

# SafetyBeltSafe News

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November 2012

## ■ Injury Prevention: Critical Focus on a Continuing Major Killer

To calculate the effect of injury on the United States, a study of Years of Potential Life Lost (YPLL) for those 19 years and younger was conducted by Borse, Rudd, Dellinger, and Sleet.\* Reported in the *Morbidity & Mortality Weekly Report*, 10/19/12, of U.S. Centers for Disease Control, the study reviewed death certificates for those felled by injury, both state by state and nationally. YPLL is calculated by subtracting the age at death from 75, showing the loss of potential years and reported by state and nationally, by ethnicity, age, and injury mechanism. Rates per 100,000 population were evaluated. The data covered the years 2000-2009. Overall, 115,613 deaths or about 1000 per month due to injury were analyzed; 51% were ages 15-19.

Males were at double the risk of females; the highest YPLL overall was for children under a year, with nearly three-quarters of those due to suffocation. Over-represented were Native Americans compared with whites and blacks, with Asian Americans substantially lower than other groups.

At different 5-year-age groupings, different mechanisms were paramount, but motor-vehicle-related remains the #1 mechanism for those 19 and under. The states of MS, AK, SD, WY, AR, LA, MT, LA, and AL stood out for the highest rates of YPLL. Motor-vehicle-related YPLL was highest in MS, AR, MT, SD, and WY, and lowest in MA, NJ, NY, CT, and DC. CA was the only Western state in the lowest YPLL category for injury per 100,000 population. The loss of productive years due to injury, a national average of 890 years per 100,000 population per year for age 19 and younger, points out how critical it is to keep the focus on prevention.

\* Nagesh N. Borse, PhD, Division of Global HIV and AIDS, Center for Global Health; Rose A. Rudd, MSPH; Ann M. Dellinger; and David A. Sleet, PhD, Division of Unintentional Injury Prevention, National Center for Injury Prevention and Control, CDC.

**Corresponding contributor:** Nagesh N. Borse, [nborse@cdc.gov](mailto:nborse@cdc.gov), 404-639-8339. David Sleet is a long-term researcher in this field, well known to traffic safety advocates.

## ■ Trends: What Works in Cars

The 7/3/12 issue of *Status Report* from Insurance Institute for Highway Safety (IIHS) chronicles research on effectiveness of crash avoidance technology. Since this was looking back at insurance claims for damage or injury the systems would help drivers avoid, factors potentially weighting results were controlled.

**Forward-crash-avoidance systems**, particularly with automatic braking, worked effectively, showing statistically significant effects on collisions and property damage liability. Injury reduction statistics were not statistically significant but trending as expected.

**Adaptive headlights**, which track with steering wheel changes, showed more reductions than anticipated. They did not reduce collisions so much as property damage and bodily injury liability and even sometimes medical payments and personal injury claims. The finding was more significant because only 7% of crashes occur from 9 pm to 6 am and many fewer are multi-vehicle crashes on curves!

## ■ Thanks to 2013 Supporters!

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Karen Proctor, CPNP, CPST

**Recall:** Especially for program managers who use Evenflo products.

Between 8/6-9/18/12, **Big Kid boosters** (30911173AD, 3091967AD, 30911118AD, 30911120D) labeled on the back "Display Only. Not intended for sale" were shipped to programs, lacking both registration cards and instruction booklets.

It's unlikely that any program which requires copies of the registration card actually distributed the seats; however, if so, it is important to find the families to ensure they obtain these critical items. Call Evenflo, 800/233-5921, for missing items.

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## Calendar

■ **Safety Seat Checkup Day**  
April 6, 2013, Petersen Automotive Museum, Los Angeles, CA.

■ **Lifesavers 2013**  
April 14 - 16, 2013, Denver, CO.  
Go to [www.lifesaversconference.org](http://www.lifesaversconference.org) for conference information and to register.

■ **Kidz In Motion (KIM) Conference**  
August 27 - 29, 2013, Albuquerque, NM. Hyatt Regency Tamaya Resort and Spa. Go to [www.kidzinmotion.org](http://www.kidzinmotion.org) for conference information and to register.

