

CPS Express

E-News for Child Passenger Safety Technicians

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SUBMITTED BY ASHLEY BURNS

NOVEMBER/DECEMBER 2019 R

[Recertification](#)

Top News

Newsflash: Certification Improvements Coming

The Certification team is about to launch a much-needed update of the online profile platform to improve the design and make it more mobile friendly. Please note that the online profile system (logging into your online profile, finding a course, etc.) will be offline for these updates from Tuesday, November 26 at 6 p.m. ET until Monday, December 2 at 9 a.m. ET. If you need help during that time (such as a receipt, password help, paying a fee), please send [Safe Kids](#) a detailed email and we will take care of it as soon as the system is back up.

Changes are also coming to how you receive customer service. Starting December 2, Safe Kids Worldwide is bringing the customer service in-house to improve the quality of service. Unlike when you called the ProExam call center, you will be talking with a Safe Kids staff person in the DC office. And soon, they will also speak your language, as they are committed to becoming CPSTs in the first six

months. We look forward to introducing you to the new customer service associates in the coming months!

We are really looking forward to these improvements, and, like with all innovations and evolutions, there may be some bumps along the way. We appreciate your understanding and patience on the journey.

You've got mail...and it's not yours!

Thank you for being the center of our attention, BUT...

The CPS certification system consists of almost 43,000 currently certified technicians and instructors, all with online profiles. It was discovered that numerous profiles are using the same email (one email has 76 technicians listed), which means each profile needs to be updated with each technician's email.

We understand that you may be responsible for helping to track their certification, but they are missing out! These technicians are not receiving notifications from Safe Kids, such as their recertification notifications/reminders, audit notifications and the CPS Express newsletter. They also lose direct access because they are not able to use the "[Forgot My Password](#)" feature since the email generated for the password will go to the owner of the email, not to the technician.

If you register students for courses and use a common email address, please remember to have the students go into their profiles and update the information either during or immediately following the course.

If you would like a tool to help track your CPSTs, consider setting up an Organization Management Account. This free option is a way to get direct database access on your techs. Read more about it [online](#) and check out the [FAQs](#):

- [Why should I register my organization with the Safe Kids organization management system?](#)
- [How can I register my organization?](#)
- [Do I have to be CPS-certified to use the organization management system?](#)
- [Why can't I use the same login information for both the certification and organization management systems?](#)
- [How soon after I register my organization may purchase orders be added and used online?](#)
- [What is an e-voucher and how soon after I register my organization can it be used?](#)
- [What is an affiliate?](#)
- [Is there a prepayment benefit?](#)

Submitted by Debbie Landoskey, Quality Assurance Specialist, Safe Kids Worldwide. (Ormond Beach, Florida).

Logo Options for CPSTs

Some CPSTs want to use a logo on business cards and other materials. A strong logo adds a nice design element and it can establish credibility. CPSTs may not use the Safe Kids Worldwide logo but you are welcome to use [this one](#) that demonstrates your credentials as a certified technician.

Submitted by Martha Wilcox, Safe Kids Worldwide (Washington, DC)

Convaid R82 Special Needs Car Seat Portfolio Webinar Follow-Up

Thank you to all who attended the September 5 webinar featuring the Convaid R82 car seat portfolio. It was exciting to see the number of attendees interested in the car seat options designed for children with special health care needs. I wanted to follow up on several questions and comments that came up during the webinar and questions that were submitted to Safe Kids following the program.

It was asked why one would need a special needs child passenger safety seat when there are so many high weight harnessing seats available. Of course, every occupant should be assessed in a seat that is intended for their weight and height. Once appropriately positioned in the car seat, it is equally important to address the child's posture and to assure that all specific medical conditions are also addressed. Children with special health care needs are generally evaluated by a CPST who has attended the [Safe Travel for All Children](#) enrichment program, as well as an occupational or physical therapist experienced with seating and positioning to determine the most appropriate seat that will accommodate all of the positioning and medical issues.



