



TECH

UPDATE

NATIONAL CHILD PASSENGER SAFETY TRAINING PROGRAM

Fall 2011

Brrrrr ... CPS Safety—Keeping Kids Warm When It’s Cold Outside

Cold weather brings new challenges for child passenger safety. While CRs and seat belts are very effective at protecting children in crashes, anything bulky under the harness straps or behind the child may increase the child’s risk of injury in a crash. During car seat checks, CPSTs should watch for kids in thick jackets, blankets, buntings, and snowsuits. Although a child may seem secure all bundled up in the CR, these thick layers make it very hard to get the harness tight enough to protect the child in a crash.

“Is this jacket okay to wear in the car seat?”

If you have a caregiver who wonders if her child’s jacket is okay to wear in the CR, try this simple test* to find out:

1. Put the jacket on the child.
2. Buckle the child into the CR.
3. Tighten the harness straps until they pass the pinch test.**
4. Unbuckle, but do not loosen, the harness straps.
5. Remove the jacket from the child.
6. Buckle the child into the CR, but do not tighten the harness.
7. Check the harness for proper fit. Can the caregiver pinch any excess webbing in the harness? If she can, the jacket allows too much slack and is not a safe option for staying warm in the CR.

* The same test can be used for checking snowsuits or buntings as well.

** The 2010 National Child Passenger Safety Certification Training Program Student Manual (Chapters 9 and 10) states that a pinch test—trying to pinch excess harness webbing at the shoulder—should be used to check harness tightness.

Tips and tricks for jackets in CRs

When cold weather requires heavy jackets or clothing, suggest these options:

1. **Wear a jacket backwards.** The National CPS certification student manual (Chapter 10) suggests this technique for safe jacket use in CRs: Take off the jacket at the car, and buckle in the child. After the chest clip is positioned and the harness pulled snug, put the jacket on the child backwards (if there is a hood, tuck it down inside), and tuck the edges behind the child’s arms. This method lets the child remove the jacket if he or she gets too warm.
2. **Zip around the straps.** Place the child in the CR while he or she is wearing the jacket. Open the front of the jacket, pull it out of the way on both sides, and position and buckle the straps and chest clip. Once the harness is tight, zip or snap the jacket closed over the harness straps. It will be hard for the child to adjust the jacket, so pay attention to how warm he or she gets in the car.
3. **Cover with a bathrobe or poncho.** A warm bathrobe, wearable blanket (a blanket with sleeves), or poncho (a blanket with a hole for the head) can be used to safely cover a properly restrained child in a CR. After the child is buckled in with the chest clip positioned and the harness pulled snug, cover the

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child up and tuck in the sides. Using this method lets the child move or remove the cover if he or she gets too warm.

4. Bulky child warmers designed to line the car seat under the child are potentially unsafe and should only be used if allowed by the CR manufacturer.

Especially for babies

It is important to teach caregivers how to safely keep their babies warm in their CRs. First, buckle the baby into the CR, position the chest clip, and pull the harness snug. Then, cover the baby's body with a blanket and tuck the edges in behind baby's arms and legs. (This is the closest thing to swaddling that can be done safely in the CR.)

Babies can have trouble breathing if there is padding behind their heads. Hats that are thick or too big, bulky clothes, and hoods that are not pulled up on the child's head are all potential threats to a baby's airway. Hoods should be put on baby's head in such a way that they don't keep the head from lying against the back of the CR. Keeping the baby's chin off of his or her chest is the best way to keep the airway clear.

Curbside Notes

Teach caregivers the do's and don'ts of keeping kids warm in the car

DO

- ✓ Warm up the car before putting the child in, when possible.
- ✓ Dress the child in a reasonable amount of warm clothing (well-fitting and no thicker than polar fleece).
- ✓ Put a hat or hood, gloves, and socks on the child.
- ✓ Put a blanket, jacket, or poncho on the child over the harness straps after the straps are buckled and tightened.

DON'T

- ✗ Dress the child in snowsuits, buntings, or other bulky clothing.
- ✗ Put blankets, buntings, or other warm CR liners/covers behind the child's back or head.
- ✗ Let the child wear thick, puffy jackets under the harness straps.
- ✗ Use heating pads or other heat sources between the child's body and the CR.

