



SERVICE BULLETIN

Equipment/Furnishings
Passenger Compartment

Inspection, Check and Replacement of Hook
Assembly P/Ns 505960-401 and 502737-459

All Aircraft Types Affected

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The AmSafe Commercial and Government Entity (CAGE) code: 35FB9

ATA 25-20-01 and 25-10-01

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Transmittal Sheet

TO: Holders of SB505960-01, dated 03-Jul-2018. This page transmits issue 4.

Revision Highlights

A complete reissue of SB505960-01 accomplishes the changes summarized below. Remove and replace SB505960-01.

Page(s)	Correction/Update
All	Complete revision to clarify content, incorporate FAA comments and prepare the service bulletin for an FAA airworthiness directive.

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Record of Revisions

Retain this record at the front of the service bulletin. On receipt of an issue, record incorporation of the issue on this sheet.

Issue	Issue Date	Date Inserted	Inserted By
1	06-Nov-2014		
2	05-Jan-2018		
3	19-Apr-2018		
4	03-Jul-2018		

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1 Planning Information

1.1 Effectivity

This service bulletin applies to restraints with a date of manufacture (DMF) between March, 2011 and July, 2015 that have hook assemblies with exposed springs.

Note: Some steps and compliance deadlines are required for compliance (RC) with the Federal Aviation Administration (FAA) airworthiness directive (AD).

Note: The restraint part number is located in the illustrated parts list in the instruction for continued airworthiness (ICA) or component maintenance manual (CMM).

RC Step 1. Find the restraint part number in Table 1.

Step a. If the restraint's part number is not in Table 1 you are done with this service bulletin.

Step b. If the restraint's part number is in Table 1, proceed with this service bulletin.

Table 1 – Affected Restraint Part Numbers

2194	2207	2227	2265	7172	7186	7207	7229
2197	2215	2230	7151	7173	7190	7212	7230
2201	2218	2231	7160	7176	7193	7215	7240
2202	2221	2232	7161	7179	7194	7218	
2204	2224	2238	7164	7182	7196	7219	
2205	2225	2248	7168	7183	7197	7222	
2206	2226	2259	7169	7184	7203	7225	

Note: Determine if the hook assembly has exposed springs by looking for exposed springs on the hook assembly (RC Step 2) or by using the date of manufacture (DMF) on the label. (Step 3).

RC Step 2. Find the hook assembly (Figure 1 and Figure 2 on the connector half and the buckle half.

Step a. If the hook assembly on the connector half and the buckle half does not have exposed springs (Figure 1) you are done with this service bulletin.

Step b. If the hook assembly has exposed springs (Figure 2) proceed with this service bulletin.

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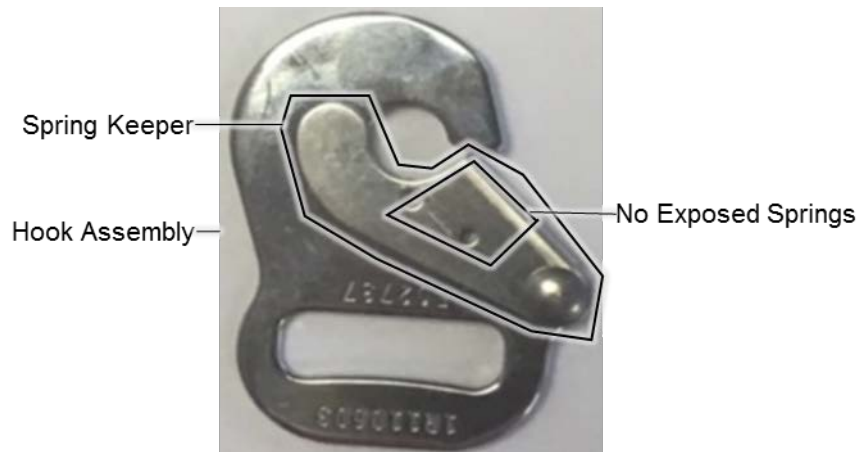


Figure 1 – Hook Assembly Without Exposed Springs



Figure 2 – Hook Assembly With Exposed Springs

1.2 Reason

Hook assemblies with exposed springs are subject to damage (e.g. compressed springs, bends or rotation or deformation).

