Are Your Birth-to-K Kids in CSRS?

Denise Donaldson, CPST-I

https://cert.safekids.org

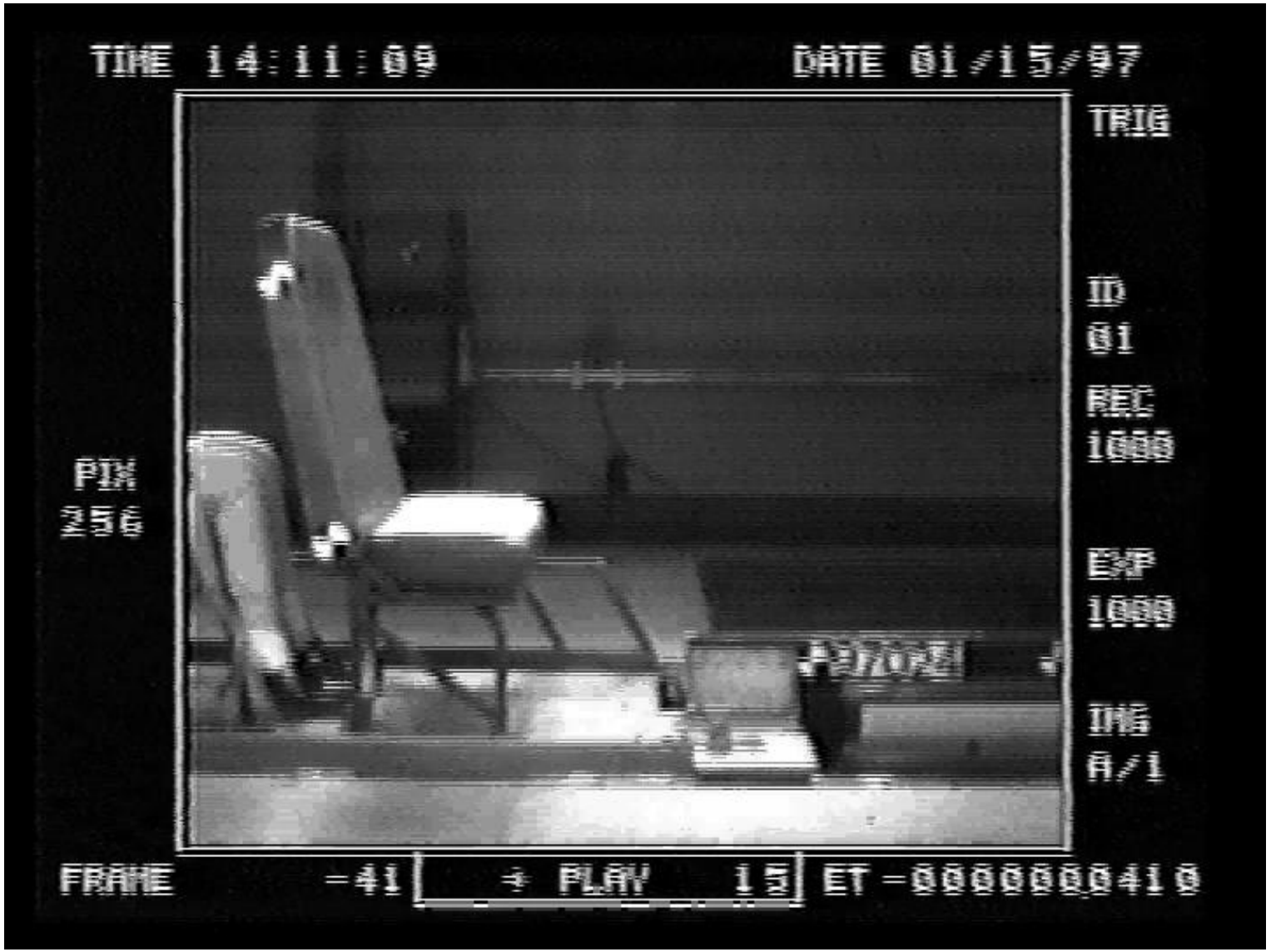
Find-a-Tech
Find-a-Course

- Child passenger safety technician instructor, 1998
- Owner of Safe Ride News Publications
- *School Bus Safety Handbook*

Seminar Objectives

Understand…	why birth-to-K passengers who *aren't* in CSRS *should be*.
Explain…	CSRS selection models for school buses vs. non-school buses.
Outline…	CSRS options available.
Provide…	an array of current resources.

How Compartmentalization Works



Compartmentalization WORKS

For certain children

- Developed for school-age children
  - Who are typically developing
  - Who sit properly, facing forward between seats

On certain buses

- Developed for large school buses.

In certain crashes

- Protective in a frontal- or rear-impact crash dynamic.

Except When It DOESN'T

Children

- Children who are small—smaller than "school-age"
- Children who cannot sit in position properly for the whole ride
- Children who are physically fragile

Vehicle Types

- Small school buses.
- Non-School Buses (vans, SUVs, sedans, etc.)

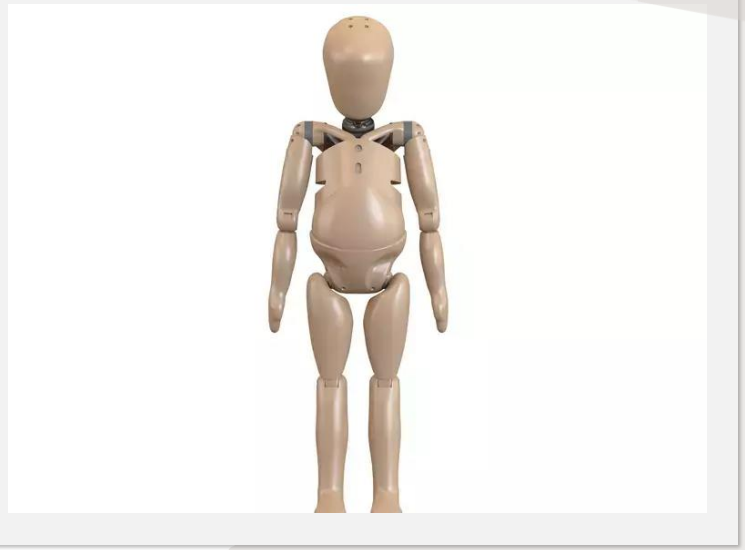
In certain crashes

- Side impacts, rollovers.

What is a “pre-school age” child?

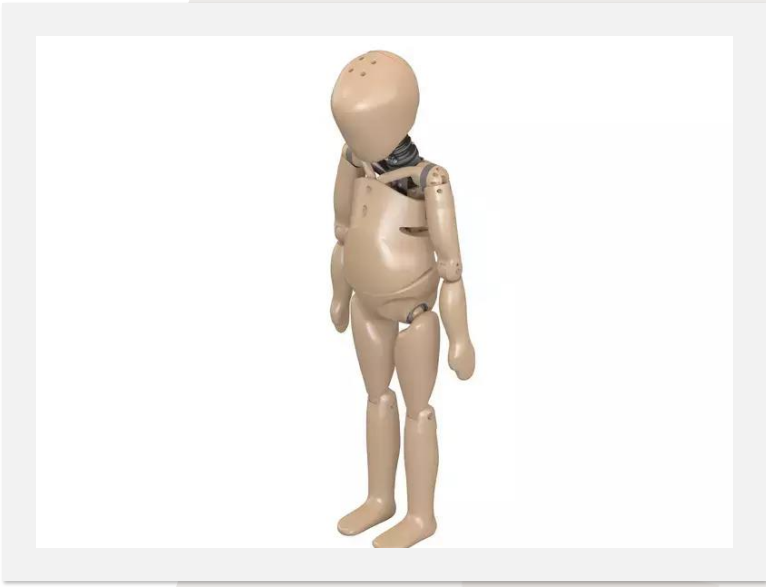
- Preschool/Pre-K programs
- Also infants and toddlers

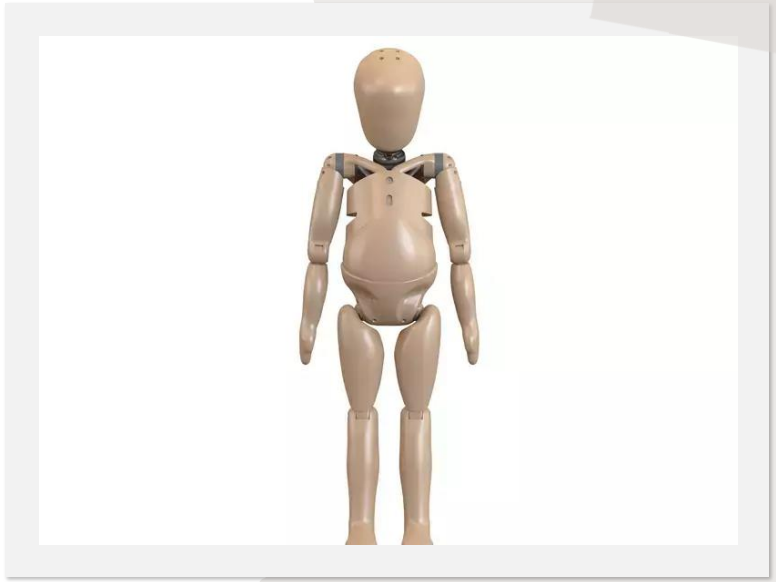
Any birth-to-K child
Most often under age 5



PRESCHOOLERS:
Typically Developing and Those With Disabilities

- School buses are designed for K-12
- Compartmentalization proven ineffective for preschoolers through NHTSA crash tests
- CSRS are the solution to this gap in protection.

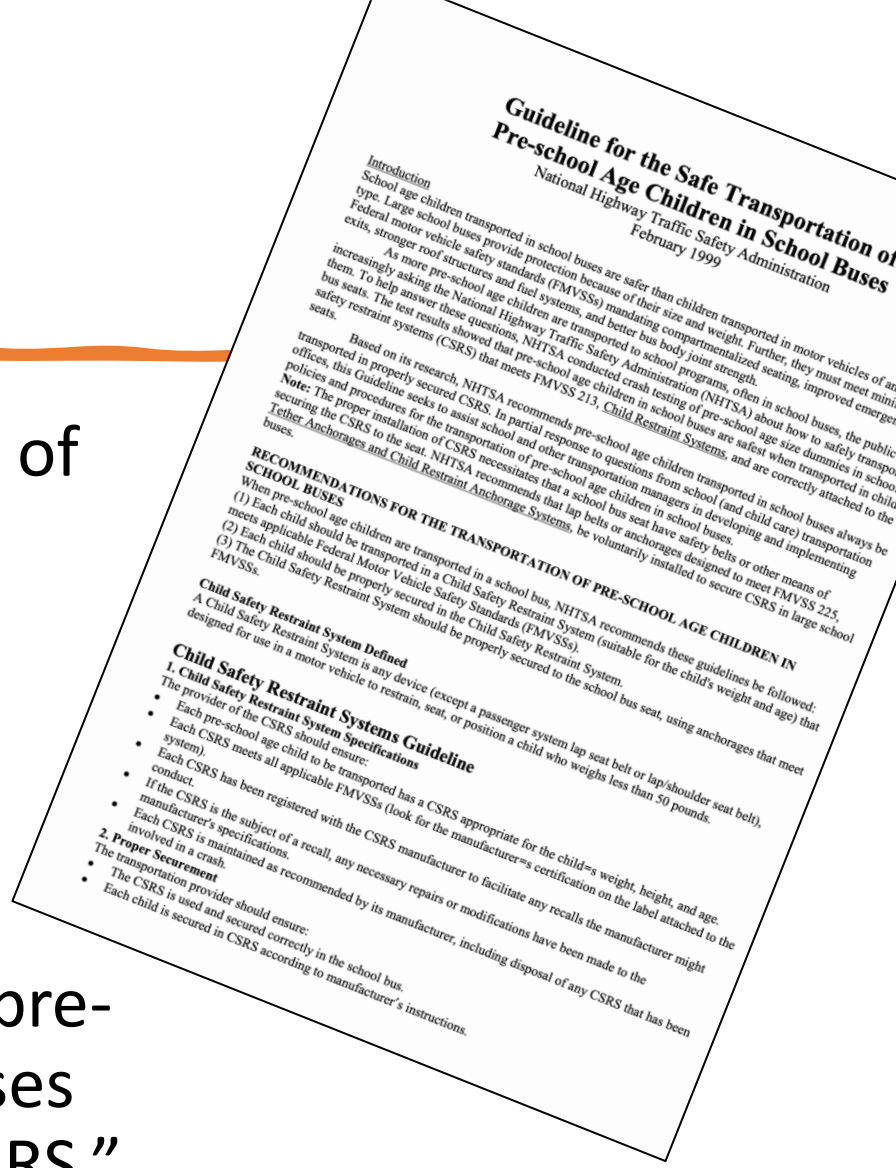




NHTSA Federal Guideline

- TITLE: “Guideline for the Safe Transportation of Preschool Age Children in School Buses”
- Issued in 1999
- **Bottom line:**

  “Based on its research, NHTSA recommends pre-school age children transported in school buses always be transported in properly secured CSRS.”



