We don't want you to miss out on the latest edition of the CPS Express! Please add 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! This newsletter is available as a PDF.

November 1, 2013

CPS Express
E-News for CPS Technicians

In This Edition

• Announcements and Notices
• Program Reminders
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• Just For Instructors
• CEU Corner

CPS Training Seat - Custom-built training seats for CPS classes

Seats include a variety of seat belt systems, forward and rear facing anchor points and LATCH. Seats are mounted on an aluminum box with a locking storage compartment, 5" wheels for easy transport. For more information, contact Steve at steve@anyconcept.com or 301-960-4426 and check out the FLYER.

Advertise With Us

Learn More About CPS Express Ad Space

Announcements and Notices

Reminder: Nominations for 2014 Tech/Instructor of the Year

It's not too late! You are invited to submit nominations acknowledging a technician or instructor for their outstanding CPS contributions during 2013. AAA will award a $500 cash award to this year's two winners. Recognize that dedicated technician or instructor by completing a nomination by December 1, 2013.

For information, guidelines, eligibility and application, go to www.cpsboard.org/cps-community.

Submitted by Audrey Eagle, National Child Passenger Safety Board, Vehicle Manufacturers Representative (Auburn Hills, MI)
The National Center for Statistics and Analysis

The National Center for Statistics and Analysis (NCSA) is the office of NHTSA responsible for providing a wide range of analytical and statistical support to NHTSA and the highway safety community at large. NCSA provides research on crashworthiness, traffic-related injuries and deaths, car seat and seat belt use and state by state statistics and traffic safety facts.

Policy and Procedures Manual Updates

Policies and Procedures Manual (ver. 9/1/2013) - No revisions or updates in October.

Program Reminders | Top

Child Passenger Safety Technician Code of Conduct

Recertification

Recertification Reminder

- Recertification Details >> Learn More
- Recertification FAQs >> Learn More

You may recertify up to four months before your certification expiration date without losing any time.

Avoid problems--don't delay!

Basic recertification 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 recertification date.

2. Community education (choose one):
   - 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
   - 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.

3. 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
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.

4. **Register and pay the recertification** 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:

- Completed all five seat checks (entered and CPSTI approved)
- Entered at least six CEUs
- 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 recertification 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 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 two 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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**General | Top**

**By the Numbers**

**Children Alone in Vehicles**

Deaths of children left in hot cars

- 2013: 42
- 2012: 34
- 2011: 33
- 2010: 49

Details are available at [http://ggweather.com/heat](http://ggweather.com/heat)
CPS Recertification

- 2013: 58.0 percent (January-October)
- 2012: 54.7 percent
- 2011: 55.4 percent
- 2010: 50.3 percent

Traveling with Houdini

Whether it is a trip to Grandma’s, or just running the hundreds of errands around town, driving can be stressful – and dangerous if you are traveling with your very own escape artist.

You might relate to this situation: You are driving on the freeway, thinking of your long list of “to dos” wondering how you are ever going to get everything done, when suddenly your hair is yanked hard, bringing tears to your eyes. As you desperately try to find a place to pull over, you realize that once again, darling little Harry has escaped his car seat and is gleefully bouncing around the van unbuckling every child in the car. Sound familiar?

"Help my child won’t stay buckled!” is one of the most common concerns we hear from parents. The reasons for unbuckling can range from delight in a new skill, boredom, or wanting mom's attention to more serious issues such as behavioral or developmental delays. So what do you do?

Here are some suggestions from the Child Passenger Safety experts at Primary Children’s Hospital in Utah and other technicians across the country. Maybe one will work for you. Remember, while using Duct Tape is tempting, it is never a recommended solution. Add on products that may look as if they would work is never recommended by the child seat manufacturer. In fact, it is described in detail by each manufacturer in their instructions or user guides. Using any product not specifically approved by a manufacturer is not allowed. Use of such products voids the warranty and may impact the car seat's ability to perform properly in a crash.

This article was adapted from an article by Marilyn Morris in Utah posted by Primary Children's Hospital on December 13, 2012.

Special thanks to the additional tips that were provided by Allyson Fulton (PA) and Daphne Greenlee (MO).

Submitted by Kim Herrmann, Safe Kids Worldwide (Ft. Myers, FL)

Like most victims, Julie knew her killer.

"Like most victims, Julie knew her killer"... and so begins THE GREATEST seat belt PSA ever. When this aired in the UK, the seat belt usage rate for back seat passengers increased astronomically. These 32 seconds are incredibly effective at raising awareness about a risk most people don't consider, and just might save the life of someone you love. Watch it... and share it with friends who might inadvertently have a back seat bullet in their car too.

What is the evidence? Here are 6 research studies published in peer-reviewed medical journals that highlight the risks to people who ARE buckled up from people who ARE NOT buckled up. The quotes are...
excerpts from the conclusions of the studies.


- CONCLUSIONS: “Unrestrained rear-seat passengers place themselves as well as their driver at great risk of serious injury when involved in a head-on crash.”


