Lesson 1 - Emotions and How They Affect the Driving Task

**Topic 1 – Emotions**

**Introduction**

**Effects of Alcohol on Driving**

- Emotions can have a great effect on your driving. You cannot drive well if you are worried, excited, afraid, or angry. If you are angry or excited, give yourself time to cool off. Take a short walk. Stay off the road until you are calm. If you are worried about something, try to get it off your mind. Listen to the radio. Listening to someone else helps get your mind off problems. If you are impatient, give yourself extra time. Leave early. That way you will not tend to speed or try to rush through traffic light changes. When you are in a hurry, you are more likely to get a traffic ticket or have a collision.

- If you are with someone else who is upset, protect him and yourself. Delay, talk, stall, or take a walk. Do anything to keep the person from driving. If you cannot keep an upset person from driving, at least stay out of the car yourself.

**Emotions Affect Risk Perception and Tolerance**

There is risk in almost everything that we do in life. We each decide whether the risks that we face are acceptable or unacceptable and we act in accordance with these decisions. How do we come to these choices?
**Risk Perception** is our understanding of the situation whether or not it’s accurate. Many factors are included in our assessment of a risk and decisions about whether or not to accept it. We consider:

- Our understanding of the situation
- Our own belief in our ability to avoid an incident
- Our current emotional state
- The perceived consequences of error
- The benefits of accepting the risk

**Risk tolerance** is the amount of risk that one would normally accept when driving. Someone with a low risk tolerance takes few chances and drives in a cautious manner.

People with a very low risk tolerance may drive in an overly cautious way and hold up traffic by not taking acceptable gaps when turning or driving slow enough to delay or hold up others.

High risk-tolerant people may be overconfident in their skills and abilities and take chances by speeding or they may be seeking the thrill of “being on the edge” and pushing the limits.

Assertive drivers have a risk tolerance, which is appropriate to the situation and consistent with accepted standards. As a driver’s emotional state changes, their risk perception and tolerance also changes.

**Personal Attributes Affect Driving**

There are several personal attributes that affect your driving everyday.

- **Beliefs** - A belief is something that we think is true. For example a driver could believe that fast driving is necessary to arrive at his destination on time or that letting people in will delay his progress. It’s important to remember that we all have many beliefs that we think are true, but may in fact be incorrect.
- **Values** - A value is something we think is important. A driver could think that it is important to be first in line and consistently pass others to achieve this goal regardless of the obvious fact that there is no front of the line in traffic. Everyone has values. They are a deep part of us and are usually strongly defended.
- **Emotional maturity** - Studies show that moods tend to influence the "unsafe" driver to a greater extent than it does the "safe" driver. It also revealed that being in a bad mood had a negative effect on driving behavior, especially for the "unsafe" driver, who was more likely to react to the actions of other road users.
• **Expectation** - Our expectations about the world largely determine our experience in it. This is also true for driving. Our expectations are based on our beliefs about how things or people should be or must be or ought to be.

• **Surroundings** - You must constantly be aware of your surroundings when driving. Your speed, the signs posted on the side of the road, other drivers, and the condition of the road are all factors. If you find that you are distracted or tired, and unable to concentrate—stop driving. A short rest can make a big difference in your ability to handle the road. It is also a good idea to pull over to the side of the road when using a cellular phone, as you will not be focusing all of your attention on driving safely.

• **Anger and Aggression** - These two emotions can greatly hinder your driving ability, and cause you to do unsafe things. When you become angry, try to relax and put yourself back in control. It is never a good idea to take your anger out on someone else on the road, or get into a confrontation with another motorist. If an incident does occur, do not attempt to retaliate, and if necessary, contact the police.

**Topic 2 - How Do Emotions Affect Driving?**

**Inattention**

When you drive, you must focus all attention on the driving task. Strong feelings such as anger, love, excitement and other emotions have the power to move your attention from the most important task, driving. Whatever the cause of the emotion, you should avoid letting it interfere with your concentration. Always take the time necessary to delay your driving until you can get all your emotions in check. This may mean pacing around your car for a while as you begin your concentration on driving.

**Processing Information**

As we have learned in earlier lessons, processing information is very important to your driving. This is how we determine our next move in our driving task. If your mind is dealing with strong emotions, your ability to process this important information begins to bog down. All of a sudden your emotions take over and processing information such as red lights, speed limits, pedestrians and such is not as strong and your emotions compete with making good sound driving decisions.

