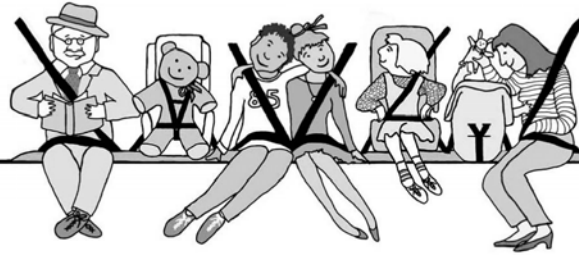


SafetyBeltSafe News

Volume 30, No. 6

November 2009



Booster News on Center Stage

Dr Kristy Arbogast, Center for Injury Research and Prevention, Children's Hospital of Philadelphia, commented on the data in a November, 2009 paper in *Pediatrics*, in which a new cohort of kids in crashes was examined. Reviewing the restraint use of 7,151 children, ages 4 to 8, in 6,591 crashes, riding in the back seat, the investigators found 70% were using safety belts only; the rest were in boosters.

The injury rate for the booster users was half that of the others. The injury effects of side impacts, to which children are highly vulnerable, were mitigated with boosters: 68% reduction for near-side impacts; 82%, for far-side impacts; very good news.

In addition, the team could not find any difference in effectiveness between high back and backless boosters, which helps for agencies trying to spread out funds for distribution programs. High back boosters do have their benefits, often providing greater comfort. However, the findings leave it to families to make the decisions that work best for them.

As researchers include children of higher ages in the data sets, the value for even older kids is likely to be revealed.

Want a keepsake for our 30th? If your membership doesn't include a button, order one for \$3; add in \$1 for a magnet for attachment.

Toyota/Lexus Floor Mat Recall

October 1st brought notice that Toyota Motor Sales U.S.A. (TMS USA) advises owners of many Toyota/Lexus models to take out any removable driver's side floor mats in case they are improperly placed near the gas pedal, potentially initiating unintended acceleration. The critical nature of this situation was highlighted by a multi-fatality crash of an off-duty CA Highway Patrol officer and his family in a runaway, loaner Lexus. National Highway Traffic Safety Administration (NHTSA) reports the wrong floor mat was in the vehicle.

SBS USA began warning families in the target vehicles at safety seat checkups in October. Eight different models, from 2004-2010, are involved. Check with TMS USA, NHTSA, or SBS USA for the list. Meanwhile, if unintended acceleration occurs, put the vehicle in neutral or the key at ACC and step on the brake with both feet or, with a Prius or other smart key-equipped vehicle (power button in place of an ignition key), press and hold the power button for 3 seconds *continuously*.

According to TMS USA staff, the floor mat issue arises if the correct mat is put in upside down, the wrong mat is installed, or multiple mats are used. Sometimes after a car wash, mats are placed out-of-position; similarly, parents report safety seats not buckled in. SBS USA suggests checking both items regularly after such a visit. Mat interference might occur with other vehicles as well.

Meanwhile, Sean Kane, SBS USA Advisory Board member and newsletter reviewer, of Safety Research and Strategies, Inc. reports incidents since 2000 where no floor mat was involved. Reviewing 2000 cases, Kane is looking for other possible issues. Although unsuccessful to date in finding another cause, NHTSA and TMS USA continue to look into the non-floor mat cases and to seek a vehicle-based solution. Regardless of any future findings, this focuses attention on avoiding floor mat interference with the accelerator of any vehicle and understanding the technique of halting a runaway vehicle. Correct mat fit and attachment are vital. The initial wave of letters to Toyota/Lexus customers was sent starting 10/30.

Ya'll Come!

The first 100 who register will join SBS USA Board Members to celebrate 30 years of service in CPS. Jan 29, 1980 saw 15 Angelenos form the organization with a view of a short, vigorous campaign to tell folks that safety seats save lives.

Unanticipated were the technical issues that grew as the years went on.

The informal luncheon is set for 11 am on January 18 at Point Vicente Interpretative Center, Rancho Palos Verdes, CA, where group tours may be booked through SBS USA at 10 am and 1 pm. The setting is known for excellent hiking, whale-watching, and ocean views.

Register at 310/222-6860.

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

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L.C.S.W.