When Best Practice and Real World Collide

Three Across—Part II: Three Big Kids Seated Side by Side

With a new school year of carpooling underway, this edition explores the challenges of safely transporting a back seat full of kids in high-weight-harness (HWH) CRs, belt-positioning booster seats (BPBs), and vehicle seat belts. Having kids ride in the back seat for as long as possible—at least until age 13—is an important part of keeping them safe, so solving this puzzle can be crucial. Common challenges include the shape, dimensions, and features of vehicle seats and CRs.

In the field—Vehicle issues and possible remedies

In general, having a wide, flat, rear bench seat that has three lap-shoulder seat belts with low shoulder-belt anchorages is the easiest way to fit three big kids across. However, in reality, most popular vehicles do not have the ideal back seat for three kids using BPBs or seat belts. The width of each booster (both seat and back) contributes to the tight squeeze (Illustration A).

Swapping seating positions may be an easy way to fit three different types of CRs next to each other. However, if there are three of the same type of restraint being used or if all children need boosters and lap-shoulder belts, the fit can be hard to figure out. Child passenger safety technicians (CPSTs) face the challenge of teaching families how to weigh their options in order to choose the safest setup for their children.

Lap-shoulder belts

For a child using only a seat belt, a lap-shoulder belt provides the best protection because it protects the upper body. If only the outboard seating positions have lap-shoulder belts, place the seat-belted children (with or without boosters) in those positions, and use a HWH CR in the center, installed with the lap-only belt.

In a pre-1989 vehicle with no lap-shoulder belts in back, it would be safest to put children in HWH CRs or use safety vests (if they can be tethered). If there is no other

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Resources:

The 2010 National Child Passenger Safety Certification Training Program Student Manual, Chapter 10.

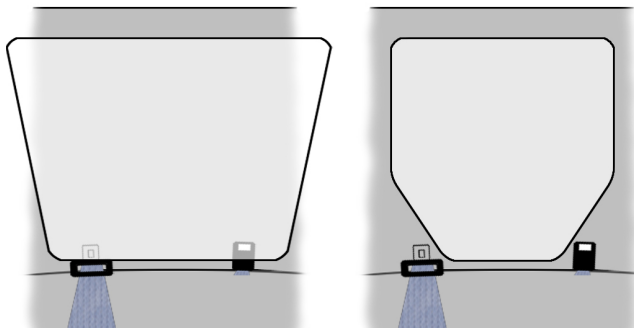
Alisa Baer, MD. *The Car Seat Lady*. Articles in Archive, Jan. 2011. thecarseatlady.wordpress.com/2011/01/

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option, children should use the lap-only belt pushed down on the thighs; some protection is better than no protection.

Seat belt access

Having three CRs of any kind side by side can make it hard to reach the seat belts and/or buckles. Center-rear seat belt anchors often are closer together than side-position belts, reducing space for any passenger. BPB users must fasten the seat belt for every trip, magnifying access problems. Fit and access are difficult or even impossible in center positions for BPBs with wide, flared footprints (Illustration A below).



A. Cut-Away Back: Looking down at two BPB footprints. **Left**, the flared front may be too wide to fit between two other boosters/CRs, and the squared-off back blocks access to the seat belt. **Right**, the narrow sides of this BPB footprint fit better in tight spaces, and the cut-away back leaves room to reach seat belt and buckle.

If there is not enough room for a BPB user to reach the seat belt and buckle it, switching seating positions may be helpful. Sometimes rearranging is not an option or does not fix the problem. Another alternative if the buckle is out of reach is to leave the seat belt buckled between uses and have the child climb in and out of the booster and belt each time (see tips in Curbside Notes below). When suggesting this method to families, technicians should emphasize the importance of proper seat belt placement on the lap and shoulder. The child and caregiver should also learn how to pull the belt snug using the shoulder belt after the child is seated.

