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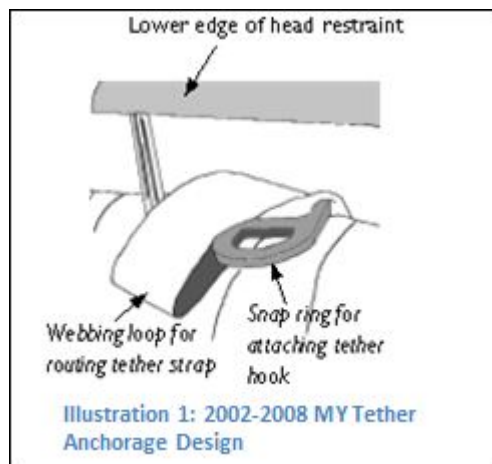
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**Announcements and Notices**

**Correction to Some Chrysler Truck Owner’s Manuals**

Chrysler Group LLC recently discovered that the owner’s manuals for certain 2009-2011 Ram Quad Cab and Ram Crew Cab Trucks incorrectly described the design of the tether anchorage. The description in the owner’s manual applied to Ram trucks built prior to 2009 model year, which featured a webbing loop for tether strap routing and a metal “snap ring” inside the webbing loop for attaching the tether hook.



A strap-only design, which uses a heavy-duty webbing loop for both tether strap routing and tether hook attachment, was introduced in 2009 Ram light-duty pickups and in 2010 Ram heavy-duty pickups and chassis cab trucks.

Chrysler Group has since updated their on-line owner’s manuals and user’s guides for 2009-2011 to reflect the strap-only design. CPS Technicians and owners of the affected trucks can download the updated information from Chrysler Group’s [web site](#).

The following vehicle models may have incorrect owner’s manual information:

- Tips: *What You Suggested*

### CEU Corner

- Online Courses
- Conferences/Meetings
- Webinars

### Support Our Advertisers

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Go to [SafeKidsWebinars.org](http://SafeKidsWebinars.org) for online CEUs and for Tech Gear: Shirts, cups, signs, dolls.

### Contact Us

#### 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](mailto:kchausmer@safekids.org). All submissions will be edited for content and length.

#### Questions? Comments? Concerns?

Safe Kids USA  
CPS Certification  
1301 Pennsylvania Ave., NW  
Suite 1000  
Washington, DC 20004

Phone: 877-366-8154 (toll free)  
Fax: 202-393-2072

- 2009-2011 Ram 1500 Quad or Crew Cab Trucks
- 2010-2011 Ram 2500/3500 Crew Cab Trucks
- 2010-2011 Ram 3500/4500/5500 Quad or Crew Cab Trucks

Note: This issue does not affect owners of standard cab (2-door) or “Mega” cab trucks because these cab styles feature conventional tether anchorage designs.

Both tether anchorage designs meet or exceed the strength requirements of FMVSS 225. Both designs allow the two outboard tether hooks to be attached to the center anchorage at the same time. CPST’s should direct owners of the affected trucks to the manufacturer’s website to download the updated tether instructions. Owners should also be reassured that their strap-only anchorages are safe and are not “missing” any parts.

Information provided to Safe Ride News for The LATCH Manual - 2011 included this same error. CPSTs can visit the SRN website, [www.saferidenews.com](http://www.saferidenews.com), to download the updated information provided by Chrysler Group.

Submitted by Audrey Eagle, Sr. Specialist & Child Passenger Safety Advocate, Chrysler Group LLC (Auburn Hills, MI)

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### Last Chance: 2012 National Child Passenger Safety Board CPS Awards Nominations: Deadline is tomorrow

Details at (guidelines, eligibility and application) may be found at <http://www.cpsboard.org/awards.htm>.

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### REMINDER: Diono Webinar coming up!

Safe Kids and State Farm invite you to join us in January 11 from 1 -2 pm ET (NY time) to learn from child restraint manufacturer Diono about their products. Register (free but required) at <http://bit.ly/WebinarDiono>.

Safety topics and questions related to Diono child restraints that will be discussed include:

- Why we allow LATCH installation over the conventional 40-48lb lower anchor weight limits.
- Why we allow a forward-facing child’s shoulders to go above the top harness slots.
- Why a steel frame is important in a child restraint.
- How do our crash test procedures and results compare to other child restraint manufacturers?

