

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



January 2015

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ANNOUNCEMENTS AND NOTICES

Latest Recall Lists

Recalls are a part of every safety seat check. How do you find out about the latest recalls? Be among the first to receive new recalls and safety information electronically. Sign up for email alerts on the Recalls.gov [website](#). Just click on Sign Up For Email.

Printed recall lists should be updated regularly, too. Links to two are on the CPS Certification [website](#):

Recall lists

- [NHTSA](#)
- [UNC Highway Safety Research Center](#)

Other recalls lists are available for online and for [purchase](#).

There are a number of smartphone apps that allow you to search recalls. These vary greatly in terms of user-friendliness so be sure to play with them beforehand. If you have good internet access, consider simply having the NHTSA or UNC recall list page open and ready to use.

New Vehicle Airbags

TRW Automotive has unveiled plans for a new rear seat airbag which will be available in late 2017. The airbag was announced at the [Airbag 2014 Symposium](#) in Karlsruhe, Germany.

The advanced rear seat technologies showcased by TRW at the Airbag 2014 Symposium, included Roof-mounted rear airbag concept which is specifically designed for the rear seats. The roof-mounted rear airbag is used in combination with a seatbelt equipped with a retractor [pretensioner](#) and single constant load limiter.

Read more about their airbag [online](#) and on the TRW [website](#). Read more about pretensioners and load limiters in a [report](#) from NHTSA.

Policy and Procedures Manual Updates

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

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.
- [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 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: 56.0 percent (January-December)
- 2013: 58.4 percent
- 2012: 54.7 percent

OP KIDS: Next Generation – A Basic Child Passenger Safety Awareness Course

OP KIDS Next Gen is now in its second year and it seems like a good time to raise awareness of this awareness course!

The course was developed to provide basic child passenger safety (CPS) knowledge to groups and individuals in various public service positions to help them help their community. While not a certification course, OP KIDS offers valuable information to help detect major and potentially harmful CPS and seat belt misuses and provides very basic instruction on correct selection use.

The intended audience for the one day class is law enforcement, health care providers, child care providers and fire and rescue personnel. It can be taught by any CPS Technician. The instructor manual includes sample agendas, teaching tips and instructions for training exercises to help you get started.

The course (including the Instructor Manual, Participant Manual, sample materials, PPTs) can be found on the National Child Passenger Safety Board [website](#). The course has received close to 1000 hits on the website and has been posted on the LEL List service. Have you taught or participated in an OP KIDS course? Please let us know if you have and your thoughts on the class.

Submitted by: Carole S Guzzetta, NHTSA Headquarters Representative, National Child Passenger Safety Board (Washington, DC)

Auditor Alcove: Seat Check Sign-offs Done Right!

One of the steps for recertification involves having sign-offs completed. This is not just a verification of installation or a senior check. Your technical knowledge and skill is important, but the purpose of the sign-off is for the CPSTI or proxy to confirm your ability to communicate accurate information to parents, caregivers, and children. It is necessary for the signing-off CPSTI or proxy to observe the seat check in its entirety. It is usually not possible for us to do this at events because of the large number of techs and families.

Here are a few tips for getting your seat check sign-offs:

- Start EARLY! Do not wait until the end of your 2 year cycle to scramble for seat checks.
- If you are volunteering at an event, let the coordinator know which sign-offs you still need beforehand. They may be able to pair you up with a CPSTI or proxy to maximize your time.
- Before you begin a seat check for sign-off, let the CPSTI know so they can be there for the ENTIRE inspection.
- Do not expect to get all 5 sign-offs completed at one event. That rarely happens.
- Consider volunteering at a permanent fitting station which may allow the coordinator to schedule appointments based on which sign-offs you still need.
- Take your time: The verifying instructor or technician proxy must feel confident in your ability to communicate accurate information to a parent or caregiver.
- Enter your seat checks in your online profile as soon as they are completed. Don't wait!

Occasionally, an Instructor or Technician Proxy may allow mock scenarios for seat checks. If this is the case, be prepared to demonstrate your ability to communicate effectively as if it were a real seat check. The CPSTI (or colleague) will act as a parent/caregiver and expect the same level of communication and education you would provide to a family. In no way is a mock scenario meant to be a quick alternative to a sign-off. A mock scenario should never involve a CPST installing a CR in a vehicle and the CPSTI checking the install after it is completed. Like an actual seat check, a mock scenario must be done in a vehicle. For additional information regarding seat checks and mock scenarios, go to <http://cert.safekids.org/ImATech/Recertification/SeatChecks.aspx>.

Sign-offs are a necessary part of the recertification process. They ensure that all CPSTs are offering accurate information to parents and caregivers in a way that allows them to learn, practice their new skills, and explain the concepts back. Please remember that you have 2 full years to complete your sign-offs!

