ENGINE - FUEL AND CONTROL - REPLACEMENT OF FUEL TEMPERATURE THERMOCOUPLE WITH STUD AND NUT TERMINATIONS - CATEGORY CODE 4 - MOD.ENG-73-0075

1. Planning Information

A. Effectivity

(1) Aircraft: McDonnell Douglas MD-90

(2) Engine: (a) V2525-D5 Engines, prior to serial number V20037
(b) V2528-D5 Engines, prior to serial number V20037

(3) Concurrent Requirements

None

B. Reason

(1) Condition

Fuel Temperature Thermocouple fault messages occur on A5 and D5 Engines. 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 with the stud and nut terminations and the EEC Fan Harness.

(4) Substantiation

2 CSU engines (150 HRS) by A5 engines and vendor rig testing for the new thermocouple have been successfully completed.

(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		
(a) To gain access		
	(i) Install the warning notices	5 minutes
	(ii) Open the fan cowls	15 minutes
	(iii) Remove lower fan cowl doors	30 minutes
(b) To replace the Thermocouple		40 minutes
(c) To rework the EEC Fan Harness		10 hours
(d) To return engine to flyable status		
	(i) Install lower fan cowl doors	30 minutes
	(ii) Close the fan cowls	15 minutes
	(iii) Remove the warning notices	5 minutes
	Total:	12 Hours 20 minutes
(2) At overhaul		Not applicable

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

Special tools are not required.

I. Facility Equipments

(1) Torque Wrench - range 0 to 250 lbfin (0 to 28,2 Nm)
(2) Clean Container - minimum capacity 2 US Gal (7,6 Liter)
(3) Standard Workshop Equipment
(4) Cable Stripper
(5) Contact Extraction/Insertion Tool
(See Facilities Equipment Manual)
(6) Contact Crimping Tool (See Facilities Equipment Manual)
(7) Resistance Meter

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.

94VJ066B

94VJ066B-01

(2) Other References

V2500 Illustrated Parts Catalog (S-V2500-3IA)

MD-90 Aircraft Maintenance Manual

M. Other Publications Affected

(1) V2500 Illustrated Parts Catalog (S-V2500-3IA) will be incorporate new part numbers.

2. Accomplishment Instructions

A. Pre-requisite Instructions

(1) Open the upper and lower fan cowl doors with the instructions given in the Reference 1.L.(2), Chapter/Section 71-13-00 Page Block 201.

(2) Remove the lower fan cowl door with the instructions given in the Reference 1.L.(2), Chapter/Section 71-13-03 Page Block 401 (Left-hand) and 71-13-04 Page Block 401 (Right-Hand).

B. Removal Instructions

(1) Locate the EEC fan harness loom 'C' electrical connectors. Refer to Figures 1 to 6.

(a) Fuel Filter on the F.C.O.C. (P1-8050).

(b) C-B disconnect (P1-8005).

(c) C-A disconnect (P1-8002).

(2) Disconnect the EEC Fan Harness electrical connector from the Fuel Temperature Thermocouple on the F.C.O.C. Refer to Figures 2 and 4.

(3) Disconnect the EEC Fan Harness electrical connector at the C-B Disconnect. Refer to Figures 2 and 5.

(4) Disconnect the EEC Fan Harness electrical connector at the C-A disconnect. Refer to Figures 3 and 6.

(5) Remove the Fuel Temperature Thermocouple (73-35-15, 01-100 P/N 73984200) with the instructions given in the Reference 1.L.(2) Chapter/Section 73-32-02 Page Block 401. Refer to Figure 37. Right Hand Engines Only - During draining of the F.C.O.C. it is recommended that a funnel fitted with a hose should be used with the container to assist in this task.

C. Rework Instructions

(1) Rework the following parts.

V2500-D5 EEC Fan Harness, 6A4428, at the Fuel Cooled Oil Cooler (F.C.O.C.) and Disconnect positions 'B' and 'C' and the new Harco EEC Fan Harness, HAB22497 and HAB22498, (Refer to 1.L.(1), 71-51-59, Fig./Item 01-005, 03-505 and 03-506).

Consumable Materials

CoMat 02-148	Adhesive tape (electrical)
CoMat 06-131	Marking pen

Standard Equipment

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

	Procedure	Supplementary Information
(a)	Cut off the Fuel Temperature Sensor connector P1-8050 from the EEC Fan Harness	Refer to Figures 2 and 4. Use standard workshop equipment
(b)	Protect the cut end	Refer to Figure 4. Use U322742 scotch boy tape
(c)	Tie back the cut end onto the existing EEC Fan Harness	Refer to Figure 4. Use T085 lacing (white), as necessary
(d)	Locate and disassemble the F.C.O.C. Temperature Thermocouple disconnects at position 'B' and 'C'	Refer to Figures 2, 3, 5 and 6. Use standard workshop equipment
(e)	Remove two contact pins from each disconnect at position 'B' and 'C'	Identify pins 3 and 10 in each disconnect. Use the applicable contact extraction/insertion tool
(f)	Cut off the two contact pins from each disconnect 'B' and 'C'	Refer to Figures 2, 3, 5 and 6. Use standard workshop equipment
(g)	Protect the cut end	Refer to Figures 5 and 6. Use U322742 scotch boy tape
(h)	Tie back the cut ends onto the existing EEC Fan Harness	Refer to Figures 5 and 6. Use T085 lacing (white), as necessary

D. Assembly Instructions

NOTE: On installing the thermocouple at this stage, do not carry out final tightening of the installation bolts as they are used to safety grounding lugs. Refer to Item D.(2) AND (3).

(1) Install the new Fuel Temperature Thermocoupld (73-35-15, 01-100 P/N HAD22308) with the instructions given in the Reference 1.L.(2), Chapter/Section 72-32-02 Page Block 401. Refer to Figures 37 and 38.

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 MEDICAL AID IF YOUR SKIN OR EYES BECOME IRRITATED.

(2) Remove the 4W0169 Thermocouple retaining bolts (2 off), one at a time. Refer to Figure 38.

(a) Use a clean lint free cloth made moist with V01-410 isopropyl alcohol.

(b) Clean the backplate surrounding bolt hole areas, the bolt underfaces and the ground lug faces.

(c) Wipe clean with a V02-099 lint free cloth.

