



JUNE 2014 * CPS TEAM Colorado

Welcome to the newsletter for Child Passenger Safety Technicians, Instructors and Advocates in the great state of Colorado!

We hope you find all the information you need to stay connected to your fellow safety professionals for statewide CPS happenings, training and national information. Please feel free to contact us if you would like to see content added or have questions concerning information in this newsletter.

We welcome misuse photos, unique stories and information about the great things going on in your community!

Editorial ----- How Long Does it Take to Train a CPST?

As CPSTs, we know all too well what few students in a CPS certification training understand on Day 1: It takes far more than a few days to learn all that is important to know about child passenger safety. This is certainly a field in which the more you know, the more you realize there is more to learn.

Longtime CPSTs and instructors will tell you-they continue to learn every day. And so, with the roll out of the new curriculum this March, we again contemplate the time it takes to teach CPSTs, especially since this version allows the completion of the coursework portion of learning in just three days. How, we wonder, can we provide all that a CPST needs to know in just three days? But remember, the success of the pilot course last summer shows that it can be done, and a major message from those instructors is that the difference between three and four days really doesn't matter.

Truer words couldn't be spoken! Whether we are using the new or the former version, or completing either in three or four (or five) days, was it ever truly possible to fully train a technician in that period of time? I think we'd all agree that the completion of the certification course is more accurately considered the launch pad for technician development. Any student who really wants to be a technician in the true sense must understand that learning is a process that continues after the course.

But not every student leaves the course fully grasping this, and many lack the drive needed to follow through. And, let's face it, while the course can be very intense, it can quickly become a distant memory when students return to the many demands of their regular lives. The briefness of a three-day course only



Have a great photo or story to share? Want to brag about your awesome team?

We'd love to hear about it!

[Click here](#) to submit.

BE SURE TO ENTER YOUR SEAT CHECK DATA [click here](#) for form.

THOSE WHO REPORT DATA WILL BE RANDOMLY SELECTED TO RECEIVE CPS GOODIES!!



RECIPIENTS WILL BE ANNOUNCED IN THE 'CONE AWARD' SECTION OF THIS NEWSLETTER.

DATA DRIVES DOLLARS, DOLLARS DRIVE PROGRAMS! ENTER YOUR DATA TODAY!



Ford is licensing its patented inflatable seat belts: As part of an ongoing strategy of sharing intellectual property for a price to make technology more broadly available. The inflatable seat belts, patented

underscores this. So the role of CPST-Instructors-and also experienced CPSTs-as mentors will be more important than ever. Although it is unrealistic for instructors to take every student under their wing after class, it is crucial that an effort be made to connect new technicians with more-experienced techs or instructors in their home community.

But there's a limit to what even the most dedicated and charismatic mentor can do. We can't force people to show up at checkup events and update sessions or to review recommended resources. And with fewer days to bond with class attendees, this problem may worsen. Since much of a CPST's education comes after course completion, some sort of "carrot" might be warranted as motivation after class.

For instance, perhaps it's time to implement a system in which completion of the course conveys only a conditional certification status. Then full status could be granted if the CPST enters certain activity information on his or her online profile within a set time frame after class (for instance, stating participation at a required number of car seat checkup events and/or completing a quiz that shows that online resources have been reviewed).

Of course, an argument against this is that it might ultimately shrink the overall number of CPSTs. But, really, aren't those CPSTs who cannot state that they've participated in some level of additional experience by, say, six months or a year after the course essentially lost to us already, in most cases? I believe this is a situation in which quality must trump quantity.

Denise Donaldson, Publisher & Editor

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[access original article here](#)

Eight Ideas to Get Your Kids to Stop Fighting in the Car



Tips for parents from The National Center for Learning Disabilities

Whether you're making a quick run to the supermarket or taking a road trip to Disney World, sibling wars and backseat brawls can be just around the corner. Learning and attention issues can make car time challenging. If ADHD is involved and physical proximity can't be avoided, your vehicle can become a combat zone. Fortunately, with a little advance planning, you can stop many of these battles before they start.

