ENGINE - FUEL AND CONTROL - REPLACEMENT OF FUEL TEMPERATURE THERMOCOUPLE WITH THERMOCOUPLE WITH STUD AND NUT TERMINATIONS - CATEGORY CODE 4 - MOD.ENG-73-0071

1. Planning Information

A. Effectivity

(1) Aircraft: Airbus A320 and A321

(2) Engine : (a) V2527-A5 Engines, prior to serial number V10144
(b) V2530-A5 Engines, prior to serial number V10144

(3) Concurrent Requirements
None

B. Reason

(1) Condition

Fuel Temperature Thermocouple fault messages occur on A5 Engine.
Vibration at the harness connector is the most probable root cause.

(2) Background

To improve the harness connection durability for the vibration.

(3) Objective

To replace the Fuel Temperature Thermocouple and EEC Fan Harness.

(4) Substantiation

Substantiation is completed analytically.

(5) Effects of Bulletin on Workshop Procedures:

Removal/Installation	Not affected
Disassembly/Assembly	Not affected
Cleaning	Not affected
Inspection	Not affected
Repair	Not affected
Testing	Not affected

(6) Supplemental Information

None

C. Description

To replace the Fuel Temperature Thermocouple with the stud and nut terminations and EEC Fan Harness Assembly.

D. Approval

The 'compliance' statement and the procedures described in Paragraph C. of this Service Bulletin have been shown to comply with the applicable Federal Aviation Regulations and are FAA-APPROVED for the Engine Model listed.

E. Compliance

Category Code 4

Accomplish at the first visit of an engine or module to a maintenance base capable of compliance with the accomplishment instructions regardless of the planned maintenance action or the reason for engine removal.

F. Manpower

Estimated Manhours to incorporate the full intent of this Bulletin.

Venue	Estimated Manhours
(1) In Service	16 Hours
(a) To gain access	
(i) Install the warning notices	
(ii) Open the fan cowls	
(b) To replace the Thermocouple	
(c) To rework the EEC Fan Harness	
(d) To return engine to flyable status	
(i) Close the fan cowls	
(ii) Remove the warning notices	
(2) At overhaul	Not applicable
Total:	16 Hours

G. Material - Price and Availability

(1) Modification Kit is not required.

(2) See "Material Information" section for prices and availability of future spares.

H. Tooling - price and availability

Tool No.	Qty	Description	Function	Avail.
IAE 1J12018	1	EEC Harness Wrench	Torque Data Entry Plug (1)	

(1) Indicates that Tool Design Aperture Cards are currently available from IAE.

I. Facility Equipments

(1) Torque Wrench - range 0 to 250 lbfin (0 to 59 Nm)
(2) Clean Container - minimum capacity 2 US Gal
(3) Standard Workshop Equipment
(4) Cable Stripper
(5) Contact Extraction/Insertion Tool
(See Facilities Equipment Manual)
(6) Contact Crimping Tool (See Facilities Equipment Manual)

J. Weight and Balance

(1) Weight change	None
(2) Moment arm	No effect
(3) Datum	Engine front mount centerline (Power Plant Station (P.P.S.) 100)

K. Electrical Load Data

This Service Bulletin has no effect on the aircraft electrical load.

L. References

(1) Internal Reference No.

94J066A

94VJ066

(2) Other References

(1) V2500 Illustrated Parts Catalog, Chapter/Section 71-51-41.
(2) V2500 Illustrated Parts Catalog, Chapter/Section 73-35-15.
(3) A320/A321 Aircraft Maintenance Manual, Chapter/Section 70-23-11.
(4) A320/A321 Aircraft Maintenance Manual, Chapter/Section 70-23-13.
(5) A320/A321 Aircraft Maintenance Manual, Chapter/Section 70-40-11.
(6) A320/A321 Aircraft Maintenance Manual, Chapter/Section 71-00-00.
(7) A320/A321 Aircraft Maintenance Manual, Chapter/Section 71-13-00.
(8) A320/A321 Aircraft Maintenance Manual, Chapter/Section 73-22-00.
(9) A320/A321 Aircraft Maintenance manual, Chapter/Section 73-22-34.

M. Other Publications Affected

(1) V2500 Illustrated Parts Catalog (S-V2500-2IA).

(2) A320-A321 Aircraft maintenance manual

2. Accomplishment Instructions

A. Pre-requisite Instructions

WARNING: DO NOT LET ENGINE FUEL STAY ON YOUR SKIN FOR A LONG TIME. FLUSH THE FUEL FROM YOUR SKIN WITH WATER. THE FUEL IS POISONOUS AND CAN GO THROUGH YOUR SKIN AND IN TO YOUR BODY.

WARNING: BE CAREFUL WHEN YOU WORK ON THE ENGINE COMPONENTS IMMEDIATELY AFTER THE ENGINE IS SHUTDOWN. THE ENGINE COMPONENTS CAN STAY HOT FOR UP TO ONE HOUR.

CAUTION: DO NOT LET ENGINE FUEL OR OIL FALL ON THE ENGINE. UNWANTED FUEL OR OIL MUST BE REMOVED IMMEDIATELY WITH A CLEAN LINT FREE CLOTH. THE FUEL OR OIL CAN CAUSE DAMAGE TO THE SURFACE PROTECTION AND TO SOME PARTS.

(1) On the panel 115VU:

(a) Put a warning notice to tell persons not to start the engine 1 (2).

(2) make sure that the engine 1 (2) has been shutdown for at least 5 minutes.

(3) On the panel 50VU:

(a) Make sure that the ON legend of the ENG FADEC GND PWR pushbutton switch is off.

(b) Install a warning notice.

(4) Open the fan cowls by the approved procedure in reference 1.L.(7).

For 1000EM1 : 437AL, 438AR.

For 1000EM2 : 447AL, 448AR.

B. Removal Instructions

(1) Locate the EEC fan harness connection on the Fuel Cooled Oil Cooler (FCOC) and the J4 and J10 positions on the EEC. Refer to Figures 1 and 2.

(2) Disconnect the EEC harness electrical connector 4018KS from the Fuel Diverter and Return Valve (FDRV) resolver plug and tie it out of the way.

(3) Disconnect the EEC harness electrical connector 4017KS-A from the fuel temperature thermocouple on the FCOC. Refer to Figure 2.

(4) Disconnect the electrical connectors 4000KS-J4 and 4000KS-J10 from the EEC using the IAE 1J12018 EEC harness wrench. Refer to Figures 1 and 5.

(5) Drain the Fuel Cooled Oil Cooler (FCOC) (Refer to Figure 31).

(a) Remove the wire (7) from the drain plug (5).

(b) Remove the fuel drain plug with sealing ring (6) and drain the fuel (approx 1.5 gl) into a clean container.

CAUTION: USE A SPANNER OR SOFT GRIP PLIERS TO KEEP THE FUEL PLUG (ENG IPC 79-21-43, Fig 01, ITEM 151) IN PLACE WHEN REMOVING THE FUEL DRAIN PLUG (eng ipc 79-21-43, Fig 01, ITEM 147).

(c) Discard the sealing ring.

(6) Remove the Fuel Temperature Thermocouple (673-35-15, 01-100, P/N 5U0029) from the FCOC (Refer to Figure 31).

(a) Remove the two bolts (3) that attach the thermocouple to the FCOC.

(b) Remove the thermocouple (1) with the packing (4).

(c) Discard the packing.

C. Rework Instructions

(1) Cut the EEC fan harness to remove the 4017KS-A connector, ensuring the identification sleeves remain attached to the harness and protect the cut end.

(2) Tie back the cut harness end onto the existing EEC fan harness with white lacing tape ensuring the identification sleeves can still be read. Refer to Figure 4.

(3) Datum tie the two new Harco leads by V02-184 zebra lacing tape (718G) to dimensions as shown in Figure 7, "View showing position of datum ties".

NOTE: It is of benefit to temporarily mark the individual harness on both ends with "Channel A" or "Channel B" respectively before installing the datum ties.

(4) Disassemble clipping point 0295 sufficiently to install the Harco leads through the clipping point until the datum ties are in position. Refer to Figures 3 and 6.

NOTE: To ease installation of the harness route the laced end of the harness behind fuel pipes prior to installation of the harness into the clipping point.

(5) Install the new Fuel Temperature Thermocouple (73-35-15, 01-100, P/N 5U0074 to the FCOC (Refer to Figures 31 and 32).

(a) Lubricate the new packing (4) with clean V10-039 engine oil (Ref. 70-30-00).

(b) Install the packing onto the new thermocouple (Refer to 1.L.(4)).

(c) Use a clean lint free cloth made moist with V01-410 cleaning fluid.

(d) Clean the backplate surrounding bolt hole area, the bolt underface and the ground lug faces of the new Harco leads.

(e) Wipe clean by V02-099 lint free cloth.

(f) Install the harness ground lug and 4W0169 bolt. TORQUE the bolt to between 85 and 105 lbfin (9,6 and 11,9 Nm). Refer to Figures 4 and 7.

NOTE: Ensure that the 10 studs on the fuel temperature thermocouple are uppermost on the unit prior to torquing the Bolts, to facilitate installation of the harness connections in a later operation.

(g) Repeat operation (5) (c) to (5) (f) for the second 4W0169 bolt.

(6) Install the fuel drain plug (Refer to Figure 31).

(a) Lubricate the new sealing ring (6) with clean V10-039 engine oil (Ref, 70-30-00).

(b) Install the sealing ring to the drain plug (5) (Refer to 1.L.(4)).

(c) Install the drain plug with the sealing ring, to the FCOC.

(d) TORQUE the drain plug to between 110 and 120 lbfin (12,4 and 13,6 Nm) (Refer to 1.L (3)).

(e) Safety the drain plug with V02-126 wire (Ref. 70-30-00).

(7) Rework the following parts.

V2500-A5 EEC Fan Harness, 6A4505, 6A5556, 6A5652, 6A5963, 6A5964 and 6A5965 at positions 4017KS-A, 4000KS-J4 and 4000KS-J10.

Consumable Materials

Co/Mat 02-148	Adhesive tape (electrical)

Standard Equipment

Standard workshop equipment
Contact extraction/insertion tool

PROCEDURE	SUPPLEMENTARY INFORMATION
(a) Move the identification sleeves, 6A001 and 6A002, away from the J4 and J10 connector ends	
(b) Remove two contacts from each connector J4 and J10	Identify sockets C and D in each connector. Use the applicable contact extraction/insertion tool
(c) Cut off the two contacts from each connector J4 and J10, ensuring the identification sleeves remain attached to the harness. Record the length of the sheilding prior to cutting the harness. NOTE (1): This length will be used later to determine the length of the new harness ground (drain) wire. NOTE (2): Record the wire color corresponding to the C and D sockets for future reference when reassembling the connector assembly.	See Figure 6 Use standard workshop equipment
(d) Protect the cut end	See Figure 5 Use CoMat 02-148 adhesive tape (electrical)
(e) Tie back the cut ends onto the existing EEC Fan Harness, ensuring the identification sleeves can still be read.	See Figure 5 Use T085 lacing tape (white), as necessary

(8) Clean the studs of Thermocouple by V01-410 solvent and wipe clean by V02-099 lint free cloth.

WARNING: DO NOT GET THE CLEANING FLUID ON YOUR SKIN OR IN YOUR EYES. PUT ON PROTECTIVE CLOTHING, GOGGLES AND A FACE MASK. USE THE FLUID IN A WELL VENTILATED AREA/ DO NOT BREATH THE GAS. IF YOU GET CLEANING FLUID ON YOUR SKIN OR IN YOUR EYES FLUSH IT AWAY WITH WATER. GET MEDIAL AID IF YOUR SKIN OR EYES BECOME IRRITATED.

(9) Connect the terminals of the Harco leads to the Fuel Temperature sensor studs.

NOTE: Channel B connects to the studs closest to the fancase.

(10) TORQUE the nuts (73-35-15, 01-130) P/N HDA13955) to between 15 and 18 lbfin (1,69 and 2,03 Nm) (Refer to 1.L.(3)). Refer to Figure 7.

CAUTION: DO NOT EXCEED THE RECOMMENDED TORQUE VALUES. OVER TORQUING MAY RESULT IN FRACTURE OF THE TEMPERATURE SENSOR STUDS.

(11) TORQUE the nuts (73-35-15, 01-140, P/N HDA13956) to between 18 and 22 lbfin (2,03 and 2,48 Nm) (Refer to 1.L.(3)). Refer to Figure 7.

CAUTION: DO NOT EXCEED THE RECOMMENDED TORQUE VALUES. OVER TORQUING MAY RESULT IN FRACTURE OF THE TEMPERATURE SENSOR STUDS.

(12) Reconnect the electrical harness connector 4018KS to the FDRV resolver plug.

(13) Disassemble the 40 remaining clipping points for the EEC harness to install the Harco leads. Refer to Figures 1, 2 and 3.

(14) Install the new Harco leads through the 40 clipping points to follow the run of the EEC fan harness. Refer to Figures 1, 2 and 3.

(15) Rework the following parts.

V2500-A5 EEC fan harness, 6A4504, 6A5556, 6A5652, 6A5963, 6A5964 and 6A5965 at positions 4017KS-A, 4000KS-J4 and 4000KS-J10 and the new Harco leads, HAB22416 (Refer to 71-51-41, Fig/Item 01-005).

Consumable Materials

Co/Mat 02-148	Adhesive tape (electrical)
Co/Mat 06-131	Marking pen

Standard equipment

Standard workshop equipment
Cable stripper
Contact extraction/insertion tool
Contact crimping tool

PROCEDURE SUPPLEMENTARY INFORMATION

(a) Cut the Harco leads to a sufficient length to allow 2 re-uses at both J4 and J10 EEC connectors. Ensure the 20 gauge ground (drain) wire is at least as long as the original shielding. (Refer to 2.C.(7)(c) and Figure 7)	Use standard workshop equipment
(b) Remove 0.16 in (4,0 mm) of the cable insulation, to expose the wiring for the new contact sockets.	Use a cable stripper (Kinatics Hot Stripper or equivalent is preferred)

(c) Install new contact sockets, to the new Harco leads.

CAUTION: MAKE SURE THAT YOU USE THE CORRECT LOCATOR AND THAT THE CRIMP TOOL IS SET CORRECTLY. IF NOT, THE LEAD OR CONTACT CAN BE DAMAGED OR THE CONTACT INCORRECTLY ATTACHED TO THE LEAD.

(i) Install the contact sockets onto the Harco leads, contact positions C and D, in the J4 and J10 EEC harness connectors	Socket P/N T3-4120-10R (alternative 5100-299-0120) attached to the GREEN Alumel wire. Socket P/N T3-4120-10P (alternative 5100-299-0220) attached to the WHITE Chromel wire. Use a crimping tool (Daniels M22520/1-02 or equivalent).
(d) Do a check on the crimped joint	Manually pull the contact socket, to make sure that it is satisfactorily attached to the wiring.
(e) Install the contact sockets and 20 gauge ground (drain) wire into the J4 and J10 connectors.	Use the applicable contact extraction/insertion tool.

NOTE: It will be necessary to untwist the ground (drain) wire prior to re-assembling the connector backshell assemblies.

(f) Identify the wires on the new Harco leads at the FCOC and J4 and J10 positions.	Refer to SPM TASK 70-09-00-400-501, SUBTASK 70-09-00-400-002. Existing Renumber 6A001 6A901 6A002 6A902 Use CoMat 02-148 adhesive tape (electrical) and CoMat 06-131 marking pen.
(g) Cancel the existing part number on the re-worked EEC fan harness and the new Harco leads and identify with the new part number	Refer to SPM TASK 70-09-00-400-501, SUBTASK 70-09-00-400-002. Existing Renumber 6A4504 6A6430 6A5556 6A6431 6A5652 6A6429 6A5963 6A6429 6A5964 6A6430 6A5965 6A6431 1023226 HAB22416 Use CoMat 02-148 adhesive tape (electrical) and CoMat 06-131 marking pen

D. Installation Instructions

(1) Connect the 4000KS-J4 and 4000KS-J10 electrical connectors to the EEC and torque to 32 lbfin (3,6 Nm) using the IAE 1J12018 EEC harness wrench. Refer to Figure 5.

