

Why Safety Seat Checkup Week?

Focus on Improving Protection.

Safety Seat Checkup Day was hosted this year at Anaheim Global Medical Center in Orange County, California, where 13 new Child Passenger Safety (cps) Technicians were certified. For the event, SBS USA fielded 27 safety seat checkers from 18 cities in five California counties and Arizona. Civil Air Patrol sent three volunteers, one of whom animated Bucklebear. Families came from 12 area cities with 22 seats to evaluate. With the detailed evaluations provided, incorrect use ranged from one to eight errors per seat. For the teams, satisfaction comes from working with the families to achieve a better outcome.

Counties proclaiming the Week were from Modoc in the north to Imperial in the south. From Orange and Los Angeles Counties, 17 cities joined in. Thank you to sponsors California Office of Traffic Safety, Pomona Police Department, and Toyota Motor North America, to major supporters Anaheim Global Medical Center and Peace Officers Association of Los Angeles County, and for posters, Lithographix.

This year, we had a checker who survived a very serious car crash buckled up. During Checkup Week, we promote using the protective tools of belts, safety seats, and helmets to the max and welcome shared stories of how effective they can be. A paper from 2003, by C. Sherwood, S. Ferguson and J. Crandell, "*Factors Leading to Crash Fatalities to Children in Child Restraints*,"* has valuable points to share today, despite the differences in the restraint systems in use in 2000.

Of 769 traffic fatalities of kids under 6 in 2001, only 37% were in safety seats. The authors reviewed police reports and found that, even in 2000, only 15% rode in front, but child restraint use after age 4 was much rarer. Of note, for these child deaths, a third involved a large vehicle like a tractor-trailer and 21%, a SUV, pickup, or large van in contrast with those children not in child restraints in which only 15% and 21% respectively were in such collisions, implying that it took a much harder strike to sustain fatal injury for safety seat users.

Overall, nearly half were considered unsurvivable crashes but of those, 45% of side or frontal impacts, 82% of rear impacts, and 12% of rollovers were in this category. Clearly the rear impacts that lead to child fatalities are massive (9 of 11 in this sample), not typical rear end crashes. The most common type, side impact, was linked to nearly half the fatalities.

It is instructive to review the conclusions of these authors in 2003: 1) the hope that widespread use of LATCH would reduce misuse; 2) longer periods of rear-facing travel would offer more protection; 3) re-evaluation of FMVSS 213 by adding a side-impact component and looking at head excursion distances; 4) seeking ways to reduce head injury, beyond larger head wings, given the significant number of side impacts which include a frontal component. Indeed, vehicle improvements to shield occupants in side impacts were noted specifically. Some of the goals noted have been achieved but others still await definitive action. Manufacturers do not always wait for rules to become final but go forward with improvements in both vehicles and safety restraints. We can hope that regulations will catch up to ensure that all of us are afforded the best protection.

**Annual Proceedings of Association for Advancement of Automotive Medicine, vol. 47*

Recent Recalls:

Call **Harmony Juvenile** at 877/306-1001 for next steps for the Big Boost Deluxe, made 11/1/15-6/24/17. Tests showed excessive chest forces which could affect a child in a crash.

Volkswagen 2018 Atlas SUVs with second-row bench seats (built 11/17/16-6/5/18) lack a warning to avoid installing safety seats with rigid lower connectors *or* bases wider than 12.6 inches in the center location because of damage to or potential release of the center or adjacent side safety belt buckle. Dealers will inspect and possibly replace such buckles and give an owner's manual supplement on child passenger safety.

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Coming soon: SBS USA members:

It's time to elect the Board of Directors for 2019-2021.

Send nominations to President Bonnie Oseas, camposeas@cox.net.

Special Recognition

SBS USA announces two 2018 Siegel *SafetyBeltSafe* U.S.A. Child Restraint Awards for Excellence. A posthumous award to **Emilie Crown**, CPSTI, Emergency RN, of Maryland recognizes her extraordinary work in generating new CPSTs through her teaching and serving the public with her never-ending safety seat checkups and telephone counseling. Her family shared their appreciation for the well-deserved recognition.

John Nisbet, SBS USA

Treasurer, retired Los Angeles Police Officer, and tireless CPST Instructor, made his mark as a law enforcement officer with a very active cps presence, recognized nationally in 2004 as Outstanding Volunteer for SAFE KIDS Buckle-Up Program. He not only taught but also visited LAPD stations to check on the safety seats on hand for transport. His Hawaiian shirts graced many a checkup as did his calm approach to any situation. Child passenger safety also brought him romance---his wife Lita!

Thank you, Honda!

A \$20,000 program grant from American Honda Motors lends support to SBS USA efforts to alert the public and professionals about the need for adults to intervene when a child is in danger of riding with an impaired driver.

Data show that the majority of children dying in DUI crashes are riding with the DUI driver. Children cannot say no when told by an adult to get in a car. But any adult who sees that a child is about to be put at risk can intervene.

In Los Angeles County, a markedly inebriated father left an event with a two-year-old in tow. After the man was arrested sans child, volunteers searched the city, finally locating him, forgotten but alive, in his safety seat in an underground parking lot.

Grown children remember anxiety-laden rides with an intoxicated parent, and research shows that teens will get in a car with an impaired driver. This dangerous pattern is another area to explore.

Calendar

*7/31/18: Heatstroke Day:

Publicize the risk and how to prevent child deaths in hot cars.

TECHNICAL WEBINAR

for California CPS Technicians:

*8/2: 10 am-11:30 am.

