



Are Your
Birth-to-K Kids
in CSRS?



Denise
Donaldson,
CPST-I

<https://cert.safekids.org>

Find-a-Tech
Find-a-Course



- Child passenger safety technician instructor, 1998
- Owner of Safe Ride News Publications
- *School Bus Safety Handbook*

Seminar Objectives

Understand...	why birth-to-K passengers who <i>aren't</i> in CSRS <i>should be</i> .
Explain...	CSRS selection models for school buses vs. non-school buses.
Outline...	CSRS options available.
Provide...	an array of current resources.

How Compartmentalization Works



Compartmentalization WORKS

For certain children

- Developed for school-age children
 - Who are typically developing
 - Who sit properly, facing forward between seats

On certain buses

- Developed for large school buses.

In certain crashes

- Protective in a frontal- or rear-impact crash dynamic.

Except When It DOESN'T

Children

- Children who are small—smaller than “school-age”
- Children who cannot sit in position properly for the whole ride
- Children who are physically fragile

Vehicle Types

- Small school buses.
- Non-School Buses (vans, SUVs, sedans, etc.)

In certain crashes

- Side impacts, rollovers.

What is a “pre-school age” child?

- Preschool/Pre-K programs
- Also infants and toddlers

**Any birth-to-K child
Most often under age 5**



PRESCHOOLERS:

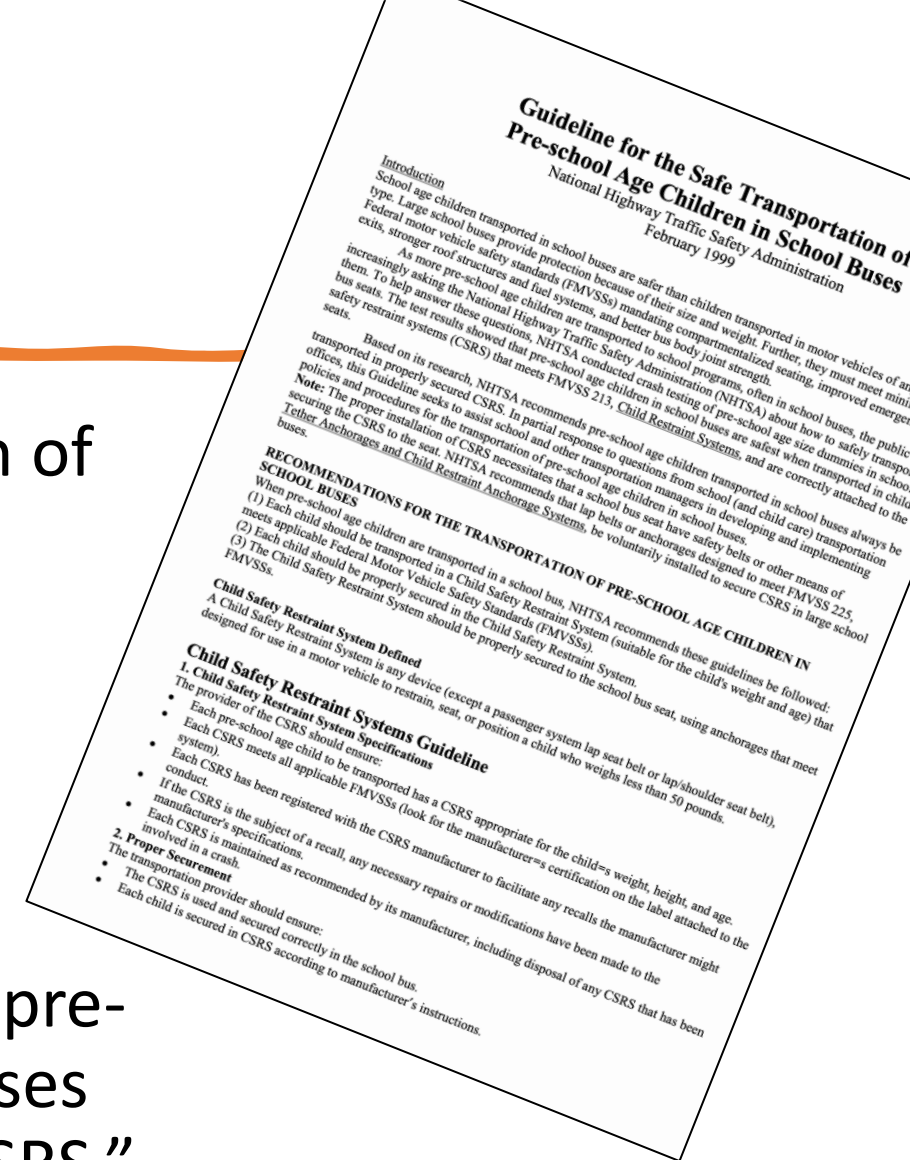
Typically Developing and Those With Disabilities

- School buses are designed for K-12
- Compartmentalization proven ineffective for preschoolers through NHTSA crash tests
- CSRS are the solution to this gap in protection.



NHTSA Federal Guideline

- ❖ TITLE: “Guideline for the Safe Transportation of Preschool Age Children in School Buses”
- ❖ Issued in 1999
- ❖ **Bottom line:**
“Based on its research, NHTSA recommends pre-school age children transported in school buses always be transported in properly secured CSRS.”



Per NHTSA's Federal Guideline

- “ When pre-school age children are transported in a school bus, NHTSA recommends these guidelines be followed:
- (1) Each child should be transported in a **Child Safety Restraint System** (suitable for the child's weight and age) that meets applicable Federal Motor Vehicle Safety Standards (FMVSSs).
 - (2) Each child should be **properly secured** in the CSRS.
 - (3) The CSRS should be **properly secured** to the school bus seat, using anchorages that meet FMVSSs.”

Guideline for the Safe Transportation
Pre-school Age Children in School Buses
National Highway Traffic Safety Administration
February 1999

Introduction
School age children transported in school buses are safer than children transported in motor vehicles of any other type. Large school buses provide protection because of their size and weight. Further, they must meet minimum Federal motor vehicle safety standards (FMVSS) mandating compartmentalized seating, improved emergency exits, stronger roof structures and fuel systems, and better bus body joint strength.

As more pre-school age children are transported to school programs, often in school buses, the public is increasingly asking the National Highway Traffic Safety Administration (NHTSA) about how to safely transport them. To help answer these questions, NHTSA conducted crash testing of pre-school age size dummies in school bus seats. The test results showed that pre-school age children in school buses are safest when transported in child safety restraint systems (CSRS) that meets FMVSS 213, Child Restraint Systems, and are correctly attached to the seats.

Based on its research, NHTSA recommends pre-school age children transported in school buses always be transported in properly secured CSRS. In partial response to questions from school (and child care) transportation offices, this Guideline seeks to assist school and other transportation managers in developing and implementing policies and procedures for the transportation of pre-school age children in school buses.

