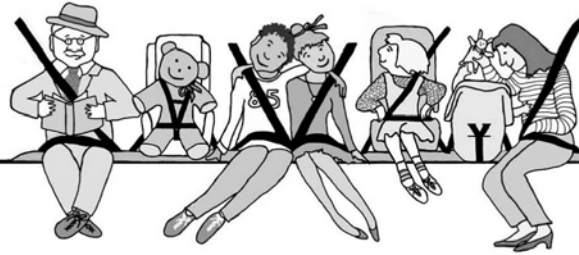


# SafetyBeltSafe News

Volume 28, No. 6



November 2007

## Vehicle Improvements Will Save Kids

National Highway Traffic Safety Administration (NHTSA) is completing work on a mandate in the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),” signed 8/05, to enhance side-impact protection for both front and rear seat riders. The final rule, NHTSA-2007-29134-5 in the Federal Register, was released 9/11/07 and now is closed for petitions for reconsideration.

Side-impact crashes account for 28% of all fatalities. The new rule introduces the use of a 5<sup>th</sup> percentile female dummy in the back seat along with the 50<sup>th</sup> percentile male in the front seat to test side-impact protection.

Many vehicles already have side air curtains and other equipment that mitigate such events. The rule, with initial phase-in scheduled for 9/09, will require all vehicles meet the standard by 9/1/2013. Those passing the tests will prevent serious head, chest, abdominal, lower spine, and pelvic injury. Side-impact air bag data indicate a 24% reduction in injury.

The regulatory report points out that by 2011, the agency assumes 100% of vehicles also will have electronic stability control\* which will reduce rollovers by about one-third. Each vehicle will be tested with a pole (75-degree oblique strike) and a moving deformable barrier.

In reviewing the data used in developing the proposed final rule, striking facts about vehicle and crash types were revealed. For instance, convertible vehicles again have gained popularity recently. These vehicles can be designed to handle side-impact tests. However, 11.3% of convertible fatalities are from single-vehicle side impacts into poles/trees, compared to 6.5% for other passenger car types, a rate 58% higher.

Studying vehicles weighing more than 8500 lbs. with side air bags, NHTSA found lack of deployment in pole tests, leading to the inclusion of large vehicles in the regulation. For many reasons, riding in the rear is far safer than in front. However, side-impact fatality data underscore that value.

NHTSA recognizes ejection reduction in vehicles with side air curtains and will regulate further to require ejection mitigation for vehicles in future.

*\* Electronic stability control, universally mandated by NHTSA by 2012, is already in two-thirds of vehicles. NHTSA reports substantial benefits in reducing single-vehicle crashes: 36% for cars; 63% for SUVs, trucks, vans, and rollover fatality crashes are reduced 70% for cars, 88% for others.*

## More Safety Belts Will Grace School Buses

School buses are the safest form of surface transportation, but recent research reported in *Pediatrics*, 11/06, found 17,000 children injured annually (See *SBS News*, 11/06).

In 1977, CPS advocates lost the battle of the safety belt at the federal level for large school buses. Now grassroots efforts are gaining ground on a state-by-state basis in the U.S. and for rural areas of Australia.

Texas, which joins CA in mandating shoulder-lap belts on buses, will require this by Sept. 2010 on new buses. Some districts are upgrading buses with new built-in shoulder-lap belt seats. (See “Complaints,” pg 4) FL, LA, NJ, and NY require lap belts; AL and NC are exploring changes.

Australia’s government is offering funds for safety belts directly to private bus companies serving rural areas.

If your school district decides to upgrade the bus fleet, look into the fate of the old ones which might be ferrying kids in other child-oriented programs.

## American Honda Supports CPS Resources

Enthusiasm for child care providers to learn about the best way to provide transport is necessary to reach the many family-based caregivers and introduce them to hands-on training. Thanks to a special gift of \$15,000 from **American Honda**, SBS USA will seek partners at child care resource and referral agencies to attract participants for hands-on-oriented training.

