



Buckle Up Express

***FEATURING WYOMING'S CPS TEAM
WINTER 2008***

VOLUME 27

A WYDOT Highway Safety Program and Cheyenne Regional Medical Center Injury Prevention

Precious Cargo In a Small, Black Zippered Bag

Hope and stalwart heart were not to prevail,
Upon this chill winter's morn,
Over the rush of traffic, a mother's plaintive wail,
For Precious Cargo lay upon the road, tattered and torn,

A small child's blanket covered in blood and glass,
Amid debris scattered and strewn,
The ashen, wide eyed faces of other drivers' as they pass,
For Precious Cargo lay upon the road, shattered and hewn,

In the morn's rush, sensibility went horribly astray,
With the child restraint she would not be pained
Those who were not driving fast enough had best make way,
And now Precious Cargo lay upon the road,
battered and stained

The broad shoulders of hardened troopers begin to sag
As the coroner's vehicle passes by, siren silent, windows dark,
Precious Cargo now lay in a small, black zippered bag,
As they busy their minds with measurements and
photos from mark to mark.

Submitted by Trooper John Tibbets/ Wyoming State Trooper Magazine, Spring 2003 Edition

**The Child Passenger Safety Certification Class will be held in
Douglas, WY on January 8-11, 2008.**

The next class will be held in Riverton, WY on August 19-22, 2008.

**If you know of someone interested in participating in this class contact: Stephanie Heitsch at
Stephanie.heitsch@crmcwy.org or 307-633-7525. Watch for future registration forms.**

Re-certification 2007

Basic re-certification requirements and deadlines

- Five seat checks approved by a certified instructor or proxy
- Community education
- Minimum of six hours of CPS technical continuing education units
- Register and pay the re-certification fee **before your certification expiration date**

Community Education

OPTION 1: Two-hour check up event with at least one other CPS Technician at which you serve families using any standardized checklist to provide documentation, if needed.

OPTION 2: Provide at least four hours of community education. Examples include presenting to parents, educators, kids, organizations (PTAs, law enforcement). These are presentations to non-CPSTs. You are welcome to combine smaller events for the requirement.

Categories of CEUs (CEUs are self-certified and are subject to random auditing)

1. In-person Session/Workshop (maximum 6 CEUs)
2. Observing a CPS Certification or Renewal Course (max. 3 CEUs)
3. Teleconferences (max. 5 CEUs)
4. Online/Web sessions (max. 5 CEUs)
5. Newsletters/Manuals/Journals (max. 3 CEUs)

Technicians and instructors may mix and match categories to meet the six required hours of continuing education. All categories of CEUs must meet the content requirements of improving CPS technical knowledge such as LATCH, a child restraint manufacturer workshop or CPS technical update. Non-technical CPS sessions, such as how to get funding or run an inspection station, do not qualify.

Check up events, while valuable, do not qualify for CEUs, but do meet Option #1 of the Community Education Requirement.

Can I Get All 6 CEUs From My Office?

You don't even have to leave your office to earn credit for your 6 CEUs for re-certification. Below are ways you can do this. Remember to print the proof of your CEUs in case of auditing.

Newsletter Category/Max 3 in this Category)

- 1 CEU—Every Wyoming Technician is credited one CEU for receiving the Safe Ride News Publication. Contact nancy@saferidenews.com for Proof of Purchase
- 1 CEU— Take the LATCH Manual Quiz. Go to saferidenews.com to learn more
- 1 CEU—Take the CR Manufacturer's Quiz. Go to carseat.org to learn more

Online/Web Sessions Category/Max 5 in this Category

- 2 CEUs— Two presentations and Quizzes on the www.cpsboard.org Website
- 4 CEUs—View the Web Streaming and associated quizzes at <http://www.buckleupillinois.org/>

For a listing of community events, visit safekidswyoming.org.

Informative Websites:

- Safekidswyoming.org
Safe Kids Wyoming
- www.nhtsa.dot.gov
National Hwy Traffic Safety Administration
- www.safekids.org
Safe Kids Worldwide
- www.carseat.org
SafetyBeltSafe USA
- www.cpsboard.org
National Child Passenger Safety Board
- <http://wydotweb.state.wy.us>
Wyoming Department of Transportation
- www.carseatdata.org/
Car seat Compatibility List
- www.hsrec.unc.edu
Car Seat Recall List
- www.kidsncars.org
Kids Safe In and Around Cars

Why use the internet? The NHTSA website offers you the newest recalls, program information, and free materials. The CPS Board site provides Technician Update Reports on new products, techniques and recertification answers.

Quick Thoughts To Consider

Boosters With Rigid LATCH



Clek Olli

The Indy Plus booster by Jane USA is used with the rigid LATCH attachments and the shoulder-lap belt to restrain the child. The Clek can be used either with LATCH and the lap/shoulder belt or without LATCH to hold the booster in place. The weight limits for lower LATCH bars "should" not apply when the bars are only being used to hold the booster itself, not the child in a restraint. The booster remains attached in the vehicle at all times -- no possibility of a flying missile. This small discrepancy in the requirements for boosters and weights of anchors are wrinkles that SRN and others are trying to sort out with NHTSA and vehicle manufacturers. *Deborah Stewart/SAFE RIDE NEWS*



Jane Indy/Indy Plus

FACT OR FICTION: Using slip guard with a child safety seat will assist in obtaining a tight installation.