**Lack of Concentration**

Lack of concentration is very normal for all ages of people, but especially while in your teen-age years. There is always something that you’re thinking about, or worrying about. How did I do on the test in 5th period, or who am I going to go to the prom with, or worrying about the game Friday night. These are natural thoughts but quite dangerous if you let these thoughts compete with your driving. You should always be in a concentrating state of mind when you get behind the wheel. If your thoughts are
elsewhere, have someone else drive, or delay your driving until you feel focused on the driving task.

**Topic 3 - How to Control Your Emotions**

**Controlling Your Emotions**

There are techniques to control your emotions. It may not seem possible, but if you really focus you can learn to control what you are feeling. Once you are able to do this, your driving will be much safer and your passengers much more secure.

You should try to bring to your driving a mature attitude and always respect the safety aspect of driving. Remember, you are the responsible person for all safety and by putting aside strong emotions while driving you can ensure that safety.

There will be situations that are beyond your control that will annoy you or bring other strong emotions. These types of situations such as bad weather, heavy traffic or bad drivers should be handled in a mature manner. Take some deep breaths, count to 10 or whatever works for you. Just continue to counter these emotions while driving.

Here are some additional tips:

- Always plan ahead and make sure you have plenty of time to get to your destination.
- Expect other drivers to make mistakes and accept that as one of the hazards of driving.
- Try not to drive when you are truly angry or upset. Wait until these emotions have settled before getting into the drivers seat.
- It is difficult to keep your mind on driving while depressed. Anxiety and grief are bad combinations with driving. Wait until these feeling subside before driving.

**Topic 4 - Attitude and Our Driving**

**Attitude**

Attitude is the way we think and feel about things in our lives so our driving attitudes are a reflection of our emotional state and thinking patterns. They are formed from our past experiences, our parents, teachers and friends. Our attitudes are the result of everything that we have experienced. Attitudes are learned, so we are always learning new ones, and changing old ones. Two major components of attitude are beliefs and values that we have learned about previously.

**Teaching attitude**

Students begin the learning process with all of the attitudes that they have learned over
their whole life. It is difficult to simply say that they should change an attitude. People can only change their beliefs or values for good reasons.

Changing attitude and driving behavior begins with an examination of current beliefs, values and strategies and their effectiveness in solving the driver’s problems in traffic.

**Cognitive Restructuring**

Simply put, this means changing the way you think. Angry people tend to curse and swear. When you're angry, your thinking can get very exaggerated and overly dramatic. These thoughts can be replaced with more rational ones. For instance, instead of telling yourself, "oh, it's awful, it's terrible, everything's ruined," you can say instead “it’s frustrating, and it's understandable that I’m upset about it, but it's not the end of the world and getting angry is not going to fix it anyhow."

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**Topic 5 - Driving under Stress**

**What is Stress?**

Stress can be described as an emotional and physical reaction to the difference between the way we want things to be or think they should be (our expectations) and the way we perceive them to be (our experience.) This gap is what generates stress.

An example of driving stress is when a slow car in front is holding up a driver from getting to his destination on time. The way the world should be is that people should not go so slowly as to delay him. His expectation is that he will now be late because of this slow driver. If being late is not a problem, then no stress results and there is no problem. If being late has big consequences, then high stress results.

**Fight or Flight Response**

What happens to us when we are under stress? Many biological and psychological events happen when we are stressed. Nature has provided a response that is called fight or flight. This means that when stressed, our bodies prepare us to defend ourselves by fighting or by running away. If our safety is threatened this response is automatic and includes changes in our biochemistry to increase strength, reduce blood supply to our extremities and increase our aggressive potential.

Stress comes in many forms though and while our fight or flight response is appropriate for situations where we must run or defend our safety, the response happens automatically whenever we are stressed for any reason even if fighting or running is not a possibility, like an argument with our partner or getting cut off in traffic.

The way that fight or flight is supposed to work is that we should expend energy to diminish the response and rebalance our internal chemistry but if we do not expend this
energy, the fight or flight chemicals remain in our blood stream and can cause serious
damage over time. Stroke, heart disease and cancer have all been linked to stress.
Aggressive driving and road rage can be the result of stress on the road.

