

## Safety Seat Checkup Week! *Inspiring:*

Request posters, with or without our April 8<sup>th</sup> event, donated by ColorGraphics, to spread the word that parents can get help with queries about how their children should ride and that communities support the buckle-up message. Research shows 2 conflicting ideas: adults have high confidence in how they transport kids, but checkups show up to 90+% incorrect use and that especially economically secure men feel comfortable driving kids not correctly buckled up. It is critical for community leaders to encourage correct usage.

SBS USA is inviting proclamations from state, county, and city governments to try to drive news, especially about new legal steps to keep kids rear facing to age 2. Stanislaus County, Alhambra, and La Verne have submitted Proclamations already, and Claremont is supporting the Week, too. Thanks go to USC Verdugo Hills Hospital, Glendale, for hosting Safety Seat Checkup Day. We invite families and checkers to sign up.

Our 11:30 am ceremony will give those Saved by the Belt, Seat, Helmet a chance to share their motivating stories and for us to thank our sponsors, California Office of Traffic Safety, Pomona Police Department, and Toyota Motor Sales, U.S.A. Bucklebear will make an appearance to charm the kids.

Law enforcement agencies, including Glendora, Monterey Park, and Sierra Madre, committed to enhanced enforcement, March 26-April 1, to encourage families to protect their children on every ride. We know posters and flyers can motivate this. But as important is for you to empower colleagues and friends to pass the word on social media and in-person.

**Emilie Crown**, RN, CEN, CPSTI, passed away suddenly on Feb. 6<sup>th</sup>. Emilie served on the SBS USA Board of Directors but was best known for her excellent Maryland program through Montgomery County Fire Rescue, providing an endless stream of parent-friendly checkups, and for her extensive Certification training program, including schooling current President of National Safety Council Deborah Hersman and David Strickland, former National Highway Traffic Safety Administrator.

Emilie presented excellent workshops at national conferences and was avid for technically accurate services. In 2016, Emilie was recognized in Los Angeles by the national Emergency Nurses Association with the Barbara A. Foley Quality, Safety, & Injury Prevention Award.

We miss her greatly.

## C.O.A.S.T

The February Texas C.O.A.S.T. conference invited SBS USA Program Consultant Heidi Heflin, RN, MN, CPSTI, to speak on SBS USA outreach through our Educator Workshops to involve those on the front line of work with families to teach the basics of child passenger safety (CPS) while offering updated material, based on new research and product development, to help CPSTs recertify. She shared the concept of having participants from different fields learn together to signify the need for collaboration in stimulating correct, consistent use.

The conference also invited SBS USA Executive Director Stephanie Tombrello to participate with an exhibit, giving both opportunities to learn and share with Texas Technicians. *(Continued on pg 3)*

## Coming Attractions:

A safety seat with organic flame retardant covers will be available this spring: UPPAbaby Mesa Henry!

Color Pictorial 2017 from SBS USA: A collection of color photos of all seats made since 2007, grouped by category, with date ranges of production, for identifying which instructions to use. \$50 print; \$30, electronic for single printing; group prices available.

*SafetyBeltSafe* U.S.A.

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## Calendar:

### Training/Safety Seat Checkups/ Webinars

**Sponsors: CA Office of Traffic  
Safety/Pomona Police Dept.**

Registration: 310/318-5111  
(FAX)/i0680@hotmail.com

### USC Verdugo Hills Hospital, Glendale, CA

**4/4-6 & 8:** National CPS  
Technician Certification Training,  
8 am-5 pm daily.

**4/8:** Safety Seat Checkup Day,  
9 am-3 pm checkers; 10 am-2 pm,  
families. Additional sponsor:  
Toyota Motor Sales, U.S.A.

