



Indiana University School of Medicine

AUTOMOTIVE SAFETY PROGRAM'S DR. MARILYN BULL RECEIVES DISTINGUISHED HONOR

On October 13, 2015, our very own Dr. Marilyn Bull was recognized by the White House and the U.S. Department of Transportation as one of the Transportation Champions of Change. This honor is for individuals who show exemplary leadership and innovation in technology. Eleven individuals from across the country came together on this day to speak of their passion and dedication to their work.

Earlier this year, the U.S. Department of Transportation released a draft report called, "*Beyond Traffic*," which examined trends and choices facing America's transportation infrastructure over the next three decades. This report has predicted that there will be 70 million more residents in America by 2045, demographic shifts in urban and rural areas, frequent extreme weather events that will strain the nation's infrastructure, a 45% increase in freight volume, and an increased gridlock nationwide unless changes are made. This year's theme, "*Beyond Traffic: Innovators in Transportation for the Future*," was selected because of the report. The eleven individuals selected to receive honors are innovators who have recognized these challenges and have endeavored to solve them.



Dr. Marilyn Bull's achievements are acknowledged by Secretary Anthony Foxx, Secretary of Transportation, at the White House.

Dr. Bull said the following about her dedication to child passenger safety, "As a pediatrician, I have dedicated my life to the health and well being of children. The children of the world are our future and our responsibility extends beyond just providing health care to ensuring that all facets of children's lives are nurturing and safe. For well being, every child requires caring adults, good health, appropriate education and a safe environment in which to live."

We would like to congratulate Dr. Bull on this great honor and we wish to acknowledge the outstanding work she has done for the Automotive Safety Program and for children in Indiana and across the world.

Contents

- Making a Difference 2
- Inspection Stations 2
- Tech News 3
- Research 5
- New Products 9
- Mark Your Calendar 12

Making a Difference

Best Wishes to Our Dear Friend and Colleague Marnita

We would like to give a heartfelt farewell to our colleague and friend, Marnita Louzon. She has dedicated over 13 years of her life to child passenger safety and her passion for protecting children has never wavered.

She brought so much light to the Automotive Safety Program with her humor and stories. She always said how much she loved working with everyone in the field and it was apparent



Marnita showing off her sock and sandal combination at a summer observational survey

whenever she spent time with anyone as passionate about child passenger safety as she was.

Marnita will be a permanent fixture in our office long after she is gone. We will do the best we can to keep her generous and dedicated spirit alive. We wish Marnita all the luck in the world with whatever exciting experiences and opportunities await her. We will miss you Marnita!!

Child Safety Seat Inspection Stations

During the fourth and final quarter of the 2014-2015 grant year (July – September, 2015) Indiana's network of child safety seat inspection stations reported a total of 2,526 inspections and distributed 1,007 car seats to children in need. In addition, 55 Project L.O.V.E. vouchers were redeemed.

It was an amazing year! Thanks to all those involved, a total of 8,711 inspections (including Project L.O.V.E. voucher redemptions) were completed and 3,532 car seats were distributed through our network of child safety seat inspection stations during the 2014-2015 grant year!

Visit www.preventinjury.org for a complete listing of Indiana's child safety seat inspection stations.

Tech Tidbits!

TECH NEWS

- ⇒ The Child Passenger Safety Restraint System on School Buses National Training has been updated. A copy of the new participant manual can be found on the National Child Passenger Safety Board (NCPSB) website at www.cpsboard.org. Once the CPSTs complete the course, they can now have this training listed in their CPST profiles on the Safe Kids certification website at <http://cert.safekids.org>. If you would like to find a technician who has completed this training, visit the certification website and select, “Find A Tech” and then select “School Bus.” If you are interested in taking this course, you can see the listing of locations where it will be taught by visiting: <http://cpsboard.org/cps/wp-content/uploads/2013/03/cpsboard-training-list-110415.pdf>.