1.3 Description

This service bulletin ensures hook assemblies do not have exposed springs providing the criteria and instruction to identify and replace restraints.

1.4 Compliance

Compliance must be accomplished by November 6, 2022.

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RC: Compliance is accomplished:

- If the restraint part number is not in Table 1 (refer to section 1.1, RC Step 1).
- The hook assembly does not have exposed springs (refer to section 1.1, RC Step 2).
- Upon completion of the visual inspections and functional checks (refer to section 3, 3.1.)

1.5 Approval

This service bulletin contains no modification information that revises the approved configuration and therefore does not require FAA or other regulatory agency approval. This service bulletin has been approved by AmSafe only. The FAA TSO approval of the restraint system is unaffected by this service bulletin.

1.6 Manpower

Time to accomplish this service bulletin varies depending on a number of factors (e.g., accessibility to the hook assembly part number, accessibility to the hook assembly itself or readability of the part number on the label, etc.)

- Time to determine if the restraint's part number is in Table 1 is less than a minute per restraint (refer to section 1.1, RC Step 1).
- Time to determine if the hook assembly has exposed springs is less than a minute per restraint (refer to section 1.1, RC Step 2).
- Time to determine the DMF is less than a minute per restraint (refer to section 1.1, Step 3).
- Time to accomplish a visual inspection and functional check is less than five minutes per restraint (refer to section 3 3.2 and 3.3).
- Time to remove and return and replace restraints varies (refer to section 3 3.2 and 3.3).

1.7 Weight and Balance

Restraints without exposed springs (Figure 1) weigh 6 grams more than restraints with exposed springs (Figure 2).

1.8 Electrical Load Data

None.

1.9 Software Accomplishment Summary

None.

1.10 References

None.

1.11 Other Publications Affected

None.

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1.12 Interchangeability or Intermixability of Parts

Interchanging or intermixing restraints is not allowed. Restraints with exposed springs on the hook assembly must be returned to AmSafe.

2 Material Information

2.1 Material - Price and Availability

Two options are available to receive restraints that comply with this service bulletin.

1. For restraints that are not removed, issue a purchase order with the following items to AmSafe for the quantity of restraints required. After installing the new restraints, return the removed restraints for full credit. Reference "Service Bulletin: SB505960-01" in documents that accompany the returned restraints.

- Restraint part number
- Quantity
- Reference: "Service Bulletin: SB505960-01"

2. For restraints that were removed, obtain replacement restraints by contacting AmSafe Customer Service and creating a purchase order with the following information.

- Restraint part number
- Quantity
- Reference: "Service Bulletin: SB505960-01"
- RMA number
- Name of airline/operator
- Shipping address

Return restraints to the following location.

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2.2 Industry Support Information

None.

2.3 Material Necessary for Each Aircraft/Engine/Component

None.

2.4 Material Necessary for Each Spare

None.

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2.5 Reidentified Parts

None.

2.6 Tooling - Price and Availability

None.

2.7 Warranty

AmSafe warranty remedies are available for the restraints in the materials price and availability section of this service bulletin.

3 Accomplishment Instructions

Both a visual inspection and a functional check must be performed at the intervals in section 3.1. The intervals provide customers a flexible means to inspect and replace restraints. The intervals are based on compliance to issue 2 (dated 05-Jan-2018) of this service bulletin.

SB505960-01, issue 2, section 1.5 (compliance): "This service bulletin must be accomplished by November 6, 2022. Inspections defined within this service bulletin are required to be performed initially within 180 days of the date of this document. Subsequent inspections shall be performed during the next heavy maintenance check within intervals not exceeding 24 months. Upon replacement of the restraint systems identified herein either as a result of actions defined within this service bulletin, replacement due to service life end or general attrition, the actions required within this service bulletin will be fully realized and terminated."

