

New Law To Help Children at Risk

As *SafetyBeltSafe* U.S.A. adds substantial focus on risks to children from impaired drivers, legal methods to keep identified alcohol or drug users from driving stimulate interest. How might these laws help protect youngsters living at risk?

Montana, North Dakota, and South Dakota have instituted so-called 24/7 programs in which previously offending drivers must either blow twice daily into a device or wear an ongoing monitor to show sobriety or be detained. Alaska, Florida, Nebraska, and Washington have 24/7 pilot programs with three more states planning to join them.

Twenty-four states, including California as of Jan. 1st, have mandatory IID or Ignition Interlock laws which require impaired-driving violators to blow into a device, showing a BAC* at least less than .08. Successful “blows” are required during the drive as well, or, at the next stop, the vehicle will not re-start. California law allows those arrested for inebriated driving but not yet convicted to install the device immediately and thus, maintain licensure to allow the alleged violator to drive to and from work and treatment programs and to take children to and from school. Credit for the pre-adjudicated use is applied should conviction occur. Mandatory periods of use for the convicted are included, and financial assistance, based on income, is available.

A pilot program in Alameda, Los Angeles, Sacramento, and Tulare counties has shown an increase in IID use from 2.1% to 42.4 %. The pilot showed 70% or more reduction in recidivism for 1st and 2nd-time offenders. Other studies, whether by state or overall, show much reduced recidivism compared with license suspension. With IID programs in place, drunk driving deaths have been reduced 35% - 43% in states such as New Mexico, Arizona, and Louisiana.

It might be valuable to look at this as a component of the effort to remove impaired driving with kids and to remove it from Under the Radar†!

*Blood Alcohol Concentration

† Request the flyer from SBS USA/www.carseat.org

Coming Soon: Special Enforcement Week and Safety Seat Checkup Week —See Calendar for Details

The annual push to call attention to the continuing need for using safety seats, including boosters, consistently and correctly begins March 31 and on April 6th, in Pasadena, Los Angeles County, culminates in Safety Seat Checkup Day. A flyer is included on page 6; however, do request free posters and download the flyer in English and Spanish from www.carseat.org. Help your community recognize the Week and invite families to sign up for checkup appointments.

To increase the numbers of professionals and community volunteers who have the tools to spread the word of child passenger safety accurately, SBS USA is holding an Educator Workshop, FREE but with both Continuing Education Units for nurses and CPS Technicians, on April 5th with major support from Pasadena Police Dept. and Jackie Robinson Community Center, the site of both the workshop and checkup.

To call attention to the vital importance of protecting children in the car, SBS USA is sending out invitations to County Boards of Supervisors and Mayors to proclaim the Week. We are inviting libraries, health and child care facilities to put up posters and inform about checkups. If you would like to participate, let us know.

Continued on page 3.

Thank You

\$5000: Volkswagen Group of America
\$500: AAA of No CA, NV and UT
 Graco Children’s Products
\$200: Car Seats for the Littles
 Children’s Hospital of the King’s Daughters
 Churchill County Social Services
 Kern County Public Health Dept.
 Lakeville Police Dept.
 John Nisbet
 Providence Little Company of Mary Medical Center, Torrance
 Tidewater AAA
 UAMS Injury Prevention Center
 UCAN Head Start

We also would like to call attention to the diversity of those who reach out to use and support SBS USA programs.

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Calendar

Sponsors: California Office of Traffic Safety; Pomona Police Department

Special Enforcement Week:
 3/24 - 30: Support from Peace Officers Assn. of Los Angeles County
Safety Seat Checkup Week:
 3/31-4/6: Additional Sponsor: Toyota Motor North America
 Major Supporters: Jackie Robinson Community Center and Pasadena Police Department

Educator Workshop: open to anyone who wants to help families learn the newest recommendations in child passenger safety (CPS); special Treasure Hunt for Technicians
 4/5: Jackie Robinson Community Center, Pasadena. 8:15 am-5 pm. Free! 6 CEs from USC Verdugo Hills Hospital for nurses and 4 CEUs for CPS Technicians
 Register: 310/318-5111 or i0680@hotmail.com

