

# VIB26 Seatbelt assessment

## Vehicle Inspectors Bulletin

### Introduction

The purpose of this bulletin is to provide guidance and assessment on the condition of seatbelts for vehicle roadworthiness.

### General

All seatbelts should be original equipment (as installed by the vehicle manufacturer), or compliant replacements.

### Tongue and buckle assembly

Check the engagement of tongue and buckle.

- The buckle and tongue assembly should securely latch together with only limited free play
- The tongue should eject actively when released
- There should be no visible cracks or other damage on the buckle
- The buckle cover must be in position and undamaged
- The tongue should have no metal deformation, webbing marks, or visible cracks on metal or plastic sections.

### Pyrotechnical buckle pre-tensioner

If the pyrotechnical buckle pre-tensioner has fired then the stalk cover will be deformed and the buckle will sit low on the stalk. Some assemblies will expose a red tab or red thread to indicate that the pre-tensioner has deployed.

Both buckle and belt assemblies **MUST** be replaced.



The deployed pre-tensioner is on the right

## Retractor

- Pull the belt out as far as it will go then release it. The belt should return all the way to the retractor without sticking, gripping or stalling.
- The retractor should lock if the webbing is pulled out suddenly.

## Webbing

- The webbing should be securely attached to its end fittings, displaying no stretching or pulled stitching.
- The webbing should be flat (untwisted) throughout its entire length.
- Look for plastic burn marks, frayed stitching and any signs of rippling.
- Look for severe fading as exposure to sunlight could possibly reduce the strength, this could be apparent as visible degradation of the webbing fabric.

## Anchorage

- Ensure all anchorages are free from corrosion, distortion, cracks, fractures or other damage likely to cause failure.
- All anchorages should be original equipment (as installed by the vehicle manufacturer), approved fittings or comply with the requirements of [Vehicle Standards Bulletin 5 \(VSB 5\) Construction and Installation of Additional Seats](#).
- Seatbelts should be securely fastened to the anchorages.

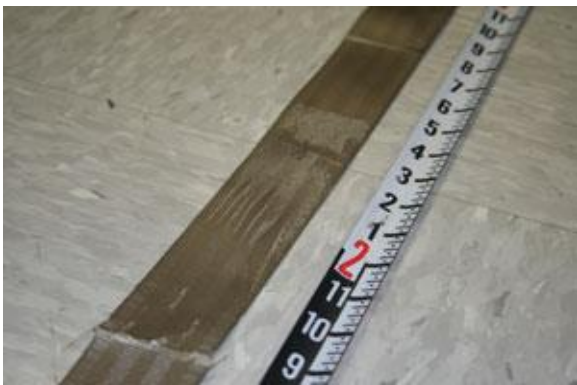
## Examples of unacceptable damage



Fraying (outer weave compromised)



Twisting



Friction marks (crash damage)



Edge damage (nick)



Hole (cut threads)



Stretch damage (crash damage)



Rippling (crash damage)

## Acknowledgement of sources

- Department for Infrastructure and Transport – South Australia
- Waka Kotahi NZ Transport Agency – New Zealand
- Klippan
- Clashlab

## More Information

- Light Vehicle inspection Manual - [Light Vehicle Inspection Manual](#)
- Heavy Vehicle Inspection Manual - [Heavy Vehicle Inspection Manual](#)

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