(d) Install the harness ground lugs and 4W0169 retaining bolts (2 off). TORQUE the bolts to between 85 and 105 lbfin (9,6 and 11,9 Nm). Refer to 1.L.(2), Chapter/Section 70-23-11 and Figures 4 and 8.

(3) Clean the Thermocouple Harness locating threads using V01-410 isopropyl alcohol and wipe clean with a V02-099 lint free cloth.

(4) contact the harness to the Thermocouple at four positions using the HDA 13955 nuts (2 off) and HDA13956 nuts (2 off). Refer to Figures 4 and 8.

CAUTION: Do not exceed the recommended torque values. Over torquing may result in fracture of the temperature sensor studs.

(5) TORQUE the HDA13955 nuts (2 off) to between 15 and 18 lbfin (1,69 and 2,03 Nm). Refer to 1.L.(2), Chapter/Section 70-23-11. Refer to Figures 7, 8 and 38.

(6) TORQUE the HDA13956 nuts (2 off) to between 18 and 22 lbfin (2,03 and 2,48 Nm). Refer to 1.L.(2), Chapter/Section 70-23-11. Refer to Figures 7, 8 and 38.

(7) Tie two datum positions on each o the Harco Harness, HAB22497 and HAB22498 using V02-184 zebra lacing tape 718G. Refer to Figures 4 and 7.

(8) Disassemble clipping points CP2413 for harness HAB22497 and CP2065 for harness HAB22498 sufficiently to install the Harco Harness through the relevant clipping point until the datum ties are in position. TORQUE the bolts to between 36 and 45 lbfin (4 and 5 Nm). Refer to 1.L.(2), Chapter/Section 70-23-11 and Figure 4 and 7.

(9) Tie the Harco Harnesses to the EEC Fan Harness using lacing tie TO85 between clipping points CP2065 and CP2413. Refer to Figure 4.

(10) Tie the Harco Harnesses together using lacing tie TO85. Refer to Figure 4.

(11) Disassemble clipping points CP2408 and CP2409 sufficiently to install the Harco Harness. Refer to Figures 2 and 10.

(12) TORQUE the bolts at clipping points CP2408 and CP2409 to between 36 and 45 lbfin (4 and 5 Nm). Refer to 1.L.(2), Chapter/Section 70-23-11 and Figures 2 and 10.

(13) Disassemble the remaining 44 clipping points, CP2063 to CP2326 sufficiently to install the Harco Harness. Refer to Figures 2, 3, 6, 12 to 33.

(14) Install the Harco Harness through the 44 clipping points to follow the run of the EEC Fan Harness Loom C. Refer to Figures 2, 3, 6, 12 to 33.

(15) At clipping point CP2351 clean the mating faces of the existing parts. Refer to Figures 3 and 25.

(a) Use a clean lint free cloth made moist with V01-410 isopropyl alcohol.

(b) Wipe clean with a V02-099 lint free cloth.

(16) Assemble clipping point CP2351 using existing parts. TORQUE the bolt to between 36 and 45 lbfin (4 and 5 Nm). Refer to 1.L.(2) Chapter/Section 70-23-11 and Figures 3 and 25.

(17) Assemble the remaining 43 clipping points. TORQUE the bolts to between 36 and 45 lbfin (4 and 5 Nm). Refer to 1.L.(2), Chapter/Section 70-23-11 and Figures 2, 3, 6, 12 to 33.

(18) Tie the Harco Harnesses (2 off) to the EEC Fan Harness loom 'C' using lacing ties TO85 at a maximum spacing of 1.97 in (50 mm) between ties. Refer to Figures 34 to 36.

(19) Install the new contact pins, to the new Harco EEC Fan Harness, HAB22497 and HAB22498, Refer to Figures 2, 3, 7 8 and 9.

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

NOTE: To make sure 2 additional repair lengths of the new harness are included prior to cutting the harness.

	Procedure	Supplementary Information
(a)	Remove the cable insulation, to expose the wiring for the new contact pins	Use a cable stripper
(b)	Cut the EEC Fan Harness to a sufficient length to allow 2 re-uses	Use standard workshop equipment
(c)	The wire insulator color code is established by specification	Refer to Figure 9.
(d)	Install the contact pins onto the EEC Fan Harness	Refer to Figure 9. Use Contact pin, Alumel, ESC3OP16NA, 2 off and contact pin, Chromel ESC3OP16NC, 2 off. Use a crimping tool and the applicable contact extraction/insertion tool
(e)	Do a check on the crimped joint	Manually pull the contact pin, to make sure that it is satisfactorily attached to the wiring
(f)	Install the contact pins into the disconnects ''B' and 'C', at the positions 3 Alumel and 10 Chromel	Refer to Figures 2, 3, 5 and 6. Use the applicable contact extraction/ insertion tool
(g)	Cancel the existing part number on the re-worked EEC Fan Harness and identify with the new part number. The actual Harco harness must be identified as P/N HAB22497 and P/N HAB22498 respectively as well as the re-identification of the EEC harness	Refer to SPM TASK 70-90-00-400-501, SUBTASK 70-09-00-400-002. Existing 6A4428 — Re-number 6A6432 Use CoMat 02-148 adhesive tape (electrical) and CoMat 06-131 marking pen

(20) Connect the connector (P1-8005) at C-B disconnect after rework. Refer to Figures 2 and 5.

(21) Connect the connector (p1-8002) at C-A disconnect after rework. Refer to Figures 3 and 6.

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

(22) Do a fuel leak test on the F.C.O.C. and the fuel filter housing with the instructions given in the Reference 1.L.(2), Chapter/Section 71-00-00 Page Block 501.

(23) Do a test if the engine electrical system with the instructions given in the Reference 1.L.(2), Chapter/Section 71-00-00 Page Block 201.

