

NHTSA Makes and Proposes Regulatory Changes

SafetyBeltSafe U.S.A. shares the details to generate *your* input: Proposed changes in regulations go to the Federal Register to garner comments. We shall post and share when the proposals reach the Federal Register which is backed up currently.

A Regulatory Change*: FMVSS 208 (relates to vehicle requirements) has a new child dummy for testing for suppression of air bag inflation in motor vehicles—the Q3s, which represents a 3 year old. Under 208, the proposed changes to the collection of safety seats for use in such testing were described. As noted, it is essential to do the testing for all sorts of safety seat profiles. The former list of seats included many no longer on the market so most would be replaced. Within the complete description of the proposed seats were characteristics each would fulfill. Examples of the categories were high-volume sales, size and shape representing many different products, various manufacturers' products but as important, the outliers, and certain characteristics, such as sunshield and handle, that might confound computerized sensors. Removed would be 17 products, two would be updated, and 18 would be added. The collection would include one car bed; six rear-facing-only; four each convertibles and combinations; three "All-in-Ones;" and two boosters.

Proposed changes to FMVSS 213 (regulations for safety seats) fall into six categories, each important for future products. A major proposal would adapt the vehicle test bench to bring it closer to current vehicles by changing the vehicle seat pan with lower bars farther forward and tether anchors on the vehicle seat back and replacing the lap-belt-only with a lap-shoulder belt. However, the Volvo petition to add a vehicle floor (which would enable testing with a load leg) will be denied. Raising the crash-test "pulse" or speed to 35 mph was explored but found not to be necessary for child seats, based, in part, on the minuscule exposure of children to crashes at that level. To validate the changes to the test bench, 53 tests with 23 safety seats from 12 manufacturers were run. They included both correctly installed LATChed and belted safety seats and incorrectly untethered forward-facing seats, using the entire gamut of dummies, including the 10 year old. The question of handling head strike with the 6-year-old dummy in backless booster tests remains.

Not only is National Highway Traffic Safety Administration (NHTSA) addressing changes in the vehicle bench but also looking to the safety seat manufacturers to redesign the effort to increase safety seat registration, a process begun in 1992, which remains at 23%. Meanwhile, 79% of vehicles (2006-2015) are registered. At this point, only 40% of recalls are completed. Although the mail-in registration process will remain mandated, the design of the card, adding QR codes, or other electronic registration processes might become mandates. NHTSA is especially interested in how third parties, such as retailers and program leaders, might engage in supporting registration.

Concurrently, manufacturers will be permitted to redesign the labels on safety seats. However, in response to Evenflo and Safe Ride News, NHTSA will allow pictograms and mandate separating weight/height ranges for each stage in multi-stage safety seats while rejecting eliminating height listing.

*https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/sept_23_q3s_final_rule.pdf.

Thank You

\$1000

Safety Research & Strategies,
Inc.

\$500

Karen Kelly Proctor

\$200

Children's Minnesota
Dignity Health Mercy San Juan
Medical Center
Jacksonville Beach Fire
Marshal's Office
Rady Children's Hospital,
San Diego
Becky Thams
Yale New Haven Hospital,
Injury Prevention Service

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
EXECUTIVE DIRECTOR:
Stephanie M. Tombrello,
LCSW, CPSTI

NEWSLETTER EDITOR:

Kellie L. Mzik, MACL

EDITORIAL BOARD:

Marc Cohen CPSTI
Sean Kane, BA, Safety Research
and Strategies, Inc
Annette Knobloch, DNS, RN,
MPH
Corey Perreault, CPSTI
Jim Savage, Kohl's Safety
Center, American Family
Children's Hospital

Special Thanks to:

Toyota Motor North America: for \$15,000 to support services nationwide for 2020. This gracious gift was received in spite of the national pressures from COVID-19 and allows SBS USA to continue sharing information and resources.

Extension of the Toyota/Lexus Tether Anchor Retrofit Program to 2022, a boon for parents with older vehicles and forward-facing children to transport, is under consideration.

