

Kidz in Motion Conference 2019

For 20 years, a volunteer team of child passenger safety (CPS) advocates has led and fostered an annual conference to share pressing issues in the field. Created by and for those who work daily to protect youngsters in transit, there are practice-oriented workshops and other sessions as well as time to network. The 2019 Orlando, Florida, conference included CPSTI Erin Brill's Car Seats 201, a collection of specialized clues to addressing the many challenges met in the field.

Brill's methods for overcoming issues will stimulate others' approaches, but as she stated, none are meant to conflict with manufacturers' instructions. Brill gave a "shout-out" to SBS USA Child Restraint Manufacturers' Instructions with Summaries as an excellent reference tool she used in developing her presentation.

Brill stressed, as do we, that the summaries are guides to key points in the instructions listed in a consistent fashion to help Technicians find both unusual approaches and, for older but still good seats, new updates. The following summary is meant to remind readers of the variety of approaches used by manufacturers of FMVSS 213-certified seats!

Tightening lower connectors and safety belts often is missed; make sure that the first step is to thread the "tail" of either system so that it is parallel to the lap segment. Pulling toward one's abdomen instead of the vehicle roof often takes slack from the system more easily. In some circumstances, it is beneficial to undo the fabric cover to get traction. A more common scenario is reclining the vehicle seatback to position the belt/connector correctly and then take out the slack. Once the seatback is raised again, the safety seat is more tightly affixed.

For Diono seats forward facing, set them in a "natural" position and do not worry about a gap between the vehicle and seat backs. On Graco Platinum series and TrioGrow and Goodbaby International (GBI) Evenflo seats with premium lower connectors, the locations for storing connectors differ when the seats are set up for forward or rearward facing. For instance, if the belt option is in use for rear facing, the lower connector would go through the path for forward facing for storage.

Although it is rare for both safety belt and lower connectors to be used concurrently, the Nuna Pipa and Pipa Lite with base and the Clek Foonf when forward facing allow for this. However, neither the UPPAbaby Mesa nor the new Clek Liing do.

Lockoffs burst on the CPS scene as an option preferred to locking clips. However, there is no consistent rule, as with locking clips, that one uses the lockoff closest to the safety belt buckle. Britax states to use the one closest to the buckle for non-CLICKTIGHT models while Clek Foonf and Fflo used to require whichever one gave the tighter attachment; now, they require use of both. With some seats, the "lockoffs" are used even when the belt is locked; in others, such as the Simple Parenting Doona, if the belt won't lock, the "lockoff" must be replaced by a locking clip.

The GBI Cybex rear-facing-only safety seats and the Nuna Rava have "tensioning plates" which are specifically *not* lockoffs. Brill recommends unbuckling the safety belt 1st when lockoffs are in place. Then there are the seats with which lockoffs are used on lower connectors! Among those in this category are the Graco SnugLocks, Evenflo Lite/Safe MAX, and Peg Perego Primo Viaggio 4-35. *(cont. on pg. 3)*

Louisiana leads!!

At Kidz in Motion national conference, Michael Touns announced that Louisiana has adopted the recommendations of the American Academy of Pediatrics and created the most comprehensive law so far to protect kids in the car:

Back seat until age 13; rear facing to at least age 2 and has outgrown rear-facing seat; forward facing with a seat with a harness until at least age 4; booster to at least age 9 and meets the 5-Step Test* before going into a lap-shoulder belt only.

**Not sure about the Test?*

SafetyBeltSafe U.S.A. devised it in 2001, and you can find it at www.carseat.org, #630.

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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Thank You

\$25,000 Toyota Motor North America enabled Lifesavers participation in Kentucky, supported Educator Workshops and checkups, and national outreach for 2019.

\$5000 George Mast

Mast has volunteered his technical talents and offered practical aid at major events. His special gift will both support the Safe Ride Helpline nationally and the CPSTs' exposure to the newest research findings.

\$500 Karen Kelly Proctor, RN,
CPNP, CPST

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New Seats

Britax released the One4Life CLICKTIGHT, a 3-in-1 safety seat that accommodates children 5-50 lbs. rear facing, 22-65 lbs. forward facing with the harness, and 40-120 lbs. in highback booster mode. It has 15 no-rethread harness positions and features the CLICKTIGHT belt lockoff for rear- and forward-facing installation. Both lower connectors and tether may be used in booster mode, but no overhang of the vehicle seat is allowed.

