

## Headlines: Coronavirus or COVID-19

Spring is usually the onset of vigorous outreach in child passenger safety (cps) as agencies and schools set up community health fairs and send staff and volunteers to train to share more information with the families in their programs. It's the time of national conferences and for *SafetyBeltSafe* U.S.A., Safety Seat Checkup Week with Special Enforcement Week preceding it.

Not in 2020. With social distancing critical to reducing virus spread, one by one programs closed or postponed. With health care professionals under unrelenting pressure and child care and academic programs alike moving either home and/or online, energy to learn new aspects of travel safety slowed down. Meanwhile, for those parents who definitely needed to learn the basics, CPS Technicians either increased or began virtual work as often as possible.

SBS USA focused the April Technical Webinar on the specifics of providing a careful and caring assessment of how parents and professionals might travel with children under age 13. Seven components of the SBS USA safety seat checkup form were linked as steps in the basics of child passenger safety. "Starting where the client is"—i.e. which specific issues had led the person to seek aid—and moving on to the basic aspects of child, vehicle, and safety seat are first. The SBS USA checkup form, available at [www.carseat.org](http://www.carseat.org), is designed to lead the user through the major components of child, safety seat set-up overview, installation firmness and details, seat identification, and then, the key components for documenting correct use for that child in that seat in that vehicle. A separate page enables records for booster, harness, or safety-belt-only use.

The form provides prompts for use of key technical tools and locations to record their use, all of which not only remind in the present but also provide liability back-up for the checker and agency. Regardless of the form used, it is essential to answer all of the questions and provide a follow-up packet of materials, also clearly recorded as to content or, if it is a standard packet for checkups as SBS USA has used for many years, to ensure that the packet is sent as a follow-up.

Part of using an online system is ensuring it meets the security standards of the agency, Technician, and recipient. It is also key to remind the parent that if one cannot view the process/safety seat that it is either not a full checkup *or* it is especially important to describe exactly the steps taken. The SBS USA Helpline has offered individual help with safety seats by telephone for decades and has a routine format for listing not only the queries but also key points covered and the content of the follow-up packet. This also is used for all participants in the Toyota/Lexus Tether Anchor Retrofit Program, even when the details of installation are not assessed in depth. By sending a packet that covers more than the importance of tether use, these families can be stimulated to review the latest recommendations.

The SBS USA California Nurses Webinar provided basic education for this key group and a basic pre-test which is a requirement of signing up for the 1-Nursing-CE program. Research showed considerable outdated information in the pre-tests; the post-tests, submitted by those who wanted to get a CE, showed how much could be improved in just an hour. The concept was to prepare nurses for whom cps was not a major component of their practice to answer basic queries correctly and to understand what they might do with that level of training. As nurses gradually are able to look into additional training, hospitals might work with SBS USA to provide these Webinars for staff gatherings.

## Thank You

### \$1000

Harold A. Knapp Jr Memorial Fund in memory of Emilie Crown, RN, CPSTI, SBS USA Board Member - and so much more!

### \$500

Safety Research and Strategies

### \$200

Children's Hospital/Los Angeles Doctors Medical Ctr, Trauma Services/Safe Kids Stanislaus Co.

## Welcome

Special Welcome to CPS Malaysia Technicians - 45 strong - who are 2020 members and participate in the Technical Webinar Malaysia!

SafetyBeltSafe U.S.A.

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## Calendar

### TECHNICAL WEBINARS

Registration will be offered via e-mail.

Send suggestions for topics to [stombrello@carseat.org](mailto:stombrello@carseat.org).

**\*5/5:** CPS Malaysia Technical Webinar, 10 am-11:30 am.

**\*6/4:** For CA Technicians/Instructors: 10 am-11:30 am. 1 CEU.

### CONFERENCE:

**\*8/27-29:** 16<sup>th</sup> annual Kidz in Motion conference, Orlando FL ([www.kidzinmotion.org](http://www.kidzinmotion.org)). Early bird registration extended to 7/1/20.

### CANCELLED

*Safety Seat Checkup Week* and *Special Enforcement Week* were cancelled in deference to public health requirements due to the coronavirus, but we remain grateful to those who were eager partners: Petersen Automotive Museum, Toyota Motor North America, Lithographix, and Peace Officers Assn. of L A Co.

*Advances in Child Injury Prevention* in Michigan was cancelled for 2020. SBS USA Certification training plans for May likewise will be revisited once transmission risks are reduced.

### UNDER CONSIDERATION:

Online training for social workers, the one-day Educator Workshop, and law enforcement roll call sessions.

Let us know if you would like to discuss co-sponsoring any of these.

## POSSIBILITIES!

*ATTN: Social Workers, Nurses, and CPS Program Coordinators!*

Thanks to CA Office of Traffic Safety, SBS USA may offer a 3-hour Webinar on the practical aspects of transporting children for social service professionals in California and a 1-hour Webinar on the updated basics of child passenger safety to help nurses with questions from the families that look to them for answers.

If you are involved in a program in child passenger safety, work with us to engage these key community resources with the programs.

For more details, e-mail [stombrello@carseat.org](mailto:stombrello@carseat.org).

## Annual Update Available

The 2020 Color Pictorial is on hand! With color photos of every safety seat in production for the last 10 years, this resource makes it easy to identify a safety seat that is missing key information.

Seats are grouped by type with indications if multi-functional seats also might arrive in booster mode, manufacture date ranges, and separate photos of detachable bases.

In a time of reduced budgets and increased need, the tool is meant to help find correct instructions (easy in the SBS USA CRMIS\*), recall status, and determine if the seat needs replacement or can be used.

