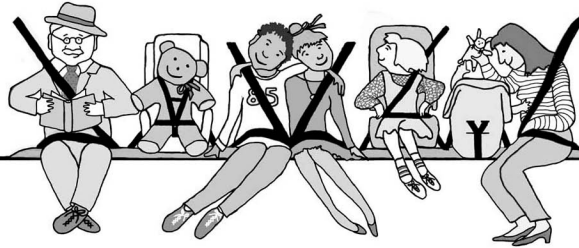


SafetyBeltSafe News

Volume 36, No. 4



July 2015

How Do Parents Decide?

Safe Kids Worldwide gathered online survey data from 1,000 parents of children ages 4-10 about how parents chose to move their children from boosters and what they perceived in their peers' actions. Nine of 10 parents removed boosters too soon; 56% used reasons other than size, such as state law, child's comfort, and doctor and spousal opinions. Of those whose children carpool, 20% allow children to ride without customary protection; 21% never discuss safety restraint use with other drivers.

The study made it clear that state laws are holding back protection from children 8 years old or more. SBS USA data show that at age 10, only 47% fit in belts correctly and 27% of those 4' 9" don't fit correctly. Even when laws, such as in California, require correct belt use for those over age 8, the typical legal cut-off for booster use, meaning booster use must continue, it is difficult to reach all professionals and parents. In Europe, some countries use age 12 as the cut-off, an age much closer to reality.

Moreover, legislators often align rear-seat-only requirements with booster use, thus encouraging parents to permit front seat use much earlier than vehicle labels (13 yrs) and research (15 yrs) indicate. That 16% of the respondents in the survey admitted to front seat travel for their children ages 10 and under may reflect state law influence as much as lack of knowledge about the 40% higher risk of front seat travel.

Boosters Are For Big Kids, and seats with harnesses now can be used for many children into elementary school.

Takata Air Bag Recall

SafetyBeltSafe U.S.A. first began publicizing the Takata air bag inflator recall when 7.8 million vehicles under more than a dozen vehicle nameplates were involved. The inflators may destroy the air bag, sending shrapnel into the vehicle cabin. But in June, two more crashes with driver fatalities were tied to the issue. The Louisiana fatality of a young woman occurred after a 4 am-impact into a tree; however, reportedly the only injury was a slashed neck from shrapnel.

Meanwhile, an August, 2014, fatality in Los Angeles highlights another serious regulatory gap which had threatened to increase had a recently legislatively supported California bill not been pulled by its author. The Los Angeles fatality occurred in a rented vehicle which was under recall but unrepaired. The vehicle owners had received four recall notices prior to the death.

Ironically, in light of this incident, a California legislator introduced a bill to allow dealers to sell vehicles on recall without repairing them. It unanimously passed but was opposed, with leadership from Rosemary Shahan of Consumers for Auto Reliability and Safety, supported by car manufacturers, consumer organizations, and SBS USA, before the author suddenly pulled the bill.

SBS USA has created a simple flyer, #58b/s in English and Spanish, for child passenger safety (CPS) advocates to distribute to parents, explaining how to check if their vehicles are included in the wide and complicated recall, now covering 34 million vehicles.

Order Yours Now!

The Color Pictorial 2015 Ten years of safety seats pictured in color with key data, such as dates of manufacture, are grouped within each major seat category by manufacturer and visual similarity to help identify the correct name, thus enabling accurate use of the recall list and appropriate instructions.

Available for \$50 plus \$17 shipping OR licensed for printing 1-to-9 copies @ \$30 each. Visit www.carseat.org for more extensive license costs.

SafetyBeltSafe U.S.A.

Office: 1124 W. Carson St.
LA BioMed,
Building B-1 West
Torrance, CA 90502
(310)222-6860 - English
(310)222-6862 - Spanish
(800)745-SAFE
(800)747-SANO

FAX: (310)222-6862

Web site: www.carseat.org

Mail: Box 553

Altadena, CA 91003

EXECUTIVE DIRECTOR:

Stephanie M. Tombrello, LCSW, CPSTI

NEWSLETTER EDITOR:

Kellie L. Mzik, MA

EDITORIAL BOARD:

Sean Kane, BA, Safety Research and Strategies, Inc

Annette Knobloch, DNS, RN, MPH, CPST, CNE, Associate Professor of Nursing, Our Lady of the Lake College

Betty Mason, BA, MPH, CPSTI

Jim Savage, Kohl's Safety Center, American Family Children's Hospital

Calendar

SAFETY SEAT CHECKUPS:

Sponsors: CA Office of Traffic Safety, Pomona P.D.

Register at 310/222-6860.

