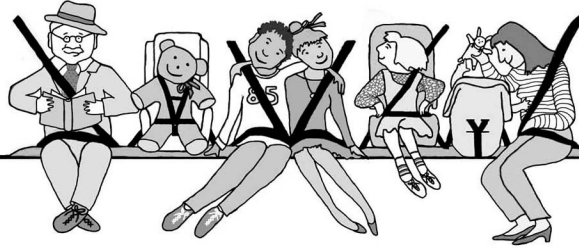


SafetyBeltSafe News

Volume 36, No. 5



September, 2015

Kidz in Motion Conference: Mecca for CPS Advocates

The lively Orlando, Florida, gathering was keynoted by Ben Hoffman, MD, whose research showing 93% incorrect cps usage on newborn discharge illustrated an important focus on both design and teaching. (*see SBS News Nov, 2014*) But Hoffman's larger point was the link between the high levels of child poverty in the U.S. with injury as the major source of child risk since 42% of that is related to vehicle crashes. Today, more U.S. children live in poverty than the elderly, no doubt a consequence of Social Security protection. One in four children under age 4 lives in poverty, which for a family of 4 is \$24,250 a year.

Hoffman stressed the importance of gathering data, understanding the clients' backgrounds, the law and what it connotes to the public, and forming coalitions. Thus, his program did a controlled, well-documented study of how newborns at Oregon Health Science University Hospital left for home so the team could share data with the administration and staff (and with the wider community of other health and safety providers).

Not every hospital staff group can do such a clean research study. However, the take-away is data are needed to show non-child passenger safety (CPS) specialists that infants are leaving at risk and that more than a brief educational encounter is needed. Not only that but 77% of those who saw a CPS Technician still made errors. And why would parents seek help if they are unaware of the likelihood of incorrect use? More emphasis in prenatal care of the need to learn how to buckle up baby, not just that buckling up is the law, is essential.

A Sample Workshop Topic:

Kevin Dowling from 4moms discussed "Advanced Safety for Car Seats," drawing on changes in the automotive field. For instance, Google self-driving cars, using a rotating laser, have traveled a million miles without any at-fault collision. Electronic stability control, active suspension to reduce vehicle flipping, adaptive cruise control and radar, even self-parking features, use technology which might be adapted to improving the safety seat user experience. Rear-facing-only Summer Infant Prodigy has a "smart screen" which registers level angle of the base and tension in installation, providing a green smiley face if the 2-step process is correct. There is a test button to check at least monthly that the angle and tension are still correct.

Evenflo has introduced SensorSafe™ Technology on the Embrace 35 DLX (see p. 4), which includes a wireless receiver to be placed in the vehicle OBDII (On-Board Diagnostic) port and a linked retainer clip. Once the receiver is installed, one long tone signals successful connection to the vehicle. After the child is secured and the vehicle has been driven for 30 seconds at 5 mph or more, the activated system generates reminder tones within 2 seconds of turning off vehicle ignition or, if the vehicle is in transit, triggers an alarm within 30 seconds if the child undoes the chest clip. To avoid hearing reminder tones with an empty seat in the vehicle, release the chest clip—which is likely in normal use. The clip must not be used on other safety seats.

Cars have become electronic tools on wheels. Can safety seats become more intuitive so that the adults are impelled to "do it right," our goal for so many years? System thinking, rather than simply product focus, is encouraged; using vehicle telematics, can the safety seat be "self-parked" and the harness, self-monitored for level and snugness? In fact, child health monitoring might be another feature.

Watch for more on Kidz in Motion in the November, 2015 issue of *SafetyBeltSafe News*.

Thank You...

\$500 Dorel Juvenile Group
\$200 City of S. Lyon Police Dept
Doernbecher Children's
Hospital/OHSU
WMC-Safe Communities, Reg. 2

New Recall:

Britax Advocate, Boulevard, and Marathon ClickTights dated between 8/1/2014 and 7/29/2015 (model numbers listed at www.carseat.org):

The red harness adjustment button may not catch when the harness is tightened, allowing loosening of the shoulder straps.

Call 888/427-4829 for a single-application lubricant for the adjustment button.

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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

8 am-3 pm for checkers; 10 am-2 pm for families

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

Supporters: Chris' Auto Service and Los Angeles City Councilman Gil

Cedillo. Event includes free visual auto checks by mechanics.

8 am-2 pm for checkers; 9 am-1 pm for families

CONFERENCE:

* **10/24-27:** AAP National Conference, Washington DC. Heidi Heflin, RN, CPSTI will staff the SBS USA exhibit 10/24-26. Visit us!

Thanks to VW Group of America, SBS USA will be on hand to answer questions and share ideas with pediatricians from all states across the U.S. Thanks to local CPS advocates, we'll have volunteer help for the busy booth! The 2016 VW model on site will attract attention; Montgomery County Fire Rescue will provide sample seats.

Volunteers Needed

With enthusiasm for addressing the health and safety issues crystalized in child fatalities and injuries in cars, ever more communities seek SBS USA exhibits in southern California. Our national mandate allows us to meet these requests only if we have trained volunteers working with SBS USA Technicians.

