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# CPS Express

E-News for CPS Technicians



February 2016

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## ANNOUNCEMENTS AND NOTICES

### Training Seat

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, and 5" wheels for easy transport. For more information, email [customerservice@anyconcept.com](mailto:customerservice@anyconcept.com) or 301-960-4426 and check out the [flier](#).

## ADVERTISE WITH US

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

## ANNOUNCEMENTS AND NOTICES

### New Report: Retrospective of Noncrash Motor Vehicle Fatalities

NHTSA's latest research report, [Retrospective Analysis of Heatstroke Deaths of Children in Motor Vehicles Summary](#), uses information-collected death certificates to identify noncrash motor vehicle fatalities, including heatstroke-related deaths, of children from birth to age 14 in motor vehicles. The underlying cause of death as noted on death certificates for cases in which heatstroke is suspected is not always heat-related, and may explain why NHTSA counts are different from those reported by other sources

Reviewing 147 deaths, 108 of the deaths, or 73 percent (codes W92, X30), were due to heatstroke.

### Changes Proposed to NHTSA 5-Star Ratings for Vehicles

The U.S. Department of Transportation proposed a series of changes to NHTSA's well-known 5-Star Safety Ratings for new vehicles. The planned changes will improve on the safety ratings by adding an additional crash test, using new and more human-like crash test dummies, rating crash-avoidance advanced technologies and assessing pedestrian protection.

The planned changes to the 5-Star Safety Ratings system include:

- A new 5-Star Safety Ratings system, which will, for the first time, encompass assessment of crash-avoidance and advanced technologies as well as pedestrian protection;

- New tests to assess how well vehicles protect pedestrians from head, leg and pelvic injuries that occur when a pedestrian is struck by a vehicle;
- A new frontal oblique crash test that measures how well vehicles protect occupants in an angled frontal crash;
- An improved full frontal barrier crash test to drive safety improvements for rear seat occupants;
- New crash test dummies, including the Test device for Human Occupant Restraint, (THOR) and WorldSID, that will provide vastly improved data on the effects a crash is likely to have on the human body;
- An assessment of additional crash-avoidance and advanced technologies that offer drivers the most potential for avoiding or mitigating crashes;
- Use of half-star increments to provide consumers more discriminating information about vehicle safety performance; and
- The ability to dynamically update the program more swiftly as new safety technologies emerge.

View NHTSA's "[5-Star Safety Ratings for the Future](#)" fact sheet and video.

Learn about the rating history with an [infographic](#).

Meet [THOR](#), an advanced crash test dummy, designed to represent a mid-size adult male in a vehicle during head-on and angled crashes.

Read the [press release](#).

## Policy and Procedures Manual Updates

[Policies and Procedures Manual](#) (ver. 12/2015) – NHTSA School Bus Course CEU allocation updated to 5.5.

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

## 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](mailto:cps.certification@safekids.org), please take a few minutes to complete the online survey under [Contact Us](#) on the Certification web site.

This [survey](#) should take no more than 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

- **2016:** 1
- **2015:** 24
- **2014:** 31
- **2013:** 43
- **2012:** 34
- **2011:** 33
- **2010:** 49

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

#### CPS Recertification

- **2016:** 51.1 percent (January)
- **2015:** 58.7 percent
- **2014:** 56.0 percent
- **2013:** 58.5 percent
- **2012:** 54.9 percent

## Car Seat Strollers and Escalators: A Risky Combination

Many of us have seen families pushing a car seat stroller or travel system onto an escalator and although most reach the top or bottom safely, it could easily turn in to a tragedy. In our mobile society we want to take our children or grandchildren everywhere, and many people don't know or ignore the warning sign posted near the escalator - no wheeled vehicles allowed! Stroller instructions are very specific about not using a stroller and a child on an escalator. Failure to follow all warnings and instructions of the stroller manufacturer could result in serious injury or death. As technicians, this may be seen outside of our scope of practice, but like an earlier article we did on carriers and shopping carts ([CPS Express - Dec. 2015](#)), it would be worthwhile in sharing with a family.

