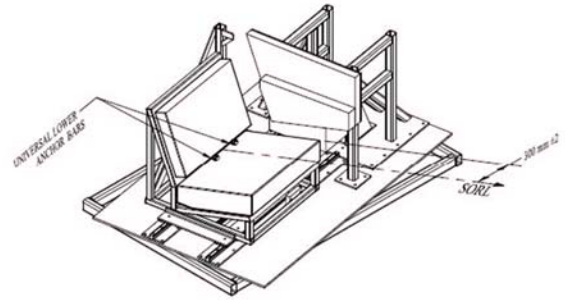




Indiana University School of Medicine

## NHTSA Proposes Side Impact Testing

In January, NHTSA issued a Notice of Proposed Rulemaking (NPRM) on side impact testing for child restraint systems. This proposal applies to the current FMVSS 213, which only requires frontal impact testing. Under this proposed rule, manufacturers will be required to conduct side impact tests on child restraints for children who weigh less than 40 pounds, which would include CRs with harnesses and belt-positioning boosters.



SIDE IMPACT SEAT ASSEMBLY  
FIGURE 1

Source: NHTSA

At this time, NHTSA will only require testing for up to 40 pounds because suitable dummies for higher weights do not exist. Two child dummies will be used for this side impact testing, a 12 month old dummy currently used for frontal testing and a new 3 year old, 32 pound dummy. The new 3 year old dummy is built to mimic how a child's body would respond in the CR in the event of a side impact crash. NHTSA notes that children larger than 40 pounds can usually benefit from side impact airbags and curtain features in vehicles.

NHTSA's proposed sled test device will have a sliding bench seat where the CR will be installed (see illustration above) and will also have a simulated door with an armrest. For the test, the CR will be installed in the outboard position nearest the striking vehicle and will be installed with lower anchors and, if forward facing, a tether. If a booster is being tested, it will be installed with the lap and shoulder belt. The test will then simulate a small car moving through an intersection at 15 miles per hour, which will then be t-boned by another car going approximately 30 miles per hour.

The public has until April 28, 2014 to make any comments on this proposal. After that date, NHTSA will have an unspecified time period to review public input before publishing a final rule. The compliance date for this rulemaking would be three years following the date of publication of the final rule of the Federal Register.

If you would like to comment on any aspect of this proposal, visit [www.regulations.gov](http://www.regulations.gov) and search for Docket No. NHTSA-2014-0012. You can find the final rule at <http://www.gpo.gov/fdsys/pkg/FR-2014-01-28/pdf/2014-01568.pdf>.

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# Making a Difference

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The Child Passenger Safety Technicians at IU Health Arnett Hospital know first-hand what it feels like to make a difference!

Two months ago a baby was born at IU Health Arnett Hospital in Lafayette. At that time Sunnie Clark checked the baby's car seat and provided education on proper use and installation. Sunnie is a certified Child Passenger Safety Technician who routinely provides this service through IU Health Arnett's Child Safety Seat Inspection Station.

On February 13<sup>th</sup> this same child, now two months old, was involved in a motor vehicle collision, along with two other children. According to WLFI Channel 18, a semi truck was headed southbound when it crossed the center line and collided with a vehicle traveling northbound. The woman driving the car had three children in her vehicle. It was reported that the woman was airlifted to a nearby hospital with unknown injuries and one child was transferred to Franciscan St. Elizabeth Health in



Photo courtesy of WLFI.com

Crawfordsville. Two of the children, the two-month old and a two year old, were transported to IU Health Arnett Hospital. During their time at the hospital it was determined that both children were uninjured. Both were provided with new child restraints through the Child Safety Seat Inspection Station.

Thank you to Sunnie Clark, CPST; Terri Jones, CPST-I and inspection station coordinator; the entire team of technicians at IU Health Arnett; and all of you for making a difference!

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## Child Safety Seat Inspection Stations

During the first quarter of the 2013-2014 grant year (October – December) Indiana's network of child safety seat inspection stations reported a total of 1,818 inspections and distributed 874 car seats to children in need.

