

New Testing Results from Consumers Union

Consumers Union (CU) developed a new crash-test regimen for safety seats sold in the U.S. to subject products to a 35-mph crash test, about 40% more severe than FMVSS 213, and on a rear-seat bench more similar to current vehicle seats and with a blocker representing a vehicle front seat. After testing other types of safety seats, they moved on to forward-facing-only combination seats with harnesses which may be removed to create boosters.

According to CU policy, when they found four models that reached the BASIC level of performance only, i.e. meeting FMVSS 213 requirements, they released their findings in advance of completing testing for the entire category of seats, due to damage to the seat structure when tested with the 6-year-old, heavier 6-year-old or 10-year-old dummy. For the Britax Frontier Click-Tight (90 lbs. with harness) with a 78-lb. dummy, the harness support hardware above the dummy's shoulders broke, allowing the harness to "pull through" the seat, loosening the harness on the dummy. In two tests of Britax Pioneer with the 62-lb. dummy, the structure supporting the headrest and harness broke without the harness coming through; tests with the 52-lb. dummy for each model showed similar outcomes. No issues were revealed in the 35-lb. dummy tests.

For the Dorel Cosco Finale, certified with harness to 65 lbs., the tether attachment structure near the seat base broke, allowing the strap to lengthen, putting the dummy closer to the front blocker, and resulting in sharp pieces adjacent to the dummy. This occurred twice with the 52-lb. dummy, once with the 62-lb. dummy. With the 35-lb. dummy, stress without breakage was seen. In crashes, there is often a secondary impact; it is possible that further stress would cause the product to break. The Harmony Defender 360, also certified to 65 lbs. with harness in use, had no issue with the 35-lb. dummy but in 1 of 2 tests with the 52-lb. dummy and both tests with the 62-lb. dummy, structures broke at shoulder level, allowing the harness to pull through.

Since the seats meet FMVSS 213, CU is not recommending removing a child from a seat unless another appropriate one is available. Their findings are specific to higher-weight dummies. For some children more than 40 lbs., a move to booster mode can be considered IF the safety belt fits on the shoulder and tops of the thighs *and* the child can manage the belt correctly. Otherwise, CU suggests a different seat with a 5-point harness might offer better protection. The rest of the combination product group is a work-in-progress. For a visual summary, see <https://www.consumerreports.org/toddler-booster-seats/child-car-seats-from-britax-cosco-harmony-break-in-consumer-reports-tests>.

Good News!

Toyota Motor North America extended the partnership with SBS USA to provide tether anchor retrofits in pre-2001 Toyota/Lexus vehicles in all states but Hawaii on receipt of a verifying certificate that the vehicle can be upgraded.

The application is at www.carseat.org and can be e-mailed or mailed.

Thank You

\$500

Karen Proctor
William Tully, MD

\$200

Jacksonville Beach Fire Dept.
Becky Thams

SafetyBeltSafe U.S.A.

Office:

514 N. Prospect Ave., L-6,
Redondo Beach, CA 90277
(310) 318-5111 (also FAX)
(800)745-SAFE
(800)747-SANO

URL: www.carseat.org

Mail:

Box 553

Altadena, CA 91003

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Special Thanks

SafetyBeltSafe U.S.A. has called upon **Robin Levander**, a communications professional, for advice in designing brochures for specialized situations.

In 2011, Robin guided production of "In your hands...our children's safety." This year, she created a brochure to invite social workers to gain information to ensure they transport child clients properly and have access to SBS USA resources for the most up-to-date information to share with parents.

The brochure alerts them to the need for intervention to protect children who are in homes with impaired drivers, a risk not all professionals recognize, especially if they do not have a traffic safety background.

If your program would like to share this brochure in your area, e-mail stombrello@carseat.org.

It's Awards Season!

SBS USA participates in exhibits throughout Southern California since an important part of our mandate is to engage families on every level of service, from our Safe Ride Helpline calls to calling for improved laws and regulations.

