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Dispatchers Restraint Strap

Operating Instructions and Limitations

Applicable Models

HW-DRS [C]
HW-DRS [C-S]
HW-DRS [C-SLS]
HW-DRS [C-D]
HW-DRS [C- -]
MS-CR1

Australian Technical Standard Order
(ATSO)

Number: ...C1001...

Certificate of Type Approval
(CTA)

Number: 230-1

This Operating Instructions and Limitations manual is provided for use with the Dispatcher Restraint Strap and provides operating and maintenance procedures to be used by the operator/user in using and caring for the Restraint Strap. Limitations and operational information is contained in the Approved Installation Instructions and Limitations manual provided to the aircraft.

Log of Effective Pages:

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1	03-2005	7	03-2005
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4	03-2005	10	06-2006
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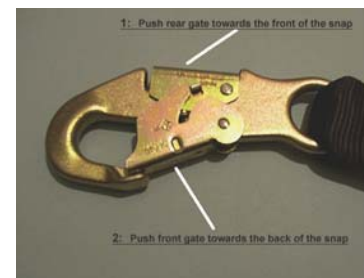


Diagram 3: Self Locking Snap (SLS)



Diagram 4: D Ring



Diagram 5: Butterfly Snap

CAUTION

If the restraint strap is subjected to a shock load, the entire assembly should be returned to SETS with a full report for evaluation prior to further use.

7 Overhaul

Overhaul and Repair of the Restraint Strap may only be undertaken by SETS.

CAUTION

If any component is removed or disassembled for check or inspection, it must be re-assembled correctly to ensure it operates correctly.

8 Service Life

SETS equipment has an identification label affixed to it. This label details the date of manufacture, model designation, approvals applicable to the equipment and TX date.

The TX date shows the Time Expire date.

SETS equipment has a life expectancy of ten (10) years from the Date of Manufacture regardless of any repairs which have been carried out during the service life.

SETS equipment should be withdrawn from service after the stated TX date on the label or, if there is no TX date showing, ten years after the date of manufacture.

If the user/installer is unsure as to the TX date of any SETS equipment they should contact SETS for confirmation.

1 Limitations of Use

SETS Restraint Straps are only to be used in accordance with the instructions in this manual and the Approved Installation Instructions and Limitations manual issued to the aircraft.

The SETS Restraint Strap is not a 'seat belt', it is provided to limit the user's movement within the cabin.

The length of the Restraint Strap should be checked and if necessary adjusted prior to each use to ensure the user is unable to exceed the movement limitations given in the Approved Installation Instructions and Limitations manual.

The SETS Restraint Strap is only to be used by personnel trained in the assembly, disassembly and emergency release of the strap and who are familiar with the assemblies limitations and guidelines for installation and use as set out in this manual and Approved Installation Instructions and Limitations manual.

CAUTION

SETS must be notified of any modifications, repairs or additions to the Restraint Strap prior to use.

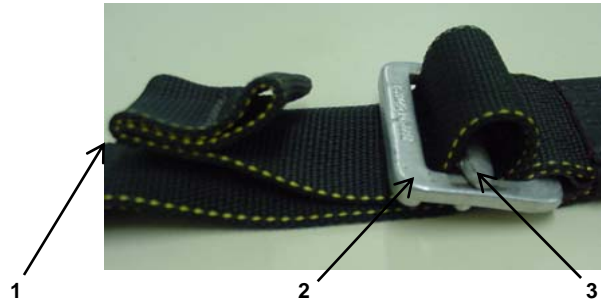


Diagram 1: Friction Adjuster

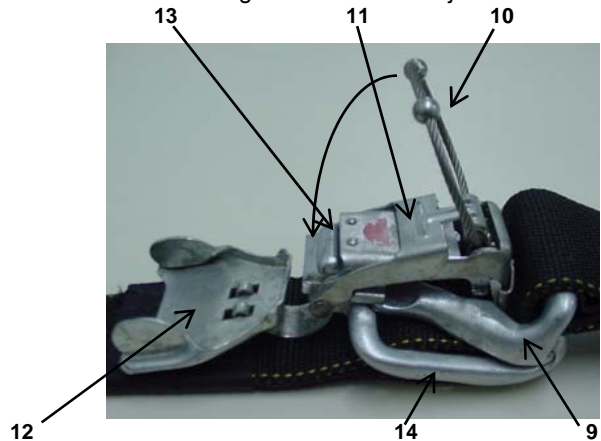


Diagram 2: Capewell Release

CAUTION

If any part of the webbing becomes exposed to corrosive or hazardous chemicals, the Restraint Strap should be retired from service.

