



INFORMATION ON UNLOCKING THE RETRACTOR

INSTALLERS OF SEAT BELTS ARE SPECIALLY REQUESTED TO LEAVE THESE INSTRUCTIONS IN THE VEHICLE SO THAT THEY MAY BE READ BY THE OWNER.

Thank you for purchasing a APV Safety Product. All our seat belt products carry the certification mark of Benchmark Australia which is your assurance of the quality and if installed in accordance with the enclosed instructions, will provide the required degree of protection to the wearer in most accidents. We are the major original equipment supplier of seat belts in Australia and strive to present to the Australian consumer the best products in quality and performance.

WARNING!

Seat belts are designed to bear upon the bony structure of the body, and should be worn low across the front of the pelvis, or the chest and shoulders, as applicable: wearing of the lap section of the belt across the abdominal area must be avoided.

Seat belts should be adjusted as firmly as possible, consistent with comfort, to provide the protection for which they have been designed. A slack belt will greatly reduce the protection afforded to the wearer.

Care should be taken to avoid contamination of the webbing with polishes, oils and chemicals, and particularly battery acid. Cleaning may safely be carried out using mild soap and water. The belt should be replaced if webbing becomes frayed, contaminated or damaged.

It is essential that the entire assembly be replaced if it has been worn during a severe impact, even if damage to the assembly is not obvious.

Any fraying of webbing will reduce the strength and retraction performance of the seat belt, and the seat belt assembly should be replaced.

Belts should not be worn with straps twisted.

The buckles of lap sash belts and lap belts must be located at or below the wearer's hips. Each seat belt assembly must be worn by only once occupant; it is dangerous to put a belt around a child being carried on an adults lap.

HOW TO FIT AND WEAR YOUR SEATBELT CORRECTLY

To "Buckle Up" slid the tongue into the slot at the open end of the buckle. It is correctly engaged when you hear a positive "click".

LAP SASH COMBINATION BELTS:

To adjust the belt, feed the slack webbing through the tongue from the lap part of the belt. Finally tighten by pulling the loose end of the webbing through the adjuster located on the outboard sash section of the belt just above the shoulder.

LAP SASH COMBINATION BELTS FOR FRONT SEATS:

1. Adjust the seat to the most convenient driving position.
2. To adjust the belt, feed the slack webbing through the tongue from the lap part of the belt. Finally tighten by pulling the loose end of the webbing through the adjuster located on the outboard sash section of the belt just above the shoulder.
3. To lengthen the belt, tilt the adjuster away from the webbing (about 30°) while pulling on the sash section of the belt.

LAP SASH COMBINATION BELTS FOR REAR SEATS

Adjust as in Points 2 to 3 in previous section.

LAP BELTS:

NOTE: The length adjuster on a lap belt is incorporated on the tongue.

TO ADJUST THE BELTS:

Pull on short end of webbing on the tongue side of the belt. This will cause the webbing to tighten.

THE INERTIA REEL SEAT BELT:

The Emergency Locking Retractor type seat belt will automatically retract the webbing to the body after the tongue and buckle are engaged. This type of seat belt allows freedom of movement to the wearer to reach controls, but automatically locks when the mechanism is activated by impact or rapid speed changes or changes in vehicle direction.

A firm application of the brakes when the vehicle is in motion or a sharp tug on the webbing will lock the belt and testing can be carried out by this procedure.

The only adjustment necessary for Inertia Reel belt is to ensure that the buckle is located at the point of the hip prior to engaging the tongue into the buckle.

To engage the tongue, to the buckle, grasp the tongue which will be locate just above the shoulder, pull gently to extend the webbing from the reel, engage tongue into the buckle.

The inertia reel will automatically retract the webbing to the body.

No modifications or additions should be made by the user which will either prevent the seat belt adjustment devices from operating to remove slack, or prevent the seat belt assembly being adjusted to remove slack.

GENERAL INFORMATION:

"Buckle Up" and check that the buckle is correctly located at the hip point. The lower webbing strap (Lap) and upper webbing strap (Sash) should pass across your pelvic area and upper torso respectively. Operate the adjuster to achieve this and make sure the straps are not slack at any point.

You should be able to slide your hand between your chest and the sash strap. Be comfortable, but "too tight" is better than "too loose". To release the belt, push the button in the centre of the buckle while applying a slight forward body pressure.

SEAT BELT STOWAGE: LAP SASH COMBINATION BELTS

The seat belt when not in use should be stowed away by hanging the tongue on the stowage hook provided.

Your sea belt has been designed and manufactured to very strict standards. In your own interests you should WEAR IT AT ALL TIMES when driving your car, even for short trips to the corner shop. Fatal accidents can occur within short distances of home and at low speeds. There is not doubt that seat belts, correctly worn can reduce the incidence of fatalities and serious injury. Your seat belt will give you valuable protection, but IT IS YOUR RESPONSIBILITY IN THE INTERESTS OF YOUR OWN SAFETY TO DRIVE CAREFULLY AT ALL TIMES.

