

CPS Express

E-News for Child Passenger Safety Technicians

[TOP NEWS](#)

[CEU RESOURCES](#)

[FOR INSTRUCTORS](#)



SEPTEMBER/OCTOBER 2016

[Recertification](#)

Top News

You Could be the 2016 Tech or Instructor of the Year!

Each year, the National CPS Board sponsors the CPS Technician and Instructor of the Year awards. This is the only national award that honors the men and women who dedicate their time, passion and skills to help improve the safety of children and their caregivers on the road.

2016 Technician of the Year Patricia Corwin shared what this award meant to her:

"CPSTs don't crawl around in cars for the recognition. We don't wrestle with stubborn car seats because it's glamorous. We do it to keep kids safe. We do it for the relieved

look on a caregiver's face, when we can see that they've got a new found confidence in the use of their child's car seat. But when the recognition does come, it's an extra little push to keep going, learning, growing and improving. Receiving the National CPST of the Year award was my extra little push. Having the spotlight on myself and the Buckle Up with Brutus program gave me extra motivation to continue pushing to reach more caregivers in the central Ohio community. Knowing that the work I've done on a local level to keep kids safer in the car was being recognized on a larger stage was truly an honor."

Each year we hear from techs and instructors that they don't feel "worthy" of national recognition. This is a testament to the quiet CPS heroes who are working tirelessly in the community. Each of us knows someone like Patricia Corwin who has inspired them, mentored them or in some way sparked their passion for CPS. These are the people that the Board seeks to honor each year. Tell us about these everyday heroes by nominating them for the Technician or Instructor of the Year.

For information, guidelines, eligibility and the application, go to www.cpsboard.org/award-nominations. The submission period will continue through November 18, 2016. Late submissions will not be accepted.

Submitted by Sarah Tilton, National Child Passenger Safety Board, At-Large Representative (Ft. Mill, S.C.) and Suzanne LeDoyen, National Child Passenger Safety Board, Diversity Representative (Raleigh, N.C.)

CPS Week 2016 – Resources and Updates

NHTSA has a variety of promotional materials for National Child Passenger Safety Week (September 18-24, 2016) and National Seat Check Saturday (September 24, 2016). Check out their outreach tips, including talking points, How to get public service advertisements placed and digital outreach pitch materials. They also have banner ads, sample proclamations, fliers, posters, infographics, radio PSAs, TV ads and social media posts.

Safe Kids Worldwide will launch a new interactive website to help parents navigate through buying, installing, fitting and changing car seats. It is customizable and focuses on best practice, providing real-world tips and tricks from experts in the field. Look for The Ultimate Car Seat Guide after September 14 at

UltimateCarSeatGuide.org during CPS Week. Updates will be posted on our Facebook page.

Community Education: The Next Step for Techs Educating the Public

As a technician, you often heard during your certification course that we are educators, not installers. This is emphasized because we don't want technicians to be doing the installation for the caregiver, we want to empower the caregiver to feel competent and confident to use their child's car seat properly. Checkup events and inspection stations will always be important outreach but should not be seen as the only function of a child passenger safety technician.

A study reviewing 79,000 checklists, A Look at Inside American Families, confirmed what we long suspected: "A checkup event may well attract parents and caregivers who have unique characteristics and a special interest in safety". Clearly, car seat checkup events have been effective in educating families. The next step is to reach out in to our underserved communities to educate parents and caregivers to learn about the basics of car seat installation as recommended in the study, Safe Kids Checkup events-2007.

How do we as advocates educate people who don't come to events? As technicians, we must do more than volunteer at checkup events. Let's encourage and empower each other to venture further into our communities. Although we are making progress, we could be more effective in reducing injuries by looking at our local data of low seat belt or low restraint use, making contact with "champions" from that community and sharing what we know. I bet every technician could, in just a few minutes, come up with at least five community partners that could benefit from learning the basics of CPS: selection, direction, location, installation and harnessing.

We recently had an engaging webinar with Joe Colella, [Beyond Inspections: CPS Technicians Teaching Classes](#). From the post-webinar survey, we learned that only 37% of the attendees (180 responses) routinely do outreach education in their communities. A number of the respondents indicated that they weren't sure where to start and felt the resources shared during the webinar would be helpful.

Yes, I know, many of us can't devote as much time to reaching out as we would like to but perhaps this will be helpful to you: [Community Education: Getting Started](#). This is a great way to complete your [Community Education](#) requirement for recertification. If you need a little help entering it in your online profile, we have [step by step instructions](#).

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

Providing an Event Bonus

CPS Week and Seat Check Saturday provide more than an opportunity for families to get car seat education. The large number of events that are scheduled across the country are a great way to establish contact with new technicians, check in with seasoned technicians and make sure everyone is staying current. A short 15-minute pre-event meeting is a great way to provide a quick update to techs. Consider a longer update of at least 45 minutes focusing on new technical information and provide a [CEU opportunity](#). If you are planning to offer CEUs, there are some [tips](#) available to help you make the most out of the session. Want to talk about outreach or communication? Great! Your technicians can include it as part of the [Community Education](#) requirement (see option 3).

