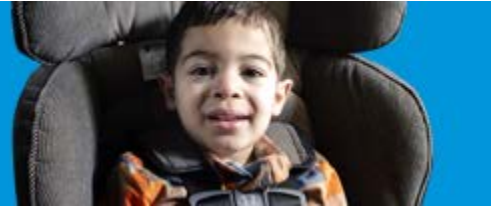


We don't want you to miss out on the latest edition of the **CPS Express!**
Please add cps.certification@safekids.org to your address book or safe list today.

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](#)

CPS Express

E-News for CPS Technicians



November 2014

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Advertise With Us - Learn More About [CPS Express Ad Space](#)

ANNOUNCEMENTS AND NOTICES

Spanish Materials Now Available for Certification Courses

Safe Kids Worldwide is delighted to offer a new option for bilingual technician candidates taking Certification and Renewal Testing Courses. Beginning November 10, course administrators will be able to order Spanish Technician Guides and quizzes to assist candidates who might prefer written materials in a native language. The courses are still taught in English. Students may choose one Technician Guide, either English or Spanish as part of their certification fee. Safe Kids will monitor the value of this one year pilot project to determine if this opportunity increases the number of bi-lingual technicians successfully recruited and trained.

In addition to the pilot here in the U.S., we are testing Arabic bilingual courses in Doha, Qatar.

As part of a one year pilot program, Safe Kids is pleased to provide Spanish language Technician Guides and quizzes for courses delivered in English to bilingual technician candidates. We believe that providing these resources will encourage much needed bilingual candidates to consider and earn technician status.

You may ask, "Who can be the Lead for a Spanish materials course?" Any Lead Instructor can be approved, provided they log into their CPS Online Profile, click on "Agreement to be the Lead Instructor for Spanish bilingual courses" and agree to the following:

- All modules will be taught in English. This applies to both Certification and Renewal Testing Courses.
- As an approved bilingual course lead instructor, you will be provided with Spanish language quizzes and associated materials on CD or electronically. Quizzes are identical in content and value. Quizzes may be provided in either English (on your course DVD) or Spanish.
- It is recommended that a currently certified bilingual Instructor or Technician be available each day of class to assist with clarification of technical terms.
- For all courses registered as bilingual (ENGLISH-SPANISH), Safe Kids will supply Spanish Technician Guides. Registered students may receive only one manual. If English manuals are needed, make the request by email to kchausmer@safekids.org no less than 3 weeks before the course starts.
- Unused Technician Guides are to be kept for a future course. They are not for distribution to the instructor team or other interested parties.
- As part of the pilot program, you agree to submit a short online evaluation within 3 days of finalizing each bilingual course. The link to the survey will be provided with the Spanish language quizzes.

Safe Kids believes that by providing these Spanish language materials, we will see more bilingual technicians in communities across the country. We appreciate all you do to serve the families in your communities.

Safe Roads | Safe Kids Global Road Safety Summit

On December 11 and 12, 2014, Safe Kids Worldwide will be hosting the Safe Roads | Safe Kids Global Road Safety Summit at the JW Marriot in Washington, D.C., and we are very eager for CPS technicians to attend. Organized to bring together international agencies, governments, foundations, NGOs, the private sector and families, The Summit will feature sessions on the road safety topics most important to children, including two panel discussions specifically devoted to child passenger safety and the quest to develop an affordable car seat for low and middle-income countries. In addition, a new award for the most promising innovation in child passenger safety will be announced at the Summit.

This is also a wonderful opportunity for technicians to join the kickoff of the Safe Roads | Safe Kids Campaign, which is aligned with the goals of the United Nations (UN) Decade of Action for Road Safety, and to plan impactful events for Global Road Safety Week, May 4-10, 2015. We are pleased to offer complimentary registration, but we ask that participants make their own travel and hotel arrangements.

Details regarding the event, including the tentative agenda, are available on the event [website](#). For more information regarding the Summit, please contact [Margarita Kofalt](#).

Submitted by Mark Ryan, Safe Kids Worldwide (Washington, DC)

New CDC Report: The Cost of Car Crashes

The latest edition of the CDC's Vital Signs report discussed the cost of motor vehicle crashes, including an over view of the problem, infographic, and the science behind the report. Highlights:

- Americans spend more than 1 million days in the hospital each year from crash injuries.
- Crash injuries in 2012 totaled \$18 billion in lifetime medical costs. More than 75% of costs occur during the first 18 months following the crash injury.
- Lifetime work lost because of 2012 crash injuries cost an estimated \$33 billion.

