

Thank You, CA OTS

The 2016 - 2017 CA Office of Traffic Safety (CA OTS) grant kicked off with a bang. KTLA TV Morning L A with Gayle Anderson (producer/ interviewer extraordinaire) reported live on October 7 from Chris' Auto Service, partnering with OTS and Pomona Police Department, to support the safety seat checkup and mechanics' quick check of vehicles on October 8 in Highland Park.

The coverage, just four weeks after National Seat Check Saturday coverage on September 9, generated full sign-ups. Five teams of checkers assisted in checking 28 seats for 20 families from five cities and nine zip codes of City of Los Angeles. Only one seat was donated in contrast to the 22 given in Compton on the 24th, only for those children at major risk. At each checkup, only two kids (4% and 7%) were riding correctly. Meanwhile, the mechanics checked out 60 vehicles for families and seniors.

In the coming year, SBS USA will provide Educator Workshops and Certification training, exhibits, talks, nursing and law enforcement education, publicity about the risk to children from caregivers who drive impaired, introduce Boosters Are For Big Kids in more Pomona elementary schools, and already has kicked off the series of six Technical Webinars for California Technicians.

Join us to enjoy serving the public and if a Technician, getting a step closer to re-certification!

Harness Fit Matters

At Kidz in Motion, Denise Donaldson, *Safe Ride News*, presented workshops on several aspects of child passenger safety (cps). A key presentation focused on internal restraint systems and the plethora of models. Donaldson pointed out that currently 48 of 55 rear-facing-only seats start at 4 lbs. or less; 42 of 65 seats with forward-facing harness modes are certified to 65 lbs. or more. The focus on tiny newborns has led to manufacturer-designed infant inserts of varied types meant to address issues with breathing, digestion, and positioning, including "head flop," side-to-side motion, and slouching. Donaldson noted specific models that had varying instructions, stating when the pieces should be used, removed, reduced, or changed.

Another issue is adjusting the harness length for snug fit. Some have two sets of end loops. Some have adjustable hip straps, and many now have crotch straps that move and/or lengthen for fit. There are also variations in mechanisms. Checkers often don't focus on this area. Angle of recline is an issue due to the variation in vehicle seats, and today, most seats have clear angle indicators, many with dual angles.

For years, "add-on" items have not been acceptable. Some companies are testing a few additional products that may be used; however, it may be hard to differentiate between the approved item and lookalikes. Harder still to recognize is a Chinese-made item bearing the licensed Chicco brand which is *not* cleared for use in Chicco seats.

Finally, for many years, it has been deemed acceptable to place a crotch roll between baby and crotch strap to avoid slumping. Today, many companies, such as Britax, do not allow it. Horseshoe-shaped items around baby's head are inappropriate as is toweling around the face, for, to their detriment, babies can rebreathe their own exhalations. The workshop reminded about the importance of using instructions to obtain guidance; the SBS USA summary sheets with instructions allow us to update instructions for usable older seats. Available as a DVD or online subscription, this tool is essential to ensure every consultation is accurate.

Calendar:

Safety Seat Checkup

* 11/5: Kennedy Austin Center,
Pomona, CA.

10 am-2 pm: families;

9 am-3 pm, checkers

Register: 310/318-5111

Sponsors: CA OTS, Pomona Police
Department, National Latino Peace
Officers Association.

Previews:

Check with SBS USA about
Certification Trainings for January
and April 2017

For applications, e-mail
i0680@hotmail.com.

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Special Thanks!

Jeff Hamilton of Serenity Tax
and Financial Services
(www.serenitytaxhelp.com) has
shared his skills to file SBS USA
federal, state, and attorney general
reports for several years.

This is not only a generous gift
but also a pleasure to experience.

Recalls

(for specific model #s, see
www.carseat.org):

Baby Jogger is replacing City
Go safety seats, bases, including
those in City Mini and Vue Lite
Travel Systems, due to labels,
registration cards, and instructions
with information missing, sized
incorrectly, out of order, or with
incorrect background colors,
produced 11/3/14-4/30/15.
Call 800/241-1848.

Evenflo Evolve, made 5/27/15-
2/9/16, has a front adjuster within
reach of child; if child has learned
how to loosen harness, move to
another seat until fixed; if not,
simply order repair kit and adjuster
components at 800/233-5921.

Graco Milestone, made 7/9-
10/9/15, needs a new label directing
installation with lower connectors
or safety belt. Call 800/345-4109.

Kiddy USA World Plus
combination seat has been
withdrawn due to problems keeping
the buckle latched. Return the seat
for a full refund.