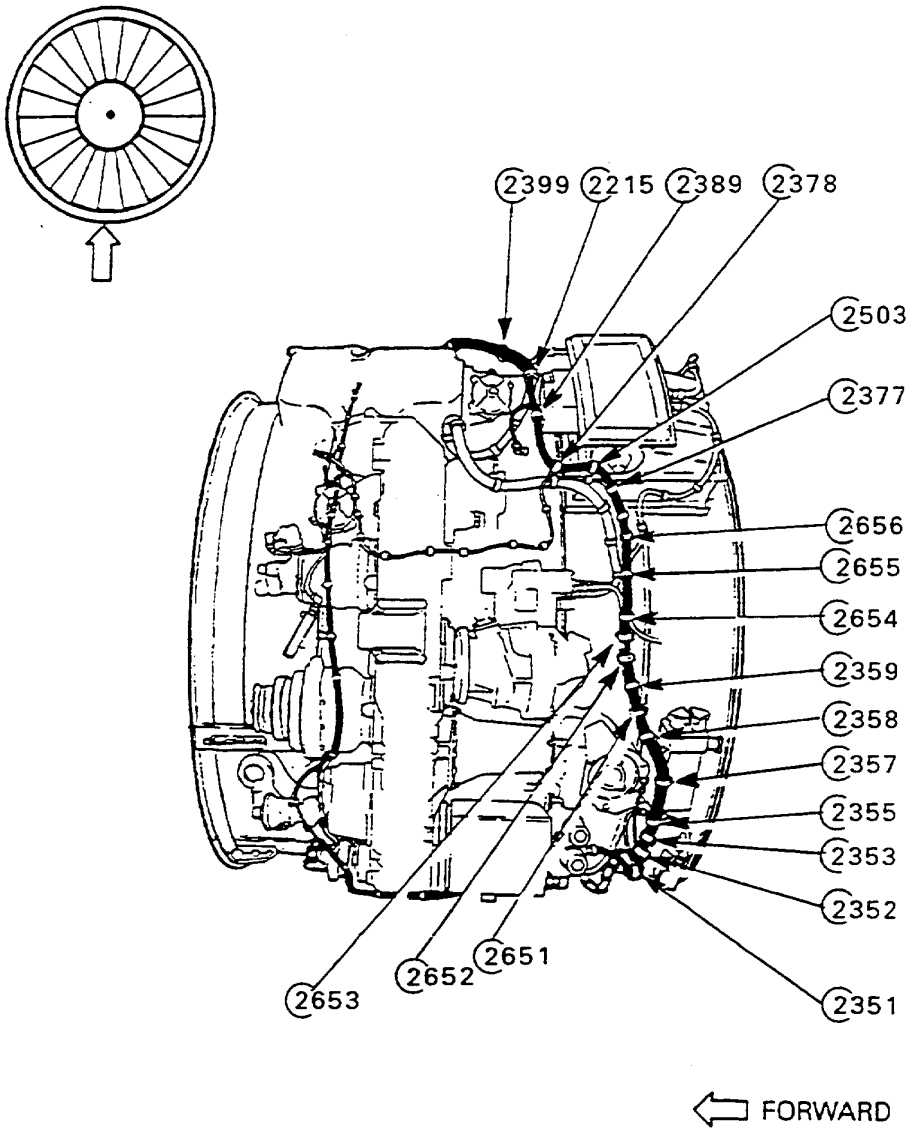
E. Post Requisite Instructions

(1) Install the lower fan cowl door with the instructions given in the Reference 1.L.(2), Chapter/Section 71-13-03 Page Block 401 (Left-hand), 71-13-04 Page Block 401 (Right-hand).

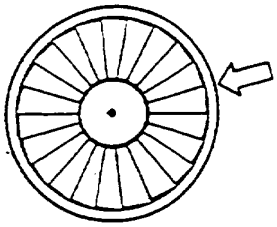
(2) Close the upper and lower fan cowl doors with the instructions given in the Reference 1.L.(2), Chapter/Section 71-13-00 Page Block 201.

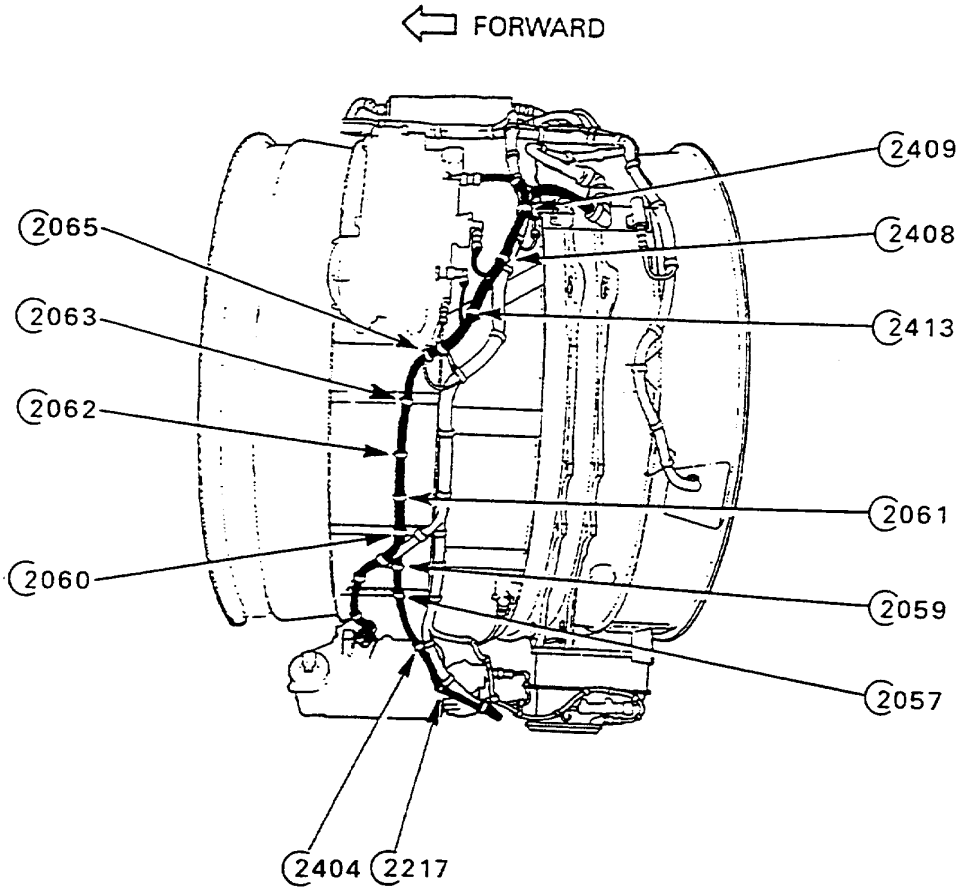
F. Recording Instructions

A record of accomplishment is required.

