VOLVO

March 1957.

Service Bulletin.

Group 1052 **No.** 2X (USA)

SAFETY BELTS

Re: Safety belts.

Description

The VOLVO programme now includes the manufacture and sale of safety belts. These belts, which have been designed after consultation with medical advisers and the Swedish authorities, have been subjected to severe tests before being released on the market.

Belt anchorages and belts themselves have been designed to protect those travelling in the car as much as possible in the simplest possible way.

Each belt is bolted onto the door pillar and the propeller shaft tunnel, see Fig. 4. This means that the belt will, in use, be subject to pressure at the center of gravity of the body and prevents the upper part of the body from being thrown against the instrument panel and windshield.

The belt is very easy to fasten and release since the buckle can be fastened in a moment, see Fig. 1. The belt itself is made of plastic-treated nylon and among the characteristics of this material is the fact that it is slightly elastic when subject to great stresses. This means that it gives slightly and thus eliminates the bodily strain caused by a completely non-elastic material. A certain amount of the resulting stretch is residual. A catapulting effect is thus avoided.

If the belt becomes dusty or dirty; it can be cleaned with soap and water. The use of gasoline, trichlorethylene, thinner and acetone should be avoided since they can damage the plastic.

From chassis No. 131918 onwards , anchorages for the belts are standard. On earlier PV 444 cars, the belts can be fitted in accordance with the following directions.

Instructions for fitting safety belts.

PV 444 (late production)

The belt is attached by means of the bolts in the door pillars below the hand loop and the bolts on the propeller shaft tunnel under the rear seat. See Fig. 2.

PV 444 (early production)

Drill the holes required for the belt attachments in the door pillars and the propeller tunnel. See Fig. 4. for dimensions.

The armrest and theside insulation beside the rear seat are loosened. The washer is attached to a welding electrode or something similar and is inserted in the door pillar. The belt is then bolted into position. The washers under the propeller shaft tunnel are held in position from below while the belt is being bolted into position. Tests have shown that these washers need not be welded.

Note.

The safety belt on the left-hand side (driver's seat) is attached to the right-hand side of the propeller shaft tunnel. The belt for the right-hand side seat is attached to the left-hand side of the tunnel. The belts should thus cross as shown in Fig. 2.

In order to keep the center section of the belts from getting dirty, the two loops can be attached as shown in Fig. 4. They are fitted on the top edge of the rear seat support and on the side of the front seat backrests. When these loops are fitted recesses should be made in the front edge of the rear seat support. These recesses should be large enough to allow the safety belt to run freely over the seat support when the rear seat is in position.

