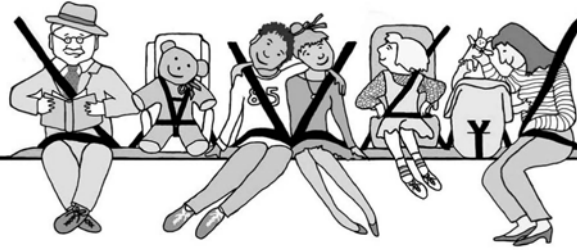


SafetyBeltSafe News

Volume 35, No. 1

January 2014



■ Did We Say Incorrect Use is a Problem?

The message started from Hawaii where retired law enforcement officer and active CPSTI Chuck Hirata was appalled by the visuals in the Subaru Forester video ad he happened upon. The images, especially in 2013, were unsettling; how could a major corporation have made such errors?

Yes, the dog in the back seat was buckled up, but there was a sweet baby cheerfully sitting forward facing in a rear-facing-only safety seat—indeed with the handle tucked up above his head, the harness strap listing off his shoulder, and the chest clip below lengthy harness covers. Quick action led to Subaru staff removing the video from YouTube!

However, every day one sees a mistaken installation that confounds the wildest imagination. Recently, SBS USA Executive Director Stephanie Tombrello found a safety seat tightly installed in a Toyota Sienna van used primarily for group travel. It was a surprise because the sharing owners' kids, two sets of nearly 12-year-old twins, are out of boosters. It turned out an occasional driver who has a baby had installed the Graco My Ride 65 in the center of the middle row, a spot with LATCH bars easily accessible under a Velcro'ed flap.

Tombrello investigated the *extremely* tightly-installed seat and discovered the following errors, mitigated by the presence of the instruction booklet in the car: wrong direction for child's age and attached with both safety belt and LATCH attachments but hard to remove unless one hopped over to the 3rd seat because both LATCH attachment hooks were attached to the tether anchor!

Once the seat was "liberated," additional problems were found. The seat, set up forward facing, did not have its "feet" pulled down nor the top tether attached but did have the straps through the 2nd set of harness slots, probably not at or above the child's shoulders, and the harness was attached to the splitter plate with the lowest (meant for the oldest kids to use this seat which is certified to 65 lbs.) set of the 3 levels of harness loops. And this mom was deemed a safe driver, entrusted with others' kids for transport!

■ Hyperthermia Deaths

The tragic toll of children unwittingly left behind in vehicle rear seats by caregivers featured in the mass media all last summer. Most were infants or toddlers, even older kids who got into vehicles to play and could not get out.

However, a startling report from Madera, CA, was the death of 14-year-old Graciela Martinez who was found unresponsive in her brother's 1997 BMW, bought used 6 months before.

Because her high school class did not start until a full hour after her brother's at 6:40 am, she stayed in the vehicle but could not exit as door locks wouldn't open from inside after her brother locked the car. Without a key in the ignition, the horn wouldn't sound; the girl had no cell phone, water, nor food with her.

Found by her siblings after class at 3 pm, she was rushed to a local hospital to no avail. The vehicle's cabin was at 130 degrees when investigators checked.

■ Time to Order

Child Restraint Manufacturers' Instructions with Summary Sheets for 2014 and the revised *Color Pictorial* can now be ordered from SBS USA. (*Color Pictorial* was referenced in NHTSA NPRM described on page 4.)

For details, www.carseat.org or 310/222-6860.

■ Losing a Friend

In 1984, **Frank Wylie**, then Professor, CA State Los Angeles, joined SBS USA to show his support for protecting kids in cars. He invited Stephanie Tombrello to speak to his class, not realizing that her interest in the subject had been piqued in 1970 by the first woman auto columnist, Julie Candler of *Woman's Day*, whom he encouraged to go into that area of communications!

He encouraged SBS USA and as Professor Emeritus, CA State Long Beach, served on the Advisory Board until last month when he passed away. Thanks, Frank, on behalf of all those you inspired.

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■ Calendar

TRAINING OPPORTUNITIES:

Register at: www.carseat.org or
310/222-6862 (fax).

* **3/7/14:** Educator Workshop for newcomers and Technicians, 8:15 am - 4:30 pm. Altadena, CA. Sponsors: CA Office of Traffic Safety (CA OTS) and Pomona Police Department; PAC/LAC: pending CEUs for nurses.

* **3/24-25:** Special Needs Workshop for Child Passenger Safety (CPS) Technicians, 8 am - 5 pm. Children's Hospital Los Angeles. Registration deadline: 3/1. Sponsors: CA OTS, Pomona PD, SBS USA.

CHLA facility fee: \$25 covers parking, etc. Additional queries: John Stubbs, i0680@hotmail.com

* **4/2-5:** Certification Training, Pomona, CA.

Submit application form to J Stubbs, i0680@hotmail.com.

SAFETY SEAT CHECKUPS

Sponsored by CA OTS and Pomona PD: 10 am-2 pm for public; 9 am-3 pm for checkers Register: 310/222-6860

* **3/8:** Babies R Us, Cerritos, CA

* **4/5:** Petersen Automotive Museum, Los Angeles, CA

2014 CONFERENCES:

* **4/14-15:** Injury Prevention Symposium. CA Endowment, Los Angeles 90012

4/13: Pre-conference Technical Update in CPS. Coordinated by SBS USA. For details of hours and costs, visit and register: www.chla.org/IPALAC.