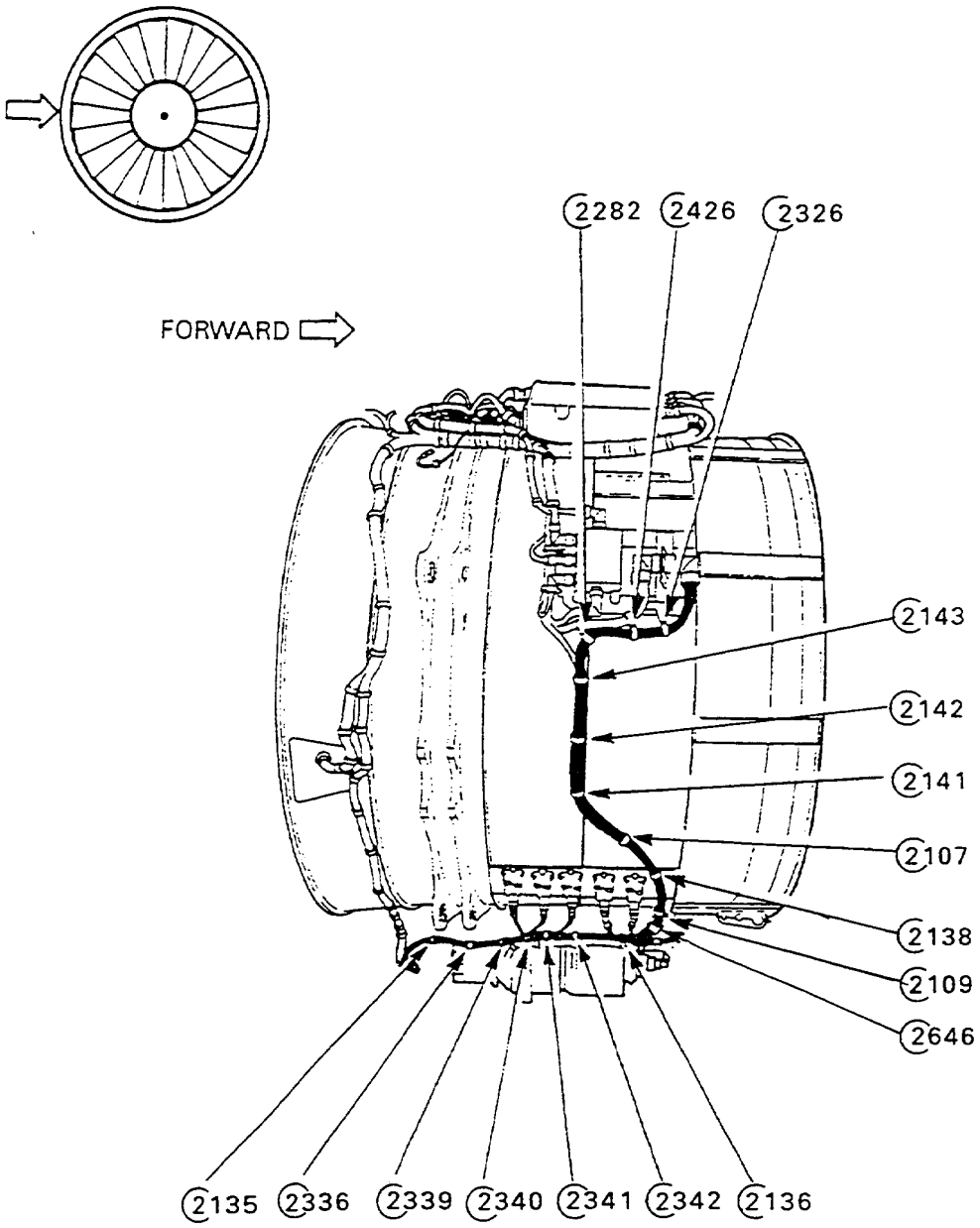


Location of clipping points
Fig.1 (Sheet 1 of 3)

