

Buckle Up Express

FEATURING WYOMING'S CPS TEAM



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WYDOT Highway Safety Program and Cheyenne Regional Medical Center Injury Prevention



The 2015 LATCH Manual is now available and full of new information and technical updates that make it important to refer to this latest edition to supplement manufacturers' instructions on LATCH use. Research for the 2015 LATCH Manual focused on identifying the key LATCH information technicians need curbside. In 2014, amendments to FMVSS 213 went into effect that apply to LATCH use, so a major focus in this edition is explaining how to use CRs made before and after these changes, including general instructions and very detailed information from manufacturers. In Appendix A, CR manufacturers indicate when LA attachment weight limit labels began to appear on their CRs, what weight limits are given, and whether those limits were (or will be) changed to reflect allowed rounding. In Appendix B, 11 of the 51 vehicle brands indicate LATCH weight limits that have been revised since the 2013 edition.

Also, be sure to check out the inside front and back covers. These now feature helpful information on [recertification](#), subscribing for LATCH Manual updates, and general CPS resources. LATCH manuals can be purchased through Safe Ride News for: (1-2) **\$39.00 each**, (3-9) **\$37.50 each**, (10-49) **\$36.00 each**.

Earn a CEU

Techs can earn 1 [Category 5](#) CEU for completing the 2015 LATCH Manual quiz.

To find the quiz, go to saferideneews.com, click on "CPSTs/Professionals," and then "Recertification CEUs from SRN."

(For a limited time, the 2013 manual's quiz will remain available for technicians who used that edition in 2013/2014.)

Upcoming Child Passenger Safety Technician Trainings

Certification Course: Cody / May 5-8, 2015 / Registration Form is Attached

Renewal Course: (If expired and would like to be renewed in an 8 hour course)
Cody / May 4, 2015 / West Park Hospital

Update Course: (If currently certified and need to receive your 6 CEUs and seats checked off)
Cody / May 4, 2015 / West Park Hospital

(email: Stephanie.heitsch@crmcwy.org for registration information for the Renewal and Update Courses)



Wyoming's Technician Re-certification

Below are the simple steps on what it takes to re-certify.

Remember-you are responsible for entering your information on-line to re-certify.

The steps for re-certification are not as complicated as they may seem and we need to all try to complete them to maintain our certification. Follow these simple steps below, start early and you will not loose your certification.

You will need your username and password to be able to enter all your information into your profile at: <http://www.safekids.org/certification/>. Call 877-366-8154, if you do not have that information.

1) Five seat checks approved by a certified instructor or proxy. If needing a proxy in your area, contact stephanie.heitsch@crmcwy.org

2) Community education (Have a certificate of proof in case of auditing)

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. Visit safekidswyoming.org

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.

3) Minimum of six hours of CPS technical continuing education units (See below)

CEUs are self-certified and are subject to random auditing.

Remember to print the proof of your CEUs in case of auditing.

4) Register and pay the re-certification fee **before and within 4 months of your certification expiration date**

Easy ways to get all 6 CEUs !

Newsletter Category/Max 3 CEUs 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

1 CEUs-Reading the Tech Update and taking quizzes at www.cpsboard.org

Online/Web Sessions Category/Max 5 CEUs in this Category

4 CEUs– Three presentations and Quizzes on www.cpsboard.org

7 CEUs-- <http://www.safekidswebinars.org/>

4.5 CEUs-<http://www.buckleupnc.org/training/index.cfm>

5 CEUs- <http://advocates.britaxusa.com/default.aspx> Britax

1 CEU- <http://www.safetymadeeasier.com/> Evenflo

In-person Session Category/Max 6 CEUs in this Category

Attend an update course for 6 CEUs as a technician. For more information on the course, contact: Stephanie.heitsch@crmcwy.org.

Informative Websites:

- Safekidswyoming.org
Safe Kids Wyoming
- www.nhtsa.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
- www.dot.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.

More on Dynamic Locking Latchplates



There still may be some confusion about the dynamic locking latchplates and so here are some additional points. A dynamic locking latchplate allows belt webbing to slide freely during normal conditions, but has a clamping mechanism that is engaged by the body's motion in a crash. This provides the ability to maintain the desired proportion of webbing in the lap and shoulder parts of a belt, which can greatly improve the system's performance. An adult's center of gravity is in the lower part of the torso, so as an occupant loads a seat belt, much of the force goes to the lap part of the belt. As this happens, traditional (sliding) latchplate allow some webbing from the shoulder belt to shift to the lap part which in turn allows the lower torso and legs to move forward. By clamping down on the webbing in a crash, a DLLP reduces the amount of webbing that is transferred to the lap portion of the belt, so it does a better job of managing crash

forces and helps to keep a properly belted front-seat occupant further away from the dashboard. Vehicle manufacturers say they were motivated to add the DLLP technology in order to maintain or improve vehicle safety ratings under the more rigorous New Car Assessment Program (NCAP) requirements that NHTSA instituted a few years ago. The most recent vehicles they can be found in are: GM vehicles (Buick, Cadillac, Chevrolet and GMC), FCA vehicles (Chrysler, Dodge, Fiat and Jeep) and a few Ford/Lincolns. We are unaware of any rear-seat belts with DLLPs before the 2015 MY. However, for MY 15, GM added DLLPs to all rear seating positions of extended-cab versions of its GMC Canyon and Chevy Colorado pickups.

