The ‘Rock Solid’ Topic V3

Australian Child Restraint Resource Initiative

Have you used all of these Seat Belt Management Tool (SBMT) examples?

■ The use of a seat belt management tool (SBMT) when installing a safety seat is often controversial.

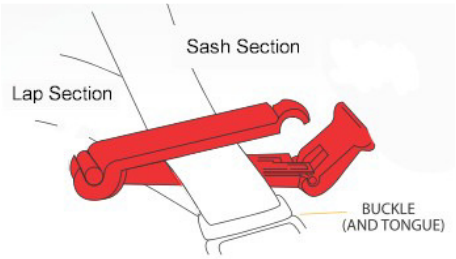
FAQ’S

A. Do I have to use an SBMT on the seat belt?
B. How tight is tight enough?
C. Is the safety seat’s installation safe without one?

Historically, the most commonly used SMBT to manage the ‘pay out’ or loosening aspect of a normal inertia reel, lap sash seat belt has been the ‘Gated buckle’. This device joins the lap and sash sections together at a common and adjustable point. *(Example pictured at right)*

Watch the ACRI video at https://vimeo.com/220275379

Although this traditional ‘gated buckle’ method has been widely used for decades, there are other devices available today to provide similar seat belt adjustment management.



The ‘Safe-Grip’ clamp is often supplied with new **Infasecure** safety seats. If one is supplied, then it’s advisable that it be used. The ‘Safe-Grip’ is easy to use and can be very effective, but they are often used incorrectly. Check the image at left on how to use it correctly; it should be clamped across one (1) belt only. The belt on the retractor side of the tongue.

NB: All SBMT devices can suffer integration compatibility issues. If one doesn’t work try another type.

Answers to FAQ’s (above): NB: These are allowable and tested minimums.

A. That would depend on the outcome required and or the safety seats instructions:
   a. To assist a parent with on going monitoring and satisfaction requirements, then using a SBMT is without doubt the preferred approach. However, there are other valid perspectives:
   b. Unless specifically requested in the products instructions **they are not** required.
   c. If for workplace use, where the safety seat is removed and replaced regularly throughout the day / week, then consider that the use of some SBMT’s can bring additional and **unnecessary difficulties,** that not all staff can reliably cope with.
B. The seat belt needs to be tight enough to limit excessive movement. Ie: The safety seat shouldn’t move independent to the vehicle when turning a sharp corner - it should not swing about. **NB: All slack removed; along with a little vehicle seat cushion compression is all that’s required.**
C. If ‘Ab’ & B’ above are correct and monitored every trip then yes, it is safe and OK not to use one.

Some providers like to install very tightly:
ACRI respectfully asks that they don’t. Here are a few aspects to consider.

△The more rigidly a safety seat is attached to the vehicle chassis, **the higher collision force** the passenger may be exposed to.

△ Over-tensioning can **Pre-stress safety seat** body and components.

△ This practice **can and has damaged** vehicle seating components.

△ To focus ‘primarily’ on this aspect **devalues any service** provision. ◣