One ongoing partnership, since its inception, is with **Los Angeles County Parks After Dark**, a campaign to bring family-friendly events into the parks throughout the diverse region. Each summer there are too many to attend every one so we try to appear in each sector of the County. The multi-faceted program recently received the National Recreation and Park Association (NRPA) "Best in Innovation" Award.

We congratulate our colleagues for having improved societal and health outcomes through devising and coordinating the efforts of multiple agencies to benefit the many they serve.

The Siegel *SafetyBeltSafe* U.S.A. Child Restraint Award for Excellence was conferred on **Monica Quisgard**, named a CPS Super Hero by her colleagues in Connecticut where she is based at Yale New Haven Hospital. Her thoughtful approach to educating all, from family member to experienced Technician, was cited along with her 24/7 availability and her excellent management of the Buckle Up for Life program based at the hospital.

For her grace as an educator and significant impact since she became a Technician and then Instructor in 2012, Monica was recognized! Congratulations!

You can help SafetyBeltSafe U.S.A. save children's lives with your membership or donation.

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New Seats:

Britax introduced the Midpoint, a highback-only booster seat for kids 40-120 lbs. The seat features lower connectors for positioning, a 10-position headrest, and a 10-year expiration.

The new line of **Diono** seats features some models that are available now, and others, available for pre-order. The series includes convertible/combination seats, Radian 3r, Radian rX, Radian 3rXT, and Rainier 2aXT, and convertible Rainier 2a. All seats feature a 10-year expiration, expandable side wings, lower anchor limits of 35 lbs. rear facing and 40 lbs. forward facing, use of the Safe Stop, and, in rear-facing mode, require at least 1.5-inches of seat shell above the top of the child’s head. Use with Ford inflatable safety belts is permitted. All can be tethered rear facing if the vehicle manufacturer allows it.

The Shuttle Plus from **Peg Perego** is for kids at least 4 years old and 40-120 lbs. in highback mode and in backless mode only by kids at least age 5. The width and height of the backrest can be adjusted to three positions, and the headrest is adjustable to five positions. The seat features rigid lower anchor connectors and expires after 12 years.

Intervention Needed!

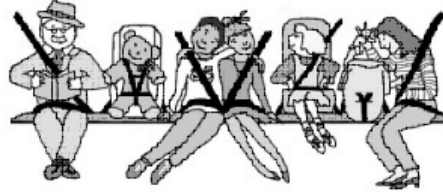
Los Angeles Times carried a troubling report of an actor who was out on bail, which included very strict treatment conditions due to DUI and child endangerment charges for having his 2-year-old son sitting in his lap while he drove erratically on October 3rd. He hit a parked car and could not comply with field sobriety tests and had a blood-alcohol level 3 times higher than is legal. The child was taken home by his mother. This case did not end with a child fatality but it demonstrates the ongoing issue of impaired adults driving with children who cannot say, “I won’t get in the car.”

Older children in such circumstances tell law enforcement officers that a parent who drives impaired “often” commits the same errors for which he or she has been stopped. And finally, sadly, there are the children who cannot know what happened as they are the ones in 71% of such crashes in which the child dies, but the impaired driver lives.

Like this youngster, the more impaired the driver, the less likely is the child to be buckled up. Please consider sharing this information with professionals and the community.

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Give thanks for child passenger safety efforts! Renew your membership today.

SafetyBeltSafe News

November 2018

The California Project for 2018-2019

Thanks to California Office of Traffic Safety and Pomona Police Department, SBS USA will be providing statewide cps services through Technical Webinars, the Safe Ride Helpline in English and Spanish, and continuing to engage elementary schools in Pomona in learning and teaching the 5-Step Test so families do not give up booster use too soon.

This year, a special focus on the children who are at risk of riding with impaired drivers will include inviting ideas for getting the message not only to professionals who work with families with this risk but also letting the public know that they, too, may have a role in protecting these kids.