More details and resources available on the Vital Signs [website](#).

Policy and Procedures Manual Updates

[Policies and Procedures Manual](#) (ver. 4/2014) - No edits or updates.

Child Passenger Safety Technician [Code of Conduct](#)

Program Reminders

Recertification

- [Recertification Details](#)
- [Recertification FAQs](#)

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:

- [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.
- [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.
- 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 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.

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!

GENERAL | [Top](#)

By the Numbers

Children Alone in Vehicles

Deaths of children in hot cars

- 2014: 30
- 2013: 43
- 2012: 34
- 2011: 33
- 2010: 49

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

CPS Recertification

- 2014: 55.1 percent (January-October)
- 2013: 58.4 percent
- 2012: 54.7 percent

Understanding "Dynamic Locking" Latchplates

You may have heard that the new CPST curriculum introduced a new type of seat belt latchplate – the Dynamic Locking Latchplate. The name of this new seat belt part may be misleading because this latchplate does not lock the seat belt to install a car seat. It is important for CPSTs to understand the purpose of this component and its interaction with car seats. This article will explain how they work and what CPSTs need to look for in vehicles with this technology.

How they work

Dynamic locking latchplates were first introduced in some vehicles during the 2010 model year. Since then they have become a common component in the front seat belts of many vehicles. When a properly belted occupant loads the seat belt during a frontal crash, the dynamic locking latchplate clamps the lap portion of the seat belt. This helps reduce the amount of webbing that can slide through the latchplate from the shoulder belt to the lap belt. It also helps to keep a properly belted occupant further away from the instrument panel. Vehicle manufacturers have found that this technology reduces the forward motion of the occupant's lower torso and knees and reduces loading on the occupant's chest in certain crashes, like those simulated in NHTSA's New Car Assessment Program (NCAP) tests.

How do they work with car seats?

The dynamic locking latchplate is not intended to lock the seat belt for the proper installation of a car seat. For installing a car seat, dynamic locking latchplates are actually **sliding latchplates that only lock when loaded in a frontal crash**. There are many different designs in newer vehicles, some of which may seem to lock the seat belt when you buckle it across an empty seat and pull upward on the lap portion. They may also appear to

be locking latchplates because of additional moving parts on the underside. Technicians need to refer to the owner's manual to confirm whether a newer vehicle has a locking latchplate.

What locks the seat belt?

Many of us were taught to "test first what you can see" when evaluating the seat belts in a vehicle. This made sense when locking latchplates were commonplace. With the introduction of dynamic locking latchplates, however, CPSTs need to revise this process. By simply changing the order in which you check the belt (starting with the retractor instead), you will always identify the correct locking part for installing a car seat.

- First, test the retractor to determine its type. If the retractor is an ALR or is switchable, the retractor locks the seat belt. You do not need to check the latchplate.
- If the retractor is an ELR, check for a locking latchplate and confirm your findings with the vehicle owner's manual.
- If the vehicle is older than 1996 model year, additional steps may be needed to lock the seatbelt.

Owner's manuals may not provide a detailed description of the latchplate design.

Vehicle manufacturers may not identify dynamic locking latchplates in their seat belt descriptions. This technology does not serve a day-to-day purpose in the vehicle since it is only there for frontal crash protection. But the vehicle manufacturer is required to provide instructions for the proper installation of car seats using the vehicle's seat belts. The owner's manual will always state whether the vehicle's latchplate or retractor is intended to lock the seat belt over a car seat. Check the owner's manual to make sure you identified the correct locking method.

Submitted by: Audrey Eagle, Vehicle Manufacturers Representative, National Child Passenger Safety Board (Auburn Hills, MI)

Auditor Alcove: Let Me Tell You About What I Do!

CPSTs come from a variety of backgrounds, but the one thing we have in common is our desire to help families transport their precious cargo as safely as possible. One of my favorite things to ask a CPST is how they got started in the field. The answers have gone from one end of the spectrum ("My boss made me sign up") to the other ("I waited for a long time for a course to be available in my area").

