




January 1, 2010

In this Edition

We don't want you to miss out on the latest edition of the *CPS Express!* Please add our e-mail address, cps.certification@safekids.org, to your address book or safe list today.

When was the last time you checked the information in your CPS online profile?

PLEASE DO IT NOW!

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Advertising Section

Handouts perfect for checkup events, presentations, MD offices—Safe Ride News **FACT SHEETS**: 27 CPS topics (including preemies, LATCH, and tethers). All are updated for 2010, **include details not found in more general handouts**. Illustrated, English/Spanish, low reading level. [Details here](#) or at www.saferidenews.com.

Announcements and Notices | [Back to the top](#)

Not sure of the steps needed to re-certify?

Check out the [re-certification flow chart](#) and the [personal re-certification log](#).

Note that the CPST Re-certification fees are now \$50 and the Certification Course fee will be \$75.
>> [MEMO](#)

- The latest (ver: 12/17/2009) **Policies and Procedures Manual** (available under [Resources](#)).
- [Learn More About CPS Express Ad Space](#)
- **Tech Gear and Course Products Now Available- [CHECK THEM OUT](#)**
- **What should you, as a caregiver, expect from a Child Passenger Safety Technician (CPST)? >> [CLICK HERE](#)**

New Car Bed Coming Soon

The National Center for the Safe Transportation of Children with Special Healthcare Needs and the Automotive Safety Program at Riley Hospital announces that a new car bed is nearing production. The car bed will accommodate children up to 35 pounds. Several years ago the production of the car bed that could transport children who weigh greater than 20 pounds was discontinued and the supply of these car beds has now been exhausted.

The National Center has collaborated with engineers to design a replacement for this important child restraint. The Hope Special Needs Products, LLC has agreed to begin manufacturing the car bed in 2010. The National Center is working with the Riley Children's Foundation on a capital fund-raising effort to support the production of the new car bed.

Since each year over 200 children with special healthcare needs are unable to ride in a regular car safety restraint, the availability for a new car bed will help to make their transportation safer and easier for families. For more information on the new car bed contact Kathy Weaver at kaweaver@iupui.edu.

Submitted by Kathleen Weaver, Automotive Safety Program, Riley Hospital for Children (Indianapolis, IN)

Addressing the Side Impact Issue

Over the past two decades, the number of deaths related to front impact crashes has declined, while side impact crash fatalities have increased by 20 percent. In a side impact crash, there is an average of just eight inches of steel protecting children in the back seat, providing very little time/space to soften the blow of a crash. According to the Children's Hospital of Philadelphia, side impact collisions are today among the deadliest type of crash for children, accounting for 1 in 3 child crash fatalities, nearly all of which are caused by head trauma.

In order to develop effective safety technology, it is critical to understand what the real-world side impact scenario looks like. Currently, there are no side impact testing regulations; however, many manufacturers test to a "fixed door" testing methodology, which is not an accurate portrayal of what actually happens in a side impact crash. If car seats are not tested under real-world conditions, how can the industry ensure the technology is protecting our children to the best of its ability?

For this reason, Dorel Juvenile Group collaborated with Kettering University's renowned Crash Safety Center to develop a new standard for side impact testing. The Dorel/Kettering Method uses an "intruding door" technique to replicate a true side impact collision. This new testing method has been shared with

NHTSA in the hopes that it can be used industry-wide as a standard for side impact testing.

As a result of improved testing, Dorel developed Air Protect Side Impact Technology to provide children with an extra layer of protection around the head - where it is needed most in the event of a crash. Through the precise release of air, Air Protect extends the “ride-down” time, which occurs when the child and the child restraint system are coupled to the vehicle, allowing the child to slowly ride down the crash along with the vehicle. This creates a slower, softer landing, instead of an immediate, harsh impact. The technology releases calibrated amounts of air through air chambers -- it does not inflate like an airbag.

Air Protect Technology is now available in the Safety 1st Complete Air Convertible Car Seat. In comparing the Complete Air with and without Air Protect, we have seen the reduction of crash forces to the child’s head by up to 30 percent, an improvement in neck loads by up to 30 percent, and the reduction of head and neck rotation by up to 50 percent.