### Technical Webinars for CA Technicians:

**4/13, 6/1,7/6:** 10 am-11:30 am. 1  
Continuing Education Unit.

### Special Enforcement Week:

**3/26-4/1:** Sign up *your* local law  
enforcement agency to give special  
scrutiny to child passengers for a  
fatality-free:

### Safety Seat Checkup Week:

**4/2-8:** Ask your city and county to  
proclaim Safety Seat Checkup  
Week!

## CONFERENCES

**5/5:** Injury Prevention Alliance of  
Los Angeles County, Los Angeles.  
CA 8 am-4 pm. Details:  
323/361-4720 or  
[www.chla.org/ipalac](http://www.chla.org/ipalac)

### Kidz in Motion Conference:

**8/30-9/2:** National CPS conference,  
Broomfield, CO.  
[www.kidzinmotion.org](http://www.kidzinmotion.org)

## Great Gifts:

Special thanks to **Karen Proctor**,  
CNP, CPST, Secretary, SBS USA  
Board of Directors, and husband  
**George Mast** for not only donating  
\$1882.50 to moving expenses,  
including new furniture, and \$250  
to support the Helpline but also  
physically conducting the October  
1st move to Redondo Beach with  
Bonnie Oseas, President, and  
Maureen Discipulo, Office  
Assistant.

## Thanks:

\$25,000 Toyota Motor Sales, U.S.A.

\$500 AAA No. CA, NV, UT

Graco Children's Products

\$400 Clarkstown Police Dept.

\$300 Brian Lowy, Esq.

\$250 Safety Research &  
Strategies

\$200 AAA Tidewater Virginia  
ARCCA

Auto Club of Southern California

Black River Memorial Hospital

California Kids Therapy

CHI St. Vincent Infirmiry

Children's Hosp./Los Angeles

Children's Hospital of the King's  
Daughters

Cook Children's Hospital

County of Riverside Department  
of Public Health

Humboldt County MCAH, CHDP

Mercy San Juan Medical Center

Newberg Fire Department

Pomona Valley Hospital  
Medical Center

Rady Children's Hospital — San  
Diego

Roseville Fire Department

Becky Thams

UAMS/Injury Prevention Center

UCSF Benioff Children's

Hospital-Oakland

Yale New Haven Children's

Hospital Injury Prevention  
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\* 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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**C.O.A.S.T** (Continued from pg. 1)

Sarah Tilton, BRITAX Child Safety, discussed managing forces on rear-facing children with newly introduced approaches that are spreading in the field. Examples include anti-rebound bars or handles used as such to reduce forces as, in a frontal crash, the child rebounds toward the vehicle seat back; load legs, which reduce forward motion, especially in frontal crash impacts; and the proliferation of lockoffs, which can be used for secure fit instead of locking safety belts. On the other hand, some safety belt tensioning plates or doors used to snug belts, such as on Goodbaby Cybex Cloud Q, Nuna Rava, and UPPAbaby Mesa, are *not* a replacement for locking the belt. Examples of actual lockoffs are BRITAX ClickTight (but not with a lap-only belt), Chicco KeyFit series, Graco SnugRideSnugLock, Goodbaby Evenflo SAFEMAX RFO. When rear-facing-only seats are used without the base *and* a locking clip is needed, manufacturers will provide it.

Load legs can reduce pressures on children in crashes, but the leg must touch solid vehicle floor. In vehicles with Stow n' Go seats, the floor is not solid so a load leg may not be used. Since in the U.S., load legs may not be used in certification testing, the seat functions to code without the leg in use.

Tilton gave multiple examples but reminded the audience that despite the Technician's competency and familiarity with a particular product, *teaching* and correct modeling are our hallmarks, so always use the instructions to show the steps you will take.

To add to concerns about parental incorrect use of safety seats, Mari Hodges, a member of the Conference team and employee of a retail store with a strong safety seat program, introduced the influence of the Web. Her examples came from [www.carseatexperts.com](http://www.carseatexperts.com), which starts with a photo of a child improperly restrained and then includes among other candidates on the 10 BEST CONVERTIBLE SEATS list, 2 combination seats and a rear-facing-only seat!

Technicians have seen older children forward facing in a rear-facing-only seat at checkups. Other parents move their children forward facing very early because not all combo seats are labeled to be used at age 2 or older. Parents may not realize the seat doesn't offer a rear-facing option, especially should they be influenced by this Web site. Mari also demonstrated the clipboard they use which prompts steps in their checkups and a summary form used as a review with parents. This helps both parent and professional to ensure every step was covered.

