



Transport  
Canada

Transports  
Canada

---

**PUBLIC NOTICES  
AND  
CONSUMER INFORMATION NOTICES  
FOR  
CHILDREN'S RESTRAINT SYSTEMS**

Prepared by: Defect Investigation and Recalls  
Road Safety and Motor Vehicle  
Regulation Directorate  
Transport Canada

Date: February 01, 1991

Revised: June 27, 2003



## LISTINGS OF PUBLIC NOTICES AND CONSUMER INFORMATION NOTICES FOR CHILDRENS' RESTRAINT SYSTEMS

### Introduction:

The purpose of placing children in infant carriers, infant/child restraints, child/booster restraints or booster cushions is to reduce the potential for injury and death in motor vehicle accidents.

The high level performance requirements of child restraints that manufacturers must meet are determined and enforced by Transport Canada in conjunction with Health Canada, Product Safety.

Through Transport Canada enforcement and the co-operation of manufacturers, problems with child restraints are identified early and information is disseminated quickly. The issuing of product notices to consumers is part of the National Child Restraint Information Program.

Transport Canada maintains and updates a list of notices issued each year on products that were either defective or did not meet safety standards. When these notices are issued, corrective action is required by the consumer.

To use this listing, you must have the name of the manufacturer, product model number and date the restraint system was made. This information is found on the statement of compliance label, which is affixed to the shell of the restraint.

Transport Canada issues two types of notices. A **public notice** is issued when a product does not comply with safety standards or is defective. A **consumer information notice** is issued when there is a general problem with a restraint that does not relate to compliance or defect.

Childrens' restraint systems listed in this directory are categorized according to type. For example:

"C"	refers to a child seat;
"I/C"	refers to an infant/child combination seat;
"I"	refers to an infant carrier;
"C/B"	refers to a child/booster combination seat; and
"B"	refers to a booster cushion.
"DOM"	refers to the date of manufacture

**Health Canada  
Product Safety Regional Offices**

Headquarters - Ottawa/Hull	613-954-0104
Halifax	902-426-8300
St. John's	709-772-5536
Moncton	506-851-6638
Montreal	514-646-1353
Québec	418-648-4327
Toronto	416-973-4705
Hamilton	905-572-2845
Winnipeg	204-983-2846
Saskatoon	306-975-4028
Edmonton	403-495-2480
Calgary	403-292-5613
Vancouver	604-666-5003

**Canadian Motor Vehicle Accident Investigation Teams**

Vehicle Safety Research Team 902-420-3231  
Dalhousie University - Daltech  
5257 Morris Street, Room 2209  
Halifax, NS B3J 2X4

Multidisciplinary Accident Study 506-453-4521  
University of New Brunswick  
Dineen Street, P.O. Box 440  
Fredericton, NB E3B 5A3

Équipe de Sécurité routière 514-340-4281  
École Polytechnique  
Case postale 6079, Succ. Centre-Ville  
Montréal, PQ H3C 3A7

Road Safety Research 416-979-5192  
Ryerson Polytechnical University  
350 Victoria Street  
Toronto, ON M5B 2K3

Accident Research Team 519-661-2127  
Faculty of Engineering  
University of Western Ontario  
1151 Richmond Street, Room 2038  
London, ON N6A 5B9

Transportation Centre 306-966-7010  
University of Saskatchewan  
57 Campus Drive  
2A09 Engineering Building  
Saskatoon, SK S7N 5A9

Injury Research Unit 403-531-3382  
University of Calgary  
301-14 Street North West  
Suite 410  
Calgary, AB T2N 2A1

Rona Kinetics & Associates Inc. 604-987-8440  
P.O. Box 54020  
Lonsdale West  
North Vancouver, BC V7M 3L5

---

Transport Canada - Headquarters 800-333-0371  
Ottawa, ON K1A 0N5

## Summary and Reference Table

### Public Notices & Consumer Information Notices for Children's Restraint Systems / Transport Canada

Company	Type	Model	Model Number	D.O.M.'s Affected (dd/mm/yy)	Problem	Action	T.C. #	Page
Alkot	C	Child Loveseat		01/03/84-31/11/84	Plastic cracks	Destroy		1
	I	Infant Loveseat		01/01/81-31/07/82	Plastic cracks	Destroy		2
Baby Comfort	B	Galaxy 2000	961/960	01/10/97-30/04/99	Non-compliance with CMVSS	Call Baby Love Products Inc.	9903	3
Bo Peep	I/C	Hi-Rider	XL	01/08/85-13/02/87	Tether required	Destroy		4
	I/C	Hi-Rider	XL	01/01/86-30/06/86	Rivet backing missing	Destroy	8903	5
Century	I	Infant Car Seat	4580	01/08/89-31/10/89	Screws/arm bar	Call Century	9003	6
	I	Infant Car Seat	4580	08/89-11/89	Threading instructions	Call Century	9202	7
	I/C	STE Series	2000, 3000, 5000	01/01/91-31/01/92	Tether strap tube	Call Century	9210	8
	I/C	STE Series	3000, 3500, 5000, 5500	01/09/89-30/04/92	High buckle release force	Call Century	9219	9
	I/C	STE Series	2000	01/12/91-30/04/92	Buckle can release in collision	Call Century	9304	10
	I	Infant Car Seat  4-in-1 Car Seat Stroller	4525, 4569, 4575, 4576, 4595, 4597, 11-599, 11-650	12/09/95-13/05/96	Buckle separation	Call Century	9603	11
Chrysler	I/C	LHS & New Yorker		01/01/94-11/11/94	Tether anchorages covered during production	Call Dealer	9502	12
	I/C	Town & Country, Caravan, Grand Caravan, Voyager, Grand Voyager		Model Years 1996 & 1997	Latch mechanism can become contaminated causing lock-up	Call Dealer	98168	13
Collier-Keyworth	I/C	Safe & Sound		22/01/85-27/05/85	Buckle failure	Destroy		14
	I/C	Roundtripper	906-509	11/12/84-02/05/85	Tether required	Destroy		15

## Summary and Reference Table

### Public Notices & Consumer Information Notices for Children's Restraint Systems / Transport Canada

Company	Type	Model	Model Number	D.O.M.'s Affected (dd/mm/yy)	Problem	Action	T.C. #	Page
Cosco	B	Explorer	009A-SL	Before 1986	S.O.C. label	See ref.		16
	I/C	Safe & Easy Safe & Snug Luxury Safe & Snug	313 323 423	01/01/84-31/07/85	Cracked shell	Call Dorel		17
	I/C	Auto Trac		01/01/87-31/12/88	Webbing guides	Call Dorel	8904	18
	I/C	Soft Shield, Comfort Ride, Five Point, Auto Trac		Unknown	U.S. restraints	Call Dorel	9302	19
	I	L'il Traveler	02-79C	01/01/90-31/12/91	Flammability	Call Dorel	9403	20
	I/C	Touriva	02-C84	01/01/94-10/08/94	T-shield separates from buckle	Call Dorel	9407	21
	I/C	Soft Shield Soft Shield Deluxe Auto Trac Soft Shield Dorel Safe-T- Ryder Soft Shield	02-41C 02-42C 02-92C  02-C84	09/93-03/95	Soft shields cracking due to ultra-violet light	Call Dorel	9608	22
	B	Adventurer	02-49C CTN 02-49C NDM	01/07/96-31/12/96	Label does not comply for weights	Call Dorel	9701	23
	I	Arriva	02-H51 DDF	01/03/95-31/05/95	Retaining hook breakage causing separation of release button	Call Dorel	9703	24
	I/C		02-C83- PRI, 02- C86-PRI, 02-C27- PRI, 02- C27-CTN	04/11/96-15/03/97	Automatic locking retractor malfunction	Call Dorel	9705	25

## Summary and Reference Table

### Public Notices & Consumer Information Notices for Children's Restraint Systems / Transport Canada

Company	Type	Model	Model Number	D.O.M.'s Affected (dd/mm/yy)	Problem	Action	T.C. #	Page
Cosco	I	Arriva	02-H29, 02-H33, 02-H34, 02-H50, 02-H51	01/03/95-31/01/00	Carrying handle may collapse if carried on the hip or thigh	Call Dorel	9902	26
		Turnabout	02-H58, 02-H59, 02-H60					
Dorel	I/C	Safe-T-Ryder	339,449,559	Before 08/85	Buckle adjustment	Call Dorel		27
	I/C	Safe-T-Ryder	All 'T' models	01/01/85-31/12/87	Tether use required	Call Dorel		28
	I/C	Safe-T-Ryder	All	01/01/86-31/07/87	Tether defective	Call Dorel		29
	I/C	Safe-T-Ryder	2000	1988 to 1990	Arm bar nuts	Call Dorel		30
	I	Kanga-Rocka-Roo	580	01/87-09/89	Threading instructions	Call Dorel	9201	31
Evenflo	I/C	Seven Year		01/07/87-31/07/87	No tether	Call Evenflo		32
	I	Dyn-O-Mite		01/03/85-01/02/89	Seat back angle	Call Evenflo	8907	33
	I/C	Ultara I		14/11/88-15/06/89	Buckle release	Call Evenflo	8909	34
	I	Dyn-O-Mite Infant Car Seat	441,442,443,444,445,446,458,201,202	15/04/85-22/04/90	Buckle	Call Evenflo	9009	35
	I/C	One Step	401-409,417,221-221	15/04/85-22/04/90	Buckle	Call Evenflo	9009	36
		Seven Year	453,454,228					
		Bobby Mac	412,414,415,416					
	B	Booster	470,471,472	15/04/85-22/04/90	Buckle	Call Evenflo	9009	37
	I/C	Seven Year	8131-H230P1-228131	23/08/90	U.S. restraints	Call Evenflo	9010	38
	I/C	Seven Year	454	01/07/87-31/10/88	Push-pins	Call Evenflo	9205	39



