

Issued by the
Administrator of Vehicle Standards
in consultation with the
Australian Motor Vehicle Certification Board
comprising Commonwealth, State and Territory representatives



Australian Government
Department of Infrastructure and Regional Development

CIRCULAR 4A-3-1

INTERPRETATION

Attached is an interpretation issued by the board in respect of Australian Design Rule No.4A - Seat Belts (February 1974).It should be read in conjunction with Circular No.0-11-1.

This Circular supersedes page 4 of Circular No. 47 in the first series of Board Circulars.

AUSTRALIAN MOTOR VEHICLE CERTIFICATION BOARD INTERPRETATIONS

Australian Design Rule No. 4A - Seat Belts

as endorsed by the Australian Transport Advisory Council February 1974.

Interpretation No. 1 (Clause 4.2.7)

Question: Should the adjuster of a tilt-lock adjuster be in the locked or unlocked position when the 9kN load is applied, or should it be allowed to find its own position once the strap end fitting is located against it?

Answer: The 9kN test load is a requirement for the strap/adjuster combination. The tensile load should be applied to the strap each side of the adjuster after the adjustment has been fully extended.

The degree of 'locking' of a tilt-lock adjuster will depend on the position it adopts under these conditions.