- CONCLUSIONS: “Adjusting for confounders (other than point of impact), the odds of fatality for a belted driver in a head-on crash was 2.28 times greater (95% CI = 1.93 to 2.7) with an unbelted rear-seat passenger. Unrestrained rear-seat passengers place themselves and their driver at great risk of fatal injury when involved in a crash.”


CONCLUSIONS: “The results suggest that the risk of death to a front seat car occupant is increased by about three-quarters by the presence of an unrestrained rear seat passenger behind them.”


- CONCLUSIONS: “The number of killed or seriously injured drivers is estimated to decrease by around 25% if rear seat occupants come to wear seat belts. Also, the number of killed or seriously injured passengers in front seats is estimated to decrease by 28% if unbelted rear seat occupants come to wear seat belts. Thus, wearing of seat belts by previously unbelted rear seat passengers is considered effective in reducing not only injuries to the rear seat passengers themselves but also injuries to front seat occupants.”

Cummings P, Rivara FP. **Car occupant death according to the restraint use of other occupants: a matched cohort study.** JAMA. 2004 Jan 21;291(3):343-9.

- CONCLUSIONS: “A car occupant could be killed if struck by another occupant who was catapulted forward, backward, or sideways in a crash. The risk of death was greater for a restrained front seat occupant in front of an unrestrained rear seat passenger compared with a restrained front seat occupant in front of a restrained rear seat passenger (adjusted RR, 1.20; 95% confidence interval [CI], 1.10-1.31). Persons who wish to reduce their risk of death in a crash should wear their own restraint and should ask others in the same car to use their restraints.”

Ichikawa M, Nakahara S, Wakai S. **Mortality of front-seat occupants attributable to unbelted rear-seat passengers in car crashes.** Lancet. 2002;359:43-44.

- CONCLUSIONS: “The risk of death of belted front-seat occupants with unbelted rear-seat passengers was raised nearly five-fold. If rear seat belts had been used, almost 80% of deaths of belted front-seat occupants could have been avoided. Rear seat belt use should be encouraged for the safety of all car occupants.”
Submitted by Alisa Baer, Pediatrician, CPST-I, The Car Seat Lady (New York, NY)

**Auditor Alcove: Bulking Up the Pre-Course Meeting**

Before every CPS Certification course there needs to be an instructor meeting. This meeting is a time for the instructor team to discuss logistics: agenda, set up, hands-on activities, and testing. There is also an opportunity to discuss other issues that may arise during the course. Making sure everyone on the instructor team is on the same page will help if any problems arise.

Consider adding some extra topics to your next pre-course meeting. A checklist has been developed that you can use as a starting point. It can be found online and should be modified to suit your needs, which may vary by course. You can discuss instructor improvement ideas, classroom management, dealing with difficult students, instructor expectations, student mentoring, failing students, course improvement, and evaluation. The lead instructor can introduce these topics for discussion and the team can agree on how to handle the varying situations.

If you have any questions about recertification, CEUs, what documentation is required, or audits, please email cpsaudit@safekids.org.

**Featured FAQ: How can I see if I am a senior checker?**

Senior Checker designation is not a component of the CPS certification program administered by Safe Kids. A separate CPS-related Safe Kids program, Safe Kids Buckle Up (SKBU), reviews and approves Senior Checker applications from www.safekidsweb.org.

Applications are submitted online by the technician and approved by the Coalition Coordinator before final review within the SKBU department. Senior checkers must update their profiles annually and update their SKBU profiles when they recertify (add new certification expiration date) to avoid a lapse in approval.

If you are interested in working with your local Safe Kids Coalition as a Senior Checker, please contact your local Safe Kids Coordinator.

**Fact or Fiction: If an approved child restraint systems (CRS), does not fit in a particular seat on an aircraft, the airline is responsible for accommodating the car seat in another seat in another area of the airplane.**

**FACT:** Each airline will have polices that dictate the specific safe seat locations for specific aircraft.

“No operator may prohibit a child (an individual who has not reached his or her 18th birthday) from using an approved CRS when a seat is purchased for the child, the child is accompanied by a parent or guardian and the child is within the weight limits for the CRS. If an approved CRS, for which a ticket has been purchased, does not fit in a particular seat on the aircraft, it is the responsibility of the aircraft operator to accommodate the CRS in another seat.” (direct excerpt from Information for Operators(11007) 3/10/2011 Flight Standards Service-FAA). This document, InFO 11007, includes examples of seat designs where accommodation is required.
InFO 11007 is an update to the cancelled InFO 09002 which clarifies regulations regarding accommodation of Child Restraint Systems, and provides updated information for CRSs with detachable bases. All Information for Operators (InFOs) documents are available online.

Additional FAA traveling with young children resources:

- Handout for families/caregivers
- Instructional video on installing a FF car seat
- Instructional CARES video installation

Submitted by Kim Herrmann, Safe Kids Worldwide (Ft. Myers, FL)

Notes from the CPS Board: Getting to Know Your Board

Each month, learn a little about a Child Passenger Safety Board member here in the CPS Express.