## Summary and Reference Table

### Public Notices & Consumer Information Notices for Children's Restraint Systems / Transport Canada

Company	Type	Model	Model Number	D.O.M.'s Affected (dd/mm/yy)	Problem	Action	T.C. #	Page
Evenflo	I/C	Ultara Premier	231148C	08/02/93-02/08/93	Plastic sleeve restricts buckle engagement	Call Evenflo	9404	40
			231186C					
		Ultara I	231168C					
			231122C					
			231144C					
			231170C					
		Champion	231248C					
			231486C					
			224131C					
		Scout	224136C					
224145C								
I	On My Way	224531C	08/94-05/95	Partial separation of shell when not used with convenience base	Call Evenflo	9504	41	
		206223C						
		206213C						
		206171C						
I	Travel Tandem	206182C	01/09/93-31/03/96	Upper weight limit infant, shell may separate from base during a severe frontal collision	Call Evenflo	9702	42	
		210xxx						
		210xxx						
I/C	Champion Trooper Scout	205xxx	14/10/96-06/02/97	Harness webbing adjuster mechanism slips during dynamic testing	Call Evenflo	9706	43	
		224,225						
		219						
I/C	Ultara I, Ultara I Premier	224,225,229	02/02/96-17/10/97	Tether strap anchorage may pull out of shell in severe frontal collision	Call Evenflo	9711	44	
		235xxx						
I	On My Way On My Way Travel System	207xxx	15/12/95-27/07/97	Carrying handle may collapse when carried leaning on the thigh or hip	Call Evenflo	9802	45	
		492xxx						

## Summary and Reference Table

### Public Notices & Consumer Information Notices for Children's Restraint Systems / Transport Canada

Company	Type	Model	Model Number	D.O.M.'s Affected (dd/mm/yy)	Problem	Action	T.C. #	Page
Fisher-Price	I/C	AC9102		05/02/90-24/03/90	Metal tongue	Call Fisher-Price	9004	46
	I/C	9100/9101		All to 20/06/89	Metallic label	Call Fisher-Price	9008	47
	I/C	AC9102		01/06/89-07/09/90	Harness button	Call Fisher-Price	9012	48
	I	9149		03/01/91-24/02/91	Buckle separating	Call Fisher-Price	9103	49
	I/C	AC9102		01/06/89-31/10/89	Buckle cracking	Call Fisher-Price	9215	50
	I/C	AC9102		08/02/91-15/12/91	Connector bar	Call Fisher-Price	9216	51
	I/C	9113		15/06/92-04/09/92	Buckle not latching	Call Fisher-Price	9217	52
	I/C	9102		06/89-11/89	Notification of replacement part unavailability	Call Fisher-Price	9605	53
		9102		02/90-04/90				
		9113		06/92-10/92				
	I	9149		01/91-03/91	Notification of replacement part unavailability	Call Fisher-Price	9605	53
	I/C	Safe Embrace	79700	19/05/97-23/06/98	Faulty harness adjustment mechanism may allow slippage	Call Fisher-Price	9807	54
Gerry	I	SecureRide	626	16/01/97-21/02/97	U.S. labels and instructions	Call Evenflo	9704	55
Infanseat	B	Bobby-Mac Wings		Before 1986	S.O.C. label	See ref.		56
	I	Dyn-O-Mite	442	01/01/85-31/10/85	Energy absorbing material	Call Evenflo		57
	I/C	Bobby-Mac Deluxe II	413-10C 416-47C	01/07/86-30/04/87	No tether	Call Evenflo		58
Jupiter	B	Sit n Snooze Komfort Ride	1955C 1955V	01/02/95-07/09/95	Labelling incorrect	Call Jupiter	9508	59
	B	Sit n Snooze Komfort Ride	1955C 1955V	09/96	Labelling incorrect	Call Jupiter	9607	60
	B	Sit n Snooze	1975	01/07/97-16/09/97	Labelling incorrect	Call Jupiter	9708	61
Kolcraft	I/C	150-209		11/04/95-12/04/95	Tether strap separation causing buckle strap separation	Call Kolcraft	9505	62
Lin Lih	I/C		All	All	Defective	Destroy	8906	63
Strolee	B	Auto Safety Quick Click	C605	Before 1986	S.O.C. labels	see ref.		64
	I/C	610 through 618		01/05/85-01/06/87	Tether required	Destroy		65

## Summary and Reference Table

Public Notices & Consumer Information Notices for Children's Restraint Systems / Transport Canada

Company	Type	Model	Model Number	D.O.M.'s Affected (dd/mm/yy)	Problem	Action	T.C. #	Page
Strolee	I/C	GT2000		01/03/88-15/06/88	No tether	Destroy		66
	I/C	GT2000		01/09/87-06/10/88	Seat back angle	see ref.		67
Volvo	I/C	P/N1394528		All	Buckle release force	Volvo dealer	8905	68

## Summary and Reference Table

Public Notices & Consumer Information Notices for Children's Restraint Systems / Transport Canada

### Consumer Information Notices:

Title	Year of Publication	T.C.#	Page
U.S. Certified Child Restraints Brought into Canada	December 13, 1990	9013	69
Evenflo Seven Year Car Seat, Models 453 and 454 and Evenflo Booster Seat, Model 471	December 06, 1991	9108	72
Positioning of Child restraints in Motor Vehicles	1992	9204	73
Consumers' Distributing Catalogue: Fisher-Price Car Booster Seat	1992	9209	74
Consumer Advisory on Infant Seats	June 18, 1993	9305	75
Children's Restraint Systems Ten Years Old and Older	August 09, 1993	9306	76
Public Information Notice: Consumer Reports Magazine	August 01, 1995	9505	78
Infant Restraint Advisory: Evenflo Travel Tandem	November 20, 1996	9609	80
Solution for Transporting Tall Underweight Children in Motor Vehicles	May 04, 1998	9803	81
Expiry Dates on Children's Restraint Systems	August 26, 1999	9905	83
Cosco Touriva T Shield Child Restraint Systems	March 21, 2000	2000-05	86

**PUBLIC NOTICE**

ALCOT INDUSTRIES INC.  
Company Closed

Date of Notice: 03.04.85

Model: Child Loveseat (child restraint)

Date of Manufacture: March 01, 1984 to November 31, 1984

Number of Units: 900

Reason: Plastic in the tether strap anchorage area cracks under load.

Action: Alkot replaced seats free of charge.

Consumer Recourse: **As the company is no longer in business, it is recommended that the seat be destroyed.**

February 01, 1991

**PUBLIC NOTICE**

ALCOT INDUSTRIES INC.  
Company Closed

Date of Notice: 03.03.86

Model: Infant Love Seat (infant carrier)

Date of Manufacture: January 01, 1981 to July 31, 1982

Number of Units: 28,000

Reason: Plastic shell cracking.

Action: Alkot replaced seats free of charge. No safety related defect identified.

Consumer Recourse: **As the company is no longer in business, it is recommended that the seat be destroyed.**

February 01, 1991

**PUBLIC NOTICE (CL9903)**

BASIC COMFORT  
445 Lincoln Street  
Denver CO 80203

Distributor: Baby Love Products Inc.  
5015-46 Street  
Camrose AB T4V 3G3  
Tel: (780) 672-1763

Date of Notice: 08.06.99

Model: Galaxy 2000, models 961/960 (booster cushion)

Date of Manufacture: October 01, 1997 to April 30, 1999

Number of Units: 26

Reason: The booster cushion does not meet the requirements of the Canadian standard.

Action: The product is to be shipped back to Baby Love for a full refund, including postage.

Consumer Recourse: Contact Baby Love Products Inc.

March 08, 2000

**PUBLIC NOTICE**

BO-PEEP NURSERY PRODUCTS LIMITED  
Company Closed

Date of Notice: 13.02.87

Model: Hi-Rider XL (infant/child restraint)

Date of Manufacture: August 01, 1985 to February 13, 1987

Number of Units: 9,500

Reason: Tether strap required due to excessive head excursion.

Action: Tether straps were supplied free of charge.

Consumer Recourse: **As the company is no longer in business, it is recommended that the seat be destroyed.**

February 01, 1991



**PUBLIC NOTICE (CL8903)**

BO-PEEP NURSERY PRODUCTS LIMITED (TOTKINS BO-PEEP)  
Company Closed

Date of Notice: 20.12.88/01.03.89

Model: Hi-Rider XL (infant/child restraint)

Date of Manufacture: January 01, 1986 to June 30, 1986

Number of Units: 1,200

Reason: Abdominal shield did not have the rivet backing plate which affixed the tongue to the shield.

Action: Replacement shield and harness system.

Consumer Recourse: **As the company is no longer in business, it is recommended that the seat be destroyed.**

February 01, 1991

**PUBLIC NOTICE (CL9003)**

CENTURY PRODUCTS CO.  
9600 Valley View Road  
Macedonia OH 44056  
Tel: 800-927-3955/216-468-2000  
Fax: 216-650-2875

Date of Notice: 19.03.90

Model: Infant Car Seat 4580 (infant carrier)

Date of Manufacture: August 01, 1989 to October 31, 1989

Number of Units: 2,963

Reason: Screws holding the carrying arm bar becoming loose and falling out.

Action: Repair kits are available from Century Products.

Consumer Recourse: Contact Century Products.

February 01, 1991

**PUBLIC NOTICE (CL9202)**

CENTURY PRODUCTS CO.  
9600 Valley View Road  
Macedonia OH 44056  
Tel: 800-927-3955/216-468-2000  
Fax: 216-650-2875

Date of Notice: 07.01.92

Model: Infant Car Seat 4580 (infant carrier)

Date of Manufacture: August, 1989 to November, 1989

Number of Units: 3,265

Reason: Instructions unclear, although technically correct, for threading the shoulder harness straps.

Action: Stickers to affix to the carrier are available with a clear diagram for threading the shoulder harness straps, by contacting Century Products.

Consumer Recourse: Contact Century Products.

February 01, 1992

**PUBLIC NOTICE (CL9210)**

CENTURY PRODUCTS CO.  
9600 Valley View Road  
Macedonia OH 44056  
Tel: 800-927-3955/216-468-2000  
Fax: 216-650-2875

Date of Notice: 24.03.92

Model: STE Series - 2000, 3000, 5000 (infant/child restraints)

Date of Manufacture: January, 1991 to January 31, 1992

Number of Units: 2,800

Reason: The tether strap retaining tube can pull out and the plastic in that area could crack. Excessive head excursion.

Action: A repair kit with a two-piece plastic button and full instructions are supplied by contacting Century Products.

Consumer Recourse: Contact Century Products.

November 25, 1992

**PUBLIC NOTICE (CL9219)**

CENTURY PRODUCTS CO.  
9600 Valley View Road  
Macedonia OH 44056  
Tel: 800-927-3955/216-468-2000  
Fax: 216-650-2875

Date of Notice: 28.10.92

Model: STE Series 3000, 3500, 5000, 5500 (infant/child restraints)

Date of Manufacture: September, 1989 to April 30, 1992

Number of Units: 2,949

Reason: The force required to release the tongue from the buckle exceeded the post crash buckle release force requirements.