Note: The proper installation of CSRS necessitates that a school bus seat have safety belts or other means of securing the CSRS to the seat. NHTSA recommends that lap belts or anchorages designed to meet FMVSS 225, Tether Anchorage Systems, be voluntarily installed to secure CSRS in large school buses.

FOUNDATIONS FOR THE TRANSPORTATION OF PRE-SCHOOL AGE CHILDREN IN SCHOOL BUSES

(1) Each pre-school age child should be transported in a school bus, NHTSA recommends these guidelines be followed: (a) Each child should be transported in a Child Safety Restraint System (suitable for the child's weight and age) that meets applicable Federal Motor Vehicle Safety Standards (FMVSSs).

(2) Each child should be properly secured in the Child Safety Restraint System.

(3) The Child Safety Restraint System should be properly secured to the school bus seat, using anchorages that meet FMVSSs.

Child Safety Restraint System
A Child Safety Restraint System is any device (except a passenger system lap seat belt or lap/shoulder seat belt), that is used to restrain a child in a motor vehicle to increase the child's protection in a crash.

The proper use of a Child Safety Restraint System is critical to its effectiveness. Each CSRS must be used in accordance with the manufacturer's instructions.

Each CSRS must meet all applicable FMVSSs. The CSRS manufacturer's certification on the label attached to the CSRS must be maintained as recommended by its manufacturer, including disposal of any CSRS that has been involved in a crash.

2. Proper Securement
The transportation provider should ensure:
• The CSRS is used and secured correctly in the school bus.
• The CSRS is properly secured in CSRS according to manufacturer's instructions.

• The CSRS is properly secured in CSRS according to manufacturer's instructions.

PRESCHOOLERS: Not just smaller versions of school-aged children!

PHYSICALLY

- Large Heads Proportionally to Rest of Body
- Weak Necks
- Bones Not Fully Ossified/As Strong
- Do Not Fit Comfortably in Bus Seat

BEHAVIORALLY

- Short Attention Spans
- Lower Endurance Especially After Long Day

COGNITIVELY

- Egocentric-It's all about me!
- Inability to Understand/Comply with Bus Safety Rules
- Requires Close, Constant Supervision



Preschool classrooms inherently have more supports than classrooms of older children. Why?

Federal Laws

Head Start Performance Standards are the only federal requirements:

- All children of any age, weight, or height to be secured in an appropriate CSRS
- At least one monitor, separate from the driver on the school bus
- Transportation, if provided must be in a school bus or “allowable alternative vehicle”

Indiana only state with a statewide regulation requiring use of CSRS by ALL pre-school age students.

State COP Laws

- Child occupant protection laws exist in all states
- Find laws at www.iihs.org
- COP laws typically exempt school buses
 - Laws were written back when more protective options not available.

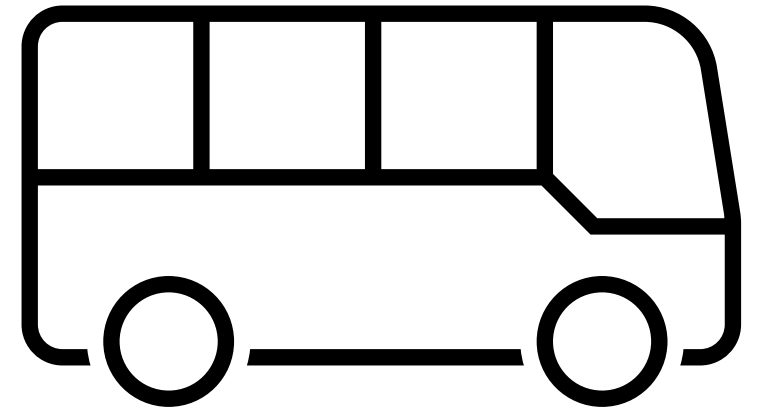
IMPORTANT: NON-school bus vehicles used for student transport *not exempt*.

CSRS Rationale on Small School Buses

Crash force is more severe in a small bus!

Therefore:

- NHTSA requires lap-shoulder belts on small buses
- Weight \leq 10,000 lbs. GVWR.
- *Every* passenger should wear an occupant restraint.
- Birth-to-K students should ride in a CSRS.

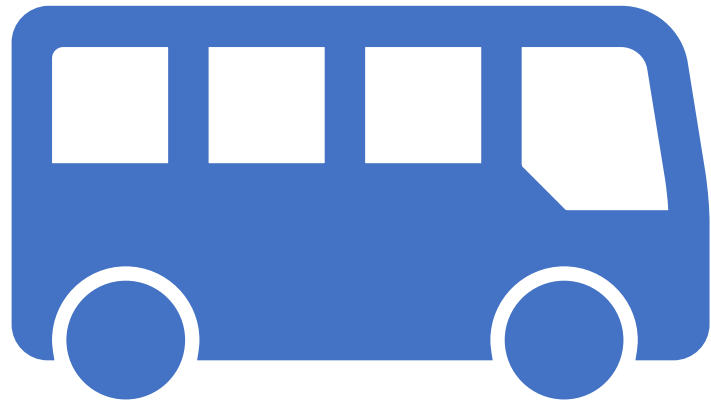


CSRS Rationale on Non-School Buses

- Passenger cars *not* held to many of the school bus standards.
- Occupants *cannot* be protected without using a safety restraint.
- Students *must* follow state's child occupant protection law.

NOTE: State laws typically also apply to children in primary grades, sometimes older.

COP laws by state at www.iihs.org and www.ghsa.org



Beyond Regulations and Laws? Follow Best Practice!

Transporters must know:

- ❖ What transport equipment (including vehicles) can and can't do
- ❖ The capabilities and needs of the students they transport

Going Beyond State Laws to Provide Safe Occupant Restraint for Students With Disabilities and Special Needs



”Effective School Bus Occupant Restraints for Students with Special Needs”

Available at cpsboard.org

Federal Legislation Protects Students with Disabilities Who Need Transportation Safety Accommodations (Including CSRS)

Individuals with Disabilities Education Act (IDEA):

- 14 disability categories
- Entitles a Free and Appropriate Public Education, including transportation as a related service
 - Individualized Education Program (IEP): Students ages 3-21
 - Individualized Family Service Plan (IFSP): Students ages 0 to 3

Section 504 of the Rehabilitation Act of 1973 (504 Plan)

- For students with ADA identified disabilities (but not one of IDEA's 14)
- Eligible for services, accommodations to have equal access to educational activities

Students with
Disabilities
With An
IFSP/IEP:
**Transportation
as a Related
Service**

IDEA, 34 CFR 300.34 includes:

- Travel to/from school and between schools
- Travel in and around school buildings
- **Specialized transportation equipment**
- Any developmental, corrective, and other supportive services required to assist a child with a disability to benefit from special education.

