Extract taken from: In-service certification (WoF and CoF) > Unclassified vehicles > Vehicle interior > Seatbelts and seatbelt anchorages

7-5 Seatbelts and seatbelt anchorages

Reasons for rejection

Condition

Seatbelts (on vehicles capable of exceeding a speed of 50km/h)

1. The seatbelt assembly is not securely attached to a seatbelt anchorage.

2. A seatbelt component (eg protective plastic cover on buckle, tongue or retractor system) is damaged so that foreign objects may enter the interior components, or cause damage to the interior components, mechanisms or webbing.

3. The seatbelt webbing (including webbing attached to the buckle) has:

    a) damage such as a cut, including a cut on the surface, a rip or tear, fraying, stretching (eg the webbing is deformed) or damaged or loose stitching, or

    b) damage such as excessive fading (with chalking or stiffness) or contamination from grease, solvents or other damaging products, or

    c) signs of ‘home’ repairs, eg stapling, hand stitching, or rivets.

4. A buckle and tongue:

    a) are mismatched, or

    b) do not lock, or

    c) do not remain locked, or

    d) do not release easily, or

    e) are insecure when coupled.

5. A component is missing, cracked, distorted or damaged in such a way that:

    a) its strength or integrity is reduced, or

    b) it may damage another component or the webbing.

6. A seatbelt stalk:

    a) (wire-cable type) shows broken wires, or

    b) (plastic-covered webbing type) webbing has deteriorated, frayed, cut or faded, or

    c) (solid metal type) is corroded, cracked or buckled.

Seatbelt anchorages

7. A seatbelt anchorage:

a) is not securely fixed to the vehicle structure, or

b) is not securely fixed to the seat if the seatbelt is an integral part of the seat, or

c) is corroded, damaged or shows signs of tampering, or

d) has evidence of corrosion damage or structural damage within 300mm of the seatbelt anchorage.

Performance (on vehicles capable of exceeding a speed of 50km/h)

8. The seatbelt webbing of a retractor-type seatbelt does not easily pull out from the retractor.

9. The seatbelt webbing of a retractor-type seatbelt has difficulty retracting, eg is slow or intermittent, or does not fully retract.

10. A static seatbelt cannot be adjusted to fit a variety of persons.

11. The seatbelt is not of sufficient length to fit a variety of persons.

12. A seatbelt is located so that it cannot be readily fastened or released by the wearer.

13. The web and/or vehicle sensitivity of a dual-sensitive retractor type seatbelt fitted in a front outer seating position does not function correctly.

14. The vehicle sensitivity of a single-sensitive retractor-type seatbelt fitted in a front outer seating position does not function correctly.

Note 1

Seatbelt means an assembly of straps made of webbing or metal with a securing buckle, adjusting devices and attachments, including any device for absorbing energy or for retracting the webbing, that is:

a) able to be anchored to the interior of a vehicle, and

b) designed to diminish the risk of injury to its wearer in the event of a collision or abrupt deceleration of the vehicle by

limiting the mobility of the wearer's body.

- Safety belts designed to protect a person in case of rollover are not seatbelts for the purpose of WoF inspections, but any defects should be brought to the operator's attention.

Note 2

Retractor means a device to accommodate parts of, or all of the webbing of a seatbelt.

Single sensitive means a seatbelt retractor that, during normal driving conditions, allows freedom of movement by the wearer of the seatbelt by means of length-adjusting components that automatically adjust the seatbelt to the wearer, and that comprises a locking mechanism activated in an emergency by deceleration of the vehicle (ie the seatbelt is vehicle sensitive).

Dual sensitive means a seatbelt retractor that, during normal driving conditions, allows freedom of movement by the wearer of the seatbelt by means of length-adjusting components that automatically adjust the strap to the wearer, and that is activated by two or more of the following:

a) deceleration of the vehicle, or

b) acceleration of the strap from the retractor, or

c) other means of activation.

Seating position means a seat or part of a seat that is of a suitable size and shape for one person.

Outer seating position means a seating position next to a sidewall of a vehicle where there is no more than 500mm between the longitudinal centre of the seat and the sidewall.

Middle seating position means a seating position in a vehicle that is not an outer seating position.

Rear seating position means a seating position in a vehicle behind the driver.

Monocoque in relation to a motor vehicle, means that the chassis of the vehicle is integral to the body.

Retrofit, in relation to a seatbelt or seatbelt anchorage in a motor vehicle, means to fit a seatbelt or seatbelt anchorage in a location where a seatbelt or seatbelt anchorage has not been fitted before.

Seatbelt anchorage means the parts of a vehicle structure, seat structure or any other part of the vehicle to which a seatbelt assembly is attached.

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Specialist seatbelt means a seatbelt designed for specialist purposes, and includes a full harness seatbelt used for motorsport activities.

Permanent structure means a non-removable structure capable of sustaining loads associated with seatbelts and seatbelt anchorages.

Note 3

Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases the area affected by the corrosion damage will fall out and leave a hole.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Seatbelts and Seatbelt Anchorages 2002**.

Permitted equipment

1. A vehicle may be fitted with seatbelts of any type.

Condition

Seatbelts (Note 1)

2. A seatbelt must be of a design that is suitable for the vehicle and must be strong, secure and in sound condition.

3. Seatbelt webbing must not be cut, stretched, frayed or faded, or have otherwise deteriorated so as to reduce the performance of the seatbelt.

4. Seatbelt webbing must be securely attached to the tongue or the adjusting buckle and to any fittings that secure a seatbelt to the seatbelt anchorages.

5. The strands of the steel cables of a seatbelt stalk must not be damaged or have deteriorated, and the seatbelt stalk must not have any other weaknesses that could reduce its performance.

6. Seatbelt buckles, retractor mechanisms or any other fittings intended to ensure the safe use of the seatbelt, must not have deteriorated below safe tolerance.

Seatbelt anchorages

7. A seatbelt anchorage and its mounting location must:

a) be of a strength appropriate to both the motor vehicle and the attached seatbelt, and

b) be structurally sound and free of corrosion, and

c) not be damaged or distorted.

8. When a seatbelt or part of a seatbelt is integral to a seat, the seat and seat anchorages must be compatible in strength with the seatbelt or with that part of the seatbelt attached to the seat.

Performance

9. A seatbelt must be in good working order.

10. A seatbelt must be able to be adjusted by the wearer.

11. A seatbelt must be able to be readily fastened and released by the wearer.