* **4/27-29:** Lifesavers, national highway safety meeting, Nashville, TN. Visit SBS USA exhibit. For details and registration: www.lifesaversconference.org.

■ Thank You to:

\$5000: Volkswagen Group of America

\$2790: Louisiana State Group Membership

\$500: AAA No. CA, NV, UT Britax Child Safety

\$250: Hinricher & Douglas Ellen & Harvey Knell Safety Research & Strategies, Inc.

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The Car Seat Lady

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March 23 - 29

Safety Seat Checkup Week 2014

March 30 - April 5

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■ Combi Recall

2014 started with a recall covering three Combi models. It is due to a federal static test conducted on the harness webbing separately from the dynamic tests of the seats. The static test caused tearing in the harness near an embedded plastic button. The button was designed for parental convenience to prevent the buckle tangs from disappearing from sight.

However, these safety seats meet all federal standards when tested as a whole so continue to use them until the remedy kit is received.

Owners of Combi Cocorro #8220, 1/1/09-12/31/12; Zeus Turn 8815, 7/1/07-3/31/09; and Zeus Turn 360 #8836, 2/1/09-5/31/12, will receive new harness webbing; call 844/697-1690. (Due to their labeling system, Combi will cover all products for entire month from start to end of recall periods.)

■ Motorcoaches Mandate:

National Highway Traffic Safety Administration amended FMVSS 208 to require shoulder-lap belts on newly manufactured buses, excepting school and transit buses, weighing more than 26,000 lbs. Annual deaths and injuries in such vehicles average 21 and 7934 respectively; however belt use would cut both nearly in half.

Some manufacturers are already adding the belts which is very good news for families traveling on buses. Before booking travel, ask if the company has taken this key step already. Several serious bus crashes in recent weeks highlight the need.

What To Do Now *(from page 4)*

1. Keep kids facing rear longer. It's five times safer in SIDE IMPACTS!
2. Remember each stage of CPS is a demotion of safety from the prior one.
3. Look for seats with deep side wings.
4. Tether forward-facing safety seats.
5. Stay in the back; all passengers should ride rear facing for best safety.
6. Put the better-protected child in the less safe location.
7. Demonstrate the meaning of the word "tether" by showing it.

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SafetyBeltSafe News

January 2014

Side Impact Protection

Acting NHTSA Administrator David Friedman announced release of the Notice of Proposed Rulemaking (Docket # NHTSA-2014-0012) to amend FMVSS 213 to require side-impact protection in safety seats certified for those under 40 lbs. The NPRM responds to Congressional requirements, first launched in 2002. The lengthy filing covers the many avenues of research studied to ascertain typical child injury patterns, various testing procedures, and effectiveness of current seats.

The side-impact protection model is a test sled moving at 15 mph impacted in a T-bone by a sled moving at 30 mph into a door, which, as in real life, will intrude into the cabin, sending the top of the seat and child's head into danger. Door foam, seat stiffness, etc. proposed are based on averaging information from recent vehicle models, including tests for vehicle side-impact performance under FMVSS 214, with small passenger cars as the model.

Crash data mined show this reflects real-world exposure for kids. The dummies selected are the CRABI (12 month), and Q3s, (the Q3 is already used in Europe), improved for this scenario. The former would be used to measure containment in the rear-facing mode; the Q3s, a 3 year old, is designed to measure head injury and chest deflection.

Reasons for restricting the NPRM to 40 lbs. when so many safety seats are certified higher are lack of a certified test dummy and data that indicate side-impact injury/fatality is higher for children under 4. The petition from Dorel Juvenile Group and Kettering University to adopt the side-impact test they jointly developed for DJG models incorporating "Air" contributed to the NHTSA evaluative process; NHTSA agreed that a deceleration sled can be used to replicate the proposed test but noted that the Takata testing device offered features, such as a oblique strike and an armrest, not in the DJG-KU test.

The detailed NPRM and its supporting material provide crash data and performance outcomes, including preliminary testing of rear-facing-only, convertible, and combination seats. Almost all tested seats facing rear passed the head containment test. Side wings of convertible and combination seats containing all or 75% of the dummy's head in a crash test resulted in better protection. There is a 3-year lead time after the rule is final to bring all seats to acceptable levels. NHTSA saw no way for boosters to pass, suggesting manufacturers label them for use from 40 lbs.

The baseline data revealed in the NPRM demonstrate the variability of settings for child transport. For instance, in 2010 vehicles, seat back angles ranged from 9 to 28 degrees; seat pan angles, from 7 to 23 degrees; armrest protrusion into the cabin ranged from 1 to 4 inches with varying locations on the door. Also, the youngest children ride in vehicles below the reach of side air curtains.

The NPRM cites a lower effectiveness of safety seats in preventing death: omitting rollovers, 52% in frontal crashes for under 4, 43% for 4-7 yr olds; 42% in side impacts for under 4, 51% for 4-7 yr olds. In-depth review of crash data for 92 fatalities by Christopher Sherwood et al for AAAM, 9/03, indicated that half were unsurvivable. Of the others, 12% had gross child seat misuse; 16% were in side impacts, 12%, in frontals. Forty percent, the highest number, of fatalities were in side impacts; all included vehicle intrusion into the child's seating position.

For ideas on what you can do now, see the box on page 3. To read the proposed rule, go to <http://www.gpo.gov/fdsys/pkg/FR-2014-01-28/pdf/2014-01568.pdf>. The final date for public comment is 4/28/14.