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CPS Express

E-News for CPS Technicians



December 2015

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ANNOUNCEMENTS AND NOTICES

Update from NHTSA on Seat Belts on School Buses

NHTSA Administrator Mark Rosekind recently launched a nationwide effort to ensure that every child on every school bus uses a three-point seat belt. This is a new development on an issue that has been discussed for more than 30 years and we thought it would be helpful for technicians to hear directly from the Administrator. The following note from Administrator Rosekind is just the beginning of the conversation. There will be a comprehensive session with a "take-a-way toolkit" at the upcoming [Lifesavers Conference](#), April 3-5, to further educate you on the latest research, technologies and best ways to talk about this issue with your community, school district, parents and tax payers. This information and "toolkit" will also be available in the CPS Express following the conference. In the meantime, please contact us with any questions.

– Kate Carr, President and CEO, Safe Kids Worldwide

A Note from NHTSA Administrator Mark Rosekind

There is no area of roadway safety more important to us at NHTSA than the safety of America's children. Safe transportation to and from school is a priority because the public we serve demands it of us. It's also important because of its significance to another high priority for Secretary Foxx and DOT: The need to more closely connect our transportation system to enhanced economic opportunity. It's hard to think of a more important step on the ladder of opportunity than safe, dependable transportation to and from a good education.

That's why NHTSA held a day-long event in July to focus on school transportation safety. That meeting dealt with what I had learned while a Board Member at the NTSB is the hottest question in school bus safety. Yes, the seat belt question. But is also became clear that school bus safety isn't just about what happens inside the bus. We lose more children every year as they're getting to and from the bus and outside the bus than we do once they're safely inside.

So, beginning with the event in July, NHTSA began working on a comprehensive approach to school transportation safety, one that attempts to address not just one hot topic, but all of them. The first thing we learned is that the foundational elements of our safety programs are an essential piece of the school transportation puzzle. Student safety begins with roadway safety, so our efforts to fight impaired and risky driving are crucial.

We also compiled a number of specific initiatives NHTSA already has under way in this area: our support for Safe Routes to School; research on the safety benefits of automated enforcement to reduce speeding in school zones; guidance for placing school bus loading zones in safe locations.

But there is more NHTSA can do in this area. We will improve education and awareness efforts. We will begin a new analysis of state reporting requirements on crashes involving school buses, to determine how best to gather more useful data on those crashes. We will complete research into the effectiveness of cameras as a deterrent to drivers who fail to comply with the stop arm when a bus is loading or unloading.

But there is one issue that carries elevated significance in the minds of the media, policymakers, and the families we all serve. And that is the issue of seat belts on school buses. That debate has gone on a long time, and the arguments haven't changed. What has to change is all of us.

NHTSA has not always spoken with a clear voice on the issue of seat belts on school buses. Therefore, to be clear: The position of the National Highway Traffic Safety Administration is that seat belts save lives. That is true whether in a passenger car or in a big yellow bus. NHTSA's policy is that every child on every school bus should have a three-point seat belt. NHTSA will seek to use all the tools at our disposal to help achieve that goal, and will launch a nationwide effort to get us there.

First, NHTSA will launch a series of research projects to improve our school bus safety data, and particularly data on the safety benefits of seat belts. Second, NHTSA is in contact with safety advocates and looking at the agency's available resources to determine how NHTSA, in coordination with other entities, might help overcome the financial barriers to making seat belts universally available to students. Third, I have sent letters to governors of each of the six states that today require seat belts on school buses, asking each of them to nominate one participant from state government and one from a local school district to provide recommendations to NHTSA as to how we can best start a nationwide movement.

Once we take this on as our mission, I believe we will find a way to get it done. Because once we make a commitment to the safety of our children, we have no choice but to succeed. NHTSA is dedicating itself to that commitment, and I hope you will too.

Better Data Collection on Child Restraint Use Mandated

Congress is paying attention to the work you do to make kids safer in cars.