Real Life and Liability

- Hays CISD crash
- 44 Pre-K, 11 adults on bus
- 1 fatality on bus

In Loving Memory of 5-Year-Old Ulises Rodriguez Montoya

Ulises Rodriguez Montoya, age 5, loved his family, dinosaurs, the color green, and going to school. On Friday, March 22, 2024, he passed away as a result of injuries suffered in the tragic field trip school bus accident in which a Tom Green Elementary School pre-K bus was struck by a cement truck that swerved into the bus's lane of traffic.

"Ulises was a child who was filled with a lot of happiness and he often shared it with others," said Naira (Dina) Solís Shears, his pre-K bilingual teacher from Tom Green Elementary School. "He had a talent for drawing and his favorite thing to draw was dinosaurs. He could almost completely spell the word dinosaur, which demonstrates how smart he was. He always had a dinosaur drawn on all of the assignments he turned in. He liked to tell stories and shared many with his friends and family. Above all – he was a loving child."



INVESTIGATIONS

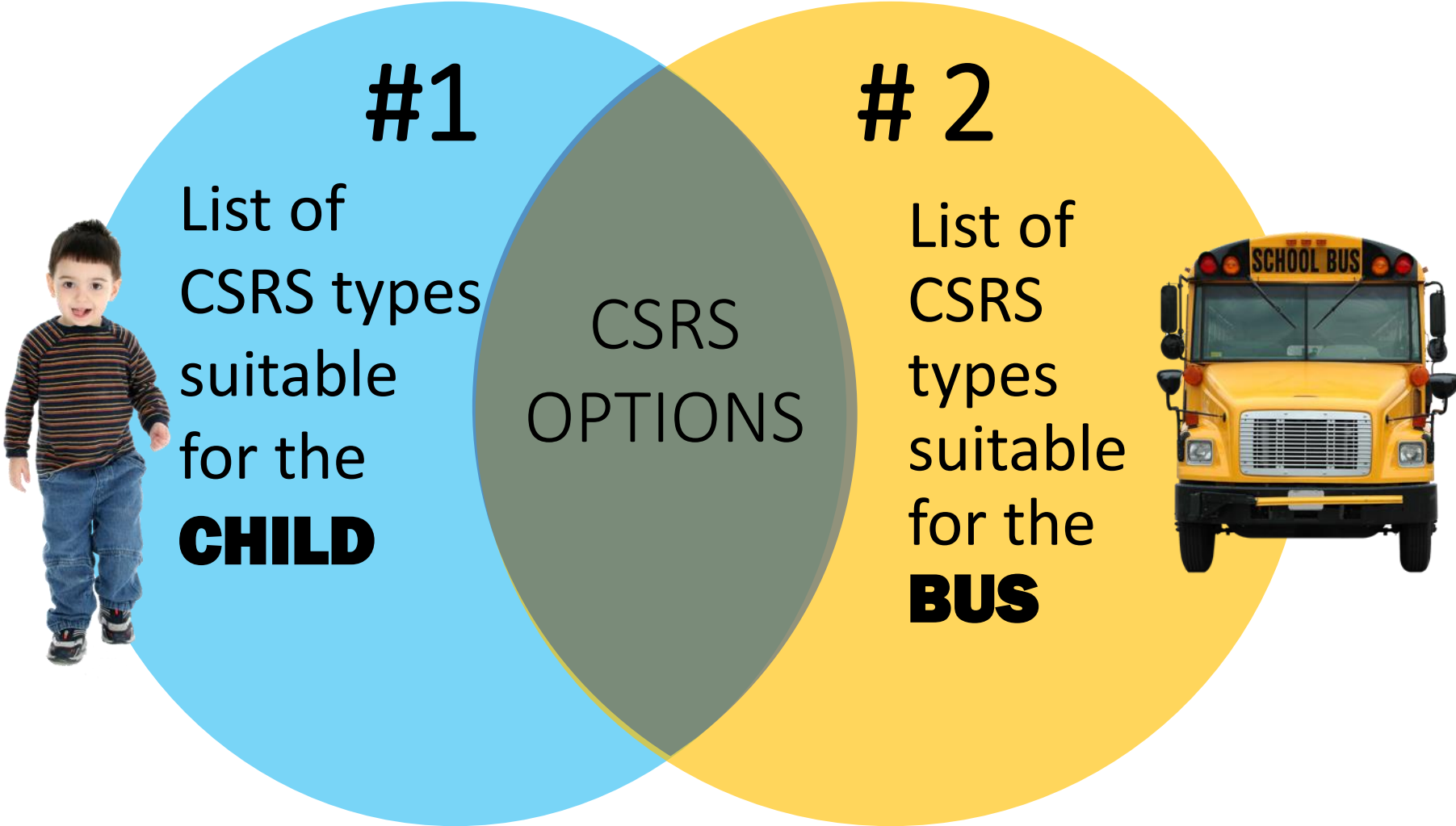
Lawsuit filed in deadly, 'grossly negligent' pre-K Hays CISD bus crash

After fatal crash, Hays CISD needs to spend \$8.9M for seat belts on all its buses

KUT 90.5 | By Maya Fawaz
Published April 15, 2024 at 1:50 PM CDT



Basic Approach to CSRS Selection, **School Bus**



CSRS
suitable
for the
CHILD

On a bus, CPS has 3 stages...



