

# SafetyBeltSafe News

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September 2013



## ■ Hot Topics in CPS

SAFE and GREEN (S & G), the 3-part program to alert families and professionals to assess used safety seats for risk, where to direct families in need of new seats, and keep unusable safety seats from the landfill, has been receiving more unusable seats for recycling by TMC Horizon in Pomona, CA, the only recycler in the area to date willing to take safety seats.

Meanwhile, a slowdown in international purchase of plastic and other recyclables means finding programs with trucks or vans to move seats to Pomona would be a big help. Let us know if you know of any possible resources. (We thank American Honda and Megan Arce for pitching in with interim help.)

Thanks to publicity for S & G, a small online businesswoman in Los Angeles County called SBS USA about a shipment she received recently. It was to be items for kids—and as a mother of 3, she recognized at once that 70% of her purchase was expired safety seats, labeled “to be destroyed,” trucked in from Texas! She was determined not to re-sell these items and indeed, rented the largest truck she could to take the entire load to TMC Horizon to keep them out of the marketplace, accepting the loss. However, we need to beware as an ad for a similar order is still up on the Internet.

We reported the situation to National Highway Traffic Safety Administration (NHTSA) as it is illegal in California to sell seats that do not meet current standards; however, since “expiration” is an industry term, not part of FMVSS 213, they cannot act!

## ■ Prince George Not a Model of CPS

Excited by the happy arrival of the UK royal baby, crowds thronged and mass media snapped photos shown around the world but with which messages? “Did you see the baby’s harness under one arm as he rode swaddled so the harness could not protect him?” What were St Mary Hospital staff thinking by not intervening?

SBS USA posted on Facebook, e-mailed the British Consul in L A and the private secretary in the UK. Unfortunately, despite the horrific history of her late mother-in-law, Princess Diana who, unbelted, flew from the rear seat into the windshield in the fatal crash, the prince’s mum was seen riding next to him unbelted herself.

## ■ Commending IMMI!

IMMI/SafeGuard is a big, successful, safety-directed company with a fine track record in CPS and has led in producing school bus equipment with built-in shoulder-lap belts and seats that do not reduce the number of kids aboard while managing the forces from and on unrestrained kids with its SmartFrame technology.

We were concerned, however, to see a drawing in their kids’ safety booklet online which showed a child with a loose safety seat harness, using a pacifier (not so common in kids over age 2) while her brother rode in a belt but clearly didn’t pass the 5-Step Test. Given our long relationship, we asked them to consider making a change, knowing full well how hard it is to update printed materials.

Within one month from our note, the page was updated showing Lucy looking older in a combination seat with snug harness while Sam rides in a booster with back and a belt clearly on his shoulder, not the top of his arm. This is commitment in action. For more information on their many life-saving products, visit [www.SafeGuardseat.com](http://www.SafeGuardseat.com).

## Thanks to:

- American Honda Motor Company: \$18,000 to promote SAFE and GREEN and the Safe Ride Helpline
- Louisiana State Membership: \$2610
- Children's Hospital Los Angeles: \$200

*Make sure your local school has all the tools they need to keep child passenger safety a part of their curriculum. Go to [www.carseat.org](http://www.carseat.org) to see our whole array of promotional and educational materials.*

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## Calendar

### SAFETY SEAT CHECKUPS:

■ **9/21:** Harbor-UCLA Medical Center, Torrance, CA. 10 am-2 pm, 9 am-3 pm for checkers. *Sponsors: CA OTS, Pomona PD, and Harbor UCLA Medical Center.* Call 310/222-6860 to register for a checkup or to volunteer.

■ **4/5/14:** Safety Seat Checkup Day 2014, Petersen Automotive Museum, Los Angeles

■ **3/30/14 - 4/5/14:** Safety Seat Checkup Week

### CONFERENCES:

■ **10/17/13:** Providence Tarzana Medical Center Conference in CA on Perinatal/Neonatal Issues, including SBS USA Executive Director Stephanie Tombrello on CPS; 6 CEUs for nurses; 818/757-8810 for details.

### CALIFORNIA:

#### Talks for Parents:

Heidi Heflin, RN, MN, CPST, SBS USA Program Consultant

■ **10/24:** 6:30 pm, Babies 'R Us, Torrance

■ **10/26:** 2 pm, Babies 'R Us, Seal Beach.

## ■ CA's Farewell is NHTSA Region 7's Welcome

After 27 years at CA Office of Traffic Safety, the last 10 as Governor's Highway Safety Rep, Chris Murphy is moving to Kansas City, MO, as NHTSA Regional Administrator. Murphy looks back at gains in CA traffic safety, including improved child passenger safety (CPS) law, high levels of safety belt and child seat use, and innovative programs of many stripes.

A testimonial to CPS support came from a Tracy, CA crash in which three of the four children were riding in donated safety seats funded by OTS through the local fire dept. All of us win when funds go for prevention, instead of medical care!

## On sale:

from Safe Ride News Publications: *The School Bus Safety Handbook: Choosing and Using Child Safety Restraint Systems and Wheelchairs*, 2<sup>nd</sup> edition.

Comprehensive, readable, the book will help both school bus program staff and CPS Technicians protect kids with and without special needs. Order at [www.saferidenews.com](http://www.saferidenews.com).

**Recall:** Baby Jogger has announced a recall of 30,000 "car seat adaptors" made from April, 2012 - June, 2012, and intended for use with some of their most popular strollers, after receiving reports of nearly 50 product failures. Two infants were injured when support bars on the adaptors failed, causing their safety seats to fall to the floor.