The **Carfoldio** Hifold, a highback booster for children 33-100 lbs., folds into a compact package for travel. Independent adjustment of the width of seat/lap belt guides, the shoulder and head support wings, along with seat back height, supports proper fit to the child. The non-removable back requires a vehicle head restraint behind it. Shoulder belt only is routed *over* belt guide near the belt buckle.

The **Diono** Monterey 4DXT, a booster for children 40-120 lbs. in either highback or backless mode, features lower connectors and a narrow base, making it easier to buckle in.

Calendar

Sponsored by OTS and Pomona P.D.

WEBINAR:

***12/5:** California Tech Webinar
1 CEU for CPS Technicians (CPST)
10-11:30 am. Pre-register:
trisha.stites@gmail.com

Co-sponsor: San Fernando P.D.

EDUCATOR WORKSHOP:

8:15 am-5 pm. Six CEs for Nurses,
courtesy Harbor-UCLA Med. Ctr.
3.5 CEUs for CPSTs

***1/23/20:** San Fernando, CA
Free; participants receive \$50 CPS
Reference and Teaching Guide
free. This is a good precursor to
Certification Training; special
Treasure Hunt for CPSTs.

SAFETY SEAT CHECKUP:

10 am-2 pm for families;

9 am-3 pm for checkers

***1/24/20:** San Fernando, CA
Register at 800/745-SAFE

CONFERENCE:

***3/15-17:** Lifesavers, Tampa, FL.
www.lifesaversconference.org
Early registration ends 1/10/20.

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.

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)

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For \$100 members: Add \$35 and receive Safe Ride News through 2020 & USB drive or online access to 10 years of instructions!

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KIM 2019 *(cont. from pg. 1)*

An excellent feature which is becoming popular is the use of the “European belt path” for rear-facing safety seats when installed without a separate base. This has been shown to be a protective feature but if the vehicle belt is not long enough for the shoulder belt to be threaded around the back of the shell, it is important to read where to place the shoulder belt instead.

Ten different manufacturers of rear-facing-only seats offer this option, and Combi has it on its convertible Cocco, along with a separate lockoff to go on the shoulder belt only but next to the belt buckle when needed. For three other rear-facing-only seats used without the base, GBI Cybex Cloud Q, Peg Perego Viaggio 4-35 and Viaggio 4-35 Nido, the lap portion of the belt is threaded through slots in the handle (used as an anti-rebound bar) whether or not the shoulder belt is used European style or against the vehicle seatback.

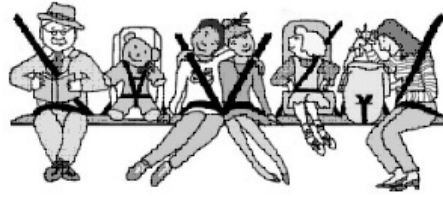
Known as *infant inserts* in general, there may be limits on using the padding that comes with many safety seats. GBI Evenflo seats may come with the insert simply placed behind the harness but indicate usage for infants of 3 to 4 lbs.; Cybex Cloud Q insert arrives on top of the lining but needs to be inserted behind it.

Diono allows inserts to be used in any model; Nuna and Peg Perego provide 2-stage inserts. The Clek insert is required to 11 lbs.; Simple Parenting Doona requires the head support throughout seat use; newer Graco seats place a 12-lb. limit for use. Some Britax inserts can be turned 180 degrees but need to come out at 11 lbs. UPPAbaby Mesa insert is for 4-to-8 lb. infants. SBS USA adds that Chicco KeyFit also requires insert removal at 11 lbs.

Baby Trend has developed special inserts for infants 4 to 8 lbs. to lower the weight limit from 5 lbs. in their Flex Loc, EZ Flex Loc, EZ Loc, Inertia, and Secure. However, there are other caveats found in the SBS USA summaries attached to the full instructions. For 5-8 lb. babies, the insert is used only if the baby’s shoulders are below the lowest harness slots; the harness must go into the notches on the insert sides with the text imprint facing up while a slot in the insert must be around the crotch buckle.

(Watch for more insights from Brill’s 2019 presentation next year!)

SafetyBeltSafe U.S.A.
P.O. Box 553
Altadena, California 91003



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*The year is quickly coming to an end.
Time to renew for 2020.*

SafetyBeltSafe News

November 2019

Internet Follies

The continual sales of “safety seats,” which are either knock-offs of good seats or not crash-tested, bring these items to checkups. As we noted in September, a California grandmother bought a pair for \$20 arriving in cellophane bags, and in Arizona, another Technician was confronted with similar products. Reports of fake “Doona” seats at half-price led to gathering the many “clues,” but here's the biggest one: all legitimate sources are listed at <https://www.shopdoona.com/pages/store-locator> and are sold at the same price!