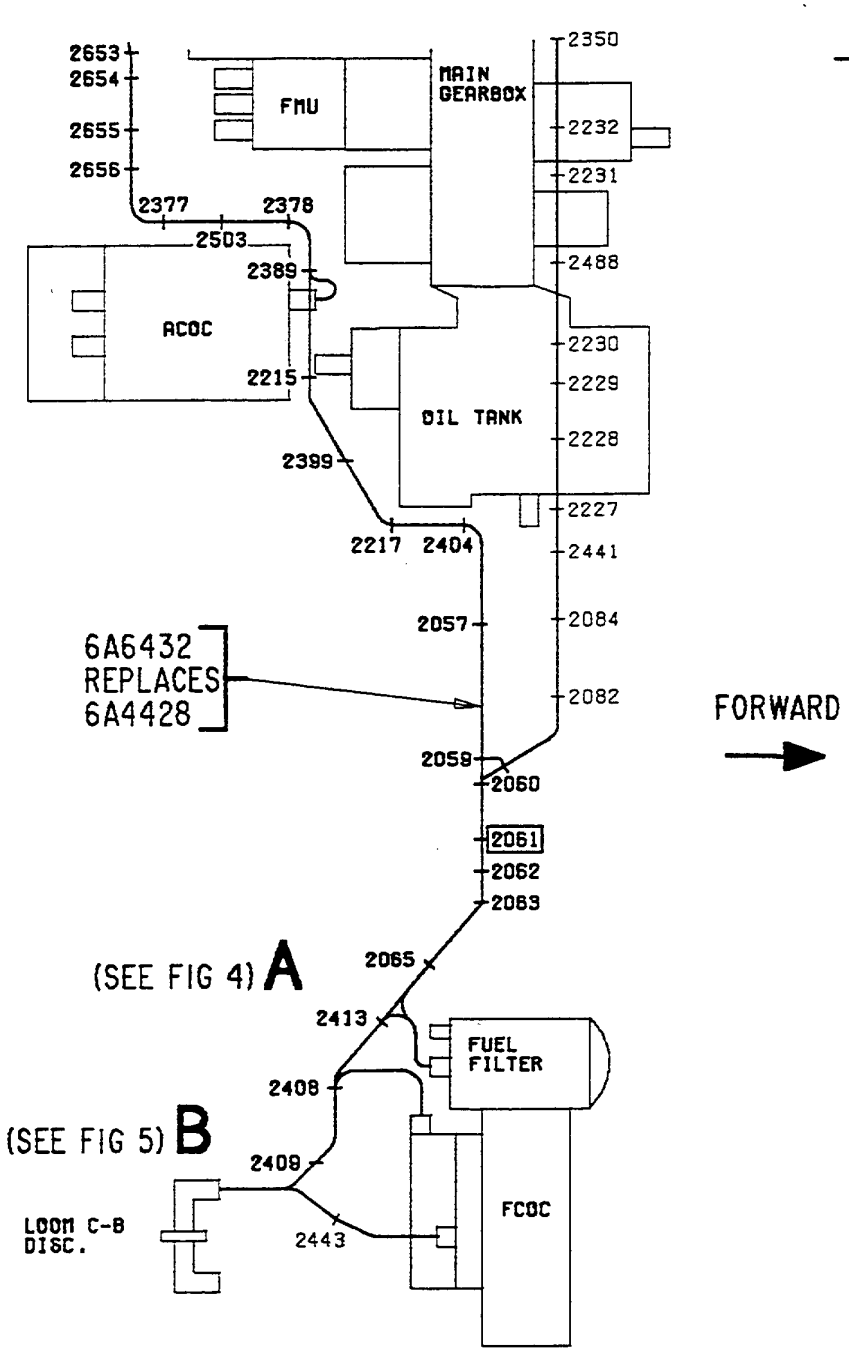




Location of clipping points
Fig.1 (Sheet 2 of 3)

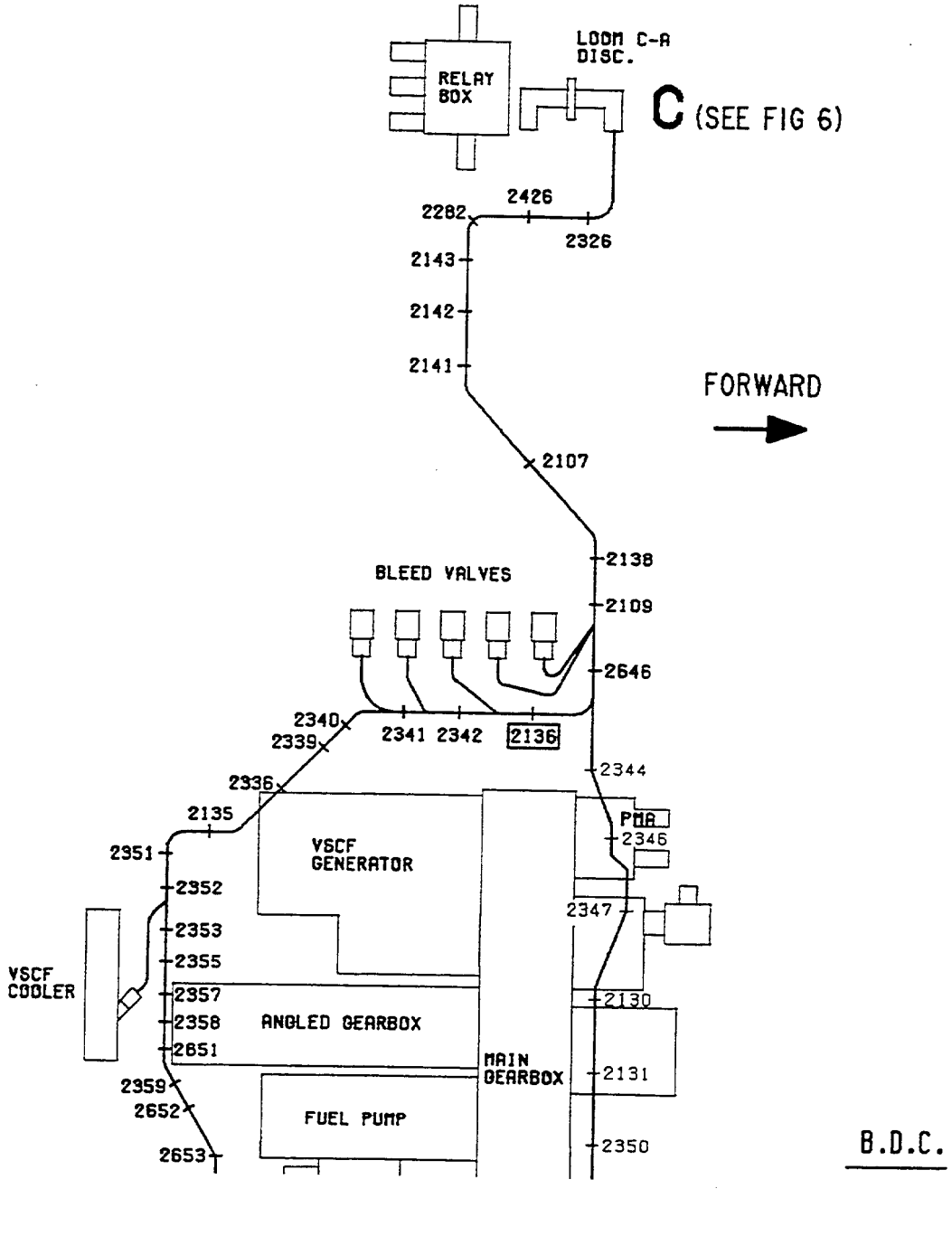


Location of clipping points
Fig.1 (Sheet 3 of 3)



ded0001019

Part schematic view of harness loom C showing clipping points affected - Before and after alteration
Fig.2

