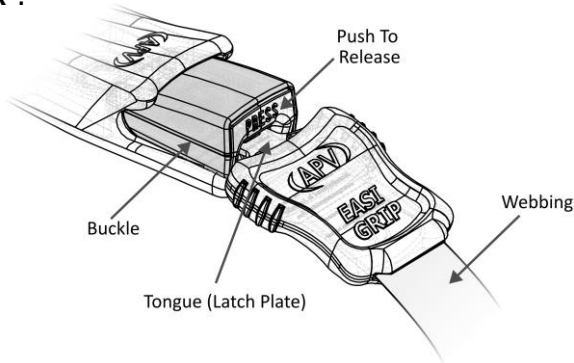


EASI-GRIP FITTING INSTRUCTIONS

This restraint system has been designed and manufactured in Australia to "Keep you safe". APV-S is the major original equipment supplier of seat belts in Australia and strives to present the best products in quality and performance. This seatbelt is suitable for industrial vehicles without airbags.

HOW TO WEAR YOUR SEATBELT CORRECTLY

To "Buckle Up", slide the tongue into the slot of the open end of the buckle. It is correctly engaged when you hear an audible "click".



If required, the flexible arms of EASI-GRIP can be pushed against the operator's waist after the tongue is buckled in for a more snug fit.

To release the belt, push the button in the centre of the buckle and place the grip back into the cradle of the arm.

THE AUTOMATIC LOCKING RETRACTOR (ALR) SEAT BELT

The Automatic Locking Retractor retracts the webbing to the body after the tongue and buckle are engaged. This type of seat belt automatically locks when a certain amount of webbing is withdrawn from the spool then allowed to retract a small distance.

An ALR is unlocked once a certain amount of webbing is retracted back onto the spool.

No modifications or additions should be made by the user which will prevent the seat belt adjustment devices from operating to remove slack.

IMPORTANT!

Replace your Seat Belt if:

- a. The vehicle should be involved in a serious accident
- b. The webbing or fittings become damaged

It is recommended that Industrial Restraints are replaced every 18-24 months.

EASI-GRIP is protected by patent application No. 2020902886 with IP Australia & application No. 17/230304 in the United States

WARNING!

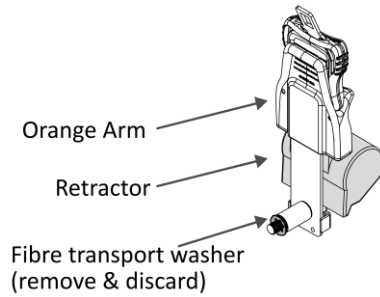
Ensure the ALR locking mechanism has engaged before operating the vehicle. If the ALR is not locked, activate it by allowing a small amount of webbing to retract back into to spool.

WARNING!

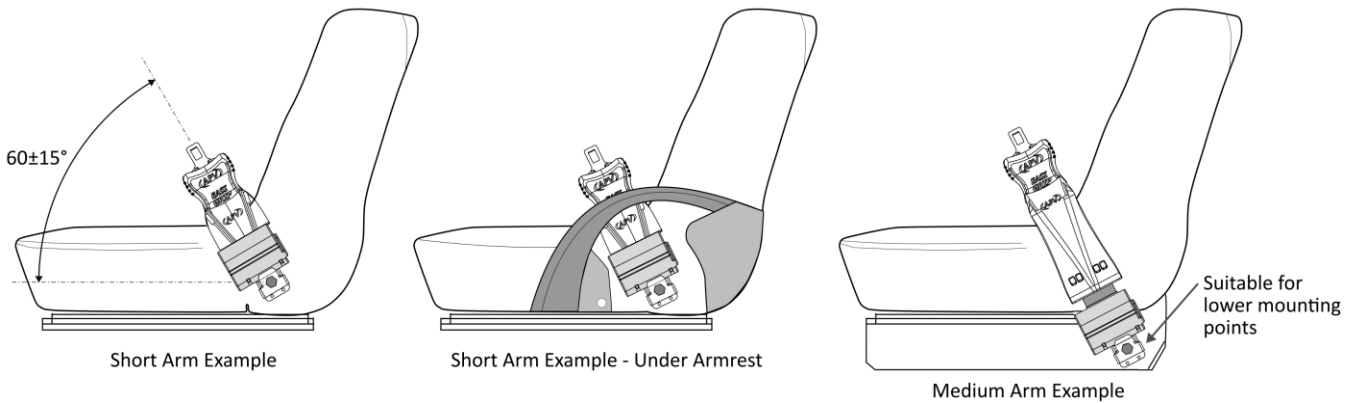
- Please have the assembly installed by a licensed mechanic.
 - Do not make any alterations or additions to the belt.
 - No excessive slackness in the belt should be evident.
 - Webbing must not be allowed to chafe against sharp edges on seat or bodywork. Any fraying of webbing will reduce the strength and retraction performance of the seat belt and the seat belt assembly should be replaced.
 - Do not attach the belt assembly to unsound metal, wood or plastic structures.
 - The lap section must be worn across the hips.
 - Do not bleach or dye under any circumstances.
 - Avoid contamination of the webbing with polishes, oil, and chemicals, particularly battery acid.
 - Cleaning may safely be carried out using mild soap and water.
 - Do not attach the seat belt assembly to a vehicle seat or seat mounting bolts, unless the vehicle manufacturer has provided seat belt anchorages in the seat or uses the seat anchor bolts for this purpose.
 - After installation, please ensure that bolts are securely tightened and there are no apparent loose or ill-fitting parts present. Also check that the webbing in the ALR Lap belt will pay out and retract fully.
 - Belts should not be worn with straps twisted.
 - Each seat belt assembly must be worn by only one occupant.
 - It is essential that the entire assembly be replaced if it has been worn during a severe impact or rollover, even if damage to the assembly is not obvious.
 - The belt should be replaced if webbing becomes frayed, contaminated, or damaged.
- Fatal accidents can occur within short time frames and at low speeds. There is no doubt that seat belts, correctly worn, can reduce the incidence of fatalities and serious injury. Your seat belt will give you valuable protection, but **IT IS YOUR RESPONSIBILITY IN THE INTERESTS OF YOUR OWN SAFETY TO OPERATE YOUR MACHINERY CAREFULLY AT ALL TIMES**

