

The Booster Seat Safety Act

Co-Leads: Representatives Raja Krishnamoorthi and Katie Porter

Endorsing Organizations: American Academy of Pediatrics, Center for Auto Safety, Consumer Federation of America, Safe Kids Worldwide, Allstate, Advocates for Highway and Auto Safety, National Safety Council, Nationwide, Students Against Destructive Decisions (SADD), Kids In Danger, American Property Casualty Insurance Association, Families for Safe Streets, State Farm, Amica Mutual Insurance Company, Kids and Car Safety, Society for the Advancement of Violence and Injury Research, National Association of Mutual Insurance Companies (NAMIC), American Family Insurance, California Coalition for Children's Safety and Health (CCCSH), Consumer Reports

The Problem: In December 2020, the House Oversight Subcommittee on Economic and Consumer Policy released a [staff report](#) detailing that major manufacturers of booster seats marketed their products for use by 30-pound children despite expert recommendations that booster seats are unsafe for children under 40 pounds. The investigation also found that the side-impact test conditions used by top manufacturers were inadequate measures of safety. The National Highway Traffic Safety Administration (NHTSA) has not finalized any side-impact testing standards for booster seats.

In July 2021, Attorneys General in 17 states and the District of Columbia [sent a letter](#) to Transportation Secretary Pete Buttigieg and the Acting Administrator of NHTSA demanding that federal regulators create a side-impact crash-test standard and better labeling standards for children's car seats.

The Solution: The Booster Seat Safety Act will provide increased safety, education, and consistency to the car seat and booster seat industry to protect children.

The Booster Seat Safety Act:

- Labeling
 - Requires manufacturers to place clear and conspicuous labels on booster seats, car seats, and combination car seats. Booster seat labels shall note the recommendations for children to be over 4 years old and over 40 pounds.
 - Provides that NHTSA recommend the minimum height required for booster seats or a method by which a booster seat manufacturer determines the minimum height required for booster seats. Subsequently, requires that minimum height recommendation be included in the booster seat label created by this bill.
- Side-Impact Crash Testing
 - Requires NHTSA to issue regulations on side-impact crash testing for booster seats, including both near-side impact and far-side impact testing.
 - Requires NHTSA to provide guidelines for the creation of a 6-year-old testing dummy for the side-impact crash testing.
- Tether Systems Study
 - Requires NHTSA to conduct a study on the variability that exists in tether use recommendations by car seat and vehicle manufacturers.