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CPS Express

E-News for Child Passenger Safety Technicians

TOP NEWS

CEU RESOURCES

FOR INSTRUCTORS



NOVEMBER/DECEMBER 2018

Recertification

Top News

Tech Assistance: Natural Disasters

If you are dealing with a fire, flood, hurricane or other [disaster](#) and need more time to recertify, let us know so we can help. We understand that natural disasters are out of your control and we want to help

you recertify. All you need to do is provide Safe Kids with a simple explanation of the situation and relevant dates.

Requests should be received prior to your certification expiration but will be accepted within six months of the disaster. Safe Kids will work with you to provide time for you to recertify without penalty.

Email your overview to kchausmer@safekids.org.

Knee in the Seat - Best way to get a tight installation? Nope!

Over the years, technicians have tried different techniques for a snug installation. One technique that remains used in the field, but we should be avoiding is using your knee or putting your foot in a car seat to really push down on it. Manufacturers never state that a correct installation requires no movement. The [inch test](#) is recognized as an appropriate test that is approved by manufacturers.

“Britax include a checklist which states that the base or the car seat is secure when it doesn’t move more than an inch front-to-back or side-to-side at the belt path,” says Sarah Tilton, Britax advocate.

Whether the car seat is installed with lower anchors or a seat belt, a snug installation can be achieved by firmly pressing the base or the seat area closest to the bite of the seat with a palm of the hand. It should never require that someone put their knee or foot in to the seat or base to get a solid installation. Another effective installation technique is using [leverage from outside vehicle](#).

“Car seat features such as built in lock-offs and lower anchor tightening straps can also assist a caregiver in achieving a snug installation,” says Courtney Barry, Chicco advocate. Courtney adds that, “[Manufacture websites](#) provide installation videos that can be so useful for families.”

- [Britax](#)
- [Evenflo](#)
- [Chicco](#)
- [Graco](#)
- [Nuna](#)
- [UPPAbaby](#)

“If a family needs assistance in getting a car seat installed properly, you can always have them call our toll-free 800 number to get assistance from our customer service,” states Bob Wall, Nuna advocate.

[Evenflo](#) have live video installation to help caregivers. Consumers may also contact [Dorel](#) Customer Service and request video conferencing. It allows consumers to schedule face time into Consumer Relations Team and speak with a trained specialist who can answer questions.

Our role as technicians is to empower the parent to feel competent and confident in putting their car seat in properly.

Advice to caregivers:

- Start with reading the instructions and labeling of the car seat, take time to practice an installation.
- If you have questions, check out the manufacturers website and call the manufacturer. It is important to follow the directions provided with the car seat AND the vehicle to achieve a proper installation.
- If possible, attend a [check up event](#) to get hands on help with your car seat in your vehicle with a certified Child Passenger Safety Technician.

Advice to technicians:

- Work with the caregiver to ensure a secure installation using seat belt or lower anchors and always use tether forward facing.
- Teach how to compress using pressure or leverage and use features such as lock offs for seat belt installations.
- Point out the directions of the car seat AND the vehicle to achieve a proper installation.
- Provide or show manufacturer installation videos or assist in contacting the manufacturer for clarification. Technicians should not put their knee or foot in a seat to obtain a secure installation unless the manufacturer's instructions specifically state it is okay to do so.

Submitted by the Manufacturers Alliance for Child Passenger Safety (MACPS) and Kim Herrmann, Safe Kids Worldwide (Ft. Myers, Fla.)

Keeping Up-to-Date with “Car Seats 201”

It's time to renew your CPS certification and you wonder where those two years have gone since your last recertification. You've done your five seat checks, but you still need your continuing education hours, so you head to the [CPS Board](#) or [Safe Kids](#) training websites. But there are so many choices! Do you want to learn about new car seats from a specific manufacturer? Are you interested in specific topics such as emergency medical transport, RV safety, school bus safety, pick-up trucks or LATCH?

If you are looking for a session that provides a general overview of current CPS technical issues, “Car Seats 201” is the one. This module is located at <https://training.safekids.org> and provides 1.5 CEUs after successfully completing the quiz.

Why “Car Seats 201”? As we all know, CPS is an ever-changing field and things we did 2-4 years ago may no longer be acceptable or required. Car seats have new features that provide extra safety, ease of use or that accommodate children for a range of weights/heights. Many of these issues and features are addressed in greater detail in other CEU opportunities, but “Car Seats 201” consolidates them into one

presentation that provides a snapshot of emerging trends and CPS practices that are essential as we help caregivers with their car seat questions and concerns.

“Car Seats 201” will give techs a heads-up or reminder to double-check instructions for issues that used to be taken for granted; for example, use of vehicle seat protectors and use of noodles to achieve correct recline. The presentation uses instructions from a variety of car seats to teach about different features and requirements, such as when to use or remove head pads, body pillows and harness covers. Lessons include “What’s in the Box, What’s not in the Box, Getting Ready to Install and Car Seat Installation.” Each lesson includes specific issues relating to the general subject.