Two adjacent seat belt buckles

When a child in a BPB is old enough to buckle and unbuckle him/herself, care must be taken that this child does not accidentally release the belt of an adjacent HWH CR. Place the CR in the seating position in which there are not two adjacent seat belt buckles (see Illustration B, right). Note: If the child in the CR weighs within the weight limits of the lower anchors,

switching to a LATCH installation would also eliminate this potential problem.

Restrictions for back seat occupants

Some vehicles have specific prohibitions against using multiple seating positions at the same time. For example, some vehicles do not allow the use of adjacent seating positions if a CR is used in one of them, particularly if installed using the lower anchors. Always read and understand instructions in the vehicle owner's manual (VOM) regarding seating positions.

Head support

Kids sitting in backless booster seats or using only the vehicle seat belt need to have adequate head and neck support from the vehicle seat. The *2010 National Child Passenger Safety Certification Training Program Student Manual* states that a child's ears should not be above the top of the vehicle seatback or the top of the head restraint (Chapter 11). If there is not enough head support for a child, try a different seating position or, if possible, have the child ride in a highback booster seat.

Side air bags

Side air bags have been extensively tested and have not been found to be harmful to children. However, it is generally recommended that a passenger should not lean against the door panel or window in case the air bags deploy. Children in outboard positions in backless booster seats or using only the vehicle seat belt might lean against the deployment area. A highback booster or HWH CR would prevent this.

Always follow air bag warnings and restrictions listed in the VOM and CR manual. Some CR manufacturers, such as Evenflo, have retroactively changed their air bag restrictions. If a CR manual advises against using the CR in a position next to a side air bag, encourage the family to check with the CR manufacturer for current recommendations.

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B. Adjacent Buckles: Two side-by-side buckles that could be mistakenly released when two CRs are installed next to each other in a tight space.

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Selection issues with CR types/styles

Width of CRs

Many BPBs and HWH CRs are currently designed to be wide in the torso and thigh area to accommodate larger or heavier children. However, to fit three children in the back seat, look for CRs that have narrow shells with straight sides that do not flare out at the legs or shoulders. If the CR has cup holders on the side, check to see if they can be stowed or removed.

While a highback BPB does help keep the child in position, a backless BPB may fit better next to other CRs. It is important to make sure the child has enough head support from the vehicle seat before using a backless BPB.

While a narrow BPB may leave more room for buckling the seatbelt, it might not be a good fit for a larger child. A wider CR would fit best in an outboard position.

BPB Access to seat belt buckles

A BPB with a seat that is cut away behind the child's buttocks (at the seat bight) will offer the best access (Illustration A, page 3). This shape allows room to reach in between CRs and buckle the seat belt. The shells of combination CRs used as BPBs are usually cut away at the back, but most plain boosters are wide and squared off at the back.

Upright vests and harnesses*

Upright vests and harnesses* are other CR options that fit well in crowded back seats because they have no shells. Pay attention to the need for head support and the type of top tether needed when using vests and harnesses.

Almost all vests and harnesses require the use of a top tether along with a seat belt. In seating positions with no tether anchor available, there are only two options currently available. The RideSafer Travel Vest** (Safe Traffic System, Inc.) can be used without its tether if there is a lap-shoulder belt in that seating position. The Dorel Portable Car Seat** (previously called the Tote and Go), which does not have a tether, can be used with a lap-shoulder belt or a lap-only belt. Always read and follow the instruction manual carefully.

*Only vests and harnesses that pass FMVSS 213 are safe to use as CRs.

** Products mentioned by name due to unique nature of their features.

Curbside Notes

Tips from techs—We asked and you responded!

Tech Update asked technicians around the country for their tips and tricks for safely fitting three big kids in the back seat. Here are some of the suggestions:

- If there are two CRs and one child using a seat belt, and there is a lap-shoulder belt in the center seating position, put the seat-belted child in the middle to avoid having to try to fit the CRs next to each other.
- Try using the seat belts instead of lower anchors to install CRs in side positions. This may move the CRs further apart, leaving more space in the middle.
- The narrower the CRs or BPBs, the easier they fit side by side.
- Keep self-buckling kids from accidentally unbuckling the belt of an adjacent CR by putting the CR on the side without two adjacent buckles.
- In a very small back seat—or if there is one older child sitting between two large CRs/BPBs—consider using a specialty vest or harness.
- If there is no space to reach the buckle behind a BPB, it may be possible to buckle the seat belt and then have the child climb into it. (See Illustration C, “Climbing into a Buckled Booster, Step by Step,” on next page.)

