

Operation

Seat Belt: Bagu V-A / 5100, Bagu V-B / 5200, Bagu V-BB / 5300,
Bagu V-C / 5400, Bagu V-CC / 5500

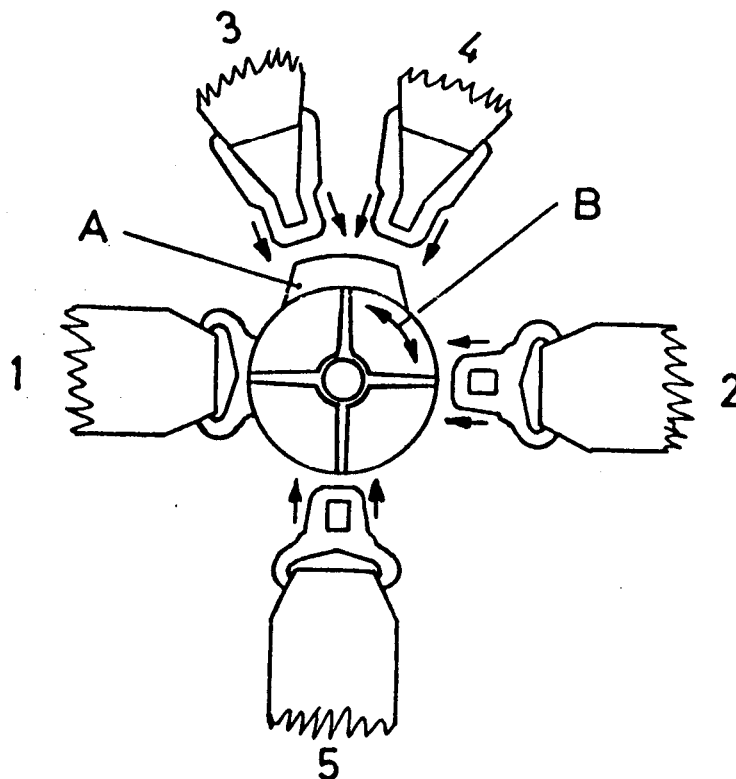
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The rotary buckle is an all metal device consisting of a housing with 5 slotted sockets to accommodate end fittings of two lap belts (1 + 2), two shoulder harness (3 + 4) and one crotch strap (5). Regularly the right hand lap belt (1) is attached to the buckle.

Release of the four remaining end fittings is accomplished by rotating the four vane handle (B) in either direction. The shoulder harness can be separately released by pulling outward on the black tab (A) located adjacent to the harness fittings (lap belt and crotch strap remain connected).

The restraint system is connected by the insertion of the end fittings into the slotted sockets of the buckle.

The seat belt can be used single or together with a variety of different shoulder harnesses and crotch straps.



Bearbeiter:

Nr.: 04

Ausgabe

Datum: 10.10.89

Blatt-Nr.: 17

<p>gadringer-gurte gmbh Volmarsteiner Straße 1-9 5800 Hagen 1</p>	<p>Betriebsanweisung Instruction Manual</p>	<p>Nr.: 05</p>
<p>B. <u>General</u></p> <p>5. <u>Servicing Instruction</u></p> <p>Continued or renewed airworthiness of the restraint system is to be determined by means of inspection and if necessary to undergo an overhaul.</p> <p>5.1 <u>Inspection</u></p> <p>Servicing of the restraint system is in accordance with the "on condition" principle. If any portion of the restraint system is found defective, or if the strength or serviceability appears suspect, the restraint system is to be passed on for overhaul. The restraint system will remain in service until defects are noticed on the occasion of inspections or in use. Servicing is to be performed by the manufacturer or an other aviation enterprise approved by the respective aviation authority.</p> <p>The repair / overhaul of the restraint system becomes necessary when the following appears:</p> <ul style="list-style-type: none"> -webbing: damaged edges, broken fabric threads, chafe marks, fusings, wear and weather worn appearances, defective stitching -buckle and fittings: deformation, cracks, fractures, corrosion, abrasion, missing parts, functioning of movable parts, serviceability -damaged and / or missing markings, completeness of the label -age worn, overstressed or if overstress is suspected -restraint systems which have been involved in an crash <p>The restraint system is to be inspected periodical. The length of interval is to be arranged between owner and authorities but, should not exceed 48 months. The inspection has to be performed by the manufacturer or an other person or institution approved by the respective authority.</p> <p>When the checks have been satisfactorily completed an inspection certificate is to be issued whereon the continued or renewed airworthiness of the restraint system is certified, particular the date of inspection.</p>		
<p>Bearbeiter</p>	<p>Ausgabe</p> <p>Nr.: 04 Datum: 10.10.89</p>	<p>Blatt-Nr.: 18</p>

5.2 Servicing

The servicing of the restraint system comprises checks for contamination, abrasion, damage, corrosion serviceability and legibility of the inscriptions.

If cleaning of the webbing material is necessary: prior to cleaning disconnect the buckle from the lap belt. The fixed strap may be removed by inserting a knife blade in the slot and forcing the catch downward.

Cleaning of the webbing is by means of fresh water and a mild soap. Metal fittings are to be cleaned using light benzene or white spirit. Do not clean the buckle!

The temperature of the soapy solution used for cleaning of the webbing in a drum washing machine must not exceed 38° C. (100° F). Detergent used for the cleaning solution must be non-alkaline.

To prevent any damage to the webbing material and fittings, as might be caused by rubbing during washing in the tumbler, use additional textile filling material in the tumbler or put the belts into bags.

Damp restraint systems are to be dried either in the open air or in well ventilated locations, keeping away from direct sunlight.

5.3 Storage

Restraint systems are to be protected from dampness, direct sunlight, contamination and chemicals. Sealing of the restraint system in plastic foil etc. must be carried out under low humidity conditions.

New restraint systems that have been stored for more than 2 years are to be subjected to an inspection prior to their installation in an aircraft.

The max. storage time is 12 years after manufacturing date.

5.4 Service time

For metal fittings and buckle of the restraint system the service time is not limited except for those being damaged or show corrosion.

The webbing material must be renewed after 12 years service time.

5.5 Repair / Overhaul

Repair / overhaul of aircraft restraint systems must only be carried out by manufacturer or by qualified enterprises specially approved by the respective aviation authority. After repair / overhaul or cleaning, the restraint system is to be subjected to re-inspection.