STAGE #1

Rear facing in a
CSRS with a harness



STAGE #2

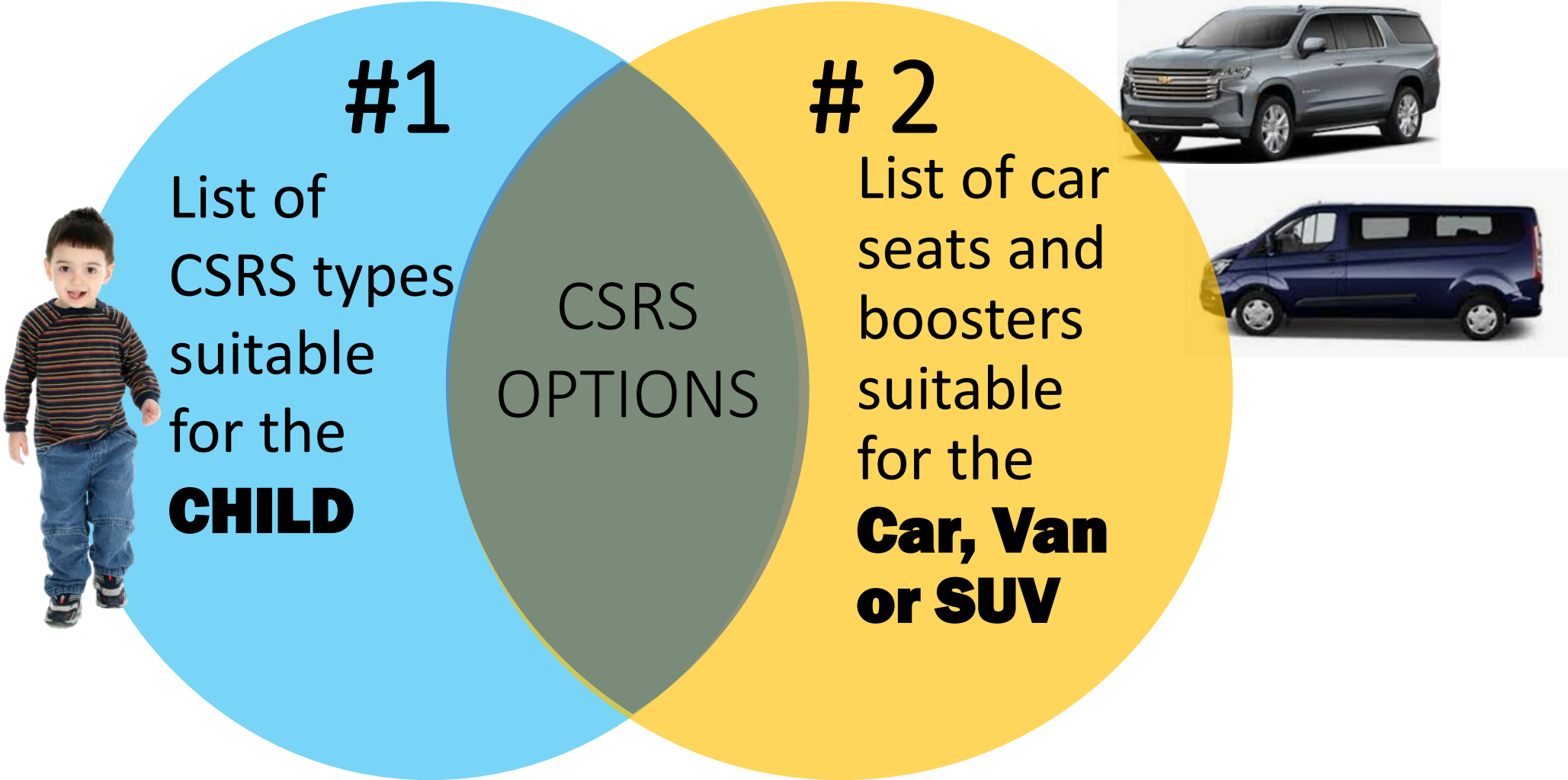
Forward facing in a
CSRS with a harness



STAGE #3

Riding on a school
bus seat, with a seat
belt whenever
available.

Basic Approach to CSRS Selection, **Non-Bus**



CSRS suitable for the CHILD

In a passenger vehicles, CPS has 4 stages...



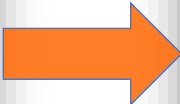
STAGE #1

Rear facing in a CSRS with a harness



STAGE #2

Forward facing in a CSRS with a harness



STAGE #3

Booster seat



STAGE #4

Seat belt (lap-and-shoulder belt)

STAGE 1



STAGE #1

Rear facing in a
CSRS with a harness



RF-only



Convertible

STAGE 2



Conventional car seats



Integrated CSRS



STAGE #2

Forward facing in a CSRS with a harness



Belt Converters



Safety Vests



School-bus-only CSRS

STAGE 2

Non-Conventional models are options only if the child DOES NOT require:

- Upper body support
- Additional recline position
- Specialized positioning support



Integrated CSRS



STAGE #2

Forward facing in a CSRS with a harness



Belt Converters



Safety Vests



School-bus-only CSRS

STAGE 3

IN A NON-SCHOOL BUS



Passenger-vehicle seats are sized to match an adult's body. Boosters adjust the child's position to fit the belt system.

IN A SCHOOL BUS



School bus seats are sized to match kids' bodies. Children who are too small for bus seat belts should ride in CSRS, not boosters.

Boosters properly position lap-shoulder belts ...

...over the sternum
and clavicle, ...



... on the upper thighs
(off soft tissue), ...



...and provide a comfortable
seat depth for a child.



Photos © NHTSA

Necessary in non-school bus vehicles!

In the NEWS

CHESTERFIELD COUNTY, Va. (WRIC), October 2023

- A middle school parent is frustrated and concerned for her daughter's safety after she says she was told to sit in a **booster seat** on the bus.
- 8News spoke with the mother after she learned her Middle School sixth grader had been told to sit in a safety restraint on the bus since the beginning of the school year.



In the NEWS

NOT a booster!
What type of CSRS is this?



Know These Key Resources

Best Practice Documentation:

- The Perennials: NHTSA, AAP
- Best Practice Guidelines Portal at www.saferidenews.com

Training:

- CPS on School Buses National Training
- E-Learning Training Modules
- YouTube Training Videos

Equipment:

- CSRS Shopping Lists

National Highway Traffic Safety Administration

www.nhtsa.gov/road-safety/school-bus-safety

The screenshot shows the NHTSA website page for School Bus Safety. At the top, there is a navigation bar with the NHTSA logo, a search bar, and a 'REPORT A SAFETY PROBLEM' button. Below the navigation bar, the page title 'School Bus Safety' is displayed in a large, bold font. To the right of the title, there is a 'ROAD SAFETY Topics' menu and a language selector set to 'English'. The main content area features an 'Overview' section with a paragraph of text. Below the text are social media sharing icons for Facebook, X, LinkedIn, and Email. A blue box contains the text 'Bus Safety Facts' and '111 OCCUPANTS KILLED IN SCHOOL TRANSPORTATION VEHICLES FROM 2013-2022, 50 WERE DRIVERS AND 61 WERE PASSENGERS'. To the right of the text is a large image of a yellow school bus with the text 'Talk to Your Child About School Bus Safety' overlaid. At the bottom of the page, there is a footer with links for 'School Bus Safety', 'The Topic', 'NHTSA In Action', and 'Resources'.

United States Department of Transportation

Search

REPORT A SAFETY PROBLEM

NHTSA

Ratings Recalls Risky Driving Road Safety Vehicle Safety MORE INFO

School Bus Safety

Language: English

Overview

Each school day, millions of children ride school buses. Did you know that the school bus is one of the safest vehicles on the road? Less than 1% of all traffic fatalities involve children on school transportation vehicles. However, children are more at risk when approaching or leaving a school bus. It's important for all drivers, as well as parents and students, to understand school bus safety.