Improved LATCH

Inspired by the Insurance
Institute for Highway Safety (IIHS)
2015 standards, Toyota, Lexus, and
VW made jumps into the top rating
level of good+ by 2016. Audi Q7
sports three complete sets of
LATCH in the 2nd row and two
more in the 3rd.

These meet the concept of ease-
of-use and offer multiple
combinations of installation
options. Toyota/Lexus achieved
upgrades for Prius and RX by
studying new ways to meet the five
requirements of a top rating.

The Prius overhaul included
designing a “hand” to study how a
real person might attach lower
anchors. As recessing the anchors
is important for adult comfort,
designers enlarged the opening and
covered it with a Velcro[®] flap to
meet the needs of both target
groups. For both the Prius and
Lexus RX, permission to “borrow”
inner bars from side locations for
center installation was set.

In another step, the Tundra
CrewMax cab, which lacks room
for typical tether strap attachment,
has bright yellow labels directing
users to thread the strap through the
center loop to fasten to either
anchor behind the side seats.

Overall, IIHS reported a change
from 6/15 when most vehicles were
rated poor or barely acceptable, to
the recent check: 89 of 170 are
acceptable or better.

“Don’t Risk Your Child’s Life” Version IX

Shelness Productions has updated DVDs in English and Spanish for the
teaching program on tap. A single DVD or BluRay is \$66 shipped, but
2017 members of SBS USA can check with our office for a special
price. Both Denise Donaldson of *Safe Ride News* and Stephanie
Tombrello, SBS USA, provided technical input and recommend it!

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

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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, 2015)

For \$100 members: Add \$35 and receive Safe Ride News thru 2017 & DVD or online access to 10 years of instructions!

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More Consumers Union Testing

As described in our 1/16 issue, testing is done in a setting more like current vehicles and also at 35 mph, as Consumers Union (CU) assumes all seats are self-certified to meet current federal standards. Next, each seat in all usage modes is fitted in five difficult vehicles to test ease of use. The latest information released refocuses on rear-facing-only products.

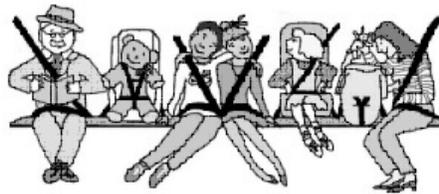
Using the CRABI 12-month-old dummy, weighted to 30 lbs. for those seats certified above 22 lbs., seats were rated as Best, Better, Basic. The Chicco KeyFit, a Best, rated Best Buy, too, but the KeyFit 30 was Better due to dummy head contact with the blocker, a stand-in for the front seat. (This issue, seen in other seats in this category, led CU to recommend changing to convertible seats by one year.) Goodbaby Asana 35 DLX, also a Best, has a load leg, which can't be used in FMVSS 213 evaluative testing. The Combi Shuttle 35, a Better, can't be used beyond 22 lbs. without the base. Goodbaby Cybex Aton 2 and Q performed well in ease-of-use tests, rated excellent with lower connectors, and very good with the safety belt. Dorel Maxi Cosi Mico AP was labeled Better due to a connector slicing through the shell when tested with the 30-lb. dummy while the Dorel Outboard 35 was a Best Buy.

CU called out the 4 rear-facing-only seats that have load legs, the Asana 35, Aton 2 and Q, and Nuna Pipa, all of which did very well in reducing HIC, a measurement of potential head injury and thus were rated Best. The load leg reduced this by 46%. In Europe, this is a more common feature. However, in some vehicles, the leg cannot be used due to vehicle floor characteristics. The seats pass the federal tests without its use, but this feature is a good addition whenever a vehicle design allows for it to fit.

Among the 21 seats rated Better and 5, Basic, there were some particular problems. Baby Trend Snap Gear 32 detached from the base; after 1/31/16, a redesign reduced the problem to some separation; the E Z Flex-Loc base can be used instead with that product. The Kiddy USA Evolution Pro with lie-flat feature went flat during testing, loosening the harness; the feature has been removed.

Attempts to address the "forgotten baby" in the back seat include the Goodbaby Evenflo Embrace 35 Sensor-Safe. In some vehicles, it did not work; in hybrids, a separate location for the vehicle component of the system is required. Nevertheless, each effort to address this risk is positive.

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SafetyBeltSafe News

November 2016

New Seats:

The rear-facing-only Self-Installing Car Seat from **4Moms** holds kids 4-30 lbs., has an 8-position, no-rethread harness, and 7-year life. Installation may be manual or, with a downloaded app, automatic. Screen on the base registers angle correctness, security of installation, and correct attachment of seat to base. The base has a lock-off for use with belts. Only $\frac{2}{3}$ of the restraint base must contact the vehicle seat.

