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**Component
Maintenance Manual**
No. BAGU-6
Lap Belt "BAGU 6000" - series

Component Maintenance Manual

with Instruction Manual

No. BAGU - 6

Lap Belt Assembly "BAGU 6000" - series

Maintenance procedures to be performed by the manufacturer or a manufacturer-approved repair station are not given in this manual.



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LIST OF REVISIONS

All changes of this document will be noted in the following table.

New or changed passages will be marked by a vertical black line on the right side of the new or changed page. Date of revision and new revision-no. is shown at the bottom of each side.

Because of the limited number of pages any change of this document will cause a reissue of the complete CMM.

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A. Instruction

1. Introduction

The instructions in this manual give the data necessary to guarantee a safe use of the belts and provide all recommended maintenance information to keep the belts in a serviceable condition.

It is recommended to test the function of the belts and the condition of webbing and metal parts while the belts are installed but before usage.

The lap belt "BAGU 6000" - series is to be used as a "stand-alone" pelvic safety-belt and is specially designed to restrain a human body (seat occupant) during all flight attitudes and landings.

2. Description: General Remarks

All of the straps are made from polyester or nylon webbing.

The lap belt consists of a buckle half and a connector half, which are connected by the insertion of the connector into the buckle. The connector-half and the buckle-half come together as a attachment point. The connector slides into the buckle for locking the system. Lifting the cover of the buckle will release the connector.

The buckle is looped into the left belt portion, whereas the connector is sewn to the right belt portion.

Each belt half is fitted with sewn-in end-fittings or loops ("open endings") to mount the belts to the seat or aircraft structure.

Identification labels are located (sewn-on) on each lap belt half near the end-fitting on the end of each strap.

For metal fittings the service time / lifetime is not limited except those parts being damaged or showing corrosion.

The webbing material is limited to a max. service time / lifetime (incl. storage time!) of 12 years after date of manufacturing. After that period the webbing material has to be replaced at GADRINGER-GURTE or a GADRINGER-GURTE approved repair station.

	<p style="text-align: center;"> Gadringer-Gurte GmbH Flughafen Kassel D - 34379 Calden Tel. +49 (0) 5674 - 9210044 Fax. +49 (0) 5674 - 9210045 info@gadringer-gurte.de </p>	<p style="text-align: center;"> Component Maintenance Manual No. BAGU-6 Lap Belt "BAGU 6000" - series </p>
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3. Description: Lap Belt "BAGU 6000" - series

Designation:

Model: BAGU 6000

Part-No.s: BAGU 61()()
BAGU 62()()
BAGU 63()()
BAGU 64()()
BAGU 65()()
BAGU 66()()

Lifetime (webbing material only!): max. 12 years after date of manufacturing (incl. storage time)

"BAGU 6000" - series is a lap belt to restrain a seat occupant during all flight attitudes and landings.

Each variant of this type of lap belt consists of one left-hand-strap and one right-hand-strap which will come together as a attachment point.

Following variants of "BAGU 6000" - series are available:

P/N 61()():

The lap belt consists of a buckle half and a connector half. The buckle PN FDC 2707 is looped into the left belt portion, whereas the connector PN FDC 2991 is sewn to the right belt portion.

The strap end of both belt halves has sewn-in end-fittings to mount the belt either to the seat or airframe.

Weight: 0,35 kg

P/N 62()():

The lap belt consists of a buckle half and a connector half. The buckle PN FDC 2707 is looped into the left belt portion, whereas the connector PN FDC 2991 is sewn to the right belt portion.

The strap end of both belt halves has a loop with a 3-bar-glide to loop-in the belt either to the seat or airframe or an end-fitting.

Weight: 0,40 kg

P/N 63()():

The lap belt consists of a buckle half and a connector half. The buckle PN 501150 is looped into the left belt portion, whereas the connector PN 442851 is sewn to the right belt portion.

The strap end of both belt halves has sewn-in end-fittings to mount the belt either to the seat or airframe.

Weight: 0,35 kg



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P/N 64() ():

The lap belt consists of a buckle half and a connector half. The buckle PN 501150 is looped into the left belt portion, whereas the connector PN 442851 is sewn to the right belt portion.

The strap end of both belt halves has a loop with a 3-bar-glide to loop-in the belt either to the seat or airframe or an end-fitting.

Weight: 0,40 kg

P/N 65() ():

The lap belt consists of a buckle half and a connector half. The buckle PN 501000 is looped into the left belt portion, whereas the connector PN 449350 is sewn to the right belt portion.