- Customers who complied with issue 2 of this service bulletin may proceed on their current schedule for the remaining intervals in section 3.1). All affected restraints must be replaced by November 6, 2022.
- Customers who did not comply with issue 2 of this service bulletin must comply with all intervals in section 3.1. All affected restraints must be replaced by November 6, 2022.

3.1 Intervals

- RC First interval: perform a visual inspection and first functional check within 180 days from the date of this service bulletin by following the procedures in section 3.2.
- RC Remaining intervals: repeat a visual inspection and a functional check at every heavy maintenance check or every 24 months (whichever occurs first) by following the procedures section 3.2.

3.2 Visual Inspection Procedure



WARNING: FAILURE TO FOLLOW INSTRUCTION IN THE ICA OR CMM MAY RESULT IN DEATH OR INJURY TO PERSONNEL.

- RC Step 1. Obtain the applicable ICA or CMM and follow the instructions in the removal and replacement section to disconnect the connector half and buckle half from the seat or aircraft structure.

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RC Step 2. Visually examine the hook assembly for damage (e.g., compressed springs, bends, rotation or deformation of the bridge along the X axis, Y axis or Z axis) that would restrict movement or function (Figure 3 and Figure 4).

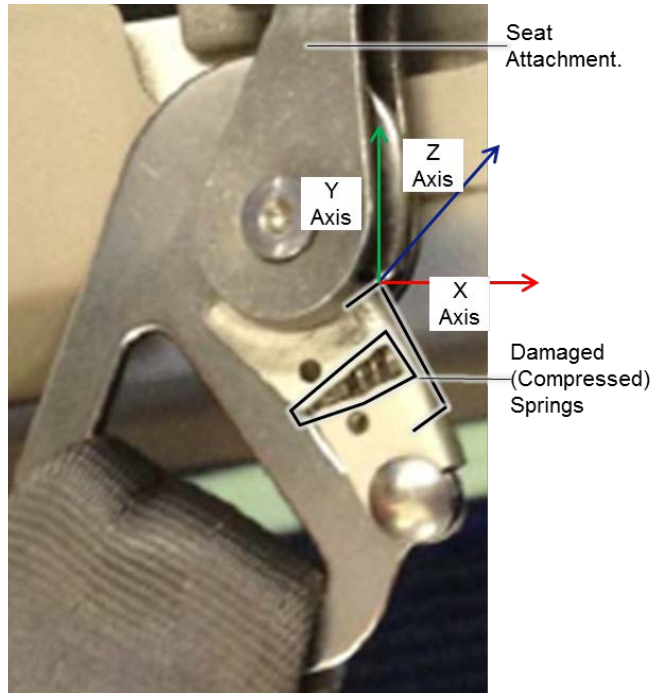


Figure 3 – Damaged Hook Assembly



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Figure 4 – Damaged Hook Assembly

Step a. If there is no evidence of damage the visual inspection is complete. Perform a functional check following the procedure in section 3.3.

Step b. If there is evidence of damage a functional check is not required.

Step i. Return the restraint to AmSafe by following the instructions in the material – price and availability section of this service bulletin and by following the instructions in the shipping and handling instructions in the ICA or CMM.

Step ii. Upon receipt of a new restraint from AmSafe, install the new restraint following the instructions in the ICA or CMM.

3.3 Functional Check Procedure

RC Step 1. Compress and release the spring keeper.

Step a. The spring keeper should easily compress and release. There should be no deformation or damage preventing the spring keeper from fully compressing and releasing.

Step b. The spring keeper should return to a closed position. The closed position is achieved when the spring is firmly engaged/pressed and the keeper is against the hook, creating “closed loop” (Figure 5). There should be no deformation or damage preventing the spring keeper from returning to a closed position.