Everybody deals with stress using some strategy or another. Some strategies are more
effective than others though. There are many positive techniques available to reduce
stress. These include:

• Vigorous exercise
• Meditation
• Relaxation techniques
• Cognitive or thinking techniques
• Lifestyle changes
• Time pressures
Lesson 2 - Dealing with Driver Fatigue

Topic 1 - What is Driver Fatigue?

Fatigue and Driving

- Fatigue is that state following a period of mental or bodily activity characterized by a lessened capacity for work and reduced efficiency of accomplishment.

- Keep in mind that youthful drivers are a high risk for fatigue-related crashes due to high level of activities in a teen’s life.

- Though you haven’t experienced it yet, eventually you will experience fatigue while driving. More than 20 percent of all accidents on highways occur due to driver fatigue. These accidents involve running off the road or into the back of another vehicle, and are worsened by the high speed of impact where the driver dozed off and was late to brake.

- Driving between midnight and 6am is particularly risky, because this is when your 'body clock' is at a low. Also between about 2pm and 4pm.

- Sleep related vehicle accidents are more evident in young male drivers in the early morning and among older male drivers during the mid-afternoon. But this doesn’t mean women can sit back and snooze!

- Drivers who fall asleep first reach the stage of "fighting off" sleep when they will try and keep themselves awake by maybe rolling down the window for cold air, turning up the radio, stretching at the wheel, etc.

- Plan your journey so that you can take a break at least every two hours to avoid reaching this stage.

Facts About Fatigue

- Circadian rhythms are physiological cycles that follow a daily pattern. We are "programmed" by our circadian rhythms to sleep at night and to be awake during the day. During nighttime hours and to a lesser extent during afternoon "siesta" hours, most types of human performance are significantly impaired, including our ability to drive. Problems occur if we disrupt our natural sleep cycles (e.g. by staying awake during the night), do not get enough sleep, or get poor quality sleep. Circadian rhythms cannot be reversed. Even if you have been working nightshifts for many years, your body will still be programmed to sleep at night.

- The human body requires a certain amount of sleep each night to function effectively. The average amount of sleep a person needs is eight hours. When we reduce the number of hours we sleep at night we start to accumulate what is called
a 'sleep debt.' Sleep debt is defined as the difference between the hours of sleep a person needs and the hours of sleep a person actually gets. When we have sleep debt, our tendency to fall asleep the next day increases. The larger the sleep debt, the stronger the tendency to fall asleep. Sleep debt does not go away by itself. Sleeping is the only way to reduce your sleep debt.

- Sleep inertia is the feeling of grogginess after awakening and temporarily reduces your ability to perform even simple tasks. Sleep inertia can last from one minute to four hours, but typically lasts 15-30 minutes. The severity of sleep inertia is dependent on how long you have been asleep and the stage of sleep at awakening. Effects can be severe if a person is very sleep deprived or has been woken from a deep sleep stage. However, sleep inertia can usually be reversed within 15 minutes by activity and noise. Sleep inertia can cause impairment of motor and cognitive functions and can affect a person's ability to drive safely. Sleep inertia can be very dangerous for people who drive in the early morning hours and shortly after waking up from a sleep.

- Micro-sleeps are brief, unintended episodes of loss of attention associated with events such as blank stare, head snapping, prolonged eye closure, etc., which may occur when a person is fatigued but trying to stay awake to perform a monotonous task like driving a car or watching a computer screen. Micro-sleep episodes last from a few seconds to several minutes, and often the person is not aware that a micro-sleep has occurred. In fact, micro-sleeps often occur when a person's eyes are open. While in a micro-sleep, a person fails to respond to outside information. A person will not see a red signal light or notice that the road has taken a curve. Micro-sleeps are most likely to occur at certain times of the day, such as pre-dawn hours and mid-afternoon hours when the body is "programmed" to sleep. Micro-sleeps increase with cumulative sleep debt. In other words, the more sleep deprived a person is, the greater the chance a micro-sleep episode will occur. In one study of micro-sleep, participants were asked to press a button when a strobe light was flashed directly in their eyes every few seconds. During a micro-sleep they did not notice the light and were not even aware that they had been asleep.

**Warning Signs**

There are several signs to indicate fatigue while driving, Gelula notes, though many people may not associate the symptoms with fatigue or sleepiness and continue to drive when they should stop. Here are some signs that should tell a driver to stop and rest.