As part of the "FAST Act" Congress passed last week funding U.S. transportation programs, a [new provision](#) was included directing the Department of Transportation to improve crash data involving kids in car seats, [section 24407, page 1104](#). It says that NHTSA will need to collect data on what kind of car seat was used in a crash, including five point harnesses and whether it was positioned in a rear- or forward- facing. The data will be helpful in making the case that there needs to be greater awareness about the need for car seat use and the role of technicians in ensuring that car seats are installed correctly. The provision was advanced in a bipartisan effort by Rep. Mia Love (R-UT) and Rep. Grace Meng (D-NY), two co-chairs of the Congressional Kids Safety Caucus. Safe Kids will be communicating with NHTSA on the new crash data and look forward to [any advice you might have](#).

You can tweet a note of thanks to [Rep. Mia Love](#) (R-UT) and [Rep. Grace Meng](#).

Let me know if you have any questions: Anthony Green, agreen@safekids.org

Submitted by Anthony Green, Safe Kids Worldwide (Washington, DC)

Technician Proxy Application Updated

Since its launch in October 2011, 245 technicians are current technician proxies. Proxies are approved technicians who can review and approve seat checks for recertification. The intent is to extend options for seat checks for recertification.

Safe Kids listened to you, and we are pleased to announce that the application has been revised to better reflect needs in the field. You may notice that the requirement changed from testimonials from two instructors to one from an instructor and a second one from either a technician (at least six months) or another instructor. The testimonials have also been updated to better reflect observations of technical skill and communication when working with caregivers and other technicians.

We very much appreciate the feedback from the National Child Passenger Safety Board and members of the North Carolina technician team (the state most utilizing the Tech Proxy option).

Please take some time to look at the new [application](#) and review the Tech Proxy [FAQs](#). Please let [us](#) know what you think. We continuously collect specific suggestions and ideas for updates.

Getting Manufacturers to Your State Conference

The Manufacturers Alliance for Child Passenger Safety ([MACPS](#)) would like to support you as you plan your state CPS conferences. To streamline requests, please use the [online conference request form](#). This one form will allow your conference information to be shared to the companies in MACPS. It also will get your conference on our calendar, which helps when planning events.

Please note that not all CPS manufacturers are a part of the Alliance, but it is a great way to contact a majority of them. [Find out who MACPS is](#).

Thank you for all you do and we look forward to working with you in 2016.

Submitted by MACPS: Manufacturers Alliance for Child Passenger Safety

CPS Techs Using Technology

The University of Michigan is embarking on a project and wants to hear from you! We are surveying CPSTs across the county to gain insight about the resources you use during car seat checks and how, if at all, you integrate technology.

This short survey should take 3-5 minutes and will enrich our understanding of how we can help you keep kids safe on the road!

>> [Take the Survey](#)<<

We will be sure to share our results with you in a future CPS Express.

Submitted by Amy Teddy and Michelle L. Macy, University of Michigan, Child Health Evaluation and Research Unit (Ann Arbor, MI)

CPST Month - Plan Now!

Mark your calendars! Offer a Certification course in May, National CPST Month, and your instructor team will get a new 2016 lapel pin.

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!

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By the Numbers

Deaths of children in hot cars

- 2015: 24
- 2014: 31
- 2013: 43
- 2012: 34
- 2011: 33
- 2010: 49

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

CPS Recertification

- **2015:** 58.7 percent (January-November)
- **2014:** 56.0 percent
- **2013:** 58.5 percent
- **2012:** 54.9 percent

Model Colombian Recycling Program: A Non-US Tech's Story

Recycling car seats as a way to take expired or damaged seats out of circulation in an environmentally safe way is gaining popularity in the United States. We are excited to share the story of a new program organized and led by the only CPS technician in Colombia. Eduardo Medina Torres lives in Bogota, Colombia and became the country's first, and so far only, CPST one year ago. Eduardo created his campaign in 2015 after noticing that many of the car seats that he checked were expired. Looking into it, he discovered that no one knew that car seats had expiration dates, not even local distributors or stores that sold car seats.

The campaign accepts car seats for recycling at more than 380 drop-off locations, found throughout Colombia in courier offices, child care centers, stores and restaurants. People just have to take their car seat to one of the drop-off points. The car seats are picked up and sent to a recycling plant. 100% of the money received from the plastic, metal components are donated to a foundation that works healing people that have suffered burn injuries.

