

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



August 1, 2013

In This Edition

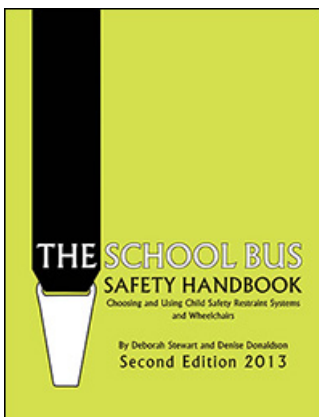
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Special Announcements

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Need Tech or Instructor tees or polos? Travel mugs? Event signs? Training dolls? [Look no further!](#)



Want to know more about CPS on School Buses?

Introducing the 2nd edition of the ***The School Bus Safety Handbook***, a comprehensive and up-to-date resources for safely transporting preschoolers and children with special needs on school buses. Includes details on installation and use of child safety restraint systems and wheelchairs.

Find sample pages and ordering information at
www.saferidenews.com.

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Announcements and Notices

Why see a CPS Tech? NEW VIDEO

Safe Kids is delighted to share a new 30 second video encouraging caregivers to work with a CPST.



Have an Idea for a Lifesavers Session?

Lifesavers 2014 will take place in Nashville from April 27-29, 2014. This national traffic safety conference brings together from law enforcement, first responders, researchers, health and medical, child passenger safety, adult occupant protection, advocacy/public policy and those who deal with bicycles, school buses, pedestrians, distraction and other topics.

There are more than 80 workshops to pick from. In fact, we hear that people are sometimes upset because it is hard to pick which sessions to attend. Do you have ideas for a workshop session that encompasses something "New" in the field?

In the Occupant Protection for Children track we are looking for ways to address new research, emerging and hot topic issues. Contact Lorrie Walker at lwalker@safekids.org to submit your idea or proposed speakers. A formal call for abstracts will go out from the Lifesavers committee later in the year based on some of the workshops proposed from this solicitation.

Thank you for your continued dedication to keeping children safe!

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

Heatstroke Prevention

Problem: A child dies from heatstroke about once every 10 days from being left alone in a hot vehicle. In fact, heatstroke is the leading cause of non-crash vehicle fatality for kids 14 and younger. Children climb into unlocked cars to play, or are left alone in the car. These are tragedies that are 100 percent preventable.

- High body temperatures can cause a child permanent injury or even death.
- Where's Baby? Look before you lock! 10 minutes is all the time it takes for a car to reach deadly temperatures with a child locked inside.
- Remember to never leave your child alone in a car even for a minute!
- If you see a child alone in a hot vehicle, call 911 or your local emergency number immediately. If the child is in distress due to heat, get that child out as quickly as possible. Cool the child rapidly by spraying the child with cool water or with water from a garden hose (an ice bath isn't necessary nor desirable).
- San Francisco State University: 52% of cases, child was "forgotten" by the caregiver.
- Did you know? In more than 29% of cases, kids got into vehicles on their own.

Action: Want to help us prevent heatstroke deaths of children in hot vehicle? Visit www.safercar.gov/heatstroke and www.safekids.org/heatstroke.

Submitted by Sherri Cannon, CPS Board NHTSA Region Representative (Kansas City, MO)

CPS Week Reminder

Mark your calendars! Child Passenger Safety Week is September 15 - 21, 2013 with National Seat Check Saturday on September 21.

To sign up for National Seat Check Saturday, please contact your NHTSA Region Office, <http://www.nhtsa.gov/nhtsa/whatis/regions>

NHTSA has a number of copyright-free materials to promote child car seat safety to increase community awareness on how to properly secure our kids in car seats and seat belts. Check it out at <http://www.trafficsafetymarketing.gov/cps>

Two New NCSA Publications

Traffic Safety Fact Sheet "State Traffic Data 2011" (DOT-HS-811-801): This fact sheet provides data on traffic fatalities for the United States and individually for the 50 States, the District of Columbia and Puerto Rico.