BRITAX Discontinues Rear Tethering Option

BRITAX has decided to discontinue the option to tether its convertible CRs while in the rear-facing mode in future owner's manuals. The company states that this decision was made because, over time, rear tethering has become less and less compatible with modern vehicles. Of particular concern is that today's vehicles are more likely to house electronic components, such as an occupant detection system, underneath the front seats, and Swedish-style tethering involves attaching a connector strap to this area of the vehicle. When CR instructions are followed, this can be done without interfering with these components. However, some vehicle manufacturers have expressed concerns that caregivers could inadvertently affect the safety of front-seat occupants. And, while rear tethering has always been optional (not required) in the U.S., some overzealous caregivers with vehicles that are incompatible with rear tethering have been known to go outside the CR instructions and take creative (and potentially unsafe) measures to rear tether rather than use the CR untethered when facing the rear. Therefore, BRITAX has determined that it is in the interest of safety to remove instructions allowing rear tethering at this time. To replace the crash functionality of a rear tether, BRITAX has designed an anti-rebound bar that can be attached to current CR models. The company notes that permission to use the anti-rebound bar on older CR models is retroactive to convertible CRs made after May 2010 (excluding the Classic line). BRITAX has stated that this change regarding rear tethering is not retroactive and that all revisions will be completed by June 2015.

To read more, go to:

<http://carseatblog.com/32084/britax-phasing-out-rear-facing-tethers-on-convertible-carseats/>

Dorel and Evenflo Seats No Longer Come With Locking Clips

Locking clips have been arriving with safety seats for decades; however, two large safety seat manufacturers, Dorel and Evenflo, decided it is neither necessary not helpful to continue. Evenflo is attaching a flyer that states safety belts must have manual locking systems since 1996, rarely needing a locking clip to make them tight on safety seats. Parents may request clips if their vehicles are older. Companies found that incorrect use of locking clips was a bigger problem than non use. One caution: the Evenflo message mentions locking clip use on earlier vehicles: "... a lap belt or lap/shoulder belt...equipped with an emergency locking retractor (ELR)... MUST use a Locking Clip." However, ELR lap belts require a belt-shortening clip, which generally is available from auto manufacturers only.

Used car seat a perfect toy? THINK AGAIN!



We recently shared the struggle of eco-conscious families to recycle expired car seats.

If you were thinking, like me, of repurposing your seat into a play thing of some kind with your kids rather than pitching it in the landfill, you might want to reconsider.

Denise Donaldson of Edmonds-based Safe Ride News Publications notes that car seats should never be used as toys, whether they're brand new or expired.

"Car seats are safety devices that should be used for their intended purpose in a car," Donaldson wrote. "Even when used by adults, there are safety concerns when car seats are used outside of vehicles, including the risk of strangulation, suffocation, and falls. Unfortunately, these concerns arise from real life tragedies."

Fortunately, these concerns arise from real life tragedies."

There's a reason for all those warning labels — including a new one car seat manufacturers are now required to add about strangulation.

The new rule followed an act named for Danny Keysar, a 16-month-old from Illinois who, like at least 16 other children, died by strangulation in a portable crib.

In the latest rule, the National Highway Traffic Safety Administration stated that data show that the majority of infant fatalities in hand-held carriers were tied to "improper use or nonuse of the carrier's restraint system."

OK, so how about just removing the straps before letting the kiddo use an old car seat for pretend play?

It's not that simple, Donaldson said.

The padding could still cause suffocation hazards. A car seat can also be quite heavy and could hurt a child if it toppled on top of him. Some parts are definitely not made for little hands.

"Bottom line, it might have pretty padding that makes it appealing to a child, but it is still a serious safety device and not a toy," Donaldson said.

Let's say someone decides to do it anyway?

"It is never a good idea to add a car seat to a child's set of toys, since children shouldn't ever be able to play with a car seat unless they are closely supervised at all times. I'd urge parents who decide to let a child play with a car seat while they supervise to make it a firm rule that the child may harness only dolls or stuffed animals, never another child," she said.

Donaldson knows her stuff, having been closely involved in the child passenger safety field for nearly 20 years.

So, you know, listen up...

Published: Friday, February 27, 2015, 12:01 a.m. By Melissa Slager, Herald writer

Why Child Passenger Safety (CPS) Training?

Unintentional injuries are the leading cause of death and injury to our children under the age of 16. **The number one killer of our youth is motor vehicle crashes.** Preliminary numbers so far in 2014 through October 31st show that 64 of 126 fatalities were not buckled in or restrained properly. Effective safety training is very important – not only in terms of providing technical information, but also in raising the awareness of the importance of proper occupant restraint usage by our youngest and most precious travelers. In 2014, more than 1501 car seats were checked throughout Wyoming with 93% **installed incorrectly.**

The course will expand your existing skills and increase your confidence, enabling you to better provide this valuable, lifesaving service to your community. Documented CPS training and experience also can help reduce employer and practitioner liability.