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Kellie L. Mzik

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Calendar

***1/18:** 30th Anniversary Celebration for SBS USA, Rancho Palos Verdes, CA. Luncheon, 11 am-1 pm. Call 310/222-6860 to register.

***4/11-17:** Safety Seat Checkup Week

***4/17:** Safety Seat Checkup Day, Petersen Automotive Museum, Los Angeles. Call 310/222-6860.

CONFERENCES

***3/15 & 16:** Moving Children Safely, San Francisco Marriott, Burlingame, CA. Register at www.injurypreventionnetwork.org/moving-children-safely-conference

***4/10-13:** Lifesavers. Philadelphia, PA. For details, go to www.lifesaversconference.org

***8/26-28:** Kidz in Motion, Ft. Worth, TX. For details, go to www.kidzinmotion.org.

Recalls

Dorel has recalled **Maxi-Cosi Mico** (#22-371, 22-372) or base only (#22-515) made 7/1/07 to 2/17/08. The shell may not attach securely to the base or may be difficult to detach. Call (877)657-9546 for a new base.

All **Mia Moda Viva** and **Viva Supreme** (#5000-5080) infant seats have been recalled and discontinued due to two problems. (1) The splitter plate has sharp edges which can cut the harness. (2) The base could crack in a crash. Do not use. Go to www.vivacarseatrecall.com or call Lerado Group USA (877/546-8437) for a refund.

THANK YOU

(2010 membership year)

\$1500 American Honda Motors

\$500 AAA NCNU

\$200 Children's Health and Safety Services of Tulare County

Cobb County Board of Health
Oregon Dept of Transportation
St Helena's Hospital

Ride Safe

Under the California Kids' Plates grant, we are offering hospitals policy consultation and, for 1st-time expectant parents, an online or CD-based educational approach to CPS. For posters and flyers for Los Angeles, Orange, and northern Ventura Counties offering the program followed by an in-person checkup, call 310/222-6860.

Ride Safe from the Start addresses how to choose a safety seat appropriate to the infant and the vehicle, including exercises to teach how to assess which sort of safety belt system is in one's vehicle and how to lock it.

The quiz format aims at the key points for each chapter of the integrated lessons. Since many expectant couples are unfamiliar with the challenges of CPS, it helps if trusted hospital personnel strongly encourage them to take the course, which is done at home.

SBS USA has attractive cards to announce your donation to SBS USA on behalf of an important person or agency in your life. We'll announce your gift or send you a card to pass on to the recipient. Just add \$2.50 or \$1 per gift respectively.

You can help SafetyBeltSafe U.S.A. save children's lives with your membership or donation.

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Special for \$100 members: Add \$25 and receive Safe Ride News thru 2010 & 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*

School Bus News

The School Bus Safety Handbook: Choosing and Using Child Safety Restraint Systems was written by experienced Child Passenger Safety (CPS) Technicians and Instructors Deborah Davis Stewart, Linda White, and Mary Anderson with aid from school transportation safety experts.

The selection and correct use of “child safety restraint systems (CSRS),” term preferred in school bus circles, designed especially for use on school buses, conventional and special needs CSRS, and wheelchairs are reviewed with details of the various school bus anchorage systems for installing CSRS and specifications for new buses easing CSRS use.

Divided into two sections aimed at administrators and hands-on staff respectively, the handbook is meant for those familiar with the school bus venue. The team strongly recommends taking the NHTSA School Bus-CPS Training; *Safe Ride News* will post class availability.

Order from www.saferidenews.com for \$24.95 plus shipping.

**Ford Shoulder Belt Air Bag
 Soon to Appear**

November brought publicity for the new optional safety belt system for rear seating positions, starting in the Ford Explorer, 2011. The air bag is in the shoulder portion of the belt, out of sight until a crash is detected. It expands, fivefold, the ride-down area for the passenger’s torso, shown as ideal for booster users. Slowing down motion tends to reduce injuries; this design adds support for the head and neck.

Using a cold-compressed gas located below the rear seat, the air bag fills through the special buckle in response to crash sensors. It does so more gently because, already lying on the person’s chest, it doesn’t have to fill a gap. Testing indicates that it does not interfere with safety seats with harnesses.

Ford introduced safety belts in 1955 as optional, like this new design. Look where we are now!