Action: A retrofit kit obtained from Century Products will eliminate the buckle release force problem.

Consumer Recourse: Contact Century Products.

November 25, 1992

**PUBLIC NOTICE (CL9304)**

CENTURY PRODUCTS CO.  
9600 Valley View Road  
Macedonia OH 44056  
Tel: 800-927-3955/216-468-2000  
Fax: 216-650-2875

Date of Notice: 15.04.93

Model: STE 2000 series (infant/child restraints)

Date of Manufacture: December 01, 1991 to April 30, 1992

Number of Units: 1,016

Reason: The buckle on the restraint can release during an impact, as found during U.S. dynamic testing.

Action: A retrofit kit obtained from Century Products will eliminate the problem.

Consumer Recourse: Contact Century Products.

November 01, 1993

**PUBLIC NOTICE (CL9603)**

CENTURY PRODUCTS CO.  
9600 Valley View Road  
Macedonia OH 44056  
Tel: 800-927-3955/216-468-2000  
Fax: 216-650-2875

Date of Notice: 23.07.96

Model: Models 4525, 4569, 4575, 4576, 4595, 4597 (infant carriers)  
Models 11-599, 11-650 (4-in-1 car seat/strollers)

Date of Manufacture: September 12, 1995 to May 13, 1996

Number of Units: 1,800

Reason: The buckle on the restraint can separate during an impact, as found during dynamic testing by the company.

Action: A retrofit kit obtained from Century Products will eliminate the problem.

Consumer Recourse: Contact Century Products.

July 30, 1996

**PUBLIC NOTICE (CL9502)**

CHRYSLER CANADA  
2450 Chrysler Centre  
Windsor ON N8W 3X7  
Tel: 800-465-2001/519-973-2729  
Fax: 519-973-2895

Date of Notice: 03.05.95

Model: Chrysler LHS and New Yorker (tether anchorage)

Date of Manufacture: January 01, 1994 to November 11, 1994

Number of Units: 7,500

Reason: The outboard tether anchorage locations were inadvertently covered by a weld stud during production. The center anchorage location is still available.

Action: Chrysler Canada dealers will rework the outboard anchorage holes at no charge.

Consumer Recourse: Contact the Chrysler Canada dealer.

June 27, 1995



**PUBLIC NOTICE (98168)**

CHRYSLER CANADA  
2450 Chrysler Centre  
Windsor ON N8W 3X7  
Tel: 800-465-2001/519-973-2729  
Fax: 519-973-2895

Date of Notice: 20.01.99

Model: Chrysler Town & Country  
Dodge Caravan  
Dodge Grand Caravan  
Plymouth Voyager  
Plymouth Grand Voyager

Date of Manufacture: Model years 1996 & 1997

Number of Units: 15,777

Reason: The integrated child seat safety belt latch mechanism may become contaminated causing the release mechanism to stick and prevent the retractor from releasing.

Consumer Recourse: Contact the Chrysler Canada dealer.

March 05, 1998

**PUBLIC NOTICE**

COLLIER-KEYWORD (CANADA) LTD.  
Company Closed

Distributor: Scorpio Marketing Group Limited  
Company Closed

Date of Notice: 23.04.85

Model: Safe and Sound II (infant/child restraint)

Date of Manufacture: January 22, 1985 to March 27, 1985

Number of Units: 2,351

Reason: Buckle failure.

Action: Scorpio Marketing Group replaced all buckles free of charge.

Consumer Recourse: **As the company is no longer in business, it is recommended that the seat be destroyed.**

February 01, 1991

**PUBLIC NOTICE**

COLLIER-KEYWORD (CANADA) LTD.  
Company Closed

Distributor: Scorpio Marketing Group Limited  
Company Closed

Date of Notice: 07.08.85

Model: Roundtripper 906-509, 906-516 (infant/child restraint)

Date of Manufacture: December 11, 1984 to May 05, 1985

Number of Units: 1,200

Reason: Tether strap required due to excessive head excursion.

Action: Tether straps were supplied free of charge.

Consumer Recourse: **As the company is no longer in business, it is recommended that the seat be destroyed.**

February 01, 1991

**PUBLIC NOTICE**

COSCO INC.  
2525 State Street  
Columbus IN 47201  
Tel: 800-387-2229/812-372-0141  
Fax: 812-372-0911

Distributor: Cambridge Recreation Products  
Company Closed

Date of Notice: 03.09.85

Model: Explorer I 009A-SL, 009A-FN (booster cushion)

Date of Manufacture: Before 1986

Number of Units: 35,500

Reason: Statement of Compliance label stated weights less than what is acceptable by CMVSS.

Action: Notification to the public of the potential danger.

Consumer Recourse: The booster cushion is acceptable for children between 18 kg and 27 kg (40 to 60 lbs).

February 01, 1991

**PUBLIC NOTICE**

COSCO INC.  
2525 State Street  
Columbus IN 47201  
Tel: 800-387-2229/812-372-0141  
Fax: 812-372-0911

Distributor: Cambridge Recreation Products  
Company Closed

Contact: Dorel Industries Inc.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 16.06.88

Model: Safe & Easy 313 (infant/child restraint)  
Safe & Snug 323 (infant/child restraint)  
Luxury Safe & Snug 423 (infant/child restraint)

Date of Manufacture: January 01, 1984 to July 31, 1985

Number of Units: 320

Reason: Shell cracking where riveted to the frame.

Action: A repair kit was sent to all owners.

Consumer Recourse: Contact Dorel Industries Inc.

February 01, 1991

**PUBLIC NOTICE (CL8904)**

COSCO INC.  
2525 State Street  
Columbus IN 47201  
Tel: 800-387-2229/812-372-0141  
Fax: 812-372-0911

Distributor: Cambridge Recreation Products  
Company Closed

Contact: Dorel Industries Inc.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 07.04.89

Model: Auto Trac (infant/child restraint)

Date of Manufacture: January 01, 1987 to December 31, 1988

Number of Units: 7,044

Reason: Excessive slack in the harness system due to non-retraction of the webbing.

Action: New webbing guides were supplied by Dorel Industries Inc.

Consumer Recourse: Contact Dorel Industries Inc.

February 01, 1991

**PUBLIC NOTICE (CL9302)**

COSCO INC.  
2525 State Street  
Columbus IN 47201  
Tel: 800-387-2229/812-372-0141  
Fax: 812-372-0911

Contact: Dorel Industries Inc.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 19.03.93

Model: Cosco Soft Shield, Comfort Ride, Five Point, Auto Trac  
(infant/child restraints)

Date of Manufacture: Unknown

Number of Units: 200

Reason: U.S. specification restraints.

Action: The restraints will be replaced by Dorel.

Consumer Recourse: Contact Dorel Industries Inc.

November 01, 1993

**PUBLIC NOTICE (CL9403)**

COSCO INC.  
2525 State Street  
Columbus IN 47201  
Tel: 800-387-2229/812-372-0141  
Fax: 812-372-0911

Contact: Dorel Industries Inc.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 20.05.94

Model: Cosco L'il Traveller Infant Seat (infant carrier)

Date of Manufacture: January 01, 1990 to December 31, 1991

Number of Units: 5,882

Reason: Infant carrier cover pad does not comply to flammability requirement.

Action: A replacement kit is provided free of charge.

Consumer Recourse: Contact Dorel Industries Inc.

September 21, 1994



**PUBLIC NOTICE (CL9407)**

COSCO INC.  
2525 State Street  
Columbus IN 47201  
Tel: 800-387-2229/812-372-0141  
Fax: 812-372-0911

Contact: Dorel Industries Inc.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 09.09.94

Model: Cosco Touriva (infant/child restraint)

Date of Manufacture: January 01, 1994 to August 10, 1994

Number of Units: 2,100

Reason: If the restraint is untethered and involved in a moderate to severe collision, the T-shield can separate from the buckle.

Action: A replacement kit is provided free of charge.

Consumer Recourse: Contact Dorel Industries Inc.

September 21, 1994

**PUBLIC NOTICE (CL9608)**

COSCO INC.  
2525 State Street  
Columbus IN 47201  
Tel: 800-387-2229/812-372-0141  
Fax: 812-372-0911

Contact: Dorel Industries Inc.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 12.11.96/02.12.96

Models: Models 02-41C Soft Shield,  
02-42C Soft Shield,  
02-92C Deluxe Auto Trac,  
02-C84 Touriva Soft Shield  
Dorel Safe-T-Ryder Soft Shield (infant/child restraints)

Date of Manufacture: September, 1993 to February, 1995

Number of Units: 24,041

Reason: Some of the plastic soft shields (T-shields) are cracking due to ultra-violet light, and exposing the foam of the shield.

Action: A replacement shield is provided free of charge.

Consumer Recourse: Contact Dorel Industries Inc.

February 24, 1997

**PUBLIC NOTICE (CL9701)**

COSCO INC.  
2525 State Street  
Columbus IN 47201  
Tel: 800-387-2229/812-372-0141  
Fax: 812-372-0911

Contact: Dorel Industries Inc.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 30.01.97

Models: Adventurer Booster Cushion, models 02-49C CTN and  
02-49C NDM (booster cushion)

Date of Manufacture: July 01, 1996 to December 31, 1996

Number of Units: 6,273

Reason: Label on the booster cushion does not comply due to  
incorrect weights and method of expressing weights.  
Label states 30-40 lbs (13.6-18.2 kg) and should state  
18 kg (40 lbs) and over.

Action: A replacement label is provided free of charge.

Consumer Recourse: Contact Dorel Industries Inc.

February 24, 1997

**PUBLIC NOTICE (CL9703)**

COSCO INC.  
2525 State Street  
Columbus IN 47201  
Tel: 800-387-2229/812-372-0141  
Fax: 812-372-0911

Contact: Dorel Industries Inc.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 04.06.97

Models: Arriva Infant Carrier, model 02-H51 DDF (infant carrier)

Date of Manufacture: March 01, 1995 to May 31, 1995

Number of Units: 3,976

Reason: If the retaining hooks on the red push button harness release break, separation of the release button can occur.

Action: Cosco will provide a new harness assembly free of charge.