When technicians sign in at your event, consider reminding them to make sure their [profile information](#) is accurate. They should be receiving the CPS Express newsletter every other month. If not, they should check their contact information and make any necessary changes. For username and password assistance, please can call [Customer Service](#) at 877-366-8154 or use the [Forgot Your Password](#) link.

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

Ticket to Education

What happens after a *Click It or Ticket* (CIOT) campaign is over? Drivers and passengers cited by law enforcement for seat belt infractions and no child car seats have to go to court and pay fines. States have different [laws](#), but Texas law requires everyone in a vehicle to be buckled up, including back seat passengers.

At the Texas Department of Transportation (TxDOT) Laredo District, parents and caregivers who received citations also received classroom education and hands-on instruction on the importance of seat belts and how to safely secure their children in their appropriate child safety seats. While CIOT is primarily designed as a law enforcement campaign, active education has also become part of this local traffic safety initiative. As technicians, you understand that it's really not about the ticket or paying fines, but about saving lives.

This enforcement-active education approach to saving lives, the first within the TxDOT, was designed and implemented by Specialist and CPST Blanca Treviño-Castro. She partnered with two local magistrates and two constables who volunteer staff, time and effort to help reduce non-restrained occupant-related fatalities and injuries by educating the community to increase use of seat belts and correct use of child safety seats in the predominantly Hispanic community of Laredo/Webb County, Texas.

This project is a wonderful example of organizations working together to help reduce traffic injuries and deaths. Partners included TxDOT, Webb County Justice of the Peace Judges Oscar R. Liendo and Danny Dominguez, Constables Rodolfo "Rudy" Rodriguez and Mike Villarreal and, of course, numerous CPSTs from both constables' offices and TxDOT. Keeping the CPST mantra of Learn, Practice and Explain front and center, they team up to provide monthly events to help drivers and passengers stay safe on Texas roads and city streets.

Check out some [Classroom Pictures](#)

Submitted by Raul Leal, TxDOT (Laredo, Tex.)

A Notable New Vehicle Feature: A Rear Seat Reminder

We hear too often of children being unintentionally left a hot car, often with tragic results. According to [NoHeatStroke.org](#), an organization which tracks child heatstroke deaths, the number of vehicle heat-related deaths this year has already exceeded the total number of deaths in 2015. Organizations such as [Safe Kids Worldwide](#) and [NHTSA](#) have educational campaigns to help raise awareness of this issue. Child

restraint manufacturers are providing new technology to remind caregivers about children in their vehicle (such as the [Evenflo SensorSafe Embrace](#)).

One vehicle manufacturer is now providing a feature that will remind drivers to check their rear seat before exiting the vehicle under certain conditions. This feature is called the [Rear Seat Reminder](#) and is standard on the all-new 2017 GMC Acadia. The system does not directly detect objects in the rear seat; instead, under certain conditions, it detects when a rear door is opened and closed during or just before a trip, indicating that there may be something in the rear seat. The Rear Seat Reminder activates when a second-row door is opened while the vehicle is turned on or up to 10 minutes before the vehicle is turned on. When the vehicle is subsequently turned off, the vehicle will provide an audible and visual notice to the driver.

As advocates, child restraint manufacturers and vehicle manufacturers continue to improve messaging and technology, we hope to reduce the number of kids unintentionally left in cars.

Submitted by Julie Kleinert, General Motors (Warren, Mich.)

New NHTSA Reports

2014 Traffic Safety Fact Sheet: Motorcycles: In 2014 there were 4,586 motorcyclists killed in motor vehicle traffic crashes—a decrease of 2 percent from the 4,692 motorcyclists killed in 2013. There were an estimated 92,000 motorcyclists injured during 2014, a 5 percent increase from 88,000 motorcyclists injured in 2013. In 2014 two-wheeled motorcycles accounted for 93 percent of all motorcycles in fatal crashes.

Read the [report](#).

2014 Traffic Safety Fact Sheet: Passenger Vehicles: Passenger vehicles are defined as motor vehicles weighing less than 10,000 pounds and include passenger cars and light trucks (SUVs, pickup trucks, vans and other light trucks). There were 21,022 passenger vehicle occupants who lost their lives in traffic crashes and an estimated 2.07 million passenger vehicle occupants who were injured. There were an estimated 10,579,000 vehicles involved in police-reported traffic crashes; 96 percent (10,165,000) were passenger vehicles.

Read the [report](#).

Research Note: 2014 Motor Vehicle Crashes: Overview: The number of motor vehicle crash fatalities on U.S. roadways in 2014 continued the general decline that started in 2006. The nation lost 32,675 people in crashes on roadways during 2014, down from 32,894 in 2013. The estimated number of people injured on the nation's roads increased in 2014, rising from 2.31 to 2.34 million injured people. Fatalities declined from 2013 to 2014 in almost all segments of the population—passenger vehicle occupants, large-truck occupants, pedalcyclists, young drivers and alcohol-impaired driving fatalities; only pedestrian fatalities increased by 2.2 percent. Although fatalities decreased from 2013 to 2014, the estimated number of police-reported crashes that occurred on the roads increased— primarily a result of an almost 8 percent increase in crashes that resulted in no injuries, only property damage.

