

# SafetyBeltSafe News

Volume 29, No. 6



November 2008

## 2008 Partners for Child Passenger Safety (PCPS) Fact and Trend Report

For ten years in 16 states, State Farm Insurance referred 875,000 children who experienced crashes to the Partners-for-CPS studies, conducted through Children's Hospital of Philadelphia. From the data, practitioners found both areas of need and trends toward successes. The 2008 report shows, in '07, 80% of kids through age 8 buckling up compared with 51% in 1999. States with laws requiring safety seats through age 7 show the highest use rate for 4-to-8 year olds while the lowest are in states without such legal requirements.

The data indicate use of harness-type safety seats has declined for children ages 4 and 5 as booster use has risen. The data continue to show 59% fewer injuries for kids in boosters compared with belts alone. Those with the greatest increase in protection are the 6-to-8 year olds whose safety seat use has increased from 2% to 43%, mostly with boosters.

Study data on kids ages 8 to 12 indicate at least a third are still traveling in the front seat, despite the 40% reduction in protection. SBS USA recommends back seat travel until kids are getting ready to drive, about age 15. Many parents do not recognize the increased danger and consider it a "treat" for their kids to ride up front.

Risk analysis shows that crash exposure is relatively uniform for kids under age 15; however, the risk of significant injury almost doubles per 1000 children for those 4-8 compared with birth to 3, doubling from 4-8 compared with 9-12 year olds, and is 4 times as common for those 13-15 as for the youngest group.

This risk reflects the types of restraints and seating locations, reminding that children never "graduate" but are "demoted" in terms of protection effectiveness as they grow.

Seventy-two percent of drivers in crashes involving children were women. The highest number of serious injuries occurred when teens were at the wheel with a crash rate four times higher than older drivers.

The nature of children's travel is such that 60% of injury-collisions occur within 10 minutes of home, 84%, within 20 minutes. Speed affects injury, but kids are hurt primarily in crashes on roads with speed limits under 45 mph and on local streets and undivided highways. Many parents still are unaware of the risks posed by repeated exposures in local areas and are more likely to "take a chance" close to home.

In the PCPS study group, fewer than half of families who installed their child restraints in vehicles made since 2002 used lower anchors, and only 28% used top tethers for which, unlike lower anchors, there are no substitutes.

(Both *Safe Ride News* and *SafetyBeltSafe* U.S.A. recommended that NHTSA emphasize the use of top tethers as a primary feature of the LATCH information campaign. The new publicity message focuses on LATCH as the "next generation of safety"; yet many safety-conscious parents do not know that there are weight limits on the lower anchors.)

## Watch Public TV? Keep Your Eyes Out for Spotlight On

Public television has access to a wide-ranging series of short topics to fill spots around their programs through the Spotlight On project.

Thanks to Toyota Motor Sales, U.S.A., *SafetyBeltSafe* U.S.A. has been able to submit two pieces related to the 5-Step Test to show parents and kids how to do it and alert parents of the dangers of badly-fitted safety belts to their children.

Let us know if you encounter a SBS USA spot on your public channel.

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## Replacement Part

Some Primo Viaggio SIP 30/30 infant seats made July `07 through March `08 have a sharp edge on the plastic housing for the harness adjuster. A parent whose baby's feet were badly scratched told SBS USA he encountered 20-30 parents with the same problem; however, NHTSA has received only 3 defect reports.

Advocates must remind the owners of any defective seats to report them at

[www.odi.nhtsa.dot.gov/ivoq/#childrestraints](http://www.odi.nhtsa.dot.gov/ivoq/#childrestraints).

Peg Perego has inspected all seats in stock and modified them, if necessary. Registered owners of the involved seats will receive a replacement adjuster cover in the mail or they may call 800/671-1701.

The same parent reported that his baby fell to the ground head first when his seat flipped forward from the Pliko P3 stroller, even though he heard 2 distinct clicks when it was installed.

A spokesperson for Peg Perego responded that in the stroller instructions, it reads: "Do not remove the front bar from the stroller when attaching the car seat."

SBS USA has suggested that Peg Perego add a warning label to the front bar.

## New Opportunity Coming Up for Hospital Programs

SBS USA is developing a new educational program for first-time prenatal patients at hospitals in the Los Angeles area.