In addition, 43 Project L.O.V.E. vouchers were redeemed.

Thanks to all those involved for your hard work and your dedication to child passenger safety!

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Please join us in welcoming the following new sites to Indiana's network of child safety seat inspection stations:

- |  |              |                                 |
|--|--------------|---------------------------------|
| • Georgetown Fire Department               | Floyd County | Coordinated by Geoffrey McNulty |
| • NorthShore Health Centers Hammond Clinic | Lake County  | Coordinated by Evelyn Turner    |
| • Riley Fire Department                    | Vigo County  | Coordinator by Kevin Murphy     |

Visit [www.preventinjury.org](http://www.preventinjury.org) for a complete listing of Indiana's child safety seat inspection stations. Please contact Marnita Louzon at [mlouzon@iu.edu](mailto:mlouzon@iu.edu) or 1.800.543.6227 if you are interested in establishing a child safety seat inspection station.

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# Tech Tidbits!

## TECH NEWS

On February 27, 2014, NHTSA's final rule went into effect concerning the labeling for FMVSS 213 "Child Restraint Systems" for lower anchor connectors for children weighing up to 65 pounds. This ruling states that as of February 27<sup>th</sup>, all manufacturers are required to label (see below) their child restraints with the new weight limit, which is the weight of the child restraint plus the weight of the child should not exceed 65 pounds. Be sure to always check the CR manufacturer instructions as well as the vehicle instructions to find the appropriate lower anchor weight limits. Remember, the LATCH Manual is always helpful in this situation as well. To review the federal register concerning this ruling, visit: <http://www.gpo.gov/fdsys/pkg/FR-2014-02-25/pdf/2014-03984.pdf>.



Source: CPS Certification Program

The new CPST curriculum was sent to instructors and will begin to be used March 1, 2014. The course can now be taught in only three days; however, the instructors have the option to continue to teach the course in four days. The new curriculum presents all the "need to know" material in class and then allows technicians to complete the learning process afterward through practice and self-study. The Automotive Safety Program is always in search of new CPSTs, so if you know of anyone interested in getting certified, please contact April Brooks at [apbrooks@iu.edu](mailto:apbrooks@iu.edu) or 317-274-8380.



Volkswagen Group of America (VW/Audi) has updated their tether anchor weight limits for forward-facing car seats installed using a seat belt. For factory-installed anchors, people who use VW/Audi vehicles may now follow the CR manufacturer's advice regarding when to tether. Please update your LATCH Manuals with this information. For more information or to sign up to have LATCH Manual update changes sent to you, visit [www.saferideneews.com](http://www.saferideneews.com) and click on "LATCH Manual Updates" under SRN Quick Links.

Source:  
Volkswagen

## Tech Tidbits! (cont'd)

Thanks to CPST Shelly Tansey from Tippecanoe County for her newsletter input regarding non-regulated products listed on Diono's website. Shelly inquired about whether or not it is okay to use the aftermarket products advertised on Diono's website for their child restraints. She received the following response from Allana Pinkerton at Diono, "I am a CPS Instructor and the Global Safety Advocate for Diono. Yes, it is permissible to use our accessories with our products. We have tested the relevant items on the FMVSS213 sled test bench at 30 mph, including the Mighty Tite. The curriculum is based on NHTSA's regulations, which there are none for accessories. However, Diono does its due diligence when it comes to making safe products. Also, keep in mind the injuries that come into the ER are not from accessories. The severe injuries are usually head, neck, spinal and lower leg extremities." **PLEASE NOTE:** Diono's non-regulated products are permissible only with their child restraints.



Source: Diono.com

Buckle Up for Life recently launched a new website and has basic child restraint installation videos for parents and caregivers. The website is sponsored by Toyota and Cincinnati's Children's. To view these videos and other information pertaining to child passenger safety, go to <http://buckleupforlife.org>.