Sometimes in our day-to-day we come across a person who we know would be an amazing advocate. Have you ever been working a seat check event, had a parent/caregiver pull in, and from just after the introduction you knew that this person had passion? Do you have a colleague who seems interested in what you do during your seat check appointments? The current CPST community plays a large role in the addition of new techs. We are in a position to engage potential techs and offer an opportunity to see what child passenger safety is all about. We can share information, invite them to see events/fitting stations in action, and provide a mentor/mentee relationship.

If you have identified someone who would be a great tech and have put the bug in their ear, consider becoming a mentor to them. Establish a relationship where you can encourage them to participate with you prior to signing up for a course. During their course, check in with them to see if you can offer any guidance. Once they are certified, you can continue the working relationship in the field. Partner up at events, offer assistance at their fitting station appointments, and be available if they have questions.

Submitted by Jami Revesz, CPSTI and Safe Kids Quality Assurance Specialist (Canton, OH)

Fact of Fiction: CPST/CPSTI= CPS "Expert"

FICTION: Since the CPS Express is e-news for CPS Technicians, what I'm about to say (er, write) may or may not be what we here in the South call "preachin' to the choir." Recently, I had to correct someone who was very respectfully introducing me to someone else as the car seat "expert". It sure made me feel uncomfortable. How does it make you feel?

Don't get me wrong: I'm not a CPS virgin; I've sweated in the back seats of plenty of vehicles with moms, dads, grandparents... (get your mind out of the gutter; it's just a little CPS humor!) Since becoming a CPST in February 1999 and CPSTI just one year later, I've grown comfortable saying that I'm "seasoned", a CPS professional, or even a "car seat nerd." You will not hear me call myself an "expert."

What exactly is an expert? It's a word that can be used as an adverb, noun or verb, but I'm going to focus on how it's sometimes used to describe CPSTs/CPSTIs. Here are two definitions:

- **Expert** (noun): one with special skill or knowledge representing mastery of a particular subject.
- **Practitioner** (noun): a person who regularly does an activity that requires skill or knowledge [a CPS **practitioner**, then, could be anyone regularly involved in CPS activities requiring specific skill or knowledge: CPST, CPST-I, or even someone uncertified who is knowledgeable about CPS]

Why do I have a problem with being called an "expert?" Because I know it's all relative. It's easy to feel more knowledgeable than the parent who insists that it is safer to install his car seat using all three rear safety belts AND the lower anchors, plus finds a creative way to use "leftover" parts, all without reading any instructions. It's humbling to compare what I know (and what I think I know) to what is known by the engineers who design and crash test car seats, or even to many of you, my CPS peers.

Do I have *specific skill and/or knowledge*? Sure I do, and so do each of you. Does all that hard-earned skill and knowledge mean that we have **mastered** CPS? Hmmmmm... Think about how much there is to know and learn about various child safety seats, regulations, vehicles, cutting edge research, and more; I'm not sure that it's possible to master a field that is as ever-changing, diverse and complicated as CPS.

In fact, even after 15 years of professional experience and (like many of you) being very passionate about CPS, I wouldn't dream of saying I have the skill or knowledge representing mastery of CPS. I may not be an expert, but I am proud to be a CPS practitioner: someone who regularly does a

variety of child passenger safety activities that require specific skill and/or knowledge, and that's a fact!
Submitted by Betsey Mowery, University of Arkansas for Medical Sciences (Little Rock, AR)

Featured FAQ: Our agency has a new employee who claims he/she is a certified technician. How can I be sure?

If someone claims to be a certified technician, ask them to provide you with a copy of their CPST wallet card. If they are unable to provide it, provide them with the toll-free customer service number (1-877-366-8154) so they can get their log-in information. Once they log in to their CPS online profile, they can easily print out their proof of certification. Another option would be to look them up online at <http://cert.safekids.org/> and using the Find A Technician/Instructor search engine (button on the right). Remember that the list only shows currently certified individuals that have agreed to have their information be made publicly available.

The burden of proof is on the employee, not on the agency. We strongly encourage technicians to review and update their personal profile regularly and offer any new employer proof of certification.