(2) Assemble the 40 remaining clipping points, TORQUE the nuts to between 36 and 45 lbfin (4 and 5 Nm). Refer to Figure 3.

(3) Tie the Harco leads to the EEC fan harness looms A and B using T085 lacing tape (white) at a maximum spacing of 1.97 in (50,0 mm) between tis. Refer to FIGURE 8.

(4) Do a Fuel leak test on the Fuel Cooled Oil Cooler and the Fuel Filter Housing(Refer to 1.L (6)). Leaks are not permitted.

(5) Do an operational test of the EEC (Refer to A.L.(9)).

E. Post-requisite Instructions

(1) Close the fan cowls by the approved procedure in reference 1.L.(7).

For 1000EM1 : 437AL, 438AR.

For 1000Em2 : 447AL, 448AR.

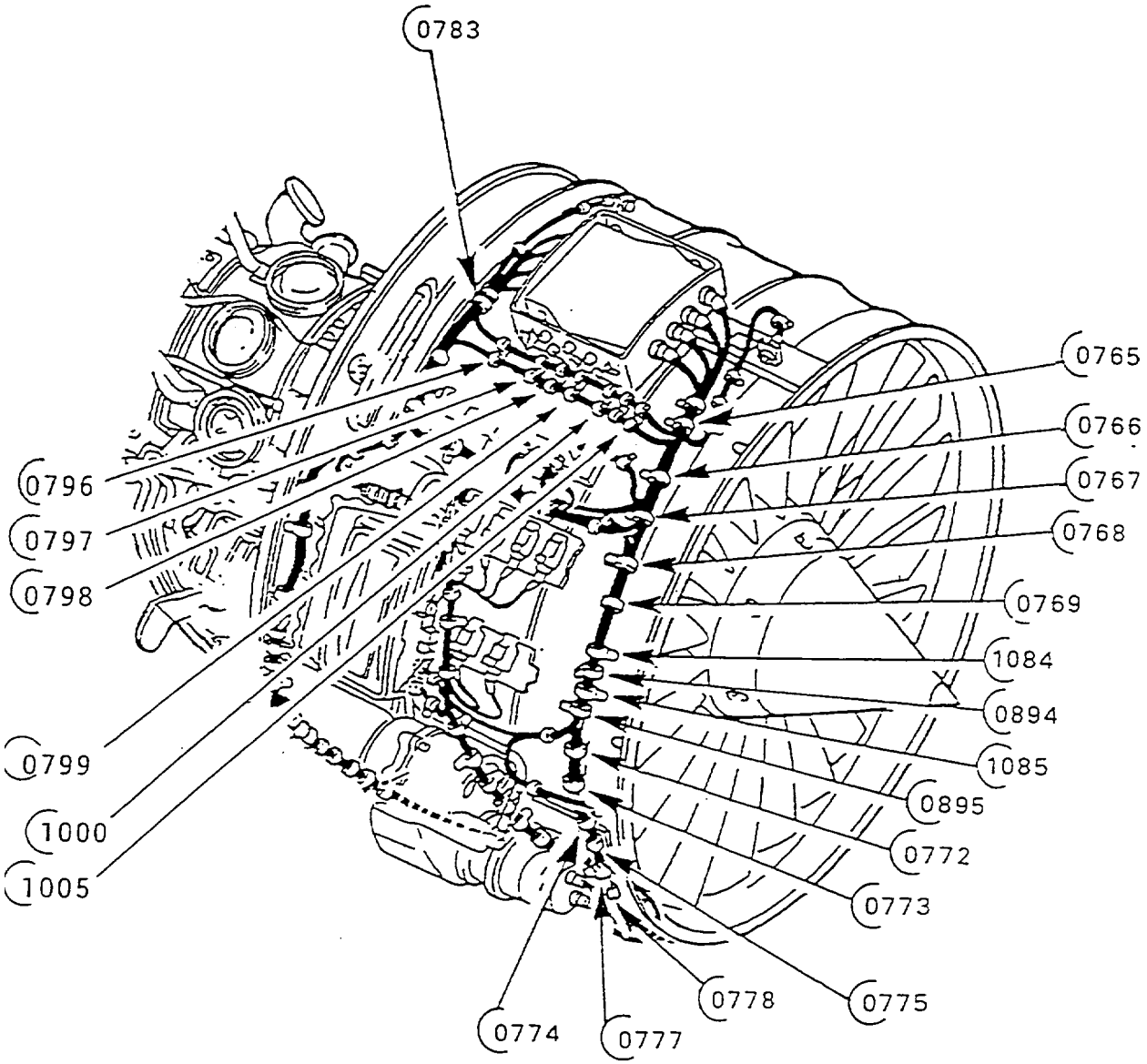
(2) Remove the warning notices.

F. Testing Instructions

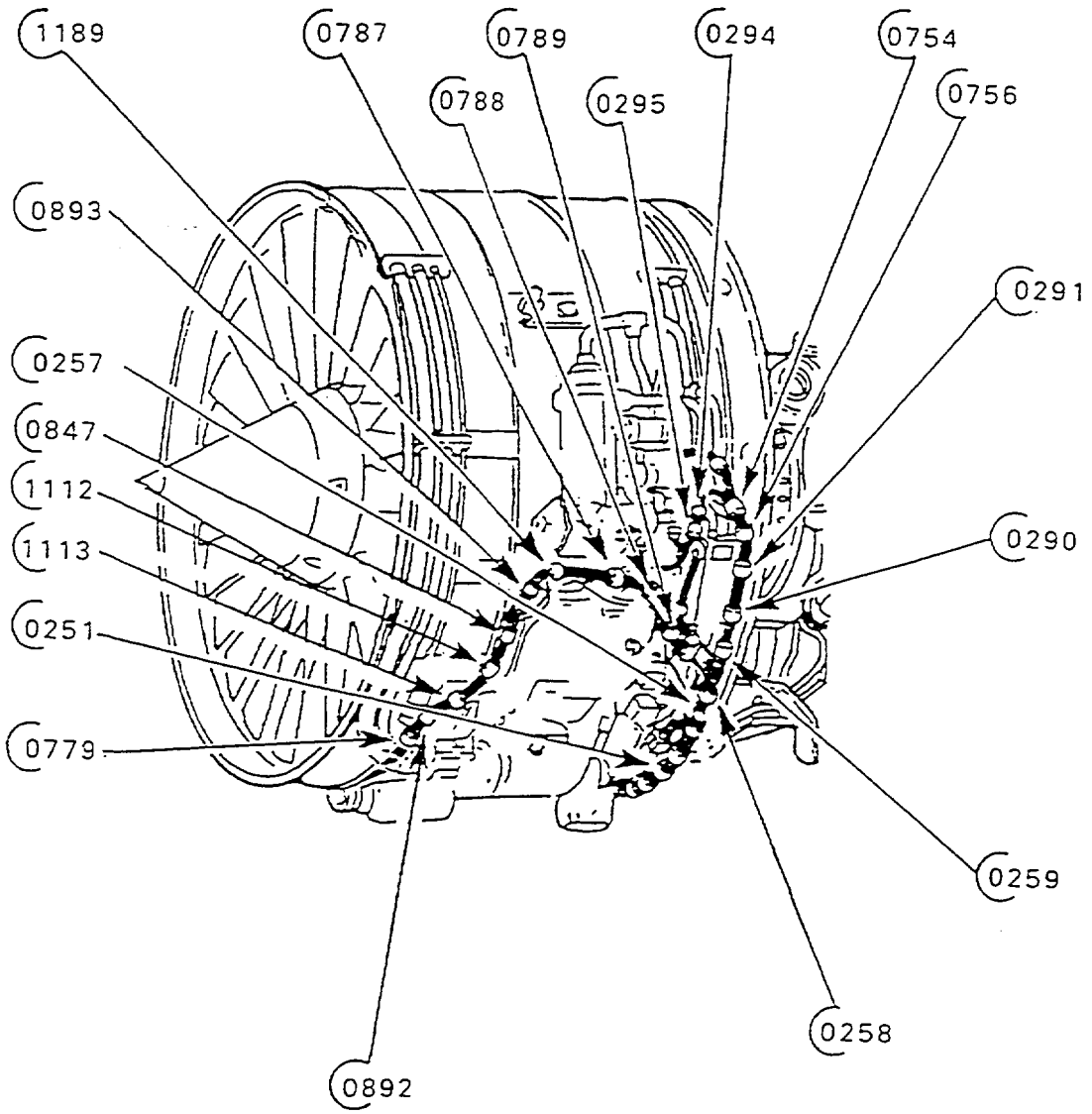
Do an operation test of the FADEC system (Refer to 1.L.(8)).

G. Recording Instructions

A record of accomplishment is necessary.



Location of clipping points
Fig.1



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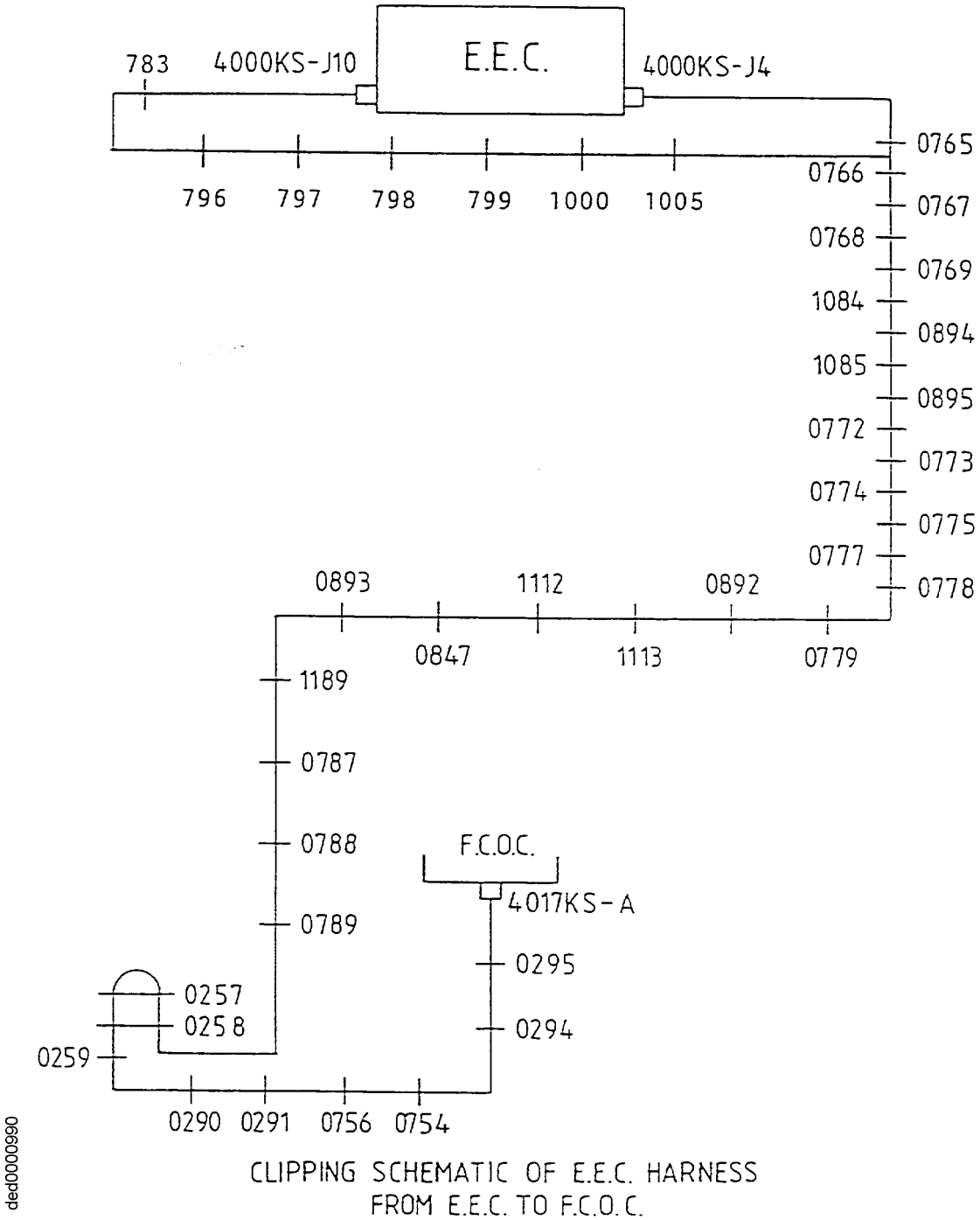
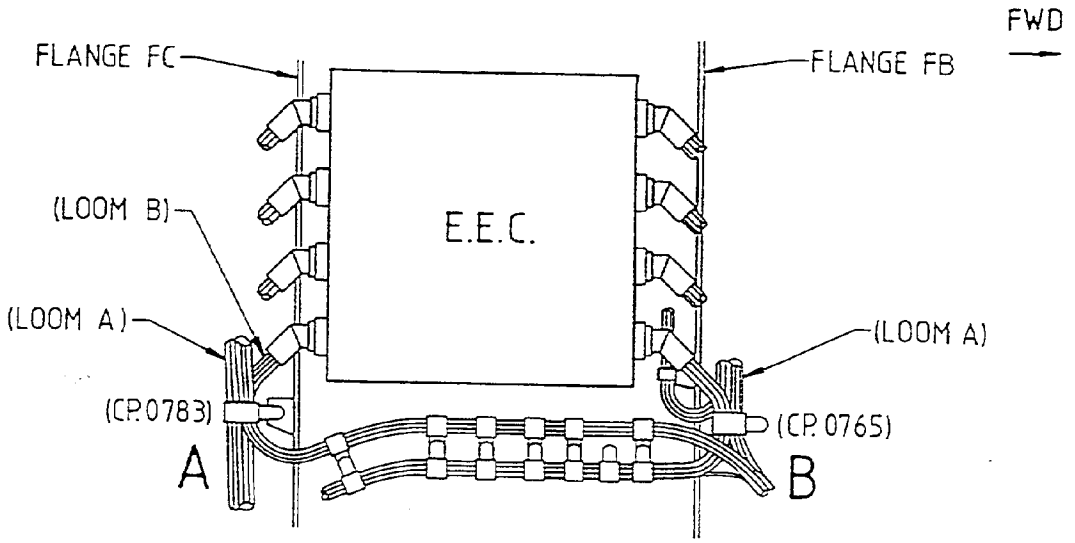
Location of clipping points
Fig.2

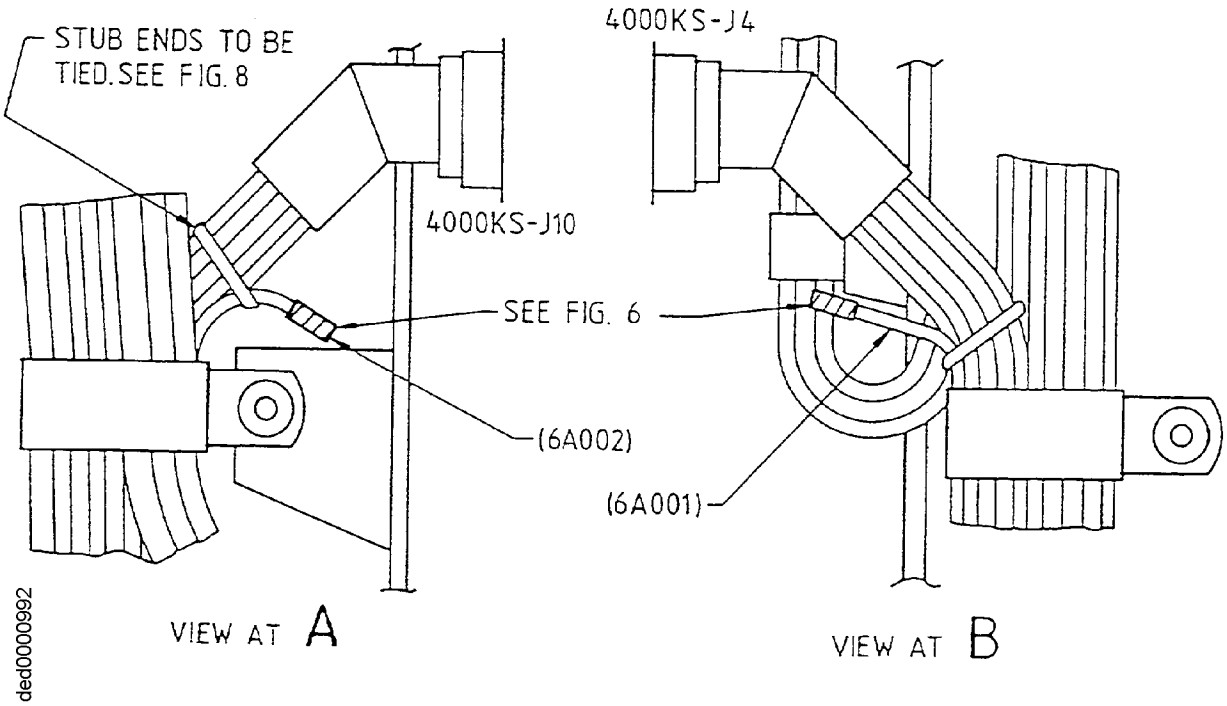


CLIPPING SCHEMATIC OF E.E.C. HARNESS
FROM E.E.C. TO F.C.O.C.