Consumer Recourse: Contact Dorel Industries Inc.

March 20, 1998

**PUBLIC NOTICE (CL9705)**

COSCO INC.  
2525 State Street  
Columbus IN 47201  
Tel: 800-387-2229/812-372-0141  
Fax: 812-372-0911

Contact: Dorel Industries Inc.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 01.08.97/18.09.97

Models: 02-C83-PRI, 02-C86-PRI, 02-C27-PRI, 02-C27-CTN  
(infant/child restraints)

Date of Manufacture: November 04, 1996 to March 15, 1997

Number of Units: 3,000

Reason: The automatic locking retractor can malfunction causing the harness webbing to fully retract.

Action: A replacement retractor kit is provided free of charge.

Consumer Recourse: Contact Dorel Industries Inc.

March 20, 1998

**AMENDMENT**

**PUBLIC NOTICE (CL9902)**

COSCO INC.  
2525 State Street  
Columbus IN 47201  
Tel: 800-387-2999/812-372-0141  
Fax: 812-372-0911

Contact: Dorel Industries Inc.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2999/514-332-3737  
Fax: 514-332-6379

Date of Notice: 08.07.99 (ammended June 27, 2003)

Models: Arriva, models 02-H29, 02-H33, 02-H34, 02-H50, 02-H51  
Turnabout, models 02H58, 02-H59, 02-H60 (infant carriers)

Date of Manufacture: March 01, 1995 to January 31, 2000

Number of Units: 77,429

Reason: When the infant restraint is carried outside the vehicle, balanced on the hip, the carrying handle may collapse.

Action: A replacement kit is provided free of charge.

Consumer Recourse: Contact Dorel Industries Inc.

March 08, 2000

**PUBLIC NOTICE**

DOREL INDUSTRIES INC.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 23.04.86

Model: Safe-T-Ryder 339, 449, 559 (infant/child restraint)

Date of Manufacture: Before August, 1985

Number of Units: 100,000

Reason: Buckle and crotch strap adjusted incorrectly.

Action: Dorel issued a warning on the potential danger and the method on how to correct the problem with a new instruction sheet.

Consumer Recourse: Contact Dorel Industries Inc.

February 01, 1991

**PUBLIC NOTICE**

DOREL INDUSTRIES INC.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 12.03.87

Model: Safe-T-Ryder, all 'T' models (infant/child restraint)

Date of Manufacture: January 01, 1985 to December 31, 1987

Number of Units: 100,000

Reason: Tether strap required due to excessive head excursion.

Action: Tether straps were supplied free of charge.

Consumer Recourse: Contact Dorel Industries Inc.

February 01, 1991



**PUBLIC NOTICE**

DOREL INDUSTRIES INC.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 27.08.87

Model: Safe-T-Ryder, all models (infant/child restraint)

Date of Manufacture: January 01, 1986 to July 31, 1987

Number of Units: 191,000

Reason: Defective tether straps.

Action: Tether straps were replaced by a new orange tether.

Consumer Recourse: Contact Dorel Industries Inc.

February 01, 1991

**PUBLIC NOTICE**

DOREL INDUSTRIES INC.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 01.03.90

Model: Safe-T-Ryder 2000 (infant/child restraint)

Date of Manufacture: 1988 to 1990

Number of Units: 21,531

Reason: Arm bar nuts were coming off.

Action: Dorel supplied new nuts and bolts free of charge.

Consumer Recourse: Contact Dorel Industries Inc.

February 01, 1991

**PUBLIC NOTICE (CL9201)**

DOREL INDUSTRIES INC.  
12345 boul. Albert Hudon  
Montreal Nord PQ H1G 3L1  
Tel: 800-387-2229/514-323-1247  
Fax: 514-323-2030

Date of Notice: 08.01.92

Model: Kanga-Rocka-Roo 580 (infant carrier)

Date of Manufacture: January, 1987 to September, 1989

Number of Units: 35,000

Reason: Instructions unclear, although technically correct, for threading the shoulder harness straps.

Action: New instruction sheets are available with a clear diagram for threading the shoulder harness straps.

Consumer Recourse: Contact Dorel Industries Inc.

February 01, 1992

**PUBLIC NOTICE**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 11.11.87

Model: Seven Year Car Seat (infant/child restraint)

Date of Manufacture: July 01, 1987 to July 31, 1987

Number of Units: 340

Reason: Tether strap was not included; improper labels.

Action: Letters were sent to the owners of the seats that were sold and the remaining seats in stock were modified.

Consumer Recourse: Contact Evenflo Company, Inc.

February 01, 1991

**PUBLIC NOTICE (CL8907)**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 12.05.89

Model: Dyn-O-Mite (infant carrier)

Date of Manufacture: March 01, 1985 to February 01, 1989

Number of Units: 129,397

Reason: The seat back angle exceeds 70° during dynamic testing.

Action: Labels were provided to warn the consumers not to use the infant restraint in the most reclined position while in a vehicle.

Consumer Recourse: Contact Evenflo Company, Inc.

February 01, 1991

**PUBLIC NOTICE (CL8909)**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 28.08.89

Model: Ultara I (infant/child restraint)

Date of Manufacture: November 14, 1988 to June 15, 1989

Number of Units: 14,609

Reason: The buckle release force, post test, exceeds the standard.

Action: Evenflo will provide a free replacement kit.

Consumer Recourse: Contact Evenflo Company, Inc.

February 01, 1991

**PUBLIC NOTICE (CL9009)**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 18.09.90

Model: Dyn-O-Mite 441, 442, 443, 444, 445, 446, 448, 201  
Infant Car Seat 456, 458, 202 (infant carriers)

Date of Manufacture: April 15, 1985 to April 22, 1990

Number of Units: 205,309

Reason: Non-compliance to FMVSS 213 (US); partial  
engagement.

Action: Evenflo has provided free replacement kits for the faulty  
buckle.

Consumer Recourse: Contact Evenflo Company, Inc.

February 01, 1991

**PUBLIC NOTICE (CL9009)**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 18.09.90

Model: One Step 401 to 409, 417, 221 to 223  
Seven Year 453, 454, 228  
Bobby Mac 412, 414, 415, 416 (infant/child restraints)

Date of Manufacture: April 15, 1985 to April 22, 1990

Number of Units: 242,887

Reason: Non-compliance to FMVSS 213 (US); partial engagement.

Action: Evenflo has provided free replacement kits for the faulty buckle.

Consumer Recourse: Contact Evenflo Company, Inc.

February 01, 1991



**PUBLIC NOTICE (CL9009)**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 18.09.90

Model: Evenflo Booster 470, 471, 472 (booster cushion)

Date of Manufacture: April 15, 1985 to April 22, 1990

Number of Units: 695

Reason: Non-compliance to FMVSS 213 (US); partial engagement.

Action: Evenflo has provided free replacement kits for the faulty buckles.

Consumer Recourse: Contact Evenflo Company, Inc.

February 01, 1991

**PUBLIC NOTICE (CL9010)**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 01.10.90

Model: Seven Year Car Seat 8131-H230P1-228131 (infant/child restraint)

Date of Manufacture: August 23, 1990

Number of Units: 53

Reason: U.S. specification restraints sent into Canada. There is no tether strap and the labels are incorrect.

Action: Evenflo will replace the labels and instructions with Canadian ones and send a tether kit.

Consumer Recourse: Contact Evenflo Company, Inc.

February 01, 1991

**PUBLIC NOTICE (CL9205)**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 27.01.92

Model: Seven Year Car Seat 454 (infant/child restraint)

Date of Manufacture: July 01, 1987 to October 31, 1988

Number of Units: 30,264

Reason: The black plastic push-pins used to attach the covering material and padding to the shell can be removed and possibly ingested.

Action: Evenflo will replace the push-pins, free of charge, with a new type of pin that cannot be removed.

Consumer Recourse: Contact Evenflo Company, Inc.

February 01, 1992

**PUBLIC NOTICE (CL9404)**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 08.08.94/14.09.94

Models: Ultara Premier-231148C,231186C,231168C  
Ultara I-231122C,231144C,231170C,231248C,  
231486C  
Champion-224131C,224136C,224145C  
Scout-224531C (infant/child restraints)

Date of Manufacture: February 08, 1993 to August 02, 1993

Number of Units: 40,968

Reason: The plastic sleeve positioned immediately above the metal tongue can tear, split or the stitching can release causing the sleeve to slide down over the tongue making engagement of the tongue and buckle difficult. A possible false latch situation could occur.

Action: Evenflo will provide an instruction sheet on how to rectify the problem.

Consumer Recourse: Contact Evenflo Company, Inc.

September 21, 1994

**PUBLIC NOTICE (CL9504)**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 26.06.95

Model: On My Way, models 206223C, 206213C, 206171C,  
206182C (infant carrier)

Date of Manufacture: August 01, 1994 to May 31, 1995

Number of Units: 12,452

Reason: When the infant carrier is used without the convenience base, a partial separation of the shell of the carrier at the hooks where the vehicle seat belt threads can occur.

Action: Evenflo will provide a repair kit. Until the repair kit is received, it is recommended that the shell be used with the base.

Consumer Recourse: Contact Evenflo Company, Inc.

July 12, 1995

**PUBLIC NOTICE (CL9702)**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 14.02.97

Models: Travel Tandem, Model 210xxxC, 210xxx, 205xxxC (infant carriers)

Date of Manufacture: September 01, 1993 to March 31, 1996

Number of Units: 69,378

Reason: When carrying an infant near the upper weight limit, the shell may separate from the base during a severe frontal collision.

Action: Evenflo will provide reinforcing plates free of charge. Until the plates are received, it is recommended that the unit be used without the base.

Consumer Recourse: Contact Evenflo Company, Inc.

February 24, 1997

**PUBLIC NOTICE (CL9706)**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 30.07.97

Models: Champion, models 224, 225  
Trooper, model 219  
Scout, models 224, 225, 229 (infant/child restraints)

Date of Manufacture: October 14, 1996 to February 06, 1997

Number of Units: 7,177

Reason: The harness webbing adjuster mechanism slips during dynamic testing allowing the harness to loosen and increases the possibility of a child moving further forward during a frontal collision.

Action: Evenflo will provide new adjuster kits. Until the kits are received, it is recommended that a knot is tied in the webbing at the adjuster mechanism to ensure no slippage.

Consumer Recourse: Contact Evenflo Company, Inc.