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.
Robert White (Rock Hill, SC)
Public Safety/Fire/EMS Representative

- How long have you been a member of the Board? I'm still the rookie, January 2013
- How long have you been a technician/instructor? A long time! I became a tech around 2001 and an instructor in 2011. With my first certification, I let it expire (by a few weeks) and had to take the entire course over again, but I enjoyed it as much as the first time!
- Why did you decide to become a CPS advocate? As a Paramedic for over 28 years, I've seen first-hand of what preventable injuries do to our children and I wanted to make a difference and help prevent injuries to our precious cargo. CPS is a huge component of that impacts us all daily.
- Who taught your first certification course? Anne Stone, DHEC Office of Injury Prevention Columbia SC
- Advice for the field: Keep it simple and stay on top of the ever changing CPS world. Networking with lots of teamwork!
- What are your hobbies: Anything outdoors, kayaking, camping for sure and a HUGE Florida Gator fan! Gooooo Gators!
- Tell us about your family: I'm a single Dad of 3 grown children: 2 daughters and 1 son. And believe it or not, a Grandfather of 3 amazing grandchildren that ride SAFE! Wade is 9, Whitney is 7 (going on 21) and Baylee is 3. So blessed!

Just For Instructors

What happens if a Lead Instructor is not able to be present for the entire class?

The [Lead Instructor's](#) (LI) responsibility is to monitor the course to be sure all Policies and Procedures (P&P) are followed. The LI must be present and attentive for the entire course. Should they not be able to do so, they must log in and update the course profile to reflect a different LI who can meet these responsibilities ([Policies and Procedures](#), page CA-9).

There are situations where the LI may need to leave the class because of illness, a family need, or other emergency. The LI would need to transfer the responsibility online in the course profile to an instructor who has been present the entire time and has been approved as a lead instructor. It is always a good idea to have a second lead approved instructor on the teaching team for a smooth transition if an unforeseen situation comes up.

Lead Instructor and teaching

As a LI, it is generally recommended to have a light teaching load to properly manage the course. The LI must be prepared to step in and teach modules if another instructor is not able to do so. Lis can get up to ten teaching hours for being a LI for a Certification Course. If they also teach or do hands-on, then those hours would be added. Although the LI does a lot of preliminary work on setting up a class as well as finalizing the course, the primary reason for awarding the ten teaching hours is because the LI has the responsibility of overseeing the entire course, stepping in to teach if needed, and resolving any schedule changes in the agenda for the entire length of the course.

The Instructor Team: Get Ready to Roll With it

It is the responsibility of the whole course instructor team to be prepared for the unexpected to work with changes, be familiar with the policies and procedures, and create a learning environment for the participants. Pre-course meetings and instructor meetings at the end of each day are an opportunity to clarify any procedural questions or updates to the P & P. Prior to each course, the instructor team should review the P&P and specific updates that may be announced in the CPS Express or online at <http://cert.safekids.org/resources-faqs/policies-procedures>

Submitted by Jami Revesz, Safe Kids Quality Assurance Specialist (Canton, OH) and Kim Herrmann, Safe Kids Worldwide (Ft. Myers, FL)

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](mailto:kerry.chausmer@safekids.org).

Conferences

Conferences (includes pre-conference dates)

Lifesavers Conference

Location: Chicago, IL

Dates: March 15-17, 2015

For more information: <http://lifesaversconference.org/index.html>

KIDZ IN MOTION

Location: Orlando, FL

Dates: August 12-15, 2015

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

Online Courses

A variety of webinars are available online and free of charge. [Learn more](#)

Upcoming Webinars

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](#)

Safe Kids and State Farm present four car seat manufacturer product update webinars:

UPPAbaby

October 16, 2014 from 2 pm - 3 pm ET (East Coast/NY time)

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

[Register now](#)

Ingenuity & Safe Traffic System

October 30, 2014 from 2 pm - 3 pm ET (East Coast/NY time)

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

[Register now](#)

Clek

November 13, 2014 from 2 pm - 3 pm ET (East Coast/NY time)

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

[Register now](#)

Britax

November 20, 2014 from 2 pm - 3 pm ET (East Coast/NY time)

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

[Register now](#)

More webinars coming soon!

Graco

December 11, 2014 from 2 pm - 3 pm ET (East Coast/NY time)

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

[Register now](#)

Mid-month updates posted on [FaceBook](#).

Questions? Comments? Concerns?

Safe Kids Worldwide
CPS Certification

Ideas and Article Submissions

Advocates and manufacturers are welcome to submit articles, or

1301 Pennsylvania Ave., NW, Suite 1000
Washington, DC 20004
kchausmer@safekids.org
Phone: 877-366-8154 (toll free)
Fax: 202-393-2072

suggestions for articles, to the CPS Express!

Send your ideas and submissions to kchausmer@safekids.org

All submissions may be edited for content and length.

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