Guideline for the Safe Transportation of Pre-school Age Children in School Buses

National Highway Traffic Safety Administration

February 1999

Introduction

School age children transported in school buses are safer than children transported in motor vehicles of an type. Large school buses provide protection because of their size and weight. Further, they must meet mini Federal motor vehicle safety standards (FMVSSs) mandating compartmentalized seating, improved emerge exits, stronger roof structures and fuel systems, and better bus body joint strength.

As more pre-school age children are transported to school programs, often in school buses, the public increasingly asking the National Highway Traffic Safety Administration (NHTSA) about how to safely transpo them. To help answer these questions, NHTSA conducted crash testing of pre-school age size dummies in schoo bus seats. The test results showed that pre-school age children in school buses are safest when transported in child safety restraint systems (CSRS) that meets FMVSS 213, Child Restraint Systems, and are correctly attached to the seats.

Based on its research, NHTSA recommends pre-school age children transported in school buses always be transported in properly secured CSRS. In partial response to questions from school (and child care) transportation offices, this Guideline seeks to assist school and other transportation managers in developing and implementing policies and procedures for the transportation of pre-school age children in school buses.

Note: The proper installation of CSRS necessitates that a school bus seat have safety belts or other means of securing the CSRS to the seat. NHTSA recommends that lap belts or anchorages designed to meet FMVSS 225, Tether Anchorages and Child Restraint Anchorage Systems, be voluntarily installed to secure CSRS in large school buses.

RECOMMENDATIONS FOR THE TRANSPORTATION OF PRE-SCHOOL AGE CHILDREN IN SCHOOL BUSES

When pre-school age children are transported in a school bus, NHTSA recommends these guidelines be followed:

(1) Each child should be transported in a Child Safety Restraint System (suitable for the child's weight and age) that meets applicable Federal Motor Vehicle Safety Standards (FMVSSs).

(2) Each child should be properly secured in the Child Safety Restraint System.

(3) The Child Safety Restraint System should be properly secured to the school bus seat, using anchorages that meet FMVSSs.

Child Safety Restraint System Defined

A Child Safety Restraint System is any device (except a passenger system lap seat belt or lap/shoulder seat belt), designed for use in a motor vehicle to restrain, seat, or position a child who weighs less than 50 pounds.

Child Safety Restraint Systems Guideline

1. Child Safety Restraint System Specifications

The provider of the CSRS should ensure:

- Each pre-school age child to be transported has a CSRS appropriate for the child=s weight, height, and age.
- Each CSRS meets all applicable FMVSSs (look for the manufacturer=s certification on the label attached to the system).
- Each CSRS has been registered with the CSRS manufacturer to facilitate any recalls the manufacturer might conduct.
- If the CSRS is the subject of a recall, any necessary repairs or modifications have been made to the
- Each CSRS is maintained as recommended by its manufacturer, including disposal of any CSRS that has been involved in a crash.

2. Proper Securement

The transportation provider should ensure:

- The CSRS is used and secured correctly in the school bus.
- Each child is secured in CSRS according to manufacturer's instructions.

Per NHTSA's Federal Guideline

" When pre-school age children are transported in a school bus, NHTSA recommends these guidelines be followed:

(1) Each child should be transported in a **Child Safety Restraint System** (suitable for the child's weight and age) that meets applicable Federal Motor Vehicle Safety Standards (FMVSSs).

(2) Each child should be **properly secured** in the CSRS.

(3) The CSRS should be **properly secured** to the school bus seat, using anchorages that meet FMVSSs."

PRESCHOOLERS: Not just smaller versions of school-aged children!

PHYSICALLY

- Large Heads Proportionally to Rest of Body
- Weak Necks
- Bones Not Fully Ossified/As Strong
- Do Not Fit Comfortably in Bus Seat

BEHAVIORALLY

- Short Attention Spans
- Lower Endurance Especially After Long Day

COGNITIVELY

- Egocentric-It's all about me!
- Inability to Understand/Comply with Bus Safety Rules
- Requires Close, Constant Supervision

Preschool classrooms inherently have more supports than classrooms of older children. Why?

Federal Laws

Head Start Performance Standards are the only federal requirements:

- All children of any age, weight, or height to be secured in an appropriate CSRS
- At least one monitor, separate from the driver on the school bus
- Transportation, if provided must be in a school bus or “allowable alternative vehicle”

Indiana only state with a statewide regulation requiring use of CSRS by ALL pre-school age students.

State COP Laws

- Child occupant protection laws exist in all states
- Find laws at www.iihs.org
- COP laws typically exempt school buses
    - Laws were written back when more protective options not availalble.

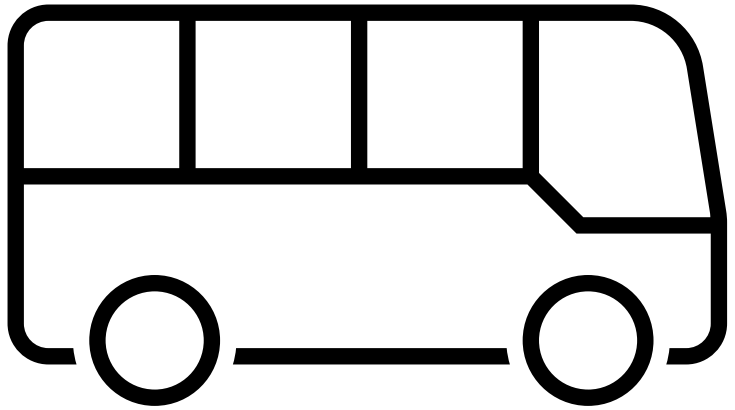
IMPORTANT: NON-school bus vehicles used for student transport *not exempt*.

CSRS Rationale on Small School Buses

Crash force is more severe in a small bus!

Therefore:

- NHTSA requires lap-shoulder belts on small buses
- Weight ≤ 10,000 lbs. GVWR.
- *Every* passenger should wear an occupant restraint.
- Birth-to-K students should ride in a CSRS.

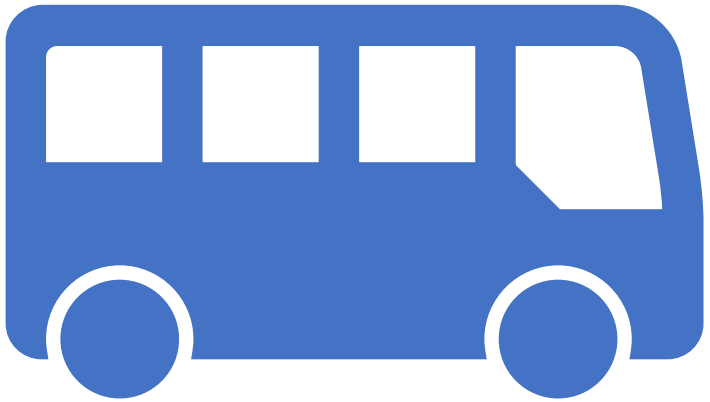


CSRS Rationale on Non-School Buses

- Passenger cars *not* held to many of the school bus standards.
- Occupants *cannot* be protected without using a safety restraint.
- Students *must* follow state's child occupant protection law.

NOTE: State laws typically also apply to children in primary grades, sometimes older.

COP laws by state at www.iihs.org and www.ghsa.org

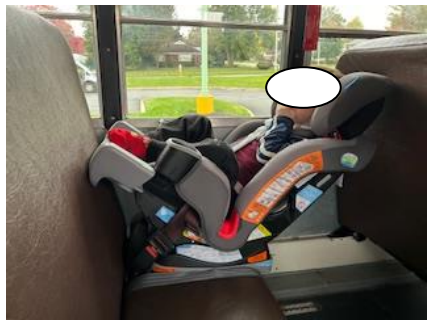


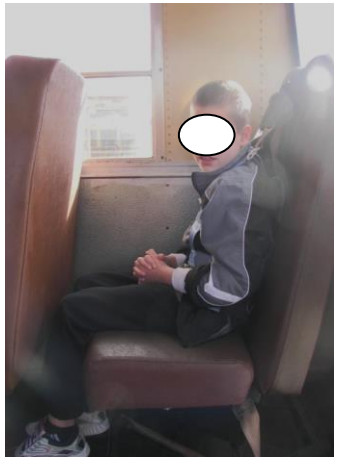
Beyond Regulations and Laws? Follow Best Practice!

Transporters must know:

- What transport equipment (including vehicles) can and can’t do
- The capabilities and needs of the students they transport

Going Beyond State Laws to Provide Safe Occupant Restraint for Students With Disabilities and Special Needs










”Effective School Bus Occupant Restraints for Students with Special Needs”
Available at cpsboard.org

Federal Legislation Protects Students with Disabilities Who Need Transportation Safety Accommodations (Including CSRS)

Individuals with Disabilities Education Act (IDEA):

- 14 disability categories
- Entitles a Free and Appropriate Public Education, including transportation as a related service
  - Individualized Education Program (IEP): Students ages 3-21
  - Individualized Family Service Plan (IFSP): Students ages 0 to 3

Section 504 of the Rehabilitation Act of 1973 (504 Plan)

- For students with ADA identified disabilities (but not one of IDEA's 14)
- Eligible for services, accommodations to have equal access to educational activities

Students with Disabilities With An IFSP/IEP: **Transportation as a Related Service**

IDEA, 34 CFR 300.34 includes:

- Travel to/from school and between schools
- Travel in and around school buildings
- Specialized transportation equipment
- Any developmental, corrective, and other supportive services required to assist a child with a disability to benefit from special education.

Real Life and Liability

- Hays CISD crash
- 44 Pre-K, 11 adults on bus
- 1 fatality on bus

In Loving Memory of 5-Year-Old Ulises Rodriguez Montoya

Ulises Rodriguez Montoya, age 5, loved his family, dinosaurs, the color green, and going to school. On Friday, March 22, 2024, he passed away as a result of injuries suffered in the tragic field trip school bus accident in which a Tom Green Elementary School pre-K bus was struck by a cement truck that swerved into the bus's lane of traffic.

"Ulises was a child who was filled with a lot of happiness and he often shared it with others," said Naira (Dina) Solís Shears, his pre-K bilingual teacher from Tom Green Elementary School. "He had a talent for drawing and his favorite thing to draw was dinosaurs. He could almost completely spell the word dinosaur, which demonstrates how smart he was. He always had a dinosaur drawn on all of the assignments he turned in. He liked to tell stories and shared many with his friends and family. Above all – he was a loving child."

