

Past, Present, Future

Tomi St. Mars MSN, RN, CEN, FAEN

Chief: Office Injury Prevention



Health and Wellness for all Arizonans

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Timeline

- 1979 first child passenger safety law
- 1994: 684 children below age 4 were killed nationally in car crashes (2010-117)
- Children rode in the front seat
- Lap belts in the back seat common
- Car seats were FF at 20#
- Shield boosters

- 1995- NHTSA convened the Blue Ribbon Panel on Child Restraint and Vehicle Compatibility.
- Research was being done on child air bag interaction and injury, and the requirements for lockable seat belts and frontal air bags were about to be put into effect.
- GM \$10 million from a vehicle recall settlement was earmarked to be spent on CRs

Federal Funding

- The Child Passenger Protection Act (Dana's Bill) was passed in 1998. The result was that \$30 million distributed to the states as Section 2003(b) monies. This largely funded the expansion of technician training, inspection stations, and CR distribution over a four-year period.
- Child Passenger Protection Act of 2000, part of the TREAD Act. It led to improved CR standards, enhanced booster education, and the NHTSA CR rating system.
- 2002- led to booster seat testing advancements and the requirement of lap and shoulder belts in center rear seating positions.

Federal Regulations

- Federal Motor Vehicle Safety Standard (FMVSS) 213 has been enhanced most extensively in 1996, 1999, and 2005.
- More stringent protection requirements, labeling and instructions, and crash testing up to 65 pounds.
- FMVSS 208 now contains air bag requirements, which have been modified over the years to minimize risks to children by including manual on/off switches, depowered air bags, and the current advanced air bags. In addition, the standard also requires shoulder belts in center rear seating positions.
- FMVSS 225 was created to require universal lower anchors and tether anchors (LATCH) in vehicles, and it has been modified to better reflect real-world LATCH experience.
- Other notable improvements to regulations include FMVSS 214 (side impact protection), FMVSS 202 (head restraint), and FMVSS 222 (school bus occupant protection).

Training

- The National Standardized CPS Training Program was developed and piloted by NHTSA in 1997 and formalized in 1998. It has been updated several times to reflect changing technology and educational needs. Over 50,000 people have completed the training, and over 33,000 are currently certified through the Safe Kids Worldwide certification program.
- Additional training for CPSTs who help children with special transportation needs was developed through Riley Hospital for Children. An indicator noting completion of this course has recently been added to the online posting of CPST information.
- Various awareness courses have also been created for law enforcement officers, first responders, healthcare providers, childcare providers, school bus drivers, and Native American advocates. While these courses are not centrally monitored for attendance or certification, they provide functional awareness for attendees.

Arizona

- Pre-certification – Safe Kids provided 2-4 hour classes for events
- 1997- first CPS training (4 from AZ attend)
- 1998- First Instructor Trainings began
- 1999- AZ hosts the first CPS course

CPS Structure

- Informal compared to other states
- Local Safe Kids have the ability to put processes in place
- Quality assurance and adherence to the standardized curriculum is the responsibility of the individual technician instructor

Questions?



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