Pomona Police Department:

Working in collaboration from October 2011-September 2020 with grants from CA Office of Traffic Safety (OTS), together we introduced new programs, strengthened ongoing services, and provided training and support statewide. Yours has been a secure home for child passenger safety. We thank you.

Calendar

TECHNICAL WEBINARS:

Registration is offered via e-mail.

Send suggestions for topics to stombrello@carseat.org.

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

***12/3:** For CA Technicians/Instructors: 10 am-11:30 am. 1 CEU.

VIRTUAL CONFERENCES:

***11/17-18:** Safer California

To pre-register for the conference:

\$50. https://us02web.zoom.us/webinar/register/WN_Br0ruxnsQOCFhj78gNj9FA

***11/16:** 1-4 pm: CPS Virtual Presentation: no charge. To register: Kate.Bernacki@cdph.ca.gov

***4/26-28/2021:**

Virtual Lifesavers Conference
<https://lifesaversconference.org/>

New Seats

Graco released the Tranzitions SnugLock 3-in-1, a combination safety seat good for seven years of use for children 22-65 lbs. with the harness and 40-100 lbs. in booster mode (either as highback or backless). The seat features a lock-off door in the backrest and comes with hook-on lower connectors, which, with the tether strap, may continue to be used in booster mode.

Another new seat by Graco is the SnugRide 35 Lite LX, a rear-facing-only safety seat for children 4-35 lbs., which expires in seven years, and has two different angles for babies as newborns and infants more than 3 months old. The rethread harness has four sets of slots; the base comes with regular hook connectors, and it does not have a lock-off.

Dorel introduced the Maxi Cosi Coral XP, an innovative rear-facing-only seat that has three different parts: a base, a hard carrier, and a soft (inner) carrier that be removed from the hard carrier part for use outside the vehicle. The soft part can be carried using either a crossbody strap or two handles on the sides of the carrier.

The seat accommodates children 4-22 lbs. and has a rethread harness. The base is equipped with push-on connectors, a lock-off, a load leg, and a tightness indicator for both lower connector and safety belt installation. Use of the included head and body pillow is required for infants 4-8 lbs. Expiration is eight years from manufacture.

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	
SPECIAL GIFT:	\$5,000 Benefactor	\$2,500 Patron	\$1,000 Sustaining	Other \$ _____
Name _____	Org/Occup _____			
Address _____	City/State _____		Zip _____	
E-mail* _____	Phone: Cell () _____		Work () _____	

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, 2020)

For \$100 members: Add \$35 and receive Safe Ride News through 2021 & USB drive or online access to 10 years of instructions!

Payment: Check/Money Order (enclosed) _____

Credit Card (Visa / MC / Discover / Amex) # _____ Security Code (on front or back) _____

Name on Card _____ Signature _____ Exp ____/____

SafetyBeltSafe U.S.A. is a 501(c)(3) corporation

Please mail this form to: *SafetyBeltSafe U.S.A., Box 553, Altadena, CA 91003*

Federal Tax ID #95-3676040

What's Ahead?

Torrance Fire Department (TFD) has arranged to partner with SBS USA to fulfill objectives in child passenger safety (CPS) through September 2021 under a California OTS grant. TFD Technicians and SBS USA have worked on trainings and other events together, and the department provides safety seat checkups. Fire Prevention Specialist Chris Rhodes, CPST, of TFD continues as our liaison. Now we shall collaborate on creating as much outreach as can be done under COVID circumstances.

Available are the Safe Ride Helplines in English and Spanish, California Technicians' Technical Webinars, Nurses' Basic CPS 1 CE Webinars, law enforcement roll call review of CPS and California law, and online programs for parents approaching distribution programs or social workers who transport. All California law enforcement agencies statewide will be invited to request Citation Reminder Cards for officers in the field and the virtual roll call webinars on CPS and the law. There are multiple CEU options for Technicians who are coming up for certification renewal.