Photo courtesy of: IMMI

- ⇒ There is a new tool from NHTSA and the Governor’s Highway Safety Association (GHSA) to help states map crash data to the Model Minimum Uniform Crash Criteria (MMUCC) to improve data sharing and comparison. MMUCC is a voluntary guideline designed to help states determine what crash data to collect on their police accident reports (PARs) and what data to code and carry in their crash databases. This tool was created because states often use different formats and names for data elements and attributes, or they may combine (or split) the elements and attributes used in the guideline, which can make it very difficult to compare or share crash data among states. The MMUCC guideline is comprised of 110 data elements, 77 that are to be collected at the accident scene and 33 that are linked with other databases or derived from MMUCC data elements. To learn more about this or to download a complementary spreadsheet, visit www.ghsa.org or www.mmucc.us.
- ⇒ Your online shopping can now help save kids’ lives through the Amazon Smile program if you select Safe Kids Worldwide. You can sign up on Amazon for your favorite charitable organization, and they will donate 0.5% of your entire purchase to the organization of your choice. You can learn more by visiting www.smile.amazon.com.



Photo courtesy of: Amazon.com

Tech Tidbits! (cont'd)

⇒ To view a brief video about crash test dummies and how they work, visit <https://www.facebook.com/cpscrt/videos/1140057349355684>.

⇒ Applications are currently being accepted for the *Traffic Safety Scholars Program* for the 2016 Lifesavers National Conference on Highway Safety Priorities. This program provides scholarships up to \$1,000 to help with the cost for full and part-time undergraduate and graduate students to attend the conference on April 3-5, 2016 in Long Beach, CA. Application deadline is Jan. 5, 2016. For the Occupant Protection for Children track at the conference this year, the following workshops are available:

- ◆ Child Restraint Manufacturers: Latest Technology #1 (1.5 CEUs)
- ◆ Child Restraint Manufacturers: Latest Technology #2 (1.5 CEUs)
- ◆ How to Get Your Foot in Your School District's Door
- ◆ Getting and Keeping Kids Riding in Boosters
- ◆ Laws Won't Get the Job Done, Unless They're Enforced
- ◆ Learn More About Seat Belts on School Buses – A Hot Topic (1 CEU)
- ◆ No More Business as Usual: Mixing it up to Reach Growing Diverse Populations
- ◆ Research: What We Know and How We Know It #1
- ◆ Research: What We Know and How We Know It #2 (1 CEU)
- ◆ Special Needs: Going Beyond What You Learned in Your Certification Class (1 CEU)
- ◆ Test Your Knowledge: Transporting Kids in Ambulances (1 CEU)
- ◆ Think Outside the Trash: Car Seat Recycling

To learn more about the conference and this opportunity, visit <http://lifesaversconference.org/>.



Photo courtesy of: www.lifesaversconference.org

Tech Tidbits! (cont'd)

RESEARCH

- ⇒ In 2014, NHTSA published a Notice of Proposed Rulemaking (NPRM) that described their plan to add side-impact test requirements to FMVSS 213. The testing is on hold because the final rulemaking date is unknown; although the comment period ended in April 2014. A new development on this proposal comes from the Consumers Union (CU), which is the public policy and advocacy arm of *Consumer Reports*. CU conducted its own side-impact testing of the proposed procedures, which raised some concerns. For example, CU is concerned how the new test dummy (Q3s), will perform when tested in certain child restraints. The dummy replicates a child weighing 32 pounds and 38.8 inches (standing height). The dummy is to be used to test for children who weigh between 22 and 40 pounds. CU's concern was that most rear-facing only child restraints would be tested using the new Q3s dummy even though the dummy's head extends above the shell of most of these models. CU provided their concerns to NHTSA and recommendations that for rear-facing only CRs, a smaller test dummy be developed that would better fit the proportions of a child restrained in this type of CR. To learn more about this, visit www.regulations.gov, Docket No. NHTSA-2014-0012.
- ⇒ Recently, the Centers for Disease Control and Prevention (CDC) released a report about motor vehicle crashes, medical outcomes, and hospital charges among children aged 1-12 years old. This report confirmed that parents often transition children to the next, less protective stage of child passenger restraint too soon. When referencing seating position at the time of a crash, the report noted that there was a higher percentage of children (aged 1-7) who were restrained using a car seat or booster seat who were also sitting in the back seat. For children aged 7 years, 95% were seated in the back seat; however, for children aged 8 years, a much lower percentage (77%) were in the back seat, and there were only 55% of restrained children aged 12 years in the back seat. Of the children who were unrestrained, 25% to 32% of children aged 8-12 years were in the front seat. To read more about this report and see all the additional data, visit <http://www.cdc.gov/mmwr/pdf/ss/ss6408.pdf>.