Three Across Resources:

Air bag FAQs are listed under “Air Bags” on NHTSA’s “Vehicle Shoppers” page at www.safercar.gov.

“Untangling Harnesses and Vests” is available at www.saferidenews.com on the “CPSTs/Professionals” drop-down menu.

There are resources online that CPSTs may find helpful when trying to fit three CRs across a seat. Some websites have lists of CR measurements and discussions about using specific CRs in specific vehicles. Remember that this information is user-generated and may not always be accurate.

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Illustrations and photos for Three Across article courtesy of Safe Ride News Publications.

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C. Climbing into a buckled booster, step by step:

If there is no space to reach the buckle behind a BPB, keep the seat belt buckled and have the child climb into it. Pull the seat belt loose (but not all the way out) and have the child slide down into the seat belt (1, 2) and onto the booster. Then position the shoulder belt and pull it up (3) until the belt is snug across the lap and chest. The child would reverse the process to climb out again.



1. Booster with belt fastened.



2. Climbing under belt.



3. Tightening seat belt.



4. Ready to go!

Medical Field Update

Teaching Prevention After an Emergency**

Does your emergency room (ER) staff teach families about proper CR use? A recent study found that most ER doctors believe CPS guidelines should be explained when children who have been in motor vehicle crashes (MVCs) are discharged. However, it also found that most of these doctors are not equipped to provide such an education.

Survey of ER doctors

Of the 274 ER doctors who took part in the study, 89 percent were board eligible or certified in pediatric

medicine, and 18.6 percent were the heads or chairs of emergency medicine. Doctors were surveyed on what they knew about current CPS guidelines, including:

- Minimum age to ride forward facing.
- Minimum height to use the vehicle seat belt without a booster seat.
- Minimum age to ride in the front seat.
- Replacing a CR after a motor vehicle collision.

While 85 percent of those surveyed agreed that CPS education should be given at discharge, only 36 percent correctly answered all of the questions on the current* American Academy of Pediatrics (AAP) CPS guidelines. Similarly, 74 percent agreed that caregivers of pediatric patients being discharged after a MVC should be told to replace their CR, but only 41 percent correctly answered questions about replacement.

* The survey took place before the March 2011 AAP CPS policy update.

ER charts reviewed

Study authors also reviewed patient charts from a children's hospital and trauma center, looking at how many patients received CPS education upon discharge after a MVC. Of the 152 charts reviewed, only 13 (less than 9 percent) showed documented CPS education. Of those 13, the education ranged from general guidelines to instructions on how to choose age-appropriate CRs.

CPS training, information recommended

Despite the support for such education among doctors in emergency medicine, there is not enough professional knowledge to provide CPS education during patient discharge. In order to increase the quality and amount of CPS education given to families in an ER, the authors of the study suggest that:

- All levels of healthcare providers receive more training in CPS.
- ERs include education and fliers about proper CR use in the discharge process of all pediatric MVC patients.

The researchers from The Children's Hospital of Philadelphia and the University of Pennsylvania School of Medicine suggest that it is important to take advantage of the interest ER doctors have in educating their pediatric patients' families by giving them the tools they need to do so effectively.

Reference:

Zonfrillo, Mark R. MD, MSCE, et al. "Emergency Physicians' Knowledge and Provision of Child Passenger Safety Information." *Academic Emergency Medicine*. February 2011. 18: 145-151.

**SRN May/June 2011

Preteens, Teens, and Automobiles

Part I: Connecting with Preteens

What is a “preteen”? A preteen is usually a child between the ages of 8 and 12 years old, sometimes known as a “tween.” In this age group, kids want to be independent and make their own decisions, but still need guidance from adults in order to make the right decisions. Riding in a car is one of the most dangerous situations for preteens. Many preteens transition too early to using just seat belts because they have outgrown most car seats and do not want to be in booster seats anymore. Because preteens and teens are less likely to use their seat belts than younger children or adults, they are at greater risk for injury. What can technicians do to help?

