

# SafetyBeltSafe News

Volume 35, No. 3

May 2014



## ■ Federal Regulations: Proposals and Reactions

The past few months have been busy for National Highway Traffic Safety Administration (NHTSA) and advocates focused on child passenger safety (CPS) issues. As reported in the March, 2014, *SBS News*, NHTSA-2014-0026, 2/25/14, issued to petitioners on the 2012 proposed **lower anchor regulatory changes**, offered very limited adjustments, most interesting of which were, for lower anchor use, the permitted rounding up of child-and-safety-seat total weight to 69 lbs. for forward-facing seats and to 60 lbs. for rear-facing seats as well as a new concept in labeling on seats of the permitted child weight. In April, SBS USA, Safe Ride News (SRN), Ben Hoffman, MD, and Joe Colella commented via petition on this final rule, pointing out that manufacturers were indeed rounding but often down, not up, and even standardizing the child weights for their entire brand, even if the seats varied in weight, which will reduce use of lower anchors even more.

Although NHTSA does not determine exact design of the new labeling, the team noted the sample was unclear that the weight limits did not pertain to use of the top tether, suggesting improvements. The new labels should be the final source of weight limits for lower anchors, but, in instruction books, the reader still is directed to check vehicle instructions, too, often fruitlessly, one reason the SRN LATCH Manual has been so valuable. Although the new proposal shows NHTSA is no longer expecting lower anchors to replace safety belts to anchor safety seats, new technology in belts, such as inflatables, may, in some vehicles, reduce locations for using safety seats for older children, making it even more key to maintain high weights for tethering and to undergird

this with significant publicity about the importance of tether use which may mitigate incompatibilities with belt designs.

The November, 2013, *SBS News* reported the lawsuit from Kids and Cars, affected parents, Consumers Union, Public Citizen, and Advocates for Highway and Auto Safety to require NHTSA issue the **regulation to reduce backover deaths and injuries**, suffered mainly by young children and those over 70. The lawsuit became moot in March when NHTSA issued a mandatory regulation, in effect 5/1/18, that all vehicles under 10,000 lbs. have “rear-view technology,” i.e. backup cameras.

The proposed **side-impact protection standard** for safety seats is welcome; however, SRN, SBS USA, Hoffman, and Colella commented on possible enhancements, as did 25 others. NHTSA asserts coverage for children under 40 lbs. is sufficient due to enhanced vehicle protection for taller children (e.g. side air curtains) and statistics showing that those under 40 lbs. are more likely to suffer death and injury in side impacts than other youngsters; also no side-impact dummy over that weight is available. We recommended testing the forward-facing seats with and without tethers attached, due to low rates of tether use; to strive to adapt the Q6 dummy for such testing to include, in future, seats for children weighing more than 40 lbs.; to test with safety belt attachment, not only with lower anchors; and to initiate the requirement within 2 years.

Others’ comments focused on aspects of the test rig and reproducibility of procedures as well as concern that safety seats will become wider in response, making it more likely that parents will demote children’s protection sooner for space reasons.

## ■ Congratulations!

The 30th Annual 2014 YWCA San Gabriel Valley Women of Achievement Awards will be held June 12, at the Pavilion in the Industry Hills Expo Center.

Among the nine honorees in health care is *SafetyBeltSafe* U.S.A. Executive Director **Stephanie Tombrello**, LCSW, CPSTI, whose 54-year career began as a college student founder of Wellmet Project, Inc. (now more than 50 years old), a halfway house for former mental hospital patients. Tombrello continued in mental health and has been focused on CPS since 1970.

*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](http://www.carseat.org)

Mail: Box 553

Altadena, CA 91003

EXECUTIVE DIRECTOR:

Stephanie M. Tombrello, LCSW,  
CPSTI

NEWSLETTER EDITOR:

Kellie L. Mzik, MA, CL

EDITORIAL BOARD:

Sean Kane, BA, Safety Research  
and Strategies, Inc

Annette Knobloch, DNS, RN,  
MPH, CPST, CNE, Associate  
Professor of Nursing, Our  
Lady of the Lake College

Betty Mason, BA, MPH, CPSTI

Jim Savage, Kohl's Safety  
Center, American Family  
Children's Hospital

## ■ Calendar

Register for all events:  
310/222-6860

### EDUCATOR WORKSHOPS:

For newcomers and CPS Technicians. Sponsors: CA OTS and Pomona PD with support from Long Beach Department of Health and Human Services (LBDH&HS) and St Francis Medical Center  
8:15 am to 4:30 pm  
CEUs for nurses and CPS Techs  
\* **7/25:** Lynwood, CA  
Site to be announced  
\* **9/16:** Family Health Education Center, LBDH&HS, Long Beach, CA

### SAFETY SEAT CHECKUPS:

10 am-2 pm for public; 9 am-3 pm for checkers  
Sponsors: CA OTS and Pomona PD  
\* **7/26:** St Francis Medical Center, Lynwood  
\* **9/20:** Harbor-UCLA Medical Center, Torrance

### CONFERENCE:

\* **8/26-28:** Kidz in Motion Conference, Albuquerque, NM with 8/25 preconference. To register: [www.kidzinmotion.org](http://www.kidzinmotion.org).

