

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



October 2015

IN THIS EDITION

- [Announcements and Notices](#)
- [Program Reminders](#)
- [General](#)
- [Just For Instructors](#)
- [CEU Corner](#)

TECH GEAR ONLINE STORE

Proud to be a tech? Strut your stuff!

Need Tech or Instructor tees or polos? Travel mugs? Event signs? Training dolls?

Look no further than the [Tech Online Store](#).

ADVERTISE WITH US

Learn more about [CPS Express Ad Space](#)

ANNOUNCEMENTS AND NOTICES

CPS Week 2015: Car Seat Recalls What every parent needs to know and do

In 2014, more than six million car seats were recalled for a safety defect – the largest car seat recall in U.S. history. Yet, according to National Highway Traffic Safety Administration, fewer than half of those car seats received the necessary repair.

“The safety of children in cars is our biggest priority,” said Administrator Rosekind. “NHTSA is committed to helping parents register their car seats and other child products with manufacturers, which we know is critical if there is a recall. We’re also committed to working with manufacturers to make sure parents receive a quick and thorough solution during a recall so children are protected.”

To understand why so few recalled car seats get repaired and to educate parents about the importance of recalls, Safe Kids Worldwide released “[Car Seat Recalls: What Every Parent Needs to Know](#),” a new study which reveals that only 42 percent of parents said they filled out and returned the registration card. That means that on average, six out of 10 parents risk not hearing about a car seat recall in the most timely and dependable manner – directly from the manufacturer. The study, funded through an annual research grant from the General Motors Foundation, surveyed 562 parents of children who use a car seat, and collected responses from 44 parents who participated in an online bulletin board discussion.

- 80 percent of parents surveyed said that the car seat registration card is important but only 42 percent returned the card.
- In 2014, more than 6 million car seats were recalled for a safety defect, yet fewer than half of them were fixed.
- Parents need to either send in the card or register online.
- If there is a recall, act on it. Follow the manufacturer’s instructions.

Beginning March 1993, Federal Motor Vehicle Safety Standard 213 required manufacturers to provide a postage-paid registration form with each new child safety seat sold, with the goal of increasing consumer response to child seat recalls. Before March 1993, registration was voluntary for manufacturers. Before the rule took effect in 1993, the average repair rate was 13.8 percent. After registration cards were required, the rate rose to 21.5 percent. National efforts to increase consumer awareness, including CPS technicians talking with families and using a checklist, awareness have been ongoing.

Techs have an opportunity at community education events to share this information to the public. Our new infographic has resources for the parent on how to register their seat and check for recalls. Encourage parents to sign up for recall notification via email. A handy tip to share with families is to take a photo of the car seat label and save it for future reference.

- Read the report: [Recall Report: What Every Parent Should Know](#)
- Great handout to provide parents at inspections: [Recall Infographic](#)
- How to find out if a seat has been recalled: [Check for Recalls](#)
- What NHTSA says about report: [NHTSA Press Release](#)

New NHTSA Reports

Early Estimate of Motor Vehicle Traffic Fatalities for the First Quarter of 2015

This Crash*Stats provides a statistical projection of traffic fatalities for the first quarter of 2015 which shows that an estimated 7,500 people died in motor vehicle traffic crashes. This represents an increase of about 9.5 percent as compared to 6,850 fatalities that were projected to have occurred in the first quarter of 2014, as shown in Table 1 of the report. Preliminary data reported by the Federal Highway Administration (FHWA) shows that vehicle miles traveled (VMT) in the first three months of 2014 increased by about 9.8 billion miles, or about a 3.9 percent increase. Also shown in Table 1 are the fatality rates per 100 million VMT, by quarter.

Read the [report](#).

CODES Program Transition and Promising Practices

The Crash Outcome Data Evaluation System (CODES) is a program for linking crash data to medical and other outcome data at the state level, allowing for enhanced analyses of crash outcome data. Originally developed by NHTSA, CODES transitioned to full state responsibility in 2013. In the years leading to the transition, CODES state data applications involved traffic safety topics such as motorcycle safety, child safety, young drivers, older adults, seat belts, crash factors, injuries and others, supporting areas of problem identification, public education, traffic safety legislation and traffic safety decision-making.

