

Children with Special Transportation Needs

A new paper*, by Drs. J. O'Neil and B. Hoffman, in *Pediatrics*, May 2019, reiterates American Academy of Pediatrics positions on how to best help families who need to transport children with either long-term or short-term special needs. With the widening range of child weights covered by current conventional safety seats, many youngsters will spend years without needing to move to medically focused products. Seats can be found that start at 3 lbs.; others are rated to 50 lbs. rear facing; and yet others are allowed to be used to 80-90 lbs. forward facing. Some seats in forward-facing mode may be used semi-reclined, if necessary, although taking crash forces evenly on shoulders and hips is preferred. Some manufacturers no longer permit crotch rolls to help kids from sliding forward, but others permit it.

The paper describes the importance of following manufacturers' instructions, a constant refrain, to see how the medically-focused seats can be adjusted to help with diverse child needs. Pommels and abductors might be available. The Jefferson by Merritt Manufacturing is a seat especially geared to the needs of youngsters with an omphalocele. For youngsters who have behavioral issues that are not yet contained, a back-closing harness with a special tethering approach might do the trick. Car beds for preemies with breathing issues may make early days of travel much safer. The cost of the bed vs. more days in hospital because the infant cannot ride semi-reclined can be weighed to help develop the best approach.

Recent parent calls to SBS USA have highlighted a major problem. Although the range of products is broad, for parents dealing with a sudden need, such as occurs after an injury, it is essential for the medical setting to have a plan to provide access to the correct product. For instance, in Los Angeles County, three different parents approached us to share their experiences. In none of the situations was the appropriate product available so the children rode home at risk. When a child needs a spica cast, it is almost certain that the youngster will not fit into his or her safety seat. The torso may be rigidly attached to the thigh or the leg or legs may stick out toward the sides of the safety seat, not allowing the child to sit within a typical seat. There are products designed for these casting situations, but unless there is an emergency source, the child will not go home legally—and safely--buckled up. How does your local hospital approach this? Some use an ambulance; however, that is an expensive solution. A special-needs-trained Child Passenger Safety Technician (CPST) with a special needs product on loan can build an appropriate service.

For facilities without a CPST, CPS-in-Healthcare, a listserv for healthcare personnel to interact with CPSTs, can be a source of support and input as programs are put in place. Don't forget to include the Emergency Department staff as they will confront various issues relating to child passenger safety (CPS), including kids who survived a crash in a safety seat which is not supposed to be re-used. Do we really want to send the youngster home without protection?

For a quick summary of challenges and products available, get #173 under Helpful Handouts at www.carseat.org.

*Transporting Children with Special Health Care Needs

Good News!

Last year, Governors Highway Safety Association, Ford Motor Company, and Ford Driving Skills for Life stepped up to fund 1,000 sets of our 4-poster series, "No Excuses," to remind parents to never transport children unrestrained, the status of 44% of kids fatally injured in crashes.

That was the English series; this year, this generous team has funded printing of the Spanish version! That enables SBS USA to provide the posters FREE!

Pick up a set at our exhibit at Kidz in Motion or other events. Orders are shipped at \$5/set. Call us for shipping costs for larger requests.

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Calendar

WEBINARS:

Tech Webinars - 1 CEU for Techs
Pre-register: trisha.stites@gmail.com

Sponsors: CA Office of Traffic
Safety; Pomona Police Department
7/10: CPSM Tech Webinar
10 am-11:30 am

Co-Sponsor: CPS Malaysia
8/15: California Tech Webinar
10 am-11:30 am

8/28: California RN Webinar
10 am-11 am. 1 Nursing CE,
thanks to Harbor-UCLA
Medical Center.

Check www.carseat.org or call
SBS USA for registration details.

CONFERENCES:

8/22-24: Kidz in Motion, Orlando,
FL. Go to www.kidzinmotion.org.
SBS USA will exhibit; SBS USA
Executive Director Stephanie
Tombrello will give a workshop.

10/27-29: American Academy of
Pediatrics National Conference,
New Orleans, Louisiana
Volunteers needed 10/25-29.
E-mail carseatrn@gmail.com.
Sponsor for SBS USA exhibit:
Volkswagen Group of America

VOLUNTEER OPPORTUNITY:

8/6: Volunteer for SBS USA at
Foothill Unity Back-to-School
Event, Santa Anita Park, Arcadia,
CA: Help provide 5-Step Testing
for kids heading for school.

With support from CA Office of
Traffic Safety through Pomona
Police Dept., we provide boosters
for kids in need. Help needed
8 am-1 pm and 11 am-4 pm. Call
310/318-5111 or e-mail
i0680@hotmail.com for details
and sign up.

New Child Restraints

CarGo introduced the 2-in-1
Travel Seat, a booster for children
40-80 lbs. With armrests rotated
downward, wheels in the back and a
handle allow users to pull it like a
suitcase; the handle folds under seat
in booster mode. A shoulder belt
adjuster may be attached if needed
for proper shoulder belt fit.

Diono has the Everett NXT, a
highback booster with 7 headrest
levels for children 40-120 lbs. Its
rigid lower connectors show green
indicators when properly connected.
The required backrest, which
adjusts to fit with vehicle seat
patterns, must touch the head
restraint or back of vehicle seat.