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Bus Safety Facts

111

OCCUPANTS KILLED IN SCHOOL TRANSPORTATION VEHICLES FROM 2013-2022, 50 WERE DRIVERS AND 61 WERE PASSENGERS

Source

Talk to Your Child About School Bus Safety

School Bus Safety The Topic NHTSA In Action Resources

American Academy of Pediatrics

www.aap.org

Policy statements:

<https://publications.aap.org>

School Bus Transport of Children with Special Needs:

<https://publications.aap.org/pediatrics/article/141/5/e20180513/37887/School-Bus-Transportation-of-Children-With-Special>

The screenshot displays the American Academy of Pediatrics (AAP) website. At the top, the AAP logo and tagline 'DEDICATED TO THE HEALTH OF ALL CHILDREN' are visible. The page is for the journal 'PEDIATRICS', Volume 141, Issue 5, May 2018. The featured article is 'School Bus Transportation of Children With Special Health Care Needs', which is marked as 'FREE'. The authors listed are Joseph O'Neil, MD; Benjamin D. Hoffman, MD; Kyran P. Quinlan, MD; Michele Burns, MD; Sarah Denny, MD; Beth Ebel, MD; Michael Hirsh, MD; Marlene Melzer-Lange, MD; Elizabeth Powell, MD; Judith Schaechter, MD; and Mark R. Zonfrillo, MD. The article includes sections for 'Address correspondence', 'POTENTIAL CONFLICT OF INTEREST', and 'FINANCIAL DISCLOSURE'. A 'Connected Content' box mentions a correction published for this article. At the bottom of the article page, there is a list of 'Article Contents' including Introduction, Wheelchairs Used in Vehicle Transport, Recommendations, Additional Considerations for Passenger Transportation, Acknowledgment, Competing Interests, References, Lead Authors, Council on Injury, Violence, and Poison Prevention Executive Committee (2014-2015), Ex Officio, Liaisons, and Staff. The page also features navigation links for 'Previous Article' and 'Next Article', and a toolbar with options for 'Split-Screen', 'PDF', 'Share', and 'Tools'.

Best Practice Documentation:

Best-Practice Guidance Portal

www.saferidenews.com

*safe ride news*TM

Educational Materials for the Child Passenger Safety Field

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We help you, so you can help them.

SRN Links to Best Practice Guidance



Industry Best-Practice Guidance



NHTSA Guidelines

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. Posted as a still-useful reference.

[See NHTSA's document \(pdf\)](#)

Choosing the Correct School Bus For Transporting Pre-School Age Children

The transportation of pre-school age children in school buses has increased significantly, and will continue to increase. Organizations providing pre-school transportation extend beyond traditional school systems to include child care and Head Start programs. Regardless of which organization is transporting pre-school age children, the goal of all is to do so safely. This NHTSA publication will help you select the type of school bus you need and determine the features and equipment necessary to allow you to transport safely your pre-school passengers.

[See NHTSA's report](#)



Safe Kids Worldwide Guidelines

Best Practice Guidance for Transporting Children on School Buses

Safe Kids Worldwide (SKW) has provided this document as a reference for developing and implementing national, state, and local guidance and best practices regarding pupil transportation in school buses.

[See SKW's chart \(pdf\)](#)

[See SKW's letter \(pdf\)](#)



NASDPTS Position Papers and Reports

The National Association of State Directors of Pupil Transportation Services (NASDPTS) issues statement papers reflecting best practice on school transportation topics. Find links to all position papers at <https://www.nasdpts.org/Position-Papers>.

NASDPTS Papers and Reports of Note

Lap/Shoulder Belts in School Buses (May 2020) [See the NASDPTS paper \(pdf\)](#)

Vans Used for School Transportation (Dec 2017) [See the NASDPTS paper \(pdf\)](#)

Sharing Student Health and Medical Information (Report by Peggy Burns, Esq., Oct 2014)

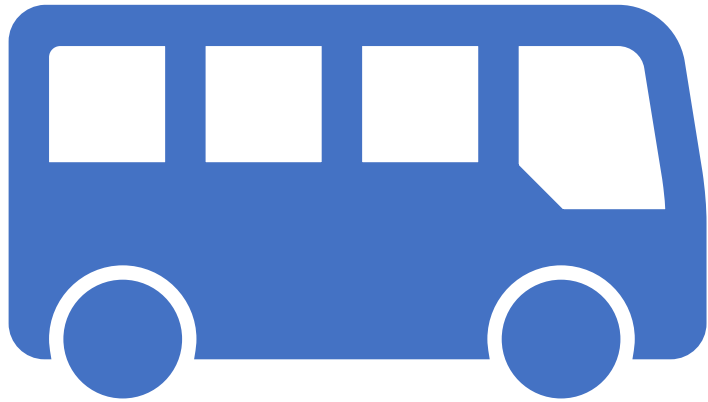
[See the NASDPTS paper \(pdf\)](#)



NTSB Reports

The National Transportation Safety Board is a governmental, non-regulatory agency that thoroughly investigates all significant U.S. crashes, including those involving school buses. A webpage that compiles and links to student-transportation-related NTSB reports can be found on the NASDPTS site. At www.nasdpts.org, look under Resources or go to <https://www.nasdpts.org/NTSB-Reports-Recommendations>.

www.saferidenews.com, School Bus Safety/ Best-Practice Guidance Portal



NHTSA's CPS on School Buses National Training

- **Two Versions:**
 - CPST (5 hours)
 - Student Transporter (7.5 hours)
- **Two Formats:**
 - **In-person**—classroom + hands-on
 - **Hybrid**—e-learning + hands-on
 - CPST=1.5 hours minimum of hands-on
 - Pupil transportation = 2.5 hours min. hands-on

Training:

www.cpsboard.org/training

The screenshot shows the website for the National Child Passenger Safety Board. At the top, there is a navigation bar with the following links: [Trainings](#) (highlighted with a red box), [Recertification](#), [CPS Awards](#), [CPS Board](#), [Resources](#), and [NDCF](#). Below this are [Register](#) and [Login](#) buttons. The main header features the text "Child Passenger Safety on School Buses National Training".

The main content area includes a breadcrumb trail: [CPS Board](#) > [Boost Your Child Passenger Safety Knowledge and Skills](#) > [Child Passenger Safety on School Buses National Training](#). A blue sidebar on the right titled "Browse this Section" contains the following links: [Car Seat Basics](#), [Certification Renewal Testing Course](#), [Child Passenger Safety on School Buses National Training](#), [Hybrid Curriculum](#), [Instructor Development Course](#), and [Children in Hot Cars](#).

The main text describes the training: "This training provides an overview of the use of child safety restraint systems on school buses, with a focus on preschool-aged children and children with disabilities. Instructional videos are incorporated throughout the training. Participants are provided time for hands-on practice." A small image shows a person working on a car seat. Below this, it states: "This training is open to the public. Two versions of the training are available. Each version has an in-person and hybrid format. The hybrid format combines online learning with a shorter in-person session."