Read the [report](#).

CODES: An Examination Of Methodologies and Multi-State Traffic Safety Applications

This report provides a summary of recent technical work in the Crash Outcome Data Evaluation System (CODES), a program facilitated by the National Highway Traffic Safety Administration (NHTSA). CODES involves a statistical methodology to augment state crash data with medical outcome data using probabilistic linkage. In 2013, NHTSA transitioned the CODES program to full State autonomy. This two-part report comprises the final technical report from the CODES Technical Resource Center at the Utah CODES project. Part one provides information on the probabilistic linkage methodology employed by CODES, and addresses related topics including other types of linkage, alternative linked data sets, match probabilities, and missing data imputation; and part two reports on demonstration projects pooling multi-state standardized data for four topics relevant to traffic safety.

Read the [report](#).

Policy and Procedures Manual Updates

[Policies and Procedures Manual](#) (ver. 4/2014) - No edits or updates.
Child Passenger Safety Technician [Code of Conduct](#)

PROGRAM REMINDER

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. Use the lists at [Get a Car Seat Checked](#) to find an event (NHTSA or Safe Kids) or instructor (Find A Tech) near you.

[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](#) (CEUs) 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 four 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 four 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 are available. 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 to improve our customer service!

GENERAL | [Top](#)

By the Numbers

Deaths of children in hot cars

- 2015: 23
- 2014: 31
- 2013: 43
- 2012: 34
- 2011: 33
- 2010: 49

Details are available at <http://noheatstroke.org>

CPS Recertification

- 2015: 58.5 percent (January-September)

- **2014:** 56.0 percent
- **2013:** 58.5 percent
- **2012:** 54.9 percent

Connecting At-Risk Families with Certified CPS Technicians

It's no secret that reaching at-risk families with the best safety information is challenging. Resources are always tight, and collaboration becomes the key to unlocking a web of support services. Family Support Programming is an example of a unique service offered in each state that serves the most at-risk populations. These parents and children face challenges such as poverty, domestic violence, mental health issues, teen parenting, and special needs. Programs such as Early Head Start, Healthy Families America, Parents as Teachers, or Nurse Family Partnership offer parents a Family Support Worker who regularly visits the family in their home, provide families with education and support, and help ensure continued safety of the child. As a CPS Technician and a former Family Support Worker and Supervisor, I set out to connect with other Family Support CPS Technicians in Iowa, and conducted a survey asking programs about their knowledge of CPS resources in their community. The results were astounding.

What I discovered from looking through Iowa's statewide CPS technician list, is that out of nearly 400 technicians in Iowa, only 13 percent of them are affiliated with Family Support Programming. Additionally, only 3 percent of the Family Support Workers going into the homes of families are CPS Technicians. The majority of Technicians in Iowa (76 percent) can be found in hospitals, fire departments, or law enforcement. Shockingly, three out of every four Family Support Programs reported that CPS services were not available in their county, although the statewide database reported otherwise. Out of Iowa's 99 counties, 76 counties have at least one technician. By that count, nearly 5,000 families and 7,000 children could have had their car seat checked in 2014, but didn't know it was an option.

Although the lack of knowledge about CPS technicians in each county was concerning, the lack of certified CPS Technicians who are also Family Support Workers was even more shocking. In the same survey, 6 out of 10 of Family Support Programs reported transporting a family in a personal or agency vehicle as part of their job expectations. This happens for a multitude of reasons, but most frequently to assist families who have limited transportation access in getting to medical appointments. While transporting families is not necessarily a huge cause for concern, only 35 percent of programs who transported families had a CPS tech on staff. In addition, for programs with Family Support CPS Techs, many reported an inability to check more than 25 percent of car seats used by children they serve, due to time and resource restraints. Not only is this an added liability concern for the program, it's also a safety concern that must be addressed. When I asked Family Support Programs why they didn't become certified as technicians I heard the following answers:

- "I don't know what a CPS Technician is/I don't know how to become one."
- "I think it's expensive and takes too long." (Note: Technician training in Iowa is Free through the Governor's Traffic Safety Bureau.)
- "There are already too many techs in my county and I'm on a waiting list." (Note: No techs in family support in that county)
- "My agency says they don't want the liability."