- Difficulty focusing, frequent blinking, or heavy eyelids
- Trouble keeping your head up
- Yawning repeatedly
- Trouble remembering the last few miles driven; missing exits or traffic signs
- Drifting from your lane, tailgating, or hitting a shoulder rumble strip
Topic 2 – Causes of Driver Fatigue

Causes for Driver Fatigue can include:

- Extended Physical Activity
- Disruption of Circadian Rhythm
- Sleep period danger: 12 am to 6 am
- Sleep period danger: 1 pm to 3 pm
- Emotional Fatigue
- Disease-induced Fatigue

Drivers most at risk for fatigue include:

- Sleep-deprived or fatigued
- Driving long distances without rest breaks
- Driving through the night, the early afternoon, or at other times when they are normally asleep
- Taking medication that increases sleepiness or drinking alcohol
- Driving alone
- Driving on long, rural, boring roads
- Frequent travelers, e.g., business travelers

Driver’s Most at Risk

- **Young People** - Sleep-related crashes are most common in young people, who tend to stay up late, sleep too little, and drive at night. In a North Carolina state study, 55% of fall-asleep crashes involved people 25-years-old or younger. 78% were males. The peak age of occurrence was 20.
- **Shift Workers** - 25 million Americans are rotating shift workers. Studies suggest that 20 to 30% of those with non-traditional work schedules have had a fatigue-related driving mishap within the last year. The drive home from work after the night shift is likely to be a particularly dangerous one.
- **Commercial Drivers** - Truck drivers are especially susceptible to fatigue-related crashes. In addition to the high number of miles driven each year, many truckers may drive during the night when the body is sleepiest. Truckers may also have a high prevalence of a sleep and breathing disorder called sleep apnea. Studies suggest truck-driver fatigue may be a contributing factor in at least 30 to 40 percent of all heavy truck accidents.
- **People with Undiagnosed Sleep Disorders** - The presence of a sleep disorder increases the risk of crashes. Disorders such as chronic insomnia, sleep apnea and narcolepsy, all of which lead to excessive daytime sleepiness, afflict an estimated 30 million Americans. Most people with sleep disorders remain undiagnosed and untreated. Sleep apnea occurs in 4% of middle-aged men and 2% of middle-aged
women. The disorder is associated with a three to seven time increase in crash risk.

**Topic 3 – Physical / Mental Fatigue Symptoms**

**Physical Symptoms of Fatigue**
- Tired Muscles
- General Body Sensation of Tiredness
- Sleepiness
- A Tired Feeling in Head
- Localized Pain in Back of Head
- Pain and Soreness in Muscles
- Stiffness in Joints
- Swelling of Hands and Feet

**Mental Symptoms of Fatigue**
- Inability to Keep Fixed Attention
- Impaired Memory
- Failure To Grasp New Ideas
- Difficulty/Slowness in Reasoning

**Topic 4 – Delaying or Preventing Driver Fatigue**

**List of Symptoms for delaying driver fatigue**

In order to delay or preventing driver fatigue you should:

- Avoid Long Drives Unless Fit
- Avoid Leaning Forward
- Avoid Driving Long Stretches
- Keep Your Eyes Moving
- Let In Fresh Air
- Change Drivers at Regular Intervals
- Wear Your Safety Belt
- Avoid Getting Angry
- Proper Adjustment of HVAC
Fatigue behind the wheel is a very real danger, even if you've never experienced it firsthand. The National Safety Council offers these tips for staying awake while you're driving:

- An obvious cause of fatigue is lack of sleep. If you haven't received seven or eight hours of sleep the night before a trip, you're courting fatigue. Get enough rest. And don't start a trip late in the day. Long-distance driving is hard work, and you need to be fresh and alert.
- If possible, don't drive alone. Passengers can take turns driving and also serve as conversation partners to keep you awake.
- Avoid long drives at night. The glare of lights, both on your dashboard and outside your car, increases the danger of highway hypnosis.
- Adjust your car's environment so that it helps keep you awake and alert. Keep the temperature cool, with open windows or air conditioning in the summer and frugal amounts of heat in the winter. Turn the radio volume up, and switch stations frequently, but avoid soft, sleep-inducing music. Do not use cruise control; keep your body involved with the driving.
- Watch your posture. Drive with your head up and your shoulders back. Tuck your buttocks against the seat back. Legs should not be fully extended, but flexed at about a 45-degree angle.
- Take frequent breaks. At least every two hours, stop at a gas station, restaurant or rest stop. Get out of the car, walk around, even jog or do calisthenics. Exercise fights fatigue.
- In addition to exercise breaks, stop for light meals and snacks. Avoid alcohol entirely.
- Don't allow your eyes to become fatigued or hypnotized. Wear sunglasses to fight glare (but never wear sunglasses at night).
- Break the monotony. Turn the radio on for a while, then off. Vary speed levels. Chew gum. Stretch your legs, slap your thighs. Talk to yourself. Sing. Keep your eyes moving.
- If anti-fatigue measures fail, and you start noticing the danger signs of fatigue, then there is only one solution. Sleep. If no motels or rest areas are in sight, pull off the road in a safe area that is well lit and take a nap. Even 20 minutes of sleep might refresh you enough to keep going until you reach a safe rest area.