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Corrected link: <http://www.bubblebum.us/> and the GoBooster manual is at <http://bit.ly/GOBooster>.

## Program Partners



## Program Sponsor



- Do most car seats accommodate the weight capacity they're rated for?
- What are the benefits of SafeStop?

Get your questions answered! [Register today!](#)

## Program Reminders | [Top](#)

### Recertification

Recertification Details >> [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:

1. [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.
  - \*NEW\* [How To Add a Seat Check Video](#)
2. [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.

1. You cannot carry over CEUs from one period to the next, even if you have accumulated more CEUs than are required
2. 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
3. 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

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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 and you are within 4 months of your certification expiration date, 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 no more than two days.

**[PPTs/PDFs with step by step instructions and screen shots >>](#)**  
**[Check out the Resources tab and look at the How To page](#)**

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### **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](mailto: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.

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### **Auditor Alcove: New Year. New Techs.**

With a new year comes new opportunities, new challenges, and hopefully some new faces. While there are over 34,000 certified techs, it would be nice to increase our presence in the world. Most of us eat, sleep, and breathe CPS, so our families, friends, and coworkers know at least a little bit about what we do. Why not use your passion to recruit someone you know to the safe side? The more advocates we have in the communities, the greater the chance of survival for the children in your community.

Take some time to talk with your coworkers, friends, and family members about becoming a CPST. I convinced my sister to take the certification course over a year ago and she is now working at a permanent fitting station at a local hospital educating parents on proper restraint use. It makes me

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smile when I hear her explain the dangers of non-regulated products in an infant seat to parents or non-booster seat use to a 7 year old. We are passionate about what we do, whether we educate on a daily basis or twice a year.

There is a reason why people register to become a tech. For some, the boss told them they have to. For others, it is interest, curiosity, or passion. I am sure there are many of you who are CPSTs today because a coworker, friend, or family member was a CPST and they thought you would be a good fit. Use this new year to go out and find that someone who you know would do their community proud by doing their part to save lives, one carseat at a time.

Jami Revesz, Quality Assurance Specialist, is available for questions about course policy, calculation of teaching hours, CEUs, and audits. She is also interested in sharing other ideas on how to teach the Certification Course, so if you have suggestions or ideas that you would like to share, please send an email to [cpsaudit@safekids.org](mailto:cpsaudit@safekids.org).

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## General | [Top](#)

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## By the Numbers

### Children Alone in Vehicles - Deaths of children left in hot cars

- 2011: 30
- 2010: 49
- 2009: 32

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

### CPS Recertification

- 2011: 56.3 percent
  - 2010: 50.3 percent
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## Building a Web Site to Promote Your CPS Activities

A few years ago, we, at the BeSeatSmart CPS Program in Vermont, became aware of the need to improve our Web site. We had recently done rebranding from a number of different programs all titled Child Passenger

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Safety to a brand name “BeSeatSmart”, complete with pictures and a color scheme. These changes were phased in over several years in order to create continuity with the existing program. The Web site was simply not meeting our needs, the expectations of the public, or keeping up with evolving technologies currently available on the web, such as use of YouTube, hyperlinks, pictures and video.

In search of a better way, we started by asking ourselves some basic questions about the Web site. Based on those questions, began to build an idea of what the structure should look like. The actual appearance, at this stage, was unimportant. What we needed were answers to the following questions:

- **Clarity** – How easy is it to find a topic?
- **Readability** – Is it within at least a 9th grade reading level? (Preferably a 6th grade level!)
- **Nesting** – Do I have to click thru 4 different pages to find what I’m looking for, or is there an easily available index on the home page?
- **Updates** – How can we easily change some limited information quickly? Fitting station locations and hours, for example.
- **Search proximity** – Where does this come up on Google, Yahoo and other search engines? Does it have meta-tags? Are we on the first page or are we 10 pages deep in the search pattern?
- **Graphics** – How can we link to existing video on the web so that it’s shown to best advantage on our Web site?
- **Simplicity** – Are we using too many words to say what a few could say?

In order to address these questions, we found a local Web site designer, who came recommended by other non-profit organizations and who was willing to give us a non-profit rate for designing the Web site. She was easy to work with and very communicative about what was possible and not. Once we had nailed down the basic framework and gotten answers to our early questions, we started talking about specifics.

We did a lot of research looking at other web pages for car seats, thinking about what worked for each of them, what didn’t, and what features did we want to include? What Web sites did we find easy to use and what features did we like?

