This instruction is authorised for use by command of the Chief of Army. It provides direction, mandatory controls and procedures for the operation, maintenance and support of equipment. Personnel are to carry out any action required by this instruction in accordance with EMEI General A 001.

INTRODUCTION

1. This instruction details the Light Grade Repair procedure for the seat base webbing replacement, upon failure of the seat base, for the Interim Infantry Mobility Vehicle (IIMV) variants. IIMV variants include the following:
   a. Truck, Light, Infantry, FFR, Winch, MC2;
   b. Truck, Light, Mortar Carrier, FFR, Winch, MC2;
   c. Truck, Light, Assault Pioneer, Winch, MC2; and
   d. Truck, Light, Direct Fire Weapons, FFR, Winch, MC2.

2. Associated Publications. Reference may be necessary to the latest issue of the following documents:
   a. Technical Regulation of ADF Material Manual-Land (TRAMM-L);
   c. ESCM, Volume 6 – Manage Repairable Items;
   d. RPS 02228, Group SS.

3. Authority. The authority to carry out this procedure is CGSVSPO EC-002948.

General

4. Items Affected. The rear seat assembly of IIMV variants are supported with a webbing suspension system that is deteriorating through age. The seat base suspension webbing does not have any visual markings to indicate the age / manufacture date of the materiel subsequently, upon inspection, it has to be free from any nicks or cuts as these may cause the webbing suspension to fail under load.

5. Actions Required. Actions detailed in this instruction are to be performed by technical maintenance organisations authorised to carry out Light, Medium or Heavy Grade Repairs. The trades approved to complete this modification are ECN 229 – Vehicle Mechanic or RAAF/civilian equivalents.

6. Estimated Work Hours. For initial planning purposes only, it is estimated that this repair procedure will take 1.5 work hours to perform per seat.

Stores Required. The stores required are listed in Table 1. All stores are to be demanded through normal supply channels.

Table 1 Stores Required

<table>
<thead>
<tr>
<th>Item</th>
<th>NSN</th>
<th>Mfr Part No</th>
<th>Designation or Description</th>
<th>Qty per Equip</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2540-66-159-5642</td>
<td>JYG0920</td>
<td>Webbing Seat Base Assembly</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>4910-66-159-5640</td>
<td>EYA3961</td>
<td>Tool Seat Base Webbing Installation</td>
<td>1</td>
</tr>
</tbody>
</table>
Suitability for Repair

7. The seat base is to be visually inspected prior to conducting this Light Grade Repair to determine if it is suitable for repair or if deeper level maintenance is required. Seats are to be visually inspected to ensure the following (refer to Figure 1):
   a. The seat base frame is not cracked or rusted.
   b. All seat frame welds are intact.
   c. The seat covers are not torn or perished.
   d. The seat base foam is intact, holding its shape and integrity.

   
   ![Figure 1: IIMV Rear Seat](image)

   **Figure 1**  IIMV Rear Seat

   The replacement of the seat base webbing is the only authorised repair to be conducted at the Light Grade Repair level on the seat assembly. Any other repairs may cause the seat to lose its structural integrity and subsequent, in the event of a vehicle accident, may resulting in injury or death.

8. Any seats that do not meet the criteria above should be returned for Heavy Grade Repair or the appropriate disposal action taken if it is determined that it is beyond economical repair. The replacement of the seat base webbing is the only authorised Light Grade Repair to be conducted on the seats.

**DETAIL**

9. Removal of the Seat Base Webbing. The procedure to remove the seat base webbing is as follows:
   a. Remove the seat assembly from vehicle.
   b. Remove the seat runner support rails.
c. Remove all the hog rings which hold the seat cover over the seat base foam to the trim rods on the seat base frame with a pair of side cutters (Figure 2).

![HOG RINGS]

Figure 2 Hog Ring Removal

**CAUTION**

Remove the seat base foam carefully from the seat base webbing to prevent damage to the seat base foam.

d. Remove the seat base foam off the seat base webbing.

e. Cut through the centre of the faulty webbing (Figure 3).

![CUT TO REMOVE WEBBING]

Figure 3 Cut Webbing To Remove

f. Remove the webbing by unhooking it from the frame and discard.

10. **Fitment of the Seat Base Webbing**

a. Fit one side of the webbing hooks (qty x 5) into the predrilled holes on of the seat base frame.

b. Place the seat on the floor and using the seat base webbing tool (Table 1, Item 2) insert the tool into the webbing (Figure 4).
c. Pull the webbing until the webbing hooks can be inserted into the seat base frame, starting at the ends and working into the middle, until all hooks are securely inserted into the pre-drilled holes in the seat base frame.

**NOTE**
The seat base foam can be glued (e.g. contact adhesive) to the webbing but is not essential.

d. Place the seat foam and seat cover back onto the new webbing unit.

e. Secure the seat cover to the trim rods, on the seat base frame, with hog rings (if available) or cable ties using the existing hole in the seat cover.

f. Fit seat slides back onto the seat frame.

g. Fit the seat back into location ensuring all nuts and bolts are secured.