RETRACTOR SIDE INSTALLATION

1. Remove and discard the red fibre transport washer.



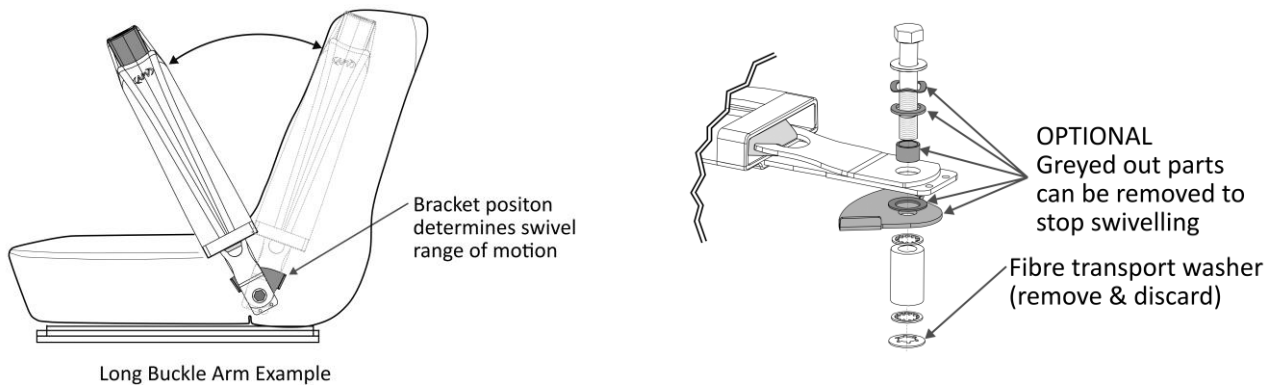
2. Hand tighten the bolt into the vehicle or seats built in anchorage location.
3. Angle the orange arm so that the belt will run over the operators lap ($60^{\circ} \pm 15^{\circ}$ from horizontal is ideal)



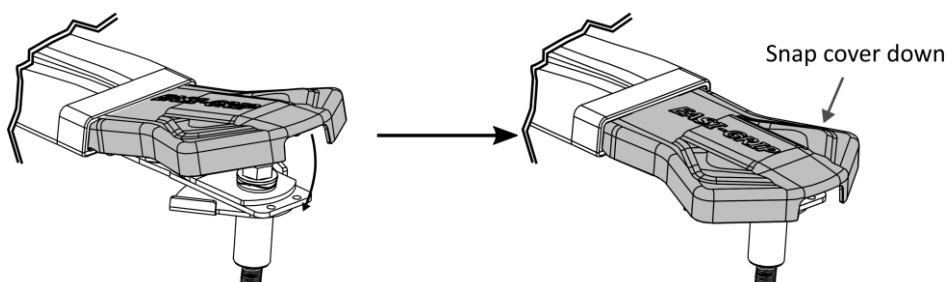
4. Tighten the bolt to 35-40 Nm.
5. Check that the seatbelt unwinds, retractors and locks.