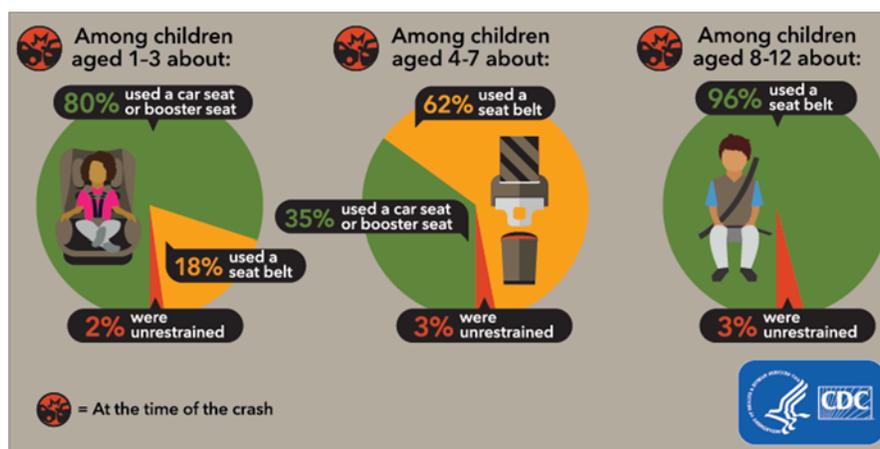


Photo courtesy of: Centers for Disease Control and Prevention

Tech Tidbits! (cont'd)

- ⇒ In October, 2015, there was a research study published in the *Journal of Traffic Injury Prevention* titled “Effects of LATCH versus Available Seatbelt Installation of Rear Facing Child Restraint Systems on Head Injury Criteria for 6 Month Old Infant in Rear End Collisions.” The results of the study suggest that LATCH does not provide equal protection to the lap and shoulder belt when it comes to head injuries in rear end collision when the child is in a rear-facing car seat. The study found that in the testing of a rear-facing collision, the crash-test dummy registered serious head injuries when the rear-facing car seat flew forward, causing the dummy’s exposed head to hit the back of the vehicle seat. The study found the dummy’s injuries were more severe when the child restraint was installed using LATCH versus the lap and shoulder belt. As we know, it is always best practice to rear-face the child to two years old if possible. Kathleen Klinich, associate research scientist at the University of Michigan Transportation Research Institute (UMTRI) felt the study was “unnecessarily alarmist.” She mentioned that she has never heard of a child being injured or killed in a rear-facing car seat because of the seat throwing the child’s head into the vehicle seat back. Jessica Jermakian, a senior research scientist for the Insurance Institute of Highway Safety (IIHS) said the findings are “misleading” because rear-impact crashes, while uncommon, generally occur as five or 10 mile per hour fender-benders as opposed to 30 mile per hour crashes. She said, “Yes, it can happen, but when you talk about the world of serious crashes that people get into, severe rear-impacts are rare. Children are much more likely to be in a significant frontal impact, and that child is significantly safer in a rear-facing car seat than forward-facing. This study is available online for purchase at <http://www.tandfonline.com/doi/abs/10.1080/15389588.2015.1067804?journalCode=gcpi20> or you can read The Washington Post article about this study at https://www.washingtonpost.com/local/trafficandcommuting/study-of-rear-end-crashes-finds-head-injuries-from-rear-facing-child-seats/2015/11/01/589095e2-7cf4-11e5-b575-d8dcfedb4ea1_story.html.
- ⇒ In November, the Insurance Institute for Highway Safety (IIHS) released a status report that stated good head restraints reduce injuries by 11 percent. This study expands upon research that was previously conducted in 2004, where analysis was done on head restraints and IIHS then rated the vehicles as good, acceptable, marginal, or poor. Back in 2004, more than half of the head restraints evaluated by IIHS were rated poor and only 9 percent were rated good. Now, 95 percent of 2015 models are rated good and none are rated poor. This data was collected from an insurance claims database of more than 600,000 rear-impact crashes. The study states that the key to reducing whiplash injury risk is to move the head and torso together, so the geometry of a head restraint has to be high enough and near the back of the head. To learn more about this study, visit the IIHS website at <http://www.iihs.org/iihs/sr/statusreport/article/50/9/3>.