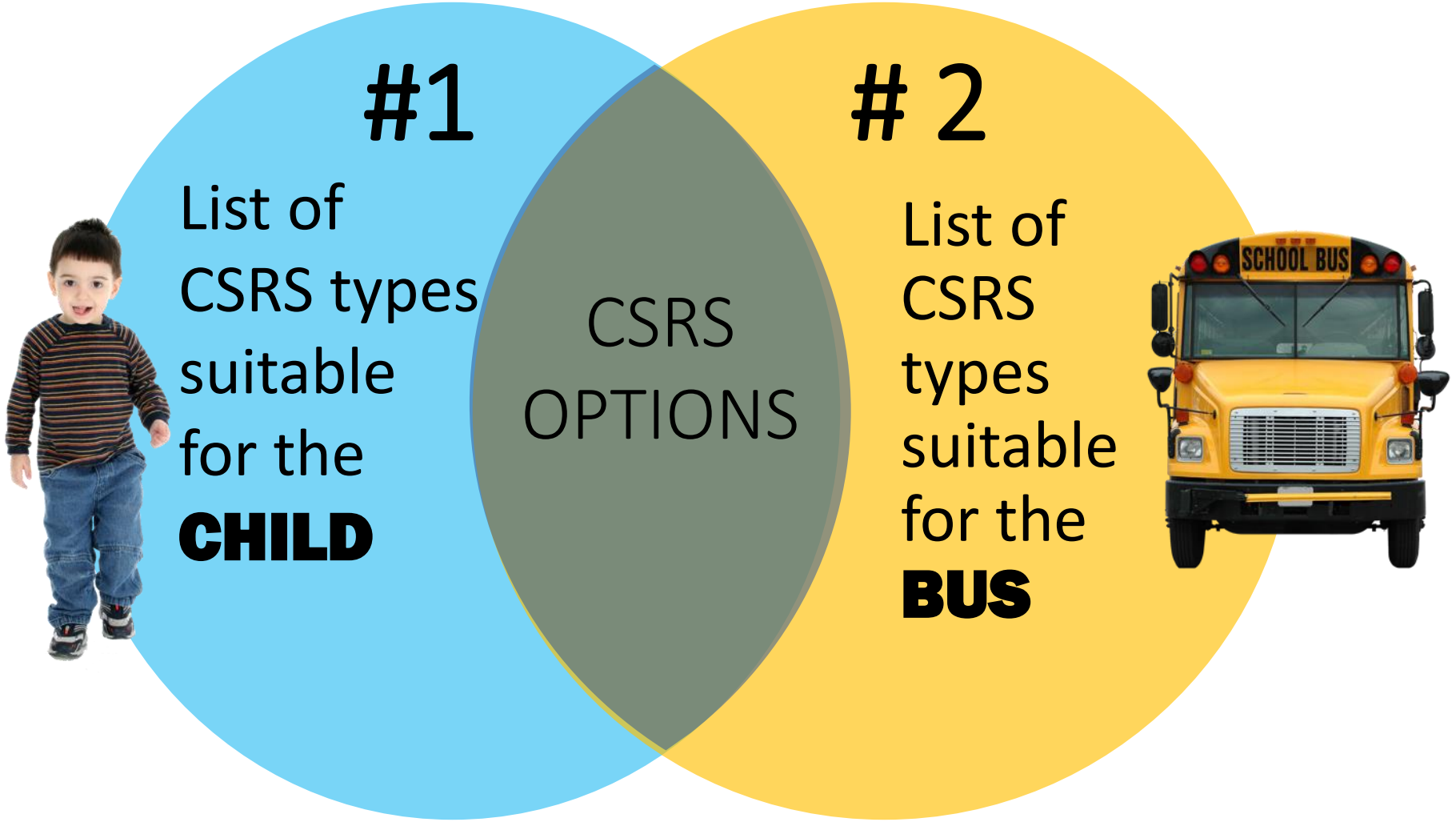
INVESTIGATIONS

Lawsuit filed in deadly, 'grossly negligent' pre-K Hays CISD bus crash

After fatal crash, Hays CISD needs to spend $8.9M for seat belts on all its buses

KUT 90.5 | By Maya Fawaz
Published April 15, 2024 at 1:50 PM CDT

Basic Approach to CSRS Selection, School Bus



CSRS suitable for the CHILD

On a bus, CPS has 3 stages…

STAGE #1

Rear facing in a CSRS with a harness

STAGE #2

Forward facing in a CSRS with a harness

STAGE #3

Riding on a school bus seat, with a seat belt whenever available.

Basic Approach to CSRS Selection, Non-Bus

#1

List of CSRS types suitable for the **CHILD**

CSRS OPTIONS

 # 2

List of car seats and boosters suitable for the **Car, Van or SUV**

CSRS suitable for the CHILD

In a passenger vehicles, CPS has 4 stages…

STAGE #1

Rear facing in a CSRS with a harness

STAGE #2

Forward facing in a CSRS with a harness

STAGE #3

Booster seat

STAGE #4

Seat belt (lap-and-shoulder belt)

STAGE 1

STAGE #1

Rear facing in a CSRS with a harness

RF-only

Convertible

STAGE 2

Conventional car seats

Integrated CSRS

STAGE #2

Forward facing in a CSRS with a harness

Belt Converters

Safety Vests

School-bus-only CSRS

STAGE 2

Non-Conventional models are options only if the child DOES NOT require:

- **Upper body support**
- **Additional recline position**
- **Specialized positioning support**

Integrated CSRS

STAGE #2

Forward facing in a CSRS with a harness

Belt Converters

Safety Vests

School-bus-only CSRS

STAGE 3

IN A NON-SCHOOL BUS

Passenger-vehicle seats are sized to match an adult's body. Boosters adjust the child's position to fit the belt system.

IN A SCHOOL BUS

School bus seats are sized to match kids' bodies. Children who are too small for bus seat belts should ride in CSRS, not boosters.

Boosters properly position lap-shoulder belts …

…over the sternum and clavicle, …

… on the upper thighs (off soft tissue), …

…and provide a comfortable seat depth for a child.

Necessary in non-school bus vehicles!

In the NEWS

CHESTERFIELD COUNTY, Va. (WRIC), October 2023

- A middle school parent is frustrated and concerned for her daughter's safety after she says she was told to sit in a booster seat on the bus.

- 8News spoke with the mother after she learned her Middle School sixth grader had been told to sit in a safety restraint on the bus since the beginning of the school year.

In the NEWS

NOT a booster!
What type of CSRS is this?

Know These Key Resources

Best Practice Documentation:

- The Perennials: NHTSA, AAP
- Best Practice Guidelines Portal at www.saferidenews.com

Training:

- CPS on School Buses National Training
- E-Learning Training Modules
- YouTube Training Videos

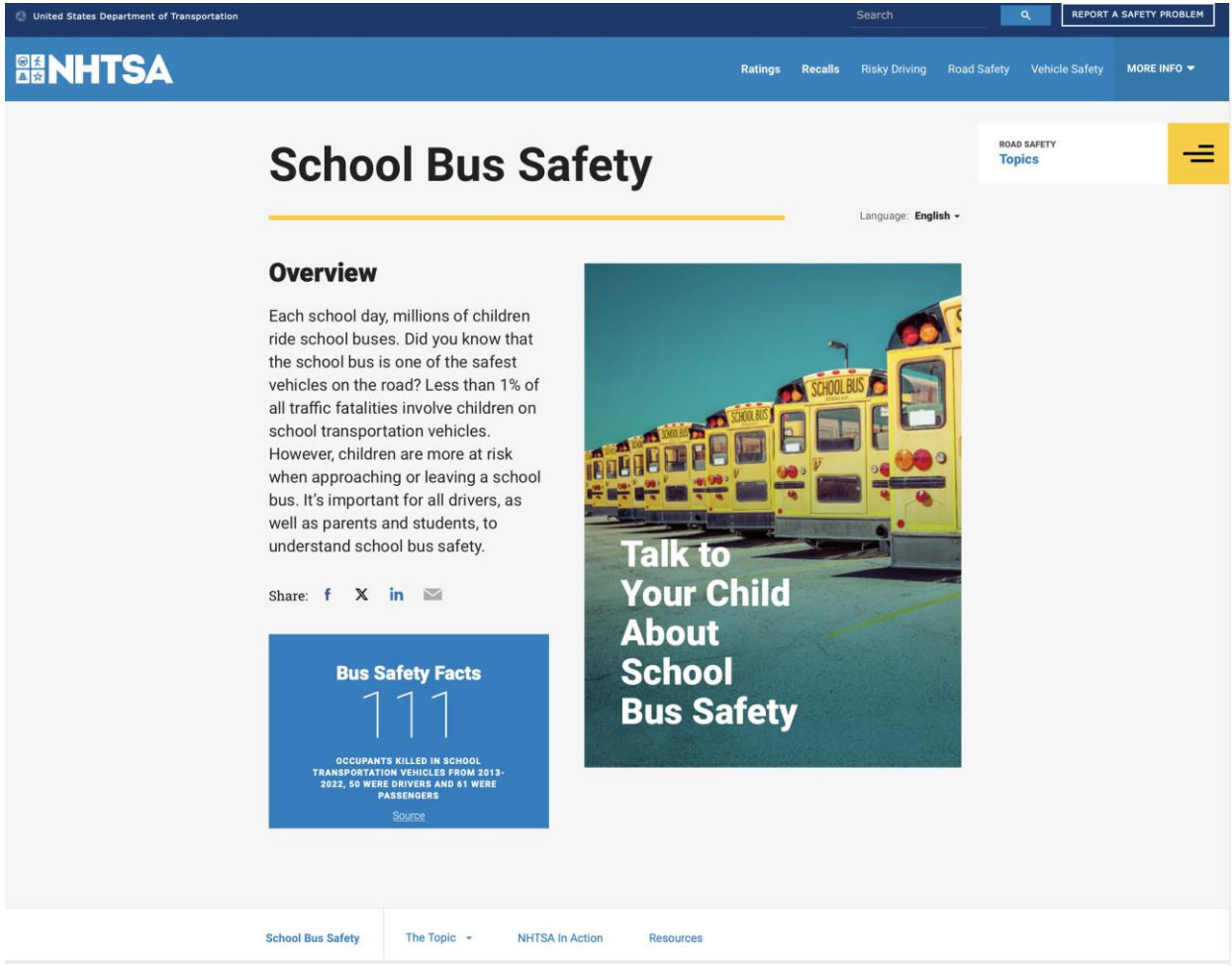
Equipment:

- CSRS Shopping Lists

Best Practice Documentation:

National Highway Traffic Safety Administration

www.nhtsa.gov/road-safety/school-bus-safety



Best Practice Documentation:

American Academy of Pediatrics

www.aap.org

Policy statements:

https://publications.aap.org

School Bus Transport of Children with Special Needs:

https://publications.aap.org/pediatrics/article/141/5/e20180513/37887/School-Bus-Transportation-of-Children-With-Special

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Volume 141, Issue 5
May 2018

FROM THE AMERICAN ACADEMY OF PEDIATRICS | POLICY STATEMENT | MAY 01 2018

School Bus Transportation of Children With Special Health Care Needs FREE

Joseph O'Neil, MD; Benjamin D. Hoffman, MD; COUNCIL ON INJURY, VIOLENCE, AND POISON PREVENTION; Kyran P. Quinlan, MD; Michele Burns, MD; Sarah Denny, MD; Beth Ebel, MD; Michael Hirsh, MD; Marlene Melzer-Lange, MD; Elizabeth Powell, MD; Judith Schaechter, MD; Mark R. Zonfrillo, MD

Address correspondence to Joseph O'Neil, MD, MPH, FAAP. E-mail: joeoneil@iu.edu

POTENTIAL CONFLICT OF INTEREST: The authors have indicated they have no potential conflicts of interest to disclose.

FINANCIAL DISCLOSURE: The authors have indicated they have no financial relationships relevant to this article to disclose.