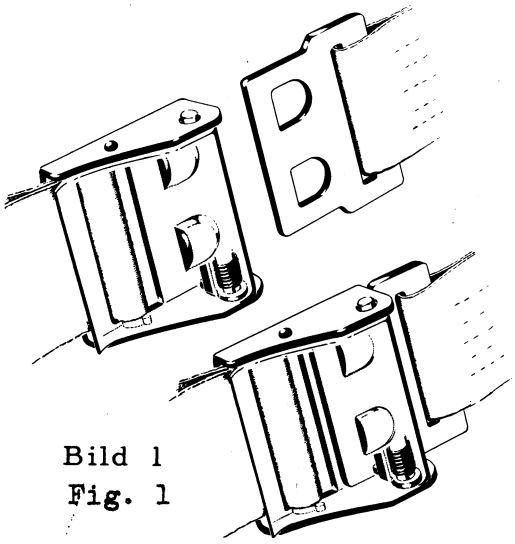

Bild 1
Fig. 1

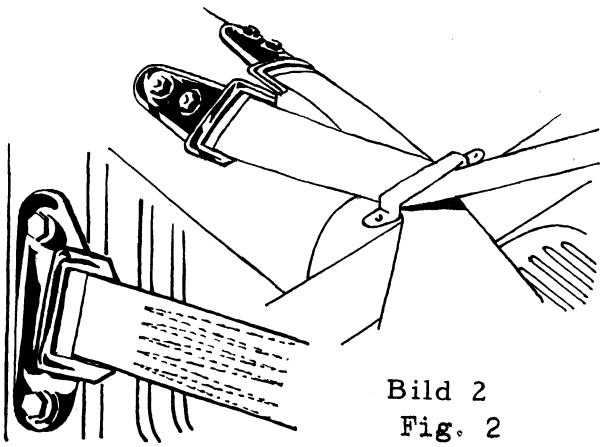

Bild 2
Fig. 2

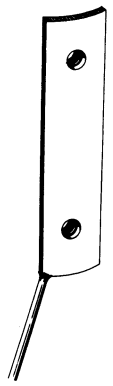

Bild 3
Fig. 3

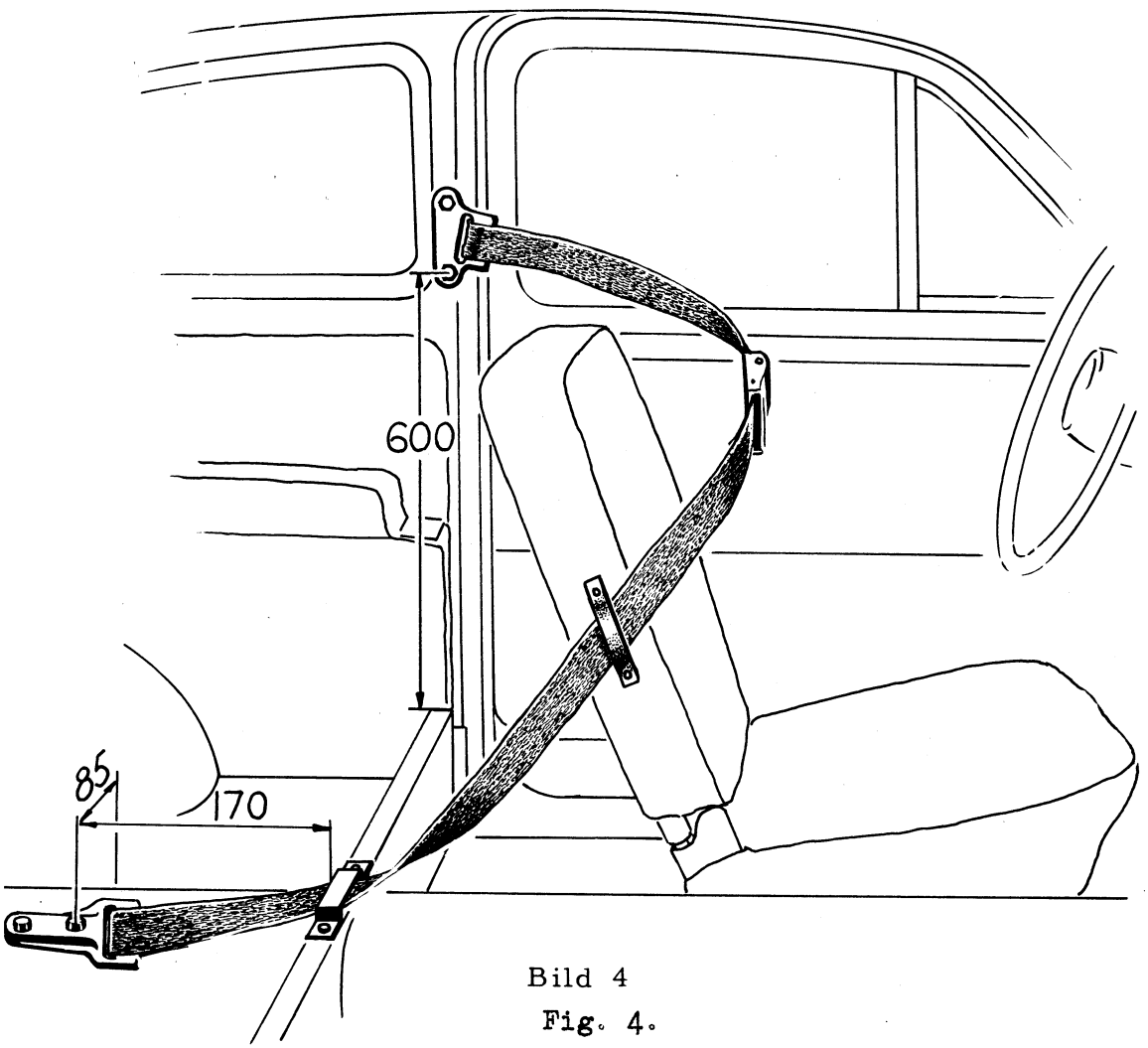

Bild 4
Fig. 4.