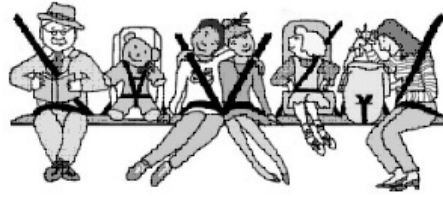
Is your local school interested in a drive-through 5-Step Test Event to show parents and kids how to judge belt fit and provide help if boosters are needed? All aspects of the community can be engaged in learning ways to reduce injury risks for kids and families when on the road.

Why Are Children Especially Vulnerable?

The 2018 NHTSA analysis of traffic fatalities and injuries shows a downward trend for child passenger vulnerability. But when an impaired driver is involved (22% of child fatalities), some issues are clear. Of the 55% of those children lost riding with the impaired driver, 45% were unrestrained in contrast to those in vehicles involved in such a crash but with an unimpaired driver - only 22%, still an indicator that correct restraint on every ride is critical. Children cannot refuse to ride with an impaired driver nor demand correct restraint use. Request our flyer, *Under the Radar*, to focus attention on the need for strategies to keep kids out of these vehicles.

The NHTSA data also indicate the vulnerability of children varies by U.S. state. Texas leads in total fatalities (142) but has a lower rate, 3.9%, based on traffic fatalities overall, than outliers: Alaska - 7.5%, So. Dakota and Utah - 5.4%, Rhode Island - 5.1%, Montana and Delaware - 4.9% and 4.5%. California lost 93 children with a 2.6% child fatality rate.

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



Non-Profit Org.
U.S. Postage Paid
Los Angeles, CA
Permit No. 2112

Return Service Requested

Renew today, and gift a new membership to someone you love.

***SafetyBeltSafe* News**

November 2020

Boy Strangled with Shoulder Belt

A close call for an 8 year old in Massachusetts reminds that not all parents are learning about the risk to kids from unused shoulder belts with switchable retractors. The case in point was brought to our attention by American Honda CPST Chris Martin as the vehicle involved is an Acura MDX 2017 which has owner's manual warnings.

The child had wrapped the center shoulder belt, part of a two-segment shoulder-lap belt system, around his neck while in the adjacent seating position. His "I can't breathe" call led his mother to obtain scissors from a nearby salon, cut the belt, and perform CPR until the EMTs arrived.

For Child Passenger Safety Technicians (CPST), the message is clear: bring this issue to the attention of those you educate. Both the parent and the town police chief denied any knowledge of this risk. SBS USA has been engaged for more than 10 years because of a media call about a similar case involving the child of a retired California Highway Patrol officer and CPST whose daughter was riding in a safety seat attached with LATCH, thus leaving the unused safety belt within reach. That case was resolved when the child's mother managed to get the child out due to her very bunched-up ponytail.

Since that case from 2005, SBS USA has made two consistent efforts to address this issue. Due to actual deaths from entangling in safety belts, flyer #646 in English and Spanish summarizes the issue. The SBS USA checkup form requires raising this issue during the final review—"how the child left the checkup." We urge these steps. It is critical for all who serve children to recognize this risk and name it in their work.

Virtual Conference

Safer California, a Virtual State Injury Prevention Conference, begins with a pre-conference session on child passenger safety (CPS) open FREE from 1 pm-4 pm, November 16th, for those who register with Kate Bernacki, CADPH, Vehicle Occupant Safety Program. The session will focus on logistics of virtual education in CPS as well as the features of in-person, socially-distanced services to clients.

The November 17th & 18th conference is focused on techniques for forming coalitions and applying researched techniques to the goals of various injury prevention efforts. It will include a series of speakers, including Phyllis Agran, MD, a pediatrician early into CPS research and California leader in American Academy of Pediatrics, and Pat Hines, founder of Safe Moves, a landmark safe bicycling organization. To register at \$50, go to <https://cccsh.ca/wp-content/uploads/2020/07/register-1.html>.

SafetyBeltSafe U.S.A. will be represented by Executive Director Stephanie Tombrello, facilitating discussion on 11/16 of developing partnerships with agencies which serve families but potentially lack CPS Technicians and on 11/17, how to prepare partners in various sectors, including work to improve California law, to share accurate information.