This seven month old child with a spica cast post-operative hip dysplasia surgery is positioned in the R82 Quokka convertible special needs car seat.

The recommended recline angle of the seat back is generally 30 degrees from upright. However, there may be medical reasons that dictate a different angle. Always check with the vehicle owner's manual for direction and then work with a special needs trained CPST and the child's treating therapist for guidance in selecting appropriate transportation options for the individual.

When using Convoid R82 child passenger safety seats, a locking clip can be used on any of the car seats in the portfolio.

Regarding funding, special needs car seats are covered by some private insurance companies and by some state Medicaid plans. Coverage varies by state and by health insurance plan. These seats are considered durable medical equipment and are generally sold through a medical equipment supplier. Your local supplier would be the most knowledgeable resource regarding funding options. Additionally, many hospitals utilize a car seat loaner program, especially in situations where the use of the special needs car seat is expected to be short-term.

The following are more highlights and reminders regarding specific seats in the Convoid R82 portfolio:

- **Quokka:** Since this car seat was launched, the Quokka has passed additional crash testing utilizing a spica casted test dummy, resulting in the approval and release of an extended length crotch belt for optimal positioning of small children in flat casts in both rear and forward facing position.
- **Wallaroo:** The difference in the upper weight limitation between the US and Canada in the Wallaroo has to do with the method of measuring the knee excursion during the crash testing procedure. Both are considered safe. Also, the long belt path installation for the Wallaroo can be used for children under 80 pounds.
- **Carrot 3 Booster:** The Carrot has recently been approved for airplane use based on the inversion test of FMVSS 213.
- **Pilot Booster:** This seat is manufactured in the United States and would be eligible for state grant programs. For clarification, the correct minimum occupant weight for the Pilot is 30 pounds (there was an error in the graphic which showed a minimum of 40 pounds).

A brochure and a product feature and specification matrix for the Convaid R82 car seat portfolio is an excellent resource for choosing the right car seat for the child with special health care needs. Please contact your [local Convaid | R82 representative](#) or call customer service (844-US Mobility) to receive free copies and/or to request a product demonstration.

Please feel free to [contact me](#) for more information.

Submitted by Sally Mallory, Convaid (Addison, Tx.)

Staying Current on Technical Knowledge: How Important is It?

How do I explain to parents why car seats have an expiration date?

Does the 80/20 car seat overhang always apply?

Why don't most RF seats tether anymore?

Why are LATCH limits so important?

Being in a new role with Safe Kids Worldwide and having the privilege to attend Technical Updates across the U.S. reminds me how imperative it is that we CPSTs and CPSTIs stay current in our technical knowledge and continue to challenge ourselves to learn something new in the field. Webinars, online updates, in-person updates, newsletters, manuals and journals are all areas that can increase a technician's knowledge and are also great ways to earn your CEUs. You may have been a technician for one year or 25 years, but CPS is everchanging and we should never assume a piece of advice we give to a caregiver today is the same as it was yesterday. As I am learning through my travels in my new role

and being surrounded by hundreds of my fellow technicians and instructors, I can always learn something new and helpful to protect a child.

Here are some helpful tips for the busy technician to stay current in your knowledge:

- Set a reminder on your calendar once a month to complete an online update, such the ones on the [Safe Kids Training Portal](#) or [National Child Passenger Safety Board](#) websites.
- Watch for the upcoming webinars which are promoted on our [website](#), [Facebook page](#) and [CPS Express](#).
- Contact your [state CPS contact](#) to see if there are any statewide conferences planned.

Submitted by Stephanie Heitsch, Certification Associate, Safe Kids Worldwide. (Port Orange, FL.)

Does it qualify for a CEU?

During recertification audits, it has been noticed that more [CEU sessions](#) are being offered without pre-approval by Safe Kids, and some sessions do not meet the criteria of “Improving CPS Technical Knowledge.” It is imperative that anyone offering CEUs are providing new, accurate and up-to-date CPS related information and are encouraged to complete the [CEU preapproval application](#). If a CEU session is given without preapproval, the person offering the session *must* also supply each student with proof of content (detailed agenda, presentation outline or the presentation) as well as proof of attendance/completion. Remember, offering a 6 hour “update” does not mean it qualifies for awarding 6 CEUs and the [Quality Assurance Specialist](#) may [audit](#) the information provided.