Set Boundaries

Restlessness, the intrusion of sensory-seeking siblings and the inability to ignore certain sounds or other stimuli can lead to antagonism and territorial squabbles in the backseat. Define each child's personal space by using a strip of masking tape or an old blanket. Explain that prized possessions and flailing

in 2008, were introduced in the 2011 Ford Explorer. Since then they have been added to the 2013 Ford Flex and Lincoln MKT and MKZ, and the 2014 Ford Fusion. Now, they will be available on the 2015 F-150 pickup and other future models. [Read More here](#)



New ratings for front crash prevention systems - IIHS News

- Four online Tech Updates on Myth Busters, Communicating Longer Rear-facing to Parents, Hot Topics in CPS, Boosters-What Fits?, LATCH and HHW Seats, Transporting Children with Special Needs and What's New in Child Safety Seats. After watching the videos, users must pass the test for each course with 80% in order to print a certificate of completion. Courses are worth 1 or 2 CEUs. Users may log in and out to complete the modules. <http://extensiononline.tamu.edu/courses/volunteers.php>
- 8 online presentations on School Buses, A Tech's Guide to Recalls, Transportation of Children in Vehicles Other Than Cars, Federal Regulations, Non-Federal Consumer Information, Transporting Children with Special Health Care Needs, New Technologies in Occupant Protection with an Emphasis on Vehicle Technology and Using Rear Facing Child Restraints Longer. Read the instructions and requirements carefully. You can take each webinar one time for CEUs. www.SafeKidsWebinars.org
- More online CEU opportunities can be found at: [CEU info](#)
- School Transportation News EXPO July 26-30, Reno, Nevada <http://stnonline.com/expo>
- 10th Annual Kidz in Motion Conference August 25-28, 2014, Albuquerque, NM www.kidzinmotion.org

School Bus Safety:

Sooner or later every CPS Technician is asked "why aren't their seat belts on school buses?"



[NHTSA school bus safety page](#)

Sooner or later every CPS Technician is asked "why aren't their seat belts on school buses?"

The best way for a CPST to gain practical knowledge in the school bus field is to develop relationships with key individuals in a school district transportation department and begin working with the district or program to provide needed assistance. However, before that can happen, some groundwork needs to be laid. CPSTs have important knowledge that can be applied to the school bus setting, but additional training beyond what is provided in the standardized CPS certification course is also essential. If you are interested in learning more about this important topic here are some great resources to get started:

- The School Bus Safety Handbook: Choosing and Using Child Safety Restraint Systems and Wheelchairs. [Click here for additional Information](#)
- NASDPTS Lap/Shoulder Belt Position Paper: February 2014, the National Association of State Directors of Pupil Transportation

body parts should kept within each child's side of the dividing line.

Bring Snacks

Pack a bag full of simple snacks and dole them out when your inner voice tells you that backseat tensions are rising. Try to catch this early, or else you run the risk of rewarding bad behavior. Snacks that provide calming sensory input include chewy foods like raisins and beef jerky and crunchy foods like carrot sticks and pretzels. Avoid sugar, which can get kids riled up.

Buy Some Putty

Kids love squishing and molding putty into crazy shapes. Occupational therapists use a type of putty called Theraputty for hand exercises that are designed to improve fine motor skills. It's also great for stress relief and can be helpful when kids are upset, need to concentrate or have the urge to fidget. Theraputty comes in a variety of resistance levels and is color-coded to indicate how soft or firm it is. The green putty has just the right consistency for kids. You can buy Theraputty in lots of online stores.

Pack Library Books

Routinely visit the public library and keep a fresh and interesting supply of books and magazines available in the car for reading. Libraries also offer audio books, which are great for kids with reading issues. Take some earbuds so your child has the option of listening by himself. Audiobooks can also entertain the entire family. (Did anyone say Harry Potter?) If possible, store all reading materials in a see-through plastic beach tote to help catch your child's interest.

Play Travel Games

Memory Match, Travel Bingo, Sudoku and-my personal favorite-Connect 4 are just a few of the many games available in portable or magnetic versions that are easy to pass back and forth without spilling the pieces all over the place. Try to keep car games simple because complexity can increase frustration levels. You can also help your kids release some energy at rest stops by bringing along a Frisbee or jump rope.

Allow Some Screen Time

Intervals of screen time can do wonders when peace and quiet are desperately needed. Full length movies watched on a portable DVD player can save everyone's sanity. Handheld games, e-readers, tablets and smartphones have a similar effect. If your child has reading issues and is a member of Bookshare, the Read2Go app makes it easy to simultaneously hear the words in an e-book while looking at those word on the screen.

Give Unexpected Rewards

If one of your children has ADHD, you probably know that rewarding good behavior can go a long way. If your kids have been nice to each other and have kept their bickering to an absolute minimum, consider surprising them with an impromptu stop for ice cream or a slice of pizza. This type of positive reinforcement, when used correctly, can be very effective in increasing the chances your children will repeat these kinds of behaviors.