** Here’s a note from the *SBS News*, 1/98 issue: The Angel Airbag, available for \$495 from Woleko Industries, Inc. attaches to the lap belt and deploys away from the passenger without super-heated gases.

California Projects Wind Down and Spring Forward

Thanks to funding from California Office of Traffic Safety (CA OTS), SBS USA, with support from the Glendora Police Department, completed a two-year CPS project in September and kicked off a new 1-year effort in October. At a news conference with Glendora officials, SBS USA described the “model city” effort, aimed at elementary school kids and their families.

Starting with the two Glendora school districts, SBS USA is introducing “Boosters Are For Big Kids” (BAFBK) in K-3 classrooms, inviting PTA parents to spread the program beyond the funded sites. Businesses and libraries might participate by posting samples of the kids’ creative decorations of booster drawings. Parents and teachers are often surprised by how many of the older children fail the 5-Step Test*.

Mayor Karen Davis, Glendora, said her support for the program sparked when her then-9-year-old twins failed the 5-Step Test at a checkup. In view of an array of homework color sheets with the kids’ fanciful takes on booster appearance, Principal Jeanine Robertson, Washington Elementary School(WES), said teachers and PTA leaders warmed to the program rapidly. Lending support was Charter Oak Unified School District Superintendent Clint Harwick, Asst. Sup., Business Services Elias Jouan, School Board President Jane Bock, and Traffic Cpl. Joe Ortiz, Glendora P.D.

Winning a drawing for boosters for himself and two 3rd grade siblings, 1st grader Adrian Ramirez showed how important a booster is for correct fit.



Mom Delmy Ramirez and SBS USA Executive Dir. Stephanie Tombrello see problems with Adrian’s safety belt use, but later, Adrian is happier and safer in a correctly-fitted booster.

SBS USA held 11 5-Step Test Events in various locales over the past two years, gathering data on 1164 children 2-13. Until age 7 not a single child passed; until age 11, there were fewer passes than fails with a grand total of 92% failing. Thus, the evidence gathered at WES, where one class each, K-3, has received the program, should not surprise: 66 tested; two large 8 and 9 year olds passed. However, observing 163 children arriving at the school a few days prior revealed only 50 in any type of child restraint, 8 totally unrestrained, 105 in belts only, and 32% in the front seat.

Although we do not focus on injury but instead on fit, comfort, and view with young kids, parents need to hear about injuries, such as stomach perforations to which kids in mal-fitted belts are prone, even in low-speed crashes, a good example of which is in the BAFBK curriculum for the go-home pages for parents.

Now a Lake Tahoe, CA, mother is telling the story of the severe injuries from which her belted but not ‘boostered’ 8 and 9 year olds are recovering after a 55-mph crash into a tree, occurring after her husband fell asleep at the wheel. His injuries were minor compared with his kids’, one of whom appeared fine initially but had a pierced colon, leading to sepsis. Too often, kids in crashes, wearing belts alone, appear unbruised, apparently uninjured, and face a serious outcome if not swiftly diagnosed.

Finally, of interest was the reproducibility of results. SBS USA participated in a 5-Step Test Event two years running at the same site, ensuring a very similar target audience. In 2008, 213 were tested; in 2009, 438. Each year, 64% reported using belts with 33% and 27% asserting safety seat use respectively. However in both years, only 6.5% and 7% passed the Test, so it was important that CSK Auto and CA OTS supported booster distributions to this group.

For the next year, OTS also will support SBS USA in offering Helpline services, publicity, and technical teleconferences for Californians. Law enforcement agencies without Citation Reminder Cards are invited to request one per officer in the field. SBS USA will receive support from L.A. County Department of Public Health, Injury and Violence Prevention Program to continue the roll call trainings, as they have during the past year, along with technical assistance to the agencies providing safety seat distribution programs in Los Angeles County.

*See www.carseat.org for the 5-Step Test on the booster page or flyer #630.



SafetyBeltSafe U.S.A.