Our newest certification team member, [Stephanie Heitsch](#), will be reviewing CEU preapproval applications. Anyone who has a question about CEUs can contact her directly to answer your questions.

Please help spread the word to your technicians and instructors about the importance of offering proper CEU sessions. This will only help create stronger, more knowledgeable and competent CPS technicians.

Submitted by Debbie Landoskey, Quality Assurance Specialist, Safe Kids Worldwide. (Ormond Beach, Fla.)

National Highway Traffic Safety Administration Reports

The National Center for Statistics and Analysis (NCSA), an office of the National Highway Traffic Safety Administration, is responsible for providing a wide range of analytical and statistical support to NHTSA and the highway safety community at large.

Traffic Safety Facts: 2017 State Traffic Data (DOT HS 812 780)

This Traffic Safety Facts document summarizes data on 2017 traffic fatalities for each State. In 2017 there were 37,133 fatalities in the United States (50 States and the District of Columbia, excluding Puerto Rico), a decrease of 2 percent from 2016 (37,806).

[Read the report](#)

Traffic Safety Facts: 2017 Summary of Motor Vehicle Crashes (DOT HS 812 794)

This Traffic Safety Facts document summarizes traffic fatalities in 2017 and compares them to the 10-year period from 2008 to 2017. Among the findings:

- In 2017 an estimated 6,452,000 police-reported traffic crashes killed 37,133 people and injured 2,746,000 people.
- 1 person was killed every 14 minutes and an estimated 5 people were injured every minute in motor vehicle crashes in 2017.
- In 2017 there were 10,874 alcohol-impaired-driving fatalities, an average of one every 48 minutes.
- 43 percent of motorcycle riders who died in single-vehicle crashes in 2017 were alcohol-impaired.
- In 2017 seat belts saved an estimated 14,955 lives among passenger vehicle occupants 5 and older.
- 1 pedestrian was killed every 88 minutes.
- 8 percent of all drivers involved in 2017 fatal crashes were 15 to 20 years old.
- Young drivers accounted for 5.4 percent of licensed drivers.

[Read the report](#)

Traffic Safety Facts: 2017 Passenger Vehicles (DOT HS 812 805).

This Traffic Safety Facts document summarizes data on 2017 traffic fatalities involving passenger vehicles, which are defined as motor vehicles weighing 10,000 pounds or less, passenger cars, and light trucks (SUVs, pickup trucks, vans, and other light trucks). Among the major findings:

- Traffic fatalities decreased by 2 percent from 2016 to 2017 (37,806 to 37,133).
- The fatality rate per 100 million vehicle miles traveled (VMT) was 1.16 for the United States in 2017, but ranged from a high of 1.78 to a low of 0.56 among States.
- 27 States showed decreases in traffic fatalities between 2016 and 2017, accounting for 1,242 less fewer fatalities; since 1975 the rate of traffic

fatalities per 100 million VMT in the United States has decreased by 65 percent (3.35 to 1.16).

- From 2008 to 2017 the District of Columbia had the largest increase in the percentage of alcohol-impaired fatalities at 104 percent, while Kansas had the greatest decrease at 39 percent.
- In 9 States, 70 percent or more of motorcyclists killed were known to be unhelmeted at the time of the crashes.

[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 Worldwide unless otherwise noted.

CPS Express CEU Corner Submissions: Please e-mail the necessary information (in the format below) to [Kerry Chausmer](#).

Conferences

[Lifesavers](#) National Conference on Highway Safety Priorities
Tampa, FL
March 15 - 17, 2020

Online Courses

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

Upcoming Webinars

- Troubleshoot to avoid problems: [Run a System Check](#)
- [Can I get credit for watching a webinar with a group?](#)
- [Can I use my smartphone?](#)

Car Seat Manufacturer Update: Britax

Thursday, November 21, 2019

2:00 pm – 3:00 pm ET

[Register Now](#)

How Much Information and When: Identifying and Maximizing the Teachable Moment

* Does not qualify for CPS CEUs. May use for as part of Community Education requirement.