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https://doi.org/10.1542/peds.2018-0513

Connected Content

A correction has been published: O'Neil J, Hoffman BD; COUNCIL ON INJURY, VIOLENCE, AND POISON PREVENTION. School Bus Transportation of Children With Special Health Care Needs. *Pediatrics*. 2018;141(5):e20180513

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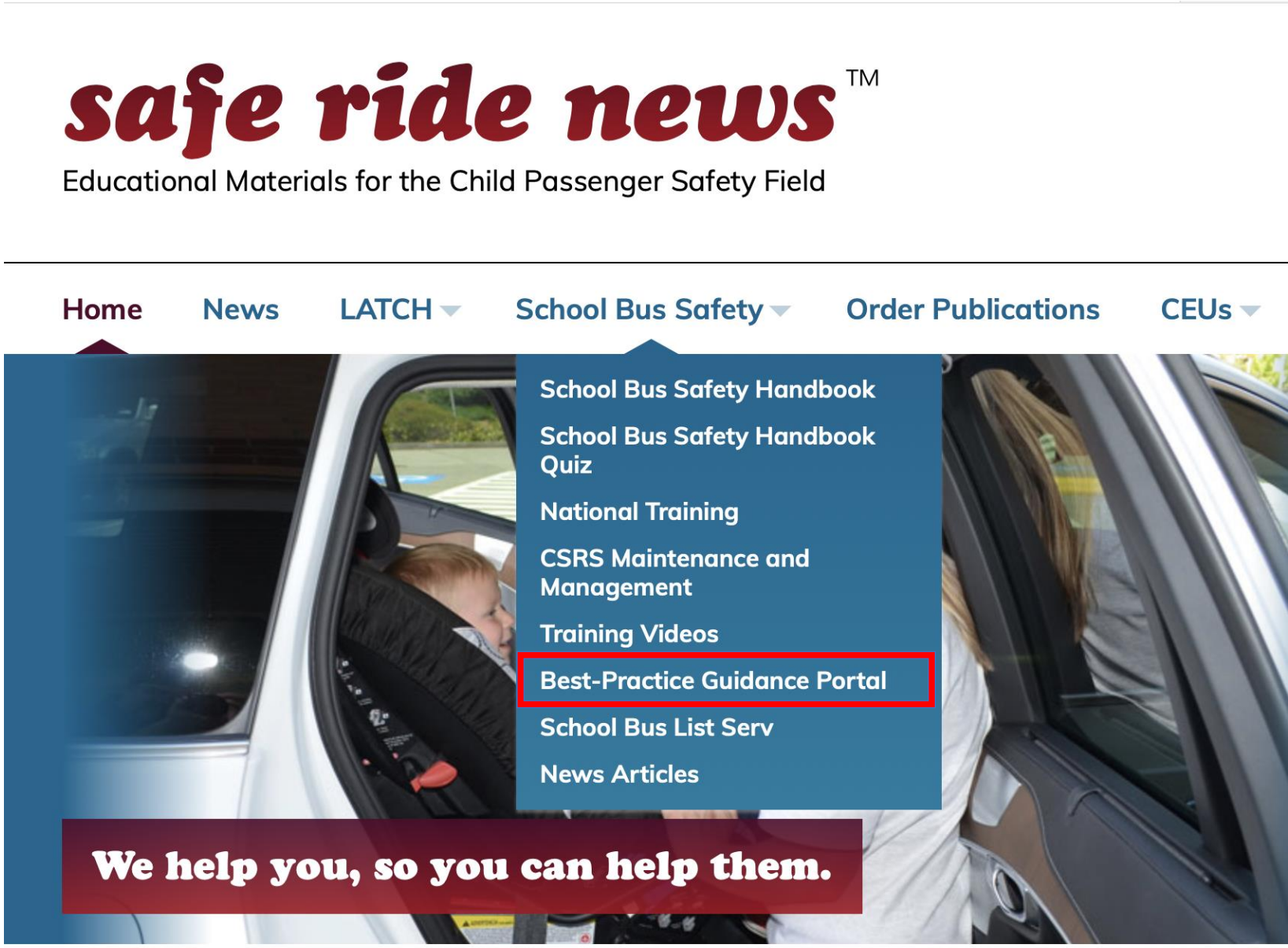
- Ex Officio
- Liaisons
- Staff

School systems are responsible for ensuring that children with special needs are safely transported on all forms of federally approved transportation provided by the school system. A plan to provide the most current and proper support to children with special transportation needs should be developed by the Individualized Education Program team, including the parent, school transportation director, and school nurse, in conjunction with physician orders and recommendations. With this statement, we provide current guidance for the protection of child passengers with specific health care needs. Guidance that applies to general school transportation should be followed, inclusive of staff training, provision of nurses or aides if needed, and establishment of a written emergency evacuation plan as well as a comprehensive infection control program. Researchers provide the basis for recommendations concerning occupant securement for children in wheelchairs and children with other special needs who are transported on a school bus. Pediatricians can help their patients by being aware of guidance for restraint systems for children with special needs and by remaining informed of new resources. Pediatricians can also play an important role at the state and local level in the development of school bus specifications.

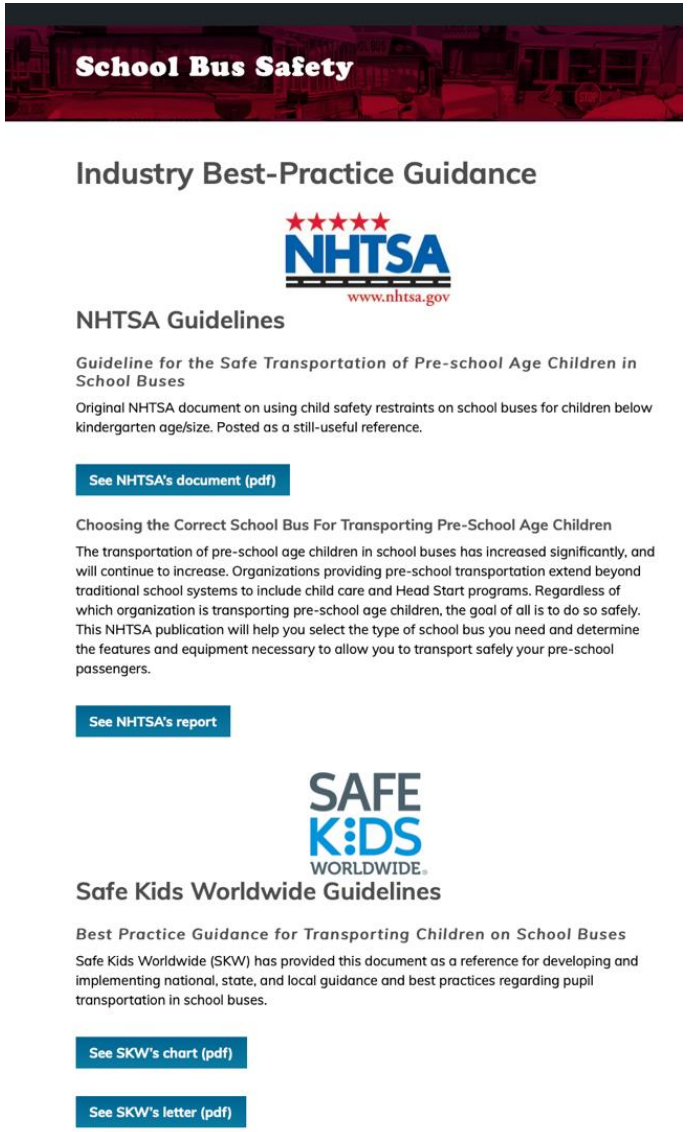
Best Practice Documentation:

Best-Practice Guidance Portal

www.saferidenews.com

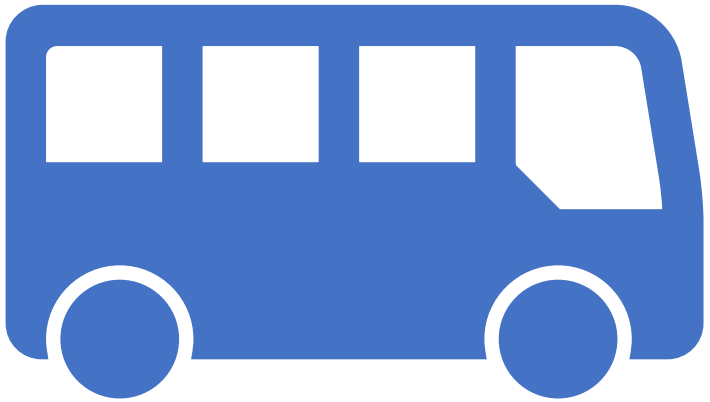


SRN Links to Best Practice Guidance



www.saferidenews.com, School Bus Safety/ Best-Practice Guidance Portal

Training:

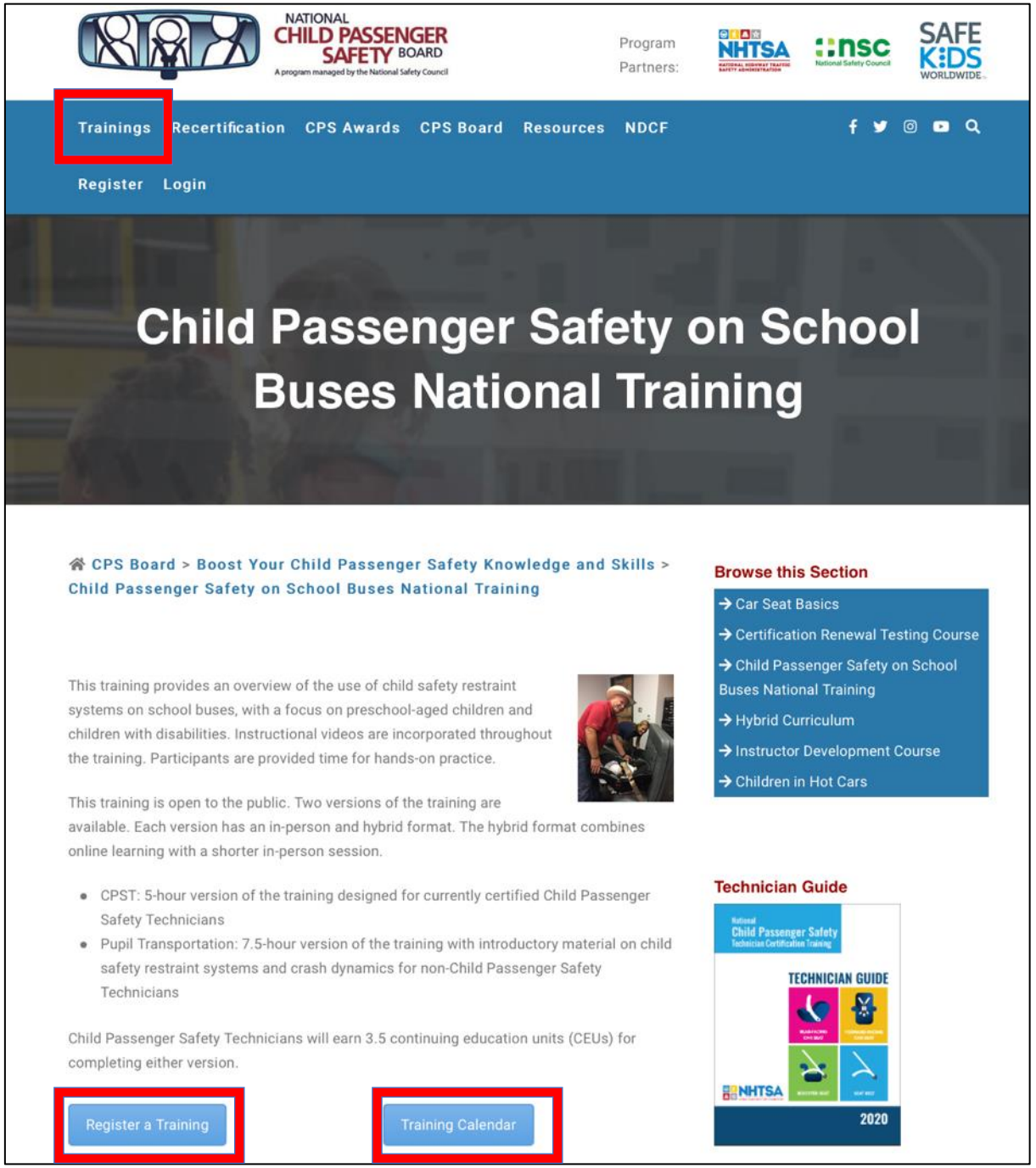


NHTSA's CPS on School Buses National Training

- **Two Versions:**
  - **CPST (5 hours)**
  - **Student Transporter (7.5 hours)**
- **Two Formats:**
  - **In-person**—classroom + hands-on
  - **Hybrid**—e-learning + hands-on
    - CPST=1.5 hours minimum of hands-on
    - Pupil transportation = 2.5 hours min. hands-on