We must do better to not only collaborate between Family Support Programs and CPS technicians, but also advocate for and educate Family Support Programs in staffing CPS Technicians. Many Family Support Programs are simply unaware that CPS Technicians are out there—or that they can become techs themselves. I'm urging you to "[Advocate, Educate, and Communicate](#)" in order to connect with the most at-risk families in your area.

Please feel free to [contact me](#) with questions and thank you for all you do! CPSTs and home visitors are a wonderful partnership.

Submitted by Anne Plagge, Iowa Department of Public Health (Des Moines, Iowa)

RVs & Child Passengers: Good, Better, Best

After traveling recently to a college tailgate party and seeing so many children jumping in and out of RVs, my CPS gene kicked in and I wondered how many of the kids traveled with car seats. RVs aren't required to have rear occupant crash testing or meet Federal seat belt standards. Some have lap-shoulder belts but most have lap only belts. There are some RVs that have side seating positions with belts but that would not be a safe seating choice. Child restraints are never to be used in rear-facing or side-facing bench seating in any RVs. Usually found in the dinette area, forward facing seating positions can be used. I have actually seen a few with tether anchors. The RV manual stated that the adjustable dinette table should be in the lowest position during travel.

Although some RVs have forward facing seating positions with seat belts, the biggest risk is that during a crash the wooden seat structure and cabinets can come apart due to crash forces, increasing the risk of injury or death. When these structures and kitchen equipment become projectiles there is serious injury risk to all passengers.

RVs will continue to be a popular mode for family vacations and weekend activities so here are some guidelines that you may share with families:

Good: Class A- This class is the largest of RVs and are built on bus chassis. They are not required to meet bus safety standards so they do not have to comply with seat belt standards for rear passengers. Storage items and kitchen equipment can become projectiles putting all passengers at risk.

Better: Class A, B or C - Child passengers can ride in a passenger vehicle and follow the RV.

Best: A towable RV (fifth wheeler, trailer, truck camper) Children can ride properly restrained and not be vulnerable to projectiles typically in RVs. Parents still need to be aware of other projectiles that they may have packed to entertain the children such as tablets and other hard objects. An experienced driver familiar with towing a trailer is a must.

This article was based on "Recreational Vehicles & Child Passengers" found at Procarseatsafety.com

Want to read more? Read the [Safe Ride News: Children and RVs](#) page.

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

Auditor Alcove: Expiration Dates: Not just for Dairy Products!

As CPSTs, we encounter expiration dates in two main areas: car seats and our certification. While one can be four to twelve+ years, the other is just two years. If your certification were to expire without you completing all of the necessary steps to recertify, you would no longer be able to conduct car seat checks for families. The same applies for car seats. If they are beyond their expiration date, which is determined scientifically by the manufacturer, they should no longer be used by a family to transport a child.

As a CPST, we must follow all of the guidelines set forth in the [Policies and Procedures Manual](#), the [standardized curriculum](#), and the [manufacturer instructions](#). While there are some areas that are left to be decided by the caregiver, some areas are not so grey. Expiration is black and white. A seat must not be used past its posted expiration date and a tech must not do inspections past their expiration date.

Any questions about car seat expiration should be addressed directly with the manufacturer.

Has your certification expired and you don't know what to do? Log in to cert.safekids.org and search for a [Renewal Testing course](#) in your area. There is no grace period for recertification, with the exception of active military service, so if your expiration date is close, be sure to complete all of the steps to recertify.

Submitted by Jami Eklund, Safe Kids Worldwide (Massillon, Ohio)

Fact or Fiction: Most car seat instructions now say that their seat covers may be machine washed and dried.

FICTION: Most car seat manufacturers recommend that you clean covers with mild soap and cold water and drip dry. The manufacturer may allow machine washing, delicate with mild soap, but not use of a dryer. Dish soap may be fine but do not use bleach or other harsh cleaners. Harness straps may be spot cleaned with mild soap and water. Remember that FMVSS 213 requires manufactures to include flame retardants in the fabrics and repeated washings over time will deteriorate those retardants.

