

Expanding Our Scope

Although traffic safety advocates care about saving lives in myriad ways, the areas of child passenger safety (CPS) and impaired driving tend to be siloed. With many technical issues to consider, CPS Technicians often are unaware of the social issues that impact children's safety in the car. SBS USA addresses the need to engage those in the impaired driving arena in considering that the majority of children dying in impaired-driving crashes are *with* the impaired driver. The Strategic Highway Safety Plan, Alcohol and Drug Impairment Challenge Area Committee for California is receptive to investigating this issue and introducing the SBS USA flyer, "Under the Radar,"* to those in the field.

For Technicians, who have the chance to share this information with colleagues in child health, social services, law enforcement, etc., SBS USA wants to add new data impacting children. In October, 2018, Insurance Institute for Highway Safety (IIHS) presented a synopsis of a Washington-state-based, National Highway Traffic Safety Administration (NHTSA)-and-IIHS-funded study of weekend drivers queried voluntarily Friday afternoon and evening and Saturday night four times over a year. The drivers were asked for bodily fluid samples to test for cannabis and alcohol, just before and after the July 2014, legalization of cannabis use in the state. More cannabis was detected in drivers after legalization with the uptick mostly due to increases among Friday afternoon participants.

The study† aimed to compare the subset of participants driving with children under age 15 on attitudes about and usage of both alcohol and drugs. In this sample, alcohol usage was not seen; however, there was an increase in cannabis presence after legalization. Since at that time there was no substance test to measure impairment by cannabis levels, those found with cannabis in the system and a child/ren in the car were not necessarily driving impaired. Of the 2,056 drivers queried, 9% had a child along and of those, 14% tested positive for marijuana.

However, of those who were queried, the vast majority perceived marijuana use to be "very likely" to have a negative effect on driving, with a stronger level of assertion from those actually driving with a child on board. In fact, 62% of those with a child along vs. 50% of those with no child, considered cannabis a risk on the road. However, of those with this belief, 9% with a child along tested positive for marijuana vs. 14% with no kids aboard. Of those who did **not** perceive cannabis use as a risk for impaired driving and had a child in the vehicle, 41% tested positive as compared with 29% who had no child aboard, a difference but not statistically significant. On the plus side, this study did not find alcohol-impaired drivers with kids in the car! As states confront increased cannabis usage under legalization, it will be critical to continue research on the effects on childhood risks.

Continued on pg. 4

* Available on request or at www.carseat.org

† Use of Alcohol and Cannabis among Adults Driving Children in Washington State" by E Romano, T Kelley-Baker, S. Hoff, A. Eichelberger and A Ramirez: visit statusreport@iihs.org

Welcome!

Welcome to the *SafetyBeltSafe* U.S.A. Board of Directors for 2019-2020 hailing from 11 states.

SBS USA is happy to welcome back returning Officers:

President Bonnie Oseas
Secretary Karen Proctor, and
Treasurer John Nisbet
along with 13 returning Board members.

Along with "old friends," we welcome new Board members Ivy Chang, Deborah Kagei, and David Myers from California; Monica Quisgard from Connecticut; and Casey Hill from New Hampshire.

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Calendar

TRAINING & CHECKUP OPPORTUNITIES

Register at 310/318 5111 or
i0680@hotmail.com

Sponsors: California Office of
Traffic Safety/Pomona Police
Department

EDUCATOR WORKSHOP

1/23/19, 8:15 am-5 pm:
Inland Empire United Way
Rancho Cucamonga, California
Nursing CEs available from
AWOHHN; 4 Continuing Ed. Units
for CPS Technicians
Supporters: Inland Empire United
Way, American Honda Motor Co.

NATIONAL TECHNICIAN CERTIFICATION COURSE

2/4-7, 8 am-5 pm daily
\$95 fee to SAFE KIDS
Zamperini Field, Torrance, CA
24 Nursing CEs available from
Torrance Memorial Medical Center
Supporter: Torrance Fire Dept.
Register: www.safekids.org

SAFETY SEAT CHECKUPS

10 am-2 pm for families,
9 am-3 pm for checkers
1/26/19, Inland Empire United
Way, Rancho Cucamonga, CA
2/7/19, Zamperini Field, Torrance
Register: 310/318-5111 or, for
checkers, i0680@hotmail.com
Supporters: Inland Empire United
Way and Torrance Fire Dept.

Calendar, continued:

TECHNICAL WEBINAR FOR CALIFORNIA TECHNICIANS

2/14: 10 am-11:30 am.
Watch for pre-registration e-mail.
Only 100 spots available.

CONFERENCE:

3/31 - 4/2: Lifesavers Conference
2019, Louisville, KY. Conference
registration to 1/25: \$350
www.lifesaversconference.org
SBS USA will be represented on a
panel and with an exhibit.