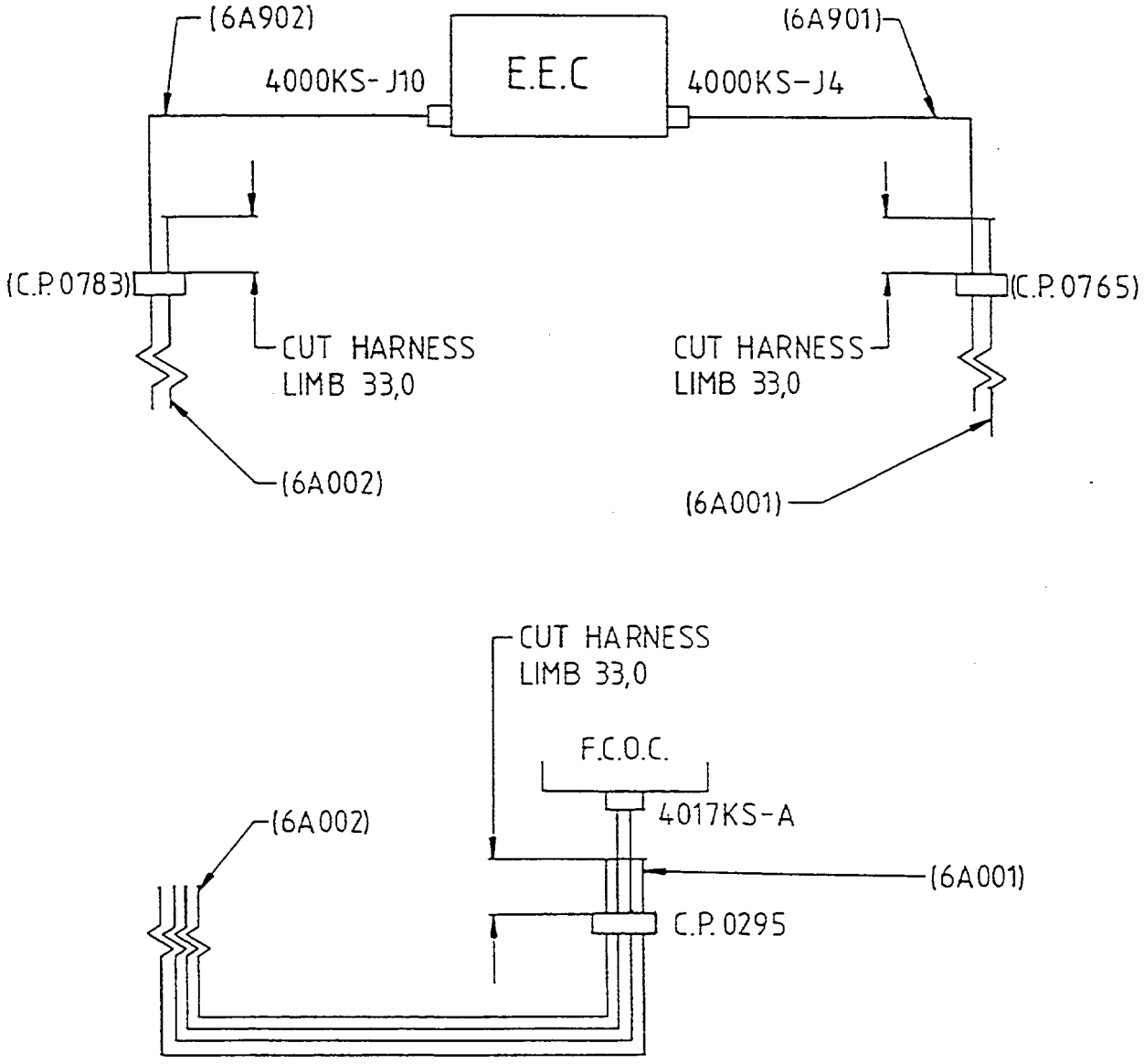
Clipping schematic of EEC harness
Fig.3



VIEW ON FAN CASE AT E.E.C.
SHOWING HARNESS AND CLIPPING POSITIONS



View on fan case at E.E.C.
Fig.5



RE-IDENTIFY REMAINDER OF CUT CABLE, 6A001 & 6A002, WITHIN THE HARNESS WITH EXISTING IDENTITY NUMBER.

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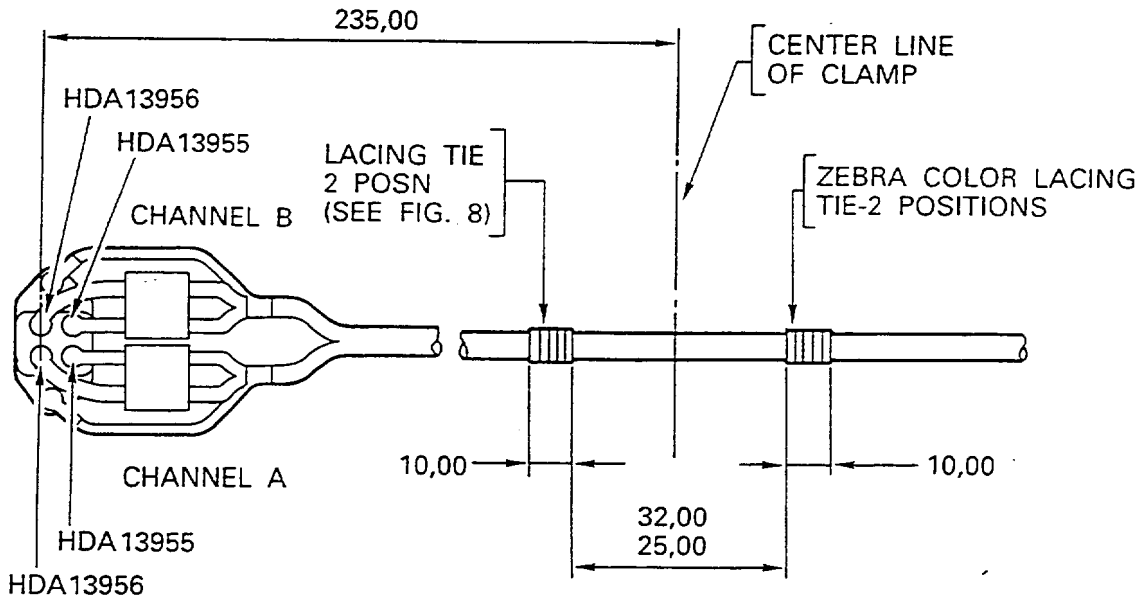
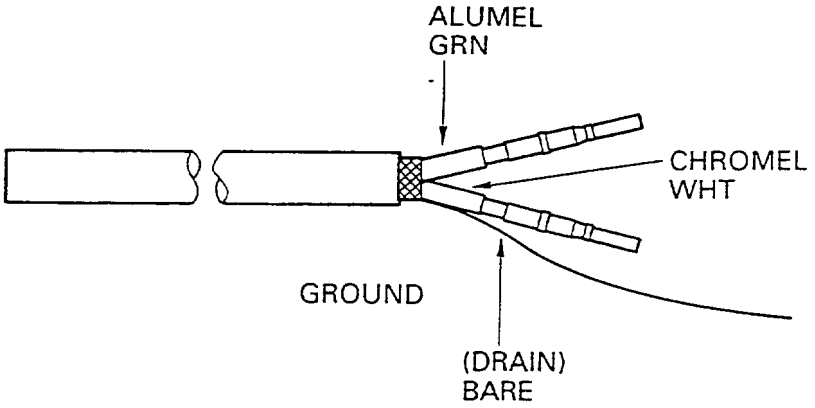
SCHEMATIC VIEW ON E.E.C. HARNESS
SHOWING CUT BACK POSITIONS OF EXISTING HARNESS

Schematic view on E.E.C. harness
Fig.6

ALL DIMENSIONS IN MILLIMETERS



VIEW SHOWING POSITION OF DATUM TIES



VIEW SHOWING HARCO LEAD TERMINATION DETAILS

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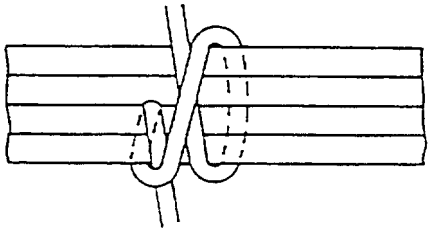
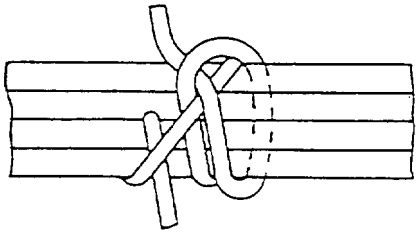
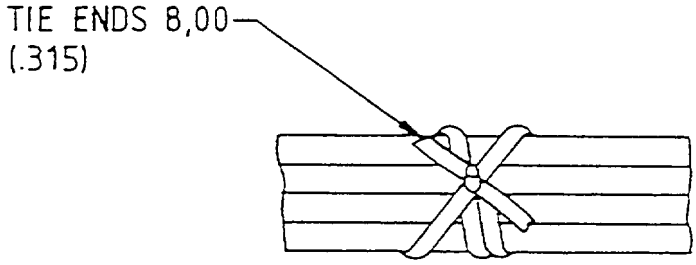
View showing position of datum ties
Fig.7



STEP 1



STEP 2



STEP 3

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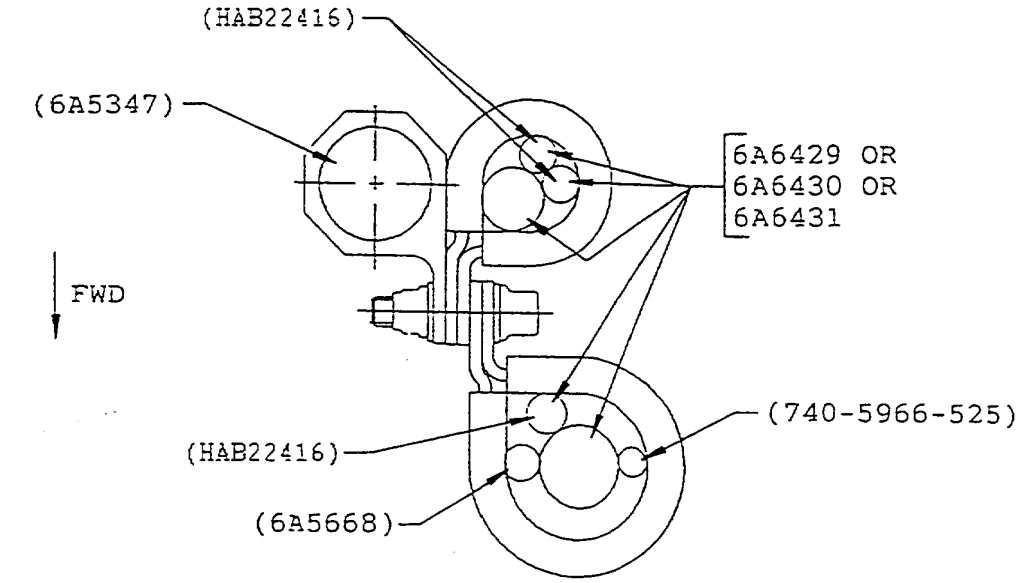
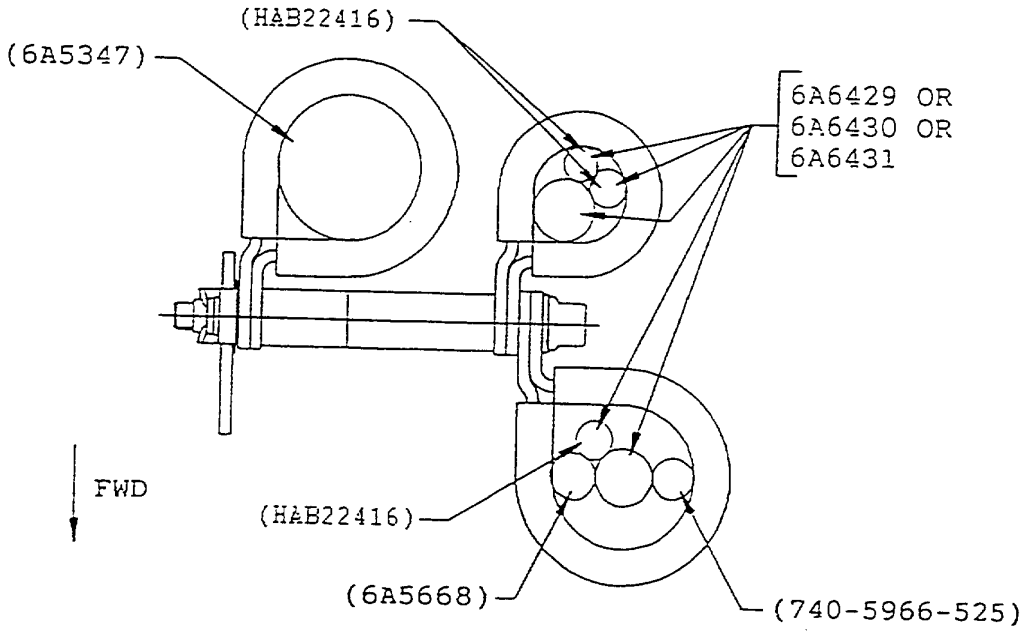
SHOWING PROCEDURE FOR FASTENING
LACING TAPE TO HARNESS

View showing procedure for fastening lacing tape
Fig.8



CLIPPING POINT 0257
AFTER ALTERATION



CLIPPING POINT 0258
AFTER ALTERATION

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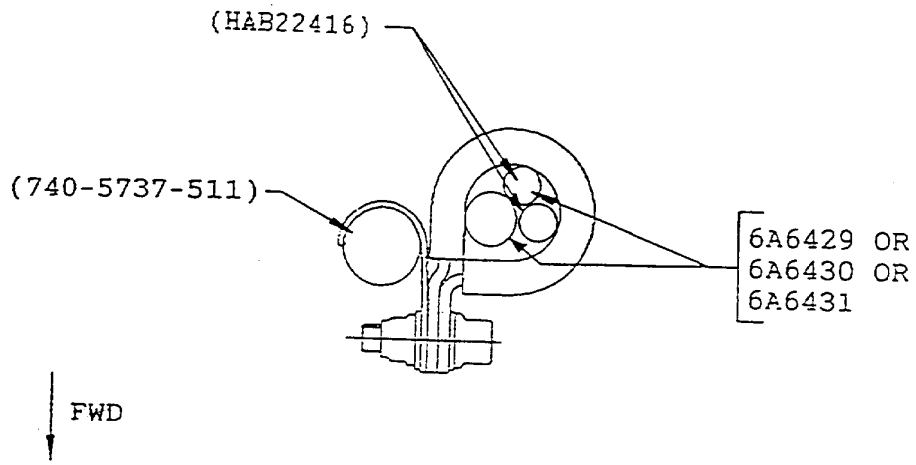
Clipping points 0257 and 0258
Fig.9