"Meet" Ana Bills, Orange County Department of Public Health; Daniella Brown, UPPAbaby; Rena Byrant, Doctors Medical Center/Safe Kids Stanislaus; Jim DeCarli, Pro Consumer Safety; Noemi Duenas, Pacific Safety Center; and Erin Malone, Riverside County Department of Public Health, throughout the three days of injury prevention ideas and discussion.

Proposed Regulatory Changes, *continued from page 1*

Important in the era of higher weights for rear facing, dummy legs may be changed to position them appropriately. With major testing of the new seat pan, NHTSA expects it to be used for side-impact tests as well.

Concerned that most children still are turned forward facing at age 1, NHTSA proposes raising the lowest weight for forward facing to 26.5 lbs. and to reduce booster use for younger children, the weight for boosters will start at 40 lbs. Meanwhile the adjusted requirements should reduce the number of dummies needed for certification testing of each product.

Another area of change is the school bus. To date, products for use on the buses are named as harnesses so a design-neutral designation would allow for seats for school bus use as well. All such products will be labeled for school bus use *only* due to the differences in seat requirements between school buses and other vehicles in which children might ride.

Researchers stimulated several areas to be considered for changes. For instance, Canada prohibits use of inflatable boosters, finding, in crash tests, compression of the seat can lead to submarining under crash forces. Meanwhile, some shield-only seats for children up to 30 lbs. have allowed for ejection in rollover and 40-mph crash tests. So far, the seats are not in the U.S. but should they enter the U.S. market, decisions will need to be made. University of Michigan Transportation Research Institute researchers find seats for children under 1 being “outgrown” despite labeling for use up to 30 lbs. due to the height limits listed.

The importance of clear education on attaching tether straps for all forward-facing seats with harnesses is reflected in NHTSA statistics: 15% used with safety belts and 45%, when LATCHed. This may reflect more exploration of seat characteristics when parents attempt to use the lower connectors. Another NHTSA comment, based on underlying research on aspects of regulatory change, is that injury would be much reduced if incorrect choices for child travel were lessened!

SBS USA Comments:

1. Height is not a useful measurement since body proportion of two children of the same height can be very different, leading a long-torsoed child to have his head sticking up from the top of the rear-facing safety seat *or* a long-legged, forward-facing child whose shoulders are not above the top harness slots alleged to be too tall to use the forward-facing seat. Moreover, once children are out of babyhood, height is rarely a top statistic parents remember. Ideas to focus parents on critical issues might be built-in labels, such as a pictogram or an “embroidered” line for head level rear facing and shoulder level forward facing. Many parents do not understand fully what happens under crash conditions so don’t focus on head or shoulder positions.

2. Families, especially under COVID economic stress, often are using much older vehicles which may have no shoulder-lap belts in back and no tether anchors. It seems critical to continue testing forward-facing seats with harnesses tetherless with a lap belt only to ensure at least minimal protection. Meanwhile, all programs need to stress tether use.

3. SBS USA queries NHTSA about the number of vehicles with floors too weak to use load legs. Unless it is a substantial proportion of the vehicle population, it seems useful to test seats with load legs. It would not make it essential to provide this safety feature but it would allow for officially testing those that provide it.

4. The focus on boosters seems to be on the younger children with less emphasis on the need to extend booster use well beyond age 8, given that SBS USA data show only half of youngsters at age 10 fit in belts correctly, a finding supported by conclusions in projects by various research teams, looking at the issue from different angles. Louisiana has instituted the easily used, site-specific 5-Step Test in its law, making it clear to law enforcement, parents, and kids when a booster is needed. It directs focus on the lap belt, the segment most likely to hurt an improperly fitted child. Concurrently, looking at inflatable boosters for performance under crash conditions is a critical issue for parents wanting to protect their children.

Welcome are the proposals to update safety seat lists for air bag suppression testing and the vehicle seat bench, to explore improvements in registering seats, to keep children rear facing and then forward facing in harnesses longer, and attempts to streamline certification testing.

