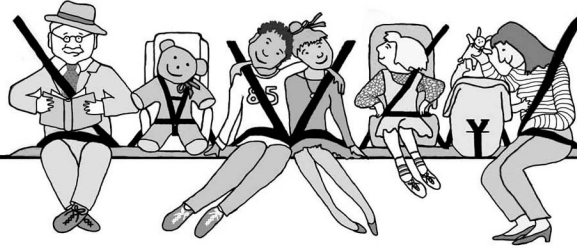


SafetyBeltSafe News

Volume 36, No. 6



November, 2015

Centers for Disease Control and Prevention Share Data

Rooted in data from CT, GA, KY, MD, MN, MO, NE, NY, OH, SC, and UT, the report examines material from 2005-08 on linkages with positive/negative crash outcomes related to children. [Note: the study considered belt only optimal at age 8; however, SBS USA has shown repeatedly children don't fit until age 10-12.]

Reflecting the general requirements for safety seat use until age 8, the drop-off in "optimal" usage at age 8 is striking. From being buckled up optimally in the back at 95% of cases for under 8 year olds, findings showed 77.4% for 8, 65.5% for 10, and 54.7% for 12 year olds. The effect of unrestrained drivers was huge: 41.3% of children loose vs. 2.2% with buckled up drivers; children with impaired drivers, 16.4% loose vs. 2.9%. For correctly buckled up children 4-7, hospital charges for those in the back and front seats were \$1630 and \$1958 compared with \$9956.60 and \$11,143.85, for unrestrained children. (Children under 1 year old were omitted due to data collection issues.)

Data show that 79.9% of 1-3 year olds were in safety seats while by ages 4-7, it was 35.9%. Overall, in each age group, fewer than 4% were unrestrained. Back seat travel decreased from 93% for the youngest group to 67.2% for the oldest. For the oldest group, one-quarter to one-third rode unrestrained and up front. Drivers more likely to have kids unrestrained in front were the youngest and oldest; impaired/risky/unrestrained drivers had kids more at risk: 32.1% in front; 16.4% unbuckled. Urban crashes found fewer kids in front or unrestrained but a few more sub-optimally buckled up. Post-2002 vehicles had fewer unrestrained and in front.

Looking at injuries, a major difference was the seven times higher rate of traumatic brain injury between kids buckled up vs. those loose; back seat travel had a less striking but positive protective effect. Head injury was more likely for younger children while the oldest kids were injured on the extremities. The study reinforces the importance of using all modalities to keep children optimally buckled up. (MMWR, 10/2/15, vol. 64, #8)

Gov. Brown Signs AB 53 by Cristina Garcia

The first piece of legislation by Cristina Garcia, Assemblyperson from Bell Gardens, became law in September, making CA the 3rd state to declare rear-facing travel until at least age 2 mandatory unless the child is 40 lbs. or 40 inches or more. The law allows for key education until 1/1/17 when the fine, about \$500 with court costs, and a point on the license of the parent, if present, or driver, go into effect. SBS USA is urging every health, law enforcement, educational, and social service agency to promulgate this widely. Child passenger safety (CPS) advocates understand that rear-facing travel is 5 times safer than riding forward facing, but many others don't.

SBS USA will help with education, exhibits, flyers, and presentations; however, this message needs to be incorporated in everyone's communications—to save lives and lessen the financial impact on families. We are particularly eager to reach out to refugees with families as they are very vulnerable and may come from areas without active CPS programs.

Our low-reading-level brochure, *Keep Your Children Safe*, for California distribution has the updated law.

Thank You...

... to SBS USA members for 2016!
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AAA predicts that 30% of all Americans will be on the road some time during the holiday season.



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New Recall

The tether on Recaro ProRide models manufactured 4/9/10-6/9/15 and Performance RIDE models manufactured 1/15/13-6/9/15 can detach from the safety seat during a crash.

Call 866/628-4750 for the retrofit kit, consisting of webbing with loops on both ends and instructions for consumers.

Congratulations ...