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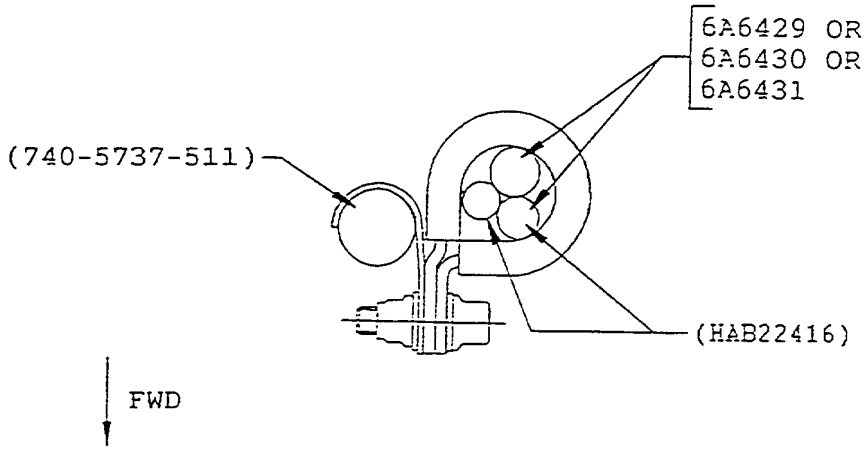

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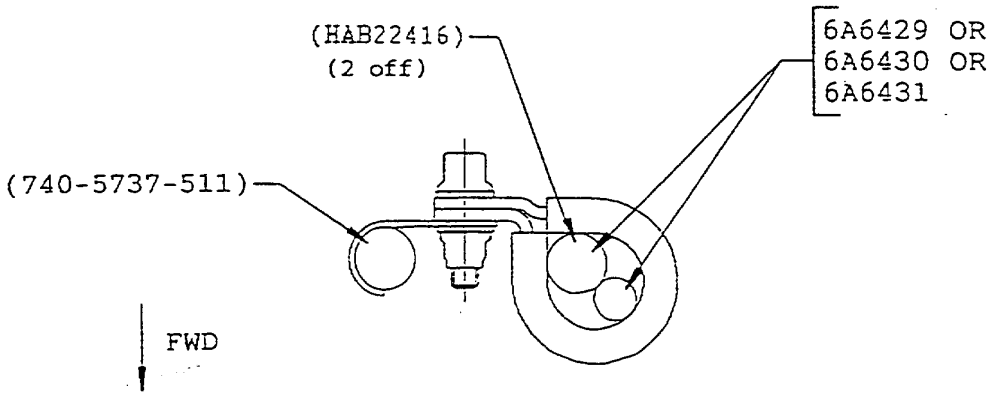
CLIPPING POINT 0290
AFTER ALTERATION

Clipping points 0259 and 0290
Fig.10



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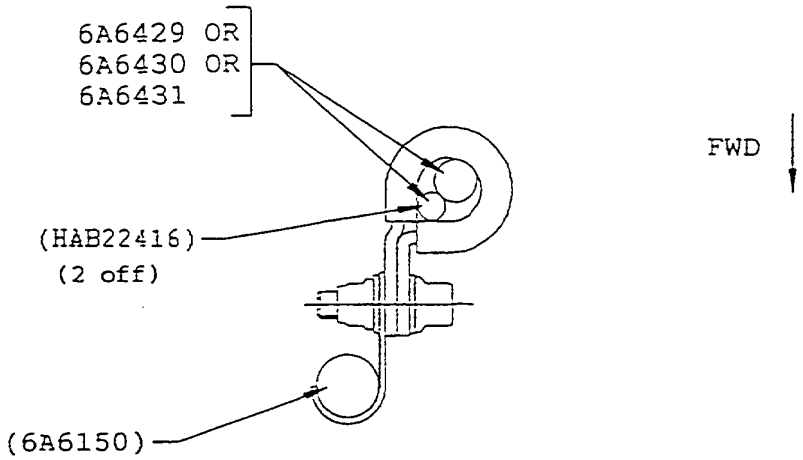

CLIPPING POINT 0294
AFTER ALTERATION

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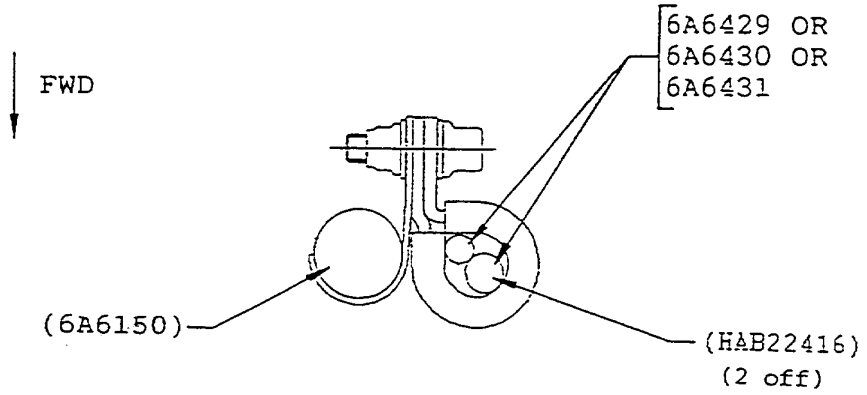
Clipping points 0291 and 0294
Fig.11



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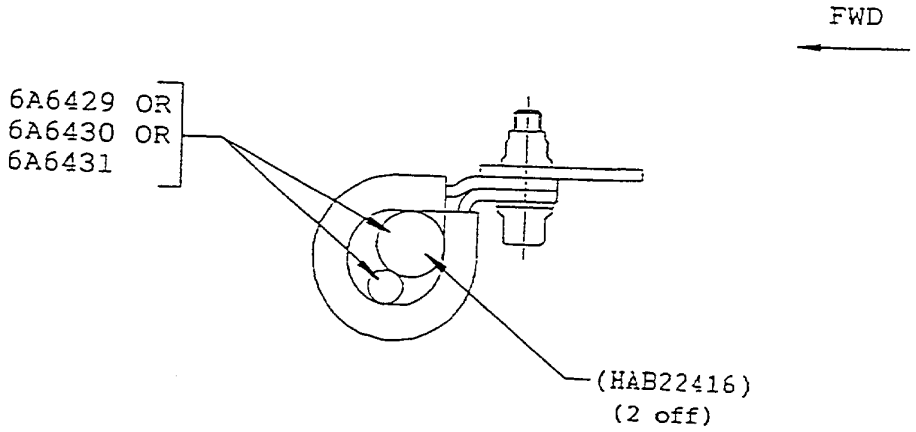

CLIPPING POINT 0754
AFTER ALTERATION

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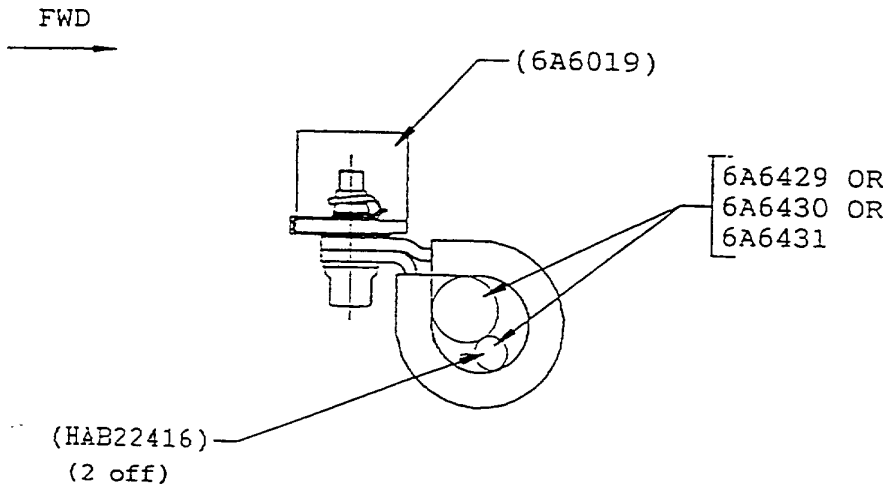
Clipping points 0295 and 0754
Fig.12



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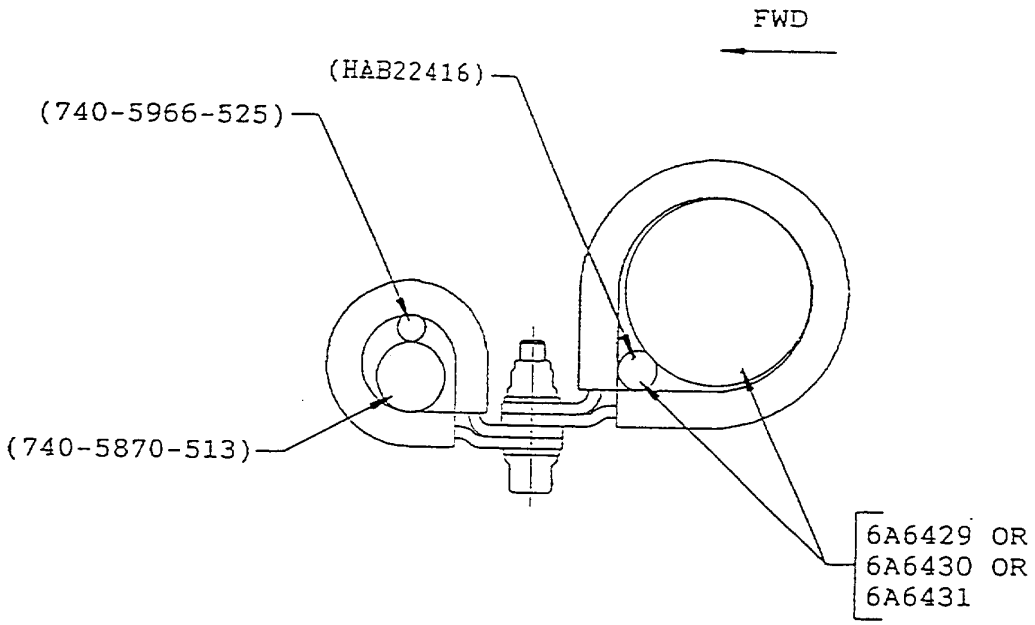

CLIPPING POINT 0765
AFTER ALTERATION

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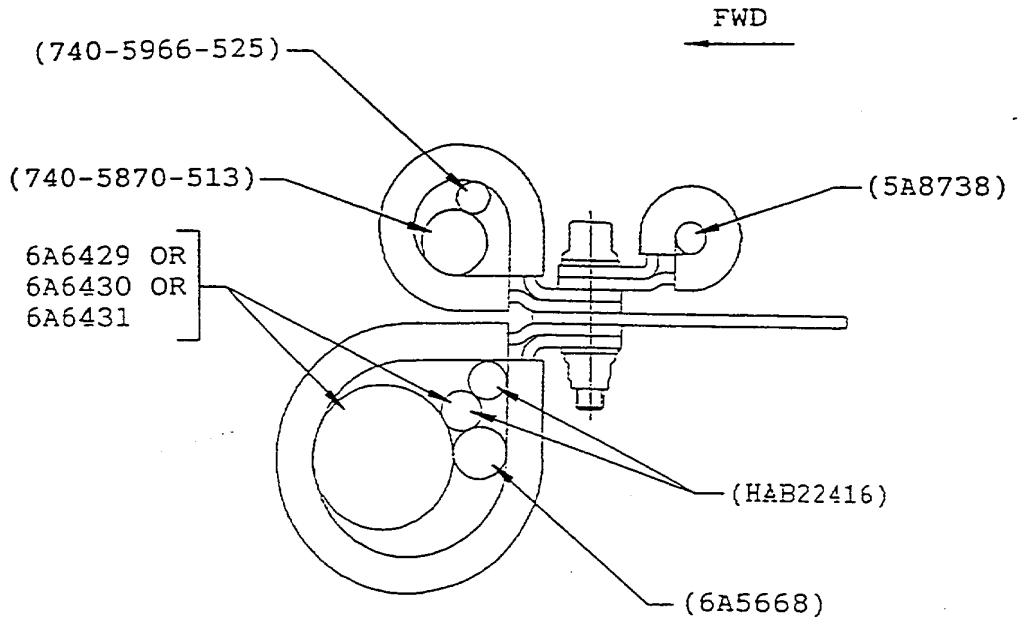
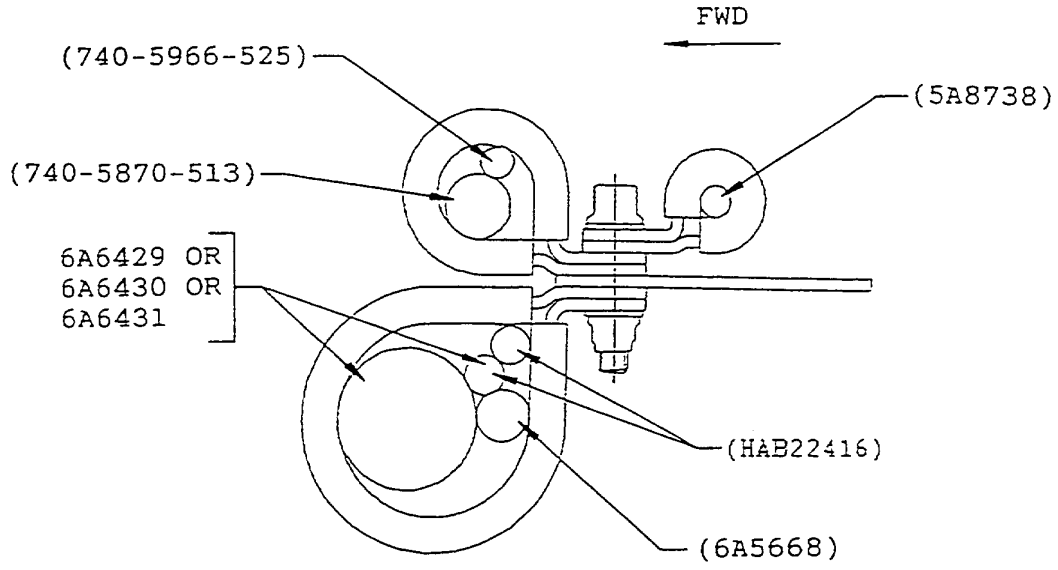
Clipping points 0756 and 0765
Fig.13



