



Restraint Cleaning Guidelines

1. Task Definition

To clean the restraint system, remove dirt and unwanted oil and grease. This helps the restraint system to last longer and prevents corrosion of the metal parts. The webbing is to be cleaned with fresh water and a mild soap. The metal fittings are cleaned with a cloth moistened with isopropyl alcohol. After cleaning the assemblies, protect them from moisture, dirt, or other contamination. Keep them protected until you do a visual check and return the restraint system to service.

2. Equipment and Materials

WARNING BEFORE YOU USE A CLEANING MATERIAL YOU MUST KNOW THE HAZARD CODE AND OBTAIN THE NECESSARY PROTECTION. REFER TO THE PAGE ABOUT HAZARD CODES FOR MATERIALS IN THE FRONT RESTRAINT CMM. NOTE: Equivalent alternatives are permitted for the equipment and materials in this list.

- Isopropyl Alcohol - Optional source, HAZARD CODE 130D
- Mild Soap – Optional source (household dishwasher liquid soap, household laundry detergent)
- Cloth lint-free - Optional source
- Sponge or soft brush - Optional source

3. Procedure

CAUTIONS:

- a. THE RESTRAINT SYSTEM MUST NOT BE MACHINE-WASHED, BECAUSE THE WEBBING WILL SHRINK AND ITS PERFORMANCE CHARACTERISTICS WILL BE CHANGED SIGNIFICANTLY.
- b. THE RESTRAINT SYSTEM MAY BE DRY-CLEANED. HOWEVER, THE WEBBING WILL LOSE ITS ABRASION-RESISTANCE COATING AFTER EACH CLEANING AND ITS SERVICE LIFE WILL THEREFORE BE DECREASED.
- c. REFER TO THE “CHECK” SECTION OF THIS MANUAL TO DETERMINE WHEN THE WEBBING OF A RESTRAINT SYSTEM MUST BE REPLACED BY AM-SAFE OR AN AM-SAFE APPROVED REPAIR STATION.
- d. WHEN CLEANING THE RESTRAINT SYSTEM, CARE MUST BE TAKEN TO KEEP AWAY FOREIGN MATTER AND CLEANING MEDIA FROM THE HARDWARE ASSEMBLIES.
- e. NO SOAP OR WATER IS TO BE USED ON METAL PARTS.

A. Cleaning the webbing

- Attach pieces of cloth to cover the metal fittings
- Either: (a) Dry-clean the webbing, (see cautions) or (b) Hand-wash the webbing: gentle scrub with a soft brush and cold soapy solution is permissible.
- Dry the Restraint System in an area that has a good flow of air. Do not dry the Restraint System in sunlight or near any source of heat.
- Inspect the dry Restraint System.

B. Cleaning hardware

WARNING WHEN USING ISOPROPYL ALCOHOL, FOLLOW THE DIRECTIONS AND WARNINGS GIVEN BY THE MANUFACTURER. AVOID ANY CONTACT WITH THE WEBBING MATERIAL.

- Clean the hardware with a lint-free cloth moistened with isopropyl alcohol.

Service Life Information

A. General

The service life of the restraint system is subject to the periodic inspection of the restraint system while in service and depends on the service environment in which it is used and the degree of use over the installation period. This subsequently places the responsibility for the continued airworthiness of the restraint on the installer/operator since the flight times, usage, and operating environment will vary by operator. The frequency of the inspection interval should be adjusted appropriately by the installer/operator to ensure the continued airworthiness of the restraint.

Inspection of the restraint system is in accordance with the “on condition” principle and is governed by an inspection and servicing schedule. The restraint system may remain in service until defects are found upon inspection or in use.

As a minimum, AmSafe recommends a yearly inspection of the restraint system. The continued use of the restraint system is subject to the routine inspection interval of the airframe by conducting a functional inspection check of the restraint system in accordance with the procedures listed in the TESTING and FAULT ISOLATION and CHECK sections of the CMM.

If the restraint is no longer usable based on the inspection for continued or renewed airworthiness, the restraint system must be discarded or returned to AmSafe or an AmSafe approved repair station for overhaul/repair.

B. Inspection Intervals

- Concurrently with the airworthiness inspection of the airframe.
- When the equipment has sustained damage or if malfunctions occur.
- When the equipment is transferred to another owner or for any special reason.
- When the equipment has been over-stressed or if over-stress is suspected. Visual inspection of the restraint system will not always reveal the extent of the damage caused by over-stress/crash impact/severe loading conditions. In order to ensure that the original design performance and structural integrity of the restraint is maintained, the user should remove and replace all restraint systems within the aircraft after over-stress/crash impact/severe loading conditions have occurred.

C. Inspection Responsibility

Inspection of the aircraft passenger seat belt for continued or renewed Airworthiness must only be performed by the manufacturer or by agencies specially approved by the aviation authorities.