

DOREL CLARIFIES EXPLORER/GRAND EXPLORER NEWS ARTICLES

Montreal, September 24, 2002---There have been a number of news reports today regarding the Cosco Explorer and Grand Explorer Car seat.

The Dorel Juvenile Group wishes to make sure you have all the information necessary for you to fully understand the facts concerning this story.

The Cosco Explorer and Grand Explorer are among the safest car seats on the market. That's not just our opinion, but rather it's based on facts. There are two government officials quoted at the end of this document. Please take the time to refer to them.

To determine if a product is safe, the Dorel Juvenile Group uses three basic criteria:

- Does it meet Federal safety standards?
- Does it pass tests done by independent laboratories that simulate real world issues not covered by Federal standards?
- Do actual consumer experiences confirm the product is performing as intended?

Here's a look at how the Cosco Grand Explorer shield booster seat measures up in all these categories:

Meets all Federal standards:

The product has consistently tested well within the guidelines established by the U.S. National Highway Transportation Safety Administration and Transport Canada. Neither the Explorer nor the Grand Explorer have ever been the subject of an investigation or a recall by NHTSA or Transport Canada.

Performs well in independent, supplemental safety tests:

While no standard requires this, the Explorer and Grand Explorer, as well as other car seats we manufacture, have undergone additional voluntary testing. These tests include: running sled tests at higher speeds and forces than are required by government standards; side impact tests; and simulated rollover testing in 1996, and as recently as August 2002. These independent testing laboratories confirm that the Explorer and Grand Explorer properly restrain children in the car seats in various types of accidents.

Consumer experiences:

With approximately 10 million Explorers and Grand Explorers sold since 1985, we do have several incidents of serious death or injury (on average one death per year per model). During the five years between 1995 and 2000, there were over 125 cases reported annually of children between the ages of one and four who, while restrained in car seats manufactured by all car seat companies, died in auto accidents. These are tragic situations, but reaffirm that due to the severe forces in some accidents, no car seat can protect every child in every accident. Given the significant market share held by the products, the incident rate of death in the Explorer and Grand Explorer is

therefore well below the industry average. Further, we have records of over a hundred accidents where children escaped injury because they were in Cosco shield boosters.

Rae Tyson, a spokesman for the U.S. National Highway Traffic Safety Administration that regulates child car seats, says the agency has no evidence that children between 30 to 40 pounds are more likely to be killed in a shield booster than in other restraints.

It seems that much of the criticism of the Grand Explorer is based on older style designs offered by other manufacturers, or just an "opinion" that shielded booster seats are not desirable. Neither of these criticisms is based on the facts.

We continue to be dismayed that these perceptions exist when all the federally mandated, as well as independent test results confirm that the Explorer and Grand Explorer are safe, easy to use, booster seats.

TRANSPORT CANADA

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With respect to our telephone conversation, listed below are the issues that you requested our comments on regarding abdominal shield booster cushions:

1. To date all the abdominal shield booster cushions in the Canadian market have been verified as complying with the applicable Canada Motor Vehicle Safety Standard (CMVSS) 213.2 Booster Cushions.
2. Booster cushions in Canada are intended for children who have outgrown their children restraint systems and are at least 18 kg (40 lbs). This standard came into effect on March 9, 1983, and the standard has not been changed with respect to the minimum specified weight for children.
3. When the booster cushion is used in accordance with the manufacturer's instruction they provide a high level of occupant protection.
4. The United States Federal Motor Vehicle Safety Standard (FMVSS) 213, is different from the CMVSS in that the United States allowed booster cushions to be used for children between 13.6-27 kg (30-60 lbs).
5. We have not had any performance issues involving abdominal shield booster cushions in Canada as a result of motor vehicle collisions when the booster cushion is used as intended.

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