Some great examples of the pages we looked at were the following; Washington’s Safety Restraint Coalition has a fabulous [testimonials](#) page. Montana’s Buckle Up Montana has a very easy to navigate [Web site](#). New Mexico’s Safer New Mexico Now has a fabulously neat and clear [page](#) on how their programs work. Colorado’s DOT has a great page of [downloadable resources](#).

We forwarded these specific pages within other Web sites on to our web designer as possibilities and asked her to look at them to see if we could

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incorporate them into our Web site.

What we got back from the designer was a clear and resounding yes, with the caution that we had only so many menu slots; we ended up with 8 down the side and 8-9 tabs, depending on size, on the top. The space needed to be used carefully and thought had to go into labeling the menu slots.

We sat down and tried to figure out what pieces we needed on the Web site. The web designer took elements of each of the Web sites we liked and molded them together to create something new, different, and uniquely our own. We were to provide all content for insertion in the Web site, including links to videos and pictures.

**Content writing** was the next major step. We wrote, re-wrote and then had beta readers' comment and correct on each of our pages. In writing them, we were attempting for a tone of the blogger or forum writing – casual and chatty but very informative. This information was sent on to our beta readers. They commented, critiqued, and made the pieces better articles.

Next, we assessed the **readability** of the Web site. There are many available but we're using [juicystudio.com](http://juicystudio.com) to test readability. They have a composite test, under quality assurance, that can apply a number of the different assessments at the same time to your Web site or document. Based on those scores, we went back and simplified the more complex sentences to make them easier to read.

Once we'd finished with all of these steps, the last but most spectacular piece actually was the simplest; submission of all of the documentation to the web designer and then upload to the newly designed Web site.

We then shared the link with all of our technicians, statewide, with instructions to email us if they found more errors. A number of them were kind enough to do so. Even after all of the careful correction we'd done, we still ended up with several errors. These were corrected as soon as we could feasibly do so.

The last thing that we did was to promote our Web site. We put the link up on a number of different car seat forums, our face book page and promoted it internally within our host organization via a mass email. We also sent it to the Department of Health and had a short promotional mass email sent to all providers of pediatric and primary care within the state.

Here is what we saw in traffic after the re-launch of the new Web site:

Before our re-launch, we had no [metatags](#) and were not easy to find online. Internal navigation within the Web site was also poor. We had on average 375 unique visitors to the Web site and 1500 pages downloaded per month. In the month since the re-launch, we've had 1000 unique visitors and 5500 pages downloaded. While we are certain that some of this is buzz

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about the new page and due to the promotion of it, we are hopeful that this is mainly due to a better and more easily accessible site, with clear navigation and easy to find topics and easy to view graphics. Early statistics for the next month seem to hold this goal up.

The most important things we learned about developing a Web site: <http://beseatsmart.org/>

- Hire a great designer. Get references!
- Have a clear vision of what you need and want.
- Be patient! To do it right, this process takes time. It took a year from the start to the end our project, and new information is now going up onto the Web site as things evolve. Don't get frustrated with the process.
- Build a site that you can grow from and into – too much forethought is never wasted.

If you've got questions or would like to know more about specific steps, please feel free to contact Ann Weinstein@ [www.Beseatsmart.org](http://www.Beseatsmart.org) or [ann.weinstein@vtmednet.org](mailto:ann.weinstein@vtmednet.org).

Submitted by Ann Weinstein, Fletcher Allen Healthcare, VT State CPS Training Contact (Burlington, VT)

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### **Inflatable Booster Seats: Thinking outside the box**

CPS technicians have first-hand experience in working with families to meet their travel needs. When it comes to belt positioning boosters, they must do one thing only- position the child so the lap and shoulder belts fits correctly. They do not function in the same way as a harnessed restraint because the vehicle seat belt bears the burden of protection- not the booster itself. We all know people buy booster seats for several reasons:

- Easy to use
- Portable for travel or car pooling
- Inexpensive
- Fits their child
- Fits their vehicle
- Child likes using the booster

Conventional boosters provide a choice of backless and high back design. Each serves a different purpose. I recently saw an inflatable booster seat that was passed around a group of technicians and the comments varied from "is it FMVSS 213 approved?" to "I don't think I would have my child ride in it". Innovation is a way of life. We need to keep an open mind and learn about new products by asking questions and understanding why it may appeal to parents and caregivers. Check out the

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web sites for two innovative products currently that are FMVSS 213 approved, the [BubbleBum](#) (backless) and [Go Booster](#) (high back) .