The Pasadena experience of an inebriated dad, post-wedding celebration, forgetting his buckled-up child in an underground lot, and requiring volunteers to scour the city, looking for him, reminds us that wedding guests saw them leave the event together. Just as “Friends Don’t Let Friends Drive Drunk” became a mantra, perhaps we can elicit an evocative message with input from our readers! Working to establish social norms is an ongoing aspect of cps. Roll call visits to law enforcement in Southern California, distribution of the free Citation Reminder Card to any department statewide on request, and ongoing collaboration with our public safety colleagues in setting up Educator Workshops and Technician Trainings will continue as we provide a variety of safety seat checkups for the public.

Let us know if we might assist you!

Quick Research Update:

From the *Journal of Pediatric Orthopaedics* comes a report by Sean Caskey, D.O. et al.,* “The Effect of Booster Seat Use on Pediatric Injuries in Motor Vehicle Frontal Crashes,” in which reports on three groups of tow-away crash-involved kids, ages 5-12, were examined to see if and how they were injured.

The cases involved children who were unrestrained; buckled in with lap/shoulder belt; or using a booster and captured in the NASS-CDS** database between 2008 and 2015, excluding rollovers.

In examining the data, features of vehicles, grouped in three 5-year spans, closing crash forces, and restraint use were controlled to see if any patterns of injury levels could be discerned. The findings show injury frequency was much lower for restrained vs. unrestrained children.

In this study, the injury frequency for belt-only restrained children was five times higher than for booster users and 19 times higher for unrestrained than booster users. Both unrestrained and booster users were more likely to have head injury *only* and suffered from the back of the front seat while belt-only users suffered chest and abdominal injuries from the belt webbing as well.

Booster users did not suffer fractures of the extremities, but the others did, especially in higher speed crashes, in cars made before 2010, and affecting children older than age 8. Reviewing the overall findings, the authors recommend physicians encourage booster use longer, up to age 12, to reduce injuries.

*Caskey, Hammond, Peck, Sardelli and Atkinson, 2018.

**National Automotive Sampling

System-Crashworthiness Data System

Federal Regulations on Hold

Barbara Birkenshaw of Volkswagen Group of America often uses her slot at Kidz in Motion Conference to talk about regulatory issues in child passenger safety (cps) instead of advertising company vehicles. This year, she gave a roundup of cps regulations that are in process but seem to be on hold.

Her initial introduction was to the color-coding communicating progress on regulatory action: green - it is on schedule; black - it hasn't been scheduled; yellow - it isn't likely to meet the mandated schedule; red - it is behind schedule, and thus, a reason for delay must be provided.

Many current cps-related regulatory mandates stem from MAP-21, a law passed in 2012. The idea for side-impact testing has been under consideration for many years. Its importance is clear; indeed, safety seat manufacturers choose to do such tests, using a variety of approaches, and vehicle manufacturers went forward with adding side air bags, again without regulatory requirements. However, National Highway Traffic Safety Administration (NHTSA) did develop a test bench, chose the Q3s dummy, and were on track to complete the regulatory process in 2017; today, 2019 is the soonest it could be completed.

Under MAP-21 (referring to 21st century), FMVSS 225 requires easier use of lower anchors. The Final Rule was due by October, 2015, but the rule has stalled, and no reason has been given.

The crash-test bench mandated under FMVSS 213 is far from an accurate example of the vehicle seats of today since it was created for the 1981 introduction of a crash-test component for safety seats. Improvements have been under discussion, and the determination was due in October, 2016. Delay is explained by "more coordination needed." The process might start officially in 2019.

Reminder sounds when front safety belts are not fastened have been part of vehicle equipment for many years. However, research indicates that passengers in the back seat fail to buckle up, especially in states without legal requirements to do so. Those aware of the dynamics of crashes know that unbuckled passengers can become major missiles, striking others as well as themselves, as they hurtle across the vehicle. In MAP-21, requiring the warning sounds for both front and back seat occupants as a part of FMVSS

208 was included as well as arriving in petition form from both Public Citizen and Advocates for Highway and Auto Safety. The action, due to be completed in 2015, might be published for public comment in May 2019! Researchers also encourage other improvements for rear seats, as has developed in the front, but there seems to be little impetus to add even rear-seat buckle-up reminders.