Pull Over

Try to avoid becoming an audience for your kids when they fight or having your attention become the target they're competing for. Ignore squabbling as much as you can. But should conflicts go beyond that point, calmly pull off the road. Turn off your engine. Limit your comments to "I'll just wait" or "I'll drive when it's safe." Let your silence send a message. Take a deep breath. Put on some lip balm. Reorganize your wallet. Tell your kids again that you'll drive when it's safe. You may need to wait a while and repeat this line a few times. Eventually, your kids will get a strong and clear message about what you consider to be acceptable behavior in the car.

Ginny Osewalt is a public school teacher in New Jersey, where she is certified both in elementary education and in special education. She also holds a bachelor's degree in psychology. Ginny is the mom of two unique and awesome children. Her teaching and parenting philosophies are based on respecting differences, channeling strengths and sharing her love for learning.

The information contained in this article is provided for informational purposes only, and should not be construed as advice.

National Association of State Directors of Transportation Services (NASDPTS) issued a revised position in support of lap-shoulder belts on school buses. [Click here](#) to read the paper.

- Child Safety Restraint Systems on School Buses National Training, NHTSA Course: This 8-hour curriculum includes hands-on with products. It focuses specifically on installing and using child safety restraint systems on large and small school buses. It follows the current standardized CPST curriculum and six CEUs for CPSTs may be available-inquire with class organizer. The course can be taught by a CPST or CPST-instructor who has completed this 8-hour course as a student. (The instructor team for any course offering should include at least one person with experience working in the school bus industry.) To obtain a copy, contact Deanna Capra, National Safety Council, 1121 Spring Lake Dr., Itasca, IL 60143-3201,deanna.capra@nsc.org. [Click here](#) for a list of courses currently being offered.
- Guideline for the Safe Transportation of Pre-school Age Children in School Buses. Original NHTSA document on using child safety restraints on school buses for children below kindergarten age/size. [Link to handout Transportation of Pre-school Age Children in School Buses](#)
- CPS for School Buses listserv, moderated by Safe Ride News.To sign up for the CPS for School Buses listserv, please click the following link to sign up. [sign me up](#)
- Babies on the School Bus: [Click here for the article](#)

Recall information: Links to several recall sheets click on the name to be connected with the sheet:

* [Safety Belt Safe, USA](#)

* [University of North Carolina Highway Safety Research Center](#)

* [National Highway Traffic Safety Administration](#)

* [The Safety Restraint Coalition](#)



Crash Test Dummies

The Crash Test Dummy is a calibrated test instrument used to measure human injury potential in vehicle crashes. It simulates human response to impacts, accelerations, deflections, forces and moments generated during a crash. Transducers in the dummy provide the physical levels experienced by the dummy. These readings are controlled and repeatable due to careful dummy design and manufacture so that the vehicle designer may use them to perfect the safety of his product. [Find out more here](#)



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Cone Corner



Misuse Photo of the Month:



Photo courtesy of Emma Douglas, Mountain View Fire Department.



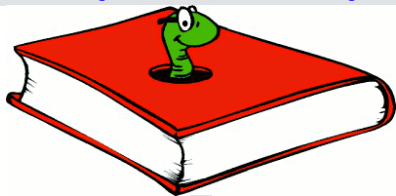
[toolkit link](#)

Is someone your CPS HERO? Make sure your CPS Hero is honored at this year's KIDZ IN MOTION (KIM) National Child Passenger Safety Conference.

for more details:

<http://kidzinmotion.org/14%20Hero.pdf>

Child Passenger Safety Training Courses



Advocate courses (full or half day awareness class) are a great way to introduce someone to Child Passenger Safety. If you have community members interested in becoming involved in CPS please direct them to one of these courses.

In some cases people make better advocates than technicians, they may not have time for the full course or it is just too overwhelming. An Advocate Course can be the spark to sustainable CPS involvement. Please [click here](#) to request an Advocate course in your area.

Continuing Education (also known as refreshers, CEU class, or Update Refresher) courses will be offered on a frequent basis across the state. Please consider attending one of these courses instead of getting



In an effort to educate young adult drivers about the dangers of reckless driving and curb the behavior of texting while driving, the State Attorneys General and Consumer Protection agencies, the National Highway Traffic Safety Administration (NHTSA) and the Ad Council are launching a new public service advertising (PSA) campaign nationwide. StopTextsStopWrecks.org is a new campaign website where teens and young adults can find facts about the impact of texting while driving and tips for how to curb the behavior. View the PSA!