If you would like to participate in obtaining access to this during the testing phase, please get in touch with Kate Quirk, [carseatkate@yahoo.com](mailto:carseatkate@yahoo.com) or call the SBS USA office.

## THANK YOU

\$1500 American Honda Motor Co.  
\$225 To Your Health  
\$200 Jacksonville Beach Fire Department  
Legacy Emmanuel Children's Hospital  
Bonnie & Mark Oseas  
Karen Proctor  
St. Helena Hospital

## CALENDAR

### National Certification Training for CPS Technicians:

\*12/4-5 & 12/8-9, Los Angeles, with checkup on 12/10. E-mail Cheryl Kim ([ckim@carseat.org](mailto:ckim@carseat.org)) for an application. \$1010, including Safe Kids Certification fee.

### Safety Seat Checkup

\*12/10: Columbus Clinic, Canoga Park, CA, 10 am to 2 pm (Checkers needed from 9 am to 3 pm). Checkers and families: call 310/222-6860 to register.

### CONFERENCES

\*3/31 - 4/2/09: LIFESAVERS, Nashville, TN. For information: [www.lifesaversconference.org](http://www.lifesaversconference.org).

\*4/8-10/09: CA OTS Conference, San Francisco.

## New and Continuing Board Members

Congratulations to **Bonnie Oseas**, President-Elect, **Karen Proctor**, Secretary, and **John Nisbet**, Treasurer, former President **Joan Jackson**, ex-officio, and the 11 SBS USA Board members-at-large, serving 2009-2010.

**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.  
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\* E-mail address is required to receive passwords for access to Recall List and CPS Tech Update.  
 All memberships/subscriptions received after 10/1/2008 extend until 12/2009 and include *SafetyBeltSafe News*, which qualifies for 1 Continuing Education Unit per year for re-certifying Technicians 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 January, 2007)

*Special for \$100 members: Add \$25 and receive Safe Ride News thru 2009 & latest CD of safety seat manufacturers' instructions!*

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

***New Products***

**Britax Boulevard CS** (Click and Safe) is a convertible seat for children 5-65 lbs., up to 35 lbs. rear facing. It has a 5-point harness with a harness adjuster that signals with a click when the harness straps are snug. As with the original Boulevard, still available, the headrest and harness height can be adjusted by using a knob without removing the seat from the vehicle. The seat has push-button LATCH connectors and can be tethered rear facing.

**Evenflo Amp** is a new name for the Big Kid backless booster, which is for kids 40-100 lbs. and at least age 3.

**Magna Clek Ozzi** is a backless booster for kids 40-100 lbs. Like the Olli, it has rigid LATCH connectors, but it does not have the quick release strap or some other accessories included with the Olli.

**STAR Seats on School Buses**

The SafeGuard STAR seats on school buses provide 5-point harness protection for students. But a recent question about the tightness of installation led a company representative to share a basic approach to buckling up kids in buses. Of course, one uses the manufacturer's instructions, but the basic approach to the cam-wrap style seat is to snug the outer straps first, followed by the center strap, while compressing the seat foam. Testing for 1 inch or less of movement is done by putting hands at the back of the seat base.

**Does Buckling Up on a School Bus Matter?**

Utah parents of Head Start preschoolers think so. On the first ride to their program, 5 preschoolers were able to walk off a bus that collided with a car and double-trailer big rig. A driver illegally turned his vehicle into the bus, knocking it across the lane into oncoming traffic. Fortunately, EMTs were just behind the bus and were on scene immediately.

The children, who had been using 5-point harnesses, were taken to hospital as a precaution but all expected to be on a bus to their new school program the next day!

**Stocking Stuffers:** License frames with English or Spanish reflective message to "Think Safety, Buckle Up" or bumper stickers with reminder messages, "Love Your Kids? Buckle 'Em Up" or "Boosters Are For Big Kids." Blue T-shirts for kids with the Buckle Up Family (See the masthead) in white.

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**SafetyBeltSafe News**

**November 2008**

## **Boosters Judged by Fit**

## **Lockability-- Positives and Warnings**

Insurance Institute of Highway Safety and Univ. of Michigan Transportation Research Institute (IIHS/UMTRI) teamed to see how 6 year olds fit in boosters in a range of '01-'06 vehicle models. Using an approach similar to the 5-Step Test,\* researchers checked 41 models of boosters and combination seats in booster mode to ensure belts actually would lie on the right parts of the child's body.

