



TECH

UPDATE

THE NEWSLETTER OF THE NATIONAL STANDARDIZED CHILD PASSENGER SAFETY TRAINING PROGRAM

WINTER 2006

CERTIFICATION NEWS

Spanish Language Certification Course Now Available

The National Child Passenger Safety program is delighted to offer a new Spanish-language certification course. Part of the English program, this course will provide Spanish language manuals and exam instructions. Dual language exams are already provided for all courses. Materials are sent according to the language specified when the course is registered.

To provide a Spanish language certification course, you will need a team of approved Spanish-speaking instructors, who have demonstrated to a language specialist that they have mastery of the language. Potential students may search for certification courses by language using the "Find A Course" search engine.

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TECHNICAL INFORMATION

Changes in FMVSS 213 Take Effect

The first day of August 2005 marked the implementation of the latest revision of FMVSS 213, which expands its application of restraints for children weighing up to 65 pounds. The changes were made in response to the TREAD Act, which was passed by Congress in 2000.

The new test requirements include a bench seat that has a more sloped lower cushion (15 degrees) and a more reclined back (20 degrees) than the previous seat. There also are slight changes in the allowable crash pulse in an effort to allow test speeds closer to the actual 30 mph goal.

One major change is the adoption of new dummies, including:

- The 12-month instrumented infant dummy (called CRABI) is slightly taller and heavier than the previous 9-month dummy. It was developed for air bag testing and accommodates a baby up to 22 pounds. Its height necessitates higher backs on infant-only restraints.
- The 3-year Hybrid III dummy (34 pounds) has more sophisticated instrumentation than the Hybrid II dummy, allowing what NHTSA calls a more human-like response.
- The new 6-year Hybrid III dummy (51.6 pounds) can be used, but mandatory use has been postponed until August 2008. Manufacturers can continue to use the Hybrid II 6-year dummy in the interim. NHTSA says that the real-world experience of belt-positioning boosters means that there should not be a safety impact due to this delay.
- A weighted version of the 6-year dummy (weighted up to 62 pounds) is now required for tests of the structural integrity of restraints for children from 50 to 65 pounds. (The weighted dummy is to be used until the new 10-year dummy is ready. The proposal for that dummy was issued in July. It would be 4'3" (51 inches) tall, weigh 77.3 pounds (35 kg), and have a seated height of 29 inches, approximating the average 10-year-old child in the U.S.)

Products made since August 1 2005 must meet these requirements. (from SRN, July/August, 2005)

Certification Renewal Course Update

This one-day course is available for technicians and instructors whose certifications have expired as an alternative to retaking the certification course. It was designed for formerly certified individuals who have maintained their child passenger safety knowledge and their hands-on skills. It is not intended to be a shortened version of the Certification course.

Since this course was made available in August, approximately 151 courses have been offered and another 46 are scheduled in 47 states and the District of Columbia. Over 1200 technicians with expired certifications have registered for these courses.

REGISTRATION TIP: To register for the course, the person whose certification has expired must log in with their previously assigned username and password. If they log in as a new user, their status will be CONTACT and they will not be able to register for a renewal course. Past and current technicians can get their username and password by contacting CPS customer service toll-free at 877-366-8154 or cps.certification@safekids.org.

Special Needs Transportation Hotline & List-Serve Started

The National Center for Safe Transportation of Children with Special Healthcare Needs (part of the Automotive Safety Program of Riley Hospital for Children, Indianapolis, IN) has a nation-wide consultation service: 800-755-0912. Its web site (<http://www.preventinjury.org/specNeeds.asp>) lists CPS Technicians who have taken the course in Special Needs Transport. The Center also hosts a special needs list-serve. In 2006, it will publish a series of fact sheets on safety considerations for specific conditions.

Contact: Janell Havey, jhavey@clarion.org

New NHTSA Complaint Form Available for Child Restraints

NHTSA has revised its defect report form (called *Child Safety Seat Questionnaire*) to include LATCH and related issues. The new form has much more detail about LATCH and specific parts of a child restraint (CR) that may be of concern.