Training:

www.cpsboard.org/training



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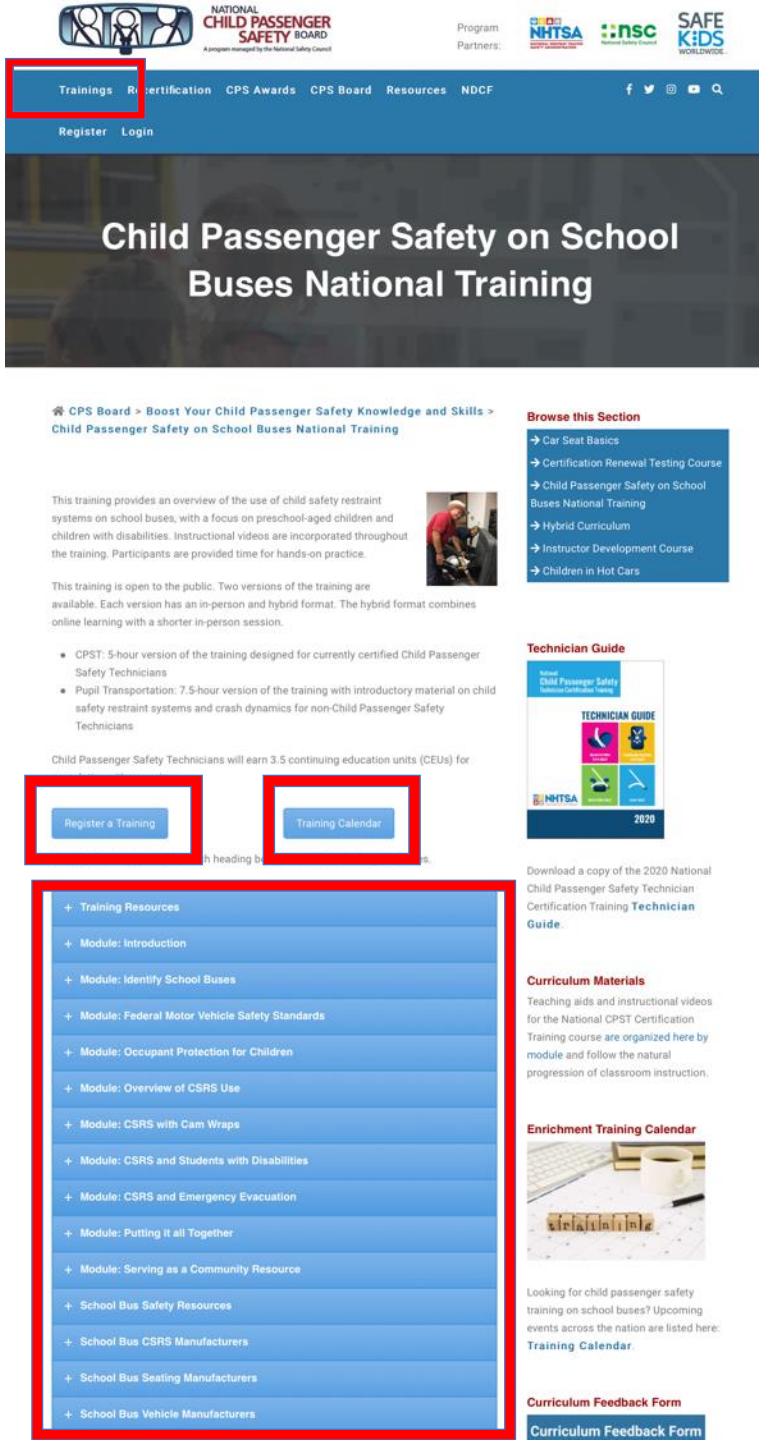
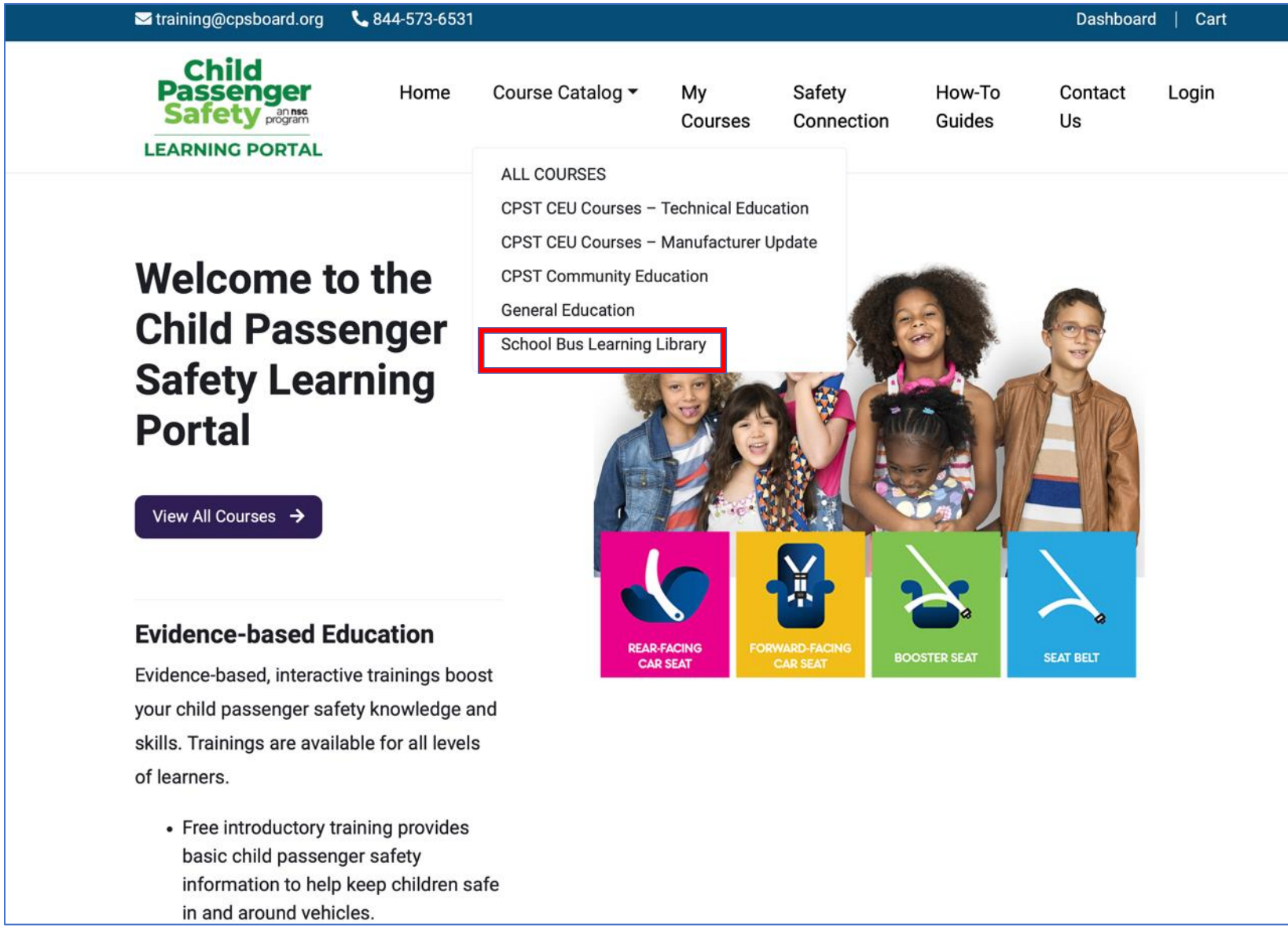
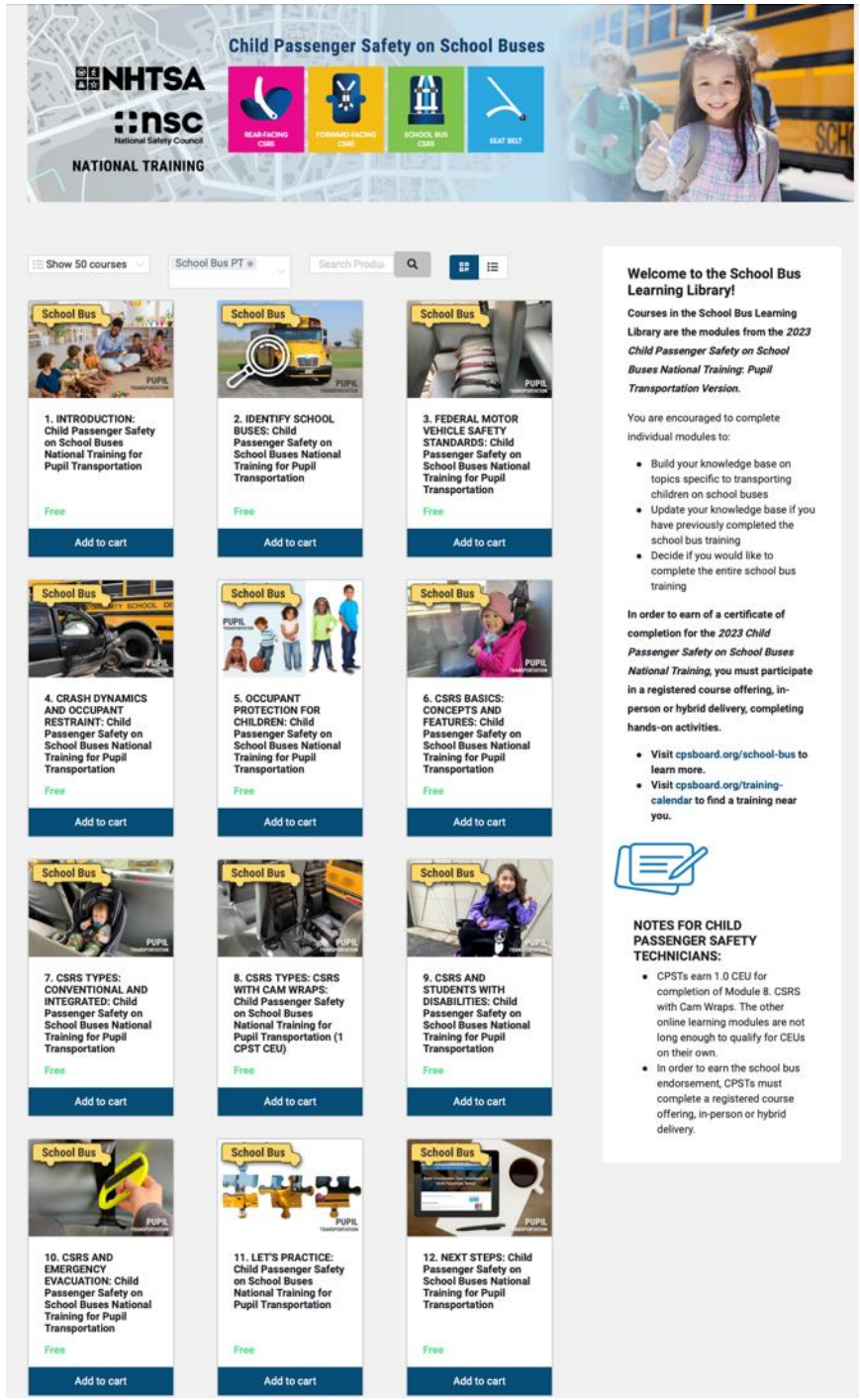