Photo courtesy of: Insurance Institute for Highway Safety

Tech Tidbits! (cont'd)

- ⇒ Safe Kids Worldwide recently released “Car Seat Recalls: What Every Parent Needs to Know.” This report was created to try to understand why so few recalled car seats get repaired and to educate parents about the importance of recalls. In 2014, more than six million car seats were recalled for a safety defect, which was the largest recall in U.S. history; however, according to NHTSA, fewer than half of the recalls received the necessary repairs. The study surveyed 562 parents of children who use a car seat and collected responses from 44 parents who attended an online bulletin board discussion. The results of the report shows that 80 percent of parents surveyed said the registration card is important; however, only 42 percent of parents said they completed and returned the registration card. This report reiterates the importance of technicians speaking to parents about the need to return registration cards and to educate parents on recalls. To read this report, you can visit:
<http://www.safekids.org/research-report/car-seat-recalls-what-every-parent-needs-know>.

⇒



Photo courtesy of: Safe Kids Worldwide

- ⇒ In December, 24/7 Wall St. reviewed state by state fatality data from the Insurance Institute of Highway Safety (IIHS) along with rural and urban travel data provided from the Federal Highway Administration (FHA) to create a report of the most dangerous states in the U.S. to drive in for 2013. The results show that rural states have higher fatality rates than urban ones because speeds are higher and there are more two lane roads where risk is greater for head-on collisions. Also, the choices an individual makes as a driver or passenger matter, which would include whether or not they use their seat belt, intoxication while driving, distracted driving, etc. According to the report, Indiana is the 22nd most dangerous state to drive in the United States. The report states that there are 11.9 deaths for every 100,000 residents in Indiana. Unlike many of the states with higher roadway fatality rates, drivers and passengers in Indiana are more likely to use a seatbelt. Overall, approximately 87% of Americans buckle up and about 92% of Indiana passengers and drivers do. To learn more about this report, you can view it at:
<http://247wallst.com/special-report/2015/12/01/mostleast-dangerous-states-to-drive/>.

Tech Tidbits! (cont'd)

⇒ In November, the Governor's Highway Safety Association (GHSA) released "Unbuckled in Back: An Overlooked Issue in Occupant Protection." This report explored the adult rear seat belt use rates, state laws and enforcement, and public education efforts and made recommendations on how states could save lives by increasing rear seat belt use in adults. In 2013, there were 883 unrestrained rear seat passenger fatalities age 8 and above in the U.S. More than 400 of those lives could have been saved if the individual had just used their seat belt. The report recommends the following for the states:

- ◆ Enact a primary enforcement rear seat belt use law in the 32 states that do not have one
- ◆ Encourage belt use in taxis and ridesharing services
- ◆ Enforce rear seat belt laws
- ◆ Boost front seat belt use; rear seat passengers are more likely to buckle up when the driver is belted
- ◆ Educate the public about the importance of buckling up in the back seat

To learn more about this report, go to

<http://www.ghsa.org/html/media/pressreleases/2015/20151123rearbelts.html>



Photo courtesy of: Governor's Highway Safety Association

NEW PRODUCTS

Evenflo Platinum LiteMax 35 Rear-Facing Only

- Rear-facing: 4-35 lbs. and up to 17-32 in.
- OUTLAST® temperature-regulating fabric
- Buckle pockets to protect from hot buckle burns
- Front adjust harness
- SureSAFE™ LATCH installation technology
- Lightweight
- Machine washable pad
- Full coverage canopy
- MSRP: \$149.99
- www.evenflo.com



Hauck (iCoo) iGuard 35 Rear-Facing Only

- Rear-facing: 4-35 lbs. and up to 32 in.
- Reversible infant insert
- Seat belt lockoff on base also serves as recline adjuster
- V-Smart harness alignment system
- Approved for airline use without the base
- MSRP: \$199.99
- www.gtbaby.com



NEW PRODUCTS (CONT'D)

Safety 1st Elite EX 100 Air+ 3-in-1

- Rear-facing: 5-50 lbs.
- Forward-facing: 22-65 lbs.
- Booster: 40-100 lbs.
- QuickFit™ no rethread harness
- 10 position headrest
- 3 position recline
- Color-coded belt paths and installation labels
- Air Protect® side impact protection
- Steel reinforced frame
- Push button advanced LATCH system
- Machine washable and dryer safe seat pad
- MSRP: \$249.99
- <https://safety1st.com>



