

Head Start: An Important Target

Recent discussion on the Child Passenger Safety Technician (CPST) Listserv reminds of the key target for child passenger safety (CPS) intervention: early childhood education sites. It is especially important to share the recommendation that children can now remain in safety seats with harnesses into elementary school age and that booster use is needed until ages 10-12. In the past, low-budget seats for older kids were in short supply, but that has changed.

SBS USA also is concerned about observed incorrect use rates in many early childhood settings as transporting children often occurs when the site also welcomes elementary age children for after-school care. It is important to reach the regional child care resource and referral agencies to encourage educational sessions for providers, especially to discourage the use of seats of unknown history and/or lacking instructions. Our forms (#652 to 654) for child care sites, for both parents and providers, address the issue of looking carefully at how and by whom children are transported.

On the Listserv, Charlie Vits of IMMI provided an excellent summary of key mandated Head Start regulations to protect Head Start children in transit. The issues may be useful in discussing transport with others not covered by such a policy. For instance, 7-passenger vans aren't permitted for Head Start. The alternative for Head Start to school buses are such buses without traffic controls but with reverse beepers and equipped with suitable safety seats. Because such buses are different from passenger vehicles, training in the national school bus certification course for technicians is recommended.

Family-owned safety seats are not used on Head Start vehicles for all of the reasons we see at checkups-- crash history unknown, recalls not fixed, expired but also the seat may not be suitable for school bus installation. This is only one aspect of the issues confronted by child care providers and parents. Since most are not trained in cps, they may not know that they are not complying with even basic law. It does not appear that the Department of Public Social Services workers who certify day care facilities are trained in cps; this makes it hard to know if the child care providers are on track. As Vits writes, "CFR 45 Part 1310 can be held up as a model for any pre-k type transportation program, public or private." Naturally, small child care programs won't be using school buses; however, the concept of policy, including scrutiny of the driving record, vehicle maintenance, selection of safety seats, and information about how to use them correctly, is a must for any provider or parent.

A pertinent example: A mother stated that she and her child care provider, listed by a child care resource and referral organization, were good friends. That friendship ended when she learned that her child and others were incorrectly restrained when the provider's vehicle was struck by another. Her child was hurt, fortunately without permanent damage. However, legal and emotional consequences were devastating for all involved. With changes in laws in New Jersey and Oklahoma and the coming enforcement of rear-facing travel up to age 2 or 40 lbs. or 40 inches or more in California, child care providers need to be informed and offered aid in adjusting their charges' travel arrangements.

For details of the Head Start regulations, go to <https://eclkc.ohs.acf.hhs.gov/hslc/standards/hspps/1310>.

More Lifesavers...

Kathy Klinich, PhD of UMTRI reported on tether routing and anchor location. Anchors may be on seat back, floor, ceiling, filler panel, or under the seat. Routing may be over, under, or around headrests, which may have to be removed. Often there are no instructions for the double tether strap in the vehicle manual.

Head restraints that can't be adjusted may be great for adults and older youngsters but play havoc with safety seats. Back seats are shrinking which makes it hard to transport kids under 2.

Designers need to adjust the sample dimensions they have used in the past.

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Recalls

The instruction booklet of the **Graco TurboBooster** (model #s 1963973-76, 1973976, 1967886, and 1975173) is missing a warning of the risk of not securing an unoccupied seat. The dates of manufacture of each model number vary; see www.carseat.org for details. Call 800/345-4109 for new instructions.

Kiddy USA combination seat **World Plus**, made between 7/2/12 and 10/5/13. The buckle may appear to be locked when not fully latched, posing a risk of injury in a crash. Discontinue use until the fix (not currently available) has been made and call 855/925-4339 to discuss the next step.

Nissan Sentra, 2013-16, is on recall for a front passenger seat safety belt bracket that may deform if a safety seat is installed, leading to a malfunction of the air bag shut-off system. Do *not* install any safety seat in this location; to date, Nissan has not announced a repair but when it is available, have it fixed as soon as possible.

Thank you!

\$20,000

Toyota Motor Sales, U.S.A.

\$18,000

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\$200

Children's Healthcare of Atlanta

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Pomona Valley Hospital

Medical Center

New and Special!

The online version of Child Restraint Manufacturers' Instructions with Summaries, created by SBS USA, is available as an alternative to the DVD.

Members at the \$135 level and above have their choice of options. Everyone can order the DVD for \$20 or the online access for \$25. The collection is updated both on line and on a special members' Web page at www.carseat.org.

We covered 385 seats with summaries plus all of the seats for children with special needs in this collection. Coming Soon: the 2016 version of the Color Pictorial with photos of ten years of safety seats to help identify unlabeled seats to guide one to the correct instructions. (\$30 electronic; \$50 plus \$17 shipping for the printed version.)

Special Surprise!

The SBS USA exhibit booth at Lifesavers in Long Beach was the scene of a delightful surprise.

CA OTS Director Rhonda Craft dropped by unexpectedly and, with friends and colleagues looking on, presented a lovely plaque to **SBS USA Executive Director Stephanie Tombrello** for her 35 years of "Excellence" in CPS.

That brought back memories of working with CA OTS staffer Barbara Bania on the 1st OTS CPS conference in 1980 which indeed led to the creation of SBS USA.

Thank you seems too weak a response for those years of partnership!!