Concluding the data collection was a list\*\* of 13 boosters that were not recommended, 10 that were Best Bets, and 5 more, Good Bets. Most important was lap belt fit since this is the part of the belt which tends to injure children when not on the thighs. Shoulder belt fit between neck and shoulder reduces likelihood of chafing which can lead kids to slip the belt under the arm or behind the back, leading to major malfunction in a crash.

Ironically, in 2002, the U.S. Congress told National Highway Traffic Safety Administration (NHTSA) to evaluate boosters for proper fit, but, to date, only ease-of-use and crash-test findings are presented.

SBS USA has been recommending doing the 5-Step Test both with and without the booster in place to make sure that belt fit is correct. Knowing that fit is a product of both the child and the vehicle means that no single measurement—age, weight, or height—of the child only is predictive.

The IIHS/UMTRI testing is projected to continue until all boosters are redesigned to ensure correct fit. Meanwhile, parents should check booster fit.

\* See [www.carseat.org](http://www.carseat.org). for more information.

\*\*See Status Report, 10/1/08, or [www.iihs.org](http://www.iihs.org).

The Notice of Proposed Rulemaking from NHTSA to rescind the sunset clause in FMVSS 208 requiring manual lockable safety belts has received enthusiastic support over the two months before the comment deadline of November 12<sup>th</sup> from more than 150 individuals and organizations from Maine to California.

*Safe Ride News* and *SafetyBeltSafe U.S.A.* appreciate the support for our petition which apparently will be fulfilled, if the public comments are any indicator.

Meanwhile, lockable belts can pose a risk if curious children take an unused belt and wrap it around their necks while playing. In September, 2008, a 6 year old grasped the center belt to pretend he was being handcuffed and then, tangled it around his neck. He managed to get his mother's attention before passing out. With the help of a passerby who had a knife to cut the belt and her own CPR efforts, the child's mother resuscitated him.

These incidents have been showing up sporadically in news and reports to SBS USA so our organization has added warnings about this possible misuse to the checkup forms to remind checkers to alert parents and show them how to lock unused belts to avoid the emergency.

If you would like a copy of the checkup form or a warning flyer for parents, contact the office at 310/222-6860.

## Flying with Baby: A Word to the Wise!

SBS USA recommends all travelers have their own seats on airplanes and youngsters with safety seats with harnesses use them in flight. Various challenges have been encountered by parents trying to follow these recommendations. SBS USA suggests taking not only the instructions for the safety seat to demonstrate correct use, if asked to “misuse” the seat, but also a print-out of the FAA rules to remind forgetful flight attendants that when a child has a paid seat, parents cannot be told to remove a correctly used safety seat.

SBS USA Member Ilana Glazier, CPS Technician, shared a new wrinkle. Apparently, in 2009, it will be mandatory to give a birth date, gender, and name when booking a seat. Therefore, one airline insisted it was impossible to purchase a ticket for an unborn baby to be delivered prior to the trip but not yet “on hand”. Various options were suggested. Eventually, with the help of Sandy Sinclair of NHTSA and Douglas Mullen of the Air Transport Association, Ilana realized that she had stumbled upon a global problem unconsidered before the rule was developed by Transportation Security Administration. The issue is under review; meanwhile, ATA was able to get the airline in question to issue a ticket for “infant”. After the child’s birth, the requisite information will be given to the airline to finalize the ticket information.

Holidays Are Upon Us! Is there anyone on your list who has it all? Make a tax-deductible donation to SBS USA in honor or memory of a special person, and for \$1 more, we’ll provide an announcement card for you to send. Or send us your list of honorees and for \$2.50 each, we’ll send the cards for you.

## Social Workers and CPS

The Department of Children and Family Services, Los Angeles County, and *SafetyBeltSafe* U.S.A. partnered under the aegis of CA Office of Traffic Safety and later, California Kids’ Plates, to develop “In-Depth Training in a Day,” targeted for the practical needs of child protective workers. Growing out of a one-day checkup in November, 2003, the program has demonstrated both the need and the commitment to children the program represents.