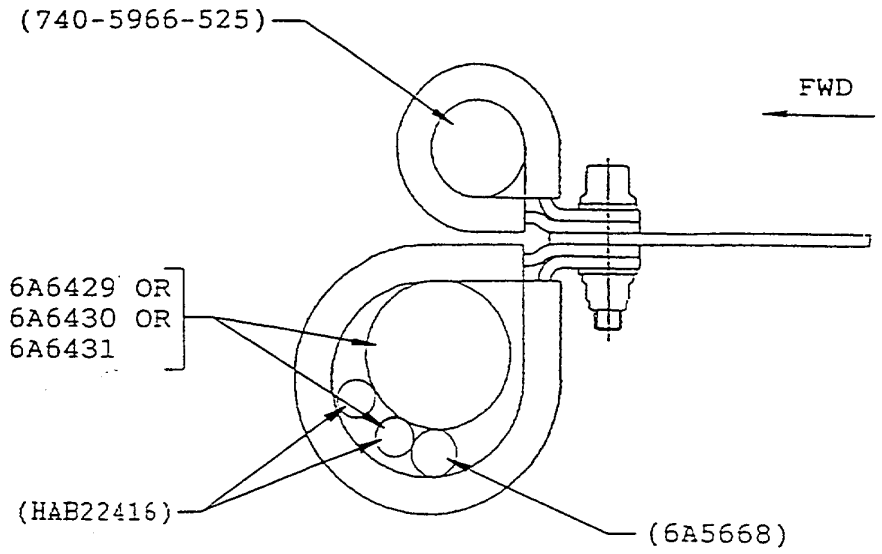
CLIPPING POINT 0766
AFTER ALTERATION



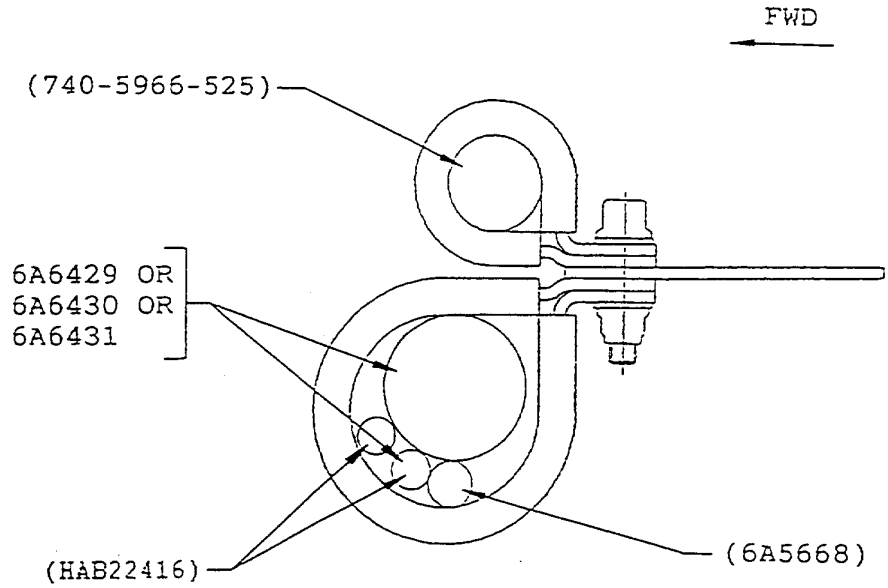
ded0001001

CLIPPING POINT 0767
AFTER ALTERATION

Clipping points 0766 and 0767
Fig.14



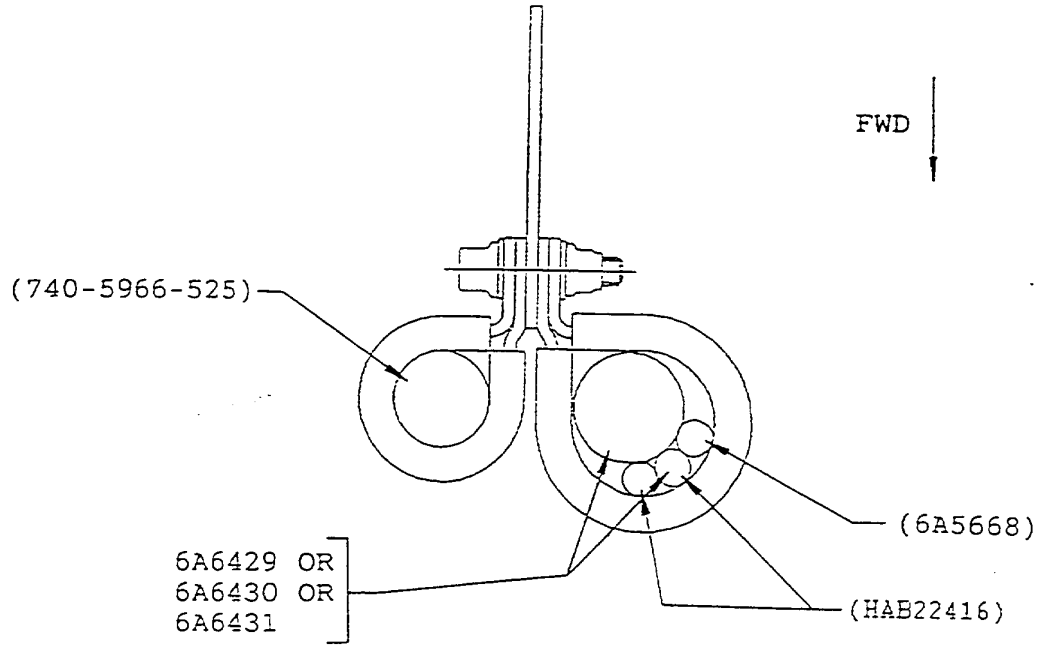
CLIPPING POINT 0768
AFTER ALTERATION



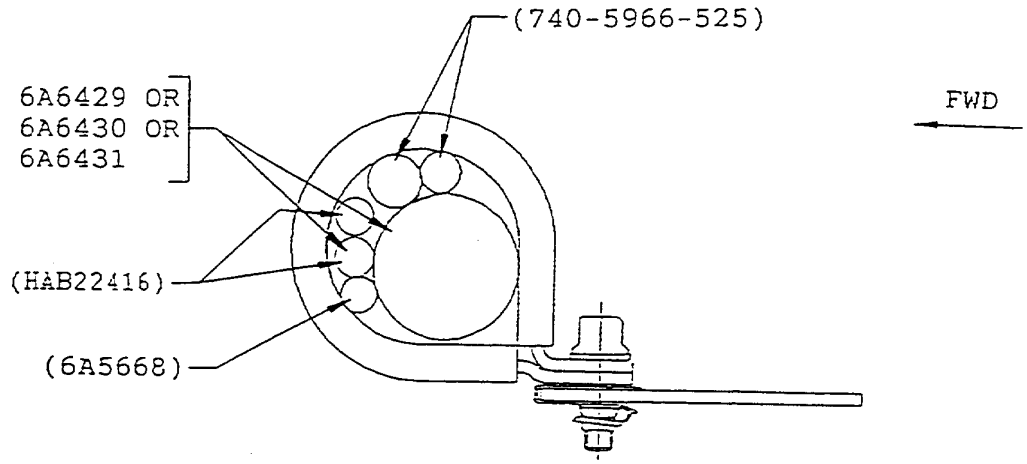
CLIPPING POINT 0769
AFTER ALTERATION

ded0001002

Clipping points 0768 and 0769
Fig.15



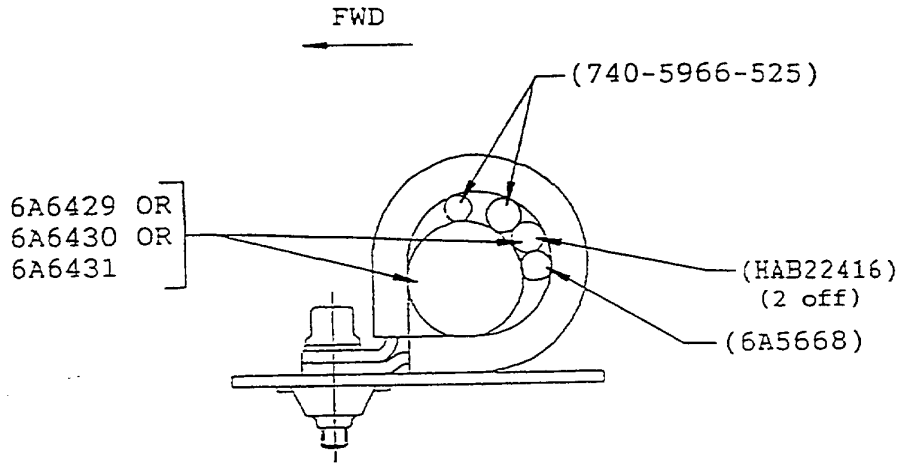
CLIPPING POINT 0772
AFTER ALTERATION



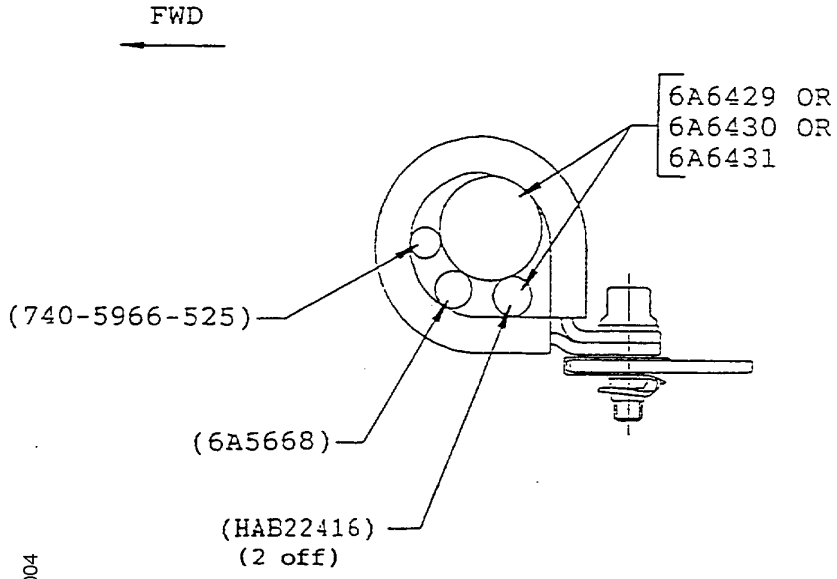
ded0001003

CLIPPING POINT 0773
AFTER ALTERATION

Clipping points 0772 and 0773
Fig.16



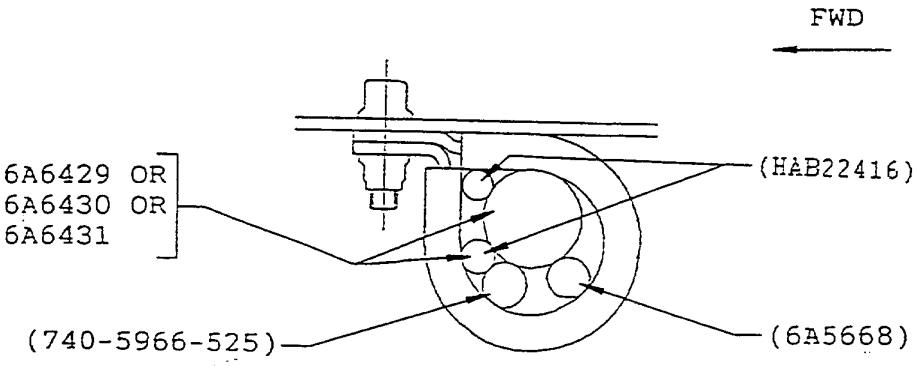
CLIPPING POINT 0774
AFTER ALTERATION



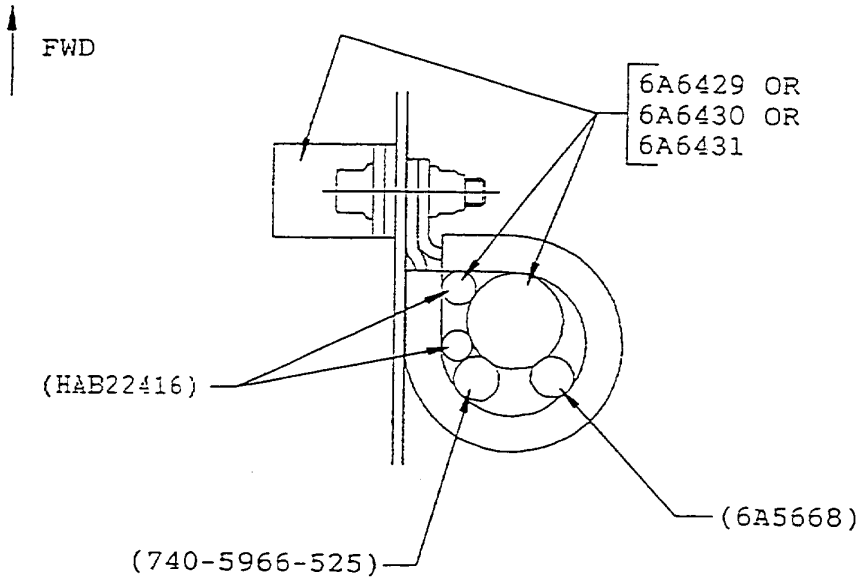
ded0001004

CLIPPING POINT 0775
AFTER ALTERATION

Clipping points 0774 and 0775
Fig.17



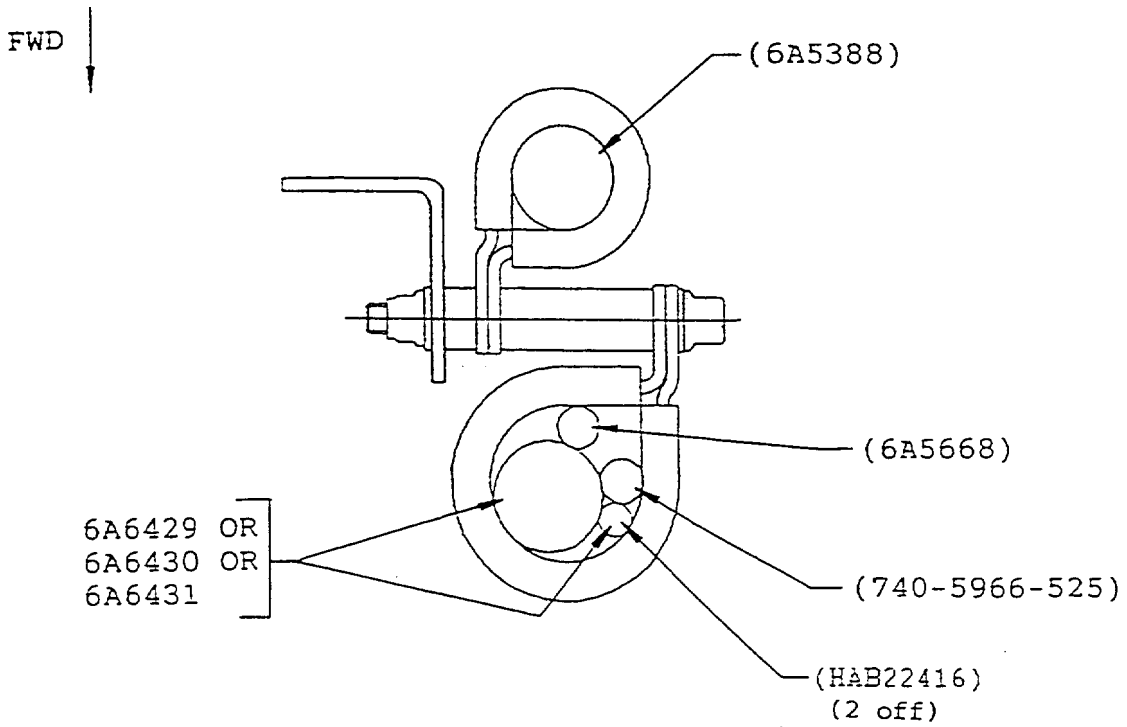
CLIPPING POINT 0777
AFTER ALTERATION



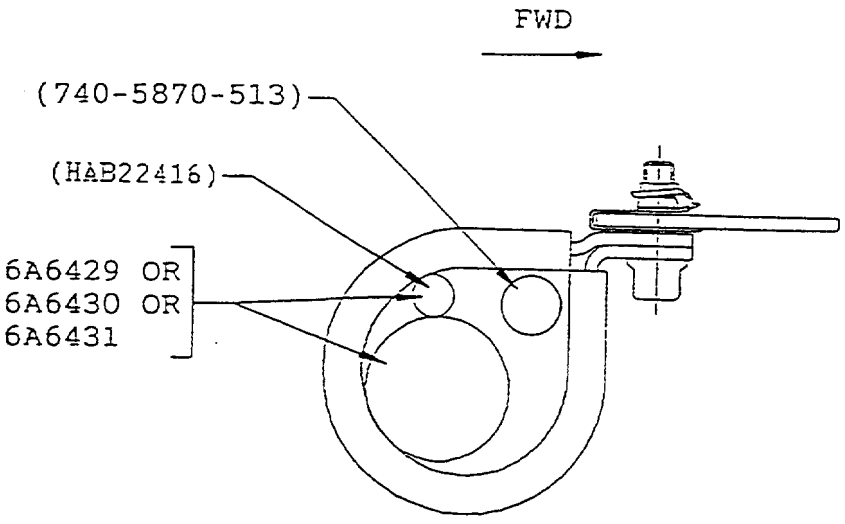
CLIPPING POINT 0778
AFTER ALTERATION

ded0001005

Clipping points 0777 and 0778
Fig.18

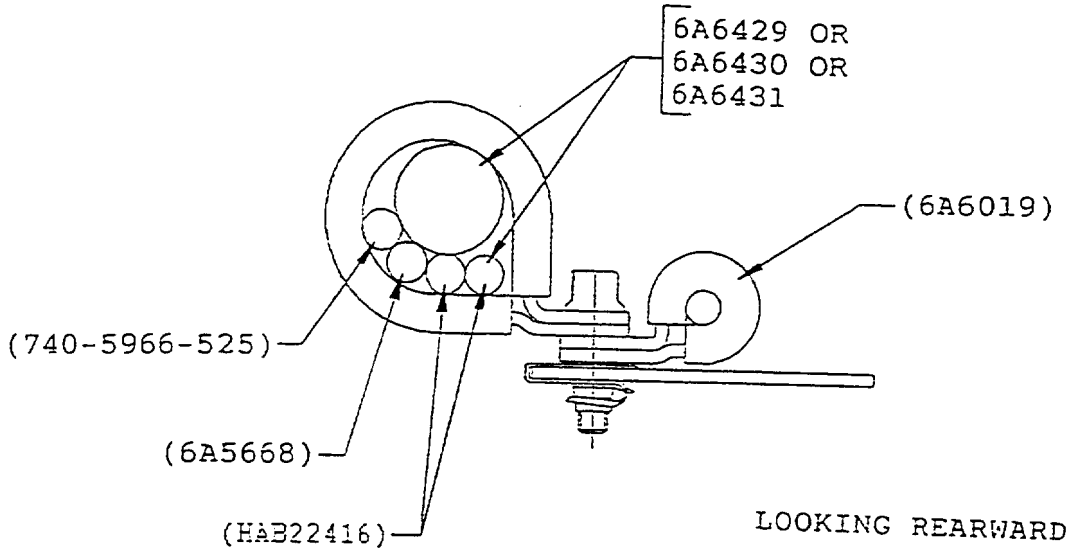


CLIPPING POINT 0779
AFTER ALTERATION

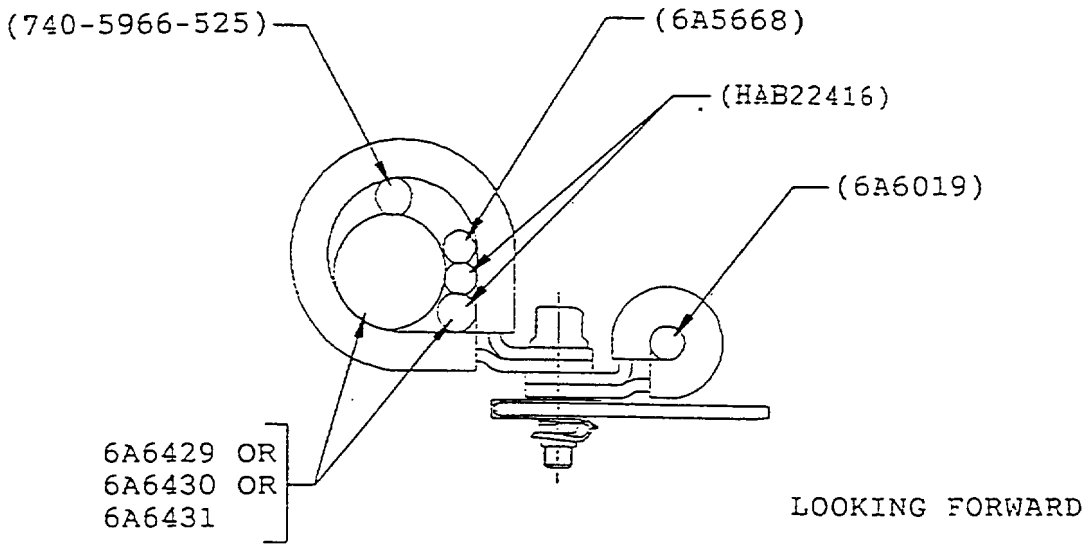


CLIPPING POINT 0783
AFTER ALTERATION

Clipping points 0779 and 0783
Fig.19



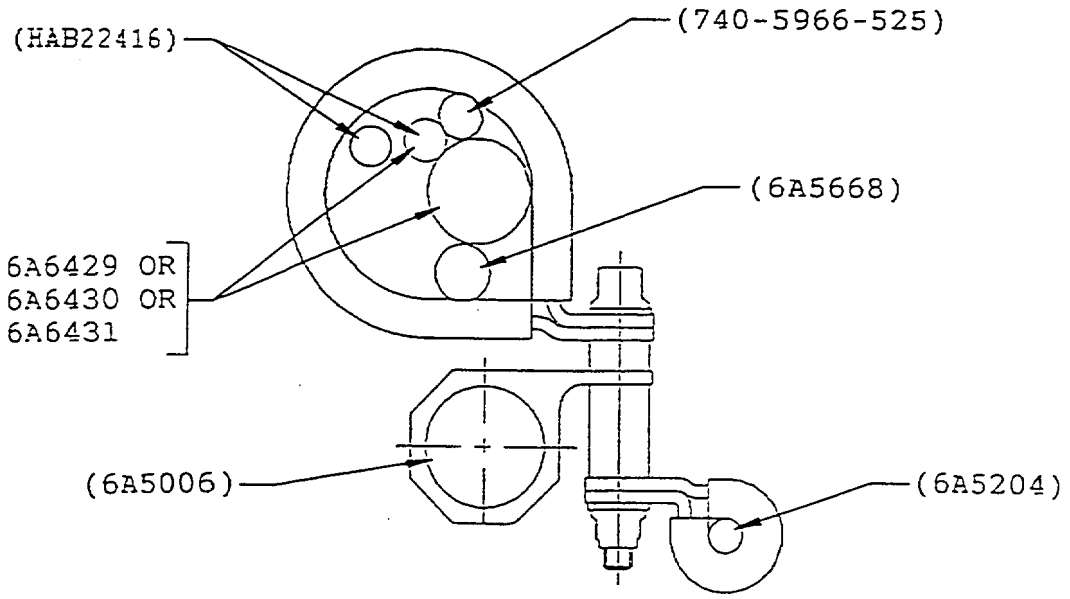
CLIPPING POINT 0787
AFTER ALTERATION



ded0001007

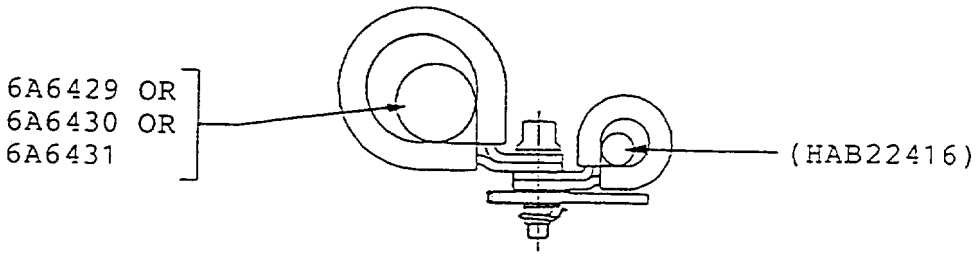
CLIPPING POINT 0788
AFTER ALTERATION

Clipping points 0787 and 0788
Fig.20



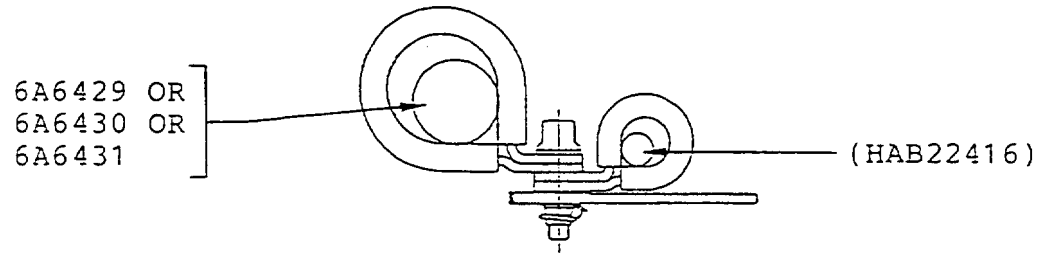
LOOKING REARWARD

CLIPPING POINT 0789
AFTER ALTERATION

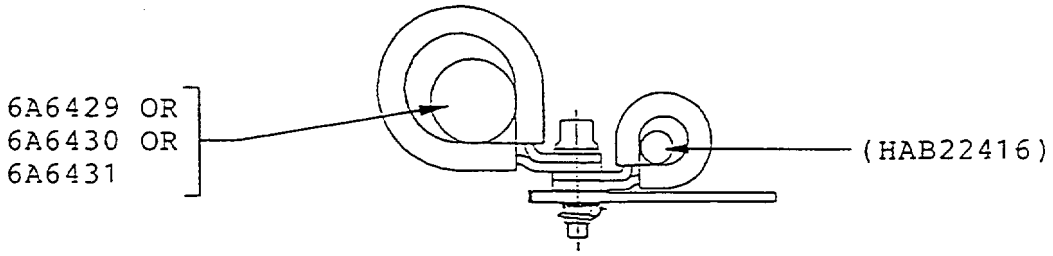


CLIPPING POINT 0796
AFTER ALTERATION