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New Seats for Spring

Aidia Baby introduced three boosters, including the Scout backless booster with an attached shoulder belt adjuster for kids at least 4 years old weighing 40-110 lbs. The Pathfinder booster for kids 30-100 lbs. has a non-removable back. The sides expand outward as the headrest is raised. The Explorer booster can be used in highback mode by kids who weigh 30-110 lbs. and backless, for those weighing 40-110 lbs. The headrest adjusts to 7 positions on both highback models.

Asana 35 and Asana 35 AP are available from **Goodbaby USA**. The AP model features a load leg. Both feature a no-rethread harness, three crotch strap positions, adjustable base, and three sets of hip strap slots to accommodate kids of different sizes. There is one recline angle for babies 4-20 lbs., and another for kids 20-35 lbs. The body support must be used for babies under 6 lbs. but not beyond 10 lbs. Lock the handle for vehicle travel.

The **Recaro** Roadster, a convertible seat for 5-40 lbs. rear-facing, 20-65 lbs. forward-facing, features a no-rethread harness with the Safety Stripe System, which reveals harness twisting, and a lock-off for forward-facing use. Discontinue use of lower anchors at 45 lbs.

Checkup Day for 2016

The newly renovated Petersen Automotive Museum proved a tremendous site for Safety Seat Checkup Day. The day was busy with families from all over Los Angeles County. Of the 37 seats checked, we observed a 90% incorrect use rate. The family responses, as shown in evaluations, were highly positive.

The thirty-one volunteer checkers were enthusiastic, and all appreciated the traffic control and other aid offered by Civil Air Patrol Captain Jay Weinsoff Cadet Squadron 3.

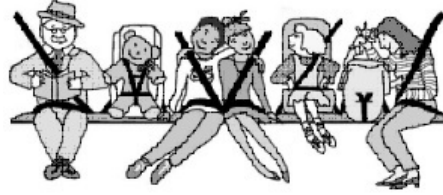
Posters, donated by ColorGraphics, were sent throughout California and handed out at Lifesavers to those in other states. Michael Sachs, MD, donated refreshments for the volunteers.

The Peace Officers Association of Los Angeles County sponsored Special Enforcement Week from 3/29-4/2 to focus on cps violations. Sponsors CA OTS, Pomona PD, and Toyota Motor Sales, U.S.A. were invaluable!

Thanks to all who participated.

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***SafetyBeltSafe* News**

May 2016

Lifesavers News

SafetyBeltSafe Social held in the Long Beach, CA, Convention Center, with funding from Mazda North America, was a lively gathering, where Michael Robinson represented Mazda and guests from Connecticut to Washington joined in to mix with local Board members, staff, and volunteers. The networking and sharing was followed by an impassioned presentation by Iso Nakasato, District Director for first-term Assemblyperson Cristina Garcia of Bell Gardens, CA, who introduced and secured passage of the latest change to CA CPS law: the requirement to ride rear facing to age 2 or 40 lbs. or 40 inches or more, to be enforced starting 1/1/17.

Ms Nakasato not only spoke on the bill but reminded the audience that Ms. Garcia is a leading force to include women in leadership and to serve women's unique needs while including men in the effort. A prime moment in the event came with the presentation of the Siegel *SafetyBeltSafe* U.S.A. Child Restraint Award of Excellence for Ms. Garcia. With Ms. Garcia's determination to protect children, CA law will conform with best practice recommendations for young child passengers. President Bonnie Oseas and Secretary Karen Proctor, CPST, coordinated the event.

Lifesavers featured encouraging historical reviews as National Highway Traffic Safety Administration celebrates 50 years of progress since its creation under President Lyndon Johnson in 1966 when the U.S. had 51,000 annual traffic-related deaths and already had lost more to cars than in all U.S. wars.

Recycling Safety Seats

Heidi Heflin, CPSTI, Program Consultant for SBS USA, shared at Lifesavers, the highs and lows of the organizational experience in recycling safety seats, a goal strongly wished for since more than 100,000 babies are born annually in Los Angeles County. TMC Horizon continues to accept seats but, given the current market for recycled materials, it has been hard to find a way to move the items.

SBS USA has defined four areas in which partnerships in the community are essential. First, we need a partner with trucks to move seats from pickup points in the County to Pomona to TMC; 2nd, we seek an agency which has clients who are either in sheltered workshops or pre-job training programs to learn to dismantle safety seats for recycling, due to the multiple materials in every seat; 3rd, we need a grinder set-up to reduce the plastic to more manageable proportions; and 4th, we need drop-off sheds that are easy to use but hard for non-program staff to pull out the discards.

In Utah, co-presenter May Romo of SAFE KIDS Salt Lake County Coalition instituted drop-off sheds and has a close partnership with Pro Polymers Group with a grinder or granulator. The regrind flake is compressed and molded into other plastic products, such as flower pots, hangers, buckets, and various pipes. Padding and fabric are used for bedding at local animal shelters or can be burned for energy.

May provided information about the make-up of safety seats, with notes on the recycling prospects for the various components. Covers, underlying foam, and even straps may be treated with fire retardants and thus, less useful for recycling. Metal and plastic are more usable.

The Salt Lake County project is running well; indeed, a recycler representative, Nichole Beebe, attended Lifesavers to share her knowledge and is dedicated to the project.