The strap end of both belt halves has sewn-in end-fittings to mount the belt either to the seat or airframe.

Weight: 0,30 kg

P/N 66() ():

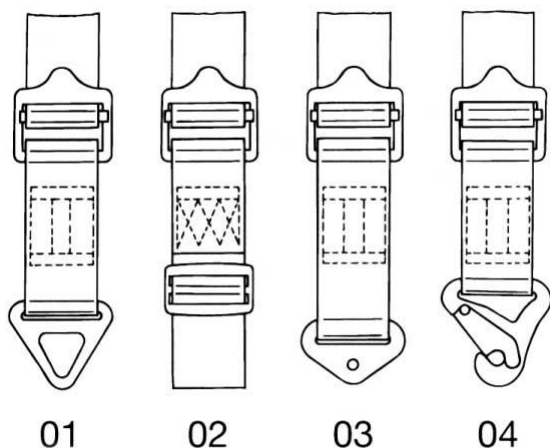
The lap belt consists of a buckle half and a connector half. The buckle PN 501000 is looped into the left belt portion, whereas the connector PN 449350 is sewn to the right belt portion.

The strap end of both belt halves has a loop with a 3-bar-glide to loop-in the belt either to the seat or airframe or an end-fitting.

Weight: 0,35 kg

Available end-fittings for "BAGU 6000" – series

In all P/N variants of "BAGU 6000" - series the kind of used end-fitting is marked by the last two digits of the open bracket.



Available end-fittings are to be found in the left figure:

- 01:** triangle up to 8mm Ø
- 02:** loop (open ending)
- 03:** end fitting with 8 or 10mm bore
- 04:** snap hook up to 10mm bore



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4. Installation Instructions

The belts are supplied in a condition "ready to be installed".

CAUTION:

ELIGIBILITY OF THE BELTS FOR BEING INSTALLED IN A GLIDER OR AN AIRCRAFT MUST BE CONFIRMED BY THE MANUFACTURER OF THE GLIDER / AIRCRAFT OR WITH AN APPROVED STC (SUPPLEMENTAL TYPE CERTIFICATE) FROM EASA OR NATIONAL AIRWORTHINESS AUTHORITY (NON-EU COUNTRIES).

For installing the belts pay attention to the mounting direction of the lap belt:

buckle-half = left side

connector-half = right side

Relating to the seating position in flight direction the buckle-half has to be installed on the left side, the connector-half has to be installed on the right side of the seat occupant.

Belts with sewn-in end-fittings must be mounted by fixing the end-fittings (see markings on picture below) either to the seat or airframe, belts without end-fittings (loops / open endings) must be looped either to the seat, airframe or in an end-fittings mounted to the seat or airframe.





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5. Operation



Fastening and loosing the belts

All belts have to be visual checked before flight for damaged parts and correct functioning.

Fasten and loose the belts and straps as follows:

- 1) In the seated position, grasp left portion (buckle-half) of the lap belt with one hand and position it over the center of the body. Use the other hand to grasp the right portion (connector-half) of the lap belt.
- 2) Insert the connector into the buckle until the latch block audibly engages the recess in the connector.
- 3) Adjust the length of the belt straps by pulling on the free end of webbing at the buckle-half.
- 4) For lengthening the belt grasp the buckle and rotate it approximately 45 degrees. Pulling at the buckle will lengthen the belt.
- 5) For releasing the lap belt, lift the buckle cover. This will release the connector, which can then be withdrawn from the buckle. Place the lap belt portions on the seat to prevent them from being damaged or soiled.



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B. Component Maintenance

1. Disassembly

CAUTION:

BELTS MAY NOT BE DISASSEMBLED.

FURTHER REPAIR OF THE BELTS MAY ONLY BE CARRIED OUT BY GADRINGER-GURTE OR A GADRINGER-GURTE APPROVED REPAIR STATION.

GADRINGER-GURTE GMBH IS NOT RESPONSIBLE FOR DAMAGE OR MALFUNCTIONS RESULTING FROM ANY UNAUTHORIZED ATTEMPT TO REPAIR OR DISASSEMBLE OF THE BELT-SYSTEM.

2. Cleaning

To clean the belts remove dirt and unwanted oil and grease. This helps the belts to last longer and prevents corrosion of the metal parts.

Hand-wash of the dirt parts is recommended to clean the webbing with fresh water and a mild soap (household dishwasher liquid soap, household laundry detergent). Do not keep the complete belts under water. The metal fittings are to be cleaned with a lint-free cloth moistened with isopropyl alcohol.

Do not use water and soap for cleaning the metal parts !