Report fakes at www-ODI.NHTSA.dot.gov.

Meanwhile, adults are being sold “adjusters” for the lap belt, especially for pregnant women. Suzanne Tylko, Transport Canada researcher, points out that the rigid-hip crash dummies cannot indicate the impact of out-of-position lap belts on femoral arteries, and any out-of-position belt affects the combined crashworthiness of pre-tensioners, load limiters, air bag, and seat design.

Help pregnant women to learn where the lap belt goes, under the bulge, and the shoulder belt, across the chest. SBS USA has a brochure in English or Spanish, *Protect Your Baby Now...And Later*, suitable for such outreach.

Finally, kits purporting to retrofit lower connector bars and tether anchors also are on Internet sites, posing an immediate danger to children. No vehicle can have the lower connector bars retrofitted. Since they take the entire force of a crash for seats attached to them, even the real bars have a limit of 65 lbs. of child and safety seat. The fakes are life-threatening. See <https://www.washingtonpost.com/lifestyle/on-parenting/> or *Washington Post* story, 11/7.

Heatstroke Statistics Up

Between mid-August and early October, children dying, often forgotten, in cars rose from 32 to 52, getting close to the appalling total for 2018. Since 1998, 87% were under age 4.

(See <https://www.noheatstroke.org>). Sadly, more than one, including twins, died in some situations.

The Hot Cars Act is back in Congress, and KidsandCars, the non-profit with major focus on the issue, is not mollified by a voluntary pledge from motor vehicle manufacturers to address the problem.

As with the need for backup cameras mandated in all vehicles, regardless of price, the way to address this issue needs solid research behind it. KidsandCars points out that a motion detector seems key to the solution because 25% of the deaths are kids who got into vehicles unbeknownst to adults. Even the teen who succumbed in her high school parking lot because she could not get out of the vehicle and had no working phone to call for help would have been a moving target.

As a society, we moved all kids to the back seat due to mandatory air bags for front seat passengers. We need to address this unintended consequence ASAP.

Special Date: January 29, 2020:

In 1980, 15 Angelenos at the Child Passenger Safety Conference in Sacramento decided to start what is now *SafetyBeltSafe* U.S.A. No one thought we'd still be at it 40 years later!

Newly Minted Awardees:

The 2019 Siegel *SafetyBeltSafe* U.S.A. Child Restraint Awards for Excellence, named for early exemplary researcher and inventor in CPS, the late Arne Siegel, were given to three special contributors.

Deborah Davis Stewart began her CPS efforts as a founder of Action for Child Transportation Safety in the 1970's. As the 1st editor of *Safe Ride News* in the 1980s, she continued the newsletter in 1995 to keep high-quality reports available nationwide.

Stewart taught CPS as part of the NHTSA-funded team that held Educator Workshops from 1990-92 nationwide, served on the National Blue Ribbon Panel on Child Restraint and Vehicle Compatibility, and pioneered the LATCH system. Stewart created The Tether Manual which became The LATCH Manual as lower anchors emerged.

Known for technical accuracy, clean writing, clear focus, and effective advocacy, Stewart was part of the 1st National CPS Conference in Tennessee, following the passage of the TN law. She co-led the campaign to end the sunset of lockable belts in the federal regulation, a critical success protecting the safety of children.

Deborah Baer, RN, CPSTI, of Baltimore has worked in CPS since the 1980s, having helped install more than 20,000 safety seats. She pioneered overseas training, including for the 1st Israeli safety seat loan program, and is a CPS advocate, program developer, trainer, and creator.

Baer has testified for laws, given interviews, written columns and teaching programs, and been an important motivator for her daughter, pediatrician **Alisa Baer**.

Dr. Baer took her mother's sobriquet as the name for her NYC-based business for addressing CPS, both on a one-on-one basis and as a lecturer and thinker. The Car Seat Lady website provides for personal checkups and a wealth of information. Alisa relinquished her medical practice to focus on the business and has helped to install more than 15,000 safety seats.

The third member of the team, **Emily Levine**, a childhood friend of Alisa's, also imbibed the wonder-juice, and they have built, with Debbi, an active, self-sufficient business, so needed in the field.