Talking points and safety tips to share with families:

- Heed the warnings posted at or near escalators.
- Take the time to look for an elevator. Most public places like train stations and shopping centers are handicap-accessible, so they should have one.
- Pushing a stroller onto the escalator prevents you from holding the handrail, so you could easily lose balance.
- If there's no other option, fold your stroller and have someone else carry it. (If you're alone, ask an attendant or a passerby to hold it for you.) Then, carry your child onto the escalator keeping one hand on the handrail. This practice also keeps shoelaces, drawstrings, and fingers from getting caught.
- All passengers should use caution and remain alert when riding an escalator to avoid injuries related to falls or entrapment.
- Hold a child's hand and hold on to the handrail. Children who were younger than 5 years had the highest estimated number of injuries.

Source: [Escalator-Related Injuries Among Children in the United States, 1990–2002](#); Pediatrics August 2006, VOLUME 118 / ISSUE 2

Article based on [Safety Mistakes Even Good Moms Make](#) from CNN.com.

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

## Seat Check for Recert: Reminder

Quick reminder: All [seat checks for recertification](#) (with an instructor or tech proxy) must be done on a real vehicle. You can do a mock check (without a family), but it has to be in an actual vehicle, not a demo seat.

## Auditor Alcove: Online CEUs Galore!

One of the requirements for recertification is the completion of six CEUs. These CEUs must meet content requirements and come from one of four categories: In-person sessions/workshops, teleconferences, online/web sessions or newsletters/manuals/journals. While all six of your CEUs can come from attending an in-person session, that is not a requirement. There are many techs who complete their CEUs online, when it is convenient for them. It is important to make sure that you are not doing the same sessions two cycles in a row, though, because the content most likely has not changed enough to give you new technical information. So are there enough online CEUs available to get you through another recertification? YES!

Last month, I held a webinar that outlined the many ways to earn CEUs online. If you missed it, click [HERE](#) to view a recording (this session is NOT eligible for CEUs).

Is there a topic you would like to see covered in a webinar? [Send me your ideas.](#)

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

## Fact or Fiction: 15-Passenger Vans Are More Likely to be Unstable if They Are Not Loaded Properly or Overloaded.

**FACT.** It is important to load a 15-passenger van from front to back in order to balance and distribute the weight. If a partially loaded van has most of the weight on the left (driver's) side, the weight is unbalanced and puts a lot of pressure on the left rear wheel which may blow causing a loss of control and potential rollover. Fully loaded vans cause the center of gravity to shift rearward and upward, increasing the likelihood of a rollover. Never load gear on the top of a van, which also increases risk of a rollover. Vans should be operated by experienced drivers who are familiar with the handling characteristics of their van, especially when fully loaded, know how to load the van and require passengers to buckle up.

To learn more about CPS in Other Vehicles (Module 11), go to <http://cpsboard.org/2014-tg/> .

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

## Featured FAQ: Wait, There Are FAQs?

Many questions can be answered using our online FAQs. You can search using the query box on the upper right corner of each page or go directly to the [FAQ page](#).

- [General](#)
- [Be A Tech](#)
- [I'm a Tech](#)
  - [Earning CEUs](#)
  - [Providing CEUs](#)
  - [Seat Checks](#)
- [Becoming an Instructor or Technician Proxy](#)
- [Course Administration FAQs](#)
- [Organization Management](#)

## Just for Instructors: Get Some Help!

Many instructors feel the squeeze of being the only person around to help techs with their seat checks for recertification. If you work with a skilled technician who is a good communicator, consider mentoring them to be a [technician proxy](#). They might just need a nudge in that direction to fill out the form and become an additional local resource.

To see who in your area is a tech proxy, use the [FIND A TECH](#) search and check the "Tech Proxy" box under Extra Training.

## 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

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

Location: Long Beach, California (Lifesavers National Pre-Conference)  
Date: April 2, 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](#)

- **Research Results of Common Incompatibilities During Car Seat Installation**

Thursday, February 18, 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](mailto:kchausmer@safekids.org)

All submissions may be edited for content and length.

### Program Partners



### Program Sponsor



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

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