Safety Seat Checkup Day:
 4/6: Jackie Robinson Community Center (see flyer in newsletter)
 9 am-3 pm for checkers; register at i0680@hotmail.com
 10 am-2 pm for families; call 310 318-5111

Technical Webinars:
 Pre-register: trisha.stites@gmail.com
 10 am-11:30 am
 5/9: California Technicians
 5/10: Malaysia Technicians
 Co-sponsor: CPS Malaysia
 For California nurses only:
 3/22: 10-11 am; 1 CE

Conferences:
 3/31-4/2: Lifesavers, Louisville, KY
 Register: lifesaversconference.org
 8/22-24: Kidz in Motion, Orlando, FL; early registration ends 5/1
 Register: www.kidzinmotion.org

“Killer Car Seats”!

A cheap, fabric “seat” with straps that claims to protect children in the car is available online and tricks parents into purchasing and using it. The potential for serious injury is huge.

Safety seats have labels that indicate that they meet regulatory standards. Do *not* confuse the unsafe products with the rigorously tested and certified Safe Traffic System Ride Safer Vests.

We reported this issue to National Highway Traffic Safety Administration (NHTSA) in 2015. Report any such items that turn up; a photo of a product at issue is at the SBS USA Facebook page.

In Memoriam:

A member of the SBS USA Advisory Board, **David Horowitz** of Fight Back, Inc., was a champion of good products for consumers in every field. He stood for understanding what worked and warning when it didn’t, showing fairness to manufacturers and consumers alike.

Early on, David pointed out the importance of safety seats and reported on efforts to spread the word to get good seats used correctly. In his role as a national consumer advocate, David graciously stepped up with a quote about the critical nature of promoting proper use of appropriate safety seats and his positive view of our group’s programs.

We miss David already.

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

GROUP SUBSCRIPTION:	\$500 Major Corp.	\$200 Hospital	\$100 Small Bus./Prof Grp	\$50 Community Org.
INDIVIDUAL MEMBERSHIP:	\$100 Contributing	\$50 Supporting	\$35 Basic	
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* E-mail address is required to receive passwords for access to Recall List and CPS Tech Update.

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.

Check below if you want to receive the following special subscriptions:

\$50 minimum: __ Recall Update Service by e-mail __ Recall Update Service by regular mail (if necessary)

\$100 minimum: __ CPS Tech Update (online access to new instructions since December, 2018)

For \$100 members: Add \$35 and receive Safe Ride News through 2019 & DVD or online access to 10 years of instructions!

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Coming Soon, continued

Special Enforcement Week, March 24-30, was created because of the death of a child on Safety Seat Checkup Day decades ago. While we, including many law enforcement officers, worked hard to help families buckle up their children correctly, the agency radios blared the sad message: a child killed on the 405 freeway.

Heartbroken, we vowed to use the week preceding the celebratory time to publicize the law and, for officers, to look especially carefully at how children were riding.

We are pleased to announce that the Peace Officers Association of Los Angeles County will co-sponsor the Week and invite all other departments to join them. It is also a perfect time to order citation reminder cards, one per officer in the field, for California departments. Be sure you have the latest version as the California cps law improved on 1/1/17!

Thanks to our sponsors, California Office of Traffic Safety, Pomona Police Department, Toyota Motor North America, and our major supporters, Jackie Robinson Community Center and Pasadena Police Department.

Request free posters for Safety Seat Checkup Week, donated by Lithographix, and download the Checkup Day flyer in English and Spanish from www.carseat.org.