... To Marilyn Bull, MD and
Billie Weiss, MPH

Two impressive women were honored this month in recognition of years of labor in preventing injury:

Marilyn Bull, recognized by the White House and U S Department of Transportation as a Transportation Champion of Change, is especially well known for her work in special needs programs but also for research setting CPS benchmarks for American Academy of Pediatrics.

Billie Weiss, who was in charge of the Injury and Violence Prevention Program, Los Angeles County Department of Public Health, has been engaged in research, teaching, and program leadership, especially in violence prevention. She received the Victor Sidel and Barry Levy Award for Peace from American Public Health Association.

However, Billie also found SBS USA office space in 1997 and made us program consultants in developing the County safety seat distribution program.

Warning!

**from Consumers Union on
the Recaro Performance
RIDE**

Consumers Union (CU) publicized concern about the seat, based on a newly devised crash test at 35 mph (40% more energy than NHTSA standard) in the forward-facing mode. The harness support structure broke, allowing the harness to pull through the plastic and to loosen, which could lead to head injury or ejection.

This occurred in 3 of 4 tests using the LATCH system and 3-year-old, 35-lb. dummy; it didn't occur with use of the tether and shoulder-lap belt until it was tested with the 52-lb., 6-year-old dummy.

The models tested had been produced with the newly revised tether system which employs a "load-limiting" strap and more structural support for the tether.

CU recommends using the Recaro Performance RIDE rear facing which is permitted for those 40 lbs. or less and up to 22.5 inches seated height or, for larger children, to move to another forward-facing seat. But do not omit use of a safety seat.

CU has developed a more stringent test that is more closely related to the current vehicle environment. The test sled has more realistic seat geometry, including a simulated back of the front seat, and actual vehicle cushions and hardware. The test accelerations/decelerations are closer to crash dynamics in current vehicles.

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:

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Thank you, CA Office of Traffic Safety!

Pomona Police Department and SBS USA are partnering to provide new outreach programs in southern CA as well as specific resources for Pomona schools from the Boosters Are For Big Kids curricula and the ongoing fitting station and mini-checkups. The Safe Ride Helpline extends technical aid to parents and professionals statewide. Our team is planning Educator Workshops, hoping to enlist professionals who may never become Technicians to extend our reach through technically accurate information for their clients as well as introducing participants to the concept of Child Passenger Safety Technician (CPST) Certification training.

5-Step Test events; seeking partners to improve recycling resources, despite the international slow-down in that sector; and engaging more nurses in the field are key to preparing the public for the changed CPS law. Opportunities for law enforcement roll call briefings and extending the concept of the Model City, an integrated group of local leaders bringing their efforts together to encourage more compliance with best practice recommendations, will continue. We encourage you to reach out to us with ideas and requests to enhance protection of our children.

With a rapid start to the grant, we partnered with **Chris' Auto Service** and Los Angeles City Councilperson **Gil Cedillo** to have the first joint safety seat and auto checkup. The site had stalls for car inspections on one side and safety seat checkup stations on the other. Attendees sometimes used both.

The auto service teams found only one vehicle with every aspect 100%. Among the 26 safety seats checked, four were uninstalled but only two overall were correctly used. Among the 56 errors were up to five on a single seat.

Special thanks to **Amber Mackay**, RN at Kaiser, whose efforts resulted in a successful new model, including vivid posters in businesses in the area and major support for the teams volunteering for the day. A local college journalist covered the event for the Sunday show on Oct. 4th!

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SafetyBeltSafe News

November 2015

News on Safety Seats

The **Baby Trend** Secure Snap Gear 32, a rear-facing-only seat for kids 5-32 lbs., has both an adjustable-length crotch strap and an adjustable base with lock-off. Some models have three sets of harness slots; others have a no-rethread harness with adjustable back. Do not install using an inflatable safety belt.

The **Chicco** KidFit booster covers kids at least age 4 weighing 30-to-100 lbs. with the backrest, 40-110 backless. The base features lower anchor attachments. Refer to vehicle manual about using the booster with an inflatable safety belt.

