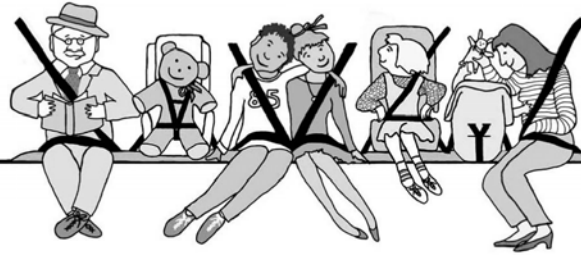


SafetyBeltSafe News

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May 2010



Safety Seat Checkup Week

Every year we celebrate the dedication to correct, consistent use of safety seats and belts. Every year, our data show us it is necessary to continue the focus. First, from reports about other areas of public health, such as TB and sexually transmitted disease control, we see resurgence when an area involving human behavior is declared low-priority, and second, there is a new parent born every minute.

Therefore, we report that Safety Seat Checkup Day at **Petersen Automotive Museum** in Los Angeles saw an enthusiastic 8-team checker group of 23 with 5 supervisors plus 17 wonderful teen and adult volunteers greeting 32 Los Angeles County families from 10 cities, including 19 zip codes in Los Angeles, and 1 county area. Several teens enabled Bucklebear to cheer up children and their parents. Afterwards, evaluations from families featured the words “friendly” and “expertise” most prominently in their comments. Forty-six seats were evaluated, showing an 89% incorrect use rate, with 1 to 8 errors and 5 with recalls. Five were correctly used. Of the 22 that arrived using the lower bars of LATCH, 7 were in unauthorized locations.

Thanks to **CA Office of Traffic Safety** and **Toyota North America**, sponsors of Safety Seat Checkup Week, a March Educator Workshop was offered as well as April 17 Checkup. Counties from Amador to Yuba, including Los Angeles County and many of its cities, declared the Week. With leadership from the **Peace Officers Association of L A County**, many police agencies observed Special Enforcement Week, 4/4-10, focusing on child-related violations in an effort to avoid losing kids during our special week.

Posters for the Week were donated by **ColorGraphics**; food for the event, by **Canter’s Delicatessen** and **Michael Sachs, MD**. Checkers from non-profits, government agencies, and small companies that offer checkups created a happy combination of highly experienced and newcomers, some of whom were preparing for the Certification Training held the following week.

The day was dedicated to the memory of **Pat Beighley**, retired LAPD officer and fervent child passenger safety (CPS) Technician Instructor, who left us on April 15.

Manufacturers’ Themes

With the Governors Highway Safety Assn espousing “Toward Zero Deaths,” as the national goal, safety professionals seek to emulate social changes, such as attaining high levels of safety seat use, especially for the youngest children. In vehicles, side air bags and electronic stability control are major factors. Progress has been made in developing “smart cars” which can counteract driver error and give drivers extra information. Cameras and radar are becoming less expensive and thus, more ubiquitous on vehicles.

From a panel of safety seat manufacturers, themes emerged which may change recommendations. For instance, there was strong emphasis on the positive role of backs on boosters from Bengt Lager, insisting that backless boosters were less safe, despite research data from Children’s Hospital of Philadelphia that this hasn’t been seen in crash result data.

With increasing weight ranges on safety seats, longer use of a seat rear facing and with a harness will increase. Side impact protection is critically important; how will this be incorporated into FMVSS 213 regulation? Various types of testing now used need to be weighed to select a consistent method of assessing performance.

Rollover Highlights Important Warning

Never recline a vehicle seat more than 45 degrees while traveling!

When her 16-year-old sister dozed at the wheel, then over-corrected, leading to a triple-rollover, 19-year-old Sarah Goodner of Colorado, died. Although wearing her belt, she was in a fully reclined seat, leading to her ejection through the rear window. The driver was uninjured.

The girls' parents sued to spark clear warnings by the auto industry to keep seats upright while in transit. From our experience, another major warning is to keep feet off the dashboard from which air bags emerge *really* fast in a crash.

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Calendar

***6/2: Safety Seat Checkup**, Target parking lot, Inglewood, CA 10 am-2 pm.
Sponsor: CA Office of Traffic Safety. Checkers are needed from 9 am - 3 pm.
Call 310/222-6860 to register.

***6/24: Hospital Policy Workshop** 12:30 pm - 5 pm. Altadena Community Center, Altadena, CA. Call 310/222-6860 to register.
Sponsor: Los Angeles Co. Dept of Public Health, Injury and Violence Prevention Program

Note: This hospital policy workshop is meant to offer leads for developing a consistent hospital-wide approach to meeting California law for hospitals and birth centers regarding CPS education for clients with young children.

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

Encouraging Statistics!

Traffic safety fatalities in 2008 were down by 14%, with the most effect for those under age 20, down 22%. These figures are the lowest since the 1950s.

Since 2005, although vehicle miles traveled are down just .5%, the drop in traffic fatalities is more than 30% for those under age 16. The darkest spot is 16% more motorcycle fatalities, although there is an emerging downward trend.

Can we keep the momentum when the recession abates?

Thanks to:

Toyota Motor Sales, U.S.A. for finding storage space for our historical 100 + seat collection through **Alexander's Mobility Services**, Santa Fe Springs, CA, which stepped in just in time.

\$11,000 American Honda Motors (2010 membership year)

\$2500 Nissan North America, Sponsor of SBS Social

\$435 Clarkstown Police Dept.