Checkup Week: Still Needed

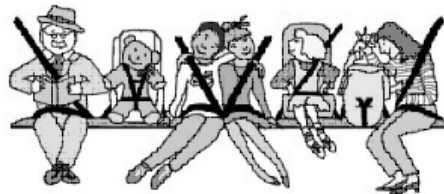
Although some of us have been pushing correct, consistent protection for kids since 1972, the data show more than a third of child victims are unrestrained and more than 90% of the kids we see are at risk from incorrect choices or usage. It's tempting to write off the need for a vibrant cps program because the news is "old." Not so. A new parent is born every day. Moreover, just last month we confronted issues including:

- Improperly installed seats.
- Seats with missing parts
- Caregivers who had received incorrect information and thus were making mistakes in use and installation.

The child passenger safety field has a plethora of details, often due to our national penchants for originality and diversity. That means we need to use tools, like the LATCH Manual and the SBS USA Child Restraint Manufacturers' Instructions with Summaries, and look into the background of recommendations in regulatory efforts to protect kids on trips!

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Altadena, California 91003

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is a child safely traveling!
Renew your membership today!*

SafetyBeltSafe News

March 2019

New Seats

Carfoldio introduced the Mifold Sport, with added padding, and the Mifold One, a non-folding version of the Mifold. Both new Mifold models expire in 7 years.

The **Chicco** NextFit Sport has no newborn insert and is for children 12-40 lbs. rear facing and 22-65 lbs. forward facing. The NextFit Zip Max, a new version of the NextFit, features added leg room for rear-facing children 4 to 50 lbs. and can be used forward facing from 22-65 lbs. Both new NextFit models expire in eight years.

Goodbaby Cybex introduced the Eternis S, a 3-in-1 seat to fit children 4-50 lbs. rear facing, 22-65 lbs. forward facing, and 40-120 lbs. in booster mode. The harness adjusts to 12 positions, and there are lock-offs for both rear-facing and forward-facing installation. Lower anchors must be disconnected at 35 lbs., but lower anchor and tether use is allowed in booster mode for positioning only. The backrest is not removable, and the restraint expires after 10 years.

Graco introduced the 4Ever DLX, a luxury version of the 4Ever, which features a lock-off for forward-facing installation and is tested for both rear impact and roll-over. It expires in 10 years. Another newly introduced seat is the TurboBooster Grow, a belt-positioning booster with 3 modes of use for children from 40-120 lbs. It features a removable back, lower anchor connectors for use in highback and backless mode, and the integrated RightGuide Seat Belt Trainer, a flat seat with a lap and shoulder belt positioner that detaches from the booster seat pan and turns the seat into positioning products for two children simultaneously or for 2 stages of belt fit. The product expires after 10 years.

Graco also introduced the Grows4Me, a 4-in-1 seat for children 5-40 lbs. rear facing, 22-65 lbs. forward facing, 40-100 lbs. in highback booster mode, and 40-110 lbs. in backless booster mode. The harness is stored inside the backrest for highback booster mode. The product expires in 10 years.

New Materials!

The **Child Restraint Manufacturers' Instructions with Summaries**, 450 strong, for 2019, is now available.

Members at the \$135 level and above may select either the online version (safetybeltsafeusa.org) or the USB drive. For everyone else, the choice is available for \$25, with no charge for shipping.

The summaries help by consistently laying out the basics of each of 450 seats made from 2009 to 12/2018, and thus, directing attention to unique, key features as well as providing updates for some of the older but still serviceable seats parents have.

If you have not seen them up close, try a free month of online service. In addition, instructions for 36 products specifically geared to youngsters with special needs are included.

Meanwhile the **2019 Color Pictorial**—photo compilation by category and manufacturer with basic information on production dates—is on tap. Place your order now for the printed version, \$50, or limited licenses, starting at \$30 per print-out today.

Reports on Hospital Emergency Department Efforts in CPS

Research papers on efforts in Michigan and Connecticut to promote child passenger safety (CPS) through Emergency Departments (EDs) suggest ideas about how to reach out. We know that surviving a crash, despite lack of appropriate restraint use, rarely changes buckle-up behavior. But interventions at the site of care might make a difference.

In Michigan*, two hospitals collaborated on educational interventions on multiple levels to evaluate the plans to reinforce or achieve use of size-appropriate safety seats for ED clients up to age 11.