1 Continuing Education Unit.

i0680@hotmail.com

CONFERENCE

Kidz in Motion National Conference.
Broomfield, CO.

*8/28-29: Pre-Conference

*8/30-9/1: Conference
Visit SBS USA exhibit and
presentations.

Register: <http://kidzinmotion.org>

Seat Check Saturday

*9/29: Location TBA. 10 am-2 pm.
Call 310/318-5111 for information.

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Babies' First Safety Seat

SBS USA has long considered focus on pregnant couples critical, given reported rates of fetal death in car crashes as five times that of babies under a year. Many women report never receiving counseling about how to wear their belts. Now research* by B. S. Acar, A.M. Edwards and M. Aldah has been published. An international study, the team used pictographs of various ways to wear belts and sent the questionnaires featuring the drawings to online pregnancy forums in English, Spanish, Turkish, Italian, and French. Women from 75 countries responded.

The 1931 responses showed correct, clear education is critical. Although 92% stated they buckled up, very few picked both correct pictographs. Data were divided by Europe (EU); North America; other countries (which ranged widely in health resources). Overall, claimed belt use ranged from 94.8% in EU to 83.3% in "other countries." Of interest was that based on their choices among the pictures of shoulder and lap belt positioning, women were more likely to place the shoulder belt correctly between breasts and on shoulder than to get the lap belt on the hips under the abdomen: 40.8% vs.13.2%

but only 4.3% wore both correctly simultaneously. (The figures for No. America were 43.8% & 11.7% but only 3.5% got both correct.) The authors recommended being very specific about where each part of the belt should be; of the errors, placing the lap belt on the abdomen was most reported. In "other countries," lack of use (17.1%) entirely raises major concern. One interesting aspect reported is that in Japan, in 2003, pregnant women were legally exempt from belt-wearing!

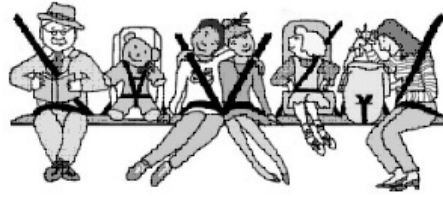
SBS USA created "Protect Your Baby Now...And Later" in English and Spanish to focus attention on this aspect of risk avoidance. Although between 35%**-48%*** stated they could get input from various sources about correct belt use, the findings indicate that they are not absorbing accurate enough information to wear their belts correctly or at all.

* *Safety, 2018,4,1, "Correct Use of 3-Point Restraint in Pregnancy."*

** "Other Countries"

***North America

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SafetyBeltSafe News

July 2018

New Seats:

Britax introduced the B Safe Ultra, a rear-facing-only (RFO), no-rethread-harness-equipped seat with base for 4-35 lb. kids with the same features, such as a lock-off on the base, dual recline indicators, an adjustable crotch strap, and central strap on the base to tighten the lower connectors, as the B Safe Elite. The new feature on the B Safe Ultra is the European belt routing guide for use when installing without the base.

Goodbaby International released new seats under three of its brands. The Cybex Sirona M convertible protects kids 5-40 lbs. rear facing, 22-65 lbs. forward facing, featuring a no-rethread harness with a 12-position headrest, three sets of hip strap slots, three crotch strap slots, linear side-impact protection, and a Sensor Safe chest clip which can warn that baby is in back.

The Asana 35 DLX/LTE RFO supports kids 4-35 lbs. The base features a lock-off and 4 recline positions; the DLX version adds a load leg.

Evenflo issued the EveryStage DLX, a convertible/combo seat for kids 4-50 lbs. rear facing, 22-65 lbs. forward facing, 40-120 lbs. as a booster, expiring in 10 years. It features a 10-position, no-rethread harness, newly designed ratcheting lower connectors, and a special built-in interior angle system for infants. The updated Evenflo combination seat, Maestro Sport, has a red-highlighted, slimmer tether adjuster housing, a harness rated for at least 2 years, 22-50 lbs.; booster mode is available for 40-110 lb. kids 4 years and older, for whom the shoulder belt is routed under the headrest unless it would be below shoulder level when it can be routed over the headrest.

The four new **Graco** models include the TurboBooster TakeAlong for kids 40-100 lbs. used with or without a back. The seat bottom folds up for easy transport outside the car; the back can be easily attached to the base upside down for carrying; and the backless version has its own carrying bag.

The Sequence 65, a convertible seat for kids 4-40 lbs. rear facing, 22-65 lbs. forward facing, has a no-rethread harness, a 10-position headrest, and 6 recline angles.

The third new model is the Recline N' Ride convertible/combo seat with a 10-year life for rear-facing kids 5-40 lbs., forward facing, 22-65 lbs., and for those 40-100 lbs. and 4 years or more, as a booster. Features include a 10-level no-rethread harness; lock-offs for rear- and forward-facing use; and two ways to adjust recline: a flip foot in the base and four interior adjustments. Cupholders must be installed; head and body supports are for rear-facing mode only. Lower connectors cannot be used for rear-facing kids past 35 lbs., for those forward facing, past 40 lbs.

Seat #4 is the City View, branded Baby Jogger, a convertible/combo seat for rear-facing use 5-40 lbs., 22-65 lbs. in harness forward facing, and for those at least 4 years old, 40-100 lbs., booster mode. The anti-rebound bar is used rear facing; the four recline positions include two for rear facing, one for forward facing with harness, and the 4th for booster mode. The covers on the no-rethread harness, adjustable to 10 positions, are removed at 40 lbs.; discontinue lower connector use at 45 lbs.