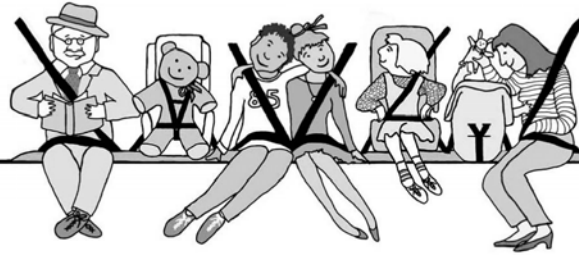


# SafetyBeltSafe News

Volume 29, No. 3

May 2008



## How to Decide Where Children Are Safest

*Pediatrics*, 5/08, presented a study by Michael Kallan, D Durbin and K Arbogast, evaluating the injury risk for children 3 and under sitting in safety seats in the rear seat. Excluded were those in booster seats and infant-only seats facing forward. The study covered crashes of State Farm customers traveling in 1990 or later-model vehicles in 16 states and the District of Columbia, between 12/98 and 12/06 in the database developed at Children's Hospital of Philadelphia. It underlined the long-known fact that the risk level of one side location over the other in back is equivalent; thus comparisons were kids in the center vs. those on the sides.

Although data showed children riding in the center rear were 43% less at risk of injury than those in the outboard positions, it also indicated the passenger side location held 41%, driver side, 31%, and center, 28% of the kids. As age increased, it was more likely children, especially in forward-facing seats, were on the side, possibly due to narrow center locations in some vehicles and parents whose physical condition made it difficult to place older, heavier children in the center but not due to more riders in back.

By counting only clinically significant injuries, the rate was *fewer than 5 children injured per 1000* involved in a vehicle crash. Practitioners need to make clear recommendations to the public, who often hold erroneous ideas about the sources of safety, such as sitting in the center exposes the child to risk from the space between front bucket seats or the front seat back provides increased protection but not knowing occupants move toward impact sites, thus not registering side impact risks.

While this study indicated, in side impacts, the child in the center location was 54% less likely to be injured than one on the struck side, and other research has shown rear-facing seats provide 76% greater protection than forward-facing seats, it is still more likely that the forward-facing child will be on the side and the rear-facing one in the center.

The most important factor for protection is correct safety seat use, but addressing misunderstandings by indicating how to arrange children in vehicles, given proper fit for secure restraint, can help change the figures.

At Lifesavers in 4/08, Kathy Klinich of University of Michigan Transportation Research Institute presented "Advancing Occupant Protection for Older Kids," a pilot study to compare how children sit in boosters with test results on new crash test dummies.

(continued on pg 4)

## In Loving Memory

*Note to Readers:*

My daughter,  
**Kerstin  
Arusha**,  
focused my  
exploration of  
child passenger  
safety (CPS) in



1970, leading to the 1972 Child Safety Project to inform parents and professionals of the risks to unrestrained youngsters.

Kerstin, a media "model" for live TV and press conferences, later helped at exhibits and participated in parades, and Walkathon fund-raisers. Her adult passions, shared with her husband, were public interest law and raising twins, now 6.

For her leadership in fair housing law, she received the 1<sup>st</sup> Annual Kerstin Arusha Award, weeks before we lost her on April 15 to pancreatic cancer.

We appreciate *SafetyBeltSafe* U.S.A. for dedicating Safety Seat Checkup Day to Kerstin's memory. Thank you to all who have supported us in this deeply sad time.

*Stephanie M. Tombrello,  
Executive Director, SBS USA*

For Californians:

CALENDAR

It's 2008, Isn't it?

CONFERENCE

Law Enforcement Citation Reminder Cards are available from SBS USA, thanks to funding by CA OTS. Back by popular demand, the citation-book-sized cards list CA CPS buckle-up laws on one side and basics for enforcement on the other.

Request one for each officer on the street and watch enforcement improve!

CA Department of Education Requirement: All passengers in a school bus or in a school pupil activity bus that is equipped with passenger restraint systems in accordance with sections 27316 and 27316.5 of the Vehicle Code, shall use the passenger restraint system.

\*7/9-12: Kidz in Motion, Denver. www.kidzinmotion.org. Stop by and visit our booth.