To learn more about the side impact issue and Air Protect, please visit www.safety1st.com/airprotect.

Submitted by: David Amirault, Director of Design and Engineering, Dorel Juvenile Group

We Need Booster Seat Laws for Kids up to 8 Years Old in All 50 States

The Children’s Hospital of Philadelphia (CHOP) published a new study in the October issue of the Journal of the American Academy of Pediatrics confirming that booster seats significantly reduce the risk of injury to children. The study demonstrated that children ages 4 to 8 in belt-positioning booster seats are 45 percent less likely to be injured in a crash compared with children using a seat belt alone.

The CHOP researchers concluded that children in states with booster seat laws were, “much more likely to be properly restrained for their age and size at the time of a crash than children in states that have no laws mandating booster seat use.”

With the help of state laws and more than 20 years of public education campaigns, now more than 90 percent of children 3 years old and younger are put in child safety seats. Yet only 41 percent of children over 4 years old were routinely put in booster seats in 2006, according to National Highway Traffic Safety Administration estimates.

As a company that has been committed to the safety of children for more than 90 years, Evenflo has worked hard with elected officials in our home state of Ohio over the last few years to help enact a booster seat law. With that goal achieved this past October, we turn our attention outward. The time has come for all states to pass a strong, uniform booster seat law for kids up to 8 years of age.

While we push for legislation in all states mandating proper child restraint, we also know that proper safety procedures don’t stop at a government level. As technicians, you know that education in the proper installation and use of car seats is equally as important in the overall goal of increasing child vehicle safety. Evenflo understands the importance of education and provides parents and caregivers with the tools to ensure their child is safe in their vehicle, including detailed owner’s manuals and installation video.

To encourage greater use of booster seats for older children, many child restraint manufacturers like Evenflo have expanded their line of booster seats with new, innovative safety and comfort features. Two Evenflo examples are the the Maestro combination booster seat and Amp No Back Booster. Maestro, with a weight rating up to 50 pounds in harnessed mode and 100 pounds in belted booster mode,

incorporates our innovative RightFit™ auto-adjust belt system and fixed headrest to guide the belt, ensuring proper fit throughout the shoulder and lap area for a growing child. The Amp, weight rated for children 40 to 100 pounds and up to 57 inches tall, requires no assembly, provides the consumer with ease of installation, and with its vibrant colors and fun cup holders helps children want to sit in a booster seat. After all, we want kids to want to ride on a booster seat. Let them be the advocates for boosters!

The case for booster seat legislation is clear: booster seats have been proven to reduce the risk of injury for older children. It is important to activate your community to be vocal and reach out to your local legislature to pass a mandatory booster seat law in an effort to increase child safety.

To help educate parents and children on proper booster usage, Evenflo has created a life-size booster usage poster “Hey! If you are not as tall as me [4’ 9”], use a booster seat.” 100 posters available free to the CPS community – Contact Repacorp Inc. to register or for pricing/ordering information: 1-800-323-4415 ext. 235.

Article written with input from Evenflo, Inc.

Submitted by: Lindsay Harris, VP, Corporate Engineering and Quality Control, Evenflo, inc.
(Miamisburg, OH)

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Re-certification Reminder

CEU types, details, audit requirements >> [Learn More](#) <<
Re-certification FAQs >> [Learn More](#) <<

You may re-certify up to **four months** before your certification expiration date without losing any time. Avoid problems--don't delay!