## Early Findings on CPS Incorrect Use

In 2011, National Highway Traffic Safety Administration (NHTSA) randomly selected 24 U.S. locations where research-trained Child Passenger Safety (CPS) Technicians queried drivers and, with children under age 9, evaluated for correctness of safety seat/belt use.

The detailed analysis is not done, but the early, unsurprising findings highlight reasons for high incorrect use: 1) 20% of drivers assert not using instructions at all and 2) 90% are confident that their children are riding right. (For details on assessment areas, see DOT HS 811 679.)

Although various levels of incorrect use are quoted nationally, unless there are numerous boosters in the mix, at checkups with parents motivated for evaluation, SafetyBeltSafe U.S.A. finds more than 90% of children riding at risk.

## New at SBS USA:

■ The SBS USA Advisory Board welcomes **Sandra Tsing Loh**, whose radio commentaries on science are heard by 4 million Public and Armed Services Radio listeners in the U.S. and abroad. Sandra has written books, including "Mother On Fire," created one-woman shows, and both written and edited for *Atlantic Monthly*. Her young daughters give her practical CPS awareness.

■ The newest citation reminder cards on CPS and CPS laws are available, 1 per officer in the field, on request from California agencies.

■ Ride Safe from the Start, the online program to teach first-time expectant parents how to choose and use safety seats, can be licensed by your hospital or other program that serves this group. Available in English and Spanish with and without CA law, the program reduced misuse when pilot-tested.

■ Materials covering how to assess seats for re-use and how to recycle unusable seats are updated and available in English and Spanish. Ask for flyers 15/434 and 677.

Mercedes-Benz will introduce the "Beltbag" for rear seating positions. The system inflates to three times shoulder belt size to reduce chest forces. The belt is described as softer for the wearer for ordinary driving. It is apparently a feature meant for luxury vehicles in newer luxury markets which have a higher proportion of rear-seat occupants because of chauffeurs. In the U.S., where children frequently fill the rear seat, this may raise conflicts with safety seat use. Stay tuned.

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\* E-mail address is required to receive passwords for access to Recall List and CPS Tech Update.

All memberships/subscriptions include *SafetyBeltSafe News*, which qualifies for 1 Continuing Education Unit per year for re-certifying Technicians and Instructors 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)

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## Projects for 2012 - 2013:

California Office of Traffic Safety (CA OTS) and Pomona Police Dept are underwriting SBS USA activities to expand the Model City approach to developing awareness of the need for boosters for kids until ages 10-12 through enlisting volunteers to help teach the 5-Step Test. More schools in Pomona will be invited to join in, and other Los Angeles County communities are invited to join the effort.

Prompted by calls from relatives of post-operative children, SBS USA plans to catalog the transport options available at hospitals in the County and seek collaborative efforts to meet this need. The Safe Ride Helplines in English and Spanish, Educator Workshops, and training for lapsed Technicians as well as for first-time candidates are planned, along with safety seat checkups, exhibits, talks, and roll call training for law enforcement.

### What can you do to get involved?

- SBS USA is eager to engage agencies that serve community needs in learning and teaching the 5-Step Test—which takes 4 minutes. Go to [www.carseat.org](http://www.carseat.org) booster page and view the video. If each one teaches one, we can make sure children and parents alike learn about correct belt fit.
- Support TMC Horizon of Pomona, where Tony Chang is taking unusable safety seats apart to recycle the materials, reducing pressure on the landfill while taking seats inappropriate for children out of reach of those uninformed about the risks. If you are within 40 miles of Pomona, collect 10 seats & call Tony at 562/ 692-2700 for pick up. Meanwhile Children’s Hospital/Los Angeles and Miller Children’s Hospital in Long Beach will accept seats to get to Tony. Check [www.carseat.org](http://www.carseat.org) and our Facebook page for details. This story has gained traction with mass media sites in Chinese, Spanish, and now with KTLA-TV News in Southern California!
- In Pasadena, the State Farm grant focuses on creating a Model City approach to buckling up “booster kids,” and we are asking officers, doctors, social workers, coaches, and youth leaders to help PTA members encourage trying the 5-Step Test to figure out which ones need boosters. Let us know if you or your agency can help.