SBS USA TECHNICAL TELECONFERENCE

1 CEU for Techs and Instructors (CA only)

\*7/17, 10:00-11:30: Sponsored by CA Dept. of Public Health with CA OTS funding. For details, contact annette.dipirro@cdph.ca.gov.

HOSPITAL POLICY WORKSHOPS by SBS USA

Funded by California Kids' Plates. 310/222-6860 to register.

\*6/16, 1:00-5:00: Little Company of Mary Hospital, Torrance.

\*6/18, 1:00-5:00: Hoag Hospital Conference Center, Newport Beach.

\*6/23, 1:00-5:00: Presbyterian Intercommunity Hospital, Whittier.

\*6/27, 1:00-5:00: Cedars Sinai Medical Center, Los Angeles

THANK YOU

\$35,000

Toyota Motor Sales, U.S.A.

\$25,500

American Honda Motors (2008 membership year)

\$200

Family Resource Center of Northeast Nevada Nationwide Children's Hospital Otsego County Health Department Rady Children's Hospital, San Diego

A parent called the Safe Ride Helpline seeking a safety seat to secure her 2 year old who had a broken femur, casted in a V. When she asked health care providers how to transport the child home and take the child along when she picked up her other children from school, the mom was told to prop the child on her cast in the front seat and put a hand on her for essential trips.

The child was sent home lying on top of her mother on an ambulance gurney with both strapped in together!

With the variety of available safety restraints for children with physical challenges, does your hospital put patients and their families at such risk? In addition, the family's insurer told her pediatrician insurance would not cover a special restraint for the child, even if prescribed.

This is risk management??

Warning from NHTSA on 15-Passenger Vans

Between June and Sept. 2007, 31% of fatal rollovers of such vans occurred, probably linked to increased use for travel groups in summer but possibly linked to less experienced drivers or even low tire pressure.

Fifty percent of the rollovers occurred with vans carrying 10 or more passengers. Although fatal incidents are over-represented in summer, of those killed, 83% were unrestrained. Restraint use was 12% lower than in passenger vehicles in fatal crashes.

Electronic stability control, added to these vehicles in 2004, may help continue fatality reductions recorded since 2001.

SafetyBeltSafe U.S.A. Office: 1124 W. Carson St. LA BioMed, Building B-1 West Torrance, CA 90502 (310)222-6860 - English (310)222-6862 - Spanish (800)745-SAFE (800)747-SANO FAX: (310)222-6862 Web site: www.carseat.org Mail: Box 553 Altadena, CA 91003 EXECUTIVE DIRECTOR: Stephanie M. Tombrello, L.C.S.W. NEWSLETTER EDITOR: Kellie L. Mzik EDITORIAL BOARD: Sean Kane, BA, Safety Research & Strategies, Inc Annette Knobloch, RN, BSN, MPH, DNS, CPST, Our Lady of the Lake College Betty Mason, BA, MPH, CPSTI, Maine Injury Prevention Services Jim Savage, Kohl's Safety Center, American Family Children's Hospital

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\* E-mail address is required to receive passwords for access to Recall List and CPS Tech Update.  
 All memberships/subscriptions are for calendar year and include SafetyBeltSafe News, which qualifies for 1 Continuing Education Unit per year for re-certifying Technicians with subscriber code. \$200 or more automatically includes Safe Ride News.  
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**Check below** if you want to receive the following special subscriptions:

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\$100 minimum: \_\_\_ CPS Tech Update (online access to new instructions since January, 2007)

*Special for \$100 members: Add \$25 and receive Safe Ride News thru 2008 & latest CD of safety seat manufacturers' instructions!*

Payment: Check/Money Order (enclosed) \_\_\_\_\_ Credit Card (Visa / MC / Discover / Amex) # \_\_\_\_\_

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## SAFETY SEAT CHECKUP DAY RECAP

Safety Seat Checkup Day, April 26, brought 27 checkers and five supervisors from 14 agencies to Petersen Automotive Museum to join other SafetyBeltSafe U.S.A. volunteers to make the day a safer one for the 31 families who came to have their 43 safety seats checked. At the end of the day, the incorrect use rate was found to be 93%, so volunteers knew they made a difference.

And what a difference correct use can make! Two families came to be honored with Saved by the Safety Seat/Safety Belt Awards. **Donna Kishibay** described the startling bruises her 3 daughters, a 13-year-old and 9-year-old twins, bore after their safety belts saved them when a red-light-running driver plowed into and totaled their vehicle near the Museum. The officer on the scene rightly described them as "survivor bruises." Donna always paid attention to buckling up her kids, and it paid off.