When someone donates a car seat, they get access to benefits like discounts in stores or restaurants. These benefits are listed on the campaign website at <http://recicla.moradasegura.com/>.

This model of a recycling program may be useful in any country. To learn more about it, visit the campaign website.

If you want to replicate this campaign in your city, or become a partner to help spread the word, please contact Eduardo at eduardo@moradasegura.com.

Learn more about the campaign by watching these video clips featuring Eduardo. Although they are in Spanish, technicians will understand the importance of the message:

- [Video 1](#) 13:38 min
- [Video 2](#) 1:27 min

Thank you, Eduardo, for sharing this campaign!

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

Shopping Carts and Car Seats: Safe?

As a car seat technician, shopping cart education may seem outside your scope of practice because it is not related to vehicle travel. However, shopping cart safety is an important discussion topic to include in your education of parents with young children, especially those in rear-facing only car seats. We have all been to the grocery store and seen car seats perched precariously on top of shopping carts. While that might not be the best time to approach a stranger to educate him, you certainly can work it into your education during a car seat check.

Child restraints should never be placed on top of or inside shopping carts.

In a policy statement reaffirmed in 2013, the American Academy of Pediatrics found that shopping cart-related injuries to children are common and can result in severe injury or even death. Most of the injuries are a result of falls from carts or cart tip-overs. The AAP notes that "an infant restrained in a carrier seat bolted across the top of the cart basket or a child restrained in the seating area high in the cart may actually increase the likelihood of a tip-over by contributing to a higher center of gravity."

Additionally, most car seat manufacturers prohibit the use of their rear-facing only car seats in or on top of shopping carts. This information may be found on labels on the side of the carrier and/or in the car seat instructions. Here is an example from Evenflo's LiteMax instructions:

The good news is that there are suggestions you can provide to parents about how they can safely shop with their children. If the rear-facing only car seat is part of a travel system, the parent can securely place the carrier onto its manufacturer-approved stroller. Baby-wearing using a soft carrier is another popular option, which also keeps the parent's hands free to shop. Finally, there are many stores now offering free pick up options – so you can shop online and then pick up your merchandise curbside.

This is a great option for a busy family!

Resources related to shopping cart safety:

- American Academy of Pediatrics <http://pediatrics.aappublications.org/content/118/2/e545>
- Consumer Product Safety Commission <http://www.cpsc.gov/pagefiles/122338/5075.pdf>

Submitted by Sarah Haverstick, Past Chair, Injury Prevention Representative (Nashville, TN)

Earning and Entering Online CEUs

Not sure how to find CEUs online? Confused about how to enter them in your profile? Join us for this webinar where Jami, the Quality Assurance Specialist, will show you where to find available CEUs with the latest technological updates and information. She will then walk you through the process for entering the information into your online profile.

This webinar will not provide new technical content and is, therefore, NOT eligible for CEUs or CHES.

[Register Now](#)

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

Auditor Alcove: Please Use Your Phones During Class

Smartphones are everywhere! As instructors, it can be difficult to teach when one or more of your course participants has spent most of your lecture time scrolling through their phone. The CPS Certification course can be full of a variety of adults with different learning styles, but it is safe to assume that if a participant has their attention on their phone, they are not learning from you. For some people, being given an incentive to using their phone is enough to get them through to the next break. So why not utilize those phones as a teaching tool?

- Instead of printing the recall list, encourage participants to bookmark or create a widget for the one they find easiest to use on their phone. One of the benefits to this is that every time the recall list is accessed, it has been updated.
- If you are missing an instruction manual for a car seat, have the participants look it up on the manufacturer's website. Quite often, they are able to find installation videos and other helpful information.
- Instead of answering a question that a participant has, encourage them to find it themselves using their phone. This can be achieved by researching or even calling a manufacturer. It is also an opportunity to talk about using reputable sources (such as the manufacturer or NHTSA) and avoiding sources that are from an individual or group (someone showing how they use their car seat on YouTube). Encouraging participants to contact the manufacturer of the vehicle or car seat will ensure that they receive accurate information.
- The CPS Board website provides techs with many links to reputable sources. It is like a one-stop shop for CPS information!

