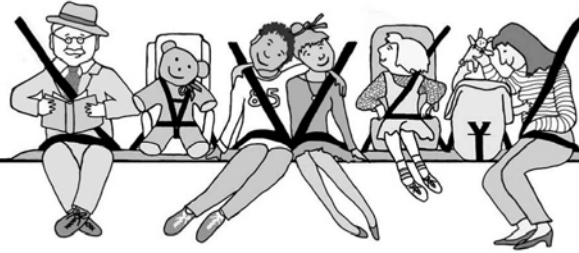


SafetyBeltSafe News

Volume 27, No. 3

May 2006



Meeting the Challenge: American Honda Steps Up!

SafetyBeltSafe U.S.A. was delighted when American Honda made two offers. First, in their important role as a major supporter of the Safe Ride Helpline/Online Checkup service, Honda offered to double their monthly gift to \$1500, starting April, 2006. This important baseline funding makes the newest information and personalized counseling available nationwide.

Second, Honda encouraged submission of a special project for additional funding of \$15,000. We knew at once this could be the first match for the anonymous donor seeking the introduction of the 5-Step Test in every K-3 classroom nationally.

Since American Honda became the Program Sponsor, SBS USA has been represented at Calif. State PTA Convention in May, presenting the idea and resources to enthusiastic volunteers. The simplicity of the message and the idea of kids and parents learning together how to judge correct fit of belts in any vehicle were received well. Leaders were enthusiastic, with the President-Elect of National PTA, Jan Harp Domene, who first joined SBS USA 10 years ago, inviting us to attend their national conference.

A special version of *The Perfect Gift*, with booster-saved Alex of Los Angeles on the cover, was distributed to all 750 Honda dealerships for their Honda Car Care Days while 10,000 more were printed for SBS USA to use in community outreach.

American Honda Motors invites others to join them in supporting this message by funding and enacting specific aspects of the campaign. Readers, how about you?

Safety Seat Checkup Week Brings Out Families

Seventy-six safety seats were checked April 29th by teams representing 20 different agencies. The 34 trained checkers were assisted by six supervisors and 19 volunteers from Bell Gardens Police Explorers, Civil Air Patrol (CAP), the LACES school, and SBS USA. All were welcomed to Petersen Automotive Museum parking lot by their new representative, Yungju Ray, Education Manager.

Sixty families were served, including one with infant triplets. Only two seats evaluated were 100% right, one in the car of proud grandparents. The variety of errors encountered and rectified kept checkers alert, but, as always, families expressed their delight with the new information they gained.

Rebecca, daughter of Advisory Board member Michael Sachs, MD, served as Bucklebear, sharing honors with Adrian, son of Board member Marisa Gonzalez. CAP and Explorer representatives handled traffic control while two daughters of Norm Kellems, LAPD, and their best friend greeted families.

Program Sponsor Toyota Motor Sales, U.S.A. was honored along with Peace Officers Assn of Los Angeles County, which led the Special Enforcement Week effort April 16-22. In Sacramento, a certificate was presented to Assembly Member Noreen Evans, Sonoma County, for introducing AB 2108 (*See p. 4*).

Media coverage preceded the event with public service announcements on radio stations and KABC-TV, notes in parent journals, and through flyers in Dydee's bags of clean diapers. Response was lively. Even more families would have made reservations had there been more checker teams available. Thanks to all our contributors!!

CALENDAR

CONFERENCES

Visit the SBS USA booths:

*6/23-26: PTA Nat'l Convention, Phoenix, AZ. www.pta.org.

*8/9-11: **Kidz in Motion**, Orlando
For information, log on to www.kidzinmotion.org.