Clek has introduced the Infant Thingy, a 2-piece infant insert for use with its Foonf and Fflo models. One uses it for rear-facing babies 5-22 lbs. The head support section must be used until the child is at least 14 lbs. and can sit upright unassisted. The body support must be used if the child weighs 11 lbs. or less, or if the child must use the safety seat headrest but weighs less than 14 lbs., or is not able to sit upright unassisted.

The Infant Thingy instruction booklet supersedes information in the safety seat instruction booklets. The minimum weight limit for both the Foonf and the Fflo is 14 lbs. and 6 months. Using Infant Thingy reduces the lower limit to 5 lbs.

Another new booster is the **Dorel** Maxi-Cosi Rodi AP, for 30-to-120-lb. kids with the backrest, 40-120 lbs. backless. Features are an 8-position headrest and adjustable side supports. Don't use with inflatable safety belts.

The new **Evenflo** rear-facing-only seat is LiteMax 35, for 4-35 lb. youngsters, with 4 sets of harness slots, 3 crotch strap slots, and 3 hip strap configurations, based on weight. The adjustable base has a lock-off; only #3 of the 4 handle positions is used for car travel.

Two new **Graco** seats with no-rethread harnesses are Atlas 65 and Tranzitions. Atlas 65 is a combination seat for kids 20-65 lbs. with the harness, 30 to 100 lbs. in booster mode. The headrest is adjustable to ten positions. Discontinue use of lower anchors when child reaches 45 lbs. The backrest is not removable. Do not install using an inflatable safety belt in harness mode.

The Tranzitions, also a combination seat, covers 22-65 lbs. with the harness, 30-100 lbs. in highback booster mode, or 40-100 lbs. in backless mode. The headrest is adjustable to 8 positions. Discontinue use of lower anchors at 45 lbs. Do not install with an inflatable safety belt in harness mode.

The **Graco** Nautilus 65 DX and Nautilus 65 DLX are similar to earlier and current Nautilus models but differ in the 40-120-lb. weight range for backless mode. Also available is the Nautilus 80 Elite, which covers 20-80 lbs. with harness, 30-100 lbs. and at least 3 years old in highback booster mode, and 40-120 lbs. and at least 4 years old in backless mode.

The Nautilus combination seats now have no-rethread harnesses and a 3-slot crotch strap, changes for 2015. Both the DLX and the Elite have a lock-off. All three models have a 10-year expiration.

KIDZ in Motion: More Conference Notes

Amy Teddy of University of Michigan Medical School reported on ways to improve retention of information by parents at checkups. In the context of the Ben Hoffman MD report on 93% incorrect use for newborns on discharge (*See SBS News*, 11/14), research-based techniques for more effective communication are essential.

Reporting on data from Michelle Macy, MD, whose earlier research papers have been shared in prior *SBS News* issues, Teddy noted only seven messages remain in short-term memory; however, teaching such new information to others solidifies retention. Suggested techniques were visual teaching tools, such as a segmented pool noodle to represent the spinal cord; picking key issues to emphasize; and giving parents enough data about the *whys* so they can teach others, especially relatives and friends who may challenge their new learning.

Making sure checkers find out why parents have come to the event, i.e. “starting where the family is,” to make sure checkers and parents are on the “same page,” is key. Focus groups with parents indicated “good stories” solidified learning. Often one has content experts in abundance but no marketing experts whose input would make it easier to “sell” CPS more effectively.

Nurses: A Key Resource: Another exciting aspect of the conference was the chance for nurses to meet. Heidi Heflin, RN, CPSTI, SBS USA Program Consultant, carseatrn@gmail.com, is available to assist the coalition in reaching out to the many nursing groups that can insert CPS information in services to their clients if only the nurses in these groups receive basic CPS education. Please e-mail Heidi if you would like to be part of this growing network.

SBS USA has certain routine components of our checkups to help consolidate information, such as a consistent, comprehensive packet, including the full recall list, on which notes are made on issues specific to that family, which includes background for recommendations; a team that supports the parent when a supervisor suggests a step they may be reluctant to pursue; a focus on “why” any step is suggested; and consistent “rules,” such as no kids in the front seat during checkups, which lead to discussions of the risk of modeling behavior they wouldn’t want the child to follow if he or she got into the car independently. We also have found that having teens conduct 5-Step Tests at community or school events often reinforces use of belts for them and is preferred by youngsters who see slightly older kids as role models.