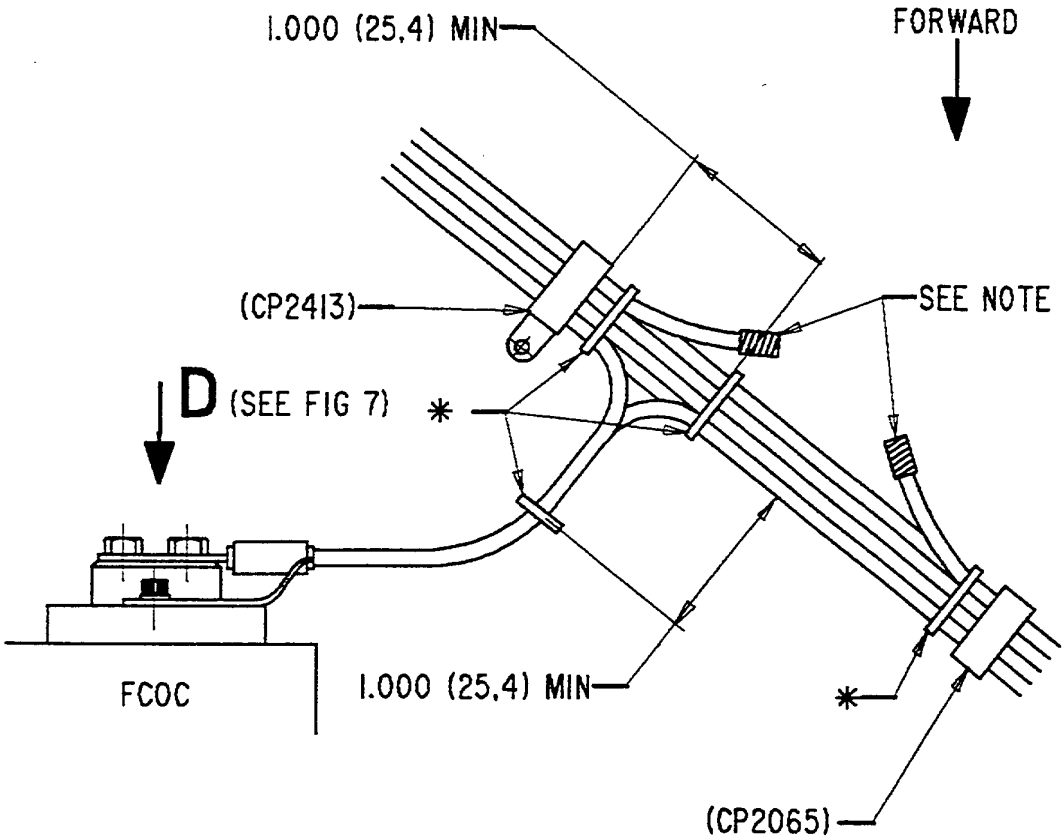


ded0001020

Part schematic view of harness loom C showing clipping points affected - Before and after alteration
Fig.3

*LACING TIES T085 (SEE FIGS 34,35 AND 36)

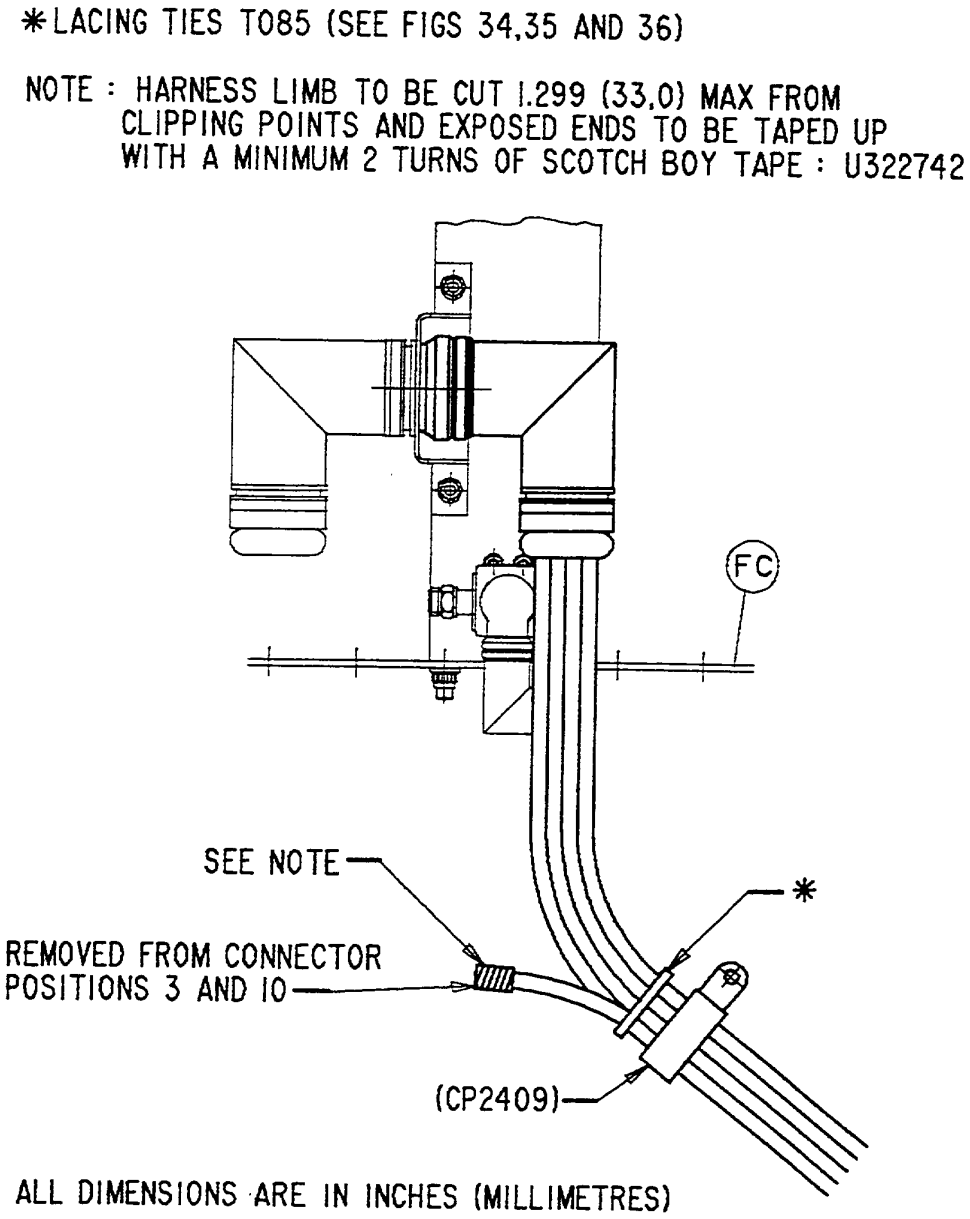
NOTE : HARNESS LIMBS TO BE CUT 1.299 (33,0) MAX FROM
CLIPPING POINTS AND EXPOSED ENDS TO BE TAPED UP
WITH A MINIMUM 2 TURNS OF SCOTCH BOY TAPE : U322742



ALL DIMENSIONS ARE IN INCHES (MILLIMETRES)

ded0001021

Enlarged view at A (see Figure 2) showing rework of harness loom C at F.C.O.C. - Shown thus for convenience
Fig.4