## ■ Important Role in CA Filled:

We welcome Rhonda Craft, new California Office of Traffic Safety chief, who comes from leading the DMV driver safety branch in the Licensing Operations Division. Her most recent position was the culmination of her work in multiple DMV roles since 1982. Craft is a member of the Safety Center Board of Directors.

## ■ Thank You to:

**\$5850** Ohio State Membership  
**\$3000** Darren Qunell/[car-seat.org](http://car-seat.org)  
**\$200**

American Family Children's Hospital  
Glendale Memorial Medical Ctr.  
Humboldt County MCAH,  
CHD Prevention  
Maine Families  
Vanessa Merton, Esq.  
Rainbow Babies and Children's Hospital Injury Prevention Center  
UAMS/CPS Education Program  
Village of Boonville

## ■ RECALLS

Sticky buckles led two more companies to offer replacements.

**Evenflo** models include:

Chase models #306 and 329,  
8/23/11-3/3/14

Maestro models #310, 8/22/11-10/17/13

Momentum 65 models #385,  
3/4/13-8/26/13

Secure Kid models #308,  
12/13/11-3/3/14

SureRide DLX#371,  
6/20/12-10/17/13

Symphony 65 models  
#345,346, 10/2/12-8/26/13

Titan 65 #371, 6/20/12-10/17/13

**Snuggli** All-in-One #346

10/2/12-8/26/13; Booster #308  
12/13/11-3/3/14

Call 800/490-7591 to replace buckles for both Evenflo and Snuggli.

**Baby Trend**, Trendz Fastback

3-in-1, made 10/11-7/13. Call 800/328-7363 to replace the buckle.

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

GROUP SUBSCRIPTION:	\$500 Major Corp.	\$200 Hospital	\$100 Small Bus./Prof Grp	\$50 Community Org.
INDIVIDUAL MEMBERSHIP:	\$100 Contributing	\$50 Supporting	\$35 Basic	
SPECIAL GIFT:	\$5,000 Benefactor	\$2,500 Patron	\$1,000 Sustaining	Other \$ _____

Name \_\_\_\_\_ Org/Occup \_\_\_\_\_  
 Address \_\_\_\_\_ City/State \_\_\_\_\_ Zip \_\_\_\_\_  
 E-mail\* \_\_\_\_\_ Phone: Cell (    ) \_\_\_\_\_ Work (    ) \_\_\_\_\_

I can help with \_\_\_\_\_

\* 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)

\$100 minimum: \_\_\_ CPS Tech Update (online access to new instructions since December, 2013)

*For \$100 members: Add \$35 and receive Safe Ride News thru 2014 & current DVD of safety seat manufacturers' instructions!*

Payment: Check/Money Order (enclosed) \_\_\_\_\_

Credit Card (Visa / MC / Discover / Amex) # \_\_\_\_\_ Security Code (on front or back) \_\_\_\_\_

Name on Card \_\_\_\_\_ Signature \_\_\_\_\_ Exp \_\_\_\_/\_\_\_\_

*SafetyBeltSafe U.S.A. is a 501(c)(3) corporation*

Please mail this form to: *SafetyBeltSafe U.S.A.*, Box 553, Altadena, CA 91003

*Federal Tax ID #95-3676040*

## ■ Safety Seat Checkup Week

Thanks to the five supervisors and 38 checkers, representing 20 agencies, that served the 34 families with 40 children and six more expected who arrived in 41 vehicles with 53 safety seats. We found 161 errors, with up to nine on a single seat, for a 90% incorrect use rate. Five were correctly used. We gave three safety seats, thanks to California Office of Traffic Safety (CA OTS), to children at risk, and accepted two unusable seats to recycle.

The families came from six Los Angeles County cities, including 20 zip codes of Los Angeles, and one Orange County city. We were pleased to receive Proclamations and Resolutions from California cities and counties, which indicated that they, too, want to underscore the importance of protecting children on the road. Madera County not only supported the Week but also would like to do so next year!

