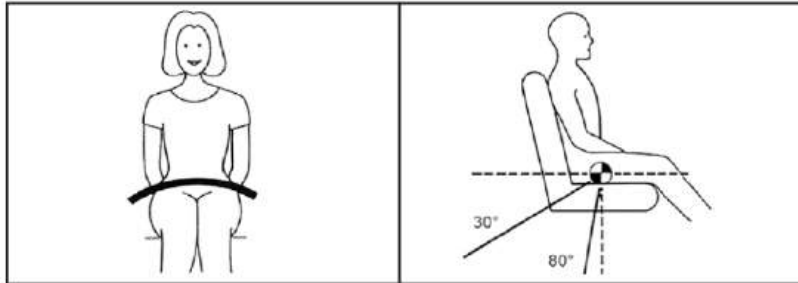


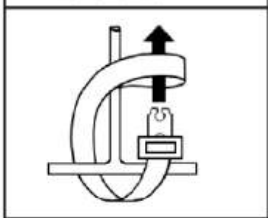
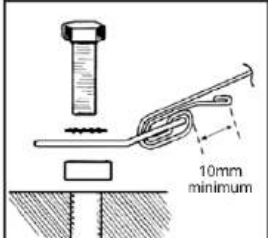
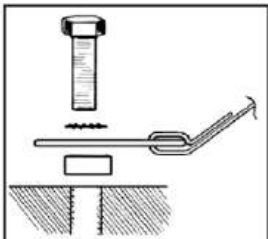
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BUCKLES WITH 3 WIRE MICRO SWITCH

	SWITCH TYPE: IP67		OPERATION	
	Rated voltage (V)	Resistive Load	- Tongue disengaged = Open Circuit	} Blue/Black Connected
	12VDC	2A	- Tongue engaged = Closed Circuit	
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TYPICAL FIXINGS



POSITIONING

The webbing should pass across bone structure (i.e. the hips) and the buckle on or just below the hip. Anchorage points should be 35cm apart and between 30° & 80° behind/below the hips.

INSTALLATION

Vehicle manufacturer's anchorages should be used for optimum protection. When these are not available a level of restraint can be provided by suitable fabrication. Consult a qualified engineer.

RAPID BELT (Loop fixing)

These are intended to be used on old coaches where anchorages are not available and drilling seat frames would weaken the structure. Ensure seats are suitably fixed to the vehicle floor/chassis.

REGULAR INSPECTION

SEAT BELTS **MUST** BE CHECKED REGULARLY

In harsh environments (i.e. rental markets) daily checks should be routine.

- CHECK:**
- * Buckle Fastens & Releases
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IF IN DOUBT REPLACE THE SEAT BELT

USERS' AND MAINTENANCE INSTRUCTIONS

BUCKLE

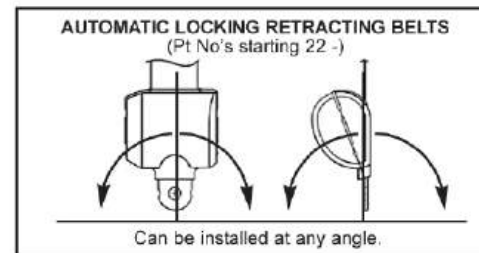
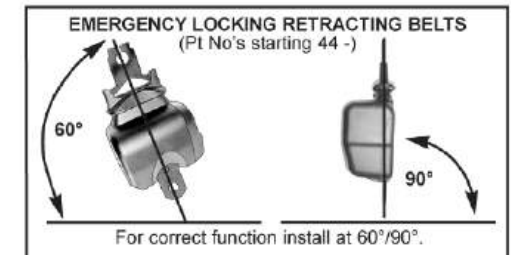
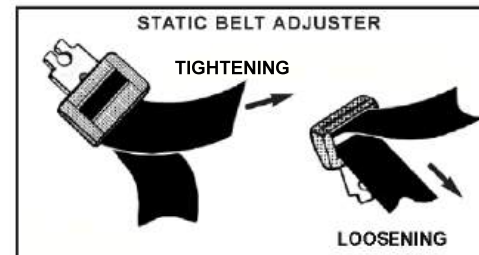
Fastening: Insert tongue into buckle, a positive 'Click' indicates engagement.

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ADJUSTERS

Tightening: Pull free end of webbing through adjuster to achieve required length.

Loosening: Tilt adjuster and slide it along webbing until suitable length is reached.



Belts with Automatic Locking Retractors

(Pt No's starting 22 -)

The webbing should be pulled from the retractor in one motion.