Side-Impact Testing

In the 1/14 and 5/14 issues of *SBS News*, the National Highway Traffic Safety Administration (NHTSA)-proposed rulemaking on side protection for safety seats was presented and critiqued. In 9/15, Consumers Union relayed results of their testing, using the proposed protocol, and commented to NHTSA about issues they found. The rulemaking has not become final. CU found special concern for the outcomes of replicating testing with the Q3s dummy for rear-facing-only (RFO) seats.

The protocol would use the CRABI dummy (12 month old) for testing structural integrity of the shell but because the majority of RFO seats now are certified above 22 lbs., use of the Q3s dummy also would be required. But the Q3s, a 3-year-old/32-lb. dummy modified for side-impact testing, is 3-6 inches taller than the permitted height for kids using these seats. Because the head is outside the shell and the testing is not done in a real car, the results would overstate the protectiveness of those seats. Given that the dummy’s head would not contact the shell, the results might lead to “designing to the test” rather than for true head protection.

CU engineers believe the energy released in the side-impact tests will not lead to structural failures. They recommend creating a new dummy for testing these products, instead of using the Q3s. Emily Mathews, author of “*More Change Needed for Car Seat Side-Impact Protection*” (ConsumerReports.org), believes that making a small biofidelic dummy for side-impact testing could be hastened by the work done to create the Q3s.

Another issue, regarding lateral head excursion in testing forward-facing seats, concerns dummy head “roll out” occurring beyond the seat shell. Results don’t mimic real-world experience since the test “vehicle” doesn’t provide car structure. Taller seats allow the head to roll above the mock door without encountering other structures. The team also found some interference with items in front of the test bench for testing safety seats with load legs.

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To: Our highly valued Readers

From: Bonnie Oseas, President, Board of Directors



It's time to join SafetyBeltSafe U.S.A. for 2016. A busy year lies ahead.

You may have heard that California recently amended the child passenger safety law to make rear-facing travel mandatory for children under 2 from 1/1/17, excepting those 40" or more or 40 lbs. or more. While this represents a major step forward, it is critical that everyone in the child passenger safety community ramps up education to avoid families receiving tickets for relying on the rear-facing-until-1-year instructions on safety seats. This is, in fact, a national issue as two other states preceded California in passing similar legislation. We have developed a flyer to share widely across California (available to download from www.carseat.org); it can be adapted as well.

Meanwhile, we are happy to report that California Office of Traffic Safety and Los Angeles County Department of Public Health are funding important tasks both in Los Angeles County and statewide. We continue to provide the bimonthly Technical Webinars for California Technicians for California Department of Public Health. A lively exhibit in Washington D.C. for the national conference of American Academy of Pediatrics, with support from Volkswagen Group of America for the second year in a row, was another chance for national service. We anticipate support from several corporate friends to help us explore new areas of community education but, without the support of our members, we cannot initiate new projects nor supply resources nationally.

Another challenge is to find a new home for our office as L A BioMed, our host since 1997, is redeveloping its site starting in June. We are reaching out for leads to find new office space and encourage you to share ideas and perhaps find potential partners. We can provide useful services, such as talks, checkups, and materials.

We encourage our members to nominate candidates for the Siegel SafetyBeltSafe U.S.A. Child Restraint Awards of Excellence. Let us know about outstanding programs and people who are making a difference in our field through sustained commitment.

The newsletter has a membership form, and www.carseat.org has more information about the various levels of membership and the attendant services available. *SafetyBeltSafe News*, which can provide a Continuing Education Unit for Child Passenger Safety Technicians, is sent to members at every level. However, there are useful codes for printing the recall list and obtaining the update service and accessing the special Web page with new instructions as the year progresses to supplement the annual Manufacturers' Instructions with Summary Sheets for those at specific membership levels. Additional useful items, such as brochures, are included for those at the Hospital/Agency level and above. Most important—remember to join soon to avoid a gap in services.

Safe Travels!

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