I have recently read in the SafeRide News that tech certification classes are no longer advocating the use of slip guard/shelf liner for the installation of car seats. Our coalition has been using this tool, as was taught in our certification class 2 years ago, to get proper tightness for installation on leather seats. Does anyone have thoughts regarding this; especially how to get the proper tightness on "slippery" seats? Thank you for your input! *Katie Ritters, CPS Technician Morrison County, MN*

FICTION - Slip guard was discussed in the previous curriculum and is listed on page 426 in the Appendix of the revised curriculum as a tool to have available at a CPS Inspection Station. The use of slip guard was never intended for use to assist in providing a tight installation. Slip guard only assists with protecting a vehicle seat (leather). If you feel you need an aide to assist in providing a secure installation, there is a problem with the installation. Using your weight as leverage may provide the force you need to get the tight installation necessary for a child safety seat. Another seating location may also be an option. By informing the parent/caregiver that the slip guard is an aide to assist with tight installation you are giving the parent/caregiver the illusion that their installation is correct when just the opposite is true.

Sharon Y. Bilbrey, Arkansas Children's Hospital (Little Rock, AR)

All recall lists in use should be dated 12/17/2007 or later

Dorel Juvenile Group Announces a Voluntary Safety Recall for Certain Models of the Cosco® Touriva®
Columbus, IN December 17, 2007- Dorel Juvenile Group (DJG) is announcing a voluntary safety recall for certain Cosco® Touriva® child restraints manufactured from September 28, 2004 through September 20, 2007. There is a potential for the elastic straps that secure the fabric pad to the child restraint shell to come loose and become accessible to the child. The child could then loop the elastic strap around portions of his or her body. There have been no serious injuries reported.

Model numbers affected are:

Cosco® Touriva: 22100TTD, 22100FSM, 22100TIP, 22111FSM, 22130WAL, 93100FSM, 93111FSM

Cosco Regal Ride™: 22139MON

DJG will contact all registered owners and at the same time will provide them with a free repair kit. Parents may continue to use the child restraint as directed in their instruction manual.

COLOR PICTORIAL AVAILABLE

The Color Pictorial for 2007 is available through SafetyBeltSafe U.S.A. This tool includes color photos of all of the safety seats back into the 1980's, organized by type of seat. This enables those identifying safety seats to match seats without names with photos and to learn the time period that the model was produced.

Next, users can go to the Child Restraint Manufacturers' Instructions with Summary Sheets to find the exact instructions. Inclusion in either collection does not mean that the seat might not be ready for "retirement" but it enables the user to protect the child adequately for the ride home if another product is not available. It also makes it clear that the seat is "too old" if the date label is missing, but the production range shows it isn't a current product.

To view the color pictorial or to order copies go to : <http://www.carseat.org/>



Cheyenne Regional
Medical Center

Injury Prevention/Outreach
214 East 23rd Street
Cheyenne, Wyoming 82001
(307) 633-7525
(307) 633-7531 FAX
stephanie.heitsch@crmcwy.org

Guardian Safety Seat for Ambulance Use



Serenity Safety Products, a firm with five employees that launched in November 2006, unveiled the seat at a National Truck Equipment Association meeting in Michigan in September. The seat should be in its first ambulances in January, said Kurt Hinkle, the company's president and chief executive officer. Hinkle is a former Phoenix Fire Department paramedic and firefighter. While he couldn't quantify the number of times it happened, he said it was a regular occurrence that uninjured toddlers or infants would need a ride in an ambulance with their injured parent or guardian, or in a separate ambulance.

The projected retail price is about \$4,500, said Dan Sjoquist, the company's chief financial officer and vice president of operations. Installing the seat will add to the \$125,000 cost of an ambulance. The seat is likely to reduce liability for both municipal and private ambulance providers, Hinkle said, because protection is being added for a rider that wasn't available before.

The seat, the Guardian Safety Seat, is actually multiple seats in one. It works as an ambulance attendant seat. Folding down the seat's center back cushion, the toddler seat is revealed. Children weighing between 23-85 pounds can use the seat, and are secured in a five point restraint system. The infant seat is revealed by folding down a panel behind the center back cushion, removing the seat bottom cushion and then releasing a safety bar, according to a company brochure. Infants weighing between five and 22 pounds can then be secured in a cradle with a padded headrest by a five point restraint system. The cradle is hidden under the seat cushions.

Serenity Safety products collaborated with students and professors in the College of Design at Arizona State University and a Tempe-based mechanical engineering firm called ESG Engineering in the design and engineering of the seat, Hinkle said.

To view the Guardian Safety Seat Video visit:

http://serenitysafetyproducts.com/guardian_video.php