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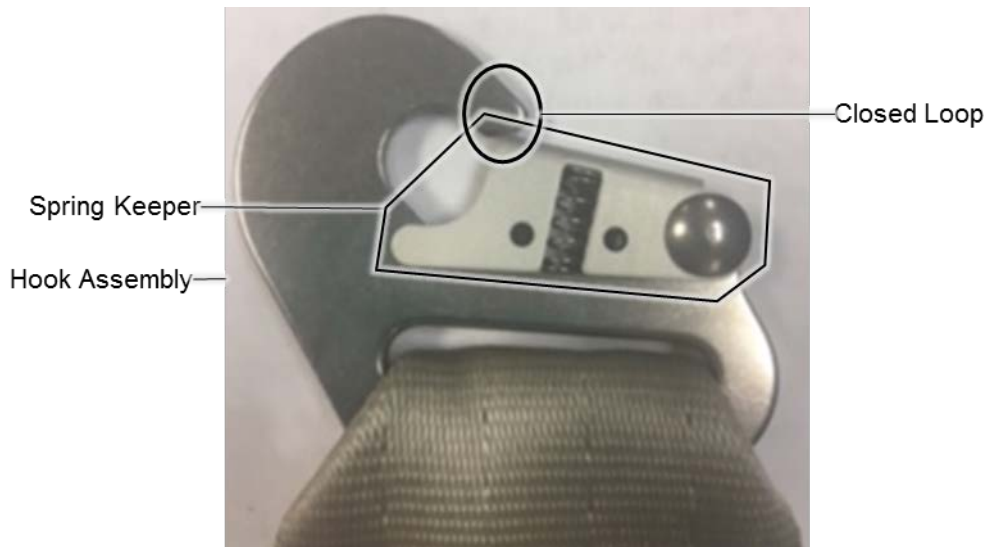


Figure 5 – Spring Keeper and Closed Loop

- Step c. If the spring keeper easily compresses and releases and returns to the closed position the functional check is complete.
- Step d. If the spring keeper does not easily compress and release, or the spring keeper does not return to a closed position, return the restraint to AmSafe.
- Step i. Return the restraint to AmSafe by following the instructions in the material – price and availability section of this service bulletin and by following the shipping and handling instructions in the ICA or CMM.
- Step ii. Upon receipt of a new restraint from AmSafe, install the new restraint following the instructions in the ICA or CMM.



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4 Approval Signatures

Prepared By:	<u>Jeanette Buenger</u>	<u>12-Jul-2018</u>
	Jeanette Buenger, Technical Writer	Date
Approved By:	<u>Kevin Keeslar</u>	<u>7/23/18</u>
	Kevin Keeslar, Director of Engineering, Airbags	Date
Approved By:	<u>Matt Browning</u>	<u>7/24/18</u>
	Matt Browning, Engineering Manager, Two-Point Restraints	Date
Approved By:	<u>Jack Riley</u>	<u>23 July 2018</u>
	Jack Riley, Manager, Quality Assurance	Date
Approved By:	<u>John Magish</u>	<u>23 July 2018</u>
	John Magish, Manager, Certification	Date
Approved By:	<u>Giuseppe Gullotto</u>	<u>23 July 2018</u>
	Giuseppe Gullotto, Director of Engineering	Date



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Notice of Service Bulletin Compliance for SB505960-01, Issue: 4

The notice of service bulletin compliance may be emailed or mailed.

Email:

- jriley@AMSAFE.com
- Subject: "Notice of Service Bulletin Compliance for SB505960-01, Issue: 4"

Mail:

AmSafe Inc.
 Attn.: Quality Assurance
 1043 N. 47th Avenue
 Phoenix, Arizona 85043
 Telephone: +1(602) 850-2850
 Fax: +1(602) 850-2812

RE: Notice of Service Bulletin Compliance for SB505960-01, Issue: 4

AmSafe Quality Assurance:

This letter is to inform AmSafe that SB505960-01, issue: 4 was complied with as indicated as indicated in the compliance section of the document.

Restraint Part No.: _____

Airline: _____

Method of Compliance: _____

Print Name

Signature

Address

Date

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