

Connecticut Technician Report

April 2003

New and Renamed CPS Products introduced Fall/Winter 2002-2003 (Portions adapted from Safety Belt Safe News 9/2002)

With permanently-affixed LATCH attachments now required on all child safety seats except belt positioning boosters, car beds and vests, manufacturers have introduced new or renamed models. Here is a sample:

Britax: The Expressway is a forward facing only seat for children one year and 20-40 pounds with the Britax "HUGS" harness system, designed to reduce neck bruising from strap edges. The Marathon is a unique convertible seat with a five point harness which has a rear-facing weight limit of 30 pounds and a forward facing limit of 65 pounds; some models have HUGS. The Marathon should not be used with LATCH if a child is more than 48 pounds. The Husky is a forward facing only seat with 5 point harness designed for children 22-80 pounds. The Galaxy is a convertible seat with a six point harness (including a split crotch strap) and a stepless recline adjuster knob that allows precise recline regardless of the vehicle seat slope. The Galaxy also has a super recline position for newborns and very sloped vehicle seats. The Companion is a yet-to-be-released infant only seat with base that is for children 5-22 pounds. The Galaxy and Companion feature a unique rear facing stabilizing bar to reduce rebound. As with all rear facing Britax seats, these seats may also be tethered rear facing.

Dorel (formerly Cosco): The Safety First Comfort Rider (formally the Forerunner) is a convertible seat for up to 35 pounds rear facing and 22-40 pounds. The Cosco Summit and Safety First Vantage Point are combination seats with harness systems for 22-40 pounds and are rated to 100 pounds as booster seats. The Cosco High Rise is a backless belt positioning booster for children 30-100 pounds.

Graco (Graco and Century have merged): The convertible Comfort Sport is a Century Accel "twin" with the addition of a single LATCH attachment strap. The Snug Ride infant only seat shell has a redesigned base. The Turbo Booster for 30-100 pounds has a removable back which is height adjustable. It is also available as a backless booster.

Angel Guard: New to child restraint manufacturing, Angel Guard is producing the Angel Ride infant car bed. This seat is available through Mercury Distributing (800/815-6330), this product is made for infants up to 9 pounds and allows the baby to ride lying on back, stomach or side. NOTE: Car beds are not compatible with LATCH.

Baby Trend: The first product in the U. S. with a rigid LATCH attachment is the Latch-Loc infant only seat with detachable base. It comes in 3point or 5point harness with a weight limit of 20 pounds. The Recaro is a high back booster seat designed for children 30-80 pounds. This booster seat has been designed with high end comfort features.

Car Seat Specialty: The High Ride is a backless belt-positioning booster for children 33-90 pounds. The Safety Baby Basic Convertible seat is rear facing to 30 pounds, forward to 40 pounds. The Airway is a new combination child seat/booster for children at least one year and 22 to 80 pounds. The Airway harness system is certified to 50 pounds.

Jupiter: The Komfort Kruiser is a new, very lightweight high back booster for children 33 to 100 pounds.

Century (Century has merged with Graco): The redesigned 1500 STE 5 point and 3500 STE with Room to Grow tray shield model now have a harness adjuster that is only accessible from the rear of the seat (much like the old Breverra). The Breverra Ascend Sport is a belt positioning booster only with armrests. The Next Step and Breverra Ascend are now labeled to 100 pounds.

Evenflo: The Cozy Carry infant only seat is now the PortAbout. The new Tot Taxi has the same seat as the PortAbout, but no base. Both are for babies up to 22 pounds. The Titan and Titan 5 convertibles now have "twins" called the Vanguard and Vanguard 5. The Victory 5 is a new convertible seat. The Tribute V convertible has the same shell design as the Horizon V but with lower bottom strap slots. These convertibles are rated for up to 30 pounds rear facing and 20-40 pounds forward facing. The Victory, Vanguard and Titan convertible seats feature 4 harness slots. The Comet combination seat resembles the Apollo without the front access harness height adjustment.

Xportation Safety Concepts Inc: This company has produced a rear facing infant seat that is compatible with airbags. It is sold at The Right Start in Connecticut and other baby specialty stores. For further information visit the web site www.safeinfant.com

***Certification Information from AAA/NHTSA
(The following information is from a memo to technicians from Matthew Young,
AAA Manager of the CPS Certification Program received February 2003)***

Effective December 31, 2002, AAA no longer offers CPS Liability Insurance. Those individuals who purchased policies prior to that date will be covered through the anniversary date of their policy in 2003. This decision was made after careful consideration of the number of technicians insured and the tremendous costs associated with the program. For those of you who remain interested in purchasing CPS Liability Insurance, we understand that there are insurance providers that can offer this type of policy. Please contact your local agent, as AAA does not maintain a listing of those particular carriers.