We encourage participants to use all of their available resources. This is a great way to show them that they most likely have the answer at their fingertips.

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

Fact or Fiction: Car Seat Manufacturers Design Car Seats with Different Types of Energy Management to Protect Children.

FACT. Energy management is designed to absorb external crash forces, providing protection for children. Car seat engineers can design their products to provide flexibility and distribute forces within the structure. Energy management designs absorb and mitigate external forces or impacts, so children have more support and protection in the event of a crash. There are many different designs and materials that are used to accomplish this and will vary by manufacture.

[Learn more about the MACPS.](#)

Submitted by MACPS: Manufacturers Alliance for Child Passenger Safety

Fact or Fiction: Severe or Panic Braking Alone Cannot Deploy an Air Bag.

FACT. Crash sensors measure how quickly the vehicle slows down in a frontal crash or is crushed in a side-impact crash, and send those signals to the electronic control unit (ECU). Crash sensors for frontal crashes can be located in the front of the vehicle near the engine or in the passenger compartment, sometimes in the ECU. Crash sensors for side-impact crashes can be located in the ECU, in the door, in the doorsill or in the pillar between the front and rear doors. Rollover crash sensors may be located in the ECU or at the vehicle's **center of gravity**.

Resources:

- [NHTSA Air Bag Safety](#)
- [IIHS Air Bag Q & A](#)

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

Featured FAQ: What is a Tech Proxy and How Do I Become One?

A technician proxy (proxy) is a certified technician or instructor candidate who successfully applies to provide seat check reviews and sign-offs for recertification. They must adhere to the rigorous standards in place for seat check reviews in terms of seat check feedback on communication and technical skill. This is not associated in any way with being a senior checker. It is simply a way to fill a need in areas with few certified instructors.

Certified technicians who have been certified for at least six months are eligible to apply. They will see a new action item, "Apply to be a Technician Proxy", in their CPS online profile. After paying the fee and submitting a complete application they are approved as a proxy until their CPS Certification expires. Their certification status does not change. They have no additional recertification requirements.

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.

Laurie Ludovici (North Scituate, RI)

Public Safety Law Enforcement Representative

- **How long have you been a member of the board?** I have been the Public Safety/Law Enforcement Representative since January 2015.
- **How long have you been a technician/instructor?** I was certified as a technician 15 years ago, in 2000 at the Rhode Island Department of Administration while I was in the Patrol Division. I became an instructor in 2002.
- **Why did you decide to become a CPS advocate?** As a Trooper and mother, my motivation to become a CPS Technician was simple. One of the priorities of highway safety is to reduce injuries and fatalities. Enforcement is one piece, but the more critical piece is education. I saw a need on the roadways to reach all members of our community to educate and increase awareness of child passenger safety laws and best practices.
- **Who taught your first certification course?** It's been a while, but some of the names I remember are Ross Panacopoulos from the Massachusetts State Police, Nancy Libby Fisher and Dave Schiapo, both working for the state Highway Safety Office.
- **Advice for the field:** One of the most frequent things I find myself helping local technicians with is recertification and CEUs. The answer I give always directs them to the NCPS Board website. There is so much information there to help technicians keep up to date, earn CEUs and ultimately recertify.
- **What are your hobbies:** My favorite place is the beach. I also love to cook for family and friends because it allows me time to spend quality time with them.
- **Tell us about your family:** I am grateful every day for my husband and his support of my career. I was deployed to combat in 2005 for Operation Iraqi Freedom where I served as a UH-60 Black Hawk pilot when my son TJ was 11 months old and my daughter Julia was six.
- **Fun Facts About Laurie:** Laurie was the first female candidate from Rhode Island to attend and graduate from the U. S. Army's flight training program. She is the recipient of many awards and honors including the Bronze Star Medal, Meritorious Service Medal, Army Achievement Medal, Senior Aviator Badge, and Parachutist Badge and also was recognized as the 2015 Woman of Achievement by the YWCA.