THANK YOU

\$23,700 American Honda Motors
(2006 membership year)
\$644 Fremont Investment & Loan
\$500 Habush, Habush & Rottier, SC
Safe Traffic System
SafeGuard/IN Mills and Manufacturing (IMMI)
\$379 Commercial Capital Bank
\$200 Avera St Anthony's Hospital
Beverly Emergency Medical Group Inc
Boone County Hospital
John Muir Health
NAPNAP - L A Chapter
St Joseph Hospital
The Children's Hospital of Denver
Weiner-Seaman Productions

New Products

Britax Regent, forward-facing, 22 to 80 lbs., replaces the Husky. Features: 5-point harness, a front adjuster strap, 4 shoulder slot heights, 2 crotch slot positions, and the choice of either a conventional belt path or longer, inverse belt path.

Fisher-Price Safe Voyage Deluxe Convertible and Safe Voyage Booster are made by Britax. Convertible features: rear facing 5-33 lbs., forward facing to 55 lbs., a 5-point harness, 4 shoulder slot heights, and 1 crotch strap position. Booster features: width-adjustable base and removable back with adjustable headrest.

Combi Centre, a rear-facing-only seat from birth to 22 lbs., has a 5-point harness and front adjuster strap. Some models have an adjustable headrest that moves the shoulder straps up and down without re-threading. The adjustable, detachable base is optional.

Dorel Prospect, a combo child seat/booster with a harness for 22-40 lbs., has 3 shoulder slot heights and crotch strap positions. To 100 lbs., it can be used with or without the back with adjustable headrest.

SafeGuard Go has a tethered harness for 30-60 lbs. and can be used with LATCH or a safety belt with a serpentine pathway and as a booster up to 100 lbs. It can be folded up and carried in its own bag.

Special Needs: Britax Hippo, distributed by Snug Seat, replaces the Spelcast for children in a spica cast rear facing (5-33 lbs. casted weight) or forward facing (34-65 lbs.). **Reha-Partner's** 2 new seats have optional positioning and control accessories. **Recaro Start Plus** fits 30-80 lbs. The **Peppino** may be used in the car (20-55 lbs.), home, or with a stroller base. Both have a 5-point harness but require use of a lap and shoulder belt in the car.

Mass Media Note: 20/20 Freakonomics!

SBS USA presented a sample checkup and long interview on CPS, requested by 20/20, without a clue that the real subject was Freakonomics!

Despite the thrust of the show, aired April 20, the data still support the use of safety seats past age three. Not only is a paper from Partners for CPS due in peer-reviewed *Pediatrics* in June, 2006, but also early research by Carden Johnston MD et al from 1994 illuminated the effect of proper restraint choice on injury reduction.

Comparing fatalities of buckled-up kids 4 and under with those 5-14, the differences were small, reflecting the severity of most fatal crashes. However, reviewing the injured, those 4 and under were less likely than those 5-14 to be hurt. Based on even current data, very few older children were likely restrained with belts properly fitted.

Moreover, the "Freaks" stress the role of incorrect use in reducing effectiveness. Were the high levels of incorrect use a good reason for *not* using safety seats, it would show among those under three since the major error for the older kids is *not* using a child restraint. The reason we believe it is important to teach correct, consistent use is to maximize the protection available. But clearly *using* a safety seat is the vital step.

Even more safety seats with harness systems encompassing kids up to age 6-8 are needed because one factor the "Freaks" may be capturing is the even greater protection a child obtains when using a safety seat with a full harness.

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Glimpses of Lifesavers 2006

More than 2000 participants from across the nation met in Austin, Texas for Lifesavers 2006. SBS USA staffed an exhibit for which member Cindy Humphry, CPS Technician-I and long time volunteer, was vital. More than 100 people attended the SBS USA Social, sponsored by Nissan North America (NNA), a relaxed time to meet others who care about child passenger safety (CPS).

CPS Technician Lance Lewis of NNA spoke about their programs, especially SnugKids, through which they identify seats which fit their new vehicles, and their outreach card, used especially in talks at social service agencies.

National Booster Seat Partnership contributed to the event and held a brief meeting underlining the effectiveness of the 5-Step Test in denoting children who need boosters in cars. The group discussed the importance of considering both variables: proportions of child and vehicle.