Source: Buckle Up for Life Website

The Governors Highway Safety Association (GHSA) is accepting nominations for their 2014 awards. There is no cost to submit a nomination. For more information or to access the nomination forms, visit: [www.ghsa.org/html/meetings/awards/2014/14solicitation.html](http://www.ghsa.org/html/meetings/awards/2014/14solicitation.html). The award categories include:



Source: GHSA Website

- ◇ The James J. Howard Highway Safety Trailblazer Award: honors an individual for sustained outstanding leadership in endeavors that significantly improve highway safety on a national level.
- ◇ The Peter K. O'Rourke Special Achievement Award: recognizes notable highway safety achievements during the 2013 calendar year by individuals, coalitions, organizations, nonprofit groups, businesses, government agencies, universities or programs. Up to five awards presented each year.
- ◇ The Kathryn J.R. Swanson Public Service Award: honors an individual who has made notable improvements in the management or implementation of a highway safety program or policy, or provided outstanding service to GHSA, federal safety agencies or other national highway safety organizations.



## Tech Tidbits! (cont'd)

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Safe Kids has set a goal to have 75 certification courses in May. All registered certification courses in May will automatically be entered in the drawing for CPST instructor polo shirts for the entire instructor teaching team. Safe Kids will also be sending out four \$50 gift cards (one randomly selected course from each week) as prizes. Lead instructors for May certification courses will be sent limited edition CPST Month 2014 pins for their team. If you are interested in hosting or teaching a certification course, please contact April Brooks at least six weeks prior to the projected course dates. April can be reached at [apbrooks@iu.edu](mailto:apbrooks@iu.edu) or 317-274-8380.



Teach a Class in May

Source: Safe Kids Worldwide

In February 2014, NHTSA announced that it will begin taking steps to enable vehicle-to-vehicle (V2V) communication technology for light vehicles. This technology allows vehicles to “talk” to each other to improve vehicle safety and avoid crashes. Some examples of V2V technology include in-vehicle warnings where drivers would be alerted to possible crash situations such as merging vehicles, cars in the driver’s blind side, or when vehicles brake suddenly. Drivers could also be alerted when they are entering school zones, if an upcoming traffic light is about to change, or if workers are on the side of the road, etc. To learn more about NHTSA’s V2V technology research, visit <http://www.safercar.gov/ConnectedVehicles/pages/v2v.html>.



Source: U.S. Dept. of Transportation

### NEWS ARTICLES OF INTEREST



In March 2014, a 7-month-old baby boy, Yeshua Shafford, died after a crash in Indianapolis. He was ejected from the vehicle, landing near a guardrail. The report states that the child was not properly restrained in his car seat. To read a news report on this story, visit:

<http://www2.theindychannel.com/web/wrtv/news/local-news/police-investigate-serious-accident-on-nw-side>.

Yeshua Shafford, 6 mo. (Family Photo) Source: Chicago Tribune

## Tech Tidbits! (cont'd)

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### RESEARCH

In Feb. 2014, the Centers for Disease Control and Prevention (CDC) released their Morbidity and Mortality Weekly Report titled, “Vital Signs: Restraint Use and Motor Vehicle Occupant Death Rates Among Children Aged 0-12 Years – United States, 2002-2011.” The CDC analyzed data from the Fatality Analysis Reporting System from 2002-2011 to determine the number and rate of motor-vehicle occupant deaths, and the proportion of unrestrained child deaths among children aged <1 year, 1-3 years, 4-7 years, 8-12 years, and for all children aged 0-12 years. The report concluded that motor vehicle occupant death rates for children declined significantly from 2002-2011; however, 33% of children who died in 2011 were unrestrained. Black children had significantly higher death rates, and black and Hispanic children both had significantly higher proportions of unrestrained child deaths compared to white children. To read the report, visit <http://www.cdc.gov/mmwr/preview/mmwrhtml/mm6305a8.htm>.

*Pediatrics* released a new University of Michigan study in January 2014 titled, “Disparities in Age-Appropriate Child Passenger Restraint Use Among Children Aged 1 to 12 Years.” This study showed that the race of parents is a significant factor in whether or not a child is placed in the right safety seat for their age. The research concludes that in the U.S., children of minority parents are more likely to be placed in the wrong child restraint. Visit <http://pediatrics.aappublications.org/content/early/2014/01/07/peds.2013-1908.abstract> to learn more about this study.