We know that a child restraint is more likely to be used if it is convenient for the caregiver. From the parent or caregiver's perspective each inflatable booster is light weight and easy to travel with (can be folded and fit easily in to a suitcase, backpack or purse), affordable, and has jazzy colors that would appeal to a kid. If it is easily accessible might it be used in a taxi or rental car much more readily?

The manufacturer of BubbleBum points out the benefits for the parent. They have anticipated though potential resistance by some technicians so they discuss stability of the materials used, how the seat belt achieves a proper fit and they make the instructions available. Note that while these products are inflatable, they are not approved as Personal Flotation Devices (PDF).

Instruction manual >> [Bubble Bum](#)

Instruction manual >> [Go Booster](#)

As techs, we understand what it means when a product is FMVSS 213 approved. The manufacturer self-certifies that the car seat meets the requirements of the FMVSS through extensive testing. We should be concerned with the fit of the lap and of the shoulder portion of the seat belt. We should also ask, "Is this an option for 3 in a row on the back seat?" Aren't these questions asked of any booster seat fit? Some additional questions we might ask of a manufacturer to learn more about their product after visiting the websites, viewing any video clips; is to ask for test results. Although the data may be proprietary and not completely available, some techs may find it interesting and it never hurts to ask for information!

There are opportunities to review blog posts and other social media as well as reviewing the comparison of boosters through consumer testing with other boosters. You can read more at:

<http://www.iihs.org/research/topics/boosters/> .

You may want to "test drive" a new product or practice installations with real children in that age range and in different vehicles. In any case, innovation is here to stay and techs need to be thinking "outside the box" and learning more about these innovative manufacturers. Stay tuned- you can be sure something even more innovative is in the pipeline.

Submitted by the Safe Kids Buckle Up Program and Certification Departments

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**Featured FAQ: What are some examples of acceptable and unacceptable CEU content? (rev. 11/29/2011)**

There are many updates that are beneficial to you as a tech that do not meet the CEU criteria "[CPS Technical Content](#)". You only need 6 CEUs in a 2-year certification cycle so please do go and learn, even if you don't earn CPS CEUs!

Examples of content that **would** qualify:

- CR manufacturer workshops/product updates
- CPS panel at a conference
- Vehicle manufacturer workshops specific to occupant protection
- The latest LATCH technology
- Case studies of child occupants in crashes
- Car seats and school bus safety
- Restraining tweens

Examples of content that **would NOT** quality:

These may be very interesting and relevant but do not meet the content requirements for CEUs. Please continue to offer and attend these types of sessions.

- How to run an inspection station
- Cultivation and retention of CPS Technicians
- Working with legislators to pass a booster bill
- Using data to dissect the CPS problem
- Impaired driving victim impact panel
- Older drivers
- How to use the national CPS certification online system
- Children around cars/Spot the Tot
- Setting up a CPS program in your hospital
- Fund Raising
- How to write a grant
- Tips on how to better teach you CPS Cert. Class
- Data collection methods (how to)
- Operation Kids courses (subsets of certification course)

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**Fact or Fiction: I can still act as a Tech Proxy without submitting an application.**

**Fiction:** Previously, an Instructor would identify a seasoned technician to act as their eyes and ears in the field to observe Technicians while they worked with a family. The Technician Proxy would observe and verify the installation and report back to the Instructor. This was an informal process

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that was not reviewed by the CPS Certification program.

After feedback from the field and the CPS Board, a formal application was introduced and implemented in October 2011. This replaced the informal agreement and established formal and rigorous guidelines.

Technician Proxies can sign-off on seat checks for other technicians or instructors working towards their own recertification. Once approved, they must follow the standards for seat check sign-offs in terms of feedback, communication, and technical knowledge.

In order to apply, you must be a Certified Technician for at least 6 months. At that time you will see an action item in your online CPS profile that says: "Apply to be a Technician Proxy."

In the application, you are asked to submit testimonials from instructors that can attest to your technical skill. You will be observed while you evaluate another technician's communication and technical skills, and give feedback as is done in any seat check sign-off.