If you are having difficulty locating an instructor or proxy near you, you can use the "[Find a Tech/Instructor](#)" search or contact your local Safe Kids Coalition (www.safekids.org). If your area has a low number of CPSTIs, please consider either becoming an instructor or applying to be a

[Technician Proxy!](#)

If you have an idea that would make things easier for other CPSTs or CPSTIs, please share it with us! If you have any questions about CEUs, what documentation is required, or audits, please email cpsaudit@safekids.org.

If you have an idea that would make things easier for other CPSTs or CPSTIs, please share it with us!

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

Fact or Fiction: Caregivers often consult their vehicle owners' manuals for information about installing CRs.

FICTION: The vehicle owner's manual if present, is a great resource for caregivers and technicians. According to a NHTSA National Child Restraint Special Use Study, only 14 % of caregivers use the vehicle owners' manuals for information about installing CRs. Because vehicle manuals are not frequently used, NHTSA feels that the CRS label is more effective in providing relevant information to properly install car seats. This is why the CRS label requirements for seats with an internal harness will indicate the maximum child weight for using lower anchors. Child weight and CRS weight can't exceed 65 lbs. to use LAs. This became effective Feb. 27, 2014. Labeling will also be updated Feb. 27, 2015 to require an installation diagram.

This document is published in the Federal Register on 02/25/2014 and available on the Federal Register [website](#).

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

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](tel: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.

Amy Artuso (Itasca, IL/Tampa, FL) - Formerly Amy Heinzen
Secretariat

- **How long have you been a member of the board?** I have been a member of the NCPST since 2010. I first served as a Diversity Representative, then Chairperson, and now Secretariat representing the National Safety Council.
- **How long have you been a technician/instructor?** I first became a CPST in 2004, and then became an Instructor in 2008.
- **Why did you decide to become a CPS advocate?** Initially I became certified for work, but then developed a personal passion for child passenger safety. I feel incredibly fortunate that I am able to work as an advocate in a field that I believe in, and with education that I know makes a difference.
- **Advice for the field:** Stay current! Various aspects of information related to CPS are constantly changing and being updated. Always check with manufacturers with questions about CRDs and vehicles, and refer to the latest curriculum materials.
- **What are your hobbies:** I love to travel, and for the most part, try new things.
- **Tell us about your family:** I am the very proud mommy of two children: Julia (9yo) and Brady (6yo). My children fall in those outlying areas of lower weight limits. My 6 year old is 38lbs, so in line with the latest skills assessment updates, I can vouch that these scenarios really do exist.

JUST FOR INSTRUCTORS: Making the Most of the Course Flexibility

The national Child Passenger Safety Certification course can be arranged to meet the needs of various students. Prospective technicians may find it difficult to break away from their responsibilities for consecutive days to attend classes, so spacing the classes out over a few weeks is beneficial for certain groups requesting certification.

I was recently approached by a local volunteer fire department that wished to be certified in Child Passenger Safety in order to better meet the needs of their community. Due to their full-time work schedules, it was difficult to schedule consecutive days. They asked if I would be willing to teach in the evening and spread the classes out so that their full-time jobs wouldn't be affected. Since it was a class of five students and it was a town with which our police department works closely, I decided to give it a try. I found that this type of scheduling worked out well.

I invited other instructors who would be available evenings and weekends to be certain that there were two instructors available at all times. Five evenings were broken down into 3-hour classes according to the available evenings of the firefighters, and two 8-hour days were

included. A Sunday was split to address rear facing and forward facing explanations as well as installation practices, and a Saturday to cover the final skills evaluation and the check-up event.

I personally find the three-day agenda overwhelming for students and instructors, so I added time with the intention that if the class absorbed the information quickly, we could leave a little early and everyone would be happy. I also wanted the students to have plenty of time to practice installation with an instructor close at hand. It turned out that the class of five needed about the same amount of time for quizzes and skills evaluations as that required by larger classes. Therefore, the extra time was a bonus which helped to build the confidence of the students.

It was a bit challenging setting up and moving the practice car seats in and out for each class. However, we are fortunate to have a trailer that we work out of for our fitting station and car seat events, so during practice and skills, we simply worked out of the trailer. Because the classes were spread out, we spent additional time reviewing the information from the previous class. Fortunately, the students were enthusiastic, and they came prepared to learn.

The students were pleased with the program, and they were all successfully certified. If an instructor has the flexibility in his/her position to stretch a class out over several weeks, it can work!

Submitted by Robin Bond, South Windsor Police Services (South Windsor, CT)

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)

[Lifesavers Conference](#)

Location: Chicago, Ill.

Dates: March 15-17, 2015

[KIDZ IN MOTION](#)

Location: Orlando, Fla.

Dates: August 12-15, 2015

[2015 Maine Child Passenger Safety Conference](#)

Location: South Portland, Maine

Dates: September 13-15, 2015

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 two car seat manufacturer product update webinars: Child Seat Manufacturer Fall Update-Part One

Wed, Jan 14, 2015 2-3 p.m. ET

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

[Register](#)

Child Seat Manufacturer Fall Update-Part Two

Wed, Jan 28, 2015 2-3 p.m. PM ET

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

[Register](#)

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

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