- CPST: 5-hour version of the training designed for currently certified Child Passenger Safety Technicians
- Pupil Transportation: 7.5-hour version of the training with introductory material on child safety restraint systems and crash dynamics for non-Child Passenger Safety Technicians

Child Passenger Safety Technicians will earn 3.5 continuing education units (CEUs) for completing either version.

At the bottom, there are two buttons: [Register a Training](#) (highlighted with a red box) and [Training Calendar](#) (highlighted with a red box). On the right, there is a "Technician Guide" section with a graphic for the "National Child Passenger Safety Technician Certification Training" guide, dated 2020.

Training:

www.cpsboard.org/training

The screenshot displays the website for the National Child Passenger Safety Board. The top navigation bar includes links for Trainings, Certification, CPS Awards, CPS Board, Resources, and NDCP. The main heading is "Child Passenger Safety on School Buses National Training".

CPST Board > Boost Your Child Passenger Safety Knowledge and Skills > Child Passenger Safety on School Buses National Training

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Register a Training **Training Calendar**

Training Resources

- + Module: Introduction
- + Module: Identify School Buses
- + Module: Federal Motor Vehicle Safety Standards
- + Module: Occupant Protection for Children
- + Module: Overview of CSRS Use
- + Module: CSRS with Cam Wraps
- + Module: CSRS and Students with Disabilities
- + Module: CSRS and Emergency Evacuation
- + Module: Putting it all Together
- + Module: Serving as a Community Resource
- + School Bus Safety Resources
- + School Bus CSRS Manufacturers
- + School Bus Seating Manufacturers
- + School Bus Vehicle Manufacturers

Browse this Section

- Car Seat Basics
- Certification Renewal Testing Course
- Child Passenger Safety on School Buses National Training
- Hybrid Curriculum
- Instructor Development Course
- Children in Hot Cars

Technician Guide

Download a copy of the 2020 National Child Passenger Safety Technician Certification Training **Technician Guide**.

Curriculum Materials

Teaching aids and instructional videos for the National CPST Certification Training course are organized here by module and follow the natural progression of classroom instruction.

Enrichment Training Calendar

Looking for child passenger safety training on school buses? Upcoming events across the nation are listed here: **Training Calendar**.

Curriculum Feedback Form

Curriculum Feedback Form

Training:

CPS Learning Portal at
www.carseateducation.org

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an nsc program
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CPST CEU Courses – Manufacturer Update
CPST Community Education
General Education
School Bus Learning Library

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Evidence-based Education

Evidence-based, interactive trainings boost your child passenger safety knowledge and skills. Trainings are available for all levels of learners.

- Free introductory training provides basic child passenger safety information to help keep children safe in and around vehicles.

REAR-FACING CAR SEAT FORWARD-FACING CAR SEAT BOOSTER SEAT SEAT BELT



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1. INTRODUCTION: Child Passenger Safety on School Buses National Training for Pupil Transportation

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7. CSRS TYPES: CONVENTIONAL AND INTEGRATED: Child Passenger Safety on School Buses National Training for Pupil Transportation

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8. CSRS TYPES: CSRS WITH CAM WRAPS: Child Passenger Safety on School Buses National Training for Pupil Transportation (1 CPST CEU)

Free

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9. CSRS AND STUDENTS WITH DISABILITIES: Child Passenger Safety on School Buses National Training for Pupil Transportation

Free

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10. CSRS AND EMERGENCY EVACUATION: Child Passenger Safety on School Buses National Training for Pupil Transportation

Free

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11. LET'S PRACTICE: Child Passenger Safety on School Buses National Training for Pupil Transportation

Free

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12. NEXT STEPS: Child Passenger Safety on School Buses National Training for Pupil Transportation

Free

Add to cart

Welcome to the School Bus Learning Library!

Courses in the School Bus Learning Library are the modules from the 2023 Child Passenger Safety on School Buses National Training: Pupil Transportation Version.

You are encouraged to complete individual modules to:

- Build your knowledge base on topics specific to transporting children on school buses
- Update your knowledge base if you have previously completed the school bus training
- Decide if you would like to complete the entire school bus training

In order to earn of a certificate of completion for the 2023 Child Passenger Safety on School Buses National Training, you must participate in a registered course offering, in-person or hybrid delivery, completing hands-on activities.

- Visit cpsboard.org/school-bus to learn more.
- Visit cpsboard.org/training-calendar to find a training near you.



NOTES FOR CHILD PASSENGER SAFETY TECHNICIANS:

- CPSTs earn 1.0 CEU for completion of Module 8. CSRS with Cam Wraps. The other online learning modules are not long enough to qualify for CEUs on their own.
- In order to earn the school bus endorsement, CPSTs must complete a registered course offering, in-person or hybrid delivery.

training@cpsboard.org 844-573-6531

Dashboard | Cart



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Welcome to the Child Passenger Safety Learning Portal

View All Courses →

- ALL COURSES
- CPST CEU Courses – Technical Education
- CPST CEU Courses – Manufacturer Update
- CPST Community Education
- General Education
- School Bus Learning Library**



Evidence-based Education

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Training:

youtube.com/cpsboard

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NATIONAL CHILD PASSENGER SAFETY BOARD


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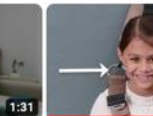


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23 videos about CSRS on school buses!

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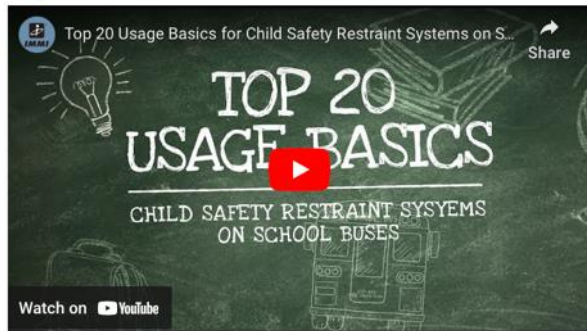
Run time: 15:35

Prepared by: [SafeGuard](#) and Safe Ride News Publications

Presenter: Denise Donaldson, Publisher and Editor, Safe Ride News Publications

Summary: This video goes over how to transport Pre-K children on school buses, including a description of the types of child safety restraint systems that are available, selection guidelines to meet the child's needs, and key features of bus seating that must be considered.

Top 20 Usage Basics—CSRSs on School Buses



Run time: 9:26

Prepared by: [SafeGuard](#) and Safe Ride News Publications

Presenter: Denise Donaldson, Publisher and Editor, Safe Ride News Publications

Summary: This video covers the top 20 steps for properly using child safety restraint systems on school buses.