Training:

CPS Learning Portal at www.carseateducation.org

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9. CSRS AND STUDENTS WITH DISABILITIES: Child Passenger Safety on School Buses National Training for Pupil Transportation
10. CSRS AND EMERGENCY EVACUATION: Child Passenger Safety on School Buses National Training for Pupil Transportation
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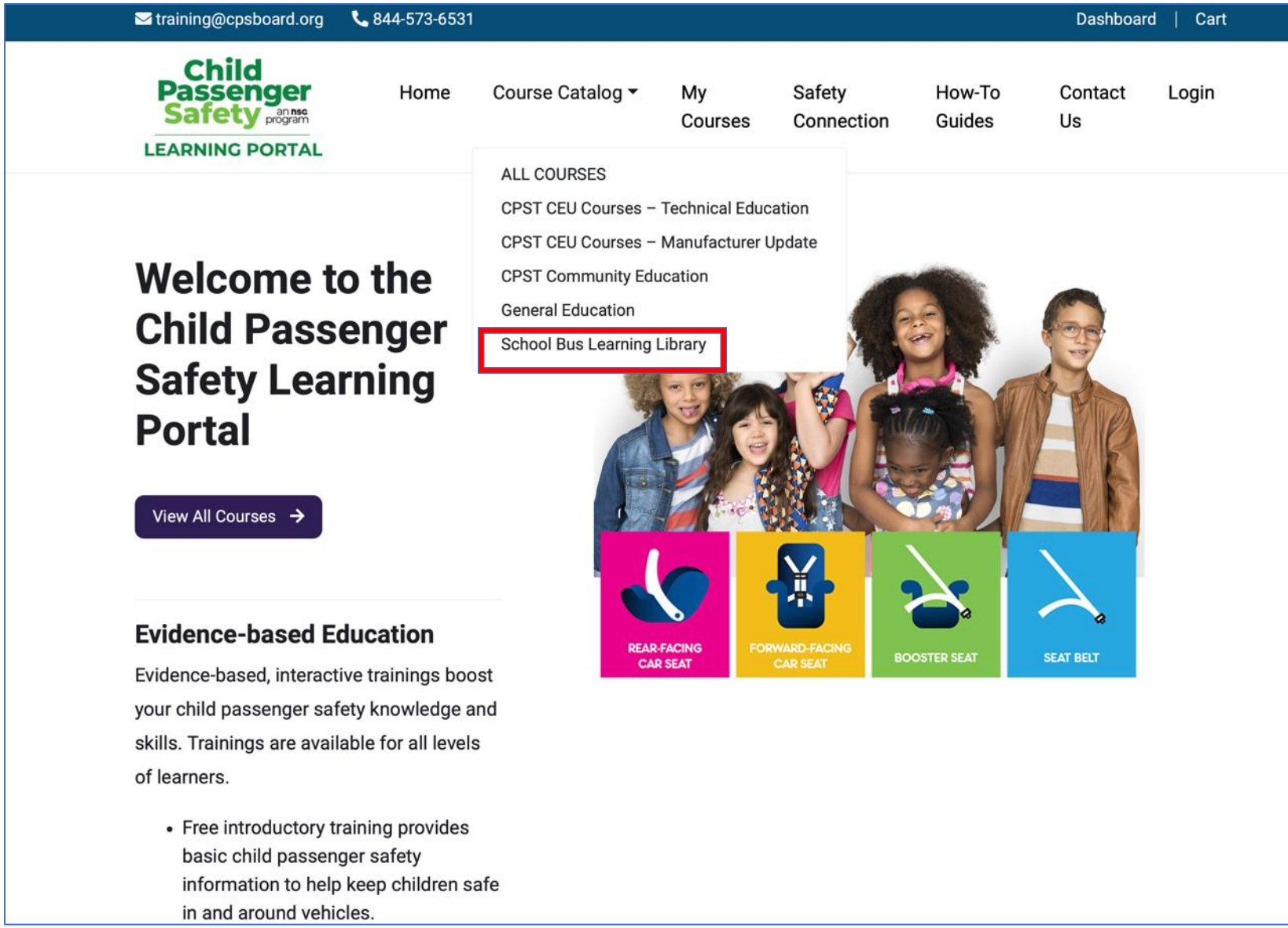
Welcome to the School Bus Learning Library!
Courses in the School Bus Learning Library are the modules from the 2023 Child Passenger Safety on School Buses National Training: Pupil Transportation Version.
You are encouraged to complete individual modules to:
Build your knowledge base on topics specific to transporting children on school buses
Update your knowledge base if you have previously completed the school bus training
Decide if you would like to complete the entire school bus training
In order to earn of a certificate of completion for the 2023 Child Passenger Safety on School Buses National Training, you must participate in a registered course offering, in-person or hybrid delivery, completing hands-on activities.
Visit cpsboard.org/school-bus to learn more.
Visit cpsboard.org/training-calendar to find a training near you.
NOTES FOR CHILD PASSENGER SAFETY TECHNICIANS:
CPSTs earn 1.0 CEU for completion of Module 8. CSRS with Cam Wraps. The other online learning modules are not long enough to qualify for CEUs on their own.
In order to earn the school bus endorsement, CPSTs must complete a registered course offering, in-person or hybrid delivery.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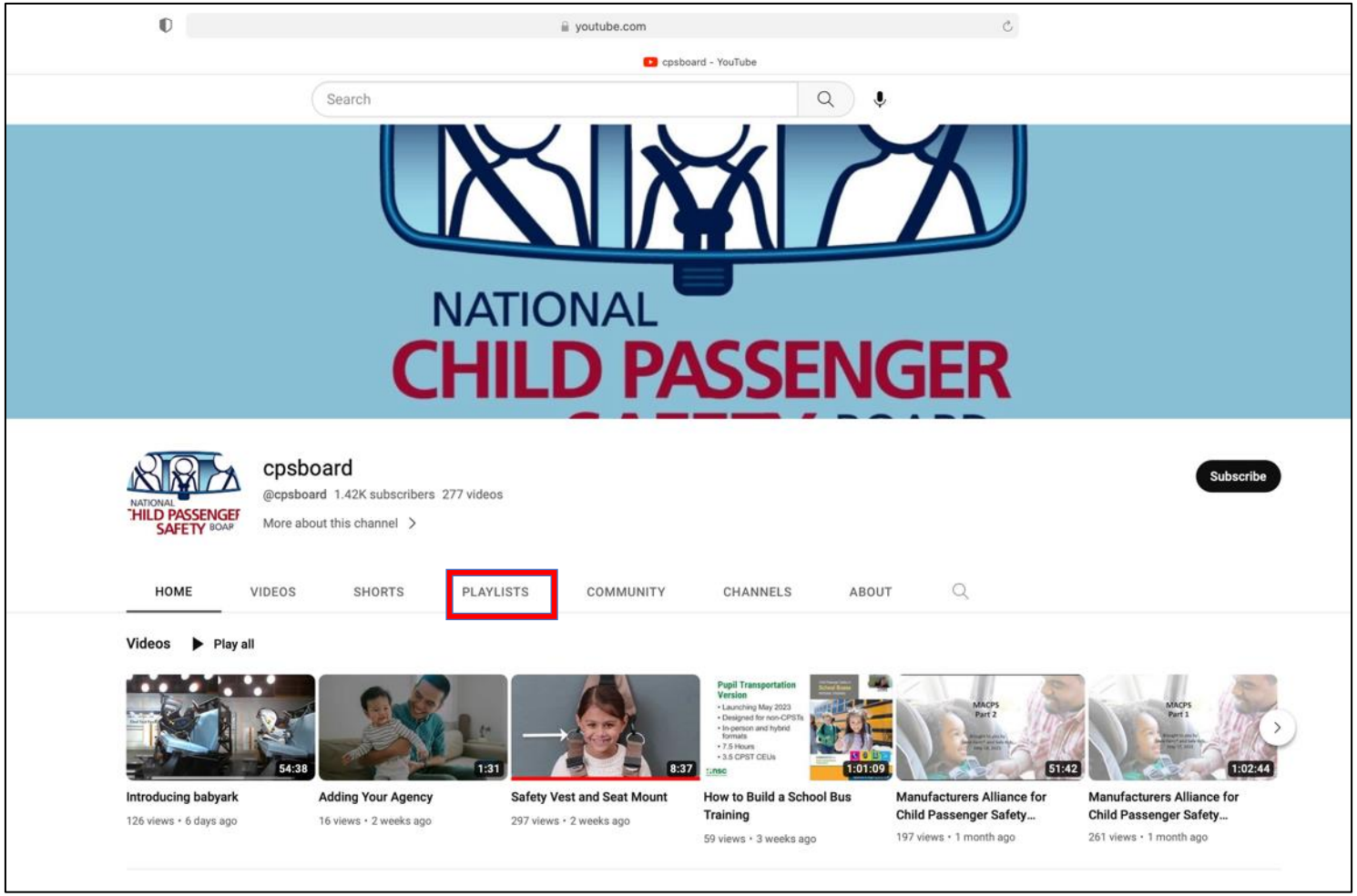
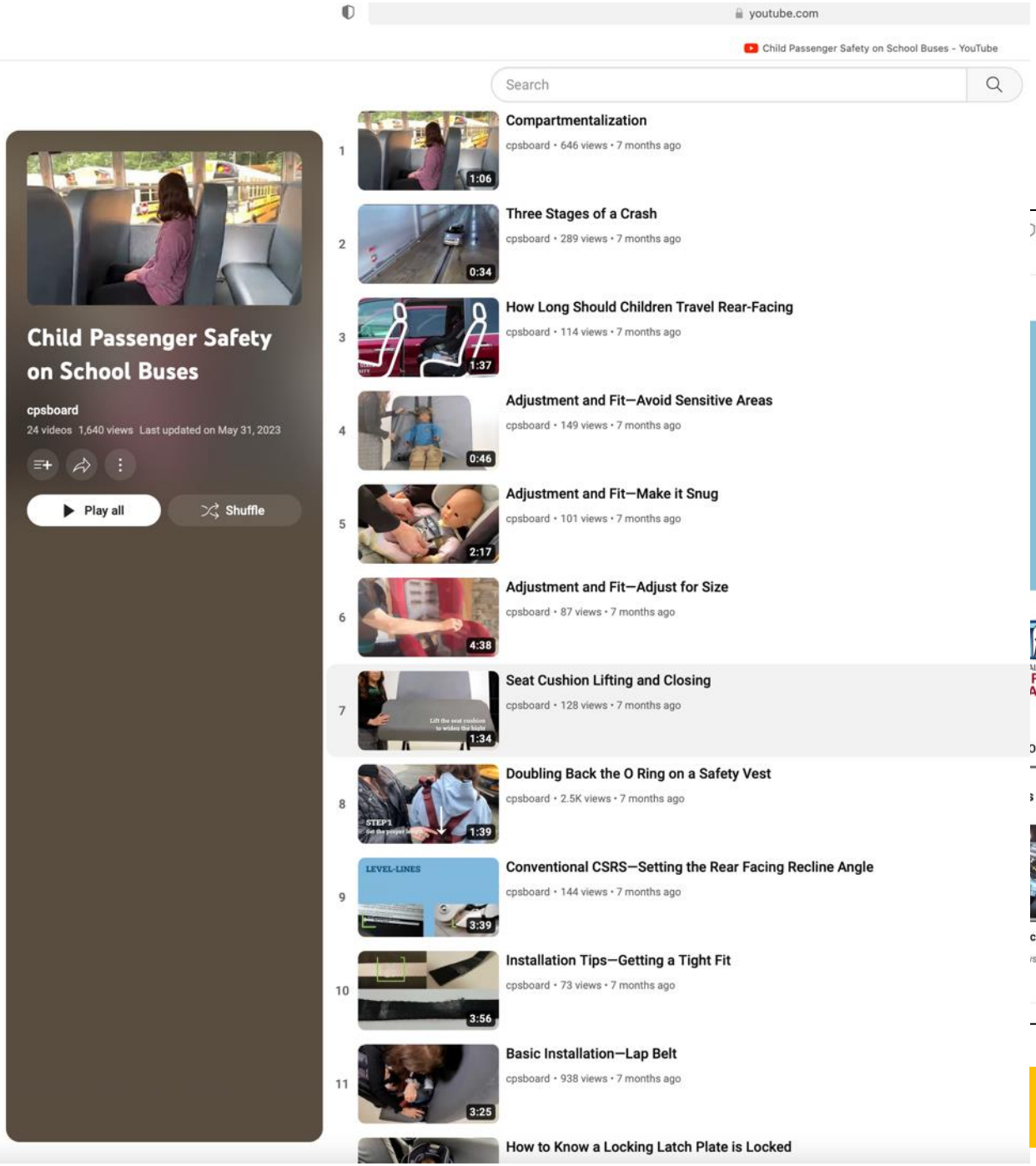
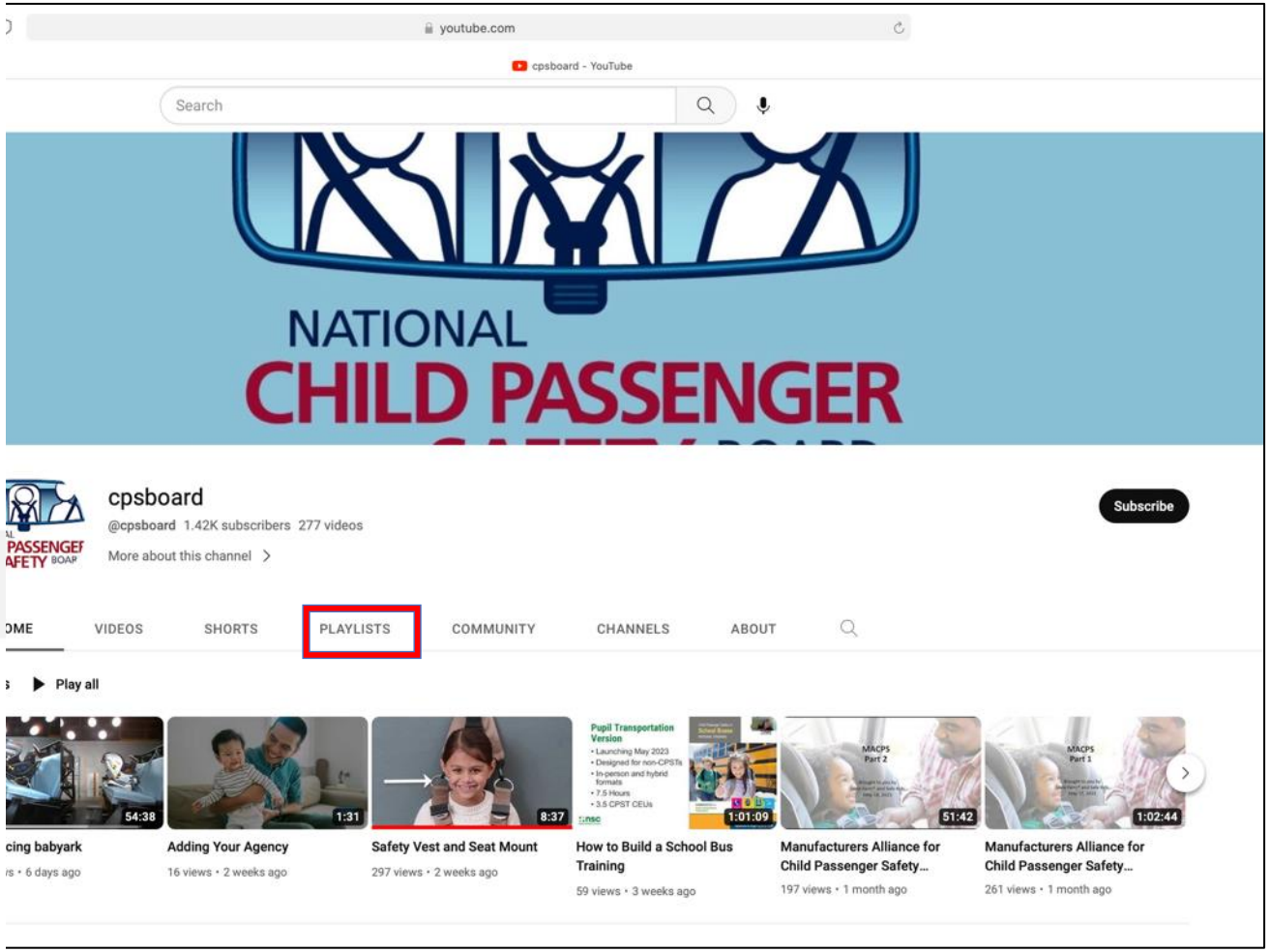
Evidence-based Education
Evidence-based, interactive trainings boost your child passenger safety knowledge and skills. Trainings are available for all levels of learners.
Free introductory training provides basic child passenger safety information to help keep children safe in and around vehicles.

