Farms, Quads & Kids (2001-2014)

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August 15, 2014

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“ATVs remain the most dangerous discretionary use product for children within CPSC’s jurisdiction. In the past three decades, at least 2,775 children under the age of sixteen have died in ATV-related accidents and at least 807,000 were treated in emergency rooms for injuries resulting from ATVs. Sadly, these numbers continue to grow.”

The Medical Literature

› Yet more pediatric injuries associated with all-terrain vehicles: Should kids be using them?

› Still unsafe, still in use: Ongoing epidemic of all-terrain vehicle injury hospitalizations among children.

› Pediatric anthropometrics are inconsistent with current guidelines for assessing rider fit on all-terrain vehicles.

› All-terrain vehicle injuries in children: industry-regulated failure.

› Dangerous toys.

› Unsafe at any speed - kids riding all-terrain vehicles.

› All-terrain vehicle use by children: a form of child neglect.

› Unsafe at any age: a retrospective review of all-terrain vehicle injuries in two level I trauma centers from 1995 to 2003.
A Brief History

› CPSC (1986) - ATV’s an “Imminently hazardous product”- one step short of a ban.

› Legal agreement with major manufacturers (Consent Decree 1988)
  - banned sales of 3-wheelers
  - specific sized quads <90cc developed for children

› Changes to youth or “child-appropriate” models based on speed (ANSI 2010)
  - 6-9 years restricted 16km/h maximum 24km/h
  - 10-13 years restricted 24km/h maximum 48km/h
  - 14-15 years restricted 32 or 48 km/h maximum 61km/h
  - Adults not restricted unlimited
All deaths data are retrieved from the National Coroners Information System (NCIS).

Covers period 2001- current (July 31)

In this period we have 192 deaths in our register.

Of these, 35 (18.2%) relate to children under 16 years of age

Farms were the location of death in 83% of cases (n=29).
Child Deaths on Quads 2001-2014

Quads

Media Data Only

Year

No.

2001  2  3  4  5  6  7  8  9  10  11  12  13  14

0  1  2  3  4  5
### Role in Event - Children (n=35)

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Driver</th>
<th>Driver with Passenger</th>
<th>Passenger</th>
<th>Total</th>
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<td>11-15yrs</td>
<td>11</td>
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<td>4</td>
<td>15</td>
</tr>
<tr>
<td>TOTAL</td>
<td>19</td>
<td>2</td>
<td>14</td>
<td>35</td>
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</table>
Child Deaths - Size of Quad

- Adult quads: 86% (n=30)
- Child quads: 14% (n=5)

Of the five incidents involving allegedly “child-appropriate” quads:
- all were wearing a helmet
- four of the five were crushed/asphyxiated under the quad.

“Quad bikes are more stable upside down than on their wheels” (Geoff McDonald - Forensic Engineer)

“Quad bikes are prone to rollover” (Coroner John Olle, 2009)
What’s the Story in the USA?


› Ownership - Quads with engine size of <90cc represent 7% of total market (Levenson - US CPSC).

› Use - 3% of youth 10-15 years rode an appropriate sized quad (Campbell et al, 2010)
  - 1.8% of those under 12 rode a suitable sized quad (Hafner et al, 2012)
  - none of those aged 12-15 rode a suitable sized quad (Hafner et al, 2012)

› The high prevalence of fatal injuries to children using adult sized quads does not justify that “child-appropriate” quads are safe. The data simply reflect the pattern of exposure.
Risk of injury / driving hours for those under 16 is reduced by only 18% when driving a youth-model ATV with an engine size of <90 cc, compared with operating an adult-sized vehicle with an engine size >200 cc.

The risk on a smaller vehicle is still almost twice that of an older driver on a larger machine.

The risk of injury to a driver less than 16 years old operating a smaller machine is five times higher than the risk to an older driver on the same sized machine.

“Honda and other manufacturers build children’s quad bikes and there’s no real issue with the safety of those machines.”

There were: 19 fatalities, 766 admissions, 816 ED presentations.