BOARD OF DIRECTORS

PRESIDENT: Bonnie Oseas
SECRETARY: Karen Proctor, CPNP, CPST
TREASURER: John Nisbet, CPSTI

Members-At-Large

Arkansas:

Holly Terry, CPSTI

California:

Ivy Chang, LCSW, CPST

Zosia Chciuk, RNC, MSN, IBCLC

Marc Cohen, CPSTI

Anne Hamilton, CPST

Deborah Kagei

Bonnie Lovette, RN, MS, PNP, CPST, Sp.Needs

David Myers, CPST

Becky Thams, MA

Colorado:

Vera Fullaway, CPSTI

Connecticut:

Monica Quisgard, BA, MBA, CPSTI, EMT

Georgia

Laura Rohnert Simmons, PT, PCS, CPST, CLEC

Illinois:

Darren K. Qunell, CPST

Louisiana:

Annette Knobloch, DNS, RN, MPH

New Hampshire:

Casey Hill, MSN, RN-BC, CEN, CPST

Ohio:

Tamara Franks, MA, CPSTI

Texas:

Sharon Evans, RN, BSN, CPN, CPSTI

Washington:

Wendy Thomas, CPSTI, Sp. Needs

ADVISORY BOARD

Donna Bryce

Howard M. Ehrenberg, Esq.

SulmeyerKupetz

D. O. "Spike" Helmick

Retired Commissioner, California Highway Patrol

Charles A. Hurley

Retired Executive Director, MADD

Sean Kane

Safety Research & Strategies, Inc.

Ellen R. Knell, PhD

Harvey G. Knell

Deane Leavenworth, President

Leavenworth Endeavors

Sandra Tsing Loh, radio commentator

and author, "The Madwoman and the Roomba"

Talulah Riley, Actor

Michael Sachs, MD

General Pediatrician

Teresa Samanigo, Vice President

Diversity & Community Relations, KABC

Arthur M. Southam, MD

Robert S. Vinetz, MD, FAAP

Gayle Wilson

Brett Wood, Chairman

Toyota Material Handling, U.S.A., Inc.

STAFF

Stephanie M. Tombrello, LCSW, CPSTI

Executive Director

John Stubbs, CPSTI, Sp. Needs, Project Coordinator

Heidi Heflin, RN, MN, CNS, CPSTI, Sp. Needs,

School Bus Transportation, Program Consultant

Kate Quirk, PhD, CPSTI, Sp. Needs,

Program Consultant

SafetyBeltSafe U.S.A.

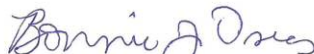
514 North Prospect Avenue, L-6, Redondo Beach, CA 90277
Temporary Mailing Address: 2938 Santa Rosa, Altadena, CA 91001

www.carseat.org

(800) 745-SAFE 310/318-5111 Spanish: (800) 747-SANO

To: Our Friends

From: Bonnie Oseas, President, Board of Directors



January 29, 2020 marked our 40th anniversary! We thank you for caring about child passenger safety and urge you to join for 2021 soon and invite others to join to obtain and support our services. The past year started strong with a Technician Certification Class including a successful checkup and ongoing classes for social workers who transport children. Then on March 13th came the end of travel and in-person events.

The Office of Traffic Safety (OTS) continues to fund important tasks in California., including our bimonthly Technical Webinars. 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 continue to work with our members in Malaysia through Webinars.

We are very grateful for continued grant support from Toyota Motor North America in 2020 and to Volkswagen Group of America for enabling us to plan a central exhibit area for the national American Academy of Pediatrics conference in 2021.

For the Siegel SafetyBeltSafe U.S.A. Child Restraint Awards of Excellence, we encourage our members to nominate candidates from outstanding programs making a difference in our field. This year, the late founder of the awards, Arnold Siegel, precedent-breaking in the technical aspects of child passenger safety and a never-ending advocate, was inducted into the Hall of Fame of Manufacturers' Alliance for Child Passenger Safety.

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, at other membership levels, 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 '21 members at a special price. Remember to join soon to start your '21 membership immediately.

Despite curtailment of in-person sessions, our organization is continuing to produce online presentations that share useful information on various aspects of the field and provide Continuing Education Units for CPS Technicians and Instructors.

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.

Stay well and, if you must travel, keep safe!!

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