Sarah Haverstick (TN)
Injury Prevention Representative, Chair-elect

- How long have you been a member of the Board? Three years
- How long have you been a technician/instructor? Six years
- Why did you decide to become a CPS advocate? CPS found me! And I am so glad it did! I had just started a job at Monroe Carell Jr. Children’s Hospital at Vanderbilt – at the time, I was responsible for coordinating all advocacy outreach, which included our Safe Kids coalition and car seat checks. I started hosting car seat checks, but felt pretty useless once the event was set up since I could not assist the techs with checking any of the car seats. I took the class as soon as it was available – and recruited a few others from Vanderbilt to join. Our programs and services quickly grew and I found myself constantly looking for more information in the field. Soon we had folks attending the Safe Travel course, becoming instructors, etc. Our program was blossoming and I had become a full-fledged car seat nerd.
- Who taught your first certification course? Irene Rodriguez, Jimmy Cassidy and Don Fanning
- Advice for the field: Always remember to be patient and kind--no matter what you see in a vehicle. Caregivers want to keep their children safe, they are just lacking the extra car seat knowledge that you can provide.
- What are your hobbies: I coach a high school rowing team. I love spending time on the water! Teaching kids how to row is almost as much fun as teaching people how to install car seats.
- Tell us about your family: I have been married for 6 years and have a beautiful baby girl who has grown up with the CPS Board -- A future CPS Tech! We also have three furry puppy kids. We love Tennessee, but are not natives. I was born in the great state of New Jersey and spent most of my childhood in Florida. My husband was born and raised in Pennsylvania. We spend a lot of quality time in the car visiting family!
taken this task to heart.

There was no tough choice when it came time to redesign the curriculum. It had to happen. You will notice right out of the box the new design, and that the materials are lighter, less intimidating, more appealing.

The basic goal of training and maintaining a force of CPS Techs to help families keep children safe as they travel remains the same. What has changed is the look, feel and some of the language used in the program.

This revision was done with your input and we are very grateful. Instructors nationwide have assisted with reviewing and testing the new program materials. If there was something in the old curriculum that bugged you, chances are it bothered someone else and has been modified!

We have looked carefully at our learner audiences and instructors and redeveloped the program for the adult learner. We believe the flow of the chapters, now referred to as modules is more consistent with logical thinking and learning. Simple adjustments to how we refer to things such as a “Top Tether”: well, where else would you find a tether? Since it's always at the top and there is no other tether, let's just call it a tether! So the term LATCH, which introduced the hardware and concepts, is simply referred to as lower anchors and tethers. The new format is designed to be descriptive and concise for the adult learner.

Instructors, you have not been left out! We have made adjustments to make your classes run smoother, with additional, quality video links imbedded in to the modules. We've eliminated “testing and grading” but include “quizzes and scoring”. Terminology and language changes such as these that help the adult learners focus on the task at hand and leave their anxieties at home. New photographs that are clear, bright and current will help you guide your students through each module successfully.

We are excited to be bringing this latest revision to you soon and appreciate your patience as the materials go through the approvals and finally, printing and distributing process. We look forward to the upcoming holiday season and send our best wishes to all the instructors and technicians, knowing that just when they think they can relax after the holidays----BAM! Your new materials arrive!

Submitted by the Curriculum Committee, National Child Passenger Safety Board

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**CEU Corner | 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 unless otherwise noted.

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

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

Conferences (includes pre-conference dates)

Lifesavers Conference
Location: Nashville, TN
Dates: April 27-29, 2014
For more information: http://lifesaversconference.org/index.html

KIDZ IN MOTION (KIM)
Location: Santa Ana Pueblo (Albuquerque), NM
For more information: www.kidzinmotion.org

Live Webinars

Test your connection now! Go to http://bit.ly/testGTM and click on JOIN LIVE MEETING. If you have problems, you can talk with their customer support for assistance.

Can I get credit for watching a webinar with a group? Read more

Upcoming Webinars

Safe Kids and State Farm present: Conventional Restraints vs. Specialized Restraints: What's the best option for children with special health care needs?
Nov. 20, 2013 from 2 pm - 3 pm ET (East Coast/NY time)
CPS CEUs available: 1 (CHES/MCHES credit is also available)

Safe Kids and State Farm present: Child Restraint Manufacturer Update: Summer Infant
Dec. 12, 2013 from 2 pm - 3 pm ET (East Coast/NY time)
CPS CEUs available: 1 (CHES/MCHES credit is also available)

Safe Kids and State Farm present: Child Restraint Manufacturer: What's New
January 23, 2014 from 2 pm - 3 pm ET (East Coast/NY time)
CPS CEUs available: 1 (CHES/MCHES credit is also available)

More webinars coming soon! Mid-month updates posted at www.Facebook.com/CPScert
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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