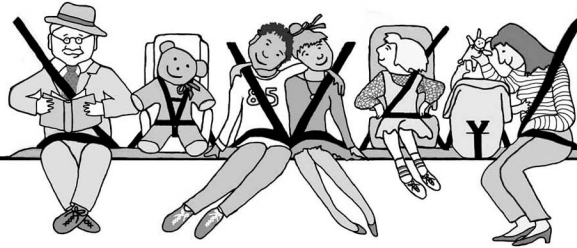


SafetyBeltSafe News

Volume 36, No. 2

March 2015



Inaugural Siegel SBS USA Child Restraint Awards of Excellence

As *SafetyBeltSafe* U.S.A. (SBS USA) supporters celebrated at the 35th Anniversary breakfast on February 8 at the Culver City (CA) Tesla store, the first Siegel *SafetyBeltSafe* U.S.A. Child Restraint Awards of Excellence, recognizing sustained effort in the campaign to make child passenger safety (CPS) a reality, were announced. Arne Siegel, who developed the first child test dummy in response to the carnage in low-speed crashes, and his wife Steffi conceived of the Awards. First to be recognized were Marc Cohen, SBS USA Board member, and Stephanie Tombrello, Executive Director, followed by two long-time mainstays of the SBS USA Office: Adrienne Snitily and Shawn Clinton.

Cohen responded to the loss of his stepdaughter and grandson in a crash by becoming a CPS Technician Instructor to reduce the likelihood others would suffer as he and his family have. He offers free checkups over a wide area in southern California, recruits likely CPS advocates, and was en route to check a seat after the breakfast!

Tombrello, a founder of SBS USA, has worked on CPS issues for almost 45 years. Recognized for their dedication and contributions to promoting CPS were Snitily, retiring Office Coordinator, and Clinton, who has served in the SBS USA office since 1993 and will take over the Office Coordinator role. Both Adrienne and Shawn epitomize the SBS USA philosophy of attention to accuracy and a welcoming approach to clients and volunteers alike.

For 2016, SBS USA and the Arnold & Steffi Siegel Foundation will encourage nominations from around the U.S. for the Awards recognizing achievement in CPS.

Arne Siegel spoke on his early experiences in developing CPS standards through research and Eden Danaher described the testing underlying the Tesla title of the safest car ever*. Arne described the babies crushed by unbuckled adults or thrown through windows in low-speed crashes and his ride-alongs with law enforcement to crash scenes.

At UCLA School of Engineering, their team developed the first scientifically designed crash tests for cars and small planes, followed 8 years later by the first on-scene non-fatal crash-investigation team of engineer and MD, later developing the early NTSB-like investigatory teams and initial National Transportation Safety Board (NTSB) research.

Arne persuaded his colleagues to let him design child dummies to put in the crash tests, using the crude restraints then marketed. With no regulatory standards, he collaborated with Fisher Body on a rear-facing “bassinet.” Movement seemed glacial.

Speaking of the wide range of estimates of child injuries in cars (250,000-1 million a year) due to poor databases, he presented the “neglected child syndrome” in a 1968 research paper. It caught on, leading to Physicians for Automotive Safety, Action for Child Transportation Safety (ACTS) in NYC, Women for Political and Social Action in Pasadena, and in 1980, *SafetyBeltSafe* U.S.A.

At the breakfast were SBS USA member and a founder of ACTS, Gisela Moriarty, and an early ACTS member Cheryl Kim, long involved with SBS USA. Arne is the principal of Accident Reconstruction Associates, which conducts research and works on litigation.

**Subsequently, Consumers Union again named Tesla Model S the best car overall with a score of 99.*

Thank You . . .