Training:

youtube.com/cpsboard



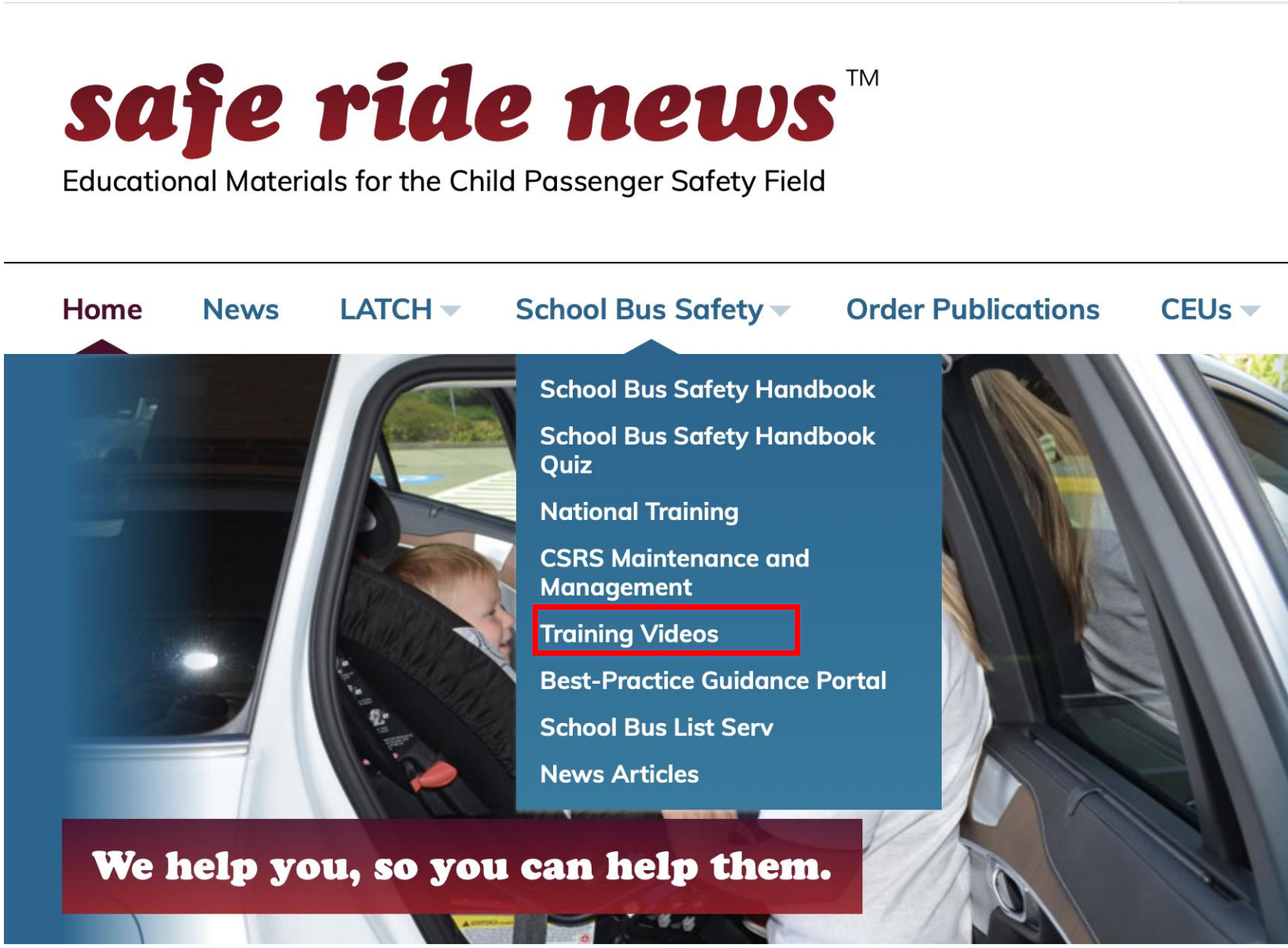




23 videos about CSRS on school buses!

Training:

www.saferidenews.com



School Bus Safety

Free CSRS Training Videos

Pre-K School Transportation—A Guide for Choosing the Proper Child Restraint

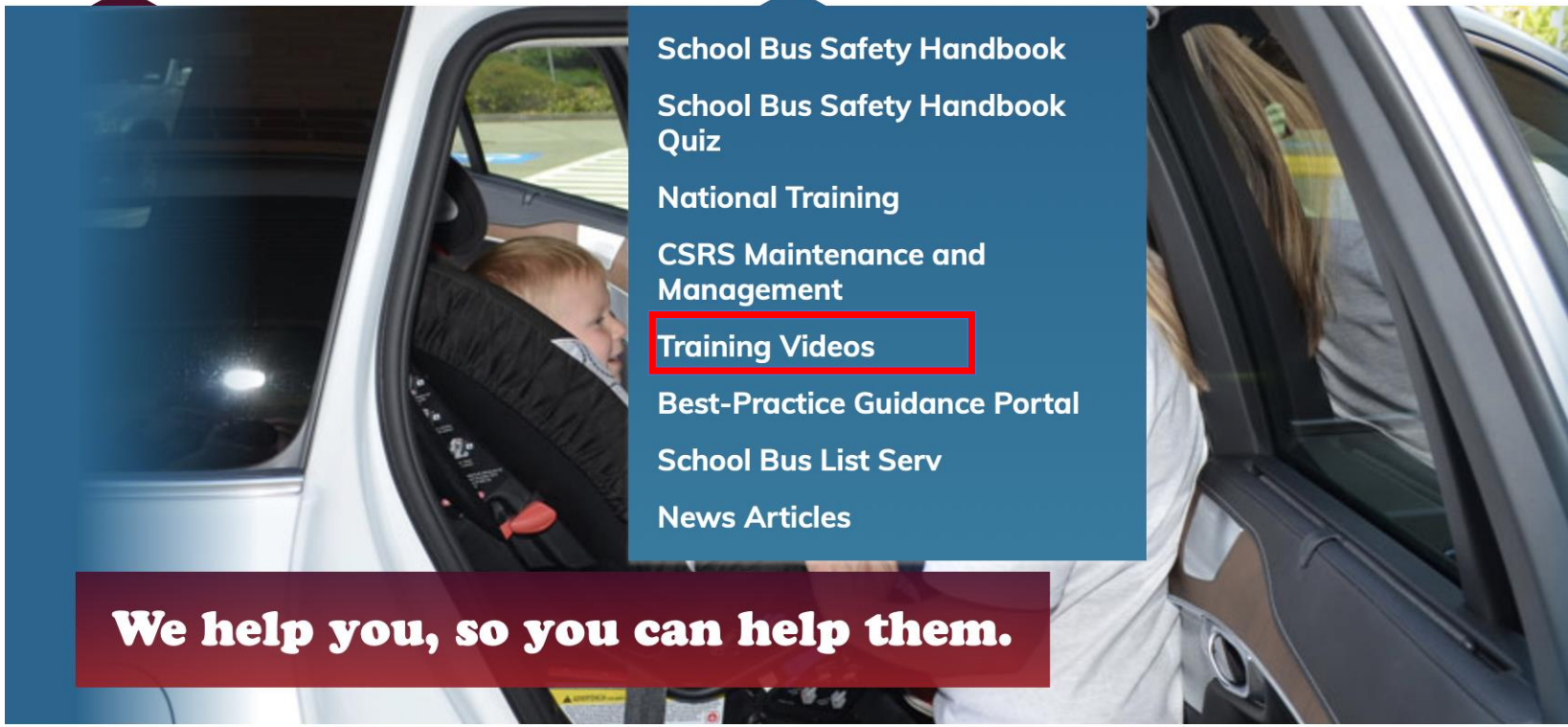
Run time: 15:35
Prepared by: SafeGuard and Safe Ride News Publications
Presenter: Denise Donaldson, Publisher and Editor, Safe Ride News Publications
Summary: This video goes over how to transport Pre-K children on school buses, including a description of the types of child safety restraint systems that are available, selection guidelines to meet the child's needs, and key features of bus seating that must be considered.