Consult the product maintenance area in the instructions or consult the online instructions. This is particularly important to point out to new parents or grandparents during car seat inspections. Some of the manufacturers have videos of removing the seat pad and additional care and maintenance instructions.

Need answers about washing padding? Contact the [Car Seat Manufacturer](#).

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

Featured FAQ: Why should I register my organization with the Safe Kids organization management system?

[Registering your organization](#) allows you to:

1. Better track affiliates' certifications
2. Allow your affiliates to pay for courses, re-certification or instructor candidacy online using your organization's POs and/or e-voucher
3. Register your affiliates for courses and manage those registrations (e.g. reschedule, cancel, substitute)

Read the FAQ [online](#).

Notes from the CPS Board: Getting to Know Your Board

Each month we feature a child passenger safety board member here in the CPS Express.

Marilyn Bull (Indianapolis, IN))
AAP Representative

- **How long have you been a member of the board?** I have represented the American Academy of Pediatrics on the NCPSB since 1999 and have participated in development of each of the certification curricula.
- **How long have you been a technician/instructor?** I became a tech in November of 2008.

- **Why did you decide to become a CPS advocate?** Child Passenger Safety has been a career-long mission because as a pediatrician. I recognized very quickly that protecting all infants and children including those with special needs from their greatest risk, riding in a car, was an essential part of health care. I have been thrilled to observe the progress achieved in this endeavor.
- **Who taught your first certification course?** I became a certified technician under the expert tutelage of Lorrie Walker, Kerry Chausmer, J.J. Current and Kim Herrmann.
- **Advice for the field:** We all recognize that much remains to be done to advance the field of CPS and I encourage nurturing the passion and dedication through advocacy that will continue to improve the protection of children in vehicles and help make all lives safe and happy
- **What are your hobbies?** I enjoy knitting (mostly on airline take-offs and landings), baking, traveling and watching sunsets on Lake Michigan.
- **Tell us about your family:** Child Passenger Safety has been inevitably a part of the life of our entire family and supported by my devoted husband Scott who is now a retired physician. We have two wonderful creative grown daughters; Julie teaching music in San Francisco and Beth a librarian at Chicago Public Library by day and active in theatre in Chicago.

Just for Instructors: Available on YouTube

Safe Kids offered a series of short webinars designed to answer questions and provide guidance for some of the most common questions related to policy. These webinars were recorded and are available for viewing. These do not include new CPS technical information and are therefore not eligible for CPS CEUs. We call them LOLs, or Love of Learning webinars.

- [Seat Checks for Recert: Requirements and Tips](#) (:31)
- [Tips for Mentors and Instructor Candidates](#) (:33)
- [CEU Audits: It's Easier Than You Think](#) (:29)

Please let us know if you have any ideas or suggestions for LOL webinars. We'd love to hear from you. Send them to CPSaudit@safekids.org.

Submitted by Jami Eklund, Safe Kids Worldwide (Massillon, Ohio)

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).

Conferences

Conferences (includes pre-conference dates)

[Lifesavers Traffic Safety Conference](#)

Location: Long Beach, California

Dates: April 3 – 5, 2016

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: Britax and Doona Product Updates**
Wednesday, Nov. 18, 2015 2:00 PM - 3:00 PM EDT
[Register now](#)

More webinars coming soon! Mid-month updates posted on [Facebook](#).

Questions? Comments? Concerns?

Safe Kids Worldwide
CPS Certification
1301 Pennsylvania Ave. NW, Suite 1000
Washington, D.C. 20004
kchausmer@safekids.org
Phone: 877-366-8154 (toll free)
Fax: 202-393-2072

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 may be edited for content and length.

Program Partners



Program Sponsor



[The National Child Passenger Safety Certification Training Program](#)

1301 Pennsylvania Avenue, N.W., Suite 1000
Washington, DC 20004-1707
Phone: 202-662-0600
© 2015 [Safe Kids Worldwide](#)



[Click here to unsubscribe](#) | [Log-in to manage your account](#)

[View this message in your browser.](#)