Teach the caregivers

Friends and peers may have a powerful influence on the choices preteens make, but so do parents and caregivers. Preteens today are part of the first generation of kids to grow up consistently using CRs and learning about the importance of seat belts in the car. Kids whose caregivers prioritize safety and wear their seat belts for every ride are more likely to buckle up as they get older. Encourage adults to act as role models for the younger generation, making sure everyone in the car is properly buckled for every ride.

Booster seats: Children should stay in a CR/booster seat until they reach the height or weight limit of that

device and they can fit properly in a vehicle seat belt. However, many preteens ride without a booster seat before they actually fit properly in a seat belt. Since children are often quite social at this age, many parents find sending a booster seat with their child—or getting booster seats for their child’s friends—to be a hassle and end up using them less and less. The less often they see their peers using boosters, the less often kids want to use them. It’s important for caregivers to set and enforce clear and consistent rules.

Front seats: Despite laws and recommendations against kids under age 13 riding in the front seat, many preteens leave the safety of the back seat for the “grown up” front seat far too early. Adults need to remember that all children are less likely to be injured if they ride in the back seat.

Connect with the kids

Because preteens are eager to gain independence and make their own decisions, they should be actively involved in CPS education. Offering kids the opportunity to make their own safety decisions when they ride in the car challenges them to learn more about how to protect themselves and about what happens if they don’t. The more engaged they are in preventing injury, the more likely they will continue safe seat belt practices as they get older.

Reference: Safe Kids North Central Florida and Shands Children’s Hospital, “Outreach to Pre-Teens, Teens and Parents.” Lifesavers Conference. March 2011. <http://www.lifesaversconference.org/workshophandouts2011/Fulton.pdf>

Tips for parents for keeping preteens buckled and in the back seat

- **Music:** Let preteens choose what music is played in the car, or let them use a portable music player (like an MP3 player) so they can “tune out.”
- **Entertainment:** Engage kids in conversation in the car, but keep it positive. Let them bring paperback books, magazines, and activities into the car to keep them busy. Remember that anything loose in the car could hit occupants in a crash, so soft objects are the safest.
- **Setting an example:** Know that preteens are more likely to buckle up if the adults buckle up too.
- **The law:** Find out if your state law requires passengers to buckle up and/or ride in the back seat, and tell preteens about tickets and fines for breaking that law.

Tips for reaching preteens

Giving preteens choices helps teach important decision-making skills that could save their lives. In a presentation at the 2011 Lifesavers Conference, representatives of Safe Kids North Central Florida and Shands Children’s Hospital emphasized the importance of relating to preteens.

They provided these suggestions for effectively communicating with them:

- Listen to what they say.
- Use your imagination.
- Watch popular TV shows and movies.
- Listen to popular music.
- Watch YouTube videos.
- Know your facts.
- Have fun.

Reference: Safe Kids North Central Florida and Shands Children’s Hospital (Lifesavers Conference 2011, see above)

Preteens, Teens, and Automobiles

Part II: Outreach Program for Preteens, Young Teens, Parents

Safest Generation—Passenger Safety 101

Myth of Fact? If there aren't enough seat belts in the car, it's okay to share the same seat belt.

Myth. Sharing a seat belt is not safe! Having too many passengers in one car is common with teens and preteens.

This is just one example of the many myths CPSTs work to bust in a new CPS educational program, "Safest Generation: Passenger Safety 101," that was shared at the 2011 Lifesavers Conference. The program was developed by Safe Riders (www.dshs.state.tx.us/saferiders), a statewide CPS program in Texas that provides CPS education and CPST training. Using the Safe Kids USA Safest Generation website* as a guide, Safe Riders created a PowerPoint presentation for use with preteens.

* More information about the Safe Kids USA Safest Generation website is included below.

"Safest Generation" presentation

Part I: An attention-grabbing presentation using crash test videos to demonstrate the importance of wearing a seat belt.

Part II: Interactive games like "Myth Slammers," "Act it Out," and "Safety Relay Race" to illustrate safe and unsafe habits and decision-making.