<http://www-nrd.nhtsa.dot.gov/Pubs/811801.pdf>

Seat Belt Use in 2012—Use Rates in the States and Territories (DOT HS 811

809): In 2012, seat belt use in the United States ranged from 66.5 percent in South Dakota to 96.9 percent in Washington. These results are from probability-based observational surveys conducted by 50 States, the District of Columbia, and U.S. Territories.

<http://www-nrd.nhtsa.dot.gov/Pubs/811809.pdf>

Run for Kids at the Marine Corps Marathon

Want to run in one of the country's best races and help keep kids safe at the same time? Team Safe Kids is participating in the Marine Corps Marathon and spots are available. We'll provide you with everything you need, including the race entry, fundraising platform, sample letters and e-mails to friends and family. If you are interested in learning more, contact [Dan Orzechowski](#).

Policy and Procedures Manual Updates

[Policies and Procedures Manual](#) (ver. 1/1/2013) - No revisions or updates in July.

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Recertification

Recertification Reminder

- Recertification Details >> [Learn More](#)
- Recertification FAQs >> [Learn More](#)

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:

1. [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.
 - o [How To Enter a Seat Check video](#)
2. [Community education](#) (choose one):
 - o 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
 - o 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.
3. A minimum of six hours of [CPS technical continuing education unit](#) earned and reported during a current two-year certification cycle.
 1. You cannot carry over CEUs from one period to the next, even if you have accumulated more CEUs than are required
 2. 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
 3. 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.
 1. [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!

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[By the Numbers](#)

Children Alone in Vehicles

Deaths of children left in hot cars

- 2013: 24
- 2012: 32
- 2011: 33
- 2010: 49

Details are available at <http://ggweather.com/heat>

CPS Recertification

- 2013: 58.0 percent (Jan-July)
- 2012: 54.7 percent
- 2011: 55.4 percent
- 2010: 50.3 percent

Auditor Alcove: Keeping the Recert Rates Up

A recent trip to the state of Wyoming opened my eyes to some program challenges that most states may not experience. With a mostly rural area and a population of around 500,000 you would think that the recertification rate would be pretty low. Wyoming actually has one of the highest recert rates in the country. This is due to several reasons, one of which is the way the state program attempts to utilize all available resources when traveling to different areas of the state.

When a certification course is scheduled, it is most often held on a Tuesday through Friday. This gives the instructor team the opportunity to schedule both a CEU session and a renewal course on the preceding Monday. The instructors will be in the area and the training equipment is already being transported! The instructor team reaches out to the expired techs in the state to let them know about the opportunity to participate in a renewal course. If there is interest (even just one person!) they hold the renewal course. They also reach out to all currently certified CPSTs to let them know about the opportunity to earn CEUs. Most of the teaching locations allow for conducting the renewal course in one area and the CEU session in another.

Next time you are planning a certification course, try adding the extra day and see if you can help more technicians in your state complete the CEU recert requirements!

In-person sessions can be pre-approved for CEUs by completing this [form](#)

If you have any questions about recertification, CEUs, what documentation is required, or audits, please email cpsaudit@safekids.org.

One Solution Does Not Fit All For CPS on School Buses

What might be the longest word in the standardized CPS curriculum is also likely to be the main concept that most CPSTs know regarding CPS on school buses: compartmentalization. This is the egg-carton approach to crash protection that pairs padded, high-back bus seats with the requirement for narrow row spacing. Provided the occupant is seated appropriately at the time of the crash, this method is shown to adequately protect school-age children and adults in frontal

crashes.

However, did you also know that compartmentalization does NOT provide adequate protection in a couple of common situations? Whenever the bus is too small, or the child is too small or young, CPS on school buses becomes a much more interesting and complex topic.