PLEASE NOTE: EFFECTIVE 2/18/03, THE FEES FOR CERTIFICATION AND RE-CERTIFICATION FOR 2003 WILL BE \$20.

In 2003, the following changes will begin with the successful completion of certification and re-certification applications. The CPS program is going to a two-year certification. New applicants and re-certs will be certified until their anniversary date in 2005. Considering the extension of time between re-certifications, the 6-month grace period will no longer be in effect. Information on the new procedure will be made available in the coming months to help educate and answer any questions that may arise.

In summary, the following points are the changes occurring within the CPS certification program for 2003, to help improve the process:

- Staff changes at AAA Traffic Safety
- CPS Liability Insurance is being discontinued
- Cash and Purchase Orders no longer accepted
- Certification and Re-Certification fees, \$20
- New Two-Year Certification cycle
- After 2003 Re-Certifications, grace periods will no longer be offered

Curriculum Revision/Timetable: Both the English and the Spanish revised versions of the Curriculum will be available June 2003, a delay of several months from our original

timetable. Since the curriculum will no longer be revised annually, NHTSA, AAA, and the CPS Board wanted to insure that the latest information, such as ease-of-use ratings, etc., is included. Additionally, the curriculum should be more user-friendly (i.e. the instructor's manual will now include a 'thumbnail' of the overhead/slide, rather than just referring to a slide number).

Renewal Course: The National Child Passenger Safety Board is developing a one day training session to help those whose certification has expired. It will allow technicians to recertify without having to retake the complete course. More information will be forthcoming.

National CPS Board and Web site: The Board's web site has a new look and is regularly updated. Check it out at www.cpsboard.org

Inspection Station Form: This form is provided for use in registering Inspection Stations on the NHTSA web site. If you did not receive this form please contact Steven Livingston at the Connecticut DOT Stephen.Livingston@po.state.ct.us

Any questions regarding AAA Certification should be directed to Sandy Pinkus, CPS Certification Coordinator at AAA, 407-444-7958. The Connecticut DOT, Instructors and SAFE KIDS Programs have NO control over the certification process. It is HIGHLY recommended that technicians retain copies of all materials sent to AAA for certification.

NHTSA Child Passenger Safety Technician Classes (32 hour) in Connecticut

Please contact a NHTSA CPS Instructor in your area to inquire about upcoming classes.

Educational Materials

Video" Don't Risk Your Child's Life," 6th Edition

Video in English, Spanish, or Russian; running time 21 minutes. The most comprehensive, up-to-date video covering selection and correct use of safety seats. Includes graphic footage of airbag deployment with rear-facing infant dummy, crash footage illustrating the critical importance of infants riding rear facing, demonstration of benefits of booster seats, and solutions for installation problems due to vehicle incompatibility. This video is accompanied by an instructor's guide and print material. The latter may be reproduced and handed to parents.

Shelness Productions also produces a **pamphlet** (12-panel mailer) dealing with the subject of protecting children in motor vehicles.

For more information contact:
Shelness Productions
P.O. Box 30456
Winston-Salem, NC 27130-0456
(336) 774-0780
AShelness@triad.rr.com

NEW! Updated LATCH Manual from Safe Ride News: This manual focuses on new methods of anchoring child restraints in vehicles. LATCH implementation has raised usage issues that must be understood. The 2003 edition continues to cover retrofitting of tether anchors in older vehicles, including instructions and part numbers. [Ordering Information](#)

Safe Transport for Children with Special Health Care Needs at Connecticut Children's Medical Center: Resources on seating and safety for Children with Special Health Care Needs www.ccmckids.org/safetransport

National SAFE KIDS Safety Information for Children with Special Health Care Needs [National SAFE KIDS Information on Safety for Children with Special Health Care Needs](#)

Safety Belt Safe USA: Site contains resources for CPS Techs and Parents www.carseat.org

University of North Carolina Highway Safety Research Center: [Child Passenger Safety Information Including Recall Lists](#)

Traffic Safety Conferences:

Save the date: **3rd Annual Tristate Child Passenger Safety Conference:** September 18-20, 2003: Bridgewater, New Jersey. Further information to follow.