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*SafetyBeltSafe* News

March 2017

## New Seats

- The **Chicco** GoFit, a backless booster for kids 40-110 lbs. and at least 4 years old, has a shoulder belt adjuster strap to use, if needed.
- The **Goodbaby** Evenflo Sonus 65 is a convertible for rear-facing kids 5-40, forward facing for kids at least age 2, 22-65 lbs. The 6 harness slots are defined – the top 2 for forward facing only, the bottom 3, for rear facing only, and 1 slot may be used either way. There are 2 sets of loops on the harness ends. The recline stand has 2 rear-facing positions and 2 forward-facing positions. Discontinue use of lower anchors at 50 lbs. Cup holders may only be used forward facing. There are 2 crotch strap slots and an additional configuration for infants under 11 lbs. The **Goodbaby** Evenflo Stratos is the same but adds an adjustable headrest.
- The **Graco** 4Ever Extend2Fit is a beefed-up combination of the 4Ever and Extend2Fit seats introduced in 2016. A convertible/combination seat that covers kids from 4-50 lbs. rear facing, 22-65 lbs. forward facing with the harness, 40-100 lbs. in highback booster mode, and 40-120 lbs. in backless booster mode, it features a no-rethread harness and a lockoff which is used only for forward facing. The harness covers and body support may be used only in rear facing mode but must be used up to 25 lbs. Cup holders must be installed. Stop use of lower anchors at 35 lbs. There are 6 recline positions: 1-4, for rear facing; 5, for forward facing up to 40 lbs.; and 6, for forward facing over 40 lbs.
- **Kiddy USA** has introduced the Cruiser 3, a highback booster for kids 33-120 lbs. The non-removable backrest widens or narrows as the headrest is raised or lowered. The seat has rigid LATCH connectors for positioning and a 5-position leg extension to accommodate growing children.
- The **Muv** Kussen, which came out in 2015, is the **Baby Trend** Inertia. It accommodates kids 5-32 lbs., has a no-rethread, 8-position harness with two sets of loops on the harness ends, and a crotch strap which is adjustable in length, but not position. The base has rigid LATCH connectors, four recline positions, and features energy-absorbing, motion-controlling springs built into the base. The base and child restraint together weigh 27 lbs.

Congratulations to the newly re-elected Board of Directors of SBS USA: President Bonnie Oseas, Secretary Karen Proctor, and Treasurer John Nisbet and their 14 colleagues from CA, CO, IL, LA, OR, TX, and WA.

## Toyota Grant

The Toyota Motor Sales, U.S.A. gift of \$25,000 will fund national assistance through the SBS USA Safe Ride Helpline, offered to families, those seeking tether retrofit anchor installations, and professionals.

Personalized service with follow-up materials enables newly informed family members to share their new learning. The grant supports outreach for Safety Seat Checkup Week in April and allows SBS USA to respond with more checkups and Educator Workshops in CA.

The goal is to mobilize more community-based cps educators. By offering significant outlines and talks to those imbedded in community networks, more correct information can get to the grassroots.

## Technical Notes:

The November Michigan conference, Advances in CPS, convened by Center for Child Injury Prevention Studies, provided reports on diverse aspects of child passenger safety. Brief summaries include:

**More Details on Tether Testing:** Reported by H W Hauschild et al, results in nine crash tests with seats in center locations using flexible lower attachments, some without tethering, showed the dummy's head always hit the side door when the seat was untethered but at 10 degrees so did two of four in tethered seats, although head injury criteria were lower with tethering. The area of the door struck was below the window and above the arm rest, giving an area for potentially improving protection. Similar data have been reported by Kathy Klinich et al. of UMTRI\*. Tethers routed on head rests slipped off in side impacts, leading to more likely head contact. Neck tension was high, which would not be acceptable under European standards.

**Design Issues Related to Misuse:** Julie Bing of Ohio State University presented research on compatibility of 40 boosters and 95 vehicle seating positions in 50 vehicles. The goal was to see how much physical issues between car and seat might contribute to 37% of 4-7 year olds not using boosters, of whom 26% used a belt, 12% no restraint (Li et al., 2016), and the 65% incorrect use figures in the J. O'Neil study (2009) showing belts over armrests (36%), shoulder belt not centered (29%), and belt too loose (25%). Moreover, 57% of non-users reported owning a booster. The OSU study covered 3,800 combinations; besides using measurements for comparison, 72 booster installations were conducted for validation of the predictions. Thus, one ought to be able to look at the rate of accurate prediction and use the data to improve design decisions.