Check out National Road Safety Foundation's Teen Kids News! NRSF produces documentaries, educational programs and public service campaigns for broadcast and use in safety, educational and enforcement programs. NRSF offers its productions free of charge. Find out more at National Road Safety Foundation. [For Teens and Tweens!! check out the Teen Lane Home site here!!](#)

Education Framework for Media Projects Promoting Road Safety for Children and Families

This Road Safety Education Framework is jointly authored by Sesame Workshop and the Global Road Safety Partnership (GRSP). It is intended as a practical guide for parents, road safety educators and practitioners who are developing content, educational materials and communication strategies to help children better understand the risks associated with travel on or near the roads, and to internalize and implement safer behaviors around roads and vehicles.

Shopping With Kids Can Be More Than Difficult-It Can Be Downright Dangerous!-



Over time, they say, parents remember only the good times and block out the difficult ones. Why, then, do I have such vivid memories of grocery shopping with young children?

With an infant in tow, this outing was always a dreaded struggle for me. One day I'd try carrying the baby in a front pack, the next a backpack. Maybe shopping using the baby stroller? Each plan I'd devise seemed workable, but I'd nonetheless leave the grocery store a frazzled mess with a fraction of my intended purchases.

Back in those days, we had another option: infant CRs had built-in clips so they could be attached to the seating area of the shopping cart. Aside from posing a fall hazard, I found that, once attached, I couldn't get the darn thing back off the cart! My fumbling attempts to remove the device from the cart were enough to convince me-riding atop a shopping cart isn't safe for baby!

Of course, today's CR manufacturers all agree. These clips are long gone from today's models and all say that CRs should never be used in or on shopping carts. So it was certainly sad for me to hear that a Macon, GA, 3-month-old died just a few months ago (2012) when, strapped into his infant seat, he toppled off a cart in a grocery store parking lot.

This spurred my interest in researching shopping cart safety, and I was really surprised by what I learned. For instance, did you know that in the U.S. we have a voluntary standard for shopping cart safety, but that this standard fails to address basic stability issues? And that several years ago,

all your CEU's online. Instructors will be available for the required seat checks. Please [click here](#) to request a CE course in your area.

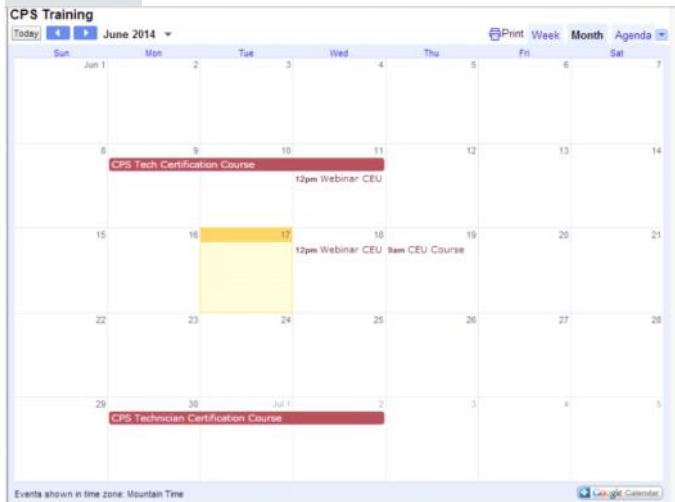
-Unless otherwise noted, class times are 9 AM to 5 PM.

Date	Location	How to Register
June 12, 2014	Locations TBD Colorado Springs, CO	Register: vera.cpsteamco@gmail.com
June 16, 2014	Garfield County Public Health 2014 Blake Avenue Glenwood Springs, CO 81601	Register: vera.cpsteamco@gmail.com
June 17, 2014	Location TBD Montrose, CO	Register: vera.cpsteamco@gmail.com
June 19, 2014	Greater Brighton Fire Station 52 5 Firehouse Road Brighton, CO 80601	Register: vera.cpsteamco@gmail.com
June 20, 2014	Ft. Lupton Fire Department 2999 9th Street Ft. Lupton, CO 80621	Register: vera.cpsteamco@gmail.com
July 14, 2014	Location TBD Durango, CO	Register: vera.cpsteamco@gmail.com
July 22, 2014	Colorado Workforce Center 512 29½ Road Grand Junction CO 81504	Register: vera.cpsteamco@gmail.com
August 11, 2014	Colorado State Patrol 902 Erie Pueblo, CO 81001	Register: vera.cpsteamco@gmail.com

Continuing Education for hospital/healthcare based CPST's--addresses the unique needs and liability issues encountered by CPST's working in this environment. Please [click here](#) if you are interested in this course.