Part III: Pretests, post-tests, and surveys test student knowledge and gather feedback about how to enhance the program.

Program progress

Safe Riders has four phases in its program plan for the "Safest Generation" curriculum. As of August 2011, Safe Riders had completed the first two phases of the program plan, developing and presenting the curriculum. The next step is to train teens to make presentations to preteens, taking advantage of the strong social influence peers and older teens have on the preteen age group. Once that is accomplished and the final presentation edits are made, Safe Riders plans to make the "Safest Generation" presentation available to CPS programs around the country.

For more information, contact Safe Riders at saferiders@dshs.state.tx.us.

Reference: Humphreys, Johnny. "Safest Generation: Passenger Safety 101." Lifesavers

Conference, Phoenix, AZ. March 2011. Conference presentation. <http://www.lifesaversconference.org/workshophandouts2011/Humphreys1.pdf>

Resources on Preteen Programs:

The Safest Generation website was created by Safe Kids as a CPS outreach program to reach 11 and 12 year olds. The goal is to give preteens the tools they need to make safer choices in and around cars. Visit www.safestgeneration.org for more information.

Safe Kids USA has additional preteen and teen information for technicians (<http://www.safekids.org/our-work/research/fact-sheets/car-seats-booster-and-belt-safety-fact-sheet.html>) and car safety tips for parents of preteens and teens (<http://www.safekids.org/safety-basics/pre-teens-and-teens/on-the-way/booster-seat-and-seat-belts.html>) on its website (www.safekids.org).

Safe Ride News Publications' fact sheet for keeping preteens safe in and around cars, "Buckling Up, Keeping Youth Safe—Preteens from 8 to 12: Making Safer Choices," is available to order at www.saferidenews.com.

Training for CPS in School Buses

How many technicians remember what they learned about child passenger safety in school buses during their CPS technician training? School buses don't often come to car seat checks, so many technicians don't get to know them from a CPS perspective. Yet, with so many infants and preschoolers being carried on school buses, such knowledge would be helpful for handling parental or school district questions.

According to the *2010 National Child Passenger Safety Certification Training Program Student Manual*, school buses are the safest form of ground transportation—nearly eight times safer than passenger vehicles. However, they are very different from other vehicles in other ways, too, especially when it comes to protecting children. *Safe Ride News* editor Denise Donaldson gave a presentation on CPS on school buses at the 2011 Lifesavers Conference to help promote awareness of the need for CPSTs to learn more about school bus safety. (A link to the presentation is included below.) Understanding the differences in crash dynamics, vehicle seats, and seat belts is critical for safely transporting children in buses.

NHTSA has provided guidelines for safely transporting children in school buses since 1999. In 2002, NHTSA launched a specific curriculum, *Child Passenger Safety Restraint Systems on School Buses National Training*, (updated in 2008), for those working with children and school buses. This training program, referred to as CPS for school buses, is an awareness course covering:

- The school bus itself
- Bus seats
- Seat belt systems
- Basic CPS guidelines
- Wheelchairs
- Child safety restraint systems (CSRS)*

Why take the training?

The CPS for school buses training is designed to be taught by a CPST or CPST-Instructor with experience in student transportation, along with another person familiar with school buses. Open to anyone involved in transporting kids in buses, the training is a great opportunity for technicians to learn from and with those

* The term "CSRS" includes conventional CRs as well as specialty safety restraint systems designed for use on school buses. The term "child restraint" has a different and sometimes negative meaning to some child educators and parents. CPSTs should instead use the term "safety restraint" when working with teachers and school staff.

in the pupil transportation field. The hands-on training with seat belts and CSRS in school buses may also be valuable to technicians in their efforts to promote CPS in school-age populations.

Did You Know?

Some school buses now have lap-shoulder belts that are designed to fit smaller children but are not compatible with booster seats. If a child is too small to fit correctly in the bus's lap-shoulder belt, he or she should ride in a properly installed CSRS.

Resources for School Bus Training

To find the CPS for school buses training nearest you, visit the "School Bus Safety" page (under "Safety Topics") at www.saferidenews.com.