[READ MORE ABOUT COMPARTMENTALIZATION.](#)

Small buses that have a gross vehicle weight of 10,000 pounds or less cannot provide adequate protection for any occupant through compartmentalization. Therefore, NHTSA requires those small buses to have seat belts in all seating positions, and the belts on buses of this size made since October 2011 must be lap and shoulder types, not lap-only belts. These very-small buses make up a minor fraction of the overall bus fleet in the U.S., but are the types often used to transport children with special needs. Since 2003, buses with a gross vehicle weight of 10,000 pounds or less are also required to have two seating positions with LATCH lower anchors.

The other situation is when preschool-age children ride on school buses. A surprising number of children under age 5 ride on school buses every day, such as many of the over one million preschoolers in Head Start. In fact, many children under one year old ride on school buses, for instance to participate in programs of Early Head Start or to accompany teenage parents to school. Based on testing, NHTSA determined that children younger than kindergarten age are not adequately protected by compartmentalization. Occupants that are this small do not have the weight needed to interact properly between the padded seats in a crash, and instead may slip down under the seats. And this is true on a bus of any size—compartmentalization simply cannot protect preschool-age children. Therefore, NHTSA requires that age/weight appropriate child safety restraint systems (CSRS) be identified and used for them.

These are the all-too-common cases in which providing adequate protection for bus riders is far more complex than simple compartmentalization. Add the fact that most districts are responsible for transporting some students with special needs that require the use of CSRS for added protection, and it becomes clear that considerable care and planning must be involved to safely transport children to school. In many situations, identification of the appropriate rear- or forward-facing mode must be addressed in the same manner as in a car: matching the child's needs with a CSRS that fits the anchorage and space available. On a school bus, this can be a particularly interesting challenge.

Since the national CPS certification training curriculum provides only a brief introduction to this topic, CPSTs are urged to take advantage of further education to be able to collaborate productively with pupil transporters. Check with your local education agency to find out if introductory training is available, or, ideally, attend a session of NHTSA's 8-hour CPS Restraint Systems on School Buses National Training. NHTSA also provides a number of educational resources at <http://www.nhtsa.gov/School-Buses>, including [training videos](#) and [handouts](#).

A listing of upcoming offerings of the NHTSA course is available at the Safe Ride News [website](#). Also, please let us know information to post if you're planning a course. You'll also find information there about our newly released 2nd edition of The School Bus Safety Handbook, which provides all the details for equipping and using CSRS and wheelchairs on school buses to take your CPS training to the next level.

[Featured FAQ: I passed a "Safe Travel for All Children: Transporting Children with Special Health Care Needs" course. How does it show up in my profile? \(rev. Nov. 15, 2012\)](#)

The National Center for Safe Transportation of Children with Special Healthcare Needs at Riley Hospital for Children receives all paperwork from the course instructor within 30 days of the completion of the course. Once the paperwork is received by the National Center, Safe Kids is provided with the rosters and tech profiles are updated within 2 business days. When your profile is updated, you will see "Extra Training: Special Needs" in your CPS Online Profile.

Did you pass a course and it's not in your profile? Contact the National Center directly: Laura W. Novak, laulawil@iupui.edu, 317-274-6709.

Fact or Fiction: One of the factors that the Insurance Institute of Highway Safety (IIHS) measures in determining how a vehicle rates in frontal tests is restraint/dummy movement.

FACT: The Institute conducts two different frontal crash tests: a moderate overlap test (formerly known as the frontal offset test) and a small overlap test. Even if injury measures are low, it's important to consider the dummy's movement during the crash, since not all drivers are the same size as the dummy or seated exactly the same way. A close call for the dummy could be an actual injury for a person.

Before each crash test, technicians put grease paint on the dummy's head, knees and lower legs. After the test, the paint shows what parts of the vehicle came into contact with those parts of the dummy. The paint, combined with high-speed film footage of the crash, allows engineers to evaluate the dummy's movement.

To read more about each of the factors that determine vehicle rates go to: http://www.iihs.org/ratings/frontal_test_info.html

Fact or Fiction: Heatstroke deaths have been recorded in 11 months of the year in nearly all 50 states.

FACT: Heatstroke is a very real threat. A child's body heats up three to five times faster than an adult's body. Nearly all 50 states. More than half of heatstroke deaths occurred when a distracted caregiver forgot a quiet child was in the vehicle.