BELTS SHALL NOT BE MACHINE-WASHED, BECAUSE THE WEBBING WILL SHRINK AND ITS PERFORMANCE CHARACTERISTICS WILL CHANGE.

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



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3. Check

For metal fittings the service time / lifetime is not limited except those parts being damaged or showing corrosion.

The webbing material is limited to a max. service time / lifetime (incl. storage time!) of 12 years after date of manufacturing. After that period the webbing material has to be replaced at GADRINGER-GURTE or a GADRINGER-GURTE approved repair station.

Avoid irregular conditions of use to prevent failures of the belts and make the equipment more reliable.

All belts have to be checked before flight by means of visual checks in order to identify damaged or worn parts and parts that show signs of near failure.

If any part of a belt is found defective, or if the strength or serviceability appears to be suspect, the belt has to be returned to GADRINGER-GURTE or a GADRINGER-GURTE approved repair station for a repair. All belts will remain in service until defects are noticed on the occasion of inspections or if the maximum lifetime would be reached.

Procedures:

A. General

Make sure the belts are clean and do not contain dirt, oil or grease, other unwanted particles or substances.

B. Webbing

Slight wear of the webbing is permitted. However, excessive web wear that has progressed to cut or worn edges must be replaced.

Examine and replace webbing if any of the following are observed:

- Cut or worn edges
- Damaged stitching
- Broken fabric threads
- Excessive chafe marks
- Excessive wears

Examine labels for legibility.

C. Buckle and Fittings

Examine fitting for:

- Burrs, nicks, or scratches
- Dents
- Corrosion



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Inspection for Continued Airworthiness

A. General

Inspection of the belts is governed by a Gadringer-Gurte inspection and servicing schedule. The belts may remain in service until defects are found upon inspection or if the maximum lifetime would be reached.

Periodic Inspection

As a minimum, GADRINGER-GURTE recommends a yearly periodic-inspection of the belts. The continued use is subject to the routine inspection interval of the airframe by conducting a functional inspection check of the belts. The service life is subject to the periodic inspection 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 belts on the installer/operator since the flight times, usage, and operating environment will vary by operator. If the belts are no longer usable based on the inspection for continued airworthiness, it must be discarded or returned to GADRINGER-GURTE or a GADRINGER-GURTE approved repair station for repair.

Following unscheduled maintenance procedure could be used for metal parts:

- (1) Use an abrasive cloth to remove minor nicks and scratches from aluminum parts.
- (2) Use crocus cloth to remove minor nicks and scratches from steel parts.
- (3) Clean the parts when the repair is complete.

B. Inspection Intervals

- Annual periodic inspection concurrently with the airworthiness inspection of the airframe.
- When the equipment has sustained damage or whenever malfunctions occur.
- When for the equipment any special reason occurs.
- **When the equipment has been over-stressed or if over-stress is suspected.**
Visual inspection of the restraint 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 is maintained, the user should remove and replace all restraints within the aircraft after over-stress / crash impact / severe loading conditions have occurred.**
(see B.4. Repair)

C. Inspection Responsibility

Inspection of the belts for continued Airworthiness must only be performed by GADRINGER-GURTE or by organizations specially approved by the aviation authorities.

Periodic-inspection of the belts for continued Airworthiness must only be performed by approved maintenance organizations or in accordance with EASA Part M, Annex VIII "Pilot / Owner Maintenance".

All other inspection or repairs of the restraint for continued Airworthiness must only be performed by GADRINGER-GURTE or a GADRINGER-GURTE approved repair station.



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4. Repair

CAUTION:

BELTS MAY NOT BE DISASSEMBLED.

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GADRINGER-GURTE IS NOT RESPONSIBLE FOR DAMAGE OR MALFUNCTIONS RESULTING FROM ANY UNAUTHORIZED ATTEMPT TO REPAIR OR DISASSEMBLE OF THE BELT-SYSTEM.

CAUTION:

- 1. REPLACEMENT OF DAMAGED METAL PARTS ON THE BELTS IS NOT PERMITTED.**
- 2. REPAIR OF DAMAGED WEBBING AND/OR STITCHING ON THE BELTS IS NOT PERMITTED.**

5. Storage

All belts must be protected from dust, moisture, direct sunlight, other contamination and chemicals. Sealing of the belts in plastic foil etc. must be carried out under low humidity conditions.

New belts which have been stored shall be subject to an inspection prior to their installation in an aircraft.

Storage time is considered to be lifetime and does not extend the max. lifetime of the webbing material of 12 years after date of manufacturing.