**Actions for the Drowsy Driver**

Once driving, motorists should:

- Recognize that they are in danger of falling asleep and cannot predict when a micro-sleep may occur.
- Not count on the radio, open window or other "tricks" to keep them awake.
- Respond to symptoms of fatigue by finding a safe place to stop for a break.
- Pull off into a safe area away from traffic and take a brief nap (15 to 45 minutes) if tired.
• Drink coffee or a functional energy drink to promote short-term alertness if needed. (It takes about 30 minutes for caffeine to enter the bloodstream.)

**Road Rumbles**

Continuous shoulder rumble strips are deep grooves placed on the shoulders of highways to alert drivers that they have veered off the road. When a vehicle hits a rumble strip, the combination of jarring motion and loud noise can be very effective in preventing run-off-the-road crashes on rural highways. While the exact reduction in crashes is unknown, studies report decreases from 15 to 70%. Motorists should be warned that if they cross over a rumble strip, they may be tired and should get off the road to rest.

**Rest areas**

Rest areas provide drivers with an opportunity to pull over and have a break from driving. Their purpose is to reduce the number of road accidents related to driver fatigue.

Rest areas enable long distance drivers to increase the frequency, duration and quality of rest breaks in accordance with the road safety principle "Every two hours. Stop. Revive. Survive."
Lesson 3 - Preventing Road Rage

Topic 1 - Identifying Road Rage

Road rage is a problem that threatens the safety of American highways each and every day. In fact, according to the AAA Foundation for Traffic Safety, road rage incidents have increased 51% since 1990. It is becoming such a problem that many states are considering raising penalties for aggressive drivers.

Formula for Road Rage

Why does road rage occur? Here is a basic formula for road rage engagement. In our society, disrespect has become a cultural norm and hostility is condoned. Add that to the fact that there are more cars on the road now, less space and more opportunity for drivers to interact with each other. That equals aggressive driving and road rage battles.

Types of Aggressive Drivers

There are three types of aggressive drivers. These include:

- Quiet Road Rage: complaining, rushing, competing, resisting
- Verbal Road Rage: yelling, cussing, staring, honking, insulting
- Epic Road Rage: cutting off, blocking, chasing, fighting, shooting

Topic 2 – Driving Errors That Cause Road Rage

Studies of people who experience road rage found there are particular factors that lead to road rage. These factors occur when another driver:

- Brakes suddenly to scare a tailgater
- Uses swearing or name calling
- Makes an illegal turn
- Is following too closely
- Goes through a red light
- Fails to yield
- Exceeds speed limits by more than 10 mph
- Changes lanes without signaling
- Cruises in the passing lane
- Criticizes other drivers

These are just a few of the driving errors that lead to road rage. With this in mind, it becomes evident that learning how to evaluate and adjust your driving space is crucial.
Self-Imposed Anxieties

Anger is the basis for road rage. Rage is uncontrolled anger.

Here are some examples of self-imposed anxieties that can create anger and lead to the potential for rage:

- “I’m going to be late if I don’t hurry up.”
- “Why are these cars going so slow?”
- “We’ll never make it.”
- “If only I had gone a little faster I could’ve made it.”

Dangerous Maneuvering

Dangerous Maneuvering also leads to rage. Things like:

- “All of these cars are trying to squeeze in!”
- “I have a lead foot.”
- “Ha! I’ll speed up and show him a lesson!”
- “Everyone else is speeding!”
- “Let’s tailgate this car in front of me.”
- “He’s driving too slow!”

Topic 3 – Do You Drive Aggressively?

The “Rush In” Area

Do you drive aggressively? If you answer yes to any of the following signals, you may become a factor in a road rage incident.