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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

Mail: Box 553

Altadena, CA 91003

EXECUTIVE DIRECTOR:

Stephanie M. Tombrello, LCSW,
CPSTI

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Calendar

**March 29-April 4 is
Special Enforcement Week**

**April 5-11 is
Safety Seat Checkup Week**

*Register at 310/222-6860 for all
courses*

Educator Workshop:

***3/25:** Altadena, CA,

8:15 am-4:30 pm

6 CEUs for nurses;

3 CPST, CPSTI CEUs

Co-sponsors: CA Office of Traffic
Safety (CA OTS), Pomona Police
Dept., & St. Francis Medical Center

Nat'l Technician Certification:

***4/28-30:** Pomona P D Training

Center plus 5/1/15 Checkup

Co-sponsors: CA Department of

Public Health, CA OTS, L A

County Department of Public

Health, Pomona P D

Safe Kids fee: \$85

Submit application to SBS USA

Safety Seat Checkups:

9 am-3 pm for checkers;

10 am-2 pm for families

***4/11:** Safety Seat Checkup Day,

Petersen Automotive Museum,

Los Angeles, CA. Co-sponsors: CA

OTS, Pomona Police Department

***4/25:** Checkup for Kids with

Special Needs Only

Children's Hospital/Los Angeles,
near Del Taco

8 am-2 pm for families; special

needs-trained checkers needed.

Call 323/361-8170 to register

***5/1:** Wal-Mart, Pomona, CA

Co-sponsors: CA Dept of Public

Health, CA OTS, L A County

Department of Public Health,

Pomona P D

Coming Soon:

***Special Enforcement Week and
Safety Seat Checkup Week***

SBS USA invites participation of all law enforcement agencies in heightened emphasis on locating and citing parents/drivers with children riding at risk. Although state laws are not always aligned with best practice, most risk stems from children riding unrestrained, facing forward before age 1, in loosely attached safety seats or with loose or unused harness systems.

For older children, lack of a booster before the safety belt fits correctly is a major omission, especially since most have had a booster at one time.

Request our California Citation Reminder cards for every officer on the street to help protect those riding most at risk.

Encourage your state, county, city or agency to proclaim Safety Seat Checkup Week and focus on best-practice education for all of the families in your care.

For posters and flyers, call 310/222-6860 or e-mail i0680@hotmail.com.

April 11 is the final day of Safety Seat Checkup Week, when SBS USA will hold a free checkup at Petersen Automotive Museum, Los Angeles, from 10 am to 2 pm. Reservations are encouraged; checkers to serve on inspection teams are invited.

The goal is to prepare children to leave more safely buckled up than when they arrived. Call 310/222-6860 to volunteer and share the attached flyer in your community. Spanish flyers are also available at www.carseat.org.

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

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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*.
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For \$100 members: Add \$35 and receive Safe Ride News thru 2015 and current DVD of safety seat manufacturers' instructions!
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NHTSA Posts Important Potential New LATCH Rules

On 1/23/15, at <https://federalregister.gov/a/2015-00162>, National Highway Traffic Safety Administration (NHTSA) proposed to reduce obstacles to use of the LATCH system to install safety seats. Its focus is making the components more uniform, more visible, labeled more clearly, and described more consistently in instructions. Comments on Docket No. NHTSA-2014-0123 are due by March 23.

Based on research on user difficulties are new proposed requirements for amending FMVSS 213 and 225: space around lower anchors to attach connectors with reasonable force (40 lbs.) and bars within 2 centimeters of the seat bight; providing rigid bars of any cross-section shape but not hidden under carpeting or vehicle seats or where tether straps cannot be tightened. Requiring specific consistent symbols of the equipment in vehicles, even when attachment bars are visible, and on safety seat components makes it less likely that parents will attach a strap incorrectly.

Three major areas of comment are requested: 1) Should there be more locations for anchorages and fewer vehicles exempt from the requirement? 2) Should language in manuals be prescribed so the same terms are used in all? 3) Data indicate that tether anchors are sufficient to provide protection up to the top weight listed on child restraints. Should the new regulation state that the safety seat manufacturer can determine the point at which a tether should not be used? (NHTSA intends to test safety seats with the 77-lb. dummy with the top tether in use but only with a safety belt, not lower connectors, holding the seat in place.)

