

Testing Times

Issue 28

Welcome

[Redacted text block]

[Redacted text block]

Contents

[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]
Re-trimming of seats with air bags	Page 3
LPG tank test marking	Page 4
[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

Re-trimming of seats with air bags

Further to the article on seat mounted air bags in Issue 27 of Testing Times, there have been a number of instances reported where seat trims were repaired or replaced without taking account of the air bag.

VicRoads has become aware of two issues:

- using a non air bag design trim so there is no provision for the bag to “burst” through the trim; and,
- repairing a “burst” trim using the wrong stitching materials and stitch patterns.



Seat Stitching for Air Bag Deployment

The airbag’s effectiveness is lost if it doesn’t work properly and either of these faults can result in serious injury to the seat occupant if the air bag is incorrectly deployed. In the illustration below, the line of stitching where the air bag tag is attached is stitched internally and as you can see, it is very difficult to see the nature and condition of the stitching.

However, for this particular model, if that stitching had been reinforced externally, like the vertical stitching, then you could be sure it is not original and would need following up.

If you are dealing with automotive upholstery trimmers make sure they understand these two issues and be suspicious of any re-trimmed seats you come across. Most seats with air bags have tags attached. If there are no tags where you expect to see them, this could indicate that the seat cover has been altered.

LPG tank test marking

All authorised LPG tank testers have their own unique identifying number which must be marked on the tank they have tested along with the test date. Prior to 2007, testers could use their own logo and incorporate their unique identifying number into this logo.

However, VicRoads has received reports of LPG tanks that do not include the testers' accreditation markings.

All tank testers must now include a standard logo (image of a gas bottle on its side as shown below) containing their three digit accreditation number.

Note that the logo and test information must not be stamped on the pressure-retaining portion of the tank, but should be stamped onto a permanent attachment to the tank in a position where it will be visible when the tank is installed in the vehicle.

If for some reason direct stamping cannot be done, the information may be marked on a metal tag or plate permanently fixed to the sub-compartment or mounts or on a self-destructing adhesive metallic label.

Where the information is marked on a plate or label, in addition to the logo with the tester's number and the date of the test, the serial number of the tank must be included to create a positive identifying link to the tank.

As the identity of the tank tester is a mandatory requirement, any LPG tank with a current date stamp but no tester identification should be rejected as it is quite likely that the tank has not been properly or legally tested.



[Redacted text block]

[Redacted text block]

[Redacted text block]