March 20, 1998

**PUBLIC NOTICE (CL9711)**

EVENFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 09.12.97

Models: Ultara I and Ultara I Premier, model 235xxx (infant/child restraints)

Date of Manufacture: February 02, 1996 to October 17, 1997

Number of Units: 90,000

Reason: The tether strap anchorage may pull out of the shell during a moderate to severe frontal motor vehicle collision.

Action: Evenflo will provide reinforcing kits. Evenflo is recommending continued use of the units until the kits are received as less than 5% of frontal collisions would result in tether strap separation.

Consumer Recourse: Contact Evenflo Company, Inc.

March 20, 1998



**PUBLIC NOTICE (CL9802)**

EVENTFLO COMPANY, INC.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 05.03.98

Models: On My Way, model 207xxx  
On My Way Travel System, model 492xxx (infant carriers)

Date of Manufacture: December 15, 1995 to July 27, 1997

Number of Units: 35,866

Reason: When the carrier is being carried by the handle outside of a the vehicle with the head of the carrier against the thigh or hip, there is a possibility the handle will release allowing for the carrier and infant to spill forward.

Action: Evenflo will provide a reinforcing kit for the handle. Evenflo recommends continued use of the carrier, but warns not to carry the infant in the aforementioned manner until the kit is received.

Consumer Recourse: Contact Evenflo Company, Inc.

March 20, 1998

**PUBLIC NOTICE (CL9004)**

FISHER-PRICE CANADA  
6155 Freemont Blvd.  
Mississauga ON L5R 3W2  
Tel: 800-567-7724/905-501-0404  
Fax: 905-501-6288

Date of Notice: 06.04.90

Model: AC9102 (infant/child restraint)

Date of Manufacture: February 05, 1990 to March 24, 1990

Number of Units: 2,000

Reason: Metal tongue defective.

Action: Fisher-Price has provided a replacement kit for the tongue.

Consumer Recourse: Contact Fisher-Price.

February 01, 1991

**PUBLIC NOTICE (CL9008)**

FISHER-PRICE CANADA  
6155 Freemont Blvd.  
Mississauga ON L5R 3W2  
Tel: 800-567-7724/905-501-0404  
Fax: 905-501-6288

Date of Notice: 30.08.90

Model: 9100/9101 (infant/child restraints)

Date of Manufacture: All to June 20, 1989

Number of Units: Unknown

Reason: The metallic name label of the 'T' shield peels off.

Action: U.S. seats only. Peel off and discard the label.

Consumer Recourse: Contact Fisher-Price.

February 01, 1991

**PUBLIC NOTICE (CL9012)**

FISHER-PRICE CANADA  
6155 Freemont Blvd.  
Mississauga ON L5R 3W2  
Tel: 800-567-7724/905-501-0404  
Fax: 905-501-6288

Date of Notice: 01.11.90

Model: AC9102 (infant/child restraint)

Date of Manufacture: June 01, 1989 to September 07, 1990

Number of Units: 45,520

Reason: The button on the shoulder harness may become loose and come off.

Action: Fisher-Price has provided a replacement kit, free of charge.

Consumer Recourse: Contact Fisher-Price.

February 01, 1991

**PUBLIC NOTICE (CL9103)**

FISHER-PRICE CANADA  
6155 Freemont Blvd.  
Mississauga ON L5R 3W2  
Tel: 800-567-7724/905-501-0404  
Fax: 905-501-6288

Date of Notice: 21.05.91

Model: 9149 (infant carrier)

Date of Manufacture: January 03, 1991 to February 24, 1991

Number of Units: 4,000

Reason: Possibility of buckle separating from the tongue in a severe motor vehicle accident.

Action: Fisher-Price has provided a replacement shield and the installation instructions, free of charge.

Consumer Recourse: Contact Fisher-Price.

February 01, 1992

**PUBLIC NOTICE (CL9215)**

FISHER-PRICE CANADA  
6155 Freemont Blvd.  
Mississauga ON L5R 3W2  
Tel: 800-567-7724/905-501-0404  
Fax: 905-501-6288

Date of Notice: 02.09.92

Model: AC9102 (infant/child restraint)

Date of Manufacture: June 01, 1989 to October 31, 1989

Number of Units: 17,500

Reason: A component in the buckle assembly can crack or break making it difficult to engage the buckle with the tongue.

Action: Fisher-Price has provided, without charge, a replacement harness and shield assembly with installation instructions.

Consumer Recourse: Contact Fisher-Price.

November 25, 1992

**PUBLIC NOTICE (CL9216)**

FISHER-PRICE CANADA  
6155 Freemont Blvd.  
Mississauga ON L5R 3W2  
Tel: 800-567-7724/905-501-0404  
Fax: 905-501-6288

Date of Notice: 02.09.92

Model: AC9102 (infant/child restraint)

Date of Manufacture: February 08, 1991 to December 15, 1991

Number of Units: 45,300

Reason: The shoulder harness system can, under certain circumstances, slide off the connector bar at the rear of the restraint system, leaving one or both shoulder harness straps unattached to the retractor system.

Action: Fisher-Price has provided a plastic connector bar cover and the installation instructions.

Consumer Recourse: Contact Fisher-Price.

November 25, 1992

**PUBLIC NOTICE (CL9217)**

FISHER-PRICE CANADA  
6155 Freemont Blvd.  
Mississauga ON L5R 3W2  
Tel: 800-567-7724/905-501-0404  
Fax: 905-501-6288

Date of Notice: 14.09.92

Model: 9113 (infant/child restraint)

Date of Manufacture: June 15, 1992 to September 04, 1992

Number of Units: 2,159

Reason: The red push button on the buckle assembly may pop up, preventing the buckle from latching.

Action: Contact Fisher-Price for more information concerning replacement or modification.

Consumer Recourse: Contact Fisher-Price.

November 24, 1992



**PUBLIC NOTICE (CL9605)**

FISHER-PRICE CANADA  
6155 Freemont Blvd.  
Mississauga ON L5R 3W2  
Tel: 800-567-7724/905-501-0404  
Fax: 905-501-6288

Date of Notice: 11.10.96

Models and Date  
of Manufacture: 9102 - 06/89 to 11/89 (infant/child restraint)  
9102 - 02/90 to 04/90 (infant/child restraint)  
9149 - 01/91 to 03/91 (infant carrier)  
9113 - 06/92 to 10/92 (infant/child restraint)

Reason: All the above listed restraints have been affected under  
previous Public Notices. Fisher-Price has notified  
Transport Canada that replacement parts for these  
restraints are or will shortly become unavailable.

Consumer Recourse: Contact Fisher-Price to verify the availability of parts.

February 24, 1997

**PUBLIC NOTICE (CL9807)**

FISHER-PRICE CANADA  
6155 Freemont Blvd.  
Mississauga ON L5R 3W2  
Tel: 800-567-7724/905-501-0404  
Fax: 905-501-6288

Date of Notice: 06.08.98

Model: Safe Embrace Convertible Car Seat, Model 79700  
(infant/child restraint)

Date of Manufacture: May 19, 1997 to June 23, 1998

Number of Units: 8,935

Reason: In the event of a motor vehicle collision, a faulty harness adjustment mechanism may allow the harness system to slip and thus will increase the head excursion of the child.

Consumer Recourse: Contact Fisher-Price.

March 05, 1999

**PUBLIC NOTICE (CL9704)**

GERRY BABY PRODUCTS  
Company consolidated with Evenflo

Contact: Evenflo Company, Inc.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 15.05.97

Model: Gerry SecureRide Infant Seat, model 626 (infant carrier)

Date of Manufacture: January 16, 1997 to February 21, 1997

Number of Units: 147

Reason: U.S. specification labelling and instructions. Also the labelling and instructions are in English and Spanish instead of English and French.

Action: New documentation will be replaced by Evenflo.

Consumer Recourse: Contact Evenflo Company, Inc.

March 20, 1998

**PUBLIC NOTICE**

**INFANSEAT**  
**Company Consolidated as Evenflo**

Contact: Evenflo Company, Inc.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 03.09.85

Model: Bobby-Mac Wings (booster cushion)

Date of Manufacture: Before 1986

Number of Units: 2,500

Reason: Statement of Compliance Label stated weights less than what is acceptable by CMVSS.

Action: Notification to the public of the potential danger.

Consumer Recourse: The booster cushion is acceptable for children between 18 kg and 27 kg (40 to 60 lbs).

February 01, 1991

**PUBLIC NOTICE**

**INFANSEAT**  
**Company Consolidated as Evenflo**

Contact: Evenflo Company, Inc.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 06.02.86

Model: Dyn-O-Mite 442 (infant carrier)

Date of Manufacture: January 01, 1985 to October 31, 1985

Number of Units: 4,885

Reason: Non-compliance to energy absorbing material.

Action: Infanseat provided an insert.

Consumer Recourse: Contact Evenflo Company, Inc.

February 01, 1991

**PUBLIC NOTICE**

**INFANSEAT**  
**Company Consolidated as Evenflo**

Contact: Evenflo Company, Inc.  
1171 Invicta Drive  
Oakville ON L6H 4M1  
Tel: 800-265-0749/905-337-2229  
Fax: 905-337-1865

Date of Notice: 15.06.87

Model: Bobby-Mac Deluxe II 413-10C, 416-47C (infant/child restraint)

Date of Manufacture: July 01, 1986 to April 30, 1987

Number of Units: 9,204

Reason: Tether strap required due to excessive head excursion.

Action: Tether straps were supplied free of charge.

Consumer Recourse: Contact Evenflo Company, Inc.

February 01, 1991

**PUBLIC NOTICE (CL9508)**

JUPITER INDUSTRIES  
22-1399 Kennedy Road  
Scarborough ON M1P 2L6  
Tel: 800-465-5795/416-285-7525  
Fax: 416-285-7658

Date of Notice: 10.10.95

Model: Jupiter Sit n Snooze/Komfort Rider, models 1955C,  
1955V (booster cushions)

Date of Manufacture: February 01, 1995 to September 07, 1995

Number of Units: 4,000

Reason: Labelling on the booster cushion does not comply.

Action: Jupiter supplied a corrected label stating the proper weights.

Consumer Recourse: Contact Jupiter Industries.