The Children’s Hospital of Philadelphia’s (CHOP) Center for Injury Research and Prevention (CIRP) recently published an article in *Injury Prevention* titled, “Child Passenger Safety Practices and Injury Risk in Crashes with Father Versus Mother Drivers.” This study explored the differences in front row seating practices, restraint patterns, and crash-related injury for children when driving with their mothers and their fathers. Results showed that occupants under 9 years were more likely to be unrestrained or sub-optimally restrained when driven by their father versus their mother. Children under age 13 were also more likely to be seated in the front seat with their fathers. This article is only available for purchase. Visit <http://injuryprevention.bmj.com/content/early/2013/12/09/injuryprev-2013-040990?paperoc> for more information.

A recent Canadian study was published titled, “Factors Contributing to School Bus Crashes” by Shamsunnahar Yasmin, Sabreena Anowar and Richard Tay. The study focused on the concerns of school bus safety and the reasons for school bus crashes. To read the study, visit [http://www.trforum.org/journal/downloads/2013v52n3\\_04\\_SchoolBusCrashes.pdf](http://www.trforum.org/journal/downloads/2013v52n3_04_SchoolBusCrashes.pdf).

## NEW PRODUCTS

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### **Evenflo Nurture Rear-Facing Only**

- Rear-Facing: 5-22 lbs.
- Height: 19”-29”
- 5 point harness
- Three shoulder harness positions
- Two crotch buckle positions
- Harness adjuster on rear of CR
- Machine wash car seat pad
- Ergonomic carry handle
- Product made in USA
- MSRP: \$69.00
- [www.evenflo.com](http://www.evenflo.com)



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### **Peg Perego Primo Viaggio 4-35 Rear Facing Only**

- Rear-Facing: 4-35 lbs.
- Height: Up to 32”
- 5 point no rethread harness
- Side impact protection adjustable to six positions
- Lightweight — 9.5 lbs.
- Base has “Right Tight System”
- Short, compact handle for ease in and out of vehicle
- Color-coded belt paths on base
- Built in anti-rebound bar
- Travel system compatible
- Made in Italy
- MSRP: \$279.00
- <http://pegperegousa.com>



## NEW PRODUCTS (CONT'D)

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### **Safety 1st Light 'N Comfy Rear-Facing Only**

- Rear-Facing: 4-22 lbs.
- Height: Up to 29"
- Replaces Comfy Carry
- Shell locks to base in four places instead of two
- Side impact protection
- 5-point harness with front adjust
- Padded seat
- Movable canopy
- Lightweight design
- MSRP: \$69.99
- <http://safety1st.djgusa.com/>



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### **Diono Olympia 3-in-1**

- Rear-Facing: 5-45 lbs. (up to 44" in height)
- Forward-Facing: 20-70 lbs. (up to 57" in height)
- Booster: 50-110 lbs. (up to 57" in height)
- Full steel alloy frame and aluminum reinforced sides
- Safe Stop® energy absorbing harness
- Rear-Facing tether capability
- LATCH installation up to 80 lb. child
- 5 shoulder and 3 buckle positions
- Folds flat for travel and storage
- Rubber bottom grips for no-slip installation
- 12 year life
- MSRP: \$279.00
- [www.diono.com](http://www.diono.com)





## NEW PRODUCTS (CONT'D)

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### **Diono Pacifica 3-in-1**

- Rear-Facing: 5-50 lbs. (up to 44" in height)
- Forward-Facing: 20-90 lbs. (up to 57" in height)
- Booster: 50-120 lbs. (up to 57" in height)
- Full steel alloy frame and aluminum reinforced sides
- SafeStop® energy absorbing harness
- Rear-Facing tether capability
- LATCH installation up to 80 lb. child
- 5 shoulder and 3 buckle positions
- Includes infant body support cushions
- Folds flat for travel and storage
- Rubber bottom grips for no-slip installation
- 12 year life
- MSRP: \$319.00
- [www.diono.com](http://www.diono.com)