Using the paper form allows a Child Passenger Safety (CPS) Technician to hand it directly to the owners of the CR at a checkup. It can be mailed (postage is free) or faxed to NHTSA at (202) 366-7882. It also can be copied for the parents' records, and a copy can be mailed or faxed to the manufacturer as well as to NHTSA. The new version can be substituted for the outdated version in the 2004 Curriculum (Module E).

A PDF of the new form can be obtained from www.nhtsa.dot.gov. Find it by going to Child Safety Seats in Quick Links, then to the Related Links box, and clicking on the "Printable Child Seat Complaint Form."

Complaints can also be filed on-line through the Office of Defects Investigation page. From the CPS Page, Related Links, click on "File a Complaint." (from SRN, May/June Supplement, 2005)

"Dad, When Can I Sit Up Front?"

The latest research on seating position is summarized in a new report by that name from Partners for Child Passenger Safety (PCPS) and the American Academy of Pediatrics. It puts the facts into context for both educators and legislators. The entire report, *CPS Issue Report #2*, can be downloaded. Highlights include:

- Front row seating increases with age, to over 30 percent by age 10 and about 55 percent at age 13.
- The back seat is safer, even though new air bag technologies (Depowered and Advanced Air Bags) are improving the outcomes for children seated in front.
- While age- and size-appropriate CR use are the most important factors in child occupant protection, back seat position also is beneficial for children through at least age 12.*
- Vehicle selection is important: risk of abdominal injury to 4- to 8-year-old children in SUVs is 11 times higher than in minivans and six times higher than in passenger cars; children seated in the back seat of compact extended cab pickup trucks have five-times the risk of injury compared to children in other vehicles.
- Children too large for CRs or BPBs have an 81 percent overall lower risk of injury using lap-shoulder belts, compared to using only lap belts. A center rear position with only a lap belt can be used for a small child in a CR with a harness but never for a BPB and preferably not for a child using only a safety belt. The benefit of using the center position is not substantial enough to outweigh the risk of using a lap belt.

According to PCPS, the best way to increase the proportion of children seated in the rear would be by using the combination of legislation, program messages, and low-cost incentives given to children observed riding in the back seat.

Source:

http://www.chop.edu/traumalink/download/2005/pcps_cpsrprt_05.pdf.

(from SRN, May/June, 2005)

New Products Fill Key Gaps

Manufacturers are creating more options for children of diverse sizes and with specific needs in categories of child restraints that have offered limited choices until now. Not only must rear-facing CRs meet the revised FMVSS 213 with extended weight and height of rear-facing restraints, but the weight and height ranges of many boosters have been extended to accommodate children from 80 to 100 pounds and up to 4'7". Many new designs have improved side-impact protection offered by deeper side-wings and energy-absorbent foam.

This product report features many new models seen at the ABC Show (a juvenile product trade show) in September 2005. Some may not have reached the retailers as of publication date. This listing does not cover all the new products, only those that are unusual.

Rear-facing (RF) restraints with minimum weight below 5 pounds

Britax, Chicco, and Compass have unveiled RF devices with 4-pound minimum weights, rather than the usual 5 pounds. (See article, next column for devices with no lower weight limit.) The new products all serve a 4- to 22-pound weight range and have small-dimension harnesses. They are:

- The Britax Companion and the Baby Safe, both of which offer five-point harnesses, specialized padding for a small infant, anti-rebound features, lock-offs, and side impact protection features. Baby Safe has rigid LATCH attachments on its base along with a stabilizing foot.
- The Chicco Key Fit has a five-point harness and lockoffs as well as a padded infant insert (for babies under 11 pounds).
- The Compass I-400 LP uses EPS foam lining throughout the shell and has two separate lower attachments for the LATCH system. It can be used **only** with its base.

Forward-facing (FF) restraints with high-weight harnesses

There are several new high-weight harness (HWH) seats for children over 40 pounds: convertible, forward-facing-only, and combination styles.

Convertible CRs

- Britax, Boulevard and Decathlon (RF 5 to 33 pounds, FF to 65 pounds).
- Sunshine Kids, Radian (RF 5 to 33 pounds, FF to 65 pounds).