July 26, 1996

**PUBLIC NOTICE (CL9607)**

JUPITER INDUSTRIES  
22-1399 Kennedy Road  
Scarborough ON M1P 2L6  
Tel: 800-465-5795/416-285-7525  
Fax: 416-285-7658

Date of Notice: 07.11.96

Model: Jupiter Sit n Snooze/Komfort Rider (booster cushions)

Date of Manufacture: September, 1996

Number of Units: 1,200

Reason: Labelling on the booster cushion does not comply.

Action: Jupiter supplied a corrected label stating the proper weights.

Consumer Recourse: Contact Jupiter Industries.

February 24, 1997



**PUBLIC NOTICE (CL9708)**

JUPITER INDUSTRIES  
22-1399 Kennedy Road  
Scarborough ON M1P 2L6  
Tel: 800-465-5795/416-285-7525  
Fax: 416-285-7658

Date of Notice: 24.09.97

Model: Jupiter Sit n Snooze model 1975 (booster cushions)

Date of Manufacture: July 01, 1997 to September 16, 1997

Number of Units: 1,100

Reason: Labelling on the booster cushion does not comply.

Action: Jupiter supplied a corrected label.

Consumer Recourse: Contact Jupiter Industries.

March 20, 1998

**PUBLIC NOTICE (CL9505)**

KOLCRAFT ENTERPRISES, INC.  
3455 West 31st Place  
Chicago IL 60623-5002  
Tel: 312-247-4494  
Fax: 312-376-7972

Distributor: Toys R Us  
2777 Langstaff Road  
Concord ON L4K 4M5

Date of Notice: 10.07.95

Model: 150-209 (infant/child restraint)

Date of Manufacture: April 11, 1995 to April 12, 1995

Number of Units: 4

Reason: The tether strap stitching separated during dynamic testing causing high head excursions. In addition, the buckle strap separated due to the addition forces, which would allow for ejection of the child.

Action: Toys R Us will replace the unit or contact Kolcraft for a replacement or a refund.

Consumer Recourse: Contact Toys R Us or Kolcraft Enterprises, Inc.

July 12, 1995

**PUBLIC NOTICE (CL8906)**

LIN LIH CO. LTD.  
Taiwan

Contact: Sam's Affordables  
Company Closed

Date of Notice: 05.05.89

Model: Infant/child restraint

Date of Manufacture: All

Number of Units: 32

Reason: Sold only in London, Ontario area. No structural integrity.

Action: Destroy the seat.

Consumer Recourse: Destroy the seat.

February 01, 1991

**PUBLIC NOTICE**

STROLEE OF CALIFORNIA  
Company Closed

Distributor: Stork Craft

Date of Notice: 03.09.85

Model: Strolee Auto Safety Quick Click C605 (booster cushion)

Date of Manufacture: Before 1986

Number of Units: 55,000

Reason: Statement of Compliance Label stated weights less than what is acceptable by CMVSS.

Action: Notification to the public of the potential danger.

Consumer Recourse: The booster cushion is acceptable for children between 18 kg and 27 kg (40 to 60 lbs).

February 01, 1991

**PUBLIC NOTICE**

STROLEE OF CALIFORNIA  
Company Closed

Date of Notice: 15.06.87

Model: 610 through 618 (infant/child restraints)

Date of Manufacture: May 01, 1985 to June 01, 1987

Number of Units: 17,241

Reason: Tether strap required due to excessive head excursion.

Action: Tether straps were supplied free of charge.

Consumer Recourse: **As the company is no longer in business, it is recommended that the seat be destroyed.**

February 01, 1991

**PUBLIC NOTICE**

STROLEE OF CALIFORNIA  
Company Closed

Date of Notice: 16.06.88

Model: GT 2000 (infant/child restraint)

Date of Manufacture: March 01, 1988 to June 15, 1988

Number of Units: 1,000

Reason: U.S. specification restraints that do not comply to Canadian standards.

Action: Strolee exchanged the restraints for Canadian specification restraints.

Consumer Recourse: **As the company is no longer in business, it is recommended that the seats be destroyed.**

February 01, 1991

**PUBLIC NOTICE**

STROLEE OF CALIFORNIA  
Company Closed

Date of Notice: 14.11.88

Model: GT 2000 (infant/child restraint)

Date of Manufacture: September 01, 1987 to October 06, 1988

Number of Units: 2,129

Reason: Seat back angle exceeded 70<sup>o</sup> during dynamic testing in the rear-facing position.

Action: Strolee provided a bolt to correct the problem.

Consumer Recourse: **Do not use as an infant carrier. This seat can be used in the forward-facing position only.**

February 01, 1991

**PUBLIC NOTICE (CL8905)**

VOLVO CANADA LTD.  
175 Gordon Baker Road  
North York ON M2H 2N7  
Tel: 416-493-3700, ext. 100

Date of Notice: 02.05.89

Model: P/N1394528 (infant/child restraint)

Date of Manufacture: All

Number of Units: 70

Reason: Buckle release force below the minimum requirement.

Action: Return the restraint to the dealer for a full refund.

Consumer Recourse: Return the restraint to the dealer for refund.

February 01, 1991



## CONSUMER INFORMATION NOTICE (CL9013)

### U.S.-CERTIFIED CHILD RESTRAINTS BROUGHT INTO CANADA (December 13, 1990)

Canadian consumers are obtaining or purchasing U.S.-certified child restraint systems for use in Canada.

**Problem:** It has been brought to our attention by telephone calls and community child restraint clinics that consumers are obtaining U.S. child restraints and using them in Canada.

U.S. child restraint systems, manufactured and certified to the U.S. safety standard, will not meet the applicable Canada Motor Vehicle Safety Standard (CMVSS). Thus, use of U.S. child restraints by Canadian consumers violates the mandatory provincial legislation which requires child restraints to comply with the CMVSS. The Canadian child restraint system is required to meet a more stringent standard and is expected to provide a higher level of occupant protection when used properly.

**Technical  
Differences:**

CMVSS 213 for child restraints is more stringent than the U.S. safety standard with respect to "head excursion". Canadian child restraints for children weighing 9 kg - 18 kg (20 - 40 lbs.), require a tether strap to meet a maximum head excursion of 720 mm (28.4 in.) during a dynamic test. U.S. child restraints in a similar dynamic test are required to meet a head excursion requirement of 813 mm (32 in.). The U.S. child restraint systems can meet the U.S. head excursion without a tether strap.

The significant difference between a Canadian and U.S. child restraint is the tether strap. The installation of a tether strap on a U.S. car seat, which also has a similar Canadian model, will not ensure that it will comply with Canadian safety standard performance requirements. The safety standard also specifies a maximum chest "acceleration" (i.e. force on the chest) during a dynamic compliance test. U.S. manufacturers conduct tests on their U.S. child restraint systems with tether straps for Canada. From the test data generated, they develop energy management systems to ensure compliance with the head excursion and chest acceleration requirements. The energy management systems, depending upon the manufacturer, can be in the form of:

- energy absorption tether strap webbing.

- modified energy absorbing tubular frame for tether mounting.
- relocation of a tubular frame anchorage bar.
- modified shell for a tether strap attachment to distribute the tether load.

The child restraint manufacturers spend considerable time and money to ensure they meet the applicable Canadian safety standards. The Canadian and U.S. child restraints may appear to be the same (without the tether strap), because there is substantial cost benefit in using as many of the same parts as possible for Canada and the U.S.

In addition, there are differences in the statement of compliance (S.O.C.) labels affixed to the child restraints and the instruction manual. The S.O.C. label for Canada refers to compliance with CMVSS 213 and the use of a tether strap. The Canadian instructions also provide details on the proper use of the tether strap.

**Consumer  
Problem:**

Transport Canada has received telephone calls and letters from consumers concerning U.S. child restraints and European child restraint systems. The consumer had either purchased the U.S. child restraint while in the U.S., or has received it as a gift from a relative and/or a friend. They later realize that their child restraint does not include a tether strap and on investigation, learns that their child restraint does not meet the applicable Canadian safety standards. Their alternatives are:

- Take it back to the U.S. for a refund or sell it there;
- Add a tether strap;
- Contact the Canadian manufacturer or distributor of the child restraint system in Canada; or,
- Request help from federal and provincial governments or other agencies, such as the Canadian Automobile Association.

Note: Some consumers realize that they have a restraint system which does not comply and they sell it to unsuspecting persons.

The answer provided by government, manufacturers, and agency personnel is that the child restraint does not comply and cannot be modified by adding a tether.

Note: When a knowledgeable person is requested to make such a recommendation, then there is

always the possibility of an accident in which the child restraint and its use can be questioned with respect to performance and litigation.

In summary, the U.S. child restraint systems, manufactured to U.S. standards, do not meet CMVSS 213. Consumers cannot assume that affixing a tether strap to a U.S. child restraint will result in compliance with the Canadian safety standard.

- Consequences:**
1. The U.S. child restraint system will not provide an equal level of occupant protection as required in the Canadian standards in a severe collision.
  2. The provincial mandatory child restraint legislation requires a child restraint system to meet the applicable Canada Motor Vehicle Safety Standard (CMVSS) 213. The U.S.-certified child restraint does not meet Canadian safety standards, thus the parent and/or guardian could be charged under the appropriate provincial regulations.
  3. Misuse has been identified by inquests as the main or contributing factor in the death of a child in a motor vehicle accident. The use of a U.S. child restraint system could be identified as the problem but, to date, Transport Canada is not aware of such an incident in Canada.
  4. In civil litigation, the arguments could focus on the use of illegal U.S. child restraints in Canada. The person who caused the accident could use the U.S. child restraint as a partial defence. In addition, the child could sue the parent for not providing a Canadian-certified child restraint system.
  5. The parent and/or guardian would always feel some guilt if a Canadian child restraint could have provided a higher level of occupant protection, but was not used.
  6. Should the U.S.-certified child restraint system be subject to a public notice of defect, the Canadian consumer would not be made aware of the safety related problem.

## **CONSUMER INFORMATION NOTICE (CL9108)**

### **EVENFLO SEVEN YEAR CAR SEAT, MODELS 453 AND 454 AND EVENFLO BOOSTER SEAT, MODEL 471 (December 06, 1991)**

Evenflo Canada has informed Transport Canada of a Public Notice issued on December 03, 1991, in the U.S. concerning the Seven Year Car Seat and Booster Cushion, manufactured between February 13, 1987 and October 31, 1988. This notice, issued in the United States, was a result of a U.S. Department of Transportation investigation by the National Highway Traffic Safety Administration (NHTSA).