Thanks to Petersen Automotive Museum which gave us impeccable support and to Toyota Motor Sales, U.S.A. (TMS USA) which joined CA OTS in sponsoring the Week. Michael Sachs, MD, who provided the food for volunteers, was able to attend this year. Civil Air Patrol Captain Jay Weinsoff Cadet Squadron 3 provided invaluable help. Thanks as well to the law enforcement agencies that focused on children at risk for Special Enforcement Week.

## ■ The Car Seat Lady Creates uberFAMILY

*SafetyBeltSafe U.S.A.* member The Car Seat Lady (TCSL) has developed a training program for Uber Cars, using the IMMI Go, so that, for \$10 extra, New York City taxi users can request an UberX equipped with the LATCH-attached forward-facing safety seat.

Parents are to buckle up their own children, but each driver has demonstrated competence in installation and use before joining the program.

“A dream come true!” says Alisa Baer, MD, whose mother Deborah has been active in child passenger safety (CPS) since Alisa’s childhood. Truly a family business, TCSL has created a new model for protecting kids.

Visit <http://thecarseatlady.com/uberfamily-immi-go/> for more details.

SafetyBeltSafe U.S.A.  
P.O. Box 553  
Altadena, California 91003

*Dedicated to improving  
child passenger safety  
since 1980*

Non-Profit Org.  
U.S. Postage Paid  
Van Nuys, CA  
Permit No. 20

Return Service Requested

*You're an important part of the team.  
Renew your membership today!*

**SafetyBeltSafe News**

**May 2014**

## ■ New Safety Seats:

✓ The Cybex **Aton Q**, a rear-facing-only seat certified for 4-35 lbs., features linear side-impact protection attached to the shell and an optional, adjustable load leg to reduce crash forces. A belt-tensioning plate helps tighten the safety belt but isn't a lock-off. The base is not certified for aircraft use.

The **Solution Q-fix**, a highback-only booster with a 7-year "life," for 33-110 lb. kids, has rigid lower anchor connectors for positioning. Raising the adjustable backrest widens the torso portion on the booster, the base of which may not extend beyond the vehicle seat. It has a 3-position reclining headrest to reduce head exposure in crashes. Use neither with an inflatable safety belt.

✓ Dorel has introduced the **Light 'N Comfy** series for kids 4-22 lbs. There are rear-adjust and front-adjust models, and some have an adjustable base recline mechanism.

Also available is the **Store 'N Go** booster with a storage drawer in the base, for kids 40-100 lbs., with or without the backrest. It is not to be used with inflatable safety belts.

The **Advance 65 Air+** convertible covers 5-40 lbs. rear facing, 22-65 lbs. forward facing. The safety belt must be used instead of lower anchors at 40 lbs.

Also available is the **Summit 65/Eddie Bauer Deluxe Highback 65**, a combination seat for kids 22-65 lbs. with the internal harness and 40-100 lbs. when used as a booster. Discontinue lower anchor use at 40 lbs.

✓ Evenflo has introduced its **Platinum Performance Series** for the Secure Kid, Symphony, and Triumph child restraints. These differ from earlier versions only by the Outlast Performance fabric, a NASA-based material that cools and warms the user, and buckle tongue storage pockets, offering convenience and reducing risks of hot metal.

✓ The Graco **Contender 65**, a convertible for kids 5-40 lbs. rear facing, 20-65 lbs. forward facing, has a body support for use in rear-facing mode. Discontinue lower anchor use at 42 lbs.

## ■ Tech Update:

Children's Hospital Los Angeles was the site for David Myers of Dynamic Science to present comparative cases involving children in serious crashes. Myers is on one of 24 teams contracted to investigate incidents captured in the National Automotive Sampling System (NASS). He presented examples of crashes in cars less than 10 years old involving children.

Myers pointed out how crash intensity is assessed by Delta V (closing speed of crash) and noted that a 25-mph crash is like a "belly flop from the second floor." Fatality rates at 34 mph are 10%, at 45 mph, 30%, and at 50 mph, 80%.

Over and over, Myers pointed to seating location as a factor in protection. In one Mini, a 22 lb., 2 year old rode forward facing without a tether and, despite the violent crash, she survived in a virtually undamaged rear seat. In a 80-mph rollover, in which the vehicle "tripped" and the unrestrained, deceased driver was ejected at the 4<sup>th</sup>-5<sup>th</sup> roll, a 73-lb. 7 year old in back, using a combination seat with a harness certified to 40 lbs., attached with a loosely secured safety belt, survived with a fractured clavicle, healed in 3 weeks.

The point is not to negate the need for correct use but to hint at why child traffic deaths fell 44% from 2001-2010: being in a safety seat in the back seat is a vital factor. Cases are "sanitized" to prevent any identifying information from escaping before being posted at <http://www-nass.nhtsa.dot.gov/BIN/logon.exe/airmislogon> where details are available.