Building on the '06-'07 Kids' Plates contract to develop the training, SBS USA invites agencies to explore the possibility of hosting an event.

Our June hosts in Carson, Center for Community and Family Services, fostered active provider participation. The story of infant Jehu, saved in a triple rollover crash due to tire damage, warmed their hearts. His parents asserted their infant's safety stemmed from the training.

To make the story more dramatic, the passerby who stopped at the scene of the crash and held Jehu as his parents' injuries were addressed was Valodi Foster, a former contract contact for a Kids' Plates project grant to SBS USA in years past!

## THANK YOU

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## CALENDAR CONFERENCES

\* **2/24-26**: Discover the Connections! A conference to prevent both childhood injury and abuse. Sponsors: CA Depts. of Public Health & Social Services. Sacramento, CA. [www.CIPPP.org](http://www.CIPPP.org)

\* **4/13-15**: Lifesavers: national traffic safety conf. Portland, OR. [www.lifesaversconference.org](http://www.lifesaversconference.org)

\* **7/9-12**: Kidz in Motion, Denver. [www.kidzinmotion.org](http://www.kidzinmotion.org)

## CA TECHNICAL TELECONFERENCE

\* **1/17**, 10-11:30: Sponsored by CA Dept of Public Health with CA OTS funding.

## NATIONAL CPS CERTIFICATION COURSE

\* **2/27-29, 3/3**: Altadena, CA For application, contact Cheryl Kim ([ckim@carseat.org](mailto:ckim@carseat.org))

## EDUCATOR WORKSHOP

\* **1/29**: Glendora, CA. No class fee. Six contact hours for nurses. Three CEU's for CPSTs or CPST-Is.

Funded by: CA OTS

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

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**New Programs Start**

Glendora Police Department is the host agency for our new two-year project, funded by CA Office of Traffic Safety (CA OTS), to increase activity to protect booster kids. Plans call for enlisting adult and teen service groups in introducing 5-Step Test Events in community sites around Los Angeles County.

Gaining involvement of more civic-minded volunteers in promoting booster use until belts really fit also will underscore the importance of teens, in particular, as role models for the "tweens" and thus, make them consider how important it is to use belts themselves.

To publicize the finding that of children who die at the hands of substance-impaired drivers, the majority are riding in the violators' vehicles, news releases will be prepared. Outreach to share more information about child passenger safety (CPS) and DUI for law enforcement officers will be offered in a series of roll call trainings. Two Educator Workshops and three safety seat checkups each year aim to lead more child- and health-focused professionals and volunteers toward including education on CPS as part of their services.

You can help! If your community law enforcement station would welcome roll call trainings, if you know a location for a checkup to reach under-served families, or you know a child saved by being buckled up, let us know! Statewide, refer families and professionals with questions to our national toll-free lines in English and Spanish. Our Helpline services are shared as well at community exhibits and talks and through [www.carseat.org](http://www.carseat.org), our comprehensive Web site.

**COLOR PICTORIAL AVAILABLE**

The Color Pictorial for 2007 is available. This tool includes color photos of all of the safety seats back into the 1980's, organized by type of seat. This enables those identifying safety seats to match seats without names with photos and to learn the time period that the model was produced.

Next, users can go to the Child Restraint Manufacturers' Instructions with Summary Sheets to find the exact instructions. Inclusion in either collection does not mean that the seat might not be ready for "retirement" but it enables the user to protect the child adequately for the ride home if another product is not available. It also makes it clear that the seat is "too old" if the date label is missing, but the production range shows it isn't a current product.

Place your order at \$50 each plus \$10 shipping and handling; Californians include sales tax.

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**SafetyBeltSafe News**

**November 2007**

## **New Possibilities**

## **CA Bills to Protect Children**

The 5-point harness is best! But what about a safety belt that restrains both shoulders? An article in *Status Report*, 10/07, claims it might be a better fix than continuing load-limiting features of front safety belts.

Spurred to study real-world data by the “behavior” of test dummies whose heads contacted steering wheels through the deploying air bags, researchers found, in crashes with angled contacts particularly, such belts allowed more injury than in vehicles without this system.