\$200 Medina County Health Dept. The Children's Hospital of the King's Daughters

\$150 John Nisbet

When Law is NOT Best Practice

Idaho is probably the last state with the "nursing/physiological needs" exemption from using a safety seat for a child while in transit. CPS advocates report a local politician has bottled up every attempt to excise it from the law, leaving children exposed to death and injury for feeding, diapering or the like.

On the other hand, Idaho is not the only state that has a very dangerous exemption from safety belt and seat laws. High belt usage states, such as Hawaii and Washington, allow more folks to ride in a vehicle than the number of belts, i.e. seating positions in the vehicle.

We know that at least 20% of crash injuries come from person-to-person contact; the unrestrained strike whatever is in the path toward the impact at 30 times their weight in a 30-mph collision. No one is safe when an unrestrained person rides along.

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

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Could This Happen to You?

“I’ll never drive a car without a backup camera again! It has proved its value without a doubt.” Kate Quirk, SBS USA Project Coordinator and her kindergartener Ella had just finished their marketing and were waiting for the parent parked next to them to let them leave because a 1 year old was pushing around a toy stroller behind their vehicle.

Minutes later, Kate saw the other mom scoop up the youngster and begin loading something in the vehicle. Of course, before backing up, Kate checked her camera screen---and there was the 1 year old. Mom was carefully packing up the toy stroller, leaving her child loose in the parking lot!

ATVs are Not for Kids

A panel of professionals and bereaved parents at Lifesavers shared deaths of All-Terrain Vehicle (ATV) riders: 9,633 from 1982-2008, 1/3 of whom were under age 16. In 2005, 3 bereaved mothers, Carolyn Anderson, Sue Rabe and Carol Keezer, founded **Concerned Families for ATV Safety** (www.atvsafetynet.org) to eliminate this exposure. These motorized vehicles are powerful and heavy. Helmets, proper clothing, even experience are not enough to protect when they roll.

Dr. M. Denise Dowd of Children’s Mercy Hospital, Kansas City, MO, reported 111 deaths and 39,300 injuries in 2006. Kids under 16 are 14% of drivers but suffer 1/3 of the injuries and 28% of the deaths.

Consumer Product Safety Commission oversees this area and did in-depth evaluation of youth deaths, finding 75% were driving and 39% were 6 to 11 years old! 98% were using adult models: 90% had engines larger than 200 cc. Only a third were wearing helmets; half were on sloping terrain. Overturning/ejection was involved in 45% of the cases. American Academy of Pediatrics policy states no one under 16 should drive an ATV. Drivers should be licensed and helmeted but not drive on paved roads nor with passengers. A striking finding is 70% of ATV dealers would sell an adult-sized ATV for use by a child!

Dr Dowd asks, “Would you permit a 10 year old to drive a car or a 5 year old to mow the lawn?” ATVs present an adult-sized risk to kids with long-term consequences when injured.

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New Products

Britax: Certified for age 2 up and 25-85 lbs. with the harness, 40-120 lbs. as a booster, *Frontier 85* has replaced both Regent and Frontier. Tether use is required from 65 lbs. Push-on LATCH connectors and the tether may be used in booster mode. Compared with the Frontier, top harness slots are almost 2 inches higher, the weight is about 2 lbs. less, and the no-thread harness has 10, not 8, positions. Design changes aim for easier installation.

Columbia: *Spirit (#2400)* is a forward-facing seat with a 5-point harness for positioning and transport of children or adults with special needs who weigh 25-130 lbs. The recline bar adjusts the angle to 30 degrees from the vertical. Low sides and adjustable swing-away trunk and hip supports improve ease of transfer. The vehicle shoulder belt may be used to tether it in most cases.

Dream On Me: The new distributor introduced the *Mia Moda Certo*. The re-design of the recalled *Mia Moda Viva Supreme* includes a changed mold for the base and a filed-smooth splitter plate to avoid damaged harness webbing. The *Certo* is for 4-22 lbs., has a 5-point harness, 4 sets of strap slots, front adjuster strap, infant insert, and adjustable base.

Evenflo: *Momentum* and *Symphony 65* (replacing *Symphony*) may be used for 5-40 lbs. rear facing and up to 65 lbs. forward facing with harness. *Symphony 65* also may be used as a booster up to 100 lbs. Both seats have a 5-point, "infinite-slide" harness that adjusts precisely to shoulder level and push-on LATCH connectors on flexible webbing. All *Symphony*

models and some *Momentum* models have *SureLATCH*, a built-in automatic locking retractor. *Evenflo Titan Sport* is an added name for *Titan Elite* (different cover).

KIDSEmbrace: Another new entry offers a combination seat with two model names based on their colorful seat covers: *Spider-Man* and *Dale Earnhardt, Jr.* The seat is for 22-65 lbs. with harness and 30-100 lbs. as a booster. It has a 5-point harness with front adjuster strap, 2 sets of shoulder strap slots, 2 crotch strap locations, 2 recline positions, and an adjustable headrest. Push-on LATCH connectors and the top tether strap may be used in booster mode.

Merritt Manufacturing: *Churchhill* is a belt-positioning booster for those 65-175 lbs with special needs. Positioning options include a headrest to prevent lateral movement, vest or chest wrap for torso support, 2 types of pommels, hip inflection insert, padded abductor strap, and a cap to restrict forward motion.

Regal Lager: *Cyber Solution X-fit Highback Booster Seat* is for 33-100 lbs. It has a 3-position, reclining headrest and optional rigid lower LATCH connectors. It comes with LATCH guides to help with installation if the LATCH anchors in the vehicle are hard to access. It has a LATCH adjustment handle, which is squeezed to connect or release LATCH connectors. Green security buttons stick out of red release buttons when LATCH is secured.