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*SafetyBeltSafe News*

**November 2012**

## New Safety Seats

■ The **Britax** Highway 65, certified for 5-40 lbs. rear facing, up to 65 lbs. forward facing, features an infant body pillow, 4 sets of strap slots, 2 crotch strap locations, front adjuster strap, 2 recline positions for forward facing, rear-facing tether, belt lock-offs, and click-on LATCH connectors.

■ **Dorel** Able, certified for 5-40 lbs. rear facing, up to 65 lbs. forward facing, has no-thread harness straps that move up and down with the adjustable headrest. The seat has a front adjuster strap, one crotch strap location, 2 forward-facing recline positions, and two level indicators for rear facing, a feature Dorel is introducing across its product lines.

**Dorel** Sport, 5-40 lbs. rear facing, up to 40 lbs. forward facing, has a 2-position recline stand, 3 crotch strap locations, 4 sets of harness slots, and front adjuster strap.

■ The **Graco** SnugRide Click Connect 40, a rear-facing-only seat for 4-40 lbs., has a body support pillow for use up to 12 lbs., 2 crotch strap locations, front adjuster strap, 7-year expiration date, and no-thread shoulder straps that move up and down with the adjustable headrest. The detachable base has a belt lock-off and recline adjuster. All locked handle positions may be used in the vehicle (a retroactive policy for all current Graco seats with a handle). It has a tiny, optional footrest that slides in and out.

The **Graco** AFFIX boosters—the Highback and Backless Youth Boosters with LATCH—are certified for 30-100 lbs. and 40-100 lbs. respectively. The former has an adjustable, side-impact-tested headrest. LATCH, available for stability, is tightened, one-handed, with a single front strap.

## IIHS Releases Findings

Insurance Institute for Highway Safety (IIHS) has released its booster-fit evaluations for 2012, pointing out that four years after their first review, the BEST BET booster category (47) outweighs all others.

Key comments are that 15 of 17 “new releases” are Best Bets. The cheering news also was tempered by “not recommended” in booster mode for two Dorel 3-in-1 seats, All-in-One and Alpha Omega Elite (Safety 1<sup>st</sup> brand). The issue of fit has been seen in this seat category for many years; it is encouraging that many other 3-in-1 and combination seats do provide good fit.

Boosters with removable backs must be tested in both modes; Graco made a big difference in ratings by changing instructions to designate the center location for attaching the adjustment strap.

Parents can visit [www.iihs.org](http://www.iihs.org) to see the entire list.

Using the 5-Step Test\* when trying a booster will help parents to test any booster in vehicles for fit, pointing to lap belts not on tops of the thighs and shoulder belts not between the neck and top of the shoulder.

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

**HAPPY HOLIDAYS**



From all of us at  
*SafetyBeltSafe* U.S.A., wishing you and yours a  
safe and happy holiday season!

## More from KIM Conference:

The Checklist Manifesto, by A Gawande, wasn't suggested reading at KIM; however, its principles were manifest in the MyCue Streamer offered by SBT Safety Systems in the battle to stem the flood of deaths of children forgotten in cars by loving parents. Described shortly after a week in which 8 children died in 4 states and the release of a report by NHTSA and Children's Hospital of Philadelphia (CHOP) on technological warning systems, this simple system uses the principles of a checklist.

A bright yellow streamer attaches to any safety seat and is then removed to attach to the car key when a child is placed in the safety seat. If an adult walks off with the key and the streamer, it indicates that the child has been left behind. Meanwhile, the CHOP review found that "automatic" systems could be foiled by distance from the car, dampness, slouching children, inconsistent arming of the warning device, and out-of-position children. More work will no doubt be done.

The idea of a checklist is to focus on a few key points for a complex system and to identify the point at which a review should be made during an important process. It is good to apply it to checkups of safety seats, with a key-point checklist for supervisors to ensure that steps, such as, e.g., harness threading, are seen before final installation.