Certification Renewal courses are also available this year for CPS Technicians whose certification has expired within the past four years. One of the requirements of the course is that the technician has remained an active participant in CPS during the lapsed time.

This course can be taken consecutively with the CE course but IT IS NOT an update class. If you do not feel your skills are current please take the CE course prior to enrolling in this course. Please [click here](#) for more info.



Weight Limit Labels a Step Forward for LATCH
Informative article from Safe Ride News:

the AAP formally requested, to no avail, that the Consumer Product Safety Commission revise these standards to help prevent the more than 21,000 annual injuries to children under five due to shopping cart incidences? This and other interesting facts about the shopping cart as an oft-overlooked transportation risk to children can be found in the most current issue of SRN (2012). This article has also been posted atwww.saferidenews.com.

Denise Donaldson Safe Ride News archived articles

IIHS Status Report, Vol. 49, No. 4 | May 29, 2014

Rearview camera rule aims to reduce backover crashes



Nearly all new passenger vehicles are expected to have rearview cameras by May 2018 under a new rule issued by the National Highway Traffic Safety Administration (NHTSA).

The regulation is designed to reduce backover crashes involving children and other pedestrians and was several years in the making. Congress directed the agency in 2008 to expand the required field of view behind a vehicle. The rule, which applies to vehicles weighing less than 10,000 pounds, doesn't explicitly require cameras. However, many of the requirements currently can be met only with cameras. The field of view must include a 10-foot by 20-foot zone directly behind the vehicle and must display specific portions of seven 32-inch-tall cylinders placed along the perimeter of that zone. The rule also includes specific requirements for image size, default view and other characteristics.

[Read the full IIHS article here](#)

How Do I re-certify? Recertification Requirements

CPS certification expires after two years. Technicians and Instructors are required to successfully complete the recertification process before their current certification expires.

Here is what you need to do to recertify:

Meet these requirements and record the activities in your online profile.

- * Conduct all five different types of seat checks.
 - * Participate in at least one community event (one checkup or community workshop).
 - * Participate in at least six continuing education units (CEUs). As part of ongoing quality assurance, you may be randomly selected for a CEU audit. Keep proof of content and completion of CEUs handy for three months after you recertify.
 - * You can monitor your audit status in your online profile. If you are an instructor, complete 20 Certification/Certification Renewal Course teaching hours.
 - * Pay the recertification fee. The recertification fee is \$50 for technicians and instructor candidates and \$60 for instructors.
- Check your online profile if you are not sure when your certification expires.

You must complete all recertification requirements, including paying the recertification fee, on or before the expiration date of your current certification.

CPS TEAM COLORADO Advisory Council



Summary of Modifications to FMVSS 213 Amendment:

These label-related changes to the FMVSS 213 final rule were introduced in the February 2014 response to petitioners. Find full details at www.regulations.gov in Docket No. NHTSA-2014-0026.

Rounding Up or Down: NHTSA acknowledged petitioners' concerns that the variability of weight limits among CR models would be confusing to consumers. It compromised by allowing rounding to weights ending in 5 or 0. Based on its testing, NHTSA stated that for FF CRs, manufacturers can safely round up (allowing a combined weight that is higher than 65 by as much as 4 pounds). However, in the few cases in which lower attachments are limited during RF use (none of which are RF-only models), NHTSA ruled that it would not be prudent to round up, and therefore it allows only rounding down for these CRs.

Unfortunately, this permission to round up came too late for the first batch of CRs with the compliant labels. Although many do display limits that are rounded, manufacturers assumed they would need to round down.

Since manufacturers might later opt to take advantage of permission to round up, it is important to always check the labels, rather than try to memorize them.

Label Placement: NHTSA's response also introduced a new requirement for the placement of labels. Instead of simply requiring standardized text, NHTSA further instructed manufacturers to place the LATCH weight limit information with the already-required diagram showing LATCH use.

The compliance deadline for this new aspect of the rule is February 27, 2015, with optional early compliance.

For CPSTs, this means that determining whether a CR has the LATCH weight limit label will involve looking in two places for the next several years.

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