

## Flame Retardancy Standard

Julie Watts, of NewsMom/CBS, is pursuing the issue of flame retardant chemicals in safety seats. FMVSS 302, aimed to stop slow-smoldering flame spread from cigarette ash, is part of FMVSS 213 regulating safety seats. The controversy has grown from the increased focus on the chemical effects on growing infants and children who must ride in safety seats and then boosters from birth to age 10-12, if protected correctly.

Watt and others are asking for investigations about the need for this aspect of the standard. Today, for instance, many rental vehicles are listed as non-smoking, and in California, state law prohibits smoking in a vehicle when a person under 18 is present.

Part of the argument is that most vehicle fires result from crashes in which flames are large and violent, making the fire retardancy of the cover and underlying foam irrelevant. Parents who had difficulty releasing their twins in a vehicle fire want quick-release buckles as a guard against vehicle fires, usually a rare event compared to other crash outcomes.

The battle over fire retardant chemicals is similar to the fight over chemicals used in children's nightwear in the 1970s. Since nightwear that flamed quickly was the villain in many child burn cases, the requirement was a step toward reducing these. But TRIS, used by many, soon was identified as a cancer-causing substance and was banned.

National Highway Traffic Safety Administration (NHTSA) will conduct a 2-year study on fire and kids in cars. Meanwhile, with scientists from Lawrence Berkeley National Lab, KPIX (CBS) conducted comparative burn tests. The foam with flame retardants meeting FMVSS 213/302 slowly dripped compared with natural wool lining which flamed. When comparing safety seats, one with a cover without the flame retardant chemicals over wool and one meeting the current standard in which the foam was covered with a regulation safety seat cover, the former did better than the latter.

Political representatives at the national level are planning hearings to gather data on the subject for potential review of this aspect of the standard. For updates, Julie Watts can be reached at NewsMom.com.

## Landmarks

Dr. Adrian Lund of Insurance Institute for Highway Safety recently reviewed the landmarks to traffic safety:

NHTSA's first Administrator, Dr Bill Haddon, developed his famous matrix involving personal behavior, environmental factors, and vehicle features to pinpoint areas of risk reduction. Haddon set up the regulatory numerical system of the 100's for human behavior, the 200's for vehicle/safety seat requirements, and 300's for after-crash aspects. Thus, the famous FMVSS 213 covers safety seat performance.

Some key points along the road:

**1974:** enactment of the 55-mph national speed limit, repealed in 1987;

**1978:** the 1<sup>st</sup> child passenger safety (CPS) law in Tennessee, a feat led by the late Bob Sanders, MD, followed 6 years later by the 1<sup>st</sup> safety belt law in New York;

**1984:** with leadership from Candy Lightner of MADD, two bills became one, setting the national drinking age at 21 and allocating funds for national distribution of safety seats, led by the Los Angeles Area Child Passenger Safety Association team, which brought a White House Rose Garden visit for SBS USA Executive Director Stephanie Tombrello.

## Pennsylvania Joins the Club

Led by American Automobile Association (AAA), Pennsylvania is the fourth state to pass legislation to require children to travel rear facing in safety seats until age 2.

The new law goes into effect in two months but will not be enforced for the first year to give families time to learn the new recommendations.

The fine of \$75 is actually \$125 with court costs. The AAA plans to mount campaigns in other states to enact similar laws.

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## Thank you!

\$5670: VW Group of America

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## Calendar:

### Workshop and Checkup:

Sponsors: CA Office of Traffic Safety (CA OTS), Pomona Police Department, Toyota Motor Sales, U.S.A. with supporter East Rancho Dominguez Park, L A County Dept. of Parks and Recreation.  
Register at 310/222-6860.

### Educator Workshop

**9/22:** East Rancho Dominguez Park, Compton, CA.  
Nursing CEUs - TBA; 3 CEUs for CPS Technicians.

### Safety Seat Checkup

**9/24:** East Rancho Dominguez County Park, Compton, CA.  
Families: 10 am-2 pm;  
Checkers: 9 am-3 pm.

### Conferences

**8/10-13:** Kidz in Motion Conference, Orlando, FL. Register at [www.kidzinmotion.org](http://www.kidzinmotion.org). While there, visit the SBS USA exhibit. Heidi Heflin, RN, CPSTI, will speak on 8/13 and host a nurses' breakfast on 8/12 at 7 am to generate a national network of both Child Passenger Safety Technicians (CPST) and non-CPST nurses serving children.

**10/21-24:** American Academy of Pediatrics, national conference, San Francisco, CA. Call SBS USA to volunteer for the exhibit. Sponsor: Volkswagon Group of America.

## Preventing Tragedy

In June 2016, General Motors announced a new feature, Rear Seat Reminder, designed to help parents and other caregivers remember to take a second look at the rear seats before walking away from their vehicle. The feature is standard in the GMC Acadia SUV 2017, but not available in the 2017 Acadia Limited. GMC stated Rear Seat Reminder will be added to other models soon.

If the vehicle "learns" the back doors of the vehicle have been opened within 10 minutes before ignition or if the doors are opened or closed while the vehicle is running, the feature, which can be turned off on purpose by the owner, will be activated: 5 audible chimes plus a visible message Rear Seat Reminder, Look in Back Seat.

Finding a reliable system to sense the presence of a child in back specifically has been hard. This is an interim system designed to help prevent the growing incidence of infants and toddlers dying after being forgotten in the rear seat of a hot vehicle.