Let us know that you might help when local exhibits are at hand and tell us if you speak a second language. *SafetyBeltSafe* U.S.A has the demo seats –a KidsEmbrace Ninja turtle combo seat is a real crowd pleaser-- and materials. Team with our staffers to share the message! For Techs, these events also fulfill community education requirements for recertification. E-mail Heidi Heflin at carseatRN@gmail.com to hear details.

OFFICE AT RISK

Due to needed improvements and condensed space, starting in June 2016, L.A. BioMed may not have space for our complimentary office space where we have been since 1997. We are looking for a generous donor of office and storage space, preferably on the west side of Los Angeles County.

SBS USA can provide in-house technical assistance and community outreach. For instance, we have partnered with Harbor-UCLA Medical Center, on the site, for annual checkups!

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.
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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:

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Real LATCH: Can Parents Find and Use It?

Insurance Institute for Highway Safety believes in ratings to drive change in the automotive industry. Its latest venture, covered in the 6/18/15 issue of *Status Report*, is an analysis of LATCH in vehicles, specifically the availability, ease-of-use, and clarity of the hardware in 102 2015 models, 13 years after full LATCH was required. Their team assessed tether anchors for ease of location and lack of other equipment which could be confused with the anchors.

Lower anchors were checked for depth in the vehicle seat, the force it took to attach lower connectors, and maneuverability around the lower anchors. The team also looked for vehicles that had more than the legally required number of lower and top tether anchors, either by allowing parents to “borrow” the inner outboard bars to use the center location *or* by adding one or more additional sets.

The article reveals the tools used and specific measurements that were deemed acceptable. However, the findings were grim: Only *three* of the 102 were judged as Good: BMW 5 series; Mercedes Benz GL Class; and VW Passat. Ten models were considered poor while 44 were acceptable and another 45 were marginal.

Watch for change!

Who is Dying Unrestrained?

The 2013 NHTSA study of occupant restraint in crashes shows that 49% of the fatally injured were unbuckled but within that figure, in three age groups, 61% were unrestrained: ages 13-15, 21-24, 25-34. (Could it be that 16-20 year olds being scrutinized under Graduated Driver License Laws is a mitigating factor?)

Of males fatally injured, 54% were unbuckled compared with 41% of females. Deceased pickup truck drivers were unbuckled 61% of the time, but only 43% driving passenger cars neglected to buckle up.

There was no comment on whether or not the characteristics of pickups compared with passenger vehicles played a part in reducing fatal outcomes of some unbuckled drivers in more protective vehicles.

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accepted as of 10/1/15.*

SafetyBeltSafe News

September 2015

Air Bag Issues

Volkswagon of America Group (VW) and Takata are being queried by National Highway Traffic Safety Administration (NHTSA) about a June, 2015, crash with a deer in which a left-side air bag blew apart the metal canister. This was a first for side air bags, for VW, and for the new Takata air bag series, according to the *L A Times*.

Concurrently, SBS USA is monitoring expansion of the initial Takata frontal air bag recall which has spread to some Ferrari models. Because of the changing parameters of the recall, SafetyBeltSafe U.S.A. suggests sharing flyer 58b from www.carseat.org with at least those families attending checkups and warning everyone to go to <https://vinrcl.safercar.gov/vin/> where you'll be asked for your vehicle VIN and to type numbers/letters you see or hear to be sure you are a real person.

Given the continuing roll-out in this situation, it might be useful to check a second time after a few weeks, even if one is presented with a "clean bill of vehicle health" the first time.

New Seats

Cybex has introduced the Solution M Fix, a booster with an 8-year lifetime and a non-removable backrest for children 40-110 lbs. and at least age 3. The headrest reclines to three positions and adjusts to 12 different heights. It sports linear side impact protection devices and optional rigid lower connectors. Don't install with inflatable safety belts.

The **Dorel** Grow and Go, a 3-in1 seat that can be used rear facing from 5-40 lbs., forward facing from 22-65 lbs., and as a booster from 40-100 lbs., features a no-rethread harness that, when properly tightened, adjusts the harness at the child's shoulders.

The rear-facing-only **Evenflo** Embrace 35 DLX, for 5-35 lb. children, has a 5-point harness with a unique retainer clip (*see page 1*) and a handle that in the U.S. may be placed toward the vehicle seat back or behind the top of the shell (positions 1 and 4) but only in position 1 in Canada*. There is only a 1-position angle indicator, but the harness has 2 sets of end loops (top one for newborns) and 3 crotch strap slots. It may have hook-on or push-on lower connectors.

**Canadian regulation for rebound is leading to more handles used as anti-rebound bars.*

Hauck, a German company, released the ProSafe 35, a rear-facing-only seat for kids 5-35 lbs. The infant insert and 2-position crotch strap must be adjusted based on the child's weight. There are 4 sets of harness slots and 2 sets of end loops on the harness straps. The base, which is not certified for use on aircraft, features a lock-off, angle adjuster, and recline indicator. The 5-position handle may be used in any locked position for travel. Don't install with inflatable safety belts.

Updates: **Simple Parenting** Doona: The ISOFIX base will be unavailable in the United States.

UPPABaby Mesa: Current models will not have the European belt positioning option for shoulder belts. It isn't retroactive.

As friends and family post adorable new baby pictures to social media, respond with hearty congratulations and a link to www.carseat.org, where they can get the latest information to keep their babies safe on every ride.