*** 9/19:** Babies R Us, Torrance, CA

Supporters: Babies R Us, Harbor-UCLA Medical Center

9 am-3 pm for checkers;

10 am-2 pm for families

***10/3:** Highland Park Senior Center, Los Angeles.

Major Supporter: Chris' Auto Service. Event includes free visual auto checks by mechanics.

Los Angeles City Mayor Eric Garcetti, City Councilmen Jose Huizar and Gil Cedillo are supporting this effort!

8 am-2 pm for checkers;

9 am-1 pm for families

EDUCATOR WORKSHOP:

Sponsors: CA OTS, Pomona P.D. Major Supporters: Harbor-UCLA Med Ctr, Beach Cities Health Distr. Update your CPS knowledge!

*** 8/27:** 8:15 am-4:30 pm

3 CPST/CPSTI CEUs

6 CEUs for nurses

Redondo Beach, CA

Register at 310/222-6860.

CONFERENCES:

*** 8/12-15:** Kidz in Motion, Orlando, FL. To register, go to www.kidzinmotion.org

***9/13-15:** Maine State CPS Conference, Portland. SBS USA Executive Director Stephanie Tombrello will speak on 9/13 & 14, and SBS USA will have an exhibit. To register go to: <http://www.maine.gov/dps/bhs/child-passenger-safety>

Thank You...

\$350 Brian Lowy, Esq.

\$200 Children's Hospital
Los Angeles

Update:

We think **Traci Rebiejo**, Livermore, California, Officer of the Year, is so well known for CPS activism that we left off her last name in May!

Congrats again, Traci!

“Automatic” Braking Can Reduce Common Crash

National Highway Traffic Safety Administration (NHTSA) is recommending two more technologies to improve vehicle safety.

Crash Imminent Braking (CIB) comes into play when the vehicle detects no braking by the driver when the vehicle is about to crash. A third of police-reported crashes in 2013 were rear-end collisions. Both CIB and Dynamic Brake Support (DBS), which supplies stronger braking if the driver isn't applying brakes strongly before a coming crash, prove useful. Often such crashes occur because drivers don't anticipate them.

Eventually, NHTSA could add these requirements to federal regulations.

“Back-to-School” is a great time to help kids focus on safety. Make plans now for a successful new academic year.

You can help SafetyBeltSafe U.S.A. save children's lives with your membership or donation.

GROUP SUBSCRIPTION: \$500 Major Corp. \$200 Hospital \$100 Small Bus./Prof Grp \$50 Community Org.
 INDIVIDUAL MEMBERSHIP: \$100 Contributing \$50 Supporting \$35 Basic
 SPECIAL GIFT: \$5,000 Benefactor \$2,500 Patron \$1,000 Sustaining Other \$ _____
 Name _____ Org/Occup _____
 Address _____ City/State _____ Zip _____
 E-mail* _____ Phone: Cell () _____ Work () _____
 I can help with _____

* E-mail address is required to receive passwords for access to Recall List and CPS Tech Update.
 All memberships/subscriptions include *SafetyBeltSafe News*, which qualifies for 1 Continuing Education Unit per year for re-certifying Technicians and Instructors with subscriber code. \$200 or more includes *Safe Ride News*.
 ___ Check here if you are a Certified Technician or Instructor and want information about CEUs for subscribers.
Check below if you want to receive the following special subscriptions:
 \$50 minimum: ___ Recall Update Service by e-mail ___ Recall Update Service by regular mail (if necessary)
 \$100 minimum: ___ CPS Tech Update (online access to new instructions since December, 2014)
For \$100 members: Add \$35 and receive Safe Ride News thru 2015 and current DVD of safety seat manufacturers' instructions!
 Payment: Check/Money Order (enclosed) _____
 Credit Card (Visa / MC / Discover / Amex) # _____ Security Code (on front or back) _____
 Name on Card _____ Signature _____ Exp _____ / _____

*SafetyBeltSafe U.S.A. is a 501(c)(3) corporation
 Federal Tax ID #95-3676040*

Please mail this form to: *SafetyBeltSafe U.S.A., Box 553, Altadena, CA 91003*

Technician Corner-Tips:

A Major Effect: Research paper, “*Crash Performance of a Premie Positioning Device to Enhance Infant Safety in Vehicles,*” by K. Czubernat et al in International Journal of Crashworthiness, 2014, posits increased risk of oxygen desaturation, apnea, and heart complications for preemies in safety seats. The team created a device which reduced head accelerations by 10% and neck forces, by up to 30%. Read details on use of infant positioners in any instruction book for specific requirements.

Clek: Use of the “Infant Thingy” of the Clek Foonf and Flo makes such a huge difference in crash tests that the lower end of the weight range for use is increased for both products from 14 lbs. and 6 months to 5 lbs. with no age limitation! The Foonf is to be used with its base flat on the vehicle seat; with the Flo, a pool noodle may NOT be used to adjust the rear-facing angle, but a rolled towel may be.