At this time, Evenflo of Canada is not making a formal notification concerning the problem with the Evenflo Seven Year Car Seat and Booster Cushion. The company is planning to issue letters and replacement push pins to owners of the Seven Year Car Seat and Booster Cushion within the next month. A week after the letters have been mailed, a formal notice will be issued by Transport Canada for media notification.

The problem identified in the U.S. with the Seven Year Car Seat and Booster Cushion is with the black plastic push pins which are used to attach the cloth pad to the plastic shell of the restraint system. The design of the push pins was to hold the seat cover firmly to the shell and to allow adults to remove the push pins for cleaning the pads. It has been determined in the U.S. that in some cases, the push pins can be removed by children, and that the push pins may present a choking hazard to the child if ingested.

The Transport Canada, Road Safety and Motor Vehicle Regulation Directorate has been aware of the investigation into this matter. Transport Canada computer files on public complaints concerning child restraints have been reviewed and no similar complaints have been formally or informally submitted to Transport Canada. Even though there is not evidence of similar problems arising in Canada, Evenflo has taken the initiative of preparing a future Public Notice concerning a potential problem in Canada. Currently, they are assembling a mailing list and preparing for the release of the information in Canada, when they have the new push pin kits (i.e. no charge) available for distribution.

The purpose of this information notice is to notify the people involved in the distribution of child restraint information in Canada of this situation. It is most likely that the media coverage in the U.S. will be picked up by the Canadian public, who will in turn, contact the agencies. Should you receive a call, the consumer can be informed that this potential problem will be addressed very shortly. In the meantime, they can write or call Evenflo of Canada and have their name added to the mailing list for future contact by the company.

**CONSUMER INFORMATION NOTICE (CL9204)**

**POSITIONING OF CHILD RESTRAINTS  
IN MOTOR VEHICLES  
(1992)**

Transport Canada is issuing an advisory to Canadians about using a rear-facing child restraint system in a seating position where an air bag is installed. When an air bag expands, the impact on a rear-facing restraint could seriously injure the child.

The Department therefore recommends that all rear-facing child restraints be placed in the rear seat rather than the front, in accordance with the vehicle manufacturers' recommendations.

If there is no other option but to place the child in the front, the seat should be moved as far back as possible to lessen the impact of the air bag. While a small number of motor vehicles in Canada are equipped with front passenger-side air bags, the number will be increasing with the newer model vehicles.

The proper use of seat belts and child restraints is mandatory in all provinces and territories.

For further information contact your local provincial office of the Canadian Automobile Association.

**CONSUMER INFORMATION NOTICE (CL9209)**

**CONSUMERS' DISTRIBUTING CATALOGUE  
FISHER-PRICE CAR BOOSTER SEAT  
(1992)**

For your information, the new Spring/Summer Consumers' Distributing 1992 catalogue has an error in it concerning the weight range specified for the new Fisher-Price Car Booster Seat and the description indicates it is for a child in a weight range of 30 lbs. To 60 lbs. This weight should have read 40 lbs. To 60 lbs. The Fisher-Price statement of compliance label affixed to the seat provides the correct information 18 kg to 27 kg (40 lbs. To 60 lbs.).

Fisher-Price and Consumers' Distributing have since resolved the problem. Consumers' Distributing have issued a corrected insert for the store catalogues.

**CONSUMER INFORMATION NOTICE (CL9305)**

**CONSUMER ADVISORY ON INFANT SEATS  
(June 18, 1993)**

Transport Canada continues to endorse the use of the Infant Love Seat, manufactured since the late 1960's, and used throughout the country in rental programs administered by various hospitals and organizations.

Transport Canada has tested the Infant Love Seat at intervals since 1981 and it continues to meet the dynamic test requirements of the applicable safety standards. An analysis of the department's data files shows that there is no safety-related problem with the restraint.

In more than 22 years of motor vehicle collision investigations, many of which were related to the use and performance of child restraint systems, Transport Canada has found that, when properly used, restraint systems perform effectively in the majority of motor vehicle collisions. In extremely severe collisions, however, even restrained occupants, including children, can suffer serious or fatal injury.

## **CONSUMER INFORMATION NOTICE (CL9306)**

### **CHILDRENS' RESTRAINT SYSTEMS TEN YEARS OLD AND OLDER (August 09, 1993)**

Childrens' restraint systems reduce injuries and fatalities in motor vehicle accidents. They are mandatory in all the provinces and the two territories.

Over the years, however, the effectiveness of older restraint systems has become a concern.

Transport Canada has found that the majority of restraints ten (10) years and older do not have the necessary components, appropriate labels and instructions to ensure proper use.

A number of accident defect investigations involving the use of childrens' restraints have shown that mis-use and missing components were important factors which reduced the levels of performance of these safety devices.

In response to these concerns, Transport Canada has prepared the following reasons why the use of older restraint systems should be avoided:

1. The older child restraint system have normally been used by a number of parents and the statement of compliance labels and instructions for the proper use of the restraint are missing.
2. The older child restraints are often missing components such as the tether, crotch strap, adjustment hardware, etc.
3. The history of the older child restraints is not generally known as it could have been passed on by unrelated parties. Thus, the restraint could have been involved in a motor vehicle accident, abused, and mis-used, which could cause structural damage to the unit.
4. The manufacturers of older units seldom have replacement parts available, such as harnesses, pads and other components. In addition, the manufacturers will not issue a new statement of compliance label for an old restraint because they are unaware of its present condition.
5. Childrens' restraints are mainly made of plastic which over the years can suffer degradation due to ultraviolet light (i.e., sunlight). If the plastic does not have an inhibitor in it, the plastic can break down by becoming brittle and cracking.



6. The restraint systems manufactured prior to 1982 typically had buckles which were easy for children to unfasten.
7. The child restraints manufactured prior to 1983 were tested and certified to the applicable safety standards at the time.

Having stated the above, there are exceptions. Some child restraints have been used by one family, properly stored and have all the documentation. In addition, some of the rental agencies for infant carriers have units that are older (i.e. greater than ten (10) years) and they are in good shape with all the appropriate documentation.

In summary, from evaluating all the factors, it is not recommended, in general, that childrens' restraint systems older than ten (10) years be used.

## CONSUMER INFORMATION NOTICE (CL9505)

### PUBLIC INFORMATION NOTICE

(August 01, 1995)

On July 26, 1995, Consumer Reports magazine in the United States held a press conference and identified safety problems with three children's restraint systems manufactured by Century, Evenflo and Kolcraft. The three models of restraints identified are sold in Canada and two (2) of three (3) have already been subject to Public Notice campaigns in Canada. Corrective action has been taken by both the manufacturers.

The **Century Model 590** infant restraint was tested by Consumers Reports. Their tests were conducted by an independent test laboratory which indicated that the infant restraint separated from the base during three of four tests. Century has issued a statement that the Model 590 infant restraint complies based on extensive testing at four independent laboratories.

Transport Canada has tested the Century Model 590 for compliance in 1992 and in 1994. The test results indicated that the restraint met Canada Motor Vehicle Safety Standard (CMVSS) 213.1- Infant Seating and Restraint Systems. In addition, the Century Model 590 had been selected for our bi-annual compliance test program and a test specimen is at our laboratory, scheduled to be tested in August 1995. As a result of this new information additional Model 590 infant restraints will be purchased immediately and crash tests will be conducted by August 11, 1995. Also the manufacturer will be contacted regarding their testing and their response to the Consumer Reports testing.

Should a safety related problem be identified with the Century Model 590, the corrective action will be initiated.

The **Evenflo 'On My Way'** infant restraint was subject to a Public Notice campaign in Canada and the U.S. on June 26, 1995. The Consumer Reports testing identified the problem for which the Public Notice had been issued. Transport Canada compliance testing had identified the safety related problem in February 1995 and notified the manufacturer Evenflo on the same day.

The Public Notice campaign conducted in Canada and the U.S. was the result of Transport Canada. The campaign is under way by Evenflo to send repair kits to consumers with the affected 'On My Way' infant restraints.

The **Kolcraft Traveler 700, Model 150-209** child restraint system was subject to a Public Notice campaign for four (4) units which were sold in southern Ontario. A notice was issued by the company and Transport Canada on July 12, 1995. Kolcraft had identified the safety related problem and notified Transport Canada upon identification of the problem during the company's routine compliance tests.

Since only four units had been sold through Toys R Us, the record of sales slips were searched to identify the consumers who purchased the defective four units. After an extensive search, the four consumers could not be identified and a Public Notice was issued.

From the press release issued by Consumer Reports, it would appear that the testing was not conducted in accordance with the current Canadian and United States safety standards and test methods. The tests were conducted at higher speeds and utilized a larger infant test dummy than specified in the safety standard.

In summary, two of the three problems cited by Consumer Reports have already been addressed by the companies and Transport Canada by issuing Public Notices. It is strongly recommended that if you have an Evenflo 'On My Way' infant restraint or a Kolcraft 700 model number 150-209 child restraint system, you contact the respective manufacturer. The alleged problem with the Century 590 infant restraint is being investigated. Century has issued a press release in which they "urge consumers to continue to use their Century 590 infant car seat with confidence".

## **INFANT RESTRAINT ADVISORY (CL9609)**

### **EVENFLO TRAVEL TANDEM INFANT RESTRAINTS Manufactured between September 01, 1993 to March 31, 1996 (November 20, 1996)**

Transport Canada has completed an investigation into the crash test performance of the Evenflo Travel Tandem infant restraints and confirmed a safety problem with the restraints. Two of the seven units tested with a 9 kg (20 lb) test dummy had very serious structural failures. In one test the plastic shell separated from the base and the infant test dummy was ejected from the shell.

In September 1996 Consumers Union in the United States advised the public that their testing of the Evenflo Travel Tandem revealed serious safety problems. Transport Canada immediately opened an investigation and the Transport Canada testing confirmed the problem identified by Consumers Union.

Evenflo has advised Transport Canada that they will issue a Public Notice on this matter but at the present time a consumer repair kit is not available. The company is working extremely hard at designing a safe and easy-to-install repair kit.

Evenflo testing of the Travel Tandem has not revealed the problem. In addition, the company has not received any reports of motor vehicle collisions in which the shell separated from the base during frontal collisions

Even though we have not had an incident reported in Canada, the crash test results clearly show that there is a potential for failure which could well result in serious and/or fatal injury. Thus, Transport Canada is recommending the Travel Tandem be used without the base until the repair kit is obtained and installed.