The focus included the comparison of centerlines of the belt area and booster base; width of belt buckle to anchor; height in relation to roof; base length; fit in relation to vehicle head restraints (highbacks only). Next the researchers compared the findings with ISO (International Standards Organization) "envelopes" meant to help designers mitigate fit issues between seats and cars. U.S. boosters are much taller, but the widths are within the window.

The issue of head restraint interference has come up frequently. Predictions are that 71.5% fit, and .6% are too acute so the top of the booster back isn't fitted to the vehicle seat. The bigger issue is the "obtuse" head restraint which means the lower booster back is too far from the vehicle seat back, a predicted issue for 27.9% of those assessed. Those vehicle seats without head restraints (12.6%), or with flat (5.3%), or removable (36.8%) head restraints comprised the ones that fit. That's a possible tip for parents.

Another design issue with increasing importance due to state laws governing rear-facing travel to age 2 is the disparity between the stated weight/height limits and actual fit of children in the age range parents expect to use a particular safety seat. For instance, if a seat is certified to 40 lbs. rear facing, parents would expect it to be suitable for children up to age 2, but if the seat doesn't provide an inch of plastic above the child's head, the seat is too small for rear-facing use. And often children's shoulders exceed harness height forward facing before they come close to the top certified weight. Matthew Reed et al, UMTRI\*, presented the issues and findings in developing "A Statistical Shape Model of Children Age 12-to-36 Months." That assessment was done with two dummies (CRABI-12 and -18), although the latter is not required for certification testing.

CRABI-18 itself, weighing 25 lbs., often didn't fit in seats certified to 30-40 lbs. For some, the shoulder space was too snug. By creating a special seat adjustable for seat pan, back angle, and lateral supports and giving the child an iPad to relax, the researchers photographed the children who wore receptors to indicate specific body locations, then scanned photos, and combined them into a usable online avatar for design use.

Visit [www.humanshape.org](http://www.humanshape.org) to see the avatars and how they can be used.

\* *University of Michigan Transportation Research Institute*

*Remember to check out [www.carseat.org](http://www.carseat.org) for great posters, updates, and other resources related to child passenger safety.*

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# Safety Seat Checkup Day

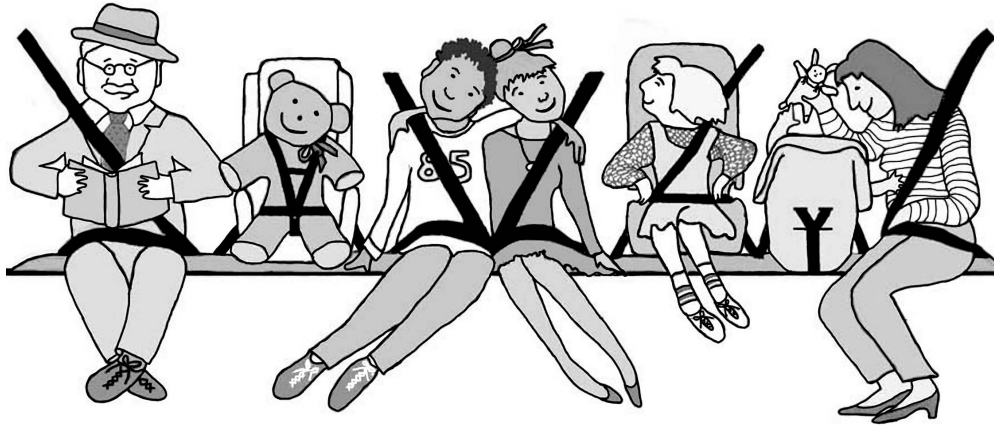
**Saturday, April 8 • 10:00 a.m. to 2:00 p.m.\***

\*For a checkup appointment, call 310/318-5111. If you do not have an appointment, there may be a wait of more than one hour or you may be turned away.

11:30 a.m. Welcome Ceremony and Recognition of Notable Guests

*USC Verdugo Hills Hospital*

1812 Verdugo Blvd, Glendale, CA 91208



Buckling up is a family affair.

Safety Seat Checkup Week April 2 – 8, 2017

***Sponsors: California Office of Traffic Safety, Pomona Police Dept., Toyota Motor Sales, U.S.A., USC Verdugo Hills Hospital***

***Major Supporter: Peace Officers Association of Los Angeles County***

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*SafetyBeltSafe* U.S.A. is the national, non-profit, member-supported organization for child passenger safety.

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