Another "hot area" in vehicle research, meant ultimately to reduce crashes, is known as v2v or vehicle-to-vehicle communication, a subject covered at Lifesavers and thus in a past issue of SBS News. The concept is to use short-range radio communication between vehicles on speed, direction, braking so that, e.g., intersection collisions would be much reduced. Introduced at NHTSA in July, 2014, it has languished.

An area in which manufacturers' progress pushed Congressional consideration, with a public comment period opening 12/31/18, is for NHTSA research on how to manage on-road testing of driverless vehicles. The goal is to reduce injuries by removing human error, a major element in crashes.

However, President Trump signed an Executive Order requiring two regulations be removed for each new one added. This puts cps advocates in a very difficult bind. What would we want to give up?

To keep up-to-date on regulatory progress in cps, go to <https://www.transportation.gov/regulations/report-on-significant-rulemakings> and scroll down to NHTSA to look for cps-related issues.

Device for Grandparents

Becca Davison, MBA, a working mother, enjoyed having her mother, Barbara Heilman, provide child care for her little girl. Barbara soon realized that she had trouble unbuckling her grandchild and tended to avoid car trips. It was Barbara's arthritis of the thumb.

Being a professional used to adaptive efforts on behalf of clients with hand issues, she set out to create a tool for herself. Once it was working, Becca saw that there would be others in need.

UnbuckleMe also is useful for persons with long fingernails and for children 4 years old or older who need to get out of a harness in a carpool or valet line. In all cases, Becca and Barbara advise adults to keep the tool away from kids when it is not to be in immediate use.

Go to www.unbuckleme.com for more information.

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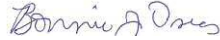
SafetyBeltSafe U.S.A.

514 North Prospect Avenue, L-6, Redondo Beach, CA 90277

Mailing address: P. O. Box 553, Altadena, CA 91003 www.carseat.org

(800) 745-SAFE 310/318-5111 Spanish: (800) 747-SANO

To Our Readers and Members



From Bonnie Oseas, President, Board of Directors

Whether new or longstanding, our members are the core of our campaigns to engage the public and professionals in the latest recommendations for protecting children on the road. If you are a reader who has not become a member, we invite you to join us, both to gain special support and to contribute to the cause we represent: the safety of children and their families in transit.

Thanks to support from California Office of Traffic Safety through Pomona Police Department, we are able to offer a suite of services to those in California, such as our Technical Webinars and Southern California-based trainings, checkups, and exhibits. New in 2018 is our connection to CPS Malaysia, a chance to learn and share as devoted volunteers campaign to protect their national resource—children—while the country is in early days in terms of regulations and laws.

Be sure to take advantage of our Continuing Education Units if you are a Child Passenger Safety Technician by reading *SafetyBeltSafe News* and/or taking a quiz on the Manufacturers' Instructions with Summaries, either online or from the DVD, or tuning in to the Technical Webinars. Check out the benefits at each level of membership and encourage friends and colleagues to consider joining as well. It is a way to increase our ability to change outdated laws, such as using age 8 for legally giving up boosters, and to share current research findings, such as the startling paper indicating only 3.5% of North American pregnant women wear both parts of their safety belts correctly!

The little "chart" below shows your benefits:

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Instructions with Summaries

Hospital/Agency: Add *SafetyBeltSafe News* to 4 more colleagues and 100 brochures

Corporate and above: All of the above plus understanding that your support is crucial to supporting our programs and office.

Take a look at our resources for program development. Be aware that we only develop items that we find useful for our projects. Whether it is our collection of laminated posters for teaching, access to the video in English or Spanish, *Don't Risk Your Child's Life IX*, at a special price, or bookmarks to use in outreach to school children, the tools can help your projects while supporting the Safe Ride Helpline. Again, we thank you for your efforts and support.

The national non-profit organization dedicated to child passenger safety since 1980