The results were preliminary as the number of vehicles in this category still isn't large. The 4-point belt, like the 5-point harness in a safety seat, spreads crash forces without potentially excessive movement leading to additional injury risk.

### **Meeting Opponents' Complaints**

When shoulder-lap belts were devised for buses, opponents predicted loss of seating space, leading children to ride in less-safe vehicles or walk. However, the SafeGuard FlexSeat by IMMI accommodates 2 high schoolers (all that fit in 39” seats) or 3 younger children. In real life, shoulder-lap belts can prevent common bus-related injuries.

CA-based pediatrician and CPS advocate, Phyllis Agran told of a 7-yr-old patient who lost her teeth, forcing her to wear dentures, leading to subsequent injuries from typical childhood mishaps, causing both major costs and sensitivity about her appearance. We can do better.

For the second time, CA Governor Arnold Schwarzenegger vetoed a bill to require use of a safety seat or booster in the back until age 8 instead of the current limits--age 6 or 60 lbs. (whichever comes first). In his veto message on AB 881 (Mullin), Schwarzenegger stated the way to protect children was “through efforts focused on the education and enforcement of existing laws, not the addition of new ones.”

According to data collected by Partners for Child Passenger Safety (Children's Hospital of Philadelphia and State Farm Insurance), “Children ages 4 through 7 years in states with booster seat laws are 39 percent more likely to be appropriately restrained in a booster seat or child safety seat than children in states without such laws.” Furthermore, if AB 881 were law, CA would have been eligible for up to \$7.48 million from NHTSA to educate parents on proper booster use and provide low-income parents with low-cost/free booster seats until 2011.

The Governor signed another law that protects the health of children, SB 7 (Oropeza), which prohibits smoking in a motor vehicle in which a child under 18 is present. A violation is an infraction with a fine of up to \$100 (more than \$350 including penalty assessments).

Apparently, some lawmakers do not see the value of a law as an effective tool to educate the public, despite consistent research findings that it is often assumed state law is the ceiling, not the floor, for child passenger protection. Some pundits described the CA bill as a “nanny law,” and a bill to repeal protection for “booster kids” in WI has been introduced. Many political representatives seem unaware kids are hurt, or even killed, when safety belts don't fit them. It's a *national* problem.

## CA Kids' Plates Funding Challenges SBS USA to Innovate

Kicking off a new pilot project to reach out to prenatal patients with CPS education, *SafetyBeltSafe* U.S.A. staff are partnering with four hospitals in the Los Angeles-Orange County area to establish a baseline of safety seat usage by parents-to-be.

Once that is established, staff will develop a pilot educational program over the next 18 months for implementation through the hospitals. The goal is to offer concrete, specific activities that will help parents prepare better to travel with their babies.

Concurrently, the team will be surveying hospitals to see how policies and procedures are progressing to maximize CPS for patients. Policy workshops will be offered for hospital staff to ensure up-to-date CPS information and standards are in evidence.

If your local hospital hasn't done a CPS "policy checkup," plan now to hold a workshop at your site. By attending, risk managers, nursing, social service, and medical staff can help ensure the best care for kids. The project, planned for 32 months, will offer technical assistance to hospitals throughout the area.

Kids' Plates can continue to foster exploring new ways to reduce childhood injury only by increasing the number of license plates sporting a heart, plus sign, star, or hand on California vehicles. Whether or not you order a special message or just a symbol, you'll be contributing to projects across the state to save kids' lives. To learn more, visit [www.carseat.org](http://www.carseat.org) and click on Kids' Plates!

Meanwhile, *SafetyBeltSafe* U.S.A. staff have arranged with a local library to put out brochures describing the program. We're looking to you for additional sites. Can you put a brochure holder in your lobby or by your cash register so more can learn about this easy way to help kids?

Both this project and the CA OTS/Glendora PD project are California-based; however, the outcomes will equip SBS USA staff to offer suggestions for CPS projects across the nation.