6 Service Inspection

- Each Dispatcher Restraint Strap should be checked prior to and after each use as described in 'Pre-Use Check'.
- Each Dispatcher Restraint Strap shall be removed from service for the purpose of a service inspection in the six (6) month period prior to use.
- Each Dispatcher Restraint Strap shall be removed from service for the purpose of a service inspection and re-certification every 12 months from the date of the previous recertification.
- The initial Certificate of Conformance (Authorised Release Certificate) supplied with the equipment from Safety Equipment Technical Services Pty Ltd shall remain current:
 - for 12 months from the date the equipment is first introduced to 'in-service' life; or
 - for two (2) years from the manufacture date.
- The first six (6) month and twelve (12) monthly service, inspection & recertification, shall fall due six months and twelve months respectively, from the date the equipment was first introduced to 'in-service' life.

- Inspect the adjusters to ensure that the friction bars are fitted correctly and that the knurled bars are not worn and that the hardware is free from dirt, mud, oil, grease and corrosion.
- Inspect the D Rings to ensure that they are free from dirt, mud, oil, grease and corrosion.
- Activate the capewell release and inspect the components to ensure that they are free from dirt, mud, oil, grease and corrosion. Inspect the wire release handle to ensure that there are no broken strands in the wire and the top cover to ensure that there are no cracks or dents. Ensure that the release operates smoothly and without excessive force.
- Inspect all webbing to ensure there are no abrasions, cuts, burns or contamination by harmful substances. Ensure that the webbing is routed through the hardware adjusters correctly without twists.
- Inspect all stitching to ensure the stitching is intact and that there are no broken, pulled, burnt or missing stitches in any part of the assembly.

If there are any corroded, damaged, worn, frayed or contaminated components, webbing or hardware, then the entire assembly should be returned to SETS for evaluation prior to further use.

2 Description

Dispatcher Restraint Strap

The Restraint Strap is attached to a safety harness/belt worn by the user at one end and to an approved attachment point in the aircraft at the other end.

Attachment Hardware:

- HW-DRS [C] & HW-DRS [C-S]:
Butterfly snap both attachment ends (ref. diagram 5).
- HW-DRS [C-D]:
Butterfly snap or Self Locking Snap at the harness attachment end and a D Ring at the aircraft attachment end (ref. diagrams 3, 4 & 5).
- HW-DRS [C-SLS]:
Self Locking Snap both attachment ends (ref. diagram 3).
- MS-CR1:
Butterfly Snaps both attachment ends (ref. diagram 5).
Toward the harness attachment end of the restraint strap is a 'capewell release' (ref. diagram 2). This is a double action release to be used in releasing the user from the aircraft in an emergency.

3 Assembly and Disassembly of Components

To Disassemble: (refer Diagram 1 and 2)

- a) Remove the main strap assembly (the centre adjustment piece), by withdrawing the webbing (1) through the friction adjuster (2).

- b) Activate the capewell release by pulling back the top cover (12) and then pulling on the wire release handle (10).

To Assemble the capewell release: (refer to Diagram 2)

- a) Lay the main body (female) of the capewell release (14) flat and fold the latching mechanism (11) back away from the main body.
- b) Lay the rear bar of the triangular shaped (male) piece (9) into the slot at the front of the main body (14) and push the triangular piece (9) downward until flat.
- c) Push the lower latching mechanism (11) downward into place and position the wire release handle (10) under the cover lock groove at the rear of the main body (13).
- d) Push the leading edge of the cover (12) into the groove (13) on the main body and snap the cover (12) into position.

To Assemble the Friction Adjuster: (refer to Diagram 1)

- a) Lay both ends of the strap so that the snap hooks on each end point downward.
- b) Thread the free end of the strap (1) through the adjuster (2) by first passing it under the adjuster centre bar (3).
- c) Fold the free end back over the centre bar (3) and under the rear fixed bar of the adjuster (2) and adjust for the correct length.

- d) Check that the free end webbing 'turn-back' faces up when the assembly is complete.
- e) Slide the elastic keeper over the free end of webbing.

4 Storage

SETS Dispatcher Restraint Strap should be stored in a secure area. The storage area should be free from dirt, oil, grease, moisture, direct sunlight, extreme changes in temperature and rodents.

SETS Restraint Strap should be stored away from non-aircraft/industrial products.

CAUTION

Inappropriate storage of SETS Restraint Strap may lead to a deterioration of the strength of the components.

5 Pre-Use Check

The Restraint Strap should be checked prior to each use. This check should include checking the safe operation of and integrity of the following components and parts:

- Inspect the snaps to ensure that the gates and springs are not worn, bent, broken, corroded or choked with dirt, mud, oil or grease.