Children (0-14 years): 16% fatalities, 21% admissions, 32% ED presentations

29% of admissions classified as “serious threat to life” (ICISS <0.941)

Quad incidents more likely to be serious than:
- all other injuries (p<0.001)
- all other injured motorcycle riders (p=0.001)
Toddler survives quad bike crash

A two-year old toddler is recovering at the Royal Children’s Hospital after a four wheel motorbike overturned on him at a Naroghid property on Sunday.

Naroghid dairy farmer Willie Hawker said his grandson, who turns three next week, had climbed onto the motorbike unnoticed.

“I got off the bike and while I was busy doing something else, the lad has climbed onto the bike and started it,” he said.

“I heard the noise and looked up just in time to see him go forward a few metres and roll it.

“He locked the handlebars up and the bike overturned on him.”

Mr Hawker said when he reached the toddler and removed the over-turned bike, the toddler was not breathing.

“I started doing compressions on his chest, hoping like mad that it would help,” he said.

“I rang triple 0 and he came around and started breathing while I was on the phone to them.

“It was the scariest moment of my life — I don’t think I could have gone on if he hadn’t have come through.”

Local ambulance officers attended the incident before an air ambulance arrived to transport the toddler to the Royal Children’s Hospital.
› Control Access to the Key – if owners keep keys away from children, they will not be able to operate

› “Child-Proof” Ignition Safety Locks – concerns over feasibility, effectiveness and potential hazards

1. Place key in ignition and turn to the on position. To start the engine, 5 points of contact must be made at the same time to allow the engine to start.
2. Press and hold the left front brake lever in while holding down the right rear foot brake lever then using your index finger hold in the start button until the engine starts.
Timeline for Change: Child-Resistant Start Mechanism

› October 19, 2012 - Melbourne Quads Forum (Child issue raised)

› August 1, 2013 - first quads with child-resistant start mechanism on Australian market (10 months & 12 days after Forum)

› Jan 1, 2014 - members of Australian Quad Distributors Association (approx. 15% of Aust market) agree that all adult quads will come fitted standard with a child-resistant start mechanism by 1 January 2014.

› July 2014 - FCAI members fail to react & actively resist change
There is universal agreement that children under 16 years should not ride (or be carried as passengers) on adult sized quads.

Farmers (and others) must urgently heed these recommendations & adopt practices that reflect this safety priority. There are NO EXCUSES to let kids ride (or be passengers) on adult quads.

FCAI-aligned manufacturers continue to stymie safety improvements on adult machines to deter children (e.g. child resistant start mechanisms) and divert all responsibility for a faulty product to owners.

A child-resistant start mechanism should be mandatory on all adult quads entering Australia.
Summary - “Child-Appropriate” Quads

› “With so little evidence that youth-sized vehicles significantly reduce injury risk, the Canadian Paediatric Society, along with many others, explicitly recommends that this minimum age restriction (16 years) apply to all ATV sizes and models.”

› Kids are “vulnerable users” & under Australian Consumer Law, products must be safe.

› The importation of “child-appropriate” quads should be banned in Australia by the ACCC until the industry can provide definitive evidence that their products are safe. This will stop new product entering the market.

› A buy-back scheme for the existing fleet of “child-appropriate” quads should be commenced and funded by the industry.
No children under 16 years to use a quad bike (of any size).

Do not carry passengers of any age.

Ensure kids cant access quads.

Use alternate vehicles instead:
- appropriately sized 2 wheelers (don’t crush/asphyxiate), utes, side-by-sides
- maintain these alternate vehicles in good repair
- training / supervision
- developmentally appropriate tasks
- wear a helmet / PPE on 2 wheelers, seat belts in utes & side-by-sides
“We’re going to be monitoring your activities closely, with the hope that what you learn can help us back here in the United States.”

The Future?

DUNGHILL
SOLICITORS

DEFENCE LAWYERS’ LEGAL BILL
$$$$!!!

‘WHEN ONLY THE BEST WILL DO’

As a dealer I find this issue of Roll-over protection is getting confusing...

...So, I’ve had some protection fitted myself.

Fact

Kids and quads (of any size) are a fatal mix

No children under 16 years of age should ride quads of any size.

This is supported by:
American Academy of Pediatrics
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