ACT now!

A: Avoid heatstroke-related injury and death by never leaving your child alone in a car, not even for a minute. Always lock your doors and trunks – even in your driveway. And keep your keys and key fobs out of the reach of kids.

C: Create reminders. Place something you'll need at your next stop - like a briefcase or cell phone - next to the child safety seat. It may seem simple, but can be a helpful reminder on a chaotic day.

T: Take action. If you see a child alone in a car, take action. Call 911. Emergency personnel are trained to respond to these situations.

Learn more at <http://www.safekids.org/preventing-heatstroke> and <http://www.safercar.gov/parents/heatstroke.htm>

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.

Jennifer Booge (Minnesota)
Diversity Representative, Quality Assurance Committee Chair

- How long have you been a member of the Board? As of July 2013, two and a half years.
 - How long have you been a technician/instructor? Since 2000
 - Why did you decide to become a CPS advocate? There was a huge need to educate families in Minnesota.
 - Who taught your first certification course? Julie Prom
 - Advice for the field: Don't be afraid to ask for help and stay up to date on CPS-related materials. Establish a positive working relationship with other techs in your area. Remember to stay positive and HAVE FUN!
 - What are your hobbies: Horseback riding, camping, gardening, biking
 - Tell us about your family: I have been married to my husband, Mike, for 21 years. We have four children: Tyler is 19, Amber is 18, Nolan is 14 and Evan, who is 13.
-

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Class ain't over, even when it's over.

When the course is over we all go home and get some much needed sleep, right? Right! And THEN we get to work making sure the tech newbies become part of the local CPS team.

The team can get a jump start by assigning instructors and technician assistants to technician candidates from the class roster to establish a working relationship following the class to keep new technicians engaged and supported in the field.

Make sure the new technicians leave class with a plan on how they will start using their new skills. Have them sign up for events on the last day of the class. Follow up and invite them to the CPS meetings. You may have noticed one or two potential instructors. Be sure the other new techs feel just as included and welcome as those class superstars. You may be mentoring the next superstar in your community!

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](#).

Online Courses

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

Conferences (includes pre-conference dates)

Kidz In Motion

Location: Santa Ana Pueblo (Albuquerque), New Mexico

Dates: August 26-29, 2013

For more information: www.kidzinmotion.org

Maine Child Passenger Safety Conference

Location: Freeport, ME

Dates: September 8-10, 2013

For more information: <http://1.usa.gov/Zw0r61>

Midwest Regional Child Passenger Safety Conference

Location: Council Bluffs, Iowa

Dates: September 9-10, 2013

For more information: THOMPSB3@IHS.ORG

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](#)

Upcoming Webinars

Safe Kids and State Farm Present: IMMI Child Restraints

August 22, 2013 from 2 pm - 3 pm ET (East Coast/NY time)

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

Fees/Requirements: \$0, Pre-registration is required.

Register now: <http://bit.ly/2013IMMI>

More webinars coming soon! Mid-month updates posted at

www.facebook.com/cpscrt

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 will be edited for content and length.

Questions? Comments? Concerns?

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From French *édition*, from Latin *editiō*, from *edere* (to publish). IPA(key): /eˈdɪʃən/. (weak vowel merger) IPA(key): /eˈdɪʃən/. Rhymes: -ɪʃən. Homophone: addition (weak vowel merger). edition (plural editions). (publishing) A written work edited and published, as by a certain editor or in a certain manner. The whole number of copies of a work printed and published at one time. The first edition was soon sold. (sports) A particular instance of an event. Define edition. edition synonyms, edition pronunciation, edition translation, English dictionary definition of edition. one of a series of printings; a version of anything, printed or not: This is the latest edition of the Word program. Not to be confused with: addition "the... edition - all of the identical copies of something offered to the public at the same time; "the first edition appeared in 1920"; "it was too late for the morning edition"; "they issued a limited edition of Bach recordings".