Goodbaby Urbini introduced
the Presti, a convertible with 6
harness slots and a flip foot angle
adjuster, used rear facing 5-40 lbs.
and forward facing, 22-65 lbs.
The all-in-one Asenti for children
5-40 lbs. rear facing, 22-65 lbs.
forward facing, and 40-110 lbs. in
booster mode has a no-rethread
harness and three recline positions
(#1 for rear facing, #2 for forward
facing with harness when child is
22-40 lbs., #3 for forward facing
with harness when child is 22-65
lbs. and in booster mode). A rolled
towel in the vehicle seat bight is
permitted to get the base level with
the ground in booster mode.

Wayb released the Pico, a
forward-facing-only seat with a
harness to accommodate children
22-50 lbs. Fold the 8-lb. Pico
compactly for travel by flipping the
bottom behind the backrest. The
harness height is not adjustable;
each strap is tightened individually
at the hips. Its box features a "quick
use" pictogram to get users'
attention.

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

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* E-mail address is required to receive passwords for access to Recall List and CPS Tech Update.

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Reminders for CPS Technicians!

Safety seat checkups remind us how important it is to follow a detailed checkup form and to use key SBS USA materials, such as instructions with summaries; a recall list with all the seats *not* on recall as well as those on recall over the past 10 years; and the LATCH Manual from *Safe Ride News*; and to have careful review by Technician Instructors. Recent incidents reinforce the approach.

A 2016 Chicco NextFit arrived with no instructions and a loose piece that the parent never figured out. To our surprise, neither the highly experienced Tech-Instructor on the team nor the supervising Tech-Instructor had seen it before. Our Kindle of instructions with summaries revealed in the small drawing of the seat and its parts that this was the side strap, a piece that the instructions showed farther on needed to slip under the seat pad and attach around the hip straps with Velcro. The family had another NextFit without the piece. This subsequently led to a review of all NextFit instructions showing that the NextFit CX had a side strap; the NextFit iX (2017) had a “comfort kit” but only for the Zip version; and NextFit Sport (2018) had neither.

Another safety seat with special components is the Diono Radian RXT; these can be missed if a team or Technician is unfamiliar with them and misses them in the instructions. This can happen when child weight and seat positioning are not carefully linked. Many know about the Safe Stop which hangs on the seat back, labeled for use. It is intended to improve performance in a crash for a child, 20-40 lbs. seated forward facing, by being attached to the splitter plate. Another aspect of the instructions: for children more than 25 lbs. riding facing forward, the adjustable base needs to be lowered.

Another family had 4 safety seats to be checked; meanwhile, the team found a shoulder-lap belt with significant damage to the webbing. Fortunately, it was not needed for the safety seats, but calling it out and documenting it were critical.

Finally, it is important to remind parents that washing instructions for safety seat components need to be followed. Recent *Safe Ride Helpline* interactions have garnered a mom who shrank her child’s seat cover by machine-washing and -drying it and two who had no instructions and could not replace the seat harness.

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SafetyBeltSafe News

July 2019

Checkups are a Time to Teach: *Underscoring a Safe Ride News Story*

For readers who either do not receive *Safe Ride News (SRN)*, a feature of some SBS USA memberships, or missed the March/April 2019 issue, here is an important message: Be sure in training Technicians or community educators to mention and explain dual-latchplate safety belts. Twenty years after the successful SBS USA petition to require rear seat shoulder-lap belts, Congressional action required National Highway Traffic Safety Administration (NHTSA) to make the regulatory change to apply the requirement to have center shoulder-lap belts, as we requested originally.

In some vehicles, that means the shoulder portion attaches to the vehicle ceiling and has one “normal” latchplate but also has an attachment with a different sort and size of latchplate to form the lap portion of the belt. If both latchplates are *not* attached, there is just a shoulder belt which cannot provide appropriate crash protection. *SRN* reported on the case brought by Uber-rider Sarah Milburn who was in a 2014 Honda Odyssey when her driver ran a red light. On impact, the vehicle rolled. Only Sarah was injured. She now faces quadriplegia and sued Honda in Texas.

Sarah apparently tried to buckle up but didn’t do it correctly, alleging she didn’t understand the belt system. A study conducted at the behest of the prosecution showed that, even with the system highlighted, without the vehicle manual, only 10% of the time is it done correctly. Of 53 adults unfamiliar with this configuration observed, 50 buckled up incorrectly, replicating Sarah’s mistake.

This tragic report indicates that Technicians need to be familiar with this belt configuration and how to use it, on safety seats as well as on belt-only users. They need to address how to use it with those coming for help at checkups to be sure that the how-to knowledge is covered and to point it out in the vehicle owner’s manual.

Misuse of safety equipment because the format isn’t intuitive is a constant issue. This is one that needs to be added to our lists because it is often in vehicle types—vans or SUVs—that families prefer.

And a final note: Anyone who has attended a SBS USA safety seat checkup may recall that our position is that no child may sit in the front seat during a checkup, regardless of age or situation. We explain the reasons, which not only include potential injury risks but, most important, to avoid modeling that this is an appropriate place for children. Children get into cars on their own and will do what they have seen and experienced. Another risk: families who rely on their gear shift *only* when the car is parked. Recent checkups have shown that the parking brake, the essential backup for failure of a gear shift to stay in park, is critical. And the report from Mississippi of the vehicle-rollaway drowning of boys, 1 and 4, when they were left alone in the car at a convenience store, is a tragic example. Fortunately, the third child, a 2-year-old girl, was rescued by passersby.

If you need examples of teaching incidents involving the front seat, e-mail stombrello@carseat.org.

Thank You:

\$2000: AAA No. CA, NV, UT **\$395:** CPS Malaysia **\$200** National Safety Council; and Gary Van Etten