The **Carfoldio** Mifold booster for kids 40-100 lbs. and at least 4 years old has lap belt guides that adjust to three positions; the restraint expires in 7 years. The booster folds for storage in purse or backpack.

One new **Dorel** convertible is MightyFit 65 for kids 5-40 lbs. rear facing, 22-65 lbs. forward facing and at least age 2. There are five sets of harness slots, three crotch strap positions, and a dual recline indicator. Harness straps must be under headrest adjustment bar.

The **Dorel** EverFit, a convertible/combo seat for kids 5-40 lbs. rear facing, 22-40 lbs. and at least 2 years old forward facing with harness, 40-100 lbs. and at least 4 years old as a belt-positioning booster, has a manual set of harness slots for smaller babies and another automatically adjustable set for bigger kids. In booster mode, the harness can be stored on the restraint. Restraint expires ten years from date of manufacture.

The **Dorel** Grow and Go EX Air is for kids 5-50 lbs. rear facing, 22-65 lbs. and at least 2 years old forward facing with harness, 40-100 lbs. and at least 4 as a belt-positioning booster. Its features match the original Grow and Go and EverFit, but with higher weight limits.

The **Dorel** UltraMax Air 360 covers 4-50 lbs. facing rear, 22-65 lbs. forward, and 40-120 lbs. and at

least 4 years old in booster mode. It features a 10-position headrest, 4-position crotch strap, dual recline indicator, 10-year life, and an infant-positioning wedge required for 4-11 lb. babies but not over 14 lbs. Stop use of lower anchors at 40 lbs. Use booster shoulder belt guide if needed.

Goodbaby introduced Sonus as an Evenflo brand for kids 5-40 lbs. rear facing, 22-50 lbs. forward facing and at least 2 years old. There are six sets of harness slots.

The Sequel 65 from **Graco** is a convertible for kids 4-40 lbs. rear facing, 22-65 lbs. forward facing. It features a 10-position, no-rethread harness, and a 6-position recline adjustment, and 10-year expiration. Cup holders must be attached.

Little Tikes has the Hip highback booster, manufactured by Diono. It covers kids 40-120 lbs. and at least 4 years old. The headrest adjusts to 6 positions; the backrest is removable.

The **Nuna** Rava convertible, for kids 5-50 lbs. rear facing, 25-65 lbs. and at least 2 years old forward facing, has 10 recline positions, an adjustable no-rethread harness, and calf support. Use the infant insert only with kids 5-11 lbs. Lower connectors are used to 35 lbs. only rear facing and 40 lbs. only forward facing. The seat also features a belt-tensioning plate, which is *not* a lock-off.

Peg Perego Viaggio Flex 120 booster suits kids 40-120 lbs. The headrest adjusts to 5 positions, and the sides of the seat adjust in and out. It features rigid lower connectors and a 12-year expiration.

The Delighter backless booster from **Safe Traffic System** is for kids 40-100 lbs. and at least age 4. It is the only booster approved for use with Safe Traffic System vests.

A Model CPST Approach: How to Increase Technician Longevity

Today, Children's Hospital/Los Angeles (CHLA) has 44 CPSTs and 6 CPSTIs in an active team to serve not only the children in their facility but also, through corporate grants, to provide safety seat checkups at locations around Los Angeles County and to join in others' checkups as well. Although CHLA was a founding member of SBS USA in 1980, the CPST team has not always had the size and strength of today.

Helen Arbogast, its "captain," shared that, as they built their program, they noted some CPSTs dropped out before recertification because "they didn't know what the essence of the program would be." After investing in training such Technicians, CHLA recognized the need for better candidate pre-screening and post-certification mentoring.

Today, candidates must spend at least an hour at a checkup and attend a 2-hour parent education session, part of the CHLA community safety seat distribution program. This avoids funding unengaged Technicians. Time at checkups, community events, and classes is work time contracted with Technicians' managers. Although Helen keeps an eye on recertification dates, Technicians now are engaged, enthusiastic team members.

SBS USA considers the CHLA a model program. We, too, recommend but cannot require, attendance at our Educator Workshop and the linked checkup for those considering certification. The workshop serves both community-based professionals and volunteers, along with Techs, as the content is updated regularly and a special segment is devoted to Techs while newcomers view vehicle features. Mentoring is offered; all SBS USA checkups provide close supervision of team members, chances for installation check-offs, and updated comments in orientation.

