

41 years

SBS News

A publication of *SafetyBeltSafe U.S.A.*

Volume 42, #2

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New Look/Same URL

Since 1999, *SafetyBeltSafe U.S.A.* kept our Website content updated with tools for parents, professionals of all stripes, and Child Passenger Safety Technicians (CPSTs) and Instructors but in the style of our original Web contractor, Phil Wasson, who, with Cheryl Kim, CPSTI, introduced us on the Web.

On February 22nd, our newly-organized and redesigned Website, helmed by persistent enthusiast Heidi Heflin, RN, MN, CNS, CPSTI, Program Consultant for SBS USA, debuted. Heidi recruited technical aid from Blythe Leatherman and Brandon Sideleau and engaged Technician-Instructors John Stubbs and Catharine Marroquin plus SBS USA Board member and volunteer Webmaster Wendy Thomas, CPST, to supply input and expertise.

Now it is here; we hope all of you will find it a useful resource. Check it out at www.carseat.org. And as we say, while the beta is public, we hope our public will let us know if there is an unclear message or a broken link. All of us have learned through the pandemic that everyone can contribute to making the good, better, and the better, best! Go to CONTACT and send us a message to help us improve our efforts to protect children and their families in the car!

Congratulations to the team!

Special Needs Recognized

SBS USA has focused on the travel needs of infants with diverse circumstances that preclude safe use of the majority of safety seats. One group are tiny infants, often provided care in NICUs. Program Consultant and former SBS USA Board member Heidi Heflin has stressed the need to provide focused education for nurses. Recalling her years in practice, she knows both the variety of challenges nurses have and the trust that patients invest in nurses. Therefore, SBS USA has provided 1-CEU-for-RNs Webinars in California to combat deficits in their familiarity with the newest recommendations and to attract new CPSTs.

Safe Rides Home for Smaller Babies, by Heflin and Laura Siemion, RNC-NIC, BSN, CPST, published in the current newsletter of the National Association of Neonatal Nurses, summarizes important considerations for transporting tiny neonates and the basics covered in the RN Webinars. They show readers how to make their practices conform to the latest recommendations to help protect both themselves and their charges from errors due to lacking information.

The authors show how policies of American Academy of Pediatrics and other child passenger safety (CPS) leaders can impact their practices overall while offering specific guidance about harness levels, choosing seats, and addressing daily practice challenges, such as used or fake safety seats.

Nurses and doctors are on the front lines, and families turn to them for advice. However, their professional education may not provide specific tools. With clear guidance on the key points in CPS, the article may support neonatal nurses reaching out for deeper training, making them key partners for CPS professionals. Congratulations, Heidi and Laura!

Dedicated to improving child passenger safety since 1980

Saved!

When a crash survivor being cut out of an SUV states, “Tiger” when asked his name, one knows immediately the last name is Woods. Fortunately, Harbor-UCLA Medical Center received him and performed delicate emergency surgery on his badly injured leg.

It has been reported that Woods’ safety belt use likely saved his life, so SBS USA plans to award him a SafetyBeltSaved certificate!

Los Angeles County plans a full investigation of that stretch of roadway, as it is the site of frequent serious, even deadly, crashes.

Wearing one’s safety belt is critical to remaining in a rolling vehicle. It is a lifeline in such a crisis.

We wish Tiger a full recovery!

SafetyBeltSafe U.S.A.

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New Seats

Dorel introduced the Pria 3-in-1 and Pria Max 3-in-1, two almost identical models. Both accommodate children 4-40 lbs. rear facing, 22-65 lbs. forward facing, and 40-100 lbs. in highback booster mode. They feature a no-rethread harness, push-on lower connectors, and three recline positions.

Model differences: The Max version has E Z Out harness and buckle covers to hold them up and away when not in use, a magnetic chest clip, and an upgraded thicker/wider infant insert wedge.

MEDIA WATCH: The TV series, “This is Us,” has come to SBS USA for vintage safety seats for the many babies in the story. On February 23rd, GM and Century Infant Love Seats from our collection were models in scenes of both frustration and peace. The production team had made exact copies to protect our originals.

If you are a fan, watch for shield boosters and an older seat forward facing! SBS USA wasn’t asked for direction on the use of the seats themselves. In real life, unfortunately, a university research paper shows 93% of newborns leave the hospital incorrectly buckled up, and SBS USA checkup statistics on errors run about 90%.

Calendar

✓5/16-22: Safety Seat Checkup Week!

TECHNICAL WEBINARS:

Registration is via e-mail.

Send suggestions for topics to stombrello@carseat.org.

✓4/1: For CA Technicians/
Instructors: 10-11:30 am. 1 CEU.

✓5/6: CPS Malaysia Technical
Webinar, 10-11:30 am. 1 CEU.

SPECIAL FOR NURSES:

✓3/24: CPS Basics: 10-11 am
1 CE for nurses, thanks to

Harbor-UCLA Medical Center,
Torrance. Ask for the link.