Available at \$50 plus shipping or permit to print single copy, \$30.

*\*Child Restraint Manufacturers' Instructions with Summaries*

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I can help with \_\_\_\_\_

\* 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, 2019)

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## New Seats:

**Clek** has an Australian-style rear-facing tether available for the Foanf and Fllo: the Q-tether, available for \$20. It attaches to the forward-facing lock-offs; use is optional and is in addition to the anti-rebound bar.

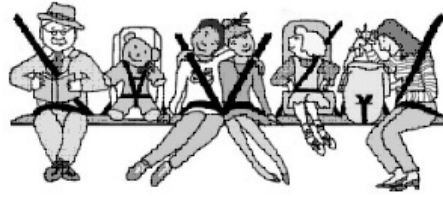
**Goodbaby Cybex** released the Sirona S, a convertible for children 4-50 lbs. rear facing and 22-65 lbs. facing forward. It features a 12-position headrest, no-rethread harness, load leg (forward- and rear-facing use) and anti-rebound panel, safety belt tensioner (not a lock-off) on the base, and a detachable cupholder. The seat swivels 360 degrees on the non-detachable base; side facing is only for loading the child! Lateral side impact pods are used only when the seat is next to a vehicle door and only on that side of the safety seat. It has magnetic attachments to hold the harness ready to buckle in the youngster but warns of the risks of ingesting magnets and, for pre-2003 vehicles, of side air bags; check with vehicle manufacturer for compatibility with safety seats. The flexible, push-on lower connectors may be used to 30 lbs. rear facing, 35 lbs. forward facing.

**Goodbaby Evenflo** released the Chase Plus 2-in-1. Different from the regular Chase, it accommodates children 40-120 lbs. (in contrast to 110 lbs. tops for the regular Chase) in booster mode. Its harness mode accommodates children 22-40 lbs. Headrest is not movable; the rethread harness has 4 slot heights. Both tether and lower connectors may be used in booster mode to keep the unoccupied seat from becoming a missile.

**Nuna** now offers the Relx base, available to purchase separately for the Nuna Pipa and Pipa Lite but sold with the Pipa Rx and Pipa Lite R. The base, which is required with the Lite models, features an adjustable load leg which will fit in most center rear seat positions and an anti-rebound panel. One adjusts the recline angle *after* installation. Its rigid lower connectors retract; the belt lock-off is improved; and it can be used with any Pipa series carrier.

**UPPAbaby** has a highback-only booster, the Alta, for children from 40-100 lbs. Features include rigid lower connectors, side impact pods, a lap belt positioner, and a 7-position headrest. The company briefly released Knox, a convertible, but the stock has been returned to the manufacturer for review.

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***SafetyBeltSafe* News**

***May 2020***

## Update on “Unusual Seats” and Other Gear

SBS USA began sending complaints of apparently unsafe “safety restraints” to National Highway Traffic Safety Administration (NHTSA) in 2017 when these items appeared on the Walmart Website. In late 2019, we encouraged coverage in *The Washington Post* following the arrival of a pair of these products at SBS USA member Consumnes Fire Department and later, there was video on CNN with involvement of the U.S. Department of Commerce.

Beth Wolfe of NHTSA, Office of Enforcement, Defects Investigation, Trends Analysis suggested that SBS USA communicate with the StopFakes.gov representative from Commerce about this highly frustrating complication in getting a consistent, correct message of cps to the widest public possible- i.e. via the Internet.

In the latest appearance of the inappropriate “restraints,” a fascinating change: a notice that the products did not meet U.S. standards for use. Of course, it is highly unlikely that they meet the standards in any country. However, it appears that the entry of the Department of Commerce put a scare into their advertising agencies at least.

Why did NHTSA have so much trouble dealing with these products? In short, NHTSA standards apply to self-certifying manufacturers. If a single non-FMVSS seat is imported to the U.S. for sale by a manufacturer, NHTSA can apply sanctions. But these products are not being imported by a manufacturer. They are being “retailed” by both reputable and dodgy Websites. How any responsible retailer can sell them is horrifying! Perhaps if anyone has “spare time” during shelter-in-place, e-mails to the Chairs of major corporations might be in order!!

Meanwhile, other products, such as devices for pregnant women, fake “retrofitable” lower anchor bars and tether anchors for vehicles, counterfeit copies of safety seats meeting federal standards, and legal products being sold for inappropriate use with children proliferate, making the Internet a dangerous place to shop. It is critical to report these items to the U.S. Consumer Product Safety Commission if they are not covered by NHTSA.

Wolfe explained reporting for seats that appear not to meet FMVSS 213. Within NHTSA, child restraints are covered in five major areas: communications, research, regional operations and program delivery, rulemaking, and enforcement, the area in which fakes seem to fit. The Associate Administrator for Enforcement, Defects Investigation covers recalls and reports of failures.

The Compliance Testing section does random tests of seats alleged to meet U S standards. To report a potential failure requires either a call or Website report under the Vehicle Safety Compliance Division B, the Trend Analysis Division, or Recall Management Division.

Because of the poor fit of NHTSA enforcement powers with these Internet-sourced fakes or non-compliant products, this problem continues. We invite advocates to bring these inappropriate products to the attention of our key clients - parents and caregivers and the many professionals who serve them - through the SBS USA flyers (#680, 460, 461) available from [www.carseat.org](http://www.carseat.org).

We must derail this threat against children. For more: [www.cpsboard.org](http://www.cpsboard.org) for CEU Webinar Fact or Fiction.