Forward-facing CRs (not also BPBs)

- Britax, Regent (FF from one year and 22 pounds to 80 pounds)
- IMMI, SafeGuard (FF from one year to 65 pounds)

Combination Child Seat/BPBs

- Dorel, Safety 1st, Apex 65: (HWH 20 to 65 pounds, BPB 30 to 100 pounds)
- Team-Tex America, Legend SP, (HWH 22 to 65 pounds; BPB 30 to 100 pounds), successor to the Airway by Car Seat Specialty, has one-piece shell.

Other Product News of Note

Britax will produce a less expensive versions of its infant, convertible, and booster models to be marketed as Fisher-Price car seats.

Dorel's Cosco Dream Ride SE from Dorel Juvenile Group has been reissued as a car bed only, as of May 2005. The earlier version recently was recalled for problems with its rear-facing mode only, distribution is through National Safety Resources and Mercury Distributing (see list, page 4).

Evenflo, Embrace 5, infant-only, can be installed **only** with its base.

Graco is introducing a "global" line called "Safe Seat" that is tested for European as well as U.S. standards. Of its rear-facing, forward-facing, and

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NHTSA News

Tech Update to be Published Electronically

For the past few years the TECH UPDATE has been provided to all certified technicians and instructors as one of the benefits of certification and as a means of staying up-to-date on advances in the child passenger safety field, as well as changes in the administration of the training and certification program.

As we continue to improve the program, **the TECH UPDATE will be distributed electronically only**, starting with the next edition. It will be emailed to all who receive e-mail communications (CPS Express!) and also will be available on the CPS Board Website (<http://www.cpsboard.org>). A link will be provided in the following CPS Express! e-newsletter.

Understanding that some technicians may not have any access to a computer or printer, limited hard copies will be available. Please contact Jackie Beatty at (202) 293-2270 x 492 to receive the print version.

Restraints for Infants Weighing Under 5 Pounds

The lower weight limit for both the Graco Snug Ride and Comfort-Sport (the Graco convertible with harness strap slots below 8 inches) has been changed from "birth" to 5 pounds. However, **Graco's Assura** continues to be rated from birth. Its lowest shoulder-strap slots are 6 inches high.

Other restraints currently allowing use from birth include the **Peg Perego Primo Viaggio**, and **Combi Connection** infant-only seats.

Those with a 4-pound minimum include the new Chicco Key Fit and Compass I-400 LP as well as the Britax Companion and Baby Safe.

The **Angel Ride** car bed can be used from birth up to 9 pounds for babies with a medical need to lie flat. (SRN July/Aug 2005)

New Products, continued

booster models, the most unusual is the Infant Safe Seat (RF only) that will serve babies weighing 5 to 30 pounds and up to 32 inches.

Orbit, infant seat (part of stroller system) has an unusual rotating base with a rebound plate and a knob in front for tightening the installation system.

Peg Perego, Primo Viagio (infant-only) now can be installed without its base as well as with it.

Recaro, "Young" line, now offers two high-tech booster models and a combination CR with harness from 20 to 40 pounds.

Medical applications

The **Snug Seat Hippo**, the successor to the Spelcast, is expected soon. The Britax product is for children in hip spica casts. It will offer use RF to 33 pounds. and FF

to 65 pounds (casted weight). It will have removable and adjustable foam inserts for positioning.

Transit-option wheelchairs now serve more function and capacity ranges. There now are more offerings in the areas of power (battery-powered) mobility, tilt-in-space recline range (although crash-testing often requires a more upright position for travel), and capacity for riders heavier than 200 pounds. For more about wheelchair issues, see University of Michigan Highway Safety Research Institute, <http://www.travelsafer.org/> and www.saferidenews.com.

(SRN July/August 2005 and Sept/October 2005 issues)

Manufacturer contacts:

Britax USA, www.britaxusa.com, 888-427-4829.

Chicco, www.chiccousa.com, 877-424-4226

Combi, www.combi-intl.com

Compass, www.compassbaby.com

Dorel: www.djgusa.com, 800-544-1108)
IMMI, <http://safeguardseat.com>, 800-974-7798

Orbit, www.orbitbaby.com

Team Tex America (parent company of Car Seat Specialty/Nania): www.team-tex.com

Sunshine Kids: www.skjp.com

Distributors for programs, including specialty restraints:

Mercury Distributing: 800-815-6330, www.mercurydistributing.com

National Safety Resources (NSR): 800-620-2268, www.nsrinc.org

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