The statistics collected are important to show why social service agencies which provide child transport need to consider contracting for a similar training. According to the participants, child passenger safety (CPS) is not taught in graduate school. Some agencies may use agency vehicles; however, DCFS and others ask workers to use their own transportation, which means, like an ordinary checkup, the range of vehicles in use is large. Fortunately most vehicles in use are post-1996, so virtually all have belts that can be manually locked, eliminating focus on locking clips, for instance.

The “test” of the training is for each worker to select and install seats for 4 different ages/sizes of children in his/her vehicle. Teams of 3 work together so team members become familiar with at least 3 vehicles. To get to this point each afternoon, the class spends a morning learning the basics of child passenger safety and experiences harness adjustment and strap changes.

Initially, SBS USA posed scenarios to 38 experienced workers who were asked to select and install safety seats to match. All 38 made errors, with loose safety seats the most common but including a variety of problems, totaling 107 mistakes. Since DCFS began assigning beginning workers and human service assistants to the training program, 944 have completed the course.

Data are collected from a 10-question pre- and post-test and evaluation. Currently, the difference in test responses from start to finish indicate that 35% score more than 70% pre- and 88%, post-training. Although the participants arrive with no special interest in CPS, 86% have rated all aspects of the course as a 4 or 5 (1, low to 5, high); 60%, all as a 5; and 88%, the hands-on segment, a 5.

The struggle to incorporate not only basic “theory” but achieve reasonable fit in their vehicles in a short time is challenging. It requires a substantial investment in Technician trainers on hand for the hands-on component. If the agency uses a single vehicle type, it might be possible to demonstrate the installation more quickly because all would be coping with the same locations for equipment, type of belt, seat configuration, etc. However, for many agencies, like DCFS, vehicles in use vary, not only from worker to worker but often from time to time, they transport.

We invite social service agencies to contract with SBS USA for similar training.



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To: SafetyBeltSafe News Reader

From: Karen K. Proctor, CPNP, President

In September, we heard from National Highway Traffic Safety Administration of their Notice of Proposed Rulemaking in the Federal Register. Their position largely supported the petition submitted to them in January 2007 by our organization and Safe Ride News Publications with the specific support of 177 advocates across the country. The petition is related to preventing a sunset in 2012 of a rule that requires safety belts that can be locked by the user, not just by abrupt vehicle motion. **This regulation is the major reason that locking clips usually are not needed in vehicles made after 1996.** Your support is a definite underpinning on which we count so we can pursue such issues, which will have impact on all children.

The **Technician Certification Program** accepts *SafetyBeltSafe News* subscription as 1 Continuing Education Unit toward the six that are needed for recertification. Other SafetyBeltSafe U.S.A. programs have gained CEU recognition as well.

Perhaps these recognitions will inspire you to **renew before the end of 2008** and assure the ongoing flow of our services to you through December 2009. **Assist us in keeping the toll-free Safe Ride Helplines, in English and Spanish, and the interactive Web site available and current.**

We seek grants and contracts regularly and have three challenging projects underway. Members and subscribers, however, are crucial both to provide funds and to show that our organization has a wide range of supporters.

All subscribers will receive a complete annual packet, including the current List of Recalls and Replacement Parts, bimonthly *SafetyBeltSafe News*, and a 10% discount on metal buckle-up signs. Readers who renew or subscribe at the \$200 level or above will receive the bimonthly *Safe Ride News*, which is approved for 1 CEU, 100 free brochures, a 2007 CD of the Manufacturers' Instructions, and an updated CD when it is available as well as access to the password-controlled subscription Web page with new and revised manufacturers' instructions received since 1/07. To date, 50 new or revised instructions have been posted.

The **CPS Tech Access Package**, available for supporters at the \$100 level or above, includes the password-controlled subscription Web page. For an additional \$25, these subscribers are eligible for the **CPS Tech Special**, which includes *Safe Ride News* and the CD of Manufacturers' Instructions.

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. Subscribers at this level will be given a password so they can 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.

If your employer matches contributions to non-profit organizations, please designate SafetyBeltSafe U.S.A. as the recipient of those funds. **Help us keep our services and programs on target and up to date.**