The gathering offered a chance for Safe Ride News Editor, Deborah Stewart, to call together those concerned about the weight limits listed for tether anchors and to a lesser degree, lower anchor bars. With the increase in safety seats with harnesses that are certified to far more than 40 lbs., the 1999 petition from SBS USA to NHTSA is of even greater import than seven years ago. The cross-section of

participants in the meeting -- from vehicle and safety seat manufacturers to health and public safety professionals -- allowed for lively discussion and concluded with manufacturers' reps agreeing to set up a joint meeting.

It is critically important for those who are advising parents on correct use to have higher weight ratings on tether anchors. Otherwise, the clumsy but necessary presentation of the options for parental decision is the only way to protect all involved. How can one suggest that *not using a tether* is better? Only a single reported tether failure is known and it occurred in a NHTSA crash test of vehicles at 35 mph. Even then, the tether did its job before pulling out. So far, no real world example has been presented.

Topics of importance for CPS advocates ranged from the details of how to understand crash test data to specific issues relating to ambulances and school buses through the details of newly introduced safety seats. To do the content justice would require more space than is available. Here are a few of the findings to pique interest in pursuing the details.

National Highway Traffic Safety Administration (NHTSA) was represented by George Mouchahoir, (...continued, page 4)

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*The year is almost half gone.
Is your membership up to date?*

SafetyBeltSafe News

May 2006

continued from page 3...

Chief, Structures & Special Systems Division, to discuss LATCH and other aspects of federal regulation.

Ranging from testing on new dummies and test structures, the multi-disciplinary effort to understand side impact protection for children, efforts to "harmonize" with Europe and others with CPS standards to the increased size/weight of child now covered by FMVSS 213, the review riveted the audience. Mouchahoir emphasized the rigor of the current testing of tether anchors, implying they will hold higher-weight children than often listed by manufacturers.

A special case study was presented by Julie King of IMMI on developing the SafeGuard Go "hybrid" restraint – requiring a tether from 30 to 60 lbs. when the booster base is used with a 5-point harness followed by use with a shoulder-lap belt to 100 lbs. Lower anchors, when available, may be used instead of a belt system up to 60 lbs. because the 9-lb. restraint meets mandatory performance levels for CPS. The static testing of tether anchors and lower bars is significantly more sustained than dynamic tests.

Issues that stirred concern among advocates surfaced as manufacturers introduced new products. Of special note were 2 issues: infant-only safety seats requiring use of the detachable base and strictures on use of boosters with backs with low-back vehicle seats.

School bus trainers from Texas described the excellent results among their NHTSA-curriculum Instructors. From school bus administration to

driving to CPS expertise, the team can relate holistically. Donated bus seats of many types are transported to training sites for back-to-back 8-hour classes. The program also is presented at the annual state conference for pupil transportation.

Setting up mandatory standards for transporting children in CPS-appropriate restraints in ambulances is a key aspect of the Angel One/AR Children's Hospital EMS approach. A CPS Technician is on duty 24/7 to assist colleagues in doing this.

California CPS Law Update

AB 2108 passed the Assembly and is headed for the Senate. If passed, the law will require use of a rear-facing seat until a child is *both* one year and 20 pounds, use of a safety seat or booster until age eight, and travel in the back seat for children 12 years old or under.

The author is Assembly Member Noreen Evans. *SafetyBeltSafe* U.S.A., Safe Kids California, and California Coalition for Children's Safety and Health are the sponsors.

Contact Cheryl Kim (ckim@carseat.org or 626-968-6555) for more information about the bill or to discuss how you can share your opinion with legislators.

Get Your SBS Family Shirts Now!

The multi-ethnic buckled up family graces the back of both adult-sized polo shirts (\$20) and kid T-shirts (\$12), all blue with white, in sizes from small kid to 3X adults. Call the office to get yours and support the Safe Ride Helpline.