Just for Instructors: The Classroom Bully

As instructors, we are ready to teach a classroom full of participants about car seats, seat belt systems, and all of the other things in between that are necessary to understand CPS. We look forward to the “aha” moments and when participants show that they can explain to caregivers how to properly restrain their precious cargo in the car. Sometimes, though, we have participants who insist that they know better than the instructor team. They may make comments and provide information to the rest of the class that is not relevant to the topic being presented. They may attempt to explain concepts that are well outside the scope of the CPS Certification course. They may even make statements that are against the curriculum, such as “I would never allow a parent to leave with a child under age 2 facing forward.” As technicians, we have to respect the ability of caregivers to make the tough choices for their children. We also must respect the manufacturer’s instructions and understand that their products can absolutely be used within their limits.

As instructors, we are responsible for providing a quality learning environment that covers NHTSA’s standardized curriculum. What can you do if you have a disruptive course participant? First, talk with them privately. In a respectful way that acknowledges their enthusiasm, have a conversation about Learn, Practice, Explain and how we follow manufacturer’s instructions and the standardized curriculum. Emphasize that the course focuses on the absolute “need-to-know” information and there is no way for us to prepare techs for every possible scenario other than to teach them best practice and how to utilize resources such as manuals. You might suggest that since they are so excited, invested and knowledgeable that after completion of the course they could increase their knowledge base by completing the [special needs](#) and/or [school bus](#) course, since those offer specialized instruction. Another option would be for them to work with a seasoned CPST after completing their certification to offer a CEU session to area techs. They could develop a presentation that contains some of the “nice-to-know” technical information that techs might find useful and helpful. These suggestions may help the participant see that the instructor team is attempting to welcome their extensive knowledge instead of silencing them. As always, they must follow manufacturer instructions and the curriculum.

If a participant provides information contrary to the curriculum, they are not following our [Code of Conduct](#) and are potentially teaching other participants inaccurate information. If you do not provide a copy of the Code of Conduct to participants prior to the course, consider having a hard copy on hand to provide to the participant during the conversation. Refer to it as necessary during your discussion, reminding them that you are bound to the requirements of the certification.

Discuss the situation with all members of the teaching team and be sure everyone understands the issues and agrees to the expectations and potential consequences moving forward. Document in a clear, objective fashion the issues, interactions, proposed solutions and agreed upon consequences. Use this documentation when meeting with the participant to assure there is clear, transparent communication.

If the participant continues to be disruptive after appropriate guidance and discussion of expectations, you can ask them to leave. They will not complete the certification course, will be marked as failed and will have to take the course again in its entirety if they choose to make another attempt at becoming a CPST. Because the course checkup event is the final assessment component of the CPS Certification course, they must display not only quality technical knowledge, but effective communication with the caregivers and their team, following all standards of the curriculum and the Code of Conduct. If they do not display respect for the curriculum, fellow technicians or caregivers at the checkup event, you should fail them.

Our obligation is to provide all participants with the best possible educational experience. If a participant is disruptive and remediation proves ineffective, you can take action. The lead instructor is ultimately responsible for the course, but all instructors should be on board and in agreement with the issue, suggested remediation and actions to be taken if change does not occur.

Be sure course documentation is clear, concise and fully reflects the issue. If need be, this documentation will provide a snapshot of the issue and actions taken.

We appreciate all your hard work and dedication to the field!

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](#).

Conferences

Conferences (includes pre-conference dates)

[CPS Restraint Systems on School Buses National Training](#)

Location: Houston, TX

Date: February 26, 2016

[Lifesavers Traffic Safety Conference](#)

Location: Long Beach, California

Dates: April 3 – 5, 2016

[KIDZ IN MOTION \(KIM\) Conference](#)

Location: Orlando, Florida

Dates: August 10-13, 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: Recreational Vehicles & Child Occupants**
Wed, Dec 9, 2015 2:00 PM - 3:00 PM EDT
[Register now](#)
- **CEUs online: Free and at your fingertips (Not eligible for CPS or CHES CEUs)**
Tuesday, January 12, 2016
2:00 p.m. - 2:00 p.m. ET
[Register now](#)
- **Child Seat Manufacturer Fall Update**
Thursday, January 21, 2016
2:00 p.m. - 3:00 p.m. ET
[Register now](#)

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

Questions? Comments? Concerns?

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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



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