BUCKLE SIDE INSTALLATION

1. Remove and discard the red fibre transport washer
2. Hand tighten the bolt into the vehicle or seats built in anchorage location.
3. Adjust the swivel bracket to the desired range of motion.



4. Tighten the bolt to 35-40 Nm. The arm should swivel firmly without rattle.
5. Snap fit the supplied black plastic cover into place by first inserting ~5mm into the orange rubber arm, then routing the wiring loom, then pivoting down until the hooks snap into place.



ELECTRIC BUCKLE LOOM CONNECTIVITY & INSTALLATION (ELECTRIC KITS ONLY)

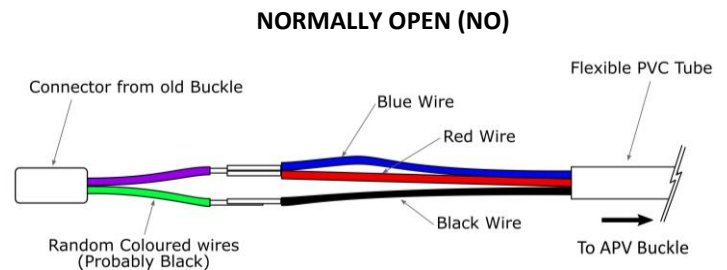
These instructions are a generic guide only and should be completed by a qualified Auto Electrician. Ensure you read the instructions completely before starting. APV are in no way liable for the accuracy of these instructions or your actions in following them. You will need a collection of tools and materials to splice wires (cut, strip, join & insulate), these are not included.

These instructions assume that your vehicle uses a two-wire connectivity to determine the seat belt buckles state (fastened or unfastened) and operates an alarm, warning or lockout system based on this connectivity. A two-wire system will be configured using either a Normally Open (NO) or Normally Closed (NC) circuit.

1. Remove the old buckle from the vehicle and cut off the connector, leaving plenty of wire attached to the vehicle. Strip the ends off these wires.
2. Connect a multimeter to the two wires of the old buckle.
3. Ensure the old buckle does not have a tongue (latch plate) clicked in.
4. If current flows between the two wires of the old buckle, it is normally closed (NC). If current does not flow through the two wires of the old buckle, it is normally open (NO).

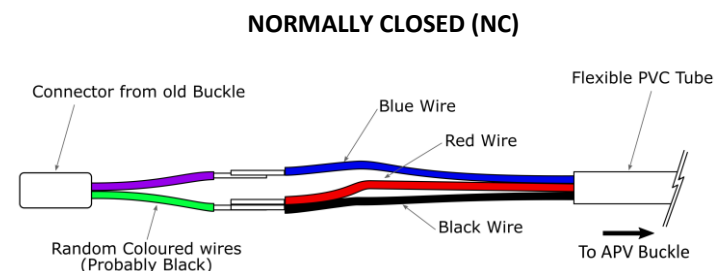
For a Normally Open connection:

- a. Join the RED & BLUE wires of the new buckle together and terminate them to either of the wires on the connector of the old buckle.
- b. Connect the BLACK wire of the new buckle to the other wire on the old connector.
- c. Insulate the connections with heat shrink or equivalent.



For a Normally Closed connection:

- a. Join the RED & BLACK wires of the new buckle together and terminate them to either of the wires on the connector of the old buckle.
- b. Connect the BLUE wire of the new buckle to the other wire on the old connector.
- c. Insulate the connections with heat shrink or equivalent.



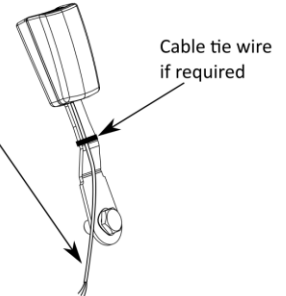
5. Turn the vehicle ignition on without starting the engine and double check that the warning/alarm goes off when the tongue/latch plate is engaged with the buckle.
6. Install seat belt restraint as per instructions provided.
7. Check that the wiring will not catch, get caught or come under tension over the full range of seat movement/adjustment.

Note: This electric connection is for ignition isolation or dashboard warning lights. This connection is **not** for airbags or seatbelt pretensioners!

CAUTION

Care must be taken when installing the buckle and connecting the wires

Critical electrical components may become dislodged and not function if force is applied to the wires



NOTE:
ELECTRIC OPTION
ON STEM AND STALK
BUCKLES ONLY

ELECTRICAL CONNECTION

BUCKLE WIRING: BLUE WIRE Normally Closed
BLACK WIRE Normally Open
RED WIRE Common

MAXIMUM POWER: 2A at 12V or 1A at 24V