Read the [report](#).

Research Note: Seat Belt Use in 2015 – Overall Results: Seat belt use in 2015 reached 88.5 percent, up from 86.7 percent in 2014; this was not a statistically significant difference. This result is from the National Occupant Protection Use Survey (NOPUS), which is the only survey that provides nationwide probability-based observed data on seat belt use in the United States. The NOPUS is conducted annually by the National Center for Statistics and Analysis of the National Highway Traffic Safety Administration. In 2015, NHTSA conducted a redesign to select a new NOPUS sample representative of the most current demographic and traffic conditions. For more details, please see The 2015 NOPUS Redesign on page four of this Research Note. Seat belt use has shown an increasing trend since 2000, accompanied by a steady decline in the percentage of unrestrained passenger vehicle (PV) occupant fatalities during daytime.

Read the [report](#).

Non-Traffic Surveillance: Fatality and Injury Statistics in Non-Traffic Crashes, 2012 to 2014: Non-traffic motor vehicle crashes are a class of crashes that occur off the public traffic ways. These crashes are mostly single-vehicle crashes on private roads, two-vehicle crashes in parking facilities, or collisions with pedestrians in driveways. This publication focuses only on non-traffic crashes and presents some salient statistics about occupants and non-occupants killed and injured in such crashes from 2012 to 2014. An average of 1,898 people were killed each year in non-

traffic motor vehicle crashes during the 3 year period of 2012 to 2014. About a third (34 percent) of those people killed were non-occupants such as pedestrians and bicyclists. Additionally, 92,000 people were injured in these crashes each year, of which a third (33 percent) were non-occupants.

Read the [report](#).

Traffic Safety Fact Sheet: Large Trucks: A large truck as defined in this fact sheet as any medium or heavy truck, excluding buses and motor homes, with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. In 2014, 85 percent of the large trucks involved in fatal traffic crashes were heavy large trucks (GVWR > 26,000 lbs). In 2014 there were 3,903 people killed and an estimated 111,000 people injured in crashes involving large trucks. In the United States, an estimated 438,000 large trucks were involved in police-reported traffic crashes during 2014.

Read the [report](#).

CEU Resources

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)

[New England Child Passenger Safety Regional Conference](#)

Burlington, Vt.

September 9-11, 2016

[Lifesavers Traffic Safety Conference](#)

Charlotte, N.C.

March 26-28, 2017

Online Courses

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

Upcoming Webinars

Troubleshoot to avoid problems: [Test your connection now](#)

Can I get credit for watching a webinar with a group? [Read more](#)

Can I use my smartphone? [Read More](#)

Latest Research: Harnesses to Boosters

Thursday, September 29, 2016

2:00 p.m. – 3:00 p.m. ET

[Register now](#)

The CPS Board and Our Resources

** Not eligible for CPS CEUs. May be used for [Community Education](#) requirement.

Tuesday, October 18, 2016

1:00 p.m. – 1:30 p.m. ET

[Register now](#)

Recalls 102: What Goes Into a Recall?

Thursday, October 27, 2016

1:00 p.m. – 2:00 p.m. ET

[Register now](#)

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

For Instructors

Wait...That wasn't me!

As instructors (or proxies), we may get notified of a seat check for review that we don't remember or otherwise can't mark as passed. Sometimes techs wait a long time to submit seat checks, they confused a second set of eyes/double check with a seat check for recertification, or they may have put in the wrong name. No

worries...marking a tech as failing a seat check does not count against them. When you click that button, a comment box opens so you can add a note. Whatever you enter into the text box is inserted into the notification email. You can ask them to reach out to you, let them know you don't recall working with them, or even that you are not able to pass them but you can work with them if they need to improve their skills. Marking a seat check as failed just means that have to try again.

Did you work with the tech but they needed to tighten up their skills? This is an opportunity to help boost them up so they can work with you, or another instructor or proxy again.

NOTE: Seat check notification emails are automatically sent when they are entered. If you are not getting them, please make sure the official email address in your online profile is correct. If it is, talk with your IT folks and make sure cps.certification@safekids.org is **an approved sender at all levels**. To test, contact [Kerry](#) and she will submit a seat check for you to review. Of course, please mark it failed or leave it blank/ungraded.

Questions? Comments? Concerns?

Safe Kids Worldwide
CPS Certification
1355 23rd Street NW, Suite 400
Washington, D.C. 20037
cps.certification@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.

[Policies and
Procedures Manual](#)

[Code of Conduct](#)

[Customer Service
Survey](#)

[Contact Us](#)



Program Partners



Program Sponsor



[National CPS Certification Training](#) is a program of [Safe Kids Worldwide](#), which is the certifying body and responsible for managing all aspects of the program.

1255 23RD STREET, NW, SUITE 400
WASHINGTON, DC 20037 | PHONE: 202-662-0600

© 2016 SAFE KIDS WORLDWIDE

[Click here to unsubscribe](#)

empowered by  salsa