Thursday, December 12, 2019

2:00 pm – 3:00 pm ET

[Register Now](#)

Car Seat Manufacturer Update: Chicco

Thursday, January 23, 2020

2:00 pm – 3:00 pm ET

[Register Now](#)

Car Seat Manufacturer Update: Goodbaby International-Evenflo and Cybex

Thursday, February 13, 2020

2:00 pm – 3:00 pm ET

[Register Now](#)

More webinars coming soon! Updates posted on [Facebook](#).

For Instructors

Curriculum Update

The [National Child Passenger Safety Board](#) (NCP SB) has been thoughtful and deliberate in the curriculum revision to produce the best possible instruction tools. Based on input received during the pilot courses, final edits to the curriculum revision are being completed.

As an update, shipping should begin in the new year. This means courses will not be taught with the new curriculum in January. Once the instructor guides are shipped a transition timeline will be provided. We are eager to provide the new materials to instructors, and thank you for your support and dedication to Child Passenger Safety!

[Submitted by The National Child Passenger Safety Board](#)

Instructor Preparedness Series – Expectations Before, During and Closing the Course

A key to a successful class is preparing students before they even arrive. Many students do not know what to expect with this course, especially if they are voluntold to attend, so send an email with details about the course times, location, directions, class attire, directions and notify you if they have any special requests (physical or other limitations or needs). Also, let them know their vehicles will be needed for demonstrations, hands-on activities and installations. Suggest they log onto the CPS Board website and review the [Technician Guide](#) in preparation for the class.

The Lead Instructor should not only set expectations for students but assistant instructors as well. A detailed agenda should be given to the instructor team in advance and discussed during the mandatory pre-course instructor meeting. The agenda should not only list modules and who will be teaching them, but who will be responsible for the setup of skills evaluations and practice scenarios and when to set them up (generally a module before). Setting up outside activities early and creating instructor answer keys for each skills activity helps the class to run smoothly.

Talk as a team about how you will manage the activities. Set expectations for activities to make sure everyone is on the same page and working together. For example, locking clip exercises can

incorporate communication skills building by using a demo vehicle seat. Do one, teach one is perfect for adult learning. This is when an instructor will teach one student who will in turn teach the next student and so forth. This allows the students to begin verbalizing CPS terminology at the same time using their technical skills. While observing installations or any hands-on exercises instructors should be asking questions and expecting the answers to utilize correct CPS terminology. This helps students understand the terms when read on a quiz and confirms they are understanding the teaching team. An A-lock adjuster is not a doohickey so why should you as an instructor accept that as a verbal response from your students?

It is essential that the class ends with a productive checkup event with actual families to give students critical real-world experience. Checkup events should include partnerships with local daycares, larger businesses or an established fitting station which takes appointments to ensure your students get as many opportunities to work with real families. With the checkup being formally established as Skills 4, the planning and scheduling of the checkup event should be assigned to someone who can devote more time to it, taking it off the lead instructor's plate.

Skills 4 checkup is when the students demonstrate their CPS knowledge and communication skills with caregivers. Review the forms so everyone is prepared to address all the items on the skills evaluation form and ensure all students get enough opportunities to work with families. The checkup event is the most crucial part of the course since by the end instructors need to feel confident with the technician's abilities and the technicians need to be confident in their own skills. After the checkup event there should be a debriefing that includes expectations of new technicians such as working with experienced technicians/instructors before venturing out on their own and the importance of asking for help.

Submitted by Debbie Landoskey, Quality Assurance Specialist, Safe Kids Worldwide. (Ormond Beach, Fla.)

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.

[Policies and
Procedures Manual](#)

[Code of Conduct](#)

[Customer Service
Survey](#)

[Contact Us](#)

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[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.

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