As an example of a concrete method for promoting safety, has your facility considered a "safety store"? Jim Savage of American Family Children's Hospital in Madison, Wisconsin, is running a successful one. Although his facility has advantages, such as being purpose-built, having extra storage space, and being near a location where safety seat checkups can be done, the underlying principles can be applied more broadly. The goal is concrete community safety education, with staffing a mix of employees, volunteers, and university Masters students with funding from both the main facility and some profit from safety items.

Products address many areas of safety with bike helmets leading the way and safety seats making up 10% of sales. Customers (64% community members, 20% hospital staff, and 16% patients) receive consultation to choose what is best for them, fitting of bike helmets, and a safety seat checkup, if they wish. Savage mentioned that even if the checkup was not done, the staff know that the family has the right type of seat.

Sales have risen from fewer than 4,000 to more than 14,000 items a year over 4 years. The store doesn't support all of the education; however, the small markups allow for additional stocking and clerical help. And continuing radio public service announcements mean wider community safety education as well as more users.

### Another Near-Strangulation

October brought another rescue of a child who had wrapped a safety belt with a switchable retractor around his neck, no doubt in fun or curiosity. As he rode in the back of his mother's SUV across Verranzano-Narrows bridge in New York, he began to choke, and only quick action with a pocket knife by a pair of Bridge and Tunnel officers, called through 911, saved his life. He had at least 8 layers of belt around his neck but came through the ordeal in good condition. If your program isn't distributing our flyer, #646, in English and Spanish to alert families to this risk, download it from [www.carseat.org](http://www.carseat.org).

**Personal from Stephanie: Ice Skaters Safer with Helmets.** Not being a skater, I wasn't aware how hard one might fall. My youngest granddaughter Kaja, 10+ and physically adept, had skated previously and with her twin Tavi, wanted another go. Kaja fell and hit her head, which is like striking a rock. Shortly after the incident, she lost her sight for a frightening half hour, having suffered a concussion and requiring an ER visit. Ironically, the twins have worn their helmets for roller blading, bike riding, even pogo-sticking, *but* no helmets were in sight on the large, professional rink where the incident occurred. Concussions in childhood are especially serious.

*Ice skating is wonderful to watch. Skaters, wear a helmet!*

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To : *SafetyBeltSafe News Readers*

From: Bonnie Oseas, President, Board of Directors

2012 has been a year of opportunity and accomplishment, as our team sought and gained funding to sustain and even expand our reach. But It is still crucial that we gain your support to help us solidify our 2013 agenda.

At a national level, SafetyBeltSafe U.S.A. joined valued partners to petition for reconsideration of the plan National Highway Traffic Safety Administration put forward for determining the weight usage levels for the lower anchors in LATCH to make it more intuitive for parents to follow correctly.

In California, we were happy to see an improved law and for the commitment of all to focus on belt fit, not age, weight, or height, all imperfect indicators of the need for booster use in the highly variable vehicles in use, a fact our data clearly indicate.

New is our finding a recycling company, TMC Horizon of Pomona, that will send unusable seats for materials recycling, not landfill clogging, a program that can be replicated throughout the nation.

For you, we have continued our tiered levels of participation as subscribers or members so you can choose the set of services most appropriate for your status. Everyone can qualify for a Continuing Education Unit for Technicians for reading *SafetyBeltSafe News*. Those at the \$50 level also receive a code to download our Recall List, the most comprehensive in the U.S. At \$100, we add a code to reach our special Web page with all of the new safety seat instructions added throughout the year. At \$200, members add on the latest DVD of Manufacturers' Instructions, *Safe Ride News*, 100 free brochures, and, to FOUR additional locations, copies of *SafetyBeltSafe News*. However, working with *Safe Ride News*, we are offering a Special Package for Technicians at the \$100 level to receive the DVD and *Safe Ride News* for just an additional \$35. All subscriptions from now on expire on December 31, 2013. Help us continue our campaign to protect every child on the road.

Friend us on Facebook as we proceed on another busy year!

*The national non-profit organization dedicated to child passenger safety since 1980*