[A link to the recent Lifesavers Conference on Traffic Safety](#)

CPS related research

[Partners for Child Passenger Safety at Children's Hospital of Philadelphia](#)

[National SAFE KIDS Study on Safe Transportation In Child Care](#)

[NHTSA Research Note on the Use of Child Restraints in 2002](#)

CPS Training Programs

NHTSA and the American Academy of Pediatrics have developed a curriculum, "Moving Kids Safely in Child Care," to educate child care providers on how to transport children safely. Certified child passenger safety technicians can deliver training to child care providers. The curriculum was released during Child Passenger Safety Week 2003. Further information can be found at [Moving Kids Safely in Child Care](#)

Connecticut Child Passenger Safety Legislation

Numerous organizations are working together to support upgrading the current CT Child Restraint Legislation to include children up to 8 years or 80 pounds. For more information on how you can support this legislation and its progress in the legislature, please visit the [Connecticut SAFE KIDS Web Site](#)

American Academy of Pediatrics Recommendations

Last March the AAP updated its policy statement "Selecting and Using the Most Appropriate Car Safety Seats for Growing Children." The most critical change is the following statement (changes highlighted) regarding rear facing infants:

Children should face the rear of the vehicle until they are at least 1 year of age **and** weigh at least 20 lb to decrease the risk of cervical spine injury in the event of a crash. Infants who weigh 20 lb before 1 year of age should ride rear facing in a convertible seat or infant seat approved for higher weights until at least 1 year of age. **If a car safety seat accommodates children rear facing to higher weights, for optimal protection, the child should remain rear facing until reaching the maximum weight for the car safety seat, as long as the top of the head is below the top of the seat back.**

Most new convertible seats accommodate children to at least 30 pounds. It is critical that technicians check each seat for its rear facing weight limit and counsel parents on the benefits of keeping children rear facing as long as possible. The AAP has acknowledged that nothing "magical" happens to a child on their first birthday and that the young child will benefit from riding rear facing as long as possible. To view the recommendation in its entirety visit:

<http://www.aap.org/policy/re0116.html>

All other APP CPS related policy statements and resources may be viewed at:

<http://www.aap.org/family/cps.htm>

Recalls ,Product Alerts and Updates from the National Highway Traffic Safety Administration:

Click on link for further information

- [3/12/03 Graco Announces Voluntary Recall of Snug Ride Infant Car Seats with Base](#)
- [2/21/03 NHTSA Announces Safety Recall of Gorilla, Spelcast Child Restraints](#)
- [1/6/03 Child Safety Seat Registration Proves Effective in Notifying Owners of Recalls, NHTSA Evaluation Report Shows](#)
- [12/30/02 NHTSA Warns of Potential Buckle Problems on Child Seats Equipped with Recessed Buckles](#)
- [10/31/02 NHTSA Announces Release of Rule to Create New Child Safety Seat Rating System](#)
- [10/2/02 USDOT Requires Improved Child Restraint Labels](#)
- [8/28/02 NHTSA Announces New Child Restraint System: Lower Anchors and Tethers for Children \(LATCH\)](#)
- [8/7/02 USDOT Releases 2001 Highway Fatality Statistics: Deaths Among Children Down to Lowest in History](#)
- [5/21/02 CPSC, NHTSA and Dorel Announce Recall to Repair Infant Car Seats/Carriers](#)
- [5/7/02 NHTSA Release Report on School Bus Safety](#)
- [4/25/02 NHTSA Proposes Revisions to Child Restraint Standard](#)
- [4/5/02 NHTSA Announces Recall of Peg Perego Infant Child Seats](#)
- [3/29/02 NHTSA Announces Recall of Evenflo Triumph Convertible Child Restraints](#)
- [3/29/02 NHTSA Announces Recall of Graco SnugRide Infant Car Seats](#)
- [2/12/02 NHTSA Announces Multicultural Outreach Web Site](#)
- [2/6/02 NHTSA Official Urges Parents to Buckle Up Children Correctly](#)
- [1/3/02 NHTSA Announces Safety Recall of Britax Child Safety Seats](#)

Further information available at www.nhtsa.dot.gov

Federal Motor Vehicle Safety Standards Update

LATCH (FMVSS 225)

FMVSS 225 specifies that all new passenger vehicles must have lower anchors for the LATCH system installed for vehicles manufactured on or after September 1, 2002. The minimum requirement is upper and lower anchors (LATCH) in at least two rear seating positions, with an additional top tether in the middle if the vehicle has a middle seating position. Vehicles with three or more rows must have at least one LATCH system installed in the second row. If the vehicle has no rear seats or insufficient space to accommodate a rear facing restraint and there is an air bag on/off switch, then a LATCH system must be installed in the front seat

Most vehicles have LATCH anchors only in the two outboard seating positions. Consult the vehicle owner's manual regarding use of a child safety seat with LATCH in a center seating position. NEVER attach more than one child seat to any LATCH anchor.

[LATCH Update, primer and fact sheets](#) from Safe Ride News

[Ordering Information for 2003 Updated LATCH/Tether Manual from Safe Ride News](#)

NOTE: LATCH attachment on seats that have a harness which accommodates children to higher weight limits (such as the Marathon and Husky by Britax) should only be used to 48 pounds. After 48 pounds the seat belt should be used to install the safety seat unless otherwise instructed by the vehicle owners manual.