For replacement, call 877/506-2213 or go to [www.babyjogger.com](http://www.babyjogger.com) and click on Recall Information.

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

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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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## ■ Tech Tidbits:

- Check the [www.carseat.org](http://www.carseat.org) Tether Weight Limits listing for updates on Dodge RAM trucks!
- As noted in *SBS News*, 5/13, the “load leg” of the Cybex Aton 2 provides excellent stability but is optional, as it cannot be used to pass FMVSS 213. Fold it under the base if it doesn’t fit well in the vehicle location chosen.
- The Graco buckle can be replaced for MyRide 65/70, Size4Me/My Size 70/Head Wise 70 featuring Safety Surround, Nautilus, and Argos if pushing from the top and cleaning do not resolve problems with the original version, now being replaced on these products.
- Why is the 5-Step Test for belt fit essential? Research reported by Children’s Hospital of Philadelphia indicates the depth of rear seats in U.S. vehicles is longer than the thighs of 83% of kids and 24% of adults!
- Watch out for fabric “child safety seats” marketed on the Internet for less than \$20; report to NHTSA if you find any at a checkup. We have asked them to review this situation as parents can easily be misled. Arizona Department of Health came close to purchasing quantities of non-compliant safety seats as purchase agents are not Child Passenger Safety Technicians, but Tomi St. Mars, CPSTI, extricated them from that situation!
- The national Certification Course for Technicians is changing in length, emphasis, and style. The focus will be on “Need to Know” concepts; Technicians will be warned of the need for an “internship” after certifying; and Instructors are reminded that preparation for this slimmed-down version is essential. CPSTI Emilie Crown, who piloted the new version, said it is critical that Instructors be prepared to cover every nugget in the segments as there is little repetition. Watch CPS Express for more and your mailbox, for the final version.
- Evenflo requires 1.5 inches of clearance of front seats for rear-facing-only seats, due to the risk of vehicle seat collapse from a severe rear-end collision. With that clearance, the safety seat will have rebounded toward the back before the collapse occurs.

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**SafetyBeltSafe News**

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## ■ Technical Update Held in Pomona Police Dept Training Center

The August session for Technicians was highlighted by two guest speakers, Sue Johnson of Columbia Medical and Soheli Merchant, Tesla Motors engineer. SBS USA speakers covered Hot Topics, New Seats, and Kiddy USA products. SAFE KIDS determined the densely technical session merited 6.5 CEUs!

Johnson gave a presentation on seats for those with special needs. Key points focused on the team needed to assist these families; how to evaluate a child to choose the “right” set-up; and features of conventional vs. special needs seats. Among key points are the nature of the challenge, types/sizes of vehicles used to transport, how to transfer the child from seat to stroller or wheelchair, costs, need for seat to last at least five years as “durable medical equipment,” additional medical aids needed during trips, and usual trip durations. Johnson described features, such as “abductors” (pads needed to help those with spasticity in their legs keep them apart); cleaning ease; the Velcro-attached cap, a part of the Merritt Manufacturing Roosevelt; using a shoulder belt to take the role of a tether strap in some products, such as the Columbia Medical Spirit; extenders for leg comfort in the Convaaid Carrot; width changes in the Snug Seat Pilot; foot rests in Recaro Monza Reha; compatibility with a stroller in the Bergeron Special Tomato; car beds for traveling flat; and the Snug Seat Hippo, especially for spica-casted youngsters which is needed for short-term loan/rental.

Merchant brought a Tesla Model S for Technicians to examine after he presented the 9-month development of the integrated safety seats, fitting 3-to-10 year olds, riding rear facing in the 3<sup>rd</sup> row. The complex regulatory demands of FMVSS 213 dwarfed other “rules” for vehicles. It was critical that the child seat row not be designed as a seat for older occupants. The seats have adjustable 5-point harnesses; the space is ample enough to provide room for head excursion, and the double rear-bumper is designed to take a 50-mph crash force.

The second row features 5 LATCH bars for 2 safety seats LATCHed in the outboard positions OR one in the off-side center and one by the passenger door, instead. The rear-view camera is clear and is usable while traveling. The large battery, powering the all-electric vehicle, is underneath, for a low center of gravity; the S has an aluminum structure and adding strength, 2nd and 3rd rows are joined. Tether anchors in three 2<sup>nd</sup> row seating sites were hidden beneath fabric on the seat back, despite slits through which to reach them.

Consumers Union rated the Model S with 99 of 100 points, the highest ever, and NHTSA, 5 Stars across the board, another first. Hard to roll, the S also got the only “good” on the pole test for side impacts. Technicians asked about the GEN 3, a proposed lower-cost model with similar safety features.

The Kiddy USA seats were profiled in *SBS News*, 9/12, but the update review focused on the shield of the KiddyWorldPlus combination seat for children 22-40 lbs and then 40-110 as a booster. The shield is very close to the child and reduces stress on the spine and neck because the head and body move together as the child folds around the shield in a crash. A two-level cushion is removed when the child reaches 30 lbs.

The belt or LATCH attachments follow guides on the shield; the LATCH attachments are secured with a buckle system on one side of the seat and push-on connectors. The head-rest wings expand outward as the head rest is moved to the higher of 1 to 8 locked levels, with the child’s ears at the narrowest area of the head rest. Tether, lower attachments, and shield are not used when the seat becomes a booster. The CruiserFixPro booster features a non-removable back, a leg support extender system for larger children, and rigid LATCH with a release button for easy disconnect; an indicator shows green when attached correctly.