Diono Olympia, Pacifica, and Rainer require the use of a different set of harness covers for children 65-90 lbs. While that is noted in instructions, information about using strap covers is inside the covers themselves, not in the instruction manual. The seats require 1½ inches of clearance above the child’s head, rear-facing, a difference from the usual inch.

New Safety Seats

Lil Fan introduced highback and no-back booster seats, designed around professional and college sports logos. The highback booster has a removable back, a 5-position headrest, and accommodates kids 30-110 lbs. The backless version, for kids 40-110 lbs., comes with a shoulder belt adjuster.

Dorel introduced the Apt 50 and the Maxi-Cosi Vello 65. The Apt 50 is a convertible seat that can be used facing rear from 5-40 lbs. and facing forward from 22-50 lbs. *The child must be at least two years old if the seat is used forward facing.*

The seat has 6 sets of harness slots, a front adjust harness, and a 3-position crotch strap.

The Maxi-Cosi Vello 65 is also a convertible seat, used rear facing for kids 9-40 lbs. and forward facing for kids 22-65 lbs. The Vello 65 has a no-rethread harness, 3 recline positions, and a 3-position crotch strap. Discontinue use of lower anchors when child reaches 40 lbs. The seat expires after 10 years.

SafetyBeltSafe U.S.A.
P.O. Box 553
Altadena, California 91003

*Dedicated to improving
child passenger safety
since 1980*

Non-Profit Org.
U.S. Postage Paid
Van Nuys, CA
Permit No. 20

Return Service Requested

Are you staying current?

Renew your membership today.

SafetyBeltSafe News

July 2015

NHTSA Releases Misuse Data

Using nationally representative sampling techniques, NHTSA conducted both interview and observational surveys with drivers and children under age 9 who came to day care centers, libraries, big box stores, recreational centers, and fast food spots in 24 representative sites in 17 states. The teams of 3 interviewed the driver, counted the potential subjects at each site, and, the third, a CPS Technician (CPST), observed one child per vehicle.

The outcome of the survey looks very different from what SBS USA sees at safety seat checkups. Regardless, the following findings call for action.

1. A huge disconnect exists between driver confidence in the correctness of the children's transport situation and what was observed. Of those with high confidence in the correctness of their choices, 38% had observed misuse among the "very confident" and 53%, for the "confident." This bodes ill for getting help; the sample indicated a range of 80%-91%, depending on type of safety seat, who had *not* visited a CPST.

2. The high level of unlocked "lockable" belts restraining safety seats (50% for RF*-only and FF*, 26% for RF convertibles) coupled with a low level (13% overall) of use of vehicle manuals, although 61% stated they had used the safety seat manual.

3. The reported rate of using the wrong belt/lower anchor path was RF convertible, 27%; FF, 33%. For RF-only seats, 32% of seats installed with a safety belt only and 40%, installed with lower anchor connectors only, were routed "unconventionally."

4. At the time, the team reported no lockoffs on 58% of RF and 81% of FF seats. Perhaps now, a larger number would be available. This might help reduce the number of seats moving more than 3" laterally, based on the NHTSA data. The lockoff was

equivalent to ALR belt mode in eliminating lateral movement: 42% and 43%. For 3-inch movement, the lockoff rate of 5% was even better than ALR belt modes (12%) and far better than belt only or belt in ELR mode (24% and 28%).

5. Although 96% of children rode in the 2nd row, only 12% were in the center, generally considered the safest location. Is that a function of LATCH locations?

6. Use of tether straps was noted at 42% and of those, as 80% with lower connectors, only 28% with safety belts in use.

7. Harness slack of 1" was noted in 28% of RF and 22% of FF seats and of 1"-2", 18% of RF and 17%, FF.

8. Some incorrect usage issues that have attracted general concern appeared in this study to be infrequent. Examples are safety seat "overhang" of vehicle seats and multiple lower connectors per anchor.

Researcher notes on difficulty finding availability of vehicle equipment and weight/height ranges for seats imply teams did not use tools, such as the LATCH manual or SBS USA instruction compilation. Since a full assessment was not attempted, it appears that recalls and mis-threaded harnesses could not be identified. Focused on exact numbers of inches of plastic above child's head or lateral looseness, researchers defined misuse as head above plastic rear facing and 3" of lateral movement. The final average over all seats was 46% misuse, unlike the 90% routinely seen in SBS USA checkups.

The study, by Greenwell, N. K. (2015, May), *Results of the national child restraint use special study*, (Report No. DOT HS 812 142), will stimulate discussion and perhaps some engineering changes to divert some of the most common errors.

* RF - rear facing; FF - forward facing