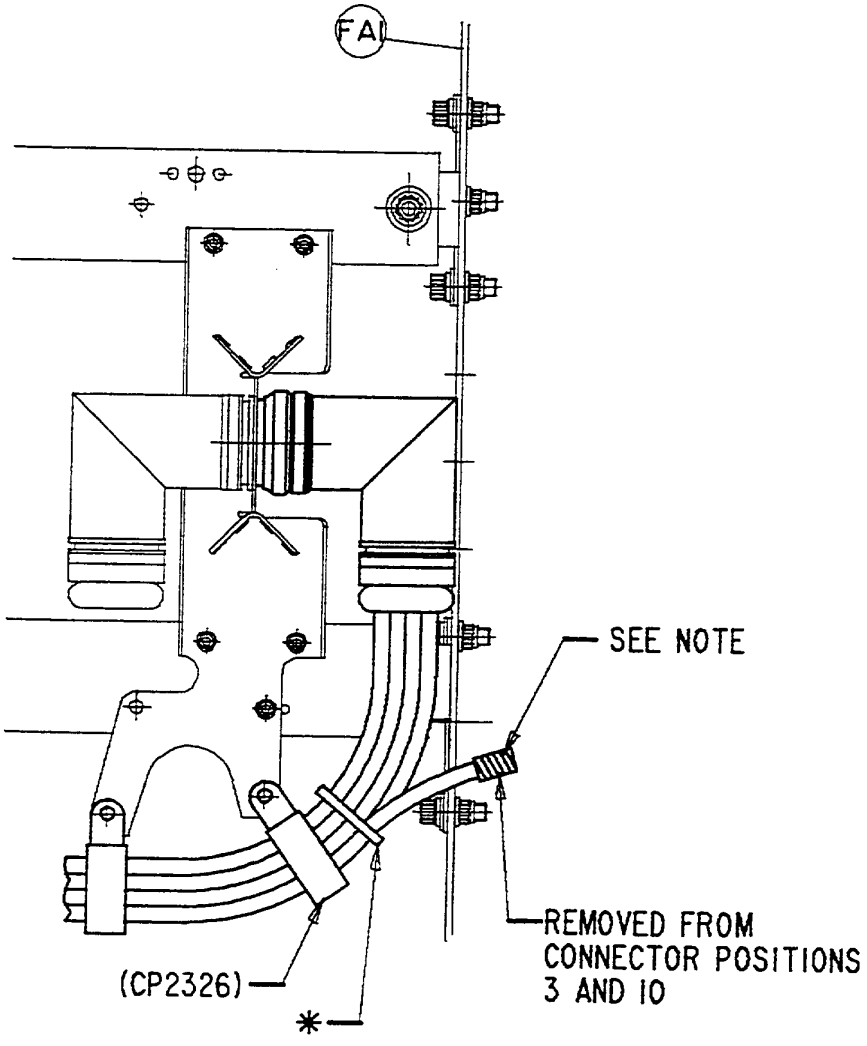


Enlarged view at B (see Figure 2) showing rework of harness loom C at C-B disconnect - Shown thus for convenience

Fig.5

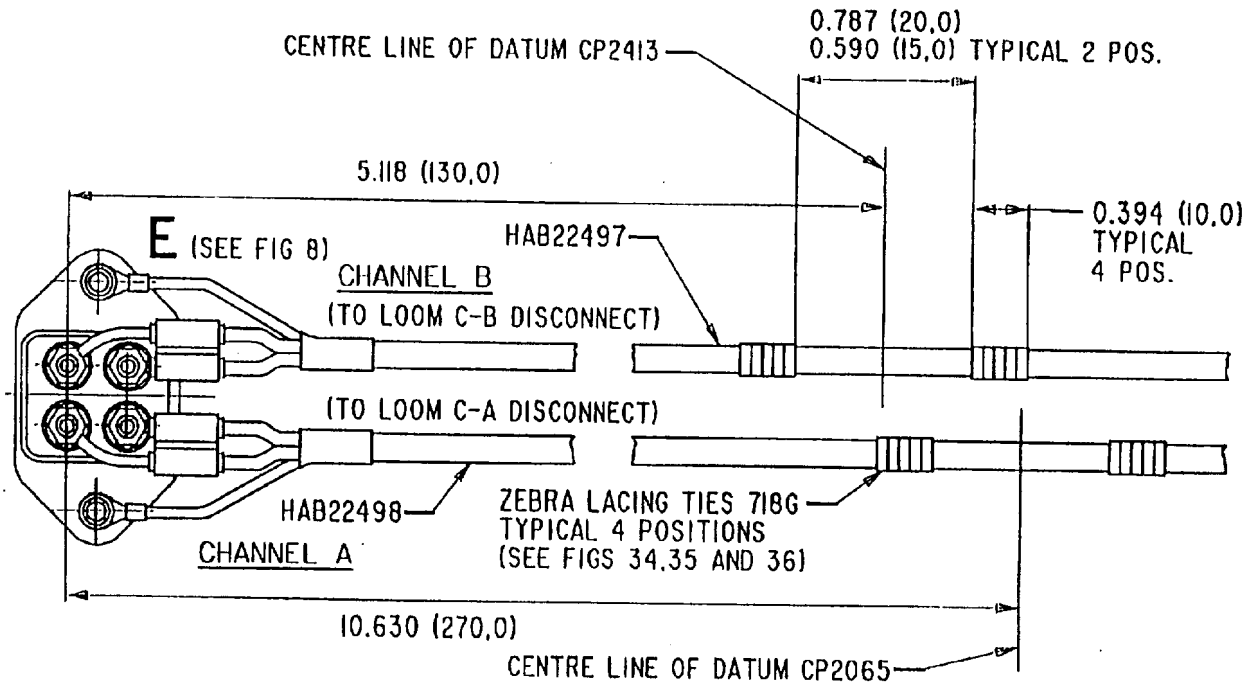
*LACING TIES T085 (SEE FIGS 34,35 AND 36)

NOTE : HARNESS LIMB TO BE CUT 1.299 (33,0) MAX FROM CLIPPING POINTS AND EXPOSED ENDS TO BE TAPED UP WITH A MINIMUM 2 TURNS OF SCOTCH BOY TAPE : U322742



ded0001023

Enlarged view at C (see Figure 3) showing rework of harness loom C at C-A disconnect
Fig.6

