



# Frequently Asked Questions

## Module 6

### Lower Anchors and Tethers

#### May I add supplemental resources on LATCH during Module 6?

There are commercially available supplemental resources that summarize LATCH information for specific car seats and vehicles. The National Child Passenger Safety Technician (CPST) Certification Training curriculum focuses on free resources available to all CPS Technicians and does not include instruction on the commercially available supplemental resources.

Additionally, the National CPST Certification Training curriculum is a nationally standardized curriculum delivered in a cumulative manner with each successive module building on preceding ones. The content must be delivered in its entirety, in modular order, and may not be altered in any way, including addition or deletion of content (*Instructor Prep Guide* page 4).

Please plan to provide information about commercially available supplemental resources on LATCH at a later point in time after the completion of the National CPST Certification Training course. This is a great way to engage new CPSTs after the course. Consider scheduling a CEU workshop in advance so students can add the information to the "Continue Education" area of the Action Plan on page 13-5 of the *Technician Guide*.

#### Understanding FMVSS 225 Design Standards and Performance Standards

FMVSS 225 regulates the design and the performance of the LATCH system (*Instructor Guide* page 6-6 and *Technician Guide* page 6-2).

The design standards prescribe how the LATCH system components should look and be constructed, and where in the vehicle they should be located. For example, lower anchors must be spaced 280 mm apart; the width of each lower anchor bar must be 24 to 40 mm, and the diameter of the lower anchor bar must be 6 mm. This is why lower anchors look basically the same in all vehicles.

The performance standards set minimum requirements for the strength of the LATCH system when subjected to a set simulated crash forces.

For more information on FMVSS 225, visit [nhtsa.gov/laws-regulations](https://www.nhtsa.gov/laws-regulations) and search Regulations by the topic of Child Passenger Safety.

#### May I combine the activity Locate LATCH in Vehicles with another activity to save time?

Yes, the activity Locate LATCH in Vehicles in Module 6 (*Instructor Guide* page 6-50, *Technician Guide* page 6-21 and PowerPoint slide 6-27) may be combined with the activity Locate Air Bag Markings in Module 5 (*Instructor Guide* page 5-30, *Technician Guide* page 5-11 and PowerPoint slide 5-21) to save on transition time between the classroom and vehicles as long as Quiz 1 is administered after Module 6.

## Why do lower anchor use weight limits differ for rear-facing and forward-facing use of some convertible and all-in-one car seats?

As shown on the label on *Technician Guide* page 6-10, the lower anchor use weight limit may differ for rear-facing and forward-facing use on the same convertible or all-in-one car seat. For lower anchor use, NHTSA requires the combined car seat and child weight to be under 65 pounds. Car seat manufacturers are permitted to round up the maximum weight limit value to the next multiple of 5 lbs. to avoid displaying an “ugly number”. For rear-facing calculation, the maximum child weight limit is based on a calculation of 60 lbs. minus the weight of the car seat so the rounded value does not exceed 65 lbs. For forward-facing calculation, the maximum weight limit is based on a calculation of 65 lbs. minus the weight of the car seat so the rounded value may exceed 65 lbs. For rear-facing car seats, the tether will not be used, so the lower anchors will experience more crash forces than when the full LATCH system is used with forward-facing car seats and therefore has a lower combined weight limit calculation. This rounding practice may cause the maximum weight limit value for lower anchor use to differ by mode of use for some convertible and all-in-one car seats.