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Educational Materials for the Child Passenger Safety Field



Equipment:

Annual Car Seat Product Listing from American Academy of Pediatrics Healthychildren.org Under Safety & Prevention/ On the Go

Car Seats: Product Listing for 2024

The large array of car seats on the market can be dizzying. As a parent, you may be uncertain which features to look for based on your child's age, size and other needs. This list can help you sort through all the choices.



Be sure to see **Car Seats: Information for Families** to learn more about selecting the most appropriate car seat for your child.

*Note: Manufacturer names are **boldfaced**. Weight is in pounds [lbs.] and height is in inches ["]. [Download](#) the full 2024 Car Seat Product List here.*

Rear-facing only seats

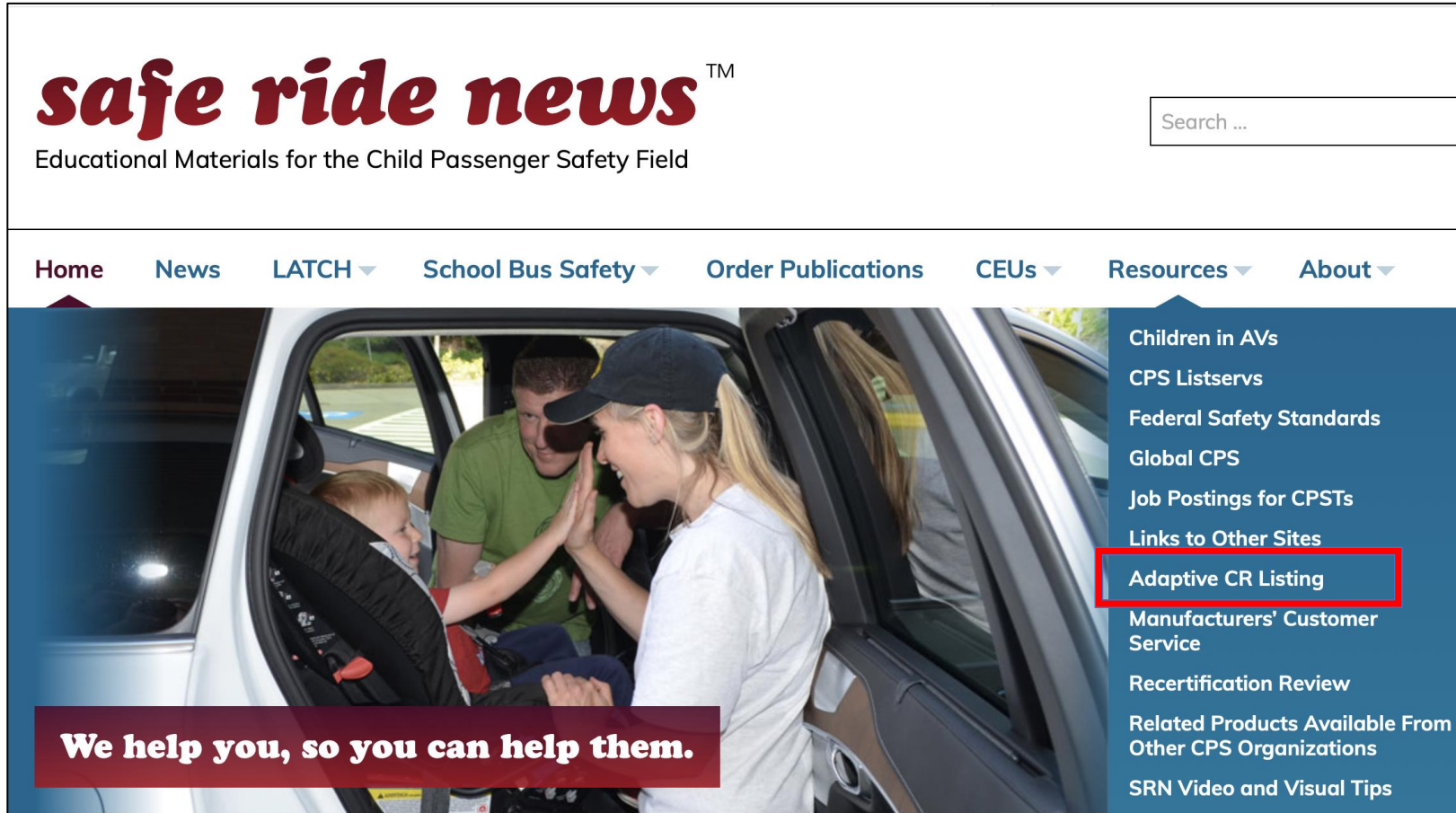
(Used rear-facing. All seats have a 5-point harness.)

Name	Rear-Facing Weight Limits*	Height Limits*	Load Leg or Anti-Rebound Bar**	Price
Baby Jogger City Go 2	4-35 lbs.	Up to 32"	Anti-Rebound Bar	\$349.99
Britax Willow (only sold as part of a travel system)	4-30 lbs.	Up to 32"	None	
Britax Willow S	4-30 lbs.	Up to 32"	ReboundReduce Stability Bar	\$249.99
Britax Willow SC	4-30 lbs.	Up to 32"	ReboundReduce Stability Bar	\$299.99
Baby Trend Ally 35	4-35 lbs.	Up to 32"	None	\$69.99

<https://downloads.aap.org/HC/ALL-Combined-List.pdf>

Equipment:

Listing and details about ALL Adaptive CSRS



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Adaptive CRs for Children with Disabilities

Although it's generally preferable for children to ride in a conventional car seat whenever possible, the following adaptive child restraints are available to meet the transportation needs of children with certain conditions. All products listed meet FMVSS 213; click "Product Summary" to learn further details, including availability in Canada. The listing is organized by type, so some models that serve multiple functions are listed twice.

This product information has been provided to Safe Ride News Publications by the manufacturers and, as needed, will be updated as directed by them. In addition, you can click on "Manufacturer's Website" to leave this website and visit the manufacturer's page.

Car Beds

Car beds are crash-tested devices for children who may only ride when lying flat due to prematurity or other medical condition. Children should transition to a rear-facing car seat as soon as a doctor says they can safely ride in a semi-reclined position.

Angel Ride

Merritt Manufacturing
Weight: birth-9 lbs. (4.1kg)
Height: up to 21.5 in. (54.6 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Hope Car Bed

Merritt Manufacturing
Weight: 4.5-35 lbs. (2.0-15.9 kg)
Height: 13-29 in. (33.0-73.7 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Dream Ride LATCH

Safety 1st (Dorel)
Weight: 5-20 lbs. (2.3-9 kg)
Height: up to 26 in. (66 cm)
[Product Summary](#) (including use limits in Canada, which differ)
[Manufacturer's Website](#)

Child Restraints with a High Harness Weight Limit (child weight > 65 lbs./29.48 kgs)

These products provide the upper-body support of a five-point harness for children who need this form of restraint beyond the weight limits of a conventional car seat. Most products offer additional supportive and positioning accessories, as well.