Arrange a special session for the
nurses in your facility.

stombrello@carseat.org

VIRTUAL CONFERENCES

✓4/26-28: *Virtual Lifesavers
Conference*

<https://lifesaversconference.org/>
SBS USA will provide an exhibit
and a panelist on technical
resources for CPST updates.

✓6/15-16: *Advances in Child
Injury Prevention*

Research from CCHIPs; CPS
CEU Credit available.

Register: \$100. (students: \$50):
Patricia Harris:

harrisp@chop.edu

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Booster Legislation Considered for Congress

Use of boosters by 2- and 3-year olds has been an ongoing problem. In the marketplace today, there should be no need to confront that risky situation. However, so long as the messages on products indicate in some way that kids might use them, parents may be lulled into using a cheaper item. Congressman Raja Krishnamoorthi of Illinois is developing a bill to require boosters to be labeled for children 40 lbs. and above and to carry warnings that children under age 4 need to be in seats with internal harnesses.

The bill also includes a section requiring National Highway Traffic Safety Administration (NHTSA) to develop testing standards for boosters to protect riders through side impacts in both near- and far-side crashes. In 2014, the proposed NHTSA side-impact standard stopped at 40 lbs. because it might eliminate boosters on the market. When older children are raised on boosters, they are more likely to be protected by the in-vehicle features geared to adults and teens, such as side air curtains and internal padding. The bill has not yet been introduced. Several research-focused groups plan to raise some of these issues with the Congressman.

Concurrently, *SafetyBeltSafe U.S.A.* would like the Congressman to consider a couple of issues. Some of the proposed labeling may have language that is not immediately meaningful to those who are not fluent readers or oriented to CPS itself, although its meaning is key to protecting kids. SBS USA also would like consideration of language in instruction manuals concerning how to know how long kids need to remain in boosters, such as the 5-Step Test which makes it clear to parent and child when belt fit without a booster is achieved. Louisiana has led the way by clearly inserting it in their state law.

With his leadership focus on CPS, Congressman Krishnamoorthi might devise language to address the sale of products that mimic lower bars and tether anchors or are items, like safety belt extenders, which have a role but *not* in CPS, and yet are listed on main-line Websites, the locus of a large proportion of commerce in the U.S. today. We are excited to see a focus on CPS in Congress and encourage our readers to share your observations with the Congressman through Mollie Cramer in his office: mollie.cramer@mail.house.gov.

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SafetyBeltSafe News

March 2021

Federal Register Docket No. NHTSA-2020-0093 Comments

Just as our January issue was heading to press, the comment period for NHTSA-2020-0093 was extended to 4/5/21, which means readers still have time to support or question aspects of the proposal. SBS USA filed comments at <https://www.regulations.gov/document/NHTSA-2020-0093-0028>. University of Michigan Transportation Research Institute (UMTRI), a long-standing resource for CPS findings, is filing with notes on several key issues.

For instance, given similar findings for attachment of seats with internal harnesses with lower connectors and lap belts in research testing, UMTRI would support the move to testing with lap-shoulder belts; however, concerns have been raised that once that became standard, companies might restrict use of safety seats with lap-only belts, raising concerns for owners of pre-2008 vehicles. UMTRI is opposed to allowing manufacturers to list age 1 as suitable for riding forward facing; moreover, based on weight data for 2-year olds, they recommend 30 lbs. for minimum forward-facing weight and, for booster use, minimums of 4 years and 40 lbs.

An interesting issue raised by UMTRI researchers Kathy Klinich and Miriam Manary is the type of retractor used on the proposed test bench (vehicle seat) for booster testing. The current one does not replicate the types in vehicles that allow for initial 'spool out' before locking.

A 'surrogate retractor' they tested last year allows for better differentiation between boosters that promote improved performance compared to belts only. By adding another criterion, calculation of the difference between head and knee excursion, using the 'surrogate retractor,' it becomes clear which products actually provide better protection than belts alone for 'booster kids.'

Like SBS USA, UMTRI supports adding a floor to the test bench to enable full development of load leg use. As they point out, tether use is sporadic, often because it is hard to find the attachment point, especially in pickup trucks, very popular with parents. Few vehicles have storage compartments that could not accept a load leg, especially compared with the vast number of small pickups in use where a load leg could make a major difference and tethering is often difficult, even for Technicians.

On another aspect of the request for comment, the issue of inflatable boosters, they suggested the Canadian standard for assessing this category could be adopted. Given the emphasis on CPS over many years at UMTRI, their technically-referenced input should provide excellent guidance to the NHTSA team.

To review all submitted comments, go to <https://www.regulations.gov/document/NHTSA-2020-0093-0001/comment>.

California Law Enforcement:

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We also have a roll call CPS training that we or you can present!
Details: i0680@hotmail.com

Manufacturers Alliance for CPS is accepting nominations for the CPS Hall of Fame until 4/30. Go to <https://form.jotform.com/202236991419156> for more information and to nominate a deserving child passenger safety advocate.