Clipping points 0789 and 0796
Fig.21

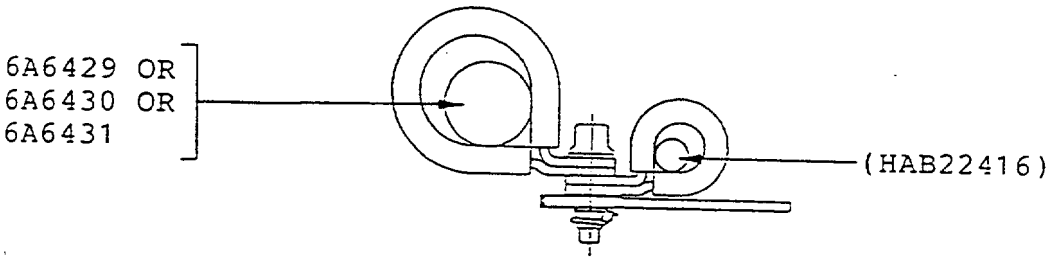


CLIPPING POINT 0797
AFTER ALTERATION

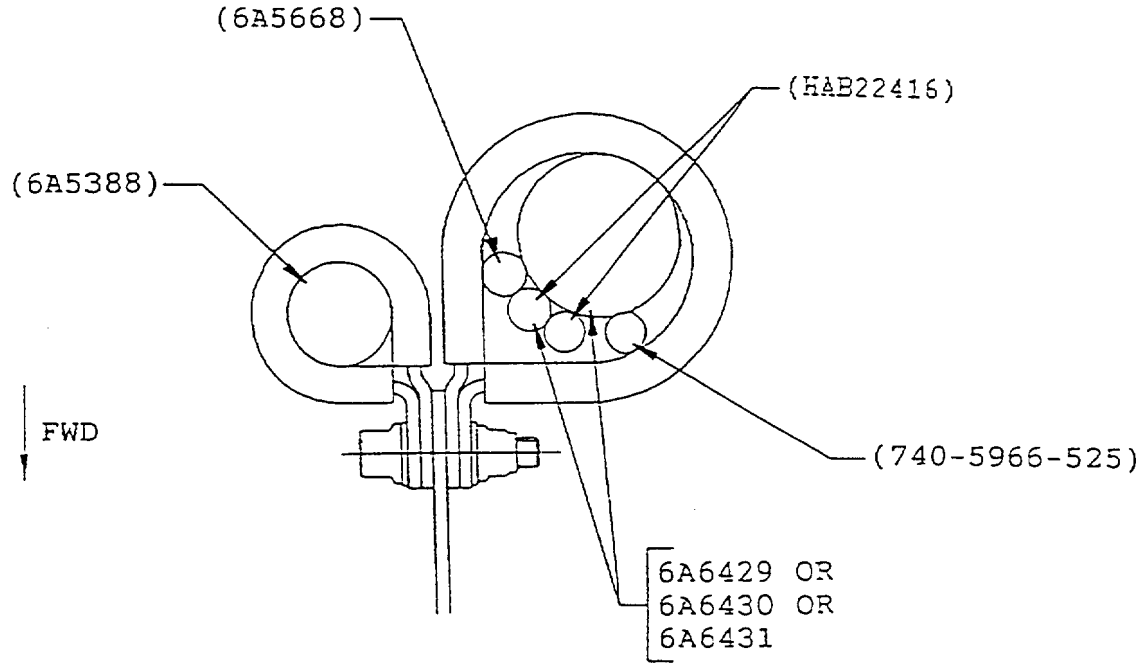


CLIPPING POINT 0798
AFTER ALTERATION

Clipping points 0797 and 0798
Fig.22



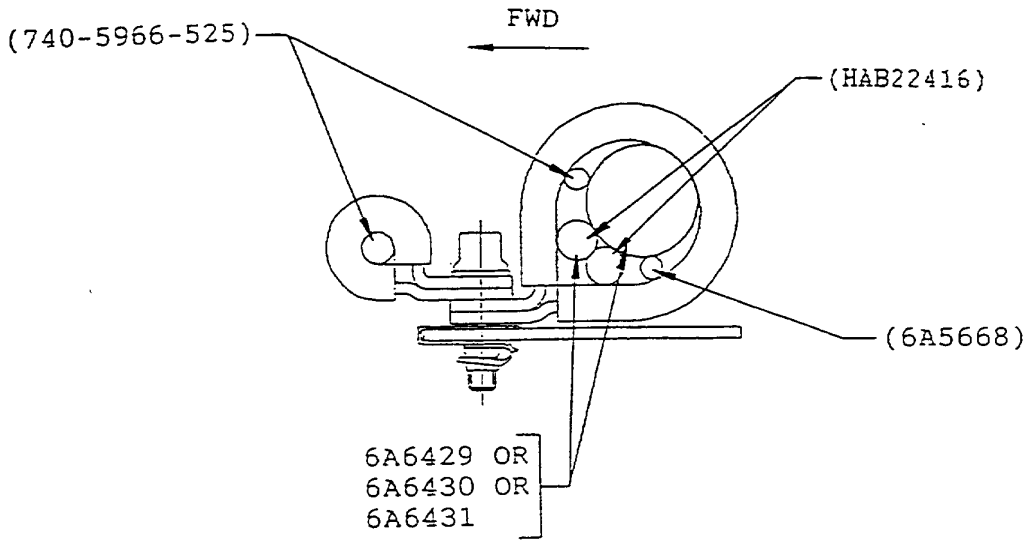
CLIPPING POINT 0799
AFTER ALTERATION



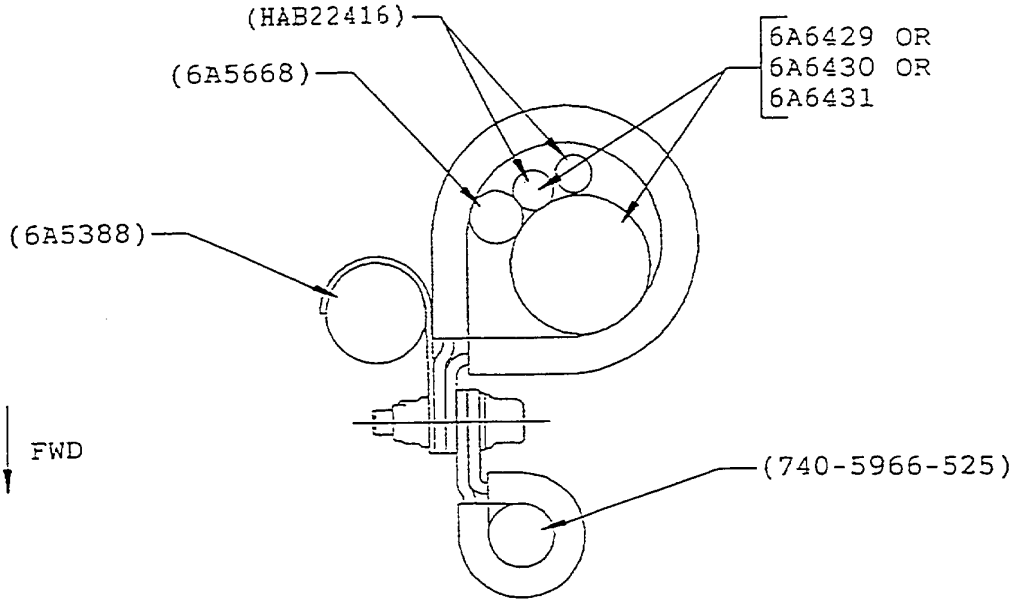
CLIPPING POINT 0847
AFTER ALTERATION

ded0001009

Clipping points 0799 and 0847
Fig.23



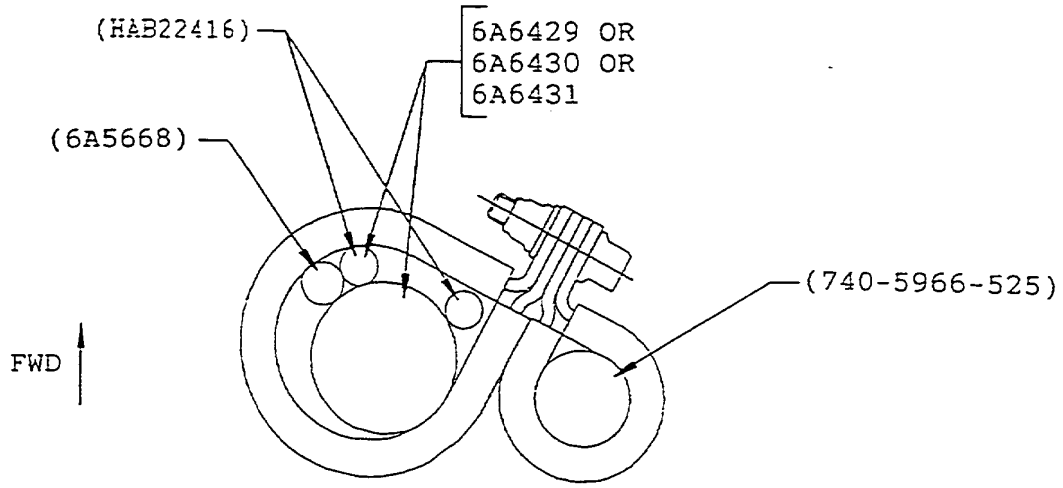
CLIPPING POINT 0892
AFTER ALTERATION



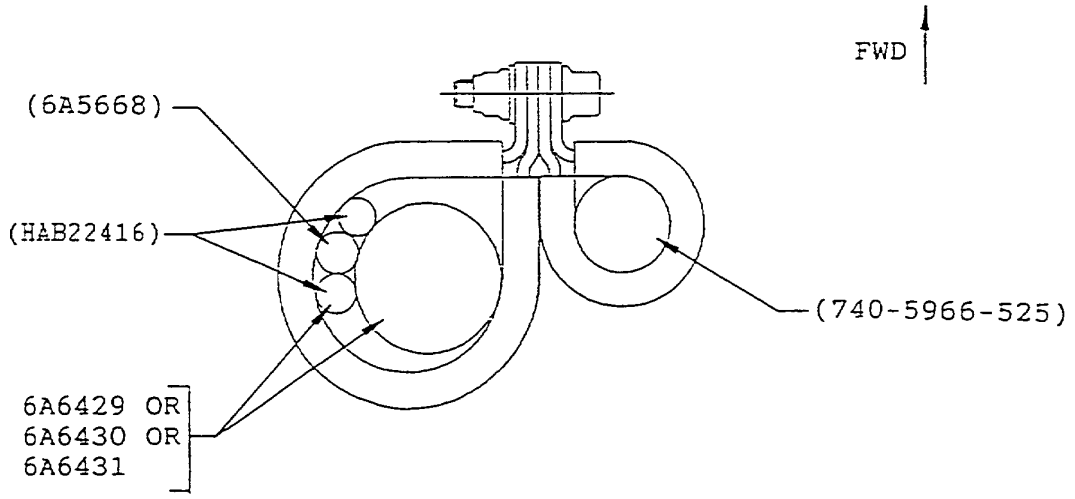
CLIPPING POINT 0893
AFTER ALTERATION

ded0001010

Clipping points 0892 and 0893
Fig.24



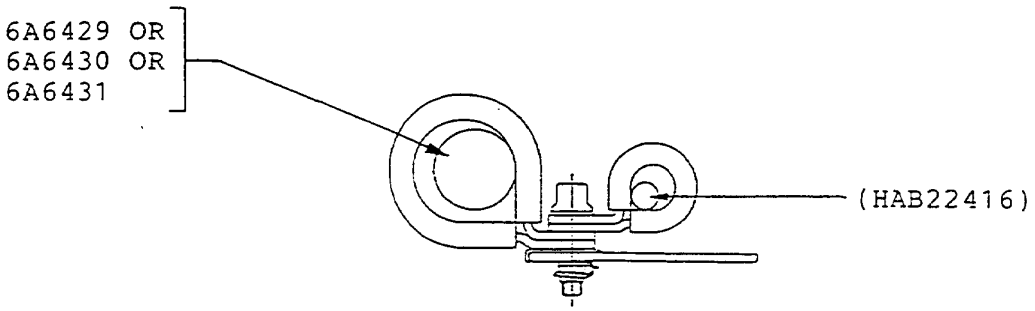
CLIPPING POINT 0894
AFTER ALTERATION



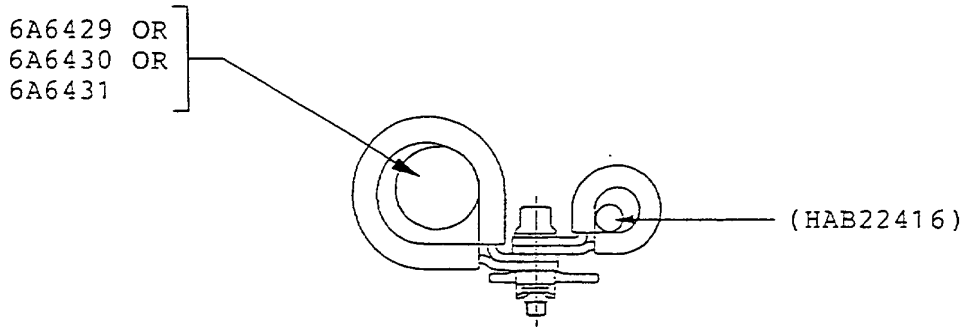
CLIPPING POINT 0895
AFTER ALTERATION

ded0001011

Clipping points 0894 and 0895
Fig.25



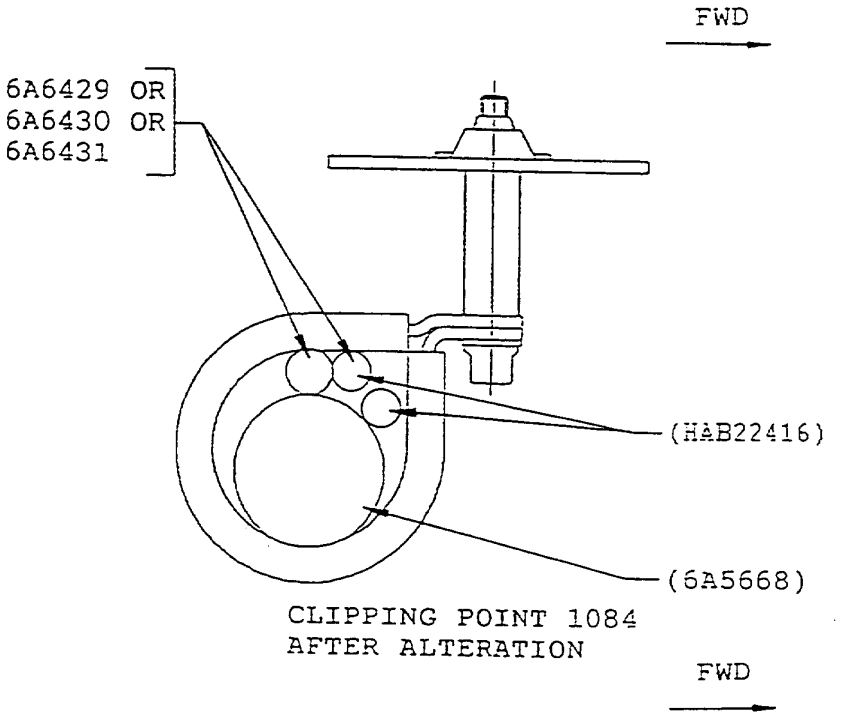
CLIPPING POINT 1000
AFTER ALTERATION



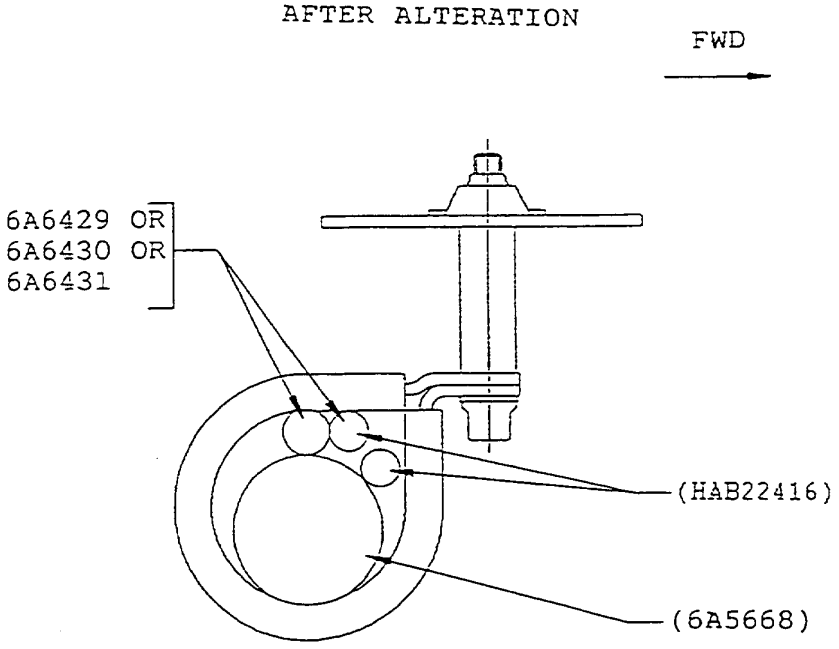
CLIPPING POINT 1005
AFTER ALTERATION

ded0001012

Clipping points 1000 and 1005
Fig.26



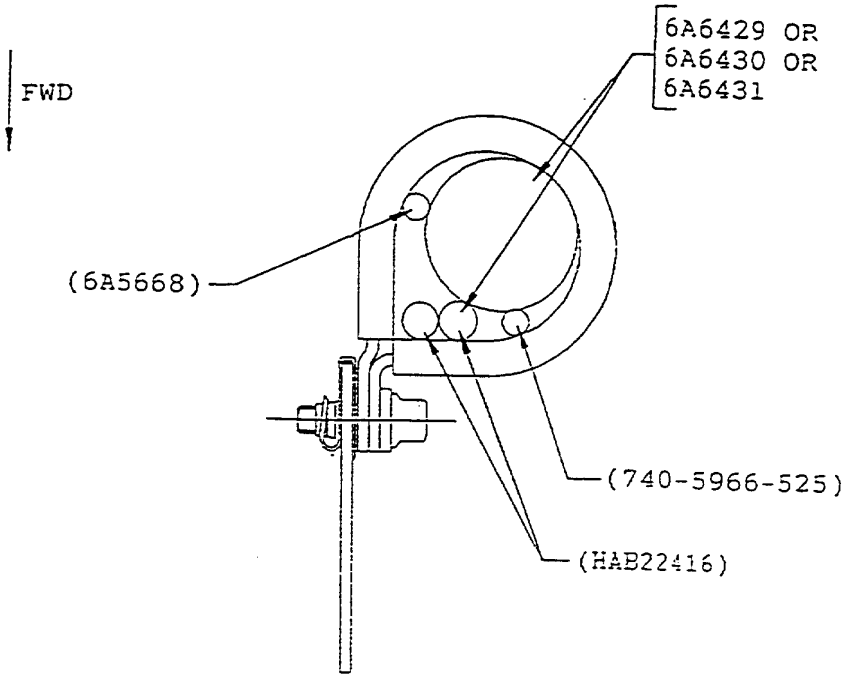
CLIPPING POINT 1084
AFTER ALTERATION



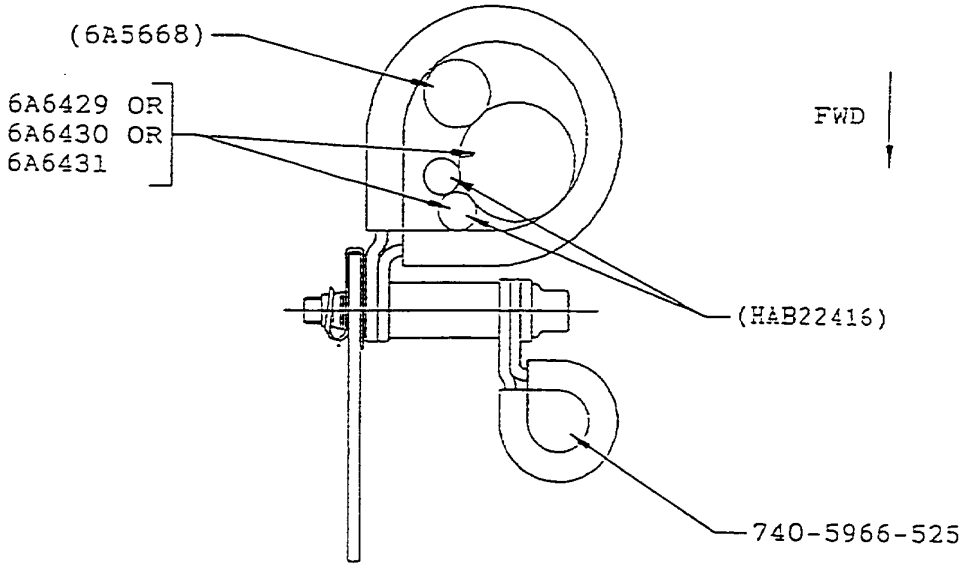
CLIPPING POINT 1085
AFTER ALTERATION

ded0001013

Clipping points 1084 and 1085
Fig.27



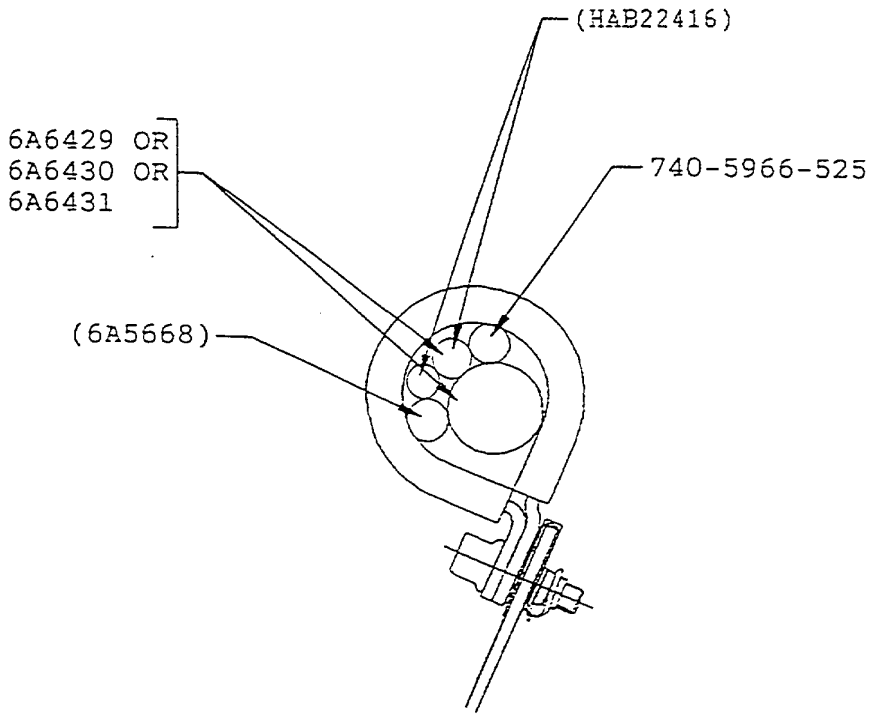
CLIPPING POINT 1112
AFTER ALTERATION



CLIPPING POINT 1113
AFTER ALTERATION

ded0001014

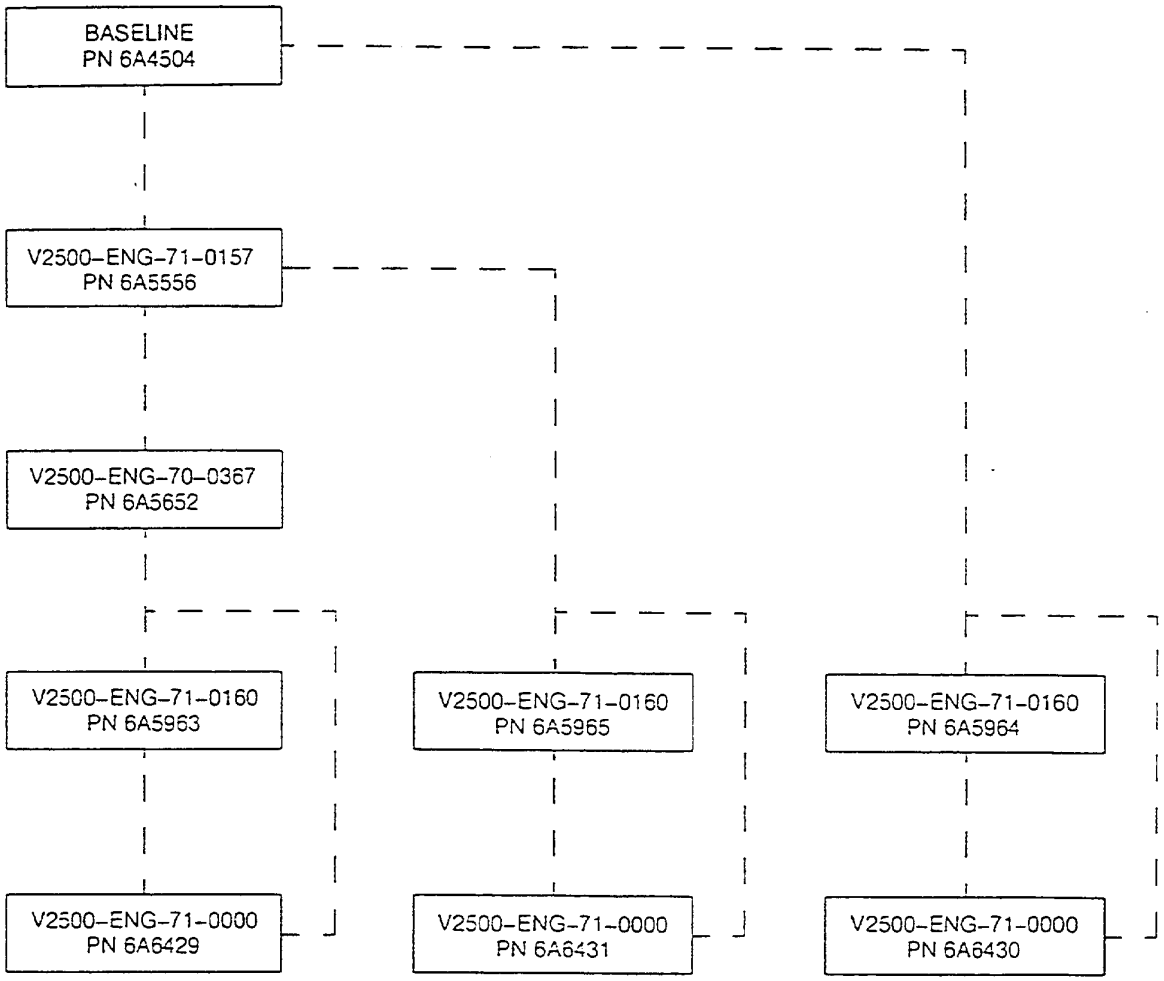
Clipping points 1112 and 1113
Fig.28



CLIPPING POINT 1189
AFTER ALTERATION

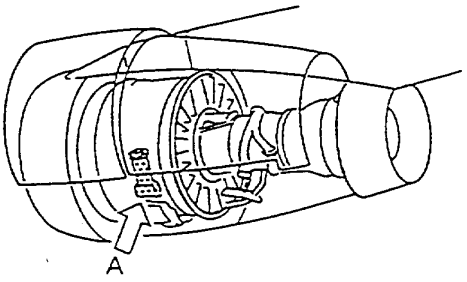
ded0001015

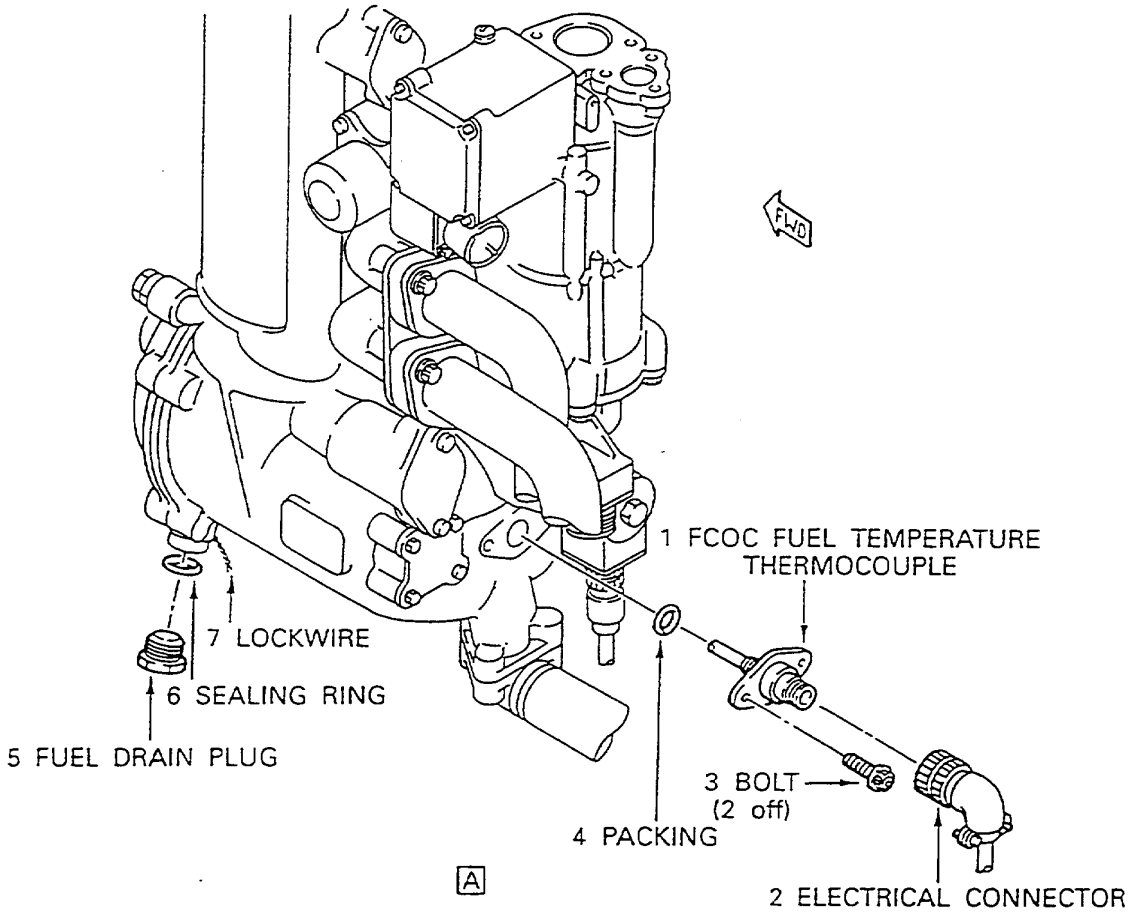
Clipping points 1189