To order materials to teach the *Child Passenger Safety Restraint Systems on School Buses National Training*, contact Deanna Capra at the National Safety Council at (630) 775-2334 or deanna.capra@nsc.org.

Eduprogroup offers additional school bus CPS workshops, including some for those who work with children with behavioral health issues: www.eduprogroup.com.

A "Train the Trainer" version of the CPS for school buses course will be offered at the 2012 Kidz in Motion (KIM) conference if enough people register. This version, developed for CPSTs, puts less emphasis on basic CPS practices and more on hands-on practice with CSRS installation on bus seats and seating configurations. For availability, check the conference schedule at www.kidzinmotion.org.

School Transportation News Expo: stnonline.com/expo

National Association for Pupil Transportation: naptionline.org

Resources for school bus CPS

Refer to Chapter 13 of the *2010 National Child Passenger Safety Certification Training Program Student Manual* on "Child Passenger Safety in Other Vehicles/Modes of Transportation" to review the basics of child passenger safety on school buses.

The National Highway Traffic Safety Administration's school bus guidelines: <http://www.nhtsa.gov/School-Buses>

The National Association of State Directors of Pupil Transportation Services: <http://www.nasdpts.org>

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School Bus Resources from Safe Ride News Publications (www.saferideneews.com):

- *The School Bus Safety Handbook: Choosing and Using Child Safety Restraint Systems*. Edmonds, WA: Safe Ride News Publications, 2009.
- "Installing CSRS in School Buses." *The LATCH Manual*. 7th ed., Chapter 7. Edmonds, WA: Safe Ride News Publications, 2011.
- CPS for School Buses listserv: sign up at the Safe Ride News Publications website

Donaldson, Denise J. "Child Passenger Safety on School Vehicles." Lifesavers Conference, Phoenix, AZ. March 2011. Conference presentation. <http://www.lifesaversconference.org/workshophandouts2011/Donaldson.pdf>

References:

National Highway Traffic Safety Administration. "Proper Use of Child Safety Restraint Systems in School Buses." www.nhtsa.gov/people/injury/buses/busseatbelt/index.html

National Highway Traffic Safety Administration. "Guideline for the Safe Transportation of Pre-school Age Children in School Buses." 1999. www.nhtsa.gov/people/injury/buses/guide1999/prekfinal.htm

Save the Dates—2012

March 9–14, 2012

Transporting Students with Disabilities and Preschoolers Conference
Orlando, FL
www.eduprogroup.com

May 21–June 3, 2012

Click It or Ticket Campaign
www.nhtsa.gov/CIOT

June 14–16, 2012

Lifesavers 2012 Conference
Orlando, FL
www.lifesaversconference.org

August 15–18, 2012

Kidz in Motion (KIM) 2012 Conference
Orlando, FL
<http://www.kidzinmotion.org>

September 16–22, 2012

CPS Week
Seat Check Saturday: September 22
Contact Sandy Sinclair at sandy.sinclair@dot.gov or 202-366-2723

Additional Learning Opportunities

Don't forget to read *CPS Express* at <http://cert.safekids.org/ResourcesFAQs/CPSExpress.aspx> every month for a list of upcoming trainings, webinars, and CEU opportunities.

Additional CEU opportunities are available through the National CPS Board at www.cpsboard.org and the Road Safety for Kids Online Training Center at www.safekidswebinars.org.

Be a Winner!

Sign up to be notified via e-mail when future editions of *Tech Update* are published and whenever significant announcements or updates to the CPS Board website are made.

Signing up also makes currently certified CPS technicians and instructors eligible to WIN a free CPS recertification—a \$50 or \$60 value—from Safe Kids Worldwide. To read the rules for the drawing and sign up for the CPS Board e-mail list, visit www.cpsboard.org/elist.htm.

The CPS Board and *Tech Update* editor thank Safe Kids Worldwide for making this recertification prize possible.

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- Articles marked with a double asterisk (**) have been modified with permission from pieces originally published by SRNP and are in the public domain.
- Articles taken from *Safe Ride News* (www.saferideneews.com) reflect the information from manufacturers and researchers as reported to SRNP and are not necessarily confirmed by NHTSA.