

The Recall You May Not Be Publicizing

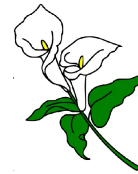
For child passenger safety (CPS) advocates to keep up with all of the auto recalls is overwhelming and, in general, not essential because cars are registered, making it much easier for companies to find their customers. But the Takata air bag recall, at 70 million vehicles, is not only the biggest in the U.S. but incredibly complex, involving products of many auto manufacturers who used Takata as a supplier.

Due to the deaths from the air bags which can generate shrapnel in the cabin and the ubiquity of the risk, SBS USA decided to spread the word with a flyer shared widely with agencies and families. The ongoing story, which includes the deaths of 19 and multiple injured, claimed U.S. victim #12, a man working on a vehicle with this air bag killed in the driveway! Moreover, the *Los Angeles Times*, on 8/17, reported on the lawsuit directed toward the at-fault driver and three companies in the near-fatal injury of 19-year-old Karina Dorado, whose 2002 Honda was struck as she drove from work.

The tale of the Honda is instructive as a warning. The vehicle was sold as salvage to Nevada Pic-a-Part after a crash in which the insurer deemed it totaled. Havana and D&A Bodyworks, which repair damaged vehicles, bought the recalled air bag from Nevada Pic-a-Part, installing the 2001 Honda part and selling the 2002 vehicle without warning the girl's father. The practice of fixing up such vehicles with recalled parts continues, despite the national prohibition on re-using recalled parts. National Highway Traffic Safety Administration (NHTSA) plans to investigate the case.

That this single case is the tip of a potential enormous iceberg is the fact that American Honda has bought back 75,000 air bags in two years to remove them from salvage yards!

Another scary part of this story is that even if the family had checked on the recall history of the 2002 Honda they bought, they might not have learned of the risk because this Honda was a mixture of parts, including the air bag from a 2001 Honda—except that all 2001-2003 Hondas are included in it!



Pioneer Passes Away: Arne Siegel

Arne Siegel, a man of varied interests and community efforts, died June 23rd at age 85, leaving the world much better for his involvement.

His career in automotive safety began early to affect the community through both engineering and inspiration. Creator of early child seat test dummies, the rear-facing safety seat, and boosters, he conducted early tests on school buses, leading to a film, *Broken Bus*, which communicated the importance of improving safety features to protect school children.

Arne conducted tests of all types of crashes, and his suggested vehicle improvements often have become industry standard. Two years ago, he created the **Siegel SBS USA Child Restraint Award for Excellence** to recognize others contributing to the goal.

SafetyBeltSafe U.S.A. was fortunate to have Arne as a member and a presenter at a technical session during which he not only shared history but also focused on current issues. His wise counsel and cheerful mien are missed.

Thank You:

\$600 Brian Lowy, Annual Gift
\$200 Nationwide Children's Hospital

VW Group of America arranged for SBS USA to hold the central exhibit spot at the national American Academy of Pediatrics convention, starring its Audi Q7, September 16-18, in Chicago.

Special thanks to **Barbara Birkenshaw** of VW for enabling this effort in national education. **Vera Fullaway**, CPSTI, SBS USA Board member and Safe Traffic System rep, provided extensive aid in preparing for the event.

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Calendar:

Events Sponsored by CA Office of Traffic Safety (OTS) and Pomona Police Dept.:

TECHNICAL WEBINARS for California Technicians:

10/19: 10 am-11:30 am.
1 Continuing Education Unit.
i0680@hotmail.com

EDUCATOR WORKSHOPS

Supporters: American Honda Motors; Harbor UCLA Medical Center. 8:30 am-5 pm. CEs for Nurses requested; 4 CEUs for CPSTs. Register: 310/318-5111.
9/21: Bell Gardens, CA.
Supporter: Bell Gardens P.D.
10/20: Beach Cities Health District, Redondo Beach. Supporter: Beach Cities Health District

SAFETY SEAT CHECKUPS

9/23: WalMart, Pomona
10 am-2 pm for families;
9 am-3 pm for checkers.
10/21: Highland Park Senior Center
Parking Lot: 9 am-1 pm for families; 8 am-2 pm for checkers.
Chris Auto: Supporter; Special Service: provides mechanical checks for vehicles on-site.
Third Annual Collaboration!

Consumers Union

Jennifer Stockburger and her team at Consumers Union (CU) produced an excellent review of the importance of use of tethers on any forward-facing safety seat. The team stressed benefits and reviewed the basics of use for each type of vehicle, including the pickup truck. *(See the full report at www.carseat.org)*

SBS USA has long considered tether use one of the top five messages to share with families (see flyer#650/s). Since 2008, we have managed the retrofit program for Toyota/Lexus, an exciting chance to help owners in every state but Hawaii obtain the needed anchors with no charge from the dealers.

SBS USA staff also share correct use materials geared to the family requesting the assistance, even checking for safety seat recalls and recommending keeping kids rear facing, even after the anchors are installed.

One big misconception families have is that lower anchor bars can be retrofitted, thus leading them to rush to retrofit when a new baby arrives.