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### **Diono Ranier 3-in-1**

- Rear-Facing: 5-50 lbs. (up to 44" in height)
- Forward-Facing: 20-90 lbs. (up to 57" in height)
- Booster: 50-120 lbs. (up to 57" in height)
- Full steel alloy frame and aluminum reinforced sides
- 12 height adjustable head support
- SafeStop® energy absorbing harness
- Rear-Facing tether capability
- LATCH installation up to 80 lb. child
- 5 shoulder and 3 buckle positions
- Includes infant body support cushions
- Folds flat for travel and storage
- Rubber bottom grips for no-slip installation
- 12 year life
- Has thicker side wings than Pacifica
- MSRP: \$359.00
- [www.diono.com](http://www.diono.com)



## NEW PRODUCTS (CONT'D)

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### **Diono Cambria Booster**

- Booster: 40-120 lbs. (up to 62" in height)
- Adjustable height 6-position headrest
- Side impact protection
- Y-strap attachment to vehicle when not occupied
- Two recline positions to help seat adjust to vehicle seat shapes
- Packs flat for convenience
- Removable washable cover
- MSRP: \$99.00
- [www.diono.com](http://www.diono.com)



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### **Safety 1st Store 'N Go Booster**

- Booster: 40-100 lbs. (43" - 57")
- Pull out drawer underneath seat
- Drawer has locking capabilities
- Adjustable headrest
- MSRP: \$24.95 backless / \$59.00 highback
- <http://safety1st.djgusa.com>



## NEW PRODUCTS (CONT'D)

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### **Recaro Performance Booster**

- Booster: 30-120 lbs. (37" - 61")
- Side impact protection
- Lower anchor connectors
- 11 headrest positions
- CoolMesh air ventilation
- MSRP: \$129.00
- <http://recaropromotion.com/>



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### **Diono Solana Booster**

- Booster: 40-120 lbs. (up to 63" in height)
- Ergonomically contoured seat prevents submarining
- Extra padding for comfort
- Lower anchor attachment
- Machine washable cover
- Replaces the Santa Fe
- MSRP: \$39.00
- [www.diono.com](http://www.diono.com)



## RECALLS

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**Combi Coccoro**



**Combi Zeus 360**



**Combi Zeus Turn**

### **Combi USA, Inc. – Models:**

- Coccoro (Model No. 8220)
  - Zeus 360 (Model No. 8836)
  - Zeus Turn (Model No. 8815)
- 
- \* Coccoro manufactured January 6, 2009 through December 5, 2012
  - \* Zeus 360 manufactured February 25, 2009 through May 24, 2012
  - \* Zeus Turn manufactured from July 15, 2007 through March 25, 2009
  - \* The harness webbing fails to meet minimum breaking strength requirements, thus these child seats fail to comply to FMVSS 213, “Child Restraint Systems”
  - \* In the event of a crash, a child may not remain adequately secured, increasing the risk of injury
  - \* Combi will notify registered owners and provide free harness replacement kits along with repair instructions
  - \* Owners may contact Combi at 1-800-543-7734 or visit their website at [www.combi-intl.com](http://www.combi-intl.com)
  - \* The seats can continue to be used until the kits are made available



## RECALLS (CONT'D)

### Graco Children's Products:

- The defect involves difficulty in unlatching the harness buckle
- In some cases, the buckle becomes stuck in a latched condition so that it cannot be opened by depressing the buckle's release button
- It may be difficult to remove the child from the restraint, increasing the risk of injury in the event of a vehicle crash, fire, or other emergency in which a prompt exit from the vehicle is required
- Graco is offering to replace the buckle with a new design, free of charge
- Registered owners will be notified beginning around early April 2014 and offered the free replacement buckle
- All other owners may contact Graco at 1-800-345-4109 (toll free) or 1-330-869-7225, or online at [www.gracobaby.com](http://www.gracobaby.com)