IMPORTANT NOTE:

REPLACE YOUR SEAT BELT IF:

- (a) The vehicle should be involved in a serious accident.
- (b) The webbing or fittings become damaged.



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RETRACTOR ANGLES

- APV retractors are designed to operate on specific angles or positions. If not positioned correctly the retractor will lock. The below information refers to the APV ELR - Emergency Locking Retractor also known as Inertia retractors.
- To determine the retractors operating angle refer to the explanation of the label that appears on the side of the retractor as shown in Figure 1.
- The first angle 'A' is measured from the spring cassette side, starting from the horizontal plane (0°) up as shown in Figure 2 & Examples 1, 2 & 3.
- The second Angle 'B' is measured on the mounting side of the retractor starting from the horizontal plane (0°) up as shown in Figure 2 & Examples 1, 2 & 3. These are the angles or positions that the retractor needs to be mounted on in the vehicle.
- Positioning the retractor with in +/- 2° of its operating angle ensures optimum performance.
- APV ELR retractors are dual sensitive which means they are webbing sensitive to rapid webbing withdrawal and angle changes. Sudden vehicle movement in any direction will also cause the retractor to lock.

EXPLANATION OF LABEL ON SIDE OF RETRACTOR

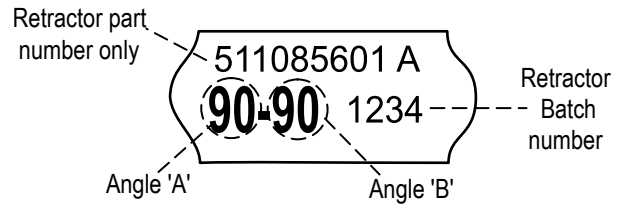


FIGURE 1

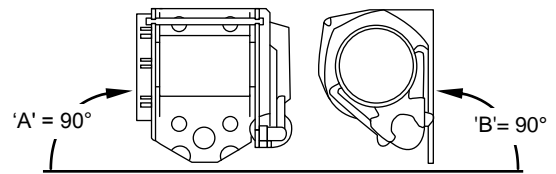
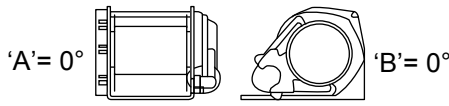
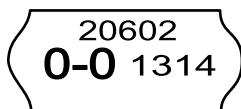
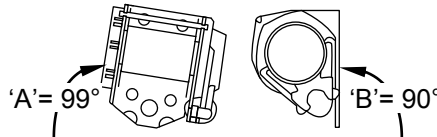
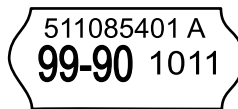


FIGURE 2

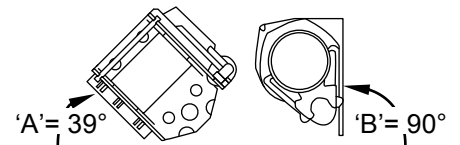
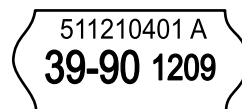
EXAMPLE 1



EXAMPLE 2



EXAMPLE 3



UNLOCKING THE RETRACTOR

1. To unlock the retractor, position the retractor and maintain its correct working angle throughout this procedure. For the best results either place the retractor in a bench vice or on the side of a table, bench or cabinet. This will ensure stability through out the following process.
2. Once positioned correctly the Ball sensor (Fig.3 item 2 & Fig.4) should be at its lowest position inside the Base Sensor (Fig.3 item 1 & Fig.4) allowing the Lever Lock (Fig.3 item 3) to fall, disengaging the Locking wheel (Fig.3 item 4).
3. If the Lever lock (Fig.3 item 3) is still engaged while the retractor is positioned correctly, roll the webbing in a little further. This should unlock the internal mechanism and allow the Lever lock (Fig.3 item 3) to fall.
4. Slowly release the webbing. Repeat these steps if necessary, especially if the webbing is fully wound up on the spool.
5. Place the Yellow Plastic Limit Cam (Fig.3 item 5) back into position to allow for easier installation.

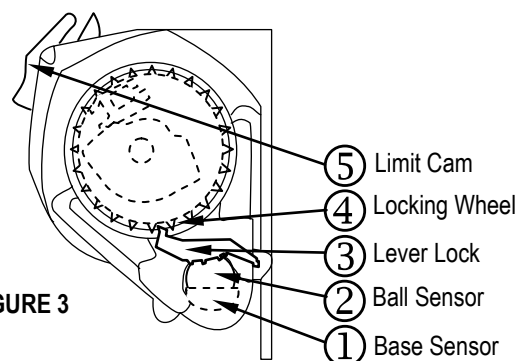


FIGURE 3

LOWEST POSITION

Ball Sensor aligned
(UNLOCKED POSITION)

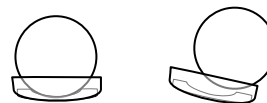


FIGURE 4

Ball Sensor misaligned
(LOCKED POSITION)