Fig.29



ded0001016

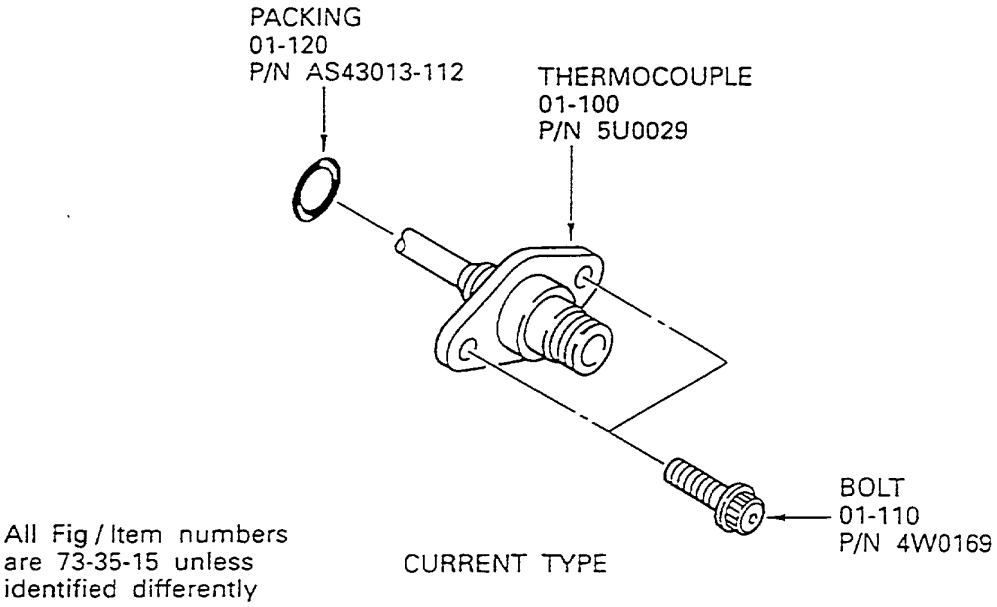
Family tree - Harness assembly, E.E.C. Fan
Fig.30





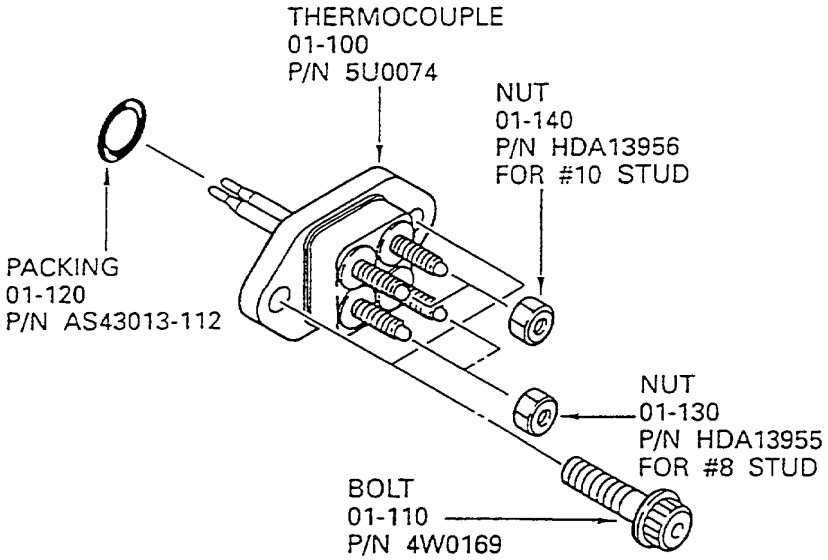
ded0001017

Removal/Installation of the Fuel Temperature Thermocouple
Fig.31



All Fig / Item numbers are 73-35-15 unless identified differently

CURRENT TYPE



IMPROVED TYPE

ded0001018

Improvement of the Fuel Temperature Thermocouple
Fig.32

3. Material Information

Applicability: For each V2500 Engine to incorporate this Bulletin.

A. Kits associated with this Bulletine:

None

B. Parts affected by thius Bulletine:

New Part No. (ATA No.)	Qty	Est'd Unit Price ($)	Keyword	Old Part No. (IPC No.)	Instructions Disposition
6A6429 (71-51-41)	1		.Harness Assy, EEC Fan	6A5963 (01-005)	(1D)
6A6430 (71-51-41)	1		.Harness Assy, EEC Fan	6A5964 (01-005)	(1D)
6A6431 (71-51-41)	1		.Harness Assy, EEC Fan	6A5965 (01-005)	(1D)
6A6429 (71-51-41)	1		.Harness Assy, EEC Fan	6A5652 (01-005)	(1D)
6A6430 (71-51-41)	1		.Harness Assy, EEC Fan	6A4504 (01-005)	(1D)
6A6431 (71-51-41)	1		.Harness Assy, EEC Fan	6A5556 (01-005)	(1D)
718G (71-51-41)	A/R		.Tape, Lacing	718G (03-915)	(A)(B)
T085 (71-51-41)	A/R		.Braid	3100631 (03-916)	(A)(B)
U322742 (71-51-41)	A/R		.Tape .500 Wide White	U322742 (03-965)	(A)(B)
T3-4120-10R (71-51-41)	1		..Contact	T3-4120-10R (04-065)	(A)(B)(E)
5100-299-0120 (71-51-41)	Ref		..Plug Assy	T3-4120-10R (04-065)	(A)(B)(E)

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T3-4120-10P (71-51-41)	1	..Contact	T3-4120-10P (A)(B)(F) (04-066)
5100-299-0220 (71-51-41)	Ref	..Plug Assy	T3-4120-10P (A)(B)(F) (04-066)
T3-4120-10{ (71-51-41)	5	..Contact	T3-4120-10P (C) (04-067)