### Models Affected:

Model Name	Dates Produced
Argos 70 Argos 70 Elite	5/1/2011 through 7/31/2013
Classic Ride 50	10/1/2011 through 9/30/2013
Comfort Sport Ready Ride	10/1/2010 through 9/30/2013
Cozy Cline Toddler SafeSeat - Step 2	1/1/2006 through 4/30/2010
My Ride 65 My Ride 65 with Safety Surround	4/1/2009 through 7/31/2013; and 9/30/2013*
My Ride 70	5/1/2012 through 7/31/2013
My Size 70 Size4Me 70 Head Wise 70 with Safety Surround	1/1/2012 through 7/31/2013; and 8/3/2013*
Nautilus 3-in-1 Nautilus Plus Nautilus Elite	10/1/2007 through 7/31/2013; and 8/19/2013*
Smart Seat Smart Seat with Safety Surround	12/1/2010 through 9/30/2013; and 10/9/2013, 12/25/2013, 1/10/2014*

\* some car seats manufactured after the end date of production were produced with the subject buckles

# Mark Your Calendar

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## NHTSA Child Passenger Safety Technician Trainings

April 22-23/May 2-3, 2014

The South Bend Fire Dept. Central Station

South Bend, IN Cost: \$85

Contact: Wendy Nash, 574-993-2486

[wendals2226@yahoo.com](mailto:wendals2226@yahoo.com)

May 7-9, 2014

Reid Hospital

Richmond, IN Cost: \$85

Contact: Justin Phillips, 317-828-6883

[juphillips@cji.in.gov](mailto:juphillips@cji.in.gov)

May 8-10, 2014

Sheffield Township Fire Dept.

Dayton, IN Cost: \$85

Contact: Terri Jones, 765-838-4670

[jonest1@iuhealth.org](mailto:jonest1@iuhealth.org)

## 2014 Lifesavers Conference

April 27-29, 2014

Gaylord Opryland

Nashville, TN

National Conference on Highway Safety Priorities

[www.lifesaversconference.org](http://www.lifesaversconference.org)

## 10<sup>th</sup> Annual Kidz In Motion (KIM) Conference

August 25-28, 2014

Hyatt Regency Tamaya Resort & Spa

Albuquerque, NM

National Conference Dedicated to

Child Passenger Safety Professionals

[www.kidzinmotion.org](http://www.kidzinmotion.org)

## Webinars

May 15, 2014

Child Restraint Manufactures: Diono

2 pm—3 pm ET (East Coast/NY time)

CPS CEUs available: 1

(CHES/MCHES credit is also available)

Cost: Free

For more information: <http://bit.ly/May15web>

## 2014 Refresher Courses

Wednesday, May 21, 2014

Porter County

Chesterton Fire Department—Chesterton, IN

8:30 am to 5:00 pm (CDT)

Contact: Jody Yoder, 317-278-6879, [jodyoder@iu.edu](mailto:jodyoder@iu.edu)

Tuesday, August 12, 2014

Hamilton County

IMMI—Westfield, IN

8:30 am to 5:00 pm (EDT)

Contact: Jody Yoder, 317-278-6879, [jodyoder@iu.edu](mailto:jodyoder@iu.edu)

Tuesday, August 19, 2014

Harrison County

Harrison County Hospital—Corydon, IN

8:30 am to 5:00 pm (EDT)

Contact: Jody Yoder, 317-278-6879, [jodyoder@iu.edu](mailto:jodyoder@iu.edu)

## National Child Passenger Safety (CPS) Week

September 14-20, 2014

## National Seat Check Saturday

September 20, 2014

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A NEWSLETTER DEDICATED TO PROVIDING INFORMATION, NEWS AND OPINIONS ON AUTOMOTIVE SAFETY

Automotive Safety Program

Fesler Hall 207

1120 South Drive

Indianapolis, IN 46202



Phone: 317.274.2977

Fax: 317.274.6710

1.800.KID.N.CAR

[www.preventinjury.org](http://www.preventinjury.org)



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**The Automotive Safety Program is dedicated to ensuring that all vehicle occupants in Indiana are transported safely.**

**The Program is funded by the Indiana Criminal Justice Institute.**