Graco Atlas 65 Combination

- Forward-facing: 22-65 lbs. and 27-49 in.
- Booster: 30-100 lbs. and 38-57 inches
- No rethread harness
- Simply Safe Adjust™ harness and headrest adjustment together
- 10 height positions
- Integrated harness storage compartment
- Machine washable fabric
- MSRP: \$129.99
- www.gracobaby.com



NEW PRODUCTS (CONT'D)

Graco Tranzitions Combination

- Forward-facing: 22-65 lbs. and 27-49 in.
- Highback Booster: 30-100 lbs. and 38-57 in.
- Backless Booster: 40-100 lbs. and 40-57 in.
- No re-thread harness
- Simply Safe Adjust™ harness and headrest adjustment together
- 8 height positions
- Machine washable fabric
- MSRP: \$99.99
- www.gracobaby.com



Dorel Maxi-Cosi Rodi AP Booster

- Booster: 30-120 lbs. and up to 57 in.
- AirProtect® Side Impact Protection
- Multi-height headrest
- Front access recline
- Converts to backless booster
- MSRP: \$129.99
- www.maxi-cosi.com/us-en/



Mark Your Calendar

NHTSA Child Passenger Safety Technician Trainings

January 11-14, 2016

BOONE COUNTY

Municipal Complex
6210 S. 700 E.

Whitestown, IN 46075

Cost: \$85

Contact: Stephanie Winegar, 317-852-1190

swinegar@brownsgburgfire.org

March 1-2 & 8-9, 2016

MONROE COUNTY

Bloomington Township Fire Department
5081 N. Old St. Rd. 37

Bloomington, IN 47408

Cost: \$85

Contact: Jennifer Hacker, 812-325-6424

Healthjen101@hotmail.com

April 21-22 & 29, 2016

St. JOSEPH COUNTY

Memorial Hospital of South Bend
615 N. Michigan St.

South Bend, IN 46601

Cost: \$85

Contact – Wendy Nash – 574-647-1804

Wendals2226@yahoo.com

May 3-6, 2016

HAMILTON COUNTY

St. Vincent Hospital
13861 Olio Rd.

Fishers, IN 46037

Cost: \$85

Contact – Nina Powell – 317-327-1050

Nina.powell@indy.gov

Webinars

Tues., January 12, 2016

CEUs Online: Free and at your Fingertips

2 pm – 2:30 pm ET

CPS CEUs available: 0 (no CEUS available for this session)

Register: <https://attendee.gotowebinar.com/register/2798438882651246849>

Thurs., January 21, 2016

Child Seat Manufacturer Fall Update

2 pm – 3 pm ET

CPS CEUs available: 1 (CHES/MCHES credit is also available)

Register: <https://attendee.gotowebinar.com/rt/2156714418304227329>

2016 Lifesavers Conference

April 3-5, 2016

Long Beach Convention Center — Long Beach, CA

National Conference on Highway Safety Priorities

www.lifesaversconference.org

2016 Indiana Injury Prevention Conference and 20th Annual Child Safety Advocate Awards

June 15-16, 2016

Eiteljorg Museum — Indianapolis, IN

Early Bird Discount Ends on March 31, 2016

Full Conference Registration (Day #1 and Day #2) - \$100.00

Day #1 only (June 15th) - \$75.00

Day #2 only (June 16th) - \$75.00

Registration fees will INCREASE starting on April 1, 2016

Full Conference Registration - \$125

One Day Registration – \$85

For questions, contact Jody Yoder at 1-800-543-6227 or jodyyoder@iu.edu.

Registration will not be available until early 2016. An email will be sent to the CPST roster, once the online registration is live.

12th Annual Kidz In Motion (KIM) Conference

August 10-13, 2016

Omni Championsgate Resort — Orlando, FL

National Conference Dedicated to

Child Passenger Safety Professionals

www.kidzinmotion.org

National Child Passenger Safety (CPS) Week

September 18-24, 2016

National Seat Check Saturday

September 24, 2016

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

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Special Needs Newsletter: Jason Skinner

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

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