For her planned home day care, **Ingrit Sanchez** attended a special SBS USA CPS training for child care providers, funded by California Kids' Plates, where she learned of errors she was making. A month later, she, husband Juan, and infant Jehú were

traveling on Interstate 99 when a tire failed, leading to a triple rollover (See 7/07 SBS News). Thanks to the corrections in buckling him up, the infant was unscathed.

California Governor Schwarzenegger proclaimed Safety Seat Checkup Week as did Los Angeles County along with other California counties. San Mateo County, for example, sent a summary of their active CPS program.

Posters, donated by **ColorGraphics** and flyers in English and Spanish promoted not only the April 26 event but the whole week before to focus attention on the key messages in CPS. **California Office of Traffic Safety** (CA OTS) and **Toyota Motor Sales, U.S.A.** co-sponsored the program; **Peace Officers Association of Los Angeles County** led in observing Special Enforcement Week April 13-19 with particular focus on CPS violations.

KTLA Morning Show covered Los Angeles Police Department officers who used the week to pull over families with children at risk—and fix their safety seat installations during their roving checkups.

See you next year!

SafetyBeltSafe U.S.A.  
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*The year is almost half gone. Is  
your membership up to date?*

**SafetyBeltSafe News**

**May 2008**

## **New seats**

**Britax Frontier**, a combination seat with a 5-point harness for kids 25-80 lbs. and at least 2 years old, can be used as a booster from 40 lbs. until the child is too tall (no weight limit).

The seat has a front harness adjuster strap, 3 crotch strap locations, and a sliding mechanism on the back to adjust the height of the shoulder straps and headrest.

Due to reports of installation problems, Britax has issued updated instructions permitting use of either the long (serpentine) belt path or short, conventional belt path. Tether use is required when the harness is used from 65-80 lbs. or if LATCH is used. LATCH may be used in either harness or booster mode.

**Orbit Baby Toddler**, a convertible certified rear facing 15-35 lbs., forward facing up to 50 lbs., can be used rear facing (not forward facing) with any Orbit base. Orbit bases made before 2/08 must be upgraded for use with the Toddler seat. When no Orbit base is used, two braces must be attached to the sides of the seat.

Designed with an adjustable headrest, the seat has a 5-point harness with 4 sets of harness slots, a front adjuster strap, 2 crotch slots, and a choice of 2 end loops to adjust the total length of the harness.

**Sunshine Kids Monterey** is a booster for kids 30-120 lbs. with a removable back and adjustable headrest which must be in full contact with vehicle seat back. A dial on the back adjusts its width. The upper belt guide must be at least 1 cm above the shoulder.

To use lower LATCH attachments, push on a lock to release the connector straps from inside the booster and pull on a front adjuster strap to tighten them.

## **Technical Tidbit**

*Carry handle position for current and recently discontinued infant-only seats:*

**Any locked position:** Chicco KeyFit,; Dorel, all (retroactive); Mia Moda Viva

**Behind seat, at bottom:** Britax Companion

**Behind seat, mid-level or bottom:** both Baby Trend models

**Behind top edge of seat:** Britax Baby Safe, Orbit Infant; Peg Perego Primo Viaggio; Team Tex Baby Ride

**Behind top edge or behind seat, down:** Evenflo, all

**Up position only:** Combi Centre or Connection

**Up position, behind top edge, or behind seat, down:** Graco SnugRide or Infant SafeSeat

### **...Safest** (cont. from pg. 1)

As reported in *SBS News*, 3/08, the new pediatric dummy with a silicon gel shell for the abdomen better reflects real life. With this dummy also reflecting bone development more realistically, more submarining in frontal crashes occurred, with the belt digging into the tummy.

Tests in various boosters showed not all provided equally safe fit in positioning the belt correctly, especially on the youngest booster kids. It is critical to conduct the 5-Step Test\* on kids in boosters to ensure that the belt rests on the child correctly. If the lap belt is on the child's tummy, the shoulder belt lacks a straight belt path, and/or the belt isn't touching the child, the booster is not appropriate for that child and/or vehicle.

*\*Download at [www.carseat.org](http://www.carseat.org) > Resources, Program Materials.*