IPS 2000

Inspired by Drive
Weight: 20-102 lbs. (9.07-46.27 kg)
Height: up to 60 in. (152.4 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Special Tomato MPS, Small

Bergeron
Weight: 20-80 lbs. (9-36 kg)
Height: 28-52 in. (71-132 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Spirit

Inspired by Drive
Weight: 25-130 lbs. (11.34-58.97 kg)
Height: up to 66 in. (167.6 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Wallaroo

Etac
Weight: 22-106 lbs. (9.9-48 kg)
Height: up to 56 in. (142.24 cm)
[Product Summary](#) (including use limits in Canada, which differ.)
[Manufacturer's Website](#)

Roosevelt

Merritt Manufacturing
Weight: 35-115 lbs. (15.9-52.2 kg)
Height: 33.5-62 in. (85.1-157.5cm)
[Product Summary](#)
[Manufacturer's Website](#)

Special Tomato MPS, Large

Bergeron
Weight: 20-130 lbs. (9-59 kg)
Height: at least 45 in. (114 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Spirit Plus

Inspired by Drive
Weight: 25-130 lbs. (11.34-58.97 kg)
Height: up to 66 in. (167.6 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Child Restraints for Casted Children

The following products accommodate certain types of casts that are incompatible with a child's everyday car seat (for instance, a hip spica cast or full-body cast). IMPORTANT: Use the child's casted weight when considering weight limits.

Hope Car Bed

Merritt Manufacturing
Weight: 4.5-35 lbs. (2.0-15.9 kg)
Height: 13-29 in. (33.0-73.7 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Quokka (accessory available for spica casts)

Etac
Weight: 5-39.6 lbs. (2.27-17.96 kg)
Height: up to 41 in. (106.68 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Vest (variety of styles)

EZ-On
Weight: 31-168 lbs. (14.1-76.2 kg)
Height: any height
[Product Summary](#)
[Manufacturer's Website](#)

Wallenburg

Merritt Manufacturing
Weight: 5-80 lbs. (2.3-36.3 kg)
Height: up to 60 in. (152.4 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Modified Laydown Vest (2 sizes)

EZ-On
Weight: 22-106 lbs. (10-48 kg)
Height: any height
[Product Summary](#)
[Manufacturer's Website](#)

Spirit Spica

Inspired by Drive
Weight: 25-130 lbs. (11.34-58.97 kg)
Height: up to 66 in. (167.6 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Wallaroo (if used with accessory)

Etac
Weight: 22-106 lbs. (9.9-48 kg)
Height: up to 56 in. (142.24 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Boosters and Belt Positioners with Supplemental Upper-Body Support

These products add a positional/support harness for children who are large and mature enough to ride in a booster seat (in which the seat belt provides the restraint). Most products offer additional supportive and positioning accessories, as well.

Carrot 3 Child Restraint

Etac
Weight: 30-108 lbs. (13.6-48.98 kg)
Height: 37-60 in. (93.98-153.40 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Churchill w/ Positioning Vest

Merritt Manufacturing
Weight: 44-175 lbs. (20-79.4 kg)
Height: 44-72 in. (111.8-182.9 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Defender Reha (in booster mode)

Thomashilfen
Weight: 30-110 lbs. (13.6-50.0 kg)
Height: 34-57 in. (86.4-144.8 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Soft Touch Booster Car Seat, Small

Bergeron
Weight: 51-90 lbs. (23-41 kg)
Height: 40-56 in. (102-142 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Carrot 3 Booster Seat

Etac
Weight: 79-165 lbs. (35.83-74.84 kg)
Height: 55-69 in. (139.7-175.26 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Churchill w/ Positioning Harness

Merritt Manufacturing
Weight: 44-175 lbs. (20-79.4 kg)
Height: 44-72 in. (111.8-182.9 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Recaro Monza Nova 2 Reha

Thomashilfen
Weight: 33-110 lbs. (15-50 kg)
Height: 37-59 in. (94-150 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Soft Touch Booster Car Seat, Large

Bergeron
Weight: 81-130 lbs. (37-59 kg)
Height: 50-65 in. (127-165 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Vests

Vests are systems in which the child is seated on the vehicle seat (not a plastic shell) and is restrained by webbing wrapped around the body and attached directly to vehicle anchorage points.

103Z Vest

EZ-On
Weight: 31-168 lbs. (14.1-76.2 kg)
Height: any height
[Product Summary](#)
[Manufacturer's Website](#)

303Z Vest

EZ-On
Weight: 31-168 lbs. (14.1-76.2 kg)
Height: any height
[Product Summary](#)
[Manufacturer's Website](#)

Moore Support Vest

BESI
Weight: at least 65 lbs. (29.4 kg)
Height: any height
[Product Summary](#)
[Manufacturer's Website](#)

Ride Safer Travel Vest—Gen 5, Large

Safe Traffic System
Weight: 50-80 lbs. (22.7-36.3 kg)
Height: 45-57 in. (114-144.8 cm)
[Product Summary](#)
[Manufacturer's Website](#)

203 PB Vest

EZ-On
Weight: 31-168 lbs. (14.1-76.2 kg)
Height: any height
[Product Summary](#)
[Manufacturer's Website](#)

403 PB Vest

EZ-On
Weight: 31-168 lbs. (14.1-76.2 kg)
Height: any height
[Product Summary](#)
[Manufacturer's Website](#)

Ride Safer Travel Vest—Gen 5, Small

Safe Traffic System
Weight: 30-60 lbs. (15-25 kg)
Height: 34-50 in. (86.4-127 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Ride Safer Travel Vest—Gen 5, X-Large

Safe Traffic System
Weight: 80-110 lbs. (36-50 kg)
Height: 47-62 in. (119.4-157.5 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Other Child Restraints for Special Needs

These products meet specialized transportation needs for children with certain conditions, but cannot be categorized with the others listed (or, in the case of Quokka, it should not be listed only as a CR for casted children).

Chamberlain

Merritt Manufacturing
Weight: 80-225 lbs. (36.3-102.1 kg)
Height: any height
[Product Summary](#)
[Manufacturer's Website](#)

Defender Reha (in harness mode)

Thomashilfen
Weight: 22-65 lbs. (10-29.5 kg)
Height: 27-57 in. (68.6-144.8 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Jefferson

Merritt Manufacturing
Weight: 7.5-40 lbs. (3.4-18.1 kg)
Height: 19-37 in. (48.3-94.0 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Quokka

Etac
Weight: 5-39.6 lbs. (2.7-17.96 kg)
Height: up to 41 in. (106.68 cm)
[Product Summary](#)
[Manufacturer's Website](#)

Adaptive CRs,
listed by type/condition



Thank you!
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