When the repair kit becomes available, a formal Public Notice will be issued. In the meantime, Evenflo can be contacted at 1-800-265-0749.

## PUBLIC INFORMATION NOTICE (CL9803)

### Solution for Transporting Tall Underweight Children in Motor Vehicles (May 04, 1998)

#### Problem:

In May 1997, Transport Canada published a paper for the Pacific Infant Child Restraint Advisory Committee (PICRAC) Conference in British Columbia entitled *Children's Restraint: Height and Weight Limitations for Taller Children*. That paper addressed the distinct problem of children who have outgrown their conventional forward-facing restraint systems, but are underweight to be placed in a booster cushion. The Canada Motor Vehicle Safety Standards (CMVSS) state that the minimum allowable weight for a child to be placed in a booster cushion is 18 kg (40 pounds), with a minimum height specified by the restraint manufacturer. This problem of a taller, lighter child is distinctly Canadian as the United States regulations state that the minimum weight allowable for a booster cushion is 13.6 kg (30 pounds).

During an evaluation test program of abdominal shield booster cushions, Transport Canada had found that children under 13.6 kg (30 pounds) had a higher propensity for ejection in a roll-over event<sup>1</sup>. Therefore, the weight requirements have not been reduced to match the U.S. regulations.

As there appears to be a significant number of underweight children who are over the 101.6 to 106.7 cm (40 to 42 inch) maximum height stated by child restraint manufacturers for forward facing restraint systems, many parent/guardians were placing their underweight children into a booster cushion contrary to the instructions from the manufacturers. Although it appears that these individuals were trying to give their children the highest protection possible, they were not following the manufacturers instructions and thus not complying to both Federal and Provincial legislation.

In the above mentioned paper, Transport Canada had given the only possible recommendation, which was to place the child into an adult seat belt assembly until he/she had attained the recommended weight for a booster cushion and then place the child into a complying booster cushion when the proper weight was attained. The major problem with this recommendation was that there was a higher propensity for misuse of the adult seat belt assembly and, secondly, once the child was allowed to use an adult seat belt assembly, normally the parent/guardian could not persuade them to sit in a booster cushion once the proper weight was reached.

---

<sup>1</sup> Abdominal Shield Booster Cushions in Motor Vehicle Accidents, P.C. Marriner, J.G. Woolford, B.A. Baines, D.M. Dance, Canadian Multidisciplinary Road Safety Conference IX, May 28-31, 1995, Montreal, Quebec

When that paper was published, Transport Canada asked the children's restraint manufacturers for their comments and suggestions as to how to rectify this problem. Working closely together, a solution has been found.

**Solution:**

Two types of restraint systems have been developed for Canada so that tall, lighter children can be afforded the best possible means of occupant protection. At this point in time, one of these combination child/booster seats is available to the Canadian public. The second restraint should be available within the next few months.

Through design changes and extensive testing, a standard high-back booster cushion has been modified to be equipped with a harness system and a tether strap that allow the booster cushion to comply with the forward-facing requirements of a child restraint. These restraints can be used in this fashion from approximately 13.6 kg to 21.8 kg (30 to 48 pounds). When the child attains a weight between 18 kg and 21.8 kg (40 and 48 pounds), the harness system and the tether strap are removed to enable the parent/guardian to utilize the restraint as a conventional high-backed booster.

In summary, there is now a better solution to how to restrain the tall, light child in a motor vehicle making it no longer necessary to restrain the child in an adult seat belt assembly as suggested in the PICRAC paper. This will enable parents/guardians to restrain the child more effectively and efficiently.

## **PUBLIC INFORMATION NOTICE (CL9905)**

### **Expiry Dates on Children's Restraint Systems**

In 1993 Transport Canada issued a Consumer Information Notice (CL9306) stating that restraint systems that are more than ten years old are not recommended for use, with noted exceptions. In 1997 some manufacturers of children's restraint systems began attempting to define a useful life for their products by affixing expiry dates to their systems, similar to the expiry dates on processed foods. The expiry dates placed on child restraint systems by the manufacturers are for periods of time from six to eight years.

The Canadian Motor Vehicle Restraint Systems and Booster Cushions Safety Regulations do not require the manufacturers to affix expiry dates to their products. For the Canadian Motor Vehicle Safety Act to specify the length of time a product should last would be beyond its mandate, as well as being design-restrictive.

Some of the arguments put forward by the manufacturers in support of the use of expiry dates are as follows:

1. Restraints older than five years will usually have been pre-owned. Pre-owned restraints may not have their original labels and instructions affixed, they may have been modified or be missing parts, or they may have been involved in a motor vehicle accident, which could render them unsafe. It is difficult for a second owner to know the history of a restraint.
2. Safety standards and warning information are constantly being upgraded. Therefore the consumer will benefit from purchasing a new model that meets the current safety standards.

Transport Canada believes that while these arguments have merit, the use of expiry labels could in itself lead to an increase in the number of situations where children are not using a child restraint, and are thus not properly restrained.

In response to the manufacturers' first point, it is recognized that pre-owned restraints and even first-owner restraints could be missing parts, instructions, or Statement of Compliance labels. The absence of these materials can lead to misuse of the restraint system unless the user is very familiar with the unit. It is recognized that the manufacturers have litigation concerns regarding products that are older and that may have been misused, or that do not have all of their parts, their Statement of Compliance labels affixed, and their instructions available. Without the labels and instructions a consumer cannot ensure that all the components are available to properly secure a child in the restraint system. By posting an expiry date on a unit the manufacturers are trying to avoid potential misuse and possible litigation.

The stresses caused to the components of a restraint system that is in use during a significant motor vehicle collision would reduce the restraint system's effectiveness in a second accident. Not knowing whether a restraint system has been involved in a collision could result in a person using a restraint that has less than optimal structural integrity.

As for the manufacturers' second point, it is true that the safety standards are constantly being reviewed and upgraded as required, and that the consumer might benefit from purchasing a model that meets the current safety standards. However, the provincial regulations do not require child restraint systems to be upgraded when new safety standards are introduced. The changes in the safety standards have all led to improvements, but not to the degree that an older unit that is in good condition and that has the proper labels and instructions needs to be discarded.

The use of expiry dates on child restraint systems could lead to children not getting the benefit of the occupant protection that is available. Not all systems that are older than five to eight years are pre-owned. If a family purchases a restraint system for a newborn and uses it for 3 years, and then another child enters the family, the restraint system will naturally be passed on to the second child. The system's expiry date, however, could negate use of the restraint before the second child was ready to be moved into a different system. The high cost of buying two new child restraint systems might cause some families to move a child prematurely into an adult restraint system instead.

Manufacturers' customer service representatives have told purchasers of the new restraint systems with expiry dates affixed that they may continue using the systems past the expiry date if they are the original owners; however, the manufacturers have declined to put this in writing. As well, some customer service representatives have indicated that there could be safety problems with the use of older restraints. This appears to be incorrect information, because any manufacturer who is aware of a safety-related problem with a restraint has a responsibility under the MVSA to notify Transport Canada of the defect.

Listed below is a summary, in alphabetical order, of the manufacturers who are selling child restraint systems in Canada and the expiry periods they are applying to some or all of their models:



<b>Manufacturer</b>	<b>Types of Restraints</b>	<b>Expiry Period</b>
Britax	I - I&C - BC	None
Century	I - I&C - BC - C/BC	6 Years
Dorel/Cosco	I - I&C - BC - C/BC	None
Elfe	I - BC	None
Evenflo	I - I&C - BC - C/BC	6 Years
Fisher-Price	I - I&C - BC	8 Years
Jupiter	BC	6 Years
Strolex	I&C	None

(I = Infant; I&C = Convertible Infant and Child; BC = Booster Cushion; C/BC = Child and Booster Cushion.)

In summary, the decision to place expiry dates on children's restraint systems has been taken on the manufacturers' own initiative. No regulations require them to do so. However, it is imperative that users follow the manufacturer's instructions with regard to the expiry date because, by attaching such an expiry date, the manufacturer effectively disclaims responsibility for any failure of the restraint system past the stated date.

The misuse of children's restraint systems is a widespread problem that results in poor or no protection for the child during an accident. Much of the misuse stems from the fact that older restraint systems may be missing components, labels, or instructions. Restraint systems are complex devices and it is easy to misuse them without proper instructions. The use of expiry dates may avoid some misuse, but it may also result in children not being placed in child restraint systems, or in being moved into the vehicle's seat belt assembly prematurely.

In an ideal world, every child would enjoy the protection of a brand-new restraint system. However, a properly-certified, well-functioning restraint system, even an older one, will provide high level protection to its occupant when used according to the manufacturer's instructions.

## **PUBLIC INFORMATION NOTICE (RS2000-05)**

### **Cosco Touriva T Shield Child Restraint Systems**

Transport Canada Road Safety Directorate is continuing its investigation into the Cosco Touriva T shield child restraint systems manufactured from May 1, 1996 to November 26, 1997. The models being investigated in Canada were recently recalled in the United States for a buckle release force problem. The United States investigation was initiated in early 1997 and Cosco was ordered in June 1999 to issue the recall.

Transport Canada has recently received test documentation from Dorel regarding the Cosco Touriva child restraint systems for this time period. Thirty-two crash tests were conducted on this model of restraint system. Four crash tests were conducted in accordance with the Canadian test requirements using a tether strap and none of the four units failed the test. Of the 28 units tested to the United States standard, which does not require a tether strap, four units failed the buckle release force requirement and four more units had the tongue release from the buckle during the crash test.

Dorel, the importer of the Cosco child restraint systems and the owner of Cosco, has indicated that they will not be issuing a public notice in Canada for the Cosco Touriva T shield model restraints. The company maintains that the use of the tether strap eliminates any of the potential problems identified in the United States. Transport Canada believes that the Canadian crash test data presented to date by Dorel is insufficient to draw the conclusion that the use of the tether strap will eliminate the problems.

A review of Transport Canada's defect files shows no evidence of a problem after an accident with the buckle release force or a tongue releasing from the buckle during a crash event.

Transport Canada will be conducting crash tests and completing its investigation into this matter. In the meantime, the department wants to reiterate the importance of using the tether strap as per the manufacturer's instructions on all applicable models of restraint systems.