The late Emilie Crown, RN, CPSTI, Siegel Award recipient, SBS USA Board member, educator of the full range of CPS Techs from NHTSA Administrator to local volunteer, would have delighted in the third 2019 recipient: **Jack Fitzgerald** of Fitzgerald Auto Malls in Maryland, Pennsylvania, and Florida was commended by Emilie Crown in 2010 for his long-standing, stalwart involvement in CPS. His staff are trained in CPS, and his dealerships became the site of *monthly* safety seat checkups. During financial downturns, especially, his dedication to this service often meant the difference between available resources and nothing for area families.

About 50,000 safety seats have been assessed and left installed correctly from the eight sites. Currently, 30 Child Passenger Safety Technicians are on his staff. This company is the place to come for help with seats for kids with special needs, often providing the service free or at a very low cost.

We offer our congratulations to these dedicated advocates. Their work in the field of child passenger safety has made a direct difference in the lives of countless children and families, while inspiring others to follow their lead.

RECALL:

The WAYB Pico recall has expanded to cover all seats made from 2/1/19 to 8/23/19. Stop using the seat if headrest tubes or pins connecting to tubes are broken or cracked. Call 888/924-9292 for newly redesigned headrest.

The manufacturer states breakage occurs due to damage in transit outside the vehicle or overloading in installation or use.

Special Thanks

Through Pomona Police Department, California Office of Traffic Safety (OTS) and NHTSA funding will enable SBS USA to provide Safe Ride Helpline services, Technical Webinars, RN Webinars, and a raft of training and public outreach services in California.

More details in January.

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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:

From: Bonnie Oseas, President, Board of Directors



January 29, 2020 marks our 40th anniversary! We thank you for caring about child passenger safety and urge you to join or renew for 2020 soon and invite others to join to obtain and support our services. The past year has been busy, including two more Certification Trainings in Malaysia! The Office of Traffic Safety (OTS) is funding important tasks in California. We are stimulating statewide and national focus on the plight of children whose caregivers drive while impaired, putting them at significant risk, both physically and emotionally. We are working with a Child Passenger Safety Technician-Instructor for change in Mexico, an exciting challenge.

We are very grateful for continued grant support from American Honda and Toyota Motor North America in 2019 and to Volkswagen Group of America which enabled us to have a central exhibit area for the national American Academy of Pediatrics conference in New Orleans as we represented the field for the sixth year last month.

We encourage our members to nominate candidates for the Siegel SafetyBeltSafe U.S.A. Child Restraint Awards of Excellence from outstanding programs making a difference in our field. This year, we recognized three fine child passenger safety programs: Deborah Davis Stewart, Safe Ride News; Jack Fitzgerald, Fitzgerald Auto Malls; Deborah and Alisa Baer and Emily Levine, The Car Seat Lady.

Our organization offers various levels of membership with attendant services available. *SafetyBeltSafe* News, which can provide a Continuing Education Unit for Child Passenger Safety Technicians, is received by members at every level. However, there are useful member codes for printing the recall list, obtaining the update service, and accessing the special Web page with new instructions to supplement the annual Child Restraint Manufacturers' Instructions with Summaries (CRMIS) USB drive. Additional items, such as brochures, are included for those at the Hospital/Agency level and above. Online access to the CRMIS is another option for members. Version IX of *Don't Risk Your Child's Life*, a teaching DVD or USB in English or Spanish, by Shelness Productions, is available to '20 members at a special price. Remember to join soon to avoid a gap in services on January 1st.

This year has seen funding to reprint our Spanish "No Excuses" posters meant to combat the error of transporting a child unrestrained "just this once" or "on a short trip to the store". In 84% of cases, crashes involving children are within 20 minutes of home. Our key Spanish brochure, *El Regalo Perfecto*, has been updated with new photos and drawings, although the 28th edition remains accurate.

We are pleased that recent published research supports the findings of our more than 10,000 5-Step Tests: children need boosters until ages 10 to 12. Changing laws, as did Louisiana, a law which includes the 5-Step Test, across the U.S. would be a public health improvement. Parents have the seats, going unused, to protect those eight years old and above; they are unaware of the risk of poor lap belt fit.

We encourage you to share your ideas and programs with us. Meanwhile, our Safe Ride Helplines in English and Spanish are available for both the public and professionals. We look forward to hearing from you. Congratulations to all who keep the progress coming.
Safe Travels!

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