As a long-time instructor who is fairly active in CPS, I found the online training to be useful and timely with regard to issues we are seeing in the field. I think it would be particularly useful for those who may not have the opportunity to work with car seats on a daily basis and it’s definitely worth checking out.

Submitted by Carol Meidinger, Child Passenger Safety Consultant (Bismarck, ND)

Children in Autonomous Vehicles (AVs)

If you are as curious as we were about the frequent news articles promoting autonomous, self-driving vehicles, you will understand why Safe Kids convened a panel of experts to study the issue as it pertains to kids.

Autonomous vehicles are projected to decrease, by tens of thousands, motorists killed on U.S. roadways each year. We see benefits but also know that we need to do much work to have an informed public that considers children, safe products and roads for cars, pedestrians, cycles, and trucks. More than 1300 of you participated in our February-March opinion surveys. The surveys pulled together your opinions, ideas and questions, many of which informed a Blue Ribbon Panel focused on kids in autonomous vehicles. The Panel met in April 2018 and laid a foundation for important steps to keep moving the discussion forward. More than two dozen cities are already testing AVs on their streets today. Some of you may live in those cities and have seen them around town. NHTSA just published [additional guidance](#) to developers, leaving much of the innovation and testing to them.

We want to know how and what developers tested or will test in the future for kids under 13 in driverless vehicles. Look for cars with no steering wheels, pedals or “drivers” after the first of the year in 2019. They will most likely start in a “shared” capacity like Uber, Lyft or Waymo, but we have already seen an autonomous school bus in a Florida community. This is happening faster than we anticipated.

The Blue Ribbon Panel of 17 represented a variety of child and traffic safety experts who crafted a “Call to Action” for developers to draw attention to the needs of children. The Panel developed eight recommendations for the traffic safety community.

[Read the report](#)

Panel discussions centered around regulation, legislation and policy as well as education and outreach. Child supervision was a big issue! In 2019, Safe Kids will reconvene the panel to identify next steps. Watch for a call to transportation and child specialists, many of whom are CPST trained, to advance the field and implement the 2018 recommendations supporting the Panel. For more information contact [Lorrie Walker](#).

Submitted by Lorrie Walker, Safe Kids Worldwide (Deerfield Beach, Fla.)

Get Carded

How many times have been to a checkup event and realize there are CPSTs and CPSTIs who do not know their CPS certification number? Your CPS certification number should be engrained in your mind just like your social security number. If you are like me and have a tough time remembering what I had for breakfast, I recommend you log into your Safe Kids online profile and print out a wallet card.

Step-by-step instructions are available [online](#).

This wallet card not only shows your certification ID (which is needed on checklist forms) but it also shows your certification expiration date and has a section to record information about your five required seat checks.

Don't want to have a paper card in your wallet? Save it to your smart phone. Simply take a photo of the printout or take a screenshot of the card.

Arrive prepared and ready to share! When you check in at your next event, ask the organizer if they would like to note your certification number.



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

Update: National Digital Car Seat Check Form

As shared in the last [CPS Express](#), a new digital resource is available for currently certified child passenger safety technicians (CPST) and instructors - the National Digital Car Seat Check Form. This digital check form is an optional resource that can replace paper check forms and can help with data management and reporting. At this time, Safe Kids Buckle Up Coalitions are required to continue using the branded Safe Kids paper checklist form for all registered events and inspection stations.

There is no cost to create an account. Technicians should allow 3-5 business days for account approval and be prepared to upload a copy of your current certification card. To print/save your wallet card, follow these [step-by-step instructions](#). You can submit a screenshot or attach the PDF. Technicians are invited to create accounts and are encouraged to spend time familiarizing themselves with the check form before using it during a car seat check with families and caregivers.

There are three ways to use this system:

- Web-based check form
- Paper check form
- Mobile App – coming soon in early 2019 for both Apple and Android devices

More information, along with short tutorial [videos](#) and a printable [How-To Guide](#) can be found on the National CPS Board [website](#).

Live, interactive virtual trainings are being scheduled. Contact [us](#) with questions or to find out about upcoming trainings.

Submitted by Amy Artuso, National Child Passenger Safety Board, National Safety Council (Itasca, Ill.)

Reminder: Fee Change Effective January 1, 2019

To maintain the excellence of this important program, there will be modest [fee increases](#) to go into effect on January 1, 2019:

- Course fees will change to \$95
- Technician/instructor candidate recertification fees will change to \$55 (no change to instructor recertification fees),
- Instructor Candidacy application fee will change to \$85
- Technician Proxy application fee will change to \$25.

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.

Summary of Motor Vehicle Crashes

This fact sheet contains information on 2016 fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes in the 50 states, the District of Columbia and Puerto Rico (Puerto Rico is not included in U.S. totals). Crash and injury estimates prior to 2016 were based on data from the National Automotive Sampling (NASS) System General Estimates System (GES) and for 2016 were based on data from the newly modernized Crash Report Sampling System (CRSS)—the system that replaced the NASS GES. Due to a change in the data collection process, a direct comparison cannot be made between NASS GES estimates and CRSS estimates. For more information, read *Crash Report Sampling System Replaces the National Automotive Sampling System General Estimates System* at the end of this publication.