Thank You

Thank you to all our members,
with special note of:
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Inflatable Safety Belts and Rear-Facing-Only Safety Seats:

In 2011, Ford Motor Company shared news with SBS USA of a new safety belt system, the inflatable safety belt for the rear seat of the Ford Explorer, and reported they had tested the new technology successfully with child safety seats. Nevertheless, and understandably, each safety seat manufacturer wanted to see test data with their own designs, and therefore, usage positions concerning inflatable belts have been part of the SBS USA instruction summaries and reports of new seats ever since.

Although that will continue, a Ford Motor Company paper,* published in the *Journal of the Society of Automotive Engineers International*, 7/17, is a detailed accounting of parallel testing of 13 unique rear-facing-only safety seats from at least eight manufacturers, with both the inflatable safety belt and a standard version, done with representatives of the companies on site.

The article details various components of the study. In summary, the inflatable safety belt did not disrupt performance. Even with seats with a lock-off either on the side or center of the base which broke in the crash test, no disruption of performance was found.

Head Injury Criterion readings were reduced with the inflatable belt; because of the configuration of the inflatable belt, the head of the dummy tends to move more laterally than longitudinally to positive effect.

Inflation did not affect attachment of the carrier to the base. The thickness of the inflatable belt rendered use of most lock-offs impossible; however, since the lap portion of the belt is lockable, they were unneeded and if the belt was sent through the lock-off and cracked it, this didn't affect performance of the safety seat. For tests of the carrier without the base, the main finding was that the inflatable belt did not work with the European (shoulder portion around the back of the carrier) belt routing, a factor that occurs with some other shoulder-lap belt systems as well.

The study does not negate checking with safety seat manufacturers about their instructions for each model; however, it shows changes in equipment to improve protection for those not in safety seats do not have to compromise protection of safety-seat-using kids.

* *An Assessment of Inflatable Seatbelt Interaction and Compatibility with Rear-Facing-Only Child Restraint Systems* by Kevin Pline et al.

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SafetyBeltSafe News

January 2019

... Expanding Our Scope, continued

The Advances in Child Injury Prevention Conference, May, 2018, provided an opportunity to consider new studies under the CChips* program. The study of issues confronted in oblique side impacts on forward-facing children in safety seats, § presented by lead author Hans Hauschild, looked at a common risk and especially the consequences for near-side victims with a 10% off-lateral impact.

Mitigation by safety seat manufacturers includes larger side wings and energy absorbing structures. Previous research used a 3-year-old dummy on a sled and studied effects of wings on dummy head kinematics when in the center or far-side locations. Due to the frontal component, the dummy's head rolls out of the wings.

Prior studies of the effect of tether location, Brown et al., 1997 and Klinich et al., 2005, identified tether anchoring locations as affecting head excursion and were dubious about its effect on near-side kids, closer to the intrusion.

* *Center for Child Injury Prevention Studies*

§ *Protection of children in forward-facing child restraint systems in oblique side impact sled tests: intrusion and tether effects" by H Hauschild, J Humm, N Yoganan et al.*

Hauschild et al. focused on actual lateral impact angles and tether use. Using an instrumented Q3s dummy in a single seat with large side wings in the center of a small SUV bench seat with an armrest and door to intrude, the team tested with flexible lower connector attachment and two different angles of impact with and without tether use.

This research reinforces the importance of tethering, as it confirmed findings that in frontal oblique crashes, the dummy's head comes out of side wings. Without tethering, all tests showed both head contact with the door from the center location and high HIC (head injury criterion) values. The tether is critical to keeping HIC values down.

Head contact location indicates that either padding or inflatable protection is needed on the door sill above the armrest. All tests showed neck tension too high for a good rating under European test standards. The take-home for Technicians: tether use is critical; for manufacturers: need for collaboration between safety seat and vehicle manufacturers to reduce HIC values.

New Seats:

Britax introduced the DualFit, a combination seat for kids 25-65 lbs. and at least 2 years old in harness mode and 40-100 lbs. in booster mode. The harness has 8 positions, but the seat lacks a lock-off. Lower anchors must be replaced by belt attachment at 45 lbs., but, in booster mode, both lower anchor and tether use are encouraged for positioning only. The backrest is not removable. This seat expires after nine years.

Dorel introduced the Maxi-Cosi Mico Max Plus, a rear-facing-only seat for children 4-30 lbs. The harness is manually adjusted. There are four sets of harness slots and two sets of loops on the harness ends. The crotch strap is adjustable in both position and length. The seat features a load leg and a lock-off on the detachable base. The carry handle must be upright for vehicle travel. The body pillow must be used for a 4-to-5 lb. infant. This seat expires after 8 years.