Upon completion of the NHTSA (National Highway Traffic Safety Administration) standardized course, which has both written and hands-on components of testing, you will be certified as a Child Passenger Safety Technician. By supporting national certification, you help enhance the credibility and professionalism of the CPS community and the organizations that employ CPS technicians, including your own. Technician certification provides you with an additional level of quality control and assurance that you are providing up-to-date information.

Expectations of Training Participants

- Maintain CPS Training Certification through Safe Kids Worldwide by recertifying biannually through education and CEU's.
- Participate in at least three (3) Check Up events per year.
- Conduct presentations in your community on Child Passenger Safety.

NHTSA Certified Child Passenger Safety Technician Training

May 5, 6, 7, 8, 2015

Application deadline: April 13, 2015

West Park Hospital
707 E. Sheridan
Cody, WY 82414



Cheyenne Regional Medical Center
Injury Prevention
214 East 23rd Street
Cheyenne, WY 82001

**NHTSA CPS
Training Information
Inside . . .
Limited Space!**

Supporting Agencies



Buckle Up Kids
Federal 402 Highway Safety Grant

Who Should Attend?

Anyone involved in child passenger safety education that wishes to teach accurate information to parents or the general public. Examples include: nurses working in obstetrical, pediatrics, emergency room or home programs, physical therapy staff, childcare providers, physicians, law enforcement, firefighters, car dealership staff and parents. **Continuing education contact hours (CECH) are available for law enforcement, fire and rescue, child care providers and nurses.**

When

Because this workshop is limited to 25 attendees, and our goal is to have all 25 "graduates" become active in CPS, we require students to attend **ALL FOUR classroom sessions AND the Check-Up Event.** Please do not apply if you cannot attend the entire training.

Tuesday-Thursday, May 5-7, 2015

8:00 am-5:30 pm Lecture, Hands-On, & Testing

Friday, May 8, 2015

**8:00 am-3:00 pm Class & Check-Up Event
(12:00-3:00) (West Park Hospital/Cody)
(required attendance to complete training)**

Limited Registrations

Only 25 applications will be accepted for this course. Your rapid return of this application is important if you are planning to attend. The application deadline is April 13, 2015. Late registrations will be assessed a \$10 late fee. You will be notified of your acceptance to this class and provided with additional course and hotel information by April 17th. Cancellations received by April 13th, 2015 will be refunded \$75.00 of the registration fee. Substitution requests will be included in additional information.

The registration fee of \$160.00 must accompany your application. The registration fee helps to cover the expenses of all course materials, lunch each day, break food and beverages, rental of the training center, registration of the class and a child passenger safety shirt. Additional costs are paid for through a Federal 402 Highway Safety Grant.

Wyoming CPS Instructor Team

RON ATKINS
Rock Springs Fire/Rock Springs

KATHY CLAY
Jackson Hole Fire/EMS/Jackson

JOHN FITZGERALD
Cheyenne Fire and Rescue/Cheyenne

STEPHANIE HEITSCH
CRMC Injury Prevention/Cheyenne

ROB HENRY
Wyoming Highway Patrol/Riverton

JIM HOFLUND
Laramie Fire Department/Laramie

JOE MATHEWS
Laramie Fire Department/Laramie

JACOB RIBORDY
Sweetwater County Fire District #1

CHRIS SCHELL
Wyoming Highway Patrol/Casper

DIANA SHANNON
Campbell County Hospital

ANNA THOMPSON
WYDOT Highway Safety Program/Cheyenne

BRIDGET WHITE
Children Nutritional Services/Cheyenne

DON WOOD
Cheyenne Fire and Rescue/Cheyenne

Lodging Information

Students requiring lodging (more than 50 miles from the training), please fill out the lodging information:

Name: _____

Roommate name: _____
(A roommate helps to lower the costs of the class)

Single Room _____ Double Room _____

Smoking _____ Non-Smoking _____

Nights of lodging will be booked for May 4, 5, 6, 7. Lodging will be booked and paid for each attendee through a Federal 402 Highway Safety Grant. You will receive full hotel details by April 17th.

NHTSA Certified Child Passenger Safety Technician Training

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**West Park Hospital
707 E. Sheridan
Cody, WY 82414**

Student Application Form

Name _____

Title _____

Organization _____

Preferred mailing address provided below is:
Work _____ Home (circle one) _____

Address _____

City/State/Zip _____

Daytime Phone _____

Fax _____

Email _____

Men's Shirt Size _____

To reserve spaces for individuals in an organization, please send in the registration fee immediately and the names of the individuals by April 13th, 2015

Return this application section before April 13th, 2015, with the \$160.00 registration fee.

Make checks payable to:
**Cheyenne Regional Medical Center
Injury Prevention**

Mail to: Attn: Stephanie Heitsch
Cheyenne Regional Medical Center Injury Prevention
214 East 23rd Street
Cheyenne, WY 82001
307-633-7525