Historically, using the lower anchorages has been complicated in vehicles in which the bars are buried far from the seat bight or with "stiff" seat materials, making it hard to connect to the bars. Some find it hard to know how to attach tether straps to tether anchors, especially in some pickup trucks, which have complicated tether strap paths. Using data from the Univ. of MI Transportation Research Institute (UMTRI) on LATCH usability and the work of the International Standardization Organization (ISO) on adopting symbols for tether anchor and lower anchor bars, NHTSA shares their conclusions on these issues. *(continued on page 5)*

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child passenger safety
since 1980*

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SafetyBeltSafe News

March 2015

New Safety Seats:

Britax has introduced B Safe 35, a rear-facing-only seat from 4 to 35 lbs., with a built-in lock-off for use with the safety belt. The Elite version has a no-rethread harness. The seat has a dual recline indicator and an adjustable crotch strap. The lower connectors are tightened with a strap at the center of the base.

The **Chicco** KidFit is a booster for kids 30-100 lbs. with the backrest and 40-100 lbs. without. It has rigid LATCH connectors, no tether. The backrest adjusts to ten heights.

Dorel Maxi-Cosi Mico Max 30 is a rear-facing-only seat for children 4-30 lbs. The seat has side impact protection, an anti-rebound bar, an adjustable base, and rigid lower connectors.

Graco has introduced two models, with either front-adjusting or rear-adjusting harnesses, of ClickConnect 30. Both models fit 4-30 lbs., feature 4 sets of harness slots and a two-position crotch strap. The infant insert must be used if the infant's shoulders are below the lowest set of slots. Also new is the SnugRide ClickConnect 35 lx, for kids 4-35 lbs. It features a no-rethread harness, a built-in lock-off, and a crotch strap which adjusts both in position and in length. It can fit in the ClickConnect 40 base.

Little Tikes has introduced a highback booster, adjustable to 6 positions, and a no-back booster, both for kids 40-100 lbs. and at least 4 years old. The backrest adjusts to six positions.

Phil & Teds has introduced the Alpha Protect, which is the same rear-facing-only seat as the Urbini Petal Touri/Omni. However, instructions differ on the routing of the safety belt when installing the carrier without the base. (*See 9/14 issue.*)

Update: Takata Air Bag Report

A major problem with Takata air bags, supplied to many auto companies, led NHTSA to send recall notices to owners of multiple models from 16 brands to have dealerships inspect air bags and until then, to stop driving their vehicles or, at the very least, not transport anyone in the front seat.

Companies include Acura, BMW, Chrysler, Dodge, Ford, General Motors, Honda, Infiniti, Lexus, Mazda, Mitsubishi, Nissan, Pontiac, Saab, Subaru, and Toyota, for vehicles primarily made 2000-2011.

Propellant in the bags can cause them to fail or explode, sending shrapnel throughout the cabin; high humidity makes the problem more likely. Although SBS USA rarely tracks auto recalls, this one impacts so many different vehicles, the organization has a warning flyer in English and Spanish for both community educators and safety seat checkers to distribute to those with the listed vehicles.

Anthony Foxx, U S Secretary of Transportation, is urging Congress to pass the Grow America Act, a bill which would include an important requirement for rental and used car agencies to protect their customers by fixing all recalls before renting or selling vehicles to the public. Rosemary Shahan of Sacramento-based CARS* has been encouraging such regulation. Creator of the 1st "lemon law" for cars, now emulated in every state, Shahan has been promoting legislation based on the horrors of deaths and injuries of vehicle occupants unaware they are buying/renting a vehicle already recognized as defective.

NHTSA has now ordered Takata to pay \$14,000 fines daily for sluggish outreach and to save all air bag parts removed from recalled vehicles so lawyers and researchers can have access to them.

* Consumers for Auto Reliability and Safety
(<http://www.carconsumers.org>)

(from page 3)

Requiring a minimum clearance of 6 ½ inches for tether anchors and limiting the length of the tether strap hardware to 6 ½ inches should eliminate situations when the tether strap cannot be tightened. About 30% of safety seat tether attachment hardware will need changes.