### Act Now - Save Now

Memberships and other contributions to SBS USA are tax-deductible. Renew before 12/31 to enjoy the tax advantages for 2007!

## SBS USA Holiday Gift Suggestions

New from SBS USA are cheerful, metal buttons sporting our Family Affair logo. The messages range from identifying a member of our organization to encouraging questions on CPS to a personalized version with the wearer's name and Technician or Instructor status. Priced at \$3 or \$4 each, add \$1 more for a magnet to protect clothing.



The new 27th edition of *The Perfect Gift*, in English or Spanish, our most comprehensive brochure, will be available by the end of 2007. Place your order now, and we may be able to offer to put your logo on the back. 20¢ each plus shipping/handling. Watch for a new cover design.

Has your school tried "Boosters Are For Big Kids," the multi-faceted curriculum designed for non-CPS experts to teach the 5-Step Test? At \$25 plus shipping and handling, in DVD or VHS format, it makes an important gift for the PTA to use in 2008. Boosters reduce injury rates by 59% compared to belts alone!



Want to honor someone on your gift list by making a donation to SBS USA? We will send personalized cards to announce your generous assistance.

## RECALLS

\* **Britax** has revised the instructions for *Companion* infant-only seats (models E9L14, E9L20, E9L80) made before 11/1/07. They now specify use of the inner crotch strap location for children under 11 lbs. and maximum head height of one inch below the top of the plastic shell.

Call Britax at 888/427-4829 or go to [www.britaxusa.com](http://www.britaxusa.com) (click on "Consumer Services," then "Safety Notice," then choose "Companion" from the list of seats) for revised instructions and labels.

\* **Evenflo** has announced a recall for *Triumph* convertible seats (model numbers beginning with #264, 359, 389) made 9/6/01 to 10/31/05.

If the cloth cover is pulled back, the child could break off a piece of the foam liner and choke on it. Call 800/490-7591 to order a protective sleeve to cover the foam.



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Dear *SafetyBeltSafe News* Reader,

Last year, just before it was time to seek your renewal of support, we heard from the Certification Program, managed by Safe Kids Worldwide, that *SafetyBeltSafe News* subscription will entitle Technicians to qualify for one Continuing Education Unit each year toward the six that are needed for recertification. Since then, additional SafetyBeltSafe U.S.A. programs have gained CEU recognition as well.

Perhaps that will inspire you to make a special effort to renew before the end of the year and enjoy the ongoing flow of our services to you through December 2008. Assist us in keeping the toll-free Safe Ride Helplines, in English and Spanish, and the interactive Web site current and available.

We seek grants and contracts regularly and have been particularly successful recently with three challenging new projects for 2008. Members and subscribers, however, are crucial both to provide funds and show that our organization has a wide range of users.

All supporters will receive a complete annual packet, including the current List of Recalls and Replacement Parts, bimonthly *SafetyBeltSafe News*, access to the Audiovisual Library without a rental fee, and a 10% discount on metal buckle-up signs.

The special Web access service is available in 2008 for supporters at the \$100 level or above: the password-controlled subscription Web page with the new and revised manufacturers' instructions received since 1/07. To date, twenty-two new or revised instructions have been posted. We shall continue to offer Recall Update Service at the Supporting/Community Organization (\$50) level and above. Notification of new or revised materials, including our List of Recalls and Replacement Parts for Child Restraints, will be sent by e-mail. At this level, each will be given a password to download and print the list from our Web site at any time. We will send a paper copy of the recall list if you have no e-mail service available.

The bimonthly *Safe Ride News*, another 1 CEU per year, will be included routinely to those who renew or subscribe at the \$200 level and above. For 2008, we again are offering a CPS Tech Special for those at the \$100 level and above: *Safe Ride News* and a CD of the Manufacturers' Instructions 2007 for an additional \$25.

If your employer matches contributions to tax-deductible organizations like ours, please encourage them to equal your support. Help us keep our services and programs fresh and up-to-date.

Sincerely yours,

Karen K. Proctor, CPNP  
President, Board of Directors