Basic re-certification requirements and deadlines:

- [Five seat checks](#) approved by a certified instructor (you may use the technician proxy option). You can do the checks at any time during your certification cycle as long as they are entered online and a certified instructor approves them before your re-certification date.
- [Community education](#) (choose one):
 1. Participation in at least one two-hour checkup event with at least one other CPS technician using any standardized checklist to provide documentation, if needed.
 2. Provide at least four hours of community education. Examples include making presentations to parents, educators, kids, organizations (such as PTAs or law enforcement), or other stakeholders who are not technicians.
- A minimum of six hours of CPS technical [continuing education units](#) earned and reported during a current two-year certification cycle.
 - You cannot carry over CEUs from one period to the next, even if you have accumulated more CEUs than are required. Because your certification cycle stays the same, any CEUs obtained after you recertify but before the first day of your new certification cycle may not be applied to the new cycle.
 - You can record CEUs at any time during your certification cycle, but they must fit into one of the [five approved categories and meet content requirements](#).
- **Register and pay** the re-certification fee before your certification expiration date. You can register up to 4 months in advance of your certification expiration date. You will NOT lose any time--your dates stay the same.

To get to the payment screen, you must have:

- (1) Completed all five seat checks (entered and CPSTI approved)
- (2) Entered at least six CEUs
- (3) Entered your community event information

Once all three are done, you will see a "Click Here to Continue" button that will take you to the payment screens.

Once your registration is complete, your re-certification will be processed in two to four days.

A PPT or PDF with instructions on how to recertify, including screen shots, are available under [Resources -> Instructions](#).

CPS Customer Service Survey Available

Safe Kids USA is interested in your experiences with our CPS customer service. If you have contacted the customer service representatives by calling the toll-free number (877-366-8154) or by e-mailing them at cps.certification@safekids.org, please take a few minutes to complete the online survey under [Contact Us](#) on the Certification Web site.

This survey should take no more than five minutes to complete. There is no limit to the number of times you can share your opinions with us. Thank you for helping us improve our customer service.

Auditor Alcove: *What to Expect During a Seat Check Sign Off*

One of the requirements for re-certification is having 5 different seat checks signed off (approved) by an instructor. Is this something you should prepare for? Absolutely! If you are attending a seat check event where instructors will be available for sign offs, make sure you know what installs you need so you can work with the instructors to try and get you what you need. Before you begin, let the instructor know you are ready so they can observe from start to finish. They will be checking to be sure that you fill out your forms completely and properly, communicate effectively with the parent, and that the seat is installed and harnessed properly at the conclusion.

Be prepared to spend some time after the parent leaves to discuss the seat check with the instructor. The instructor should go over the form with you to ensure that you have covered all major talking points with the caregiver, including harnessing, installation options, airbags, and transitioning to the next step. When communicating with the caregiver, it is important to be informative, without being overpowering. Utilize the Learn, Practice, Explain mantra that you learned during your certification course to be sure that the parent understands the concepts you have taught them. Let the parent be an active participant in deciding whether to use the lower attachments or the seat belt, whichever will duplicate a proper installation with the greatest of ease.

So what happens if you fail a seat sign off? Instructors have a responsibility to be sure that the you have done everything satisfactorily. If there is any question, the instructor will explain where the trouble is and you will have an opportunity to try again. A failed seat sign off in no way jeopardizes your certification, as long as you successfully complete another one prior to your certification end date. You can enter as many sign offs into your profile as you want, but only 1 pass for each type is required. Your seat sign offs can be completed at any time during your 2-year certification cycle, so start early!

Jami Revesz, Quality Assurance Specialist, is available for questions about calculation of teaching hours, CEUs or audits. She may be reached at cpsaudit@safekids.org.

By the Numbers

Children Alone in Vehicles

Deaths of children left in hot cars in 2008: 43

Deaths of children left in hot cars in 2009: 32

Details are available at <http://ggweather.com/heat/index.htm>

CPS Recertification

2008: 43.6 percent

2009: 55.5 percent (Jan-December)

Featured FAQ: Isn't the function/responsibility of being a senior checker, technician-proxy, or instructor signing off for car seat installations all the same? (Dec. 1, 2009)

There are important distinctions between each of these roles as a certified technician (CPST) or instructor (CPSTI). These roles are unique and people that accept these responsibilities should be familiar with the associated documentation, the published policies and procedures and spirit of the national curriculum.

