after September 1, 2002 are required to be compatible with that system. Child restraints are also required to continue providing systems for installation using safety belts, largely because not all parents and caregivers drive brand new vehicles.

To make the new system easier to understand and communicate to the public, manufacturers and child passenger safety advocates in the United States decided to call it LATCH (Lower Anchors and Tethers for Children). New cars, minivans, and light trucks are required to have lower anchor points near where the vehicle seat cushion and the vehicle seat back meet, in at least two seating positions. Top tether anchors are also required for at least three seating positions of most vehicles. New child safety seats have lower connectors that fasten to the lower vehicle anchors, and most forward-facing child safety seats include top tether straps that attach to the top tether anchors in vehicles.



LATCH Clip & Anchor Connector

Child Passenger Safety Education




The newly required LATCH system will make correctly installing child safety seats easier and will help reduce installation errors. Like other installation methods, however, the LATCH system must be used correctly and safety seats must be tightly secured to vehicles. Parents and caregivers must read and follow directions in vehicle owner's manuals and child safety seat instructions. An installed child safety seat should not move more than 1 inch from side to side or toward the front of the vehicle.

In addition, children must ride in child safety seats that are appropriate for their ages and sizes. Children must be snugly secured in their safety seats, and all safety seat features must be used as intended. Carefully following the instructions is critical! If parents and caregivers need additional assistance, they can learn about SAFE KIDS BUCKLE UP Car Seat Check Up events, permanent Child

Safety Seat Inspection Stations, and other educational opportunities at www.safekids.org. Parents and caregivers can also call 1-800-441-1888 for information, or contact state and local SAFE KIDS coalitions directly.

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P  **SETTER** 