

SEAT BELTS

The following information is primarily from a submission by Stuart Ratcliff. Thank you Stuart.

Victoria was the first government to mandate the fitting and use of seat belts in motor vehicles.

As early as September, 1960, a Commonwealth committee recommended that auto traders should install and promote the use of seat belts.

The first Australian Standard E35 (re seat belts) came in 1960 and was approved in April, 1961. In 1966, due to anomalies and inconsistencies, the SAA (Standards Association of Australia) registered a unique certification mark to appear on all belts which met the E35 standard.

A shortcoming of E35 was that it did not stipulate technical specifications for installation. D11 (1967) became the standard that covered seat belt anchorage points. Nonetheless, E35 became the foundation standard that underpinned subsequent standards.

(for a detailed explanation, the following two links are most informative)...

https://www.infrastructure.gov.au/roads/safety/publications/1985/pdf/Belt_Analysis_4.pdf

<https://www.carsales.com.au/editorial/details/buckled-to-history-21137/>

MG first fitted anchorage points on the MGA Mk 2 as standard. This practice was continued with the introduction of the MGB.

Early pull-door handle cars had twin stud mounts on rear wheel arch to mount upper shoulder belt but were changed to single bolt mount to come into line with seat belt mounting regulations (this occurred sometime during 1966).

As from car YGHN3 4317 (July '67)(see original documents below) all seat belts were factory-fitted.



Early belt for Mk I with plastic clip for storing belt buckle (usually fitted on rear quarter trim behind soft top mount). (This is a US equivalent – ignore the sticker and note the different male clip as shown in the third photo).
photo: S Kinsey

The belts were manufactured by Britax, with grey webbing and chrome flip top buckles.



Britax buckle with early Australian Standards Association marking

photo: S Ratcliff



Single bolt mounting as fitted to later Mk I cars and all subsequent cars

photo: S Ratcliff

Many cars still have the plastic retainer on the rear quarter trim.



Photo showing buckle being held by the storage clip

photo: S Ratcliff

Original BMC documents:

from Service Liaison Summary 124

VARIOUS MODELS

SEAT BELTS

From approximately 2nd June, seat belts are being fitted to the following models on the production line:- Mini, Range , 1100, MGB, Austin 1800 and J2 Van.

Full details on this will be confirmed in a Technical Bulletin to be issued.

[BMC Technical Bulletin C53/66 \(2.12.66\)](#)

[BMC Technical Bulletin C36/67 \(28.6.67\)](#)

IT IS MOST IMPORTANT (for legal, insurance and safety reasons) THAT THE INSTALLATION OF SEAT BELTS COMPLY WITH THE APPROPRIATE LEGISLATION. THE FOLLOWING COMMENTS ARE PRESENTED PURELY TO HIGHLIGHT THE CONFUSION THAT APPEARS TO EXIST. WHEN I CAN MAKE A STATEMENT THAT I FEEL CONFIDENTLY AND UNAMBIGUOUSLY CLARIFIES THE SITUATION, I WILL SAY SO.

(Front seat belts were mandatory in all cars sold in Australia after **January 1, 1969**).

The following comments were taken from an 'MG Experience.com' forum in 2014...

Comment 1.

2 February, 2014

Re Securon Seat Belts:-

Below is an extract from the reply to an email I sent to Securon re 514/30 seat belts

Dear Sir,

Thank you for your enquiry.

It is our understanding that ADR4 & AS2596 accept that Seat Belts ECER16 approved, meet the technical requirements for seat belts for use in Australia.

The 514/30 is approved to ECER16 and this is the "E" mark on the label sewn to the belt.

Best regards,

xxxxxx

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Comment 2.

February, 2014

Dear Mr ,

Thank you for your enquiry with regard to the approval of Securon seat belts for fitment to Australian vehicles.

Further to our telephone conversation, I understand that you propose to install Securon 514/30 model seat belts in a 1968 MGB.

As the vehicle was manufactured prior to the compulsory fitment of seat belts to vehicles for sale in Australia, and does not incorporate any advanced occupant protection systems, such as airbags, it is considered that the fitment of aftermarket seat belts, manufactured to comply with Australian Design Rule (ADR) 04/05, is acceptable.

The proposed Securon seat belts are marked as meeting AS/NZS 2596 and European Regulation R16. Both of these standards are referenced in ADR 04/05 as being equivalent to the ADR.

Consequently, provided that the proposed seat belts are installed in accordance with the manufacturer's instructions, they meet all current requirements for fitment to a 1968 model vehicle.

I trust that this information is of assistance.

Regards

Engineer
Department of Infrastructure and Regional Development
Vehicle Safety Standards

(I sent my question to 'media@infrastructure.gov.au' @ 12:34 PM Saturday 11/10/2014.
Reply received @ 3:02 PM Monday 13/ 10/2014. This is The Federal Gov't & they set the ADR Rules & they over rule "The States". Very quick for a Gov't Dept.)

Comment 3

October, 2014

Thought you may be interested in the following statement on the APV website.

"General Purpose Seat Belts, manufactured by APV Safety Products here in Australia are tested in accordance with, and meet the requirements of the joint Australian/New Zealand standard for seat belts AS/NZS 2596.

AS/NZS 2596 is the Australian standard for aftermarket replacement seat belts."

The above is inline with my reading of the ADR.

My Securon belts have the AS/NZS 2596 clearly shown on the tag sewn to the webbing at the lower anchor point. No fuss getting a Vic Road Worthy Certificate which was required to get my Club Permit plates.