The “Rush In” Area:

- Constant rushing and lane jumping is your style.
- Others are just in your way. You want to get ahead.
- Ignore road signs and regulations. They’re for other drivers.
- Driving with distraction, low alertness and inattention.

The “Total Aggression” Area

You may be in the “Total Aggression” Area if you:
• Constantly ridicule and criticize other drivers to yourself or passengers.
• Close the gap to other drivers to deny entry into your lane.
• Give the “look” to show your disapproval.
• Speed past another car, while revving your engine.
• Prevent others from passing you.
• Tailgate to pressure a driver to go faster or to get out of your way.
• Fantasize about physical violence to a fellow motorist.
• Honk or yell through the window.
• Make visible insulting gestures.

The “Violence” Area

You may be in the “Violence” Area if you:

• Carry a weapon just in case you might need it sometime.
• Deliberately bump or ram other cars.
• Try to run a car off the road to punish the other driver’s actions.
• Get out of the car, to beat or batter someone.
• Try to run someone down.
• Shoot at another car.
• Have thoughts of killing someone.

*Topic 4 – Handling Road Rage*

**Anger Containment**

Let’s examine some strategies for responding to aggressive drivers.

• Don’t react when confronted.
• Don’t engage the aggressive driver.
• Don’t up the ante and challenge this person.
• Swallow your pride and don’t retaliate.

**Anger Management**

Positive ways to handle road rage are:

• Act Tolerant.
• Be Forgiving. Remember people make mistakes. In human activity there is a 4-
  10% average chance of mistake.
• Practice safe driving.
• Be helpful. Acquire a supportive driving philosophy.
• Avoid aggressive drivers and report them to your traffic authorities.
• Be physically fit and able to drive.
• Reduce the stress in your daily life with exercise, meditation, relaxation techniques, reading and finding positive hobbies.
• Eat properly and get enough rest.
Lesson 4 - Protecting Occupants

Topic 1 - Safety Belts and the Law

Safety Belts
All drivers and passengers should wear safety belts when the car is moving. Safety belts are life belts. They help to keep you from being thrown from your car. Your chances of being killed are five times greater if you are thrown from your car and from hitting the dashboard too hard.

Safety belts reduce the risk of injury and keep you behind the wheel and in better control of your car if you have to swerve abruptly or brake to avoid an accident.

Topic 2 – Safety Restraints

Safety Belts for Adults

- Adults should snugly fit the lap belt after fastening across hips or thighs. It should fit low across the hips to avoid internal injuries.

- A shoulder belt should be worn over the collarbone and across the chest to distribute the force in the event of a crash. This will help avoid shoulder dislocation and rib cage damage. Remember to check frequently to make sure that there is a snug fit.

Air Bags

Millions of cars are now equipped with air bags. These air bags automatically inflate when you are involved in a head-on collision. They then deflate in a fraction of a second. Some cars even provide air bags on the passenger side and ones that inflate in the event
of a side impact collision. Air bags are extremely effective in protecting against head and chest injuries but are not a substitute for safety belts.

To allow room for inflation, you should:

- Adjust your seat for a minimum 10-inch clearance between your chest and the steering wheel.
- Raise seat or adjust steering wheel to direct air bag toward chest and facial area.
- Hand position should be at 9 and 3 or lower. Avoid 10 and 2 for blowhole burn prevention.

**Head Restraints**

Head restraints are provided as standard equipment on front seat backs and as optional equipment on back seats. These provide protection from whiplash when your car is hit from the rear.

To avoid neck injury, it is important that you adjust the restraint to be high enough that it makes contact with the back of your head and not on the base of your skull.

**Safety Restraints for Children**

No child under the age of 12 should be in the front seat of a vehicle.

- Safest if seated in the rear seat.
- Use infant seat for under 20 lbs.
- Face infant seat to rear in rear seat
- Child seats are required to 40 lbs.
- Booster seat is required to 60 lbs.

**Topic 3 – Occupant Protection**

**Restraints Protect**

**Restraints**

- Protect against ejection from the vehicle
- Protect against fire and water immersion
- Protect a child from impact - Children should not be held on your lap
- Restraints protect occupants at the point of impact

**Movement of Belted Occupant**

When you are properly seat belted and in a 31 mph crash, you can expect the following movement:
• Your head will move 1.9 feet
• Your chest will move 1.3 feet
• And your pelvis will move 1.2 feet