Safe Kids Worldwide has offered opportunities for non-recertifying Technicians to explain their departure. From a quick look at the data from 2013 and 2014, which had 16% and 5.5% responses from the 7600 and 7200 who chose to leave, one notes that 40% and 32% cited change of job, which indicates that the CPST is seen often as an accommodation to a particular job, not a personally acquired license. Another large group were those who couldn't complete the 5-skill sign-offs (29% and 30%); 16% and 13% cited an inability to acquire 6 CEUs; and 6% and 7% respectively noted the fee as barrier. In 2014, 16% couldn't do a single community event in 2 years.

Looking at the approximately 50% non-recertification figures nationwide, perhaps some former Technicians might have preferred an educational role, linked to their daily work performance. SBS USA continues to offer 1-CEU CA Nursing Webinars, presenting the basics. Reviewing pre-tests allows assessment of the status of knowledge among those interested enough to sign up. The change in understanding has sparked interest in getting the basics across, facility-wide, and more engagement in cps outreach.

To reach the diverse communities of the U.S., it is important to focus on short, planned training, providing the tools to take the information back without need or inclination to create one's own materials, a path fraught with errors in art and detail. SBS USA has CA Office of Traffic Safety support to provide the Reference and Teaching Guide to Educator Workshop attendees to ensure they have outlines, back-up references, and even a speech for talks with parents and professionals. For more details, get in touch!

New Bill in Congress:

Helping Overcome Trauma for Children Alone in Rear Seats (HOT CARS), introduced by Democrats Tim Ryan and Jan Schatkowsky and Republican Peter King on 9/15/16, would require National Highway Traffic Safety Administration (NHTSA) to issue a Final Rule for a reminder system in vehicles to prevent children being left inadvertently, and thus, to die from hyperthermia as 700 have since 1998. 2016 is on track to be a very painful year indeed, with 39 deaths including two sets of twins, by mid-10/16, bringing it already above the annual average. Jan Null, meteorologist, maintains an ongoing database at <http://noheatstroke.org>; see 7/16 *SBS News* for more details.

GMC Acadia SUV 2017 now has a dashboard reminder that chimes on arrival if the rear door is opened/closed within 10 minutes of driving. For those with Tesla vehicles, a feature turns on the air conditioning when the interior of the vehicle reaches a particular temperature.

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To our highly valued Readers:

From: Bonnie Oseas, President, Board of Directors



It's time to join for 2017, whether you are a current member or new reader and to invite others to join and use our many services. We have a new, ongoing challenge now that we have moved into a different office. For the first time in almost 37 years, we are paying rent and supporting communication infrastructure. To keep our services constant nationally, we need more revenue; our grants rarely include overhead support.

We are happy to report that the Office of Traffic Safety (OTS) is funding important tasks in California. The coming year will be critical because of the new addition to the California Child Passenger Safety law and similar laws in New Jersey, Oklahoma, and Pennsylvania. To make enforcement of rear-facing travel until age 2 successful, it is critical to increase education to avoid tickets for families relying on the rear-facing-until-1-year instructions on safety seats. This is a national issue as three other states preceded California in enforcing similar legislation.

We shall continue the popular Technical Webinars (1 CEU/Tech) funded directly by OTS this year; we'd be glad to be funded to share them for other states. We also added CE Webinars for nurses, a popular resource. Meanwhile, we have been providing exhibits in sites national and very local, such as in parks. We anticipate support from corporate friends to help us explore new areas of community education, but, without the support of members, new projects and amplified national services may be reduced.

We encourage our members to nominate candidates for the Siegel SafetyBeltSafe U.S.A. Child Restraint Awards of Excellence from outstanding programs making a difference in our field through sustained commitment. This year, California Assemblyperson Cristina Garcia, sponsor of the new California law, was recognized.

SafetyBeltSafe News, which can provide a Continuing Education Unit for Child Passenger Safety Technicians, is received by members at every level. However, there are other useful codes for printing the recall list at the Supporting/Community Organization level and also obtaining the update service and accessing the special Web page with new instructions to supplement the annual Manufacturers' Instructions with Summaries as well at the Professional/Contributing level. Additional useful items, such as brochures, are included for those at the Hospital/Agency level and above. There is also a new way to access the Manufacturers' Instructions with Summaries: an online service available at www.safetybeltsafeusa.org. Very soon, Version IX of *Don't Risk Your Child's Life*, a teaching DVD by Shelness Productions, will be available to '17 members at a special price. Most important—remember to join soon to secure services for 2017 before 2016 ends.

Safe Travels!

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