T3-4120-10R (71-51-41)	5	..Contact	T3-4120-10R (C) (04-068)
T3-4120-10R (71-51-41)	1	..Contact	T3-4120-10R (A)(B)(G) (04-145)
5100-299-0120 (71-51-41)	Ref	..Plug Assy	T3-4120-10R (A)(B)(G) (04-145)
T3-4120-10P (71-51-41)	1	..Contact	T3-4120-10P (A)(B)(H) (04-146)
5100-299-0220 (71-51-41)	Ref	..Plug Assy	T3-4120-10P (A)(B)(H) (04-146)
T3-4120-10P (71-51-41)	5	..Contact	T3-4120-10P (C) (04-147)
T3-4120-10R (71-51-41)	5	..Contact	T3-4120-10R (C) (04-148)
ESC10SE61407SN0 (71-51-41)	1	..Connector	ESC10SE61407SN0 (2D) (04-410)
HAB22416 (71-51-41)	2	..Lead Assy, Thermocouple	HAB22416 (A)(B) (04-900)
HAD22308 (5U0074) (73-35-15)	1	.Thermocouple, Fuel Temp.	73984200 (A)(J) (5U0029) (01-100)
HDA13955 (73-35-15)	2	..Nut, Self Locking	HDA13955 (A)(J) (01-130)
HDA13956 (73-35-15)	2	..Nut. Self Locking	HDA13956 (A)(J) (01-140)

C. Instruction/Disposition Code Statements:

(A) New parts are available.
(B) Only required when reworking existing EEC Fan Harness.
(C) Quantity of part number decreased from 6 to 5.
(1D) Old parts can be reworked and re-identified to the new part number.
(2D) Part may be used up in order applications.
(E) New parts coded (E) are alternatives.
(F) New parts coded (F) are alternatives.
(G) New parts coded (G) are alternatives.
(H) New parts coded (H) are alternatives.
(J) Hold the old part at site.

D. Expendable Materials

Name	QTY	Fig./Item	Part No.
Packing	1	73-35-15-01-120	AS43013-112
Sealing Ring	1	79-21-43-01-149	OF25-021

E. Consumable Materials

V01-410	Solvent
V02-099	Lint Free Cloth
V02-126	Lock Wire
V02-148	Adhesive Tape (Electrical)
V02-184	Zebra Lacing Tape (718G)
V06-131	Marker
V10-039	Engine Oil