1124 West Carson Street, LA BioMed, Building B-1 West, Torrance, CA 90502
Post Office Box 553, Altadena, CA 91003

310/222-6860 • 800/745-SAFE • 800/747-SANO • FAX 310/222-6862 • www.carseat.org

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To: SafetyBeltSafe News Readers
From: Bonnie Oseas, President

January 29, 2010 marks **thirty years** since 15 Angelenos decided we had to do more to inform parents and professionals of the risks to children, most of whom rode unbuckled in the car. What a difference today! We celebrate the present with a gathering in January to which you will be invited. However, we cannot rest until we address the toll, of which half are children, still unrestrained, who could have survived had they been correctly buckled up.

In August, we sent comments on the proposed agenda of National Highway Traffic Safety Administration. Now we are moving forward on piloting programs to get a city behind booster use for elementary school kids and a special new online education effort for first-time expectant parents.

The Technician Certification Program accepts *SafetyBeltSafe* News subscription as one Continuing Education Unit toward the six that are needed for recertification. Additional *SafetyBeltSafe* U.S.A. programs have CEU recognition as well. Check www.carseat.org for details.

Perhaps these snapshots of our efforts will inspire you to renew before the end of 2009 and ensure the ongoing flow of our services to you through December 2010. 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 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*, and a 10% discount on metal buckle-up signs.

The special Web access service is available in 2010 for supporters at the \$100 level or above: the password-controlled subscription Web page with the new and revised manufacturers' instructions received since 1/09. To date, 30 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 2010, 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 2009 for an additional \$25.

If your employer matches contributions to tax-deductible organizations like ours, please encourage them to equal your support. We need YOU!

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*Give the gift of safety this year.
Renew your membership, and gift one
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SafetyBeltSafe News

November 2009

A Call for Input - due 1/4/2010

National Highway Traffic Safety Administration
[Docket No. NHTSA-2009-0171]
2010-2015 Strategic Planning
www.regulations.gov

Transportation-related fatalities are 95%-motor vehicle crashes, the leading cause of death for ages 3 to 34, and cost \$230 billion in 2000. The costs related to crashes are paid 74% by the public and 26% by those involved. From 1966 to 2008, the crash fatality rate dropped from 5.5 deaths per 100 million vehicle miles of travel to a historic low of 1.27.

NHTSA has a wide net of queries on which to comment from Factors and Issues in society, the energy and transportation fields, politics, health issues and care and Technology, especially built-in techniques to avoid crashes and the effect on drivers; emergency medical care. Intriguingly, the next 2 sections focus on ways to improve interface between organizations and NHTSA and on the current mission and performance of NHTSA, seeking ways to improve the outcomes.

Because of the broad nature of the request for comment, this is the chance for issues, large and small, technical or procedural, goal- or concern-directed, to be raised, preferably with some data to focus attention on them. The Web site above is the electronic "door" for comments *or* send 2 written copies to DOT Headquarters for the Docket Management Facility. This is the chance for a concerned parent, volunteer, or professional to give the federal agency a tip!

New Products

Combi Shuttle 33 may be used with the base from birth up to 33 lbs., without the base up to 22 lbs. It has a removable seat cushion for small infants, a 5-point harness, and a front adjuster strap. Shoulder straps are hooked to a splitter plate with upper or lower loops, depending on the baby's size. There are two sets of shoulder strap slots, and straps move with the adjustable headrest. It has an anti-rebound bar, push-on LATCH connectors, and a belt lock-off in the adjustable base.

Graco SnugRide 35, an infant seat for 5-35 lbs., is replacing SnugRide 32. It has a 5-point harness with 3 sets of shoulder strap slots and a front adjuster strap. Both the shoulder and lap straps can be adjusted in length to accommodate small or large babies. The adjustable base has a lock-off.

Harmony Juvenile Products, a new entry into the U.S. market, has introduced 4 new boosters for 30-100 lbs. **Baby Armor Adjustable** and **Dreamtime Comfort** have a removable back and adjustable headrest; Baby Armor also has adjustable side supports. Harmony backless boosters are **Baby Armor Youth** and **LiteRider**.

Recaro Como G2 is a convertible seat with a 5-point harness for 5-70 lbs., 35 lbs. rear facing. It has 5 sets of strap slots, a front adjuster strap, belt lock-offs, and push-on LATCH connectors.



Happy Holidays!

Check out the wide array of mugs, bumper stickers, and other gift ideas that show you care about child passenger safety. www.carseat.org.