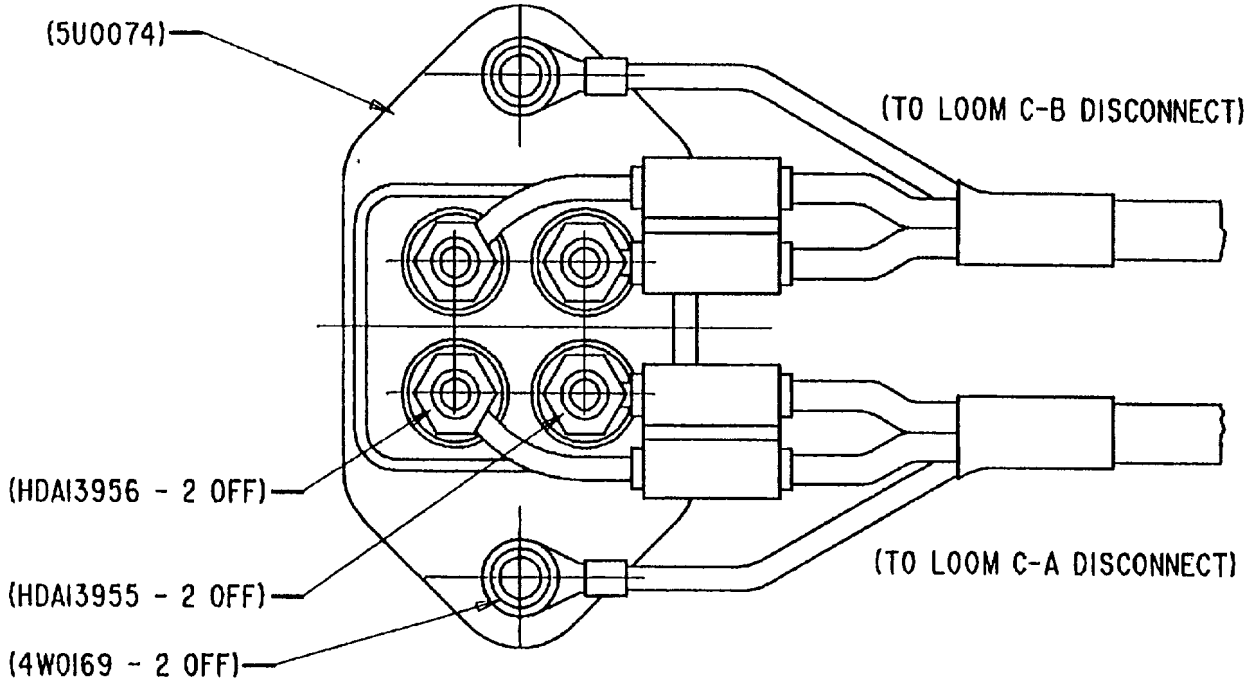


ded0001024

View on arrow D (see Figure 4) showing thermocouple harness datum positions - Shown thus for convenience

Fig.7

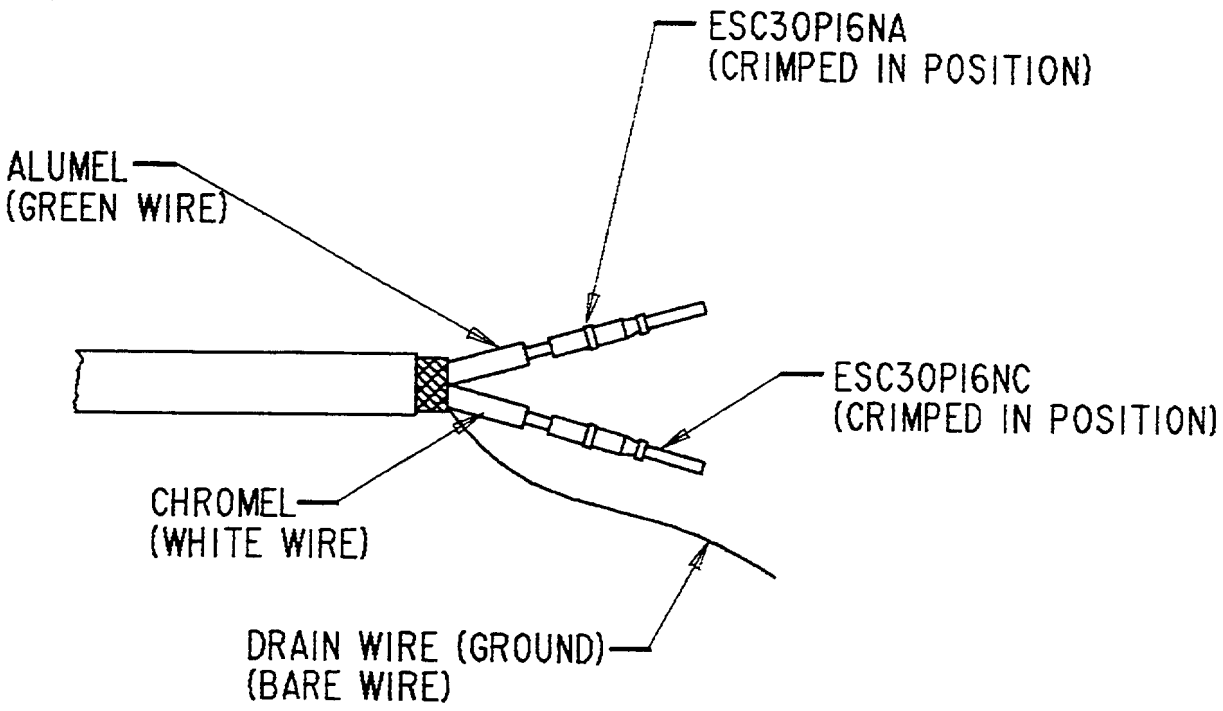
NOTES : 4W0169 : TORQUE TIGHTEN TO 85-105 LBF IN (9,6-11,9 NM)
HDAI3955 : TORQUE TIGHTEN TO 15-18 LBF IN (1,69-2,03 NM)
HDAI3956 : TORQUE TIGHTEN TO 18-22 LBF IN (2,03-2,48 NM)



ALL DIMENSIONS ARE IN INCHES (MILLIMETRES)