In brief, the researchers invited parents randomly to a short, focused encounter on site; gave only a flyer about Michigan law; gave a brochure tailored to the child's age; or gave the full "treatment:" short encounter with follow-up tailored brochure. To judge if parents were giving correct information about their child's safety seat, researchers met with more than half in person or via photo to see which seat the child had six months later.

The team engaged with 86% of families and followed up at one and six months post visit. On revisit, 70% of parents said that "thinking about CPS" in the ED was useful. The 2.9% negative comments related to the delay it caused, leading the team to consider earlier intervention in the ED visit process.

The report provides detailed findings. However, takeaways for others include that 20% more minority participants found the information offered useful. Overall, 74.4% were interested in an "online tool" to help them know how to proceed for cps for their growing children. About 10%-13% more shared information with family and friends if they received in-person counseling. Minority parents were about 14% more likely to share information with family and 13% more likely with friends than white parents.

Finally, the team found that using photos to assess appropriateness of safety seats to child size was as accurate as in-person checks with 92.6% agreement between the team with parents' descriptions. They speculated that the lower level of appropriate use of seats for those with children under two was affected by the newness of the rear-facing-to-age-two message. The team plans to reach out earlier in the ED visit with personal encounters, to tailor the materials to child size, to plan an online site for follow-up, and possibly add telephone follow-up.

In Connecticut†, focus was on providing safety seats, kept near the ED, to children exposed to crashes meeting the NHTSA prescription for post-crash seat replacement or to children unrestrained or inappropriately buckled up on arrival. The 1-year study showed positive achievement of protection but also pointed out how staff changes can impact an effort and suggested ways to minimize inconsistency.

The hospital focused on children under age 7 (as per state law). Based on NHTSA criteria, 85% were identified accurately; 76% of those neither needed nor received a replacement seat. Convertibles and boosters were distributed to the 25% correctly identified as needing a seat, but six children were given seats incorrectly and 38 should have received a seat but didn't.

The most common crash stimuli that led to seat distribution were air bag deployment; car undriveable; in belt but needed booster. Vehicle door damage or no restraint, inappropriate seat, and sent without a seat by referring hospital completed the group. The takeaways from this project were to flag the issue of seat replacement on the ED computer form; to ask for the reason to give or *not* give a seat; to standardize the educational component, including video use; and consider follow-up telephone inquiry.

The studies provoke thought about the ways in which ED staff might reach this vulnerable population. In California, with its insurance code requirement that the responsible insurer replace the seat in use in a crash, that information should be part of the education of the family. The CA Health and Safety Code focuses on children under age 8; however, extensive research shows that is too young to stop using a child restraint. The focus should be extended. With at least a third of children dying in crashes being unrestrained, it is critical to interject correct messages.

*"Tiny Cargo. Big Deal! Pilot trial of an emergency department-based intervention to promote child passenger safety best practices" by M. Macy, D. Kandasamy, K. Resnicow, RM Cunningham.

Academic Emergency Medicine (1/19, epub)

†"Feasibility of providing child restraint devices after a motor vehicle crash in a pediatric emergency department" by P. Violano, N. Aysseh, M. Lucas, M. Gawel, P. Morrell, C. Norway, A. Alfano and K. Bechtel, Traffic Injury Prevention (1/19)

SafetyBeltSafe U.S.A.

Safety Seat Checkup Day

Saturday, April 6, 2019 ♥ 10:00 a.m. to 2:00 p.m.*

Jackie Robinson Community Center
1020 N. Fair Oaks Ave. Pasadena, CA 91103

*For a checkup appointment, call SafetyBeltSafe U.S.A., 310/318-5111.

If you do not have an appointment, there may be a wait of more than one hour or you may be turned away.



Buckling up is a family affair.

Free safety seat checkup

More than 90% of safety seats inspected at checkups are being used incorrectly!

Rear facing until age 2 is now California law.

Find out why most children need a booster seat until age 10-12!

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SafetyBeltSafe U.S.A. is the national, non-profit, member-supported organization for child passenger safety.

Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.