The application paperwork is available on the CPS Certification website: <http://cert.safekids.org/ResourcesFAQs/Forms/BecominganInstructororTechProxy.aspx>

After you pay the \$15 application fee, submit a completed application, and are approved, you will serve as a Proxy until your CPS Certification expires.

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## Notes from the [CPS Board](#)

### *Tools You Can Use*

If you are a child passenger technician who is also a health care provider, you have a unique opportunity to educate parents and caregivers on the importance of proper installation and use of child safety seats. The advice of a health care professional is trusted and credible information to a parent, and caregivers are more likely to put their advice into practice. In a AAA survey, a third of parents were found to learn about child passenger safety issues from their physicians and more than two-thirds believe health care providers should take a more active role in educating parents about this important topic.

In the field, however, technicians are often faced with the task of advising parents who have been given contradictory information by their child's pediatrician or family practice physician. When a healthcare provider is not equipped with current child passenger safety information or educational materials, they miss an opportunity to protect their patient from the greatest

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risk of injury and death- vehicle crashes. Once a family has been given incorrect or outdated information, changing the unsafe belief or practice can be challenging for a technician.

AAA has worked to ensure health care providers are equipped with the most recent information, based on NHTSA and the American Academy of Pediatrics policies and recommendations. For example, AAA most recently updated its child passenger safety materials after the AAP revised child passenger safety policies this spring. What does AAA have to offer, and where would one find these materials, you may ask?

Based on the Health Belief Model, a well-respected public health theory for behavioral change, the "AAA Medical Outreach Tool Kit" provides easy-to-follow prescription pads with CPS guidelines, a waiting-room poster and DVD, informational pamphlets, and a sticker for children. The kit's materials are available in English or Spanish. The materials are designed as effective communication tools, facilitating the CPS conversation, a crucial topic that is sometimes missed at well visit check-ups or at hospital discharge.

Also, AAA's updated 2011 edition of the Fragile, Transport Safely brochure is a concise educational tool ideal for distribution at health clinics, car seat check-up events, or health fairs.

These kits and brochures can be ordered through most local AAA Clubs or by visiting [www.AAA.com/carseat](http://www.AAA.com/carseat).

Submitted by Diana Dias, Injury Prevention Representative, CPS Board (Providence, RI)

### ***California's New Booster Seat Law***

After five years of work and two vetoed bills, California is pleased to announce the passing of SB 929 (Evans) relating to child passenger safety. This bill strengthened California's existing CPS law (which only covered 4 and 5 year olds) by extending booster seat protection for 6 and 7 year old children seated in the back seat. The law takes effect January 1, 2012.

The provisions of SB 929 mirrored the recommendations of the National Highway Traffic Safety Administration (NHTSA), the National Transportation Safety Board (NTSB), Advocates for Highway and Auto Safety, and the American Academy of Pediatrics. Children in this age group are particularly at risk because they are too big for child safety seats and yet too small to fully benefit from seat belts, which are designed for the average adult male. Up until the passing of SB 929, 37 states had surpassed California's law due to the compelling data.

SB 929 posed no additional cost to most parents who can continue to use

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their existing seats. For others, booster seats are an inexpensive investment to safeguard one's child (\$15 to \$25) and yet very effective as they reduce the risk of injury by 59 percent as documented by the Children's Hospital of Philadelphia (CHOP), using State Farm crash data.

In 2010, NHTSA found that booster seat education programs on their own - without booster seat laws, enforcement or loaner programs - have had little to no effect. In fact, when CHOP compared states with booster seat laws to those without, 6 and 7 year olds in states with laws were twice as likely to be in a booster.

While there are no significant costs associated with the bill, the state will benefit financially both by added income and cost savings. With the passage of this bill, California qualifies for federal transportation (SAFETEA-LU 2011) funds for a booster seat public education campaign and to provide free and low-cost booster seats for low income families. Also, a 2009 article from the Journal of Trauma found that booster seat laws are associated with a lower proportion of injury related expenditures for motor vehicle occupant injuries in booster seat aged children.

For those of you who think you'll never succeed... keep trying! The National Child Passenger Safety Board appreciates all you do and thanks you for your ongoing dedication to the field.

Submitted by Narinder Dhaliwal, CPS Advocate Representative, CPS Board (Sacramento, CA)

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**Just For Instructors | [Top](#)**

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### **Test Taking Tips: Supporting your students**

As instructors, we are used to taking and administering tests. Some of our students, however, have been out of the classroom for some time and the course tests may seem daunting.