These units automatically lock after the tongue is engaged in the buckle and a little webbing is retracted.

Once the unit has been locked the webbing must be allowed to retract fully before it can once again be pulled out.

To check Belts with Automatic Locking Retractors: pull the webbing fully from the retractor, allow a couple of inches to retract - further extraction should not be possible.

Belts with Manually Unlocking Retractors

Hold down lever on retractor to allow webbing to release/retract as required.

To check Belts with Manually Unlocking Retractors: when the lever is released it should not be possible to pull out the webbing.

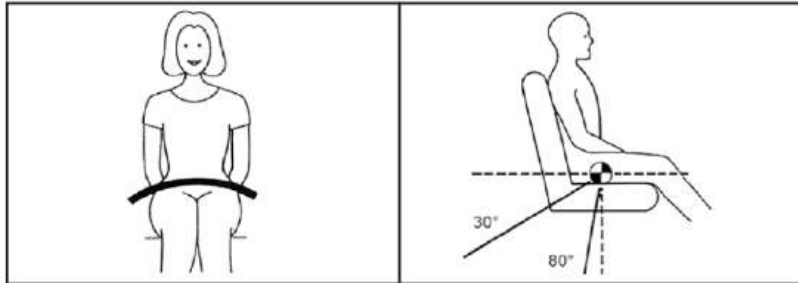
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These must be installed & fixed at their intended design angle. They allow freedom of movement & lock in an emergency. **To check Belts with Emergency Locking Retractors:** tug sharply on webbing and observe that the retractor locks.

IMPORTANT

- These instructions should be passed to the owner / driver.
- A belt is designed to be used by only one person and not around a child seated on a passengers lap.
- It is important to wear the belt on each journey.
- It is not intended for children under 4 years old unless used with an appropriate restraint.
- The belt should at all times be adjusted and used in accordance with the instructions and should be a snug fit.
- Webbing must not be allowed to chafe against sharp edges.
- Avoid twisting webbing.
- Do not make alterations or additions to the belt. If in doubt consult the manufacturer.
- Belts that have been cut, frayed, damaged or used in an accident should be replaced. After an impact the belt & anchorages should be checked.
- To clean use warm soapy water only. Do not use chemical cleaners, bleach or dye.
- Contamination with petrol, grease and acid will be detrimental.
- Static belts should be stowed when not in use, to avoid damage.

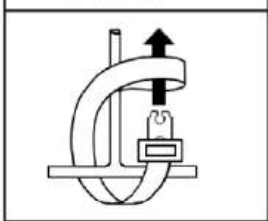
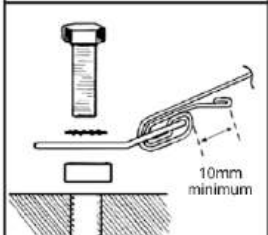
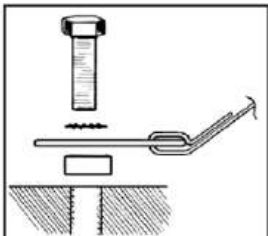
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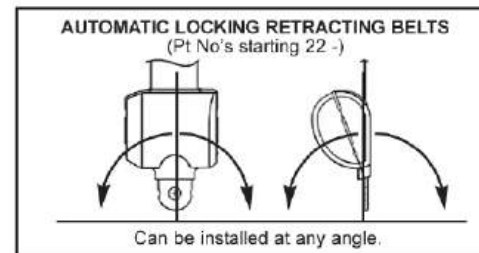
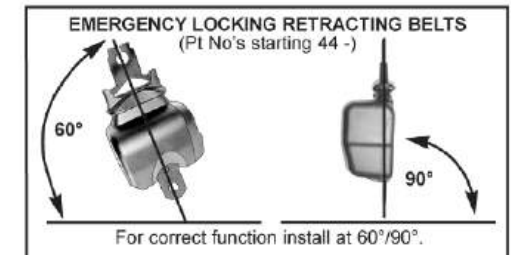
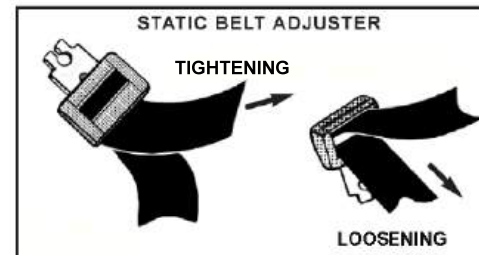
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