[Read the report](#)

2017 Fatal Motor Vehicle Crashes: Overview

This Research Note provides a brief overview of the 2017 fatal crash picture using data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes in the 50 states, the District of Columbia and Puerto Rico (Puerto Rico is not included in U.S. totals). Injury estimates are not yet available for 2017, thus no injury estimates will be presented in this report. For more information about injury estimates, see *Crash Report Sampling System (CRSS) Replaces National Automotive Sampling System (NASS) General Estimates System (GES)* at the end of this report

[Read the report](#)

The 2017 National Survey of the Use of Booster Seats

This technical report presents results from the 2017 National Survey of the Use of Booster Seats (NSUBS), the only probability-based nationwide child restraint use survey in the United States that observes restraint use and interviews an adult occupant to collect race, ethnicity, and other data. NHTSA's National Center for Statistics and Analysis conducts the NSUBS. The 2017 NSUBS found that:

- 40.1 percent of 4- to 7-year-old children were restrained in booster seats in 2017 as compared to 44.5 percent in 2015 when the last NSUBS was conducted. This was not a statistically significant change.
- Restraint use for all children under 13 remained statistically unchanged at 90.1 percent in 2017. There were some indications of premature transition to restraint types that are not appropriate for children's age, height and weight.
- Rear-facing car seat use among children 1 to 3 years old increased significantly from 9.4 percent in 2015 to 13.7 percent in 2017.
- Approximately 7.9 percent of children under age one were not in rear-facing car seats in 2017.

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](#)

Louisville, KY

March 31 – April 2, 2019

[PREVCON](#)

Washington, DC

July 17 - 20, 2019

[KIDZ IN MOTION](#)

Champions Gate, FL (Orlando)

August 22 –24, 2019

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?](#)

Best Practice: Forward Facing Readiness

Thursday, November 8, 2018

2:00 PM – 3:00 PM ET

[Register now](#)

Car Seat Manufacturer Update - Clek

Thursday, November 15, 2018

2:00 PM – 3:00 PM ET

[Register now](#)

FMVSS 213 Side Impact Standard Discussion

Thursday, December 13, 2018

2:00 PM – 3:00 PM ET

[Register now](#)

Car Seat Mfg. Update: Goodbaby Int. Evenflo and Cybex

Thursday, January 17, 2019

2:00 pm – 3:00 pm ET

[Register now](#)

LATCH 2019 - What the curbside tech needs to know

Thursday, February 14, 2019

2:00 pm – 3:00 pm ET

[Register now](#)

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

For Instructors

NOTE: Most update organizers are instructors, but anyone can offer a technical update.

Technician Reinforcement with a Squished in CEU

From new technicians to seasoned ones, we all need CEUs for recertification. From day one of the certification course students are told about the need for CEUs for recertification. Many of us reach out with the hunger that comes from “wanting to know” to the latest and greatest continuing education nugget. The challenge that faces the technician is that all too often the hunt for latest and greatest information trumps the foundational information learned in class.

Over the years, my colleague Kathy Kruger and I observed that many technicians fall short in the basics, but these same technicians may be able to quote the newest nuance of the difference between last year’s model and this year’s model of a given car seat.

So, after much consideration we came up with the following: Technician reinforcement with a Squished in CEU. The concept is very simple and adjustable to local need.

Starting with chapter one and working, as needed, through chapter thirteen. . . we hit and re-enforce those concepts that technicians are missing on a regular basis. This section IS NOT CEU-able. It is just restating what was taught during the certification course.

Now for the squished in CEU. A CEU is earned with a minimum of 45 minutes of new content, so you can have a 15-minute review in a one-hour session. Taking a concept from a presentation by Joe Colella, we re-walk through the same concepts. On this second trip through we teach the technicians how to use

CR Codes via their smart phones. This means we can review the concepts by highlighting new technical information. The technician now will have immediate access to the CPS Board, NHTSA, the various manufacturers, etc.

What is needed to make this work:

- Knowledge of using CR Codes
- Identifying challenges on the local level that have to do with the course
- CR codes (appropriate to the need)
- A willingness to care for the technicians we serve above all

There are a number of resources that can help you put together a technical update, including:

- [FAQs on Providing CEUs](#)
- [Sample agendas, passports and tips](#)
- [CEU toolkit \(CPS Board\)](#)

Learning new information is critical but you have to keep your basic skills sharp, too! Think of this as a booster shot planned 6-9 months after the course. It brings new techs back to learn and is a fantastic way to make sure they are out in the field using their new skills.

Submitted by Suzanne Emery, Safety Restraint Coalition (Seattle, Wa.)

Questions? Comments? Concerns?

Safe Kids Worldwide
CPS Certification
1255 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.

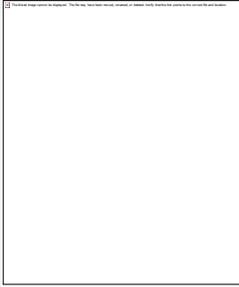
All submissions may be edited for content and length.

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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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