Top 20 Usage Basics—CSRSs on School Buses

Run time: 9:26
Prepared by: SafeGuard and Safe Ride News Publications
Presenter: Denise Donaldson, Publisher and Editor, Safe Ride News Publications
Summary: This video covers the top 20 steps for properly using child safety restraint systems on school buses.

safe ride news™

Educational Materials for the Child Passenger Safety Field



Equipment:

Annual Car Seat Product Listing from American Academy of Pediatrics

Healthychildren.org

Under Safety & Prevention/ On the Go

Car Seats: Product Listing for 2024

The large array of car seats on the market can be dizzying. As a parent, you may be uncertain which features to look for based on your child's age, size and other needs. This list can help you sort through all the choices.

Be sure to see Car Seats: Information for Families to learn more about selecting the most appropriate car seat for your child.

*Note: Manufacturer names are **boldfaced**. Weight is in pounds [lbs.] and height is in inches ["]. Download the full 2024 Car Seat Product List here.*

Rear-facing only seats

(Used rear-facing. All seats have a 5-point harness.)

Name	Rear-Facing Weight Limits*	Height Limits*	Load Leg or Anti-Rebound Bar**	Price
Baby Jogger City Go 2	4-35 lbs.	Up to 32"	Anti-Rebound Bar	$349.99
Britax Willow (only sold as part of a travel system)	4-30 lbs.	Up to 32"	None	
Britax Willow S	4-30 lbs.	Up to 32"	ReboundReduce Stability Bar	$249.99
Britax Willow SC	4-30 lbs.	Up to 32"	ReboundReduce Stability Bar	$299.99
Baby Trend Ally 35	4-35 lbs.	Up to 32"	None	$69.99

https://downloads.aap.org/HC/ALL-Combined-List.pdf

Equipment:

Listing and details about ALL Adaptive CSRS

www.saferidenews.com

Resources

Adaptive CRs for Children with Disabilities

Although it's generally preferable for children to ride in a conventional car seat whenever possible, the following adaptive child restraints are available to meet the transportation needs of children with certain conditions. All products listed meet FMVSS 213; click "Product Summary" to learn further details, including availability in Canada. The listing is organized by type, so some models that serve multiple functions are listed twice.

This product information has been provided to Safe Ride News Publications by the manufacturers and, as needed, will be updated as directed by them. In addition, you can click on "Manufacturer's Website" to leave this website and visit the manufacturer's page.

Car Beds

Car beds are crash-tested devices for children who may only ride when lying flat due to prematurity or other medical condition. Children should transition to a rear-facing car seat as soon as a doctor says they can safely ride in a semi-reclined position.

Angel Ride
Merritt Manufacturing
Weight: birth–9 lbs. (4.1kg)
Height: up to 21.5 in. (54.6 cm)
Product Summary
Manufacturer's Website

Dream Ride LATCH
Safety 1st (Dorel)
Weight: 5–20 lbs. (2.3–9 kg)
Height: up to 26 in. (66 cm)
Product Summary (including use limits in Canada, which differ)
Manufacturer's Website

Hope Car Bed
Merritt Manufacturing
Weight: 4.5–35 lbs. (2.0–15.9 kg)
Height: 13–29 in. (33.0–73.7 cm)
Product Summary
Manufacturer's Website

Child Restraints with a High Harness Weight Limit (child weight > 65 lbs./29.48 kgs)

These products provide the upper-body support of a five-point harness for children who need this form of restraint beyond the weight limits of a conventional car seat. Most products offer additional supportive and positioning accessories, as well.

IPS 2000
Inspired by Drive
Weight: 20–102 lbs. (9.07–46.27 kg)
Height: up to 60 in. (152.4 cm)
Product Summary
Manufacturer's Website

Roosevelt
Merritt Manufacturing
Weight: 35–115 lbs. (15.9–52.2 kg)
Height: 33.5–62 in. (85.1–157.5cm)
Product Summary
Manufacturer's Website

Special Tomato MPS, Small
Bergeron
Weight: 20–80 lbs. (9–36 kg)
Height: 28–52 in. (71–132 cm)
Product Summary
Manufacturer's Website

Special Tomato MPS, Large
Bergeron
Weight: 20–130 lbs. (9–59 kg)
Height: at least 45 in. (114 cm)
Product Summary
Manufacturer's Website

Spirit
Inspired by Drive
Weight: 25–130 lbs. (11.34–58.97 kg)
Height: up to 66 in. (167.6 cm)
Product Summary
Manufacturer's Website

Spirit Plus
Inspired by Drive
Weight: 25–130 lbs. (11.34–58.97 kg)
Height: up to 66 in. (167.6 cm)
Product Summary
Manufacturer's Website

Wallaroo
Etac
Weight: 22–106 lbs. (9.9–48 kg)
Height: up to 56 in. (142.24 cm)
Product Summary (including use limits in Canada, which differ.)
Manufacturer's Website

Child Restraints for Casted Children

The following products accommodate certain types of casts that are incompatible with a child's everyday car seat (for instance, a hip spica cast or full-body cast). IMPORTANT: Use the child's casted weight when considering weight limits.

Hope Car Bed
Merritt Manufacturing
Weight: 4.5–35 lbs. (2.0–15.9 kg)
Height: 13–29 in. (33.0–73.7 cm)
Product Summary
Manufacturer's Website

Modified Laydown Vest (2 sizes)
EZ-On
Weight: 22–106 lbs. (10-48 kg)
Height: any height
Product Summary
Manufacturer's Website

Quokka (accessory available for spica casts)
Etac
Weight: 5–39.6 lbs. (2.27–17.96 kg)
Height: up to 41 in. (106.68 cm)
Product Summary
Manufacturer's Website

Spirit Spica
Inspired by Drive
Weight: 25–130 lbs. (11.34–58.97 kg)
Height: up to 66 in. (167.6 cm)
Product Summary
Manufacturer's Website

Vest (variety of styles)
EZ-On
Weight: 31–168 lbs. (14.1-76.2 kg)
Height: any height
Product Summary
Manufacturer's Website

Wallaroo (if used with accessory)
Etac
Weight: 22–106 lbs. (9.9-48 kg)
Height: up to 56 in. (142.24 cm)
Product Summary
Manufacturer's Website

Wallenburg
Merritt Manufacturing
Weight: 5–80 lbs. (2.3–36.3 kg)
Height: up to 60 in. (152.4 cm)
Product Summary
Manufacturer's Website

Boosters and Belt Positioners with Supplemental Upper-Body Support

These products add a positional/support harness for children who are large and mature enough to ride in a booster seat (in which the seat belt provides the restraint). Most products offer additional supportive and positioning accessories, as well.

Carrot 3 Child Restraint
Etac
Weight: 30–108 lbs. (13.6–48.98 kg)
Height: 37–60 in. (93.98–153.40 cm)
Product Summary
Manufacturer's Website

Carrot 3 Booster Seat
Etac
Weight: 79–165 lbs. (35.83–74.84 kg)
Height: 55–69 in. (139.7–175.26 cm)
Product Summary
Manufacturer's Website

Churchill w/ Positioning Vest
Merritt Manufacturing
Weight: 44–175 lbs. (20–79.4 kg)
Height: 44–72 in. (111.8-182.9 cm)
Product Summary
Manufacturer's Website

Churchill w/ Positioning Harness
Merritt Manufacturing
Weight: 44–175 lbs. (20–79.4 kg)
Height: 44–72 in. (111.8-182.9 cm)
Product Summary
Manufacturer's Website

Defender Reha (in booster mode)
Thomashilfen
Weight: 30–110 lbs. (13.6–50.0 kg)
Height: 34–57 in. (86.4–144.8 cm)
Product Summary
Manufacturer's Website

Recaro Monza Nova 2 Reha
Thomashilfen
Weight: 33–110 lbs. (15–50 kg)
Height: 37–59 in. (94–150 cm)
Product Summary
Manufacturer's Website

Soft Touch Booster Car Seat, Small
Bergeron
Weight: 51–90 lbs. (23–41 kg)
Height: 40–56 in. (102–142 cm)
Product Summary
Manufacturer's Website

Soft Touch Booster Car Seat, Large
Bergeron
Weight: 81–130 lbs. (37–59 kg)
Height: 50–65 in. (127–165 cm)
Product Summary
Manufacturer's Website

Vests

Vests are systems in which the child is seated on the vehicle seat (not a plastic shell) and is restrained by webbing wrapped around the body and attached directly to vehicle anchorage points.

103Z Vest
EZ-ON
Weight: 31–168 lbs. (14.1-76.2 kg)
Height: any height
Product Summary
Manufacturer's Website

203 PB Vest
EZ-On
Weight: 31–168 lbs. (14.1-76.2 kg)
Height: any height
Product Summary
Manufacturer's Website

303Z Vest
EZ-ON
Weight: 31–168 lbs. (14.1-76.2 kg)
Height: any height
Product Summary
Manufacturer's Website

403 PB Vest
EZ-On
Weight: 31–168 lbs. (14.1-76.2 kg)
Height: any height
Product Summary
Manufacturer's Website

Moore Support Vest
BESI
Weight: at least 65 lbs. (29.4 kg)
Height: any height
Product Summary
Manufacturer's Website

Ride Safer Travel Vest—Gen 5, Small
Safe Traffic System
Weight: 30–60 lbs. (15–25 kg)
Height: 34–50 in. (86.4–127 cm)
Product Summary
Manufacturer's Website

Ride Safer Travel Vest—Gen 5, Large
Safe Traffic System
Weight: 50–80 lbs. (22.7–36.3 kg)
Height: 45–57 in. (114–144.8 cm)
Product Summary
Manufacturer's Website

Ride Safer Travel Vest—Gen 5, X-Large
Safe Traffic System
Weight: 80–110 lbs. (36–50 kg)
Height: 47–62 in. (119.4–157.5 cm)
Product Summary
Manufacturer's Website

Other Child Restraints for Special Needs

These products meet specialized transportation needs for children with certain conditions, but cannot be categorized with the others listed (or, in the case of Quokka, it should not be listed only as a CR for casted children).

Chamberlain
Merritt Manufacturing
Weight: 80–225 lbs. (36.3–102.1 kg)
Height: any height
Product Summary
Manufacturer's Website

Defender Reha (in harness mode)
Thomashilfen
Weight: 22–65 lbs. (10–29.5 kg)
Height: 27–57 in. (68.6–144.8 cm)
Product Summary
Manufacturer's Website

Jefferson
Merritt Manufacturing
Weight: 7.5–40 lbs. (3.4–18.1 kg)
Height: 19–37 in. (48.3–94.0 cm)
Product Summary
Manufacturer's Website

Quokka
Etac
Weight: 5-39.6 lbs. (2.7–17.96 kg)
Height: up to 41 in. (106.68 cm)
Product Summary
Manufacturer's Website

Adaptive CRs,
listed by type/condition

Thank you!
Please contact me:

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