When you take the pulse of the Technician-Candidates, you may notice that they are concerned about the tests, unsure of how to best tackle the questions. Consider taking time to go over how to take a multiple choice, true/false or fill in the blank questions. Here are some tips to share:

- **Read the question before you look at the answer.**
- Come up with the answer in your head before looking at the possible answers, this way the choices given on the test won't throw you off.

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- Cross out answers you know aren't right.
- Read all the choices before choosing your answer. Answer the easy questions that you know off the top of your head first. Just because part of a statement is true doesn't necessarily make the entire statement true. Read the whole thing.
- Unsure? Pick out the key word, use the key word to go to the index to look up the pages.
- Don't leave a blank. Always take an educated guess and select an answer.
- Don't keep on changing your answer, usually your first choice is the right one, unless you misread the question.
- Read through each statement carefully, and pay attention to the qualifiers and keywords. Words like "never, always, and every" mean that the statement must be true all of the time.

You may want to make your own PPT to lead the students through test taking strategies. Here is an example.

As a reminder, before each test, offer the students a reading room where the test will be read to them. Many students are able to better process the question if they hear it and see it in front of them. People learn differently.

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**REMINDER:** Techs often turn to you for information on recertification, including when CEUs can be earned (see this edition's FAQ). If you are at all unsure, please contact CPS Customer Service or Safe Kids.

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### **Instructor Tips: What you suggested!**

Recently Safe Kids conducted a survey of all Technicians and Instructors to help the National Child Passenger Safety Board develop national CPS programming. Included in the survey was a section for the Instructors to provide an instructional tip to other Instructors. Each month we share at least one tip from that survey.

Instructor from Ohio: *"BE PREPARED with all the information you need. Several times our technician candidates have commented during classes about how the instructor team REALLY knows the material vs. some courses where folks read from a manual. What a compliment that was! And be willing to say, "I'm not sure of that answer but I will find out for you."*

*Editor's note:* If you are unsure, ask for help or clarification: [kchausmer@safekids.org](mailto:kchausmer@safekids.org) or [jcurrent@safekids.org](mailto:jcurrent@safekids.org).

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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.

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

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### Online Courses

A variety of webinars are available online and free of charge.

>> [Learn more](#)

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### National Conferences/Meetings

- **North Carolina 30th Anniversary CPS Conference**
  - Location: Raleigh, NC
  - Date and Time: March 6-7, 2012
  - CPS CEUs available: 5.5 – 6.5 (depending on choice of sessions)
  - Fees/Requirements: See Web site for registration information / Out-of-state Techs and Instructors are invited and welcome.
  - For more information:  
[http://www.buckleupnc.org/training\\_conference.cfm](http://www.buckleupnc.org/training_conference.cfm)
  
- **Lifesavers Conference**
  - Location: Orlando, Florida
  - Pre-conference dates: TBD
  - Conference dates: June 14-16, 2012
  - CPS CEUs available: TBD
  - Fees/Requirements: see Web site
  - For more information: <http://lifesaversconference.org/index.html>
  
- **KIDZ IN MOTION**

Links and formatting may differ from html (web) version.

Corrected link: <http://www.bubblebum.us/> and the GoBooster manual is at <http://bit.ly/GOBooster>.

- Location: Orlando, Florida
- Pre-Conference dates: August 15, 2012
- Conference dates: August 16-18, 2012
- CPS CEUs available: minimum of 10
- Fees/Requirements: see Web site
- For more information: [www.kidzinmotion.org](http://www.kidzinmotion.org)

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## Webinars

### **Child Restraint Manufacturer Update: Diono**

Learn about their child restraints

January 11, 2012 from 1 pm - 2 pm ET (NY time)

CPS CEUs available: 1 (CHES/MCHES credit is also available)

Fees/Requirements: \$0, Pre-registration is requested

For more information: <http://bit.ly/WebinarDiono>

### **Helping Children with Special Healthcare Needs - Tips for Techs**

Learn about their child restraints

March 15, 2012 from 1 pm - 2:30 pm ET (NY time)

CPS CEUs available: 1 (CHES/MCHES credit is also available)

Fees/Requirements: \$0, Pre-registration is requested

For more information: <http://bit.ly/March15CPST>

**Get the scoop on new webinars!** Announcements are made at [www.facebook.com/CPScert](http://www.facebook.com/CPScert).

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