Shocking! WalMart Website

Advocates are asking NHTSA to announce if they are pursuing the companies, such as Blue Sky and Publix Hagen, listed with soft "baby car seats" for all ages, including images of infants sitting forward facing in loose fabric "harnesses."

These images are interspersed with American safety seats which meet FMVSS 213, some of which cost far more than these flimsy-appearing products.

How can WalMart, an American company, advertise these items legally or morally, even if they don't fulfill the orders? SBS USA is calling for advocates to reach out to WalMart to question this behavior.

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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.

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New Product for Head Start Staff

Heidi Heflin, RN, MN, CPSTI, SBS USA Program Consultant, and SBS USA member Ivy Chang, LCSW, CPST, member of the Head Start team through Venice Family Clinic, created a 1-hour Webinar focused on the needs of Head Start staff to have correct basic information on CPS integrated with their Head Start responsibilities. The result showed real gains on the pre- vs. post-test answers, rising from 46% correct to 71%. The project began with collaboration from the California Head Start Association.

The Webinar may be rented from SBS USA for use in Head Start settings @ \$50 for up to 50 staff members, with options to add \$1/person additional for larger agencies. The T/TAS at Western Kentucky University Research Foundation will provide .1 CE for \$25 per staff member requesting the credit. Our program is a national resource which Technicians may publicize.

Kids served by Head Start are in the age group very frequently riding at risk through less-than-ideal seat selection and use.

New Seats

- **Baby Trend** has introduced a Small Infant Insert with all of its rear-facing-only seats as of 6/17. The insert also may be purchased to use with unexpired, earlier rear-facing-only models. For an infant weighing 4 lbs., it is a must but may be used for those 5-8 lbs. Using the insert negates the stated 5-lb. minimum weight. The EZ Loc model with a 22-lb. maximum weight limit, discontinued in 2009, is updated to protect kids 4-30 lbs. It has three sets of harness slots and two sets of harness loops. The choice of which of two recline angles is based on the child's weight. The handle can be in any of 4 locked positions for travel. The crotch strap length is adjustable, but the location is not.

- **Sentry Baby Products** has introduced the Guardimals, indicating the four different animal-patterned covers available for the combination seat, produced by Baby Trend and based on the discontinued EuroSport with some modifications. It accommodates kids 22-50 lbs. in harness mode, 30-100 lbs. in highback booster mode, and 40-100 lbs. in backless booster mode. Safety belt or lower anchor strap routing is dependent on whether or not the tether is being used. There are three sets of harness slots and an adjustable headrest.

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SafetyBeltSafe News

September 2017

Disconcerting News

With the recommendation of CPS advocates, the American Academy of Pediatrics, and NHTSA to keep babies facing rear to age 2, several states passed laws making it enforceable. Then Dorel Juvenile Group announced that they are reversing their decision to require rear facing to age 2 in literature concerning and on their safety seats. Dorel justified their decision based on the inability of their paid expert witness, Jaya Padmanaban, to replicate the 2007 study by B. Henary et al. that purported to show a pronounced protective advantage for children 12-23 months riding rear facing in crashes.

Injury Prevention, which published the Henary study, printed an "Expression of concern," stating that although no paper contradicting the 2007 report has been submitted, the original study authors and their colleagues also were unable to replicate the original findings. Thus, the recommendation is currently in limbo while further investigation proceeds.

Dorel reports that safety seats are very effective in preventing injury. Both the studies, covering 1988-2003 and 1988-2016 respectively, found very low injury rates overall for safety-seated youngsters. The Padmanaban and Justin Stocks-Smith study found .04% with serious injury rear facing and .02%, forward facing. Based on crash testing using a FMVSS 213 test fixture modified to have a quasi-front seat in place, Dorel also suggests that some rear-facing seats may land up against front seats, thus not allowing for adequate "ride-down" in real-world crashes.

In the meantime, it appears that basic recommendations will continue as before without firm requirements concerning Dorel products to keep children rear facing to age 2.

WE Did It! CPS Chosen to Demo Social Change

In 2016, Bridgespan investigators asked Deborah Stewart and Gisela Moriarty, founders, Action for Child Passenger Safety; Denise Donaldson, *Safe Ride News*, and Stephanie Tombrello, founder of the 1970's Child Safety Project of Women for Political & Social Action which led to SBS USA, to trace the history of CPS.

The Bridgespan article, "Audacious Social-Change Initiatives of the Past Century", 9-10/17 *Harvard Business Review**, states, "By 2006, some 98% of U.S. children** traveling by car were restrained in safety seats, reducing their risk of death in an auto accident by 71%," as the key CPS achievement, one of 15 successful social efforts on which they based their paradigm for achieving change.

The 5 steps they devised are building shared understanding of the problem and its ecosystem; setting "winnable milestones" and honing a compelling message; designing methods to work at massive scale; driving, not assuming, demand; and embracing course corrections.

The paper is directed toward philanthropists, but it is a way to extend state laws to cover booster use to age 10 and approach funders for critical support of CPS programs, since a new parent is "born" daily and not involved until then.

For more by Stewart et al.: www.carseat.org.
For summary data, www.bridgespan.org/car-seats.

<https://www.bridgespan.org/audacious-philanthropy-download>

***The statistic cited focused on those under age 1.*