- A Certified Instructor (CPSTI) is responsible for observing the interaction of a certified technician with parents and children for at least the 5 required seat checks for recertification.
 - The instructor should feel confident in the technician's ability to communicate accurate information to a parent or caregiver and will double-check that the installation and paperwork are appropriate and correct.
 - To learn more about what the CPSTI is looking for at a seat check, go to www.safekids.org/certification --> Pre-Registration Requirements for Regular Recertification ◊ Instructor Verification of Seat Check Activity.
- A technician-proxy is an option that allows a CPSTI to have a CPST be their eyes and ears for a seat check required for recertification. Like the CPSTI, the technician proxy should feel confident in the tech's ability to communicate accurate information to a parent or caregiver and will double-check that the installation and paperwork are appropriate and correct. The proxy provides information to the certified instructor, who has the ultimate responsibility of verifying the seat check online. The tech doing the check would enter the name of the CPSTI in the online system.
 - To learn more about technician-proxy requirements please go to Policies and Procedures at www.safekids.org/certification --> Pre-Registration Requirements for Regular Recertification ◊ Technician Proxies
- Senior checkers are not a component of the CPS certification program. The Senior Checker designation is under the Safe Kids Buckle Up Department. Senior Checkers must meet specific Buckle Up requirements, submit an application and a review and approval process on a local and nation level. A Senior Checker is a member of a local coalition or chapter and is the second pair of eyes at a registered and approved Safe Kids Buckle Up event or inspection station.
 - To learn more about SKBU Senior Checker requirements please contact your Safe Kids Coalition Coordinator. The Senior Checker criteria is located on the home page of www.safekidsweb.org.

Featured FAQ: When is the earliest I can recertify? (Dec. 18, 2009)

You can register up to 4 months in advance of your certification expiration date. You will NOT lose any time--your dates stay the same. Because your certification cycle stays the same, any CEUs obtained after

you recertify but before the first day of your new certification cycle may not be applied to the new cycle.

Since you don't lose any certification time and you have two years to acquire your 6 CEUs, it is strongly encouraged that you recertify early so you don't risk forgetting and letting your certification expire.

Fact or Fiction: None submitted this month.

Have a tidbit to share? Submit your Fact or Fiction to [Safe Kids Certification](#).

**Notes From The [National Child Passenger Safety Board](#):
A New New Year Tradition**

Many people have simple traditions to kick off the new year. As the Certifying Body representative on the National CPS Board. I'd like to make a recommendation...clean out your wallet! Shred your old receipts and print a new, fresh copy of your CPS Certification wallet card. No CPST wallet is complete without it!

Take care and best wishes for a happy and healthy New Year for you and your families!

Submitted by Kerry Chausmer, Safe Kids Worldwide, Certifying Body Representative, CPS Board (Washington, DC)



As of January 1, 2010, how many people have ever been nationally certified CPS Technicians?

Send an email to kchausmer@safekids.org before 2/11/10 with your answer (include your name and T#!).

The three closest answers will win an embroidered Team Cert T-shirt or hat (your choice) and be listed in the next *CPS Express!*.

[Just for Instructors](#) | [Back to the top](#)

Being a Mentor

Many CPSTIs hear "mentor" and think only about the Instructor Candidacy (IC)-Mentor relationship during a certification course. Being a mentor to a technician who shows promise can encourage them to be more active in their community, build their communication skills and help them advance their technician role. Should this "more developed" tech decide to pursue instructor candidacy, they will have invested heavily in a strong relationship with one or more instructors and will probably do well with their candidacy.

Any tech who is considering instructor candidacy should carefully review the [policies and procedures](#) as well as the [required documentation and other forms](#) needed during the certification course. These tools are useful for any tech, not just those interested in taking the next step towards instructor candidacy. The IC requirements (six months of certification, one course assistantship, testimonials) are minimums. Techs are encouraged to take full advantage of the expertise around them and go beyond the basics.