NHTSA expects increased correct use of the LATCH system when these improvements are made in the 79% of vehicles and 30% of safety seats that will require some re-design, but 3 years will be allowed for compliance. Based on the UMTRI study, NHTSA expects increased CORRECT use in achieving tight attachment of safety seats in cars.

The UMTRI study of 2011-12 vehicles demonstrated that 9% met none of the 3 provisions, 31% met one, 37% met 2, and 21% met all three. Attachment force of less than 40 lbs. was met by 90%; clearance angle by 58%, and by 28%, the anchorage depth feature. A subsequent test on 10 vehicles from 2005-2013 by NHTSA showed all with attachment force well below 40 lbs; of 31 lower anchorage locations evaluated, 17 exceeded the proposed clearance angles; about half had anchorages with depth locations meeting the proposed spacing. Of the 10 vehicles, three already met the three usability criteria.

Tether anchors currently may be metal bars or fabric loops; the latter will be barred. Tests for dummy injury criteria showed all designs on the market tested gave sufficient head injury protection. Anchorages hidden under carpets or vehicle seats that need to be folded up to find them would be banned as well as the use of tools, including coins, to uncover them. The anchor will be a rigid bar of any cross-section shape.

Markings to indicate presence of lower anchor bars will be standard and required, regardless of the visibility of the anchor. Not previously required to be labeled, tether anchors in future will have a consistent symbol to spur education of the public and ease of use. Of 122 vehicles surveyed, already 41% had no tether anchor cover, and 73% had appropriate symbols. The NPRM* includes rules for matching symbols on safety seat lower anchor connectors and tether hooks to reinforce learning and appropriate connection. Manuals will describe the symbols and their meanings.

NHTSA assessed various testing approaches and concluded that requiring more standardization of the features the UMTRI research showed to have promoted CORRECT use would be more effective than the proposed voluntary fit testing by vehicle manufacturers of a small subset of safety seats. For years, caregivers wondered why standardization has not been required.

In this comprehensive NPRM, NHTSA is asking for input on several common issues:

- 1) Should more manufacturers join Ford Motor Co in encouraging use of the inner bars of outboard lower anchor systems for center location installations, for those up to 20 inches apart, rather than banning such use or requiring vehicles to have standard distances as is mandated for dedicated pairings?
Do those in the field find parents attaching 2 connectors to a single lower anchor bar?
- 2) Should full LATCH systems be mandated in third-row seating positions or is it sufficient to have extra tether anchorages only?
- 3) Should convertible vehicles remain excluded from mandated tether anchor rules, given the nearly 20 years of industry experience designing such anchors and their locations?
- 4) Perhaps the most striking statement in the NPRM is that, regardless of the top child's weight listed, testing shows all forward-facing safety seats should be installed with the top tether strap attached. Thus ends the never-logical recommendation to detach tether straps for children who weigh as little as 40 lbs. NHTSA describes the static/dynamic testing relationships as well as successful testing with dummies and seats of combined weights to 93 lbs.
- 5) Finally, NHTSA proposed a 3-year lead time after the Final Rule is published for meeting the new requirements; however, it may be that a shorter lead time might be set for safety seat changes which are primarily improved labeling/instructions, tasks that might not require so much time and could be useful in the vehicles on the road that already have markings.

**Notice of Proposed Rulemaking standards are performance-based rather than design requirements. Manufacturers have achieved compliance variously. But research shows making these rules would reduce incorrect use.*

SafetyBeltSafe U.S.A.

Safety Seat Checkup Day

Saturday, April 11 • 10:00 a.m. to 2:00 p.m.*

*For a checkup appointment, call 310/222-6860. If you do not have an appointment, there may be a wait of more than one hour or you may be turned away.

11:30 a.m. Welcome Ceremony and Recognition of Notable Guests

Petersen Automotive Museum

6060 Wilshire Blvd., Los Angeles 90036 (Wilshire at Fairfax parking lot)



Buckling up is a family affair.

Safety Seat Checkup Week April 5 – 11, 2015

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SafetyBeltSafe U.S.A. is the national, non-profit, member-supported organization for child passenger safety.

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