## Follow-up Note:

The Takata air bag recall has expanded yet again and now includes Honda CR-V utility vehicles, Civic and Platinum Rui sedans, and Civic hybrids produced between 2007 and 2011.

For best protection, regularly continue to check your Vehicle Identification Number at NHTSA, [www.safercar.gov](http://www.safercar.gov).

Go to [www.carseat.org](http://www.carseat.org) and download our safety flyer, #58b; also in Spanish.

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## National Goals in Traffic Safety

At Lifesavers, after the history of standards of the past was recalled, goals for NHTSA were presented by current NHTSA Administrator Mark Rosekind, dedicated to scientific assessments. For the next six months, efforts to reduce to zero motor vehicle-related deaths in 25 years will be implemented.

Rosekind warned that, as the economy ripens, vehicle deaths will rise again and noted the U.S. is the only country where vehicle speed limits go up, not down! Automatic Emergency Braking will be in 99.6% of new cars by 2022, thanks to voluntary industry agreement. This tool will reduce crashes significantly as 94% of traffic deaths come from poor human decision-making. However, it takes time for new technology to permeate the U.S. fleet. Electronic stability control is 1995 technology but still is in less than half the fleet!

Generally, the regulatory pathway takes longer than joint industrial agreement which has been used for side air bags already. Regulatory development is proceeding for “v2v”(vehicle-to-vehicle) communication; however, it will take time to grow in the real world. Meanwhile, vast recalls related to air bags continue to expand to more than 40 million vehicles. (See pg. 2)

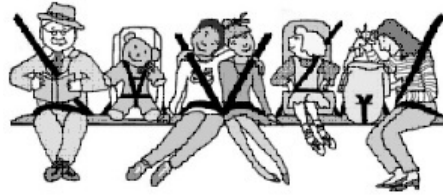
## Heat Kills!

The death toll of children who succumb locked in cars has escalated in 2016, with the 11<sup>th</sup> youngster dying on National Vehicular Heatstroke Prevention Day, June 8<sup>th</sup>. In April, on a research panel at Lifesavers, Jan Null, a certified consulting meteorologist at San Jose State University, reported on his complete database of the children lost to heatstroke in vehicles.

Among his findings on the 662 children lost between 1998 and 2015, in a “totally preventable” scenario, is that 54% are forgotten by a caregiver (Almost half of these were expected at daycare, illustrating that caregivers should call when a child does not arrive.); 29% accessed an unlocked vehicle; 17% were left intentionally when the adult left for work or recreation.

Hyperthermia is defined as having a 104° core temperature. A car is a “slow cooker” with levels 43° above outside temperature in 1 hour. Babies are less able to self-cool and succumb 3-to-5 times faster than adults. KidsandCars, the national non-profit focused on deaths and injuries of children in non-traffic but vehicular environments, leads this effort.

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**July 2016**

## Special Training Programs

With the support of Association of Women's Health, Obstetric, and Neonatal Nurses, which offered 1 CEU for nurses, and CA OTS, Heidi Heflin\* coordinated a 1-hour Webinar of CPS Basics aimed at nurses. The Webinar, which was repeated twice and will be offered in the summer, appeared to be well received based on the evaluations submitted by those seeking CEUs.

The content covered the latest recommendations for child transport, including an introduction to meeting special needs of low-birth weight and other challenged infants. Throughout, the SBS USA presenters designated which steps in education are appropriate for non-CPST nurses at the bedside without overstepping and placing the nurse and agency at risk of liability.

In another professional area, with funding from Los Angeles County Department of Public Health, Injury and Violence Prevention Program, SBS USA was able to provide in-person officer briefings at law enforcement agencies from Lancaster-Palmdale to the South Bay. Again, the sessions are tightly focused on basics in cps as it intersects with the many community roles officers play.

With the fast-approaching initiation of enforcement of rear-facing travel to at least age 2, it is critical to prepare officers to disseminate this news as well as to feel prepared for enforcement actions regardless of Technician status. Evaluations of these events by the officers often expressed that they had not felt confident of their knowledge base before the sessions. By June 30, our team plans to have covered 60 sessions at sites in Los Angeles County.

*\*Nurse and CPSTI, SBS USA Program Consultant*

## New Seats for Summer

**Baby Jogger** has introduced the City Go, a rear-facing-only restraint for kids 4-35 lbs. Produced by **Graco** and similar to the SnugRide 35, the City Go features a no-rethread harness; dual, weight-based recline indicator; and a lock-off on the base. The body support must be used for babies less than 6 lbs. and may not be used after 11 lbs. There is a shoulder belt guide on the back of the restraint for use when installed without the base.

New from **Dorel** is Maxi-Cosi Mico 30, for kids 5-30 lbs. with an 8-year expiration. This rear-facing-only item is similar to the Mico Max 30, without an anti-rebound bar. There are 2 sets of loops on the harness, and the crotch strap is adjustable in both position and length.

**Graco** introduced the TurboBooster LX, with a 10-year lifetime. It's for kids 30-100 lbs. with the backrest and kids 40-110 lbs. without it. The seat has lower anchor connectors. The headrest adjusts to 7 positions; the recline adjusts to two. No portion of the restraint may extend beyond the vehicle seat.

## Replacement Part:

Select models of **Snuggli** All-in-One and **Evenflo** Momentum 65, 65 LX, 65 DLX; SureRide, SureRide Deluxe, Titan 65; and Symphony 65, 65 E3, LX, DLX, made from 2011 to 2015, have a screw below the central front adjuster strap which may loosen or detach.

This is **not** a crash performance hazard. Call 800/233-5921 for a replacement screw.