Instructors should also mentor each other. They should establish ways to channel feedback and suggestions during and after courses or events so they can grow as instructors. Maximize opportunities to learn about new technology, discard out of date information/techniques (e.g. knee on the CR, paper angle indicators) and receive suggestions on how to better communicate with parents, techs, or other instructors by sharing information. As long as the information is given constructively there should be no hard feelings. Everyone needs to work on advancing their knowledge and skills and not stay “stuck” using the information they received perhaps 5 years ago when they became an instructor. Done in a professional but kind way, both parties become stronger. Practicing communication skills is not just for technician candidates- it works for instructors as well.

We should be on the lookout for technicians who display strong technical and communication skills as well as searching for ways to become stronger instructors and team players ourselves.

CEU Corner | [Back to the top](#)

This section provides information on nationally available continuing education opportunities. We are not able to include information on state or local conferences, training or other technical updates if they cannot be made available nationally.

This information is provided as a resource only. Events and activities listed here are not endorsed by Safe Kids USA unless otherwise noted.

Are you organizing a Statewide or Regional Technical Update and want to invite manufacturers?

Here are some resources - remember that their budgets and schedules vary.

- [CR Consortium Contact List](#)
- [Event Request Form](#)

CPS Express CEU Corner Submissions: Please e-mail the necessary information (in the format below) to [Kerry Chausmer](#).

Nationwide CEU Calendar

To access the calendar:

1. <http://www.carseatscolorado.com/>
2. Click on Training Opportunities
3. Click on Continuing Education for Certified Technicians
4. On the drop-down menu, please select CEU Sessions Nationwide Listing

Instructions on how to post an event >> [Click Here](#)

Online courses

Provided by: Safe Kids Worldwide and NHTSA

Total available: 4 CEUs (more coming soon!)

Location: <http://www.safekidswebinars.org/>

Comments: Currently available: School Buses, A Tech's Guide to Recalls and Transporting Children in Vehicles Other Than Cars.

Technicians will register, log in, finish the webinar and print a certificate of completion. This webinar

requires participants to gather information from other sites (links provided) to have a quality learning experience.

** Each webinar is available for download (pdf) for local technical update sessions.

Provided by: UNC Highway Safety Research Center and NC CPS Conference -

<http://www.buckleupnc.org/>

Total available: 4.5 CEUs

Location: <http://www.buckleupnc.org/training/index.cfm>

Comments: For CEUs, you must create an account on buckleupnc.org. Techs will only be able to take the quiz and earn CEU credits if they have created an account, are signed in, and have watched the entire video.

NOTE: Non-CEU presentations are also available.

Provided by: National Child Passenger Safety Board

Total available: 3 CEUs

Location: <http://www.cpsboard.org/>

Comments: Three presentations --one about new child restraints, another combined about boosters and airbags, and a new one called Fact or Fiction. Each presentation is available for download. Details and instructions are available on the Board [Web site](#).

GET INVOLVED! The Board is interested in expanding its online course library and is requesting presentations from the field. Once submitted, the Board will review each presentation and then add to the online offerings. The presentations must be technically accurate, up-to-date, and be available in PowerPoint.

[Click here](#) for the presentation application and submission instructions.

National Conferences/Meetings

Event: Lifesavers Conference on Highway Safety Priorities

Location: Philadelphia, PA

Pre-conference dates: TBD

Dates: April 11-13, 2010

CPS CEUs available: TBD

Fees/Requirements: see Web site

For more information: <http://www.lifesaversconference.org/>

Event: KIDZ IN MOTION Conference/NICU Pre-Conference

Location: Ft. Worth, TX

Pre-conference dates: August 25-26, 2010

Dates: August 26-28, 2010

CPS CEUs available: at least 10

Fees/Requirements: see Web site

For more information: <http://www.kidzinmotion.org/>

Teleconferences/Moderated Webinars

None scheduled

[Contact Us](#) | [Back to the top](#)

Ideas and article submissions: Advocates and manufacturers are welcome to submit articles, or suggestions for articles, to the *CPS Express!* Send your ideas and submissions to kchausmer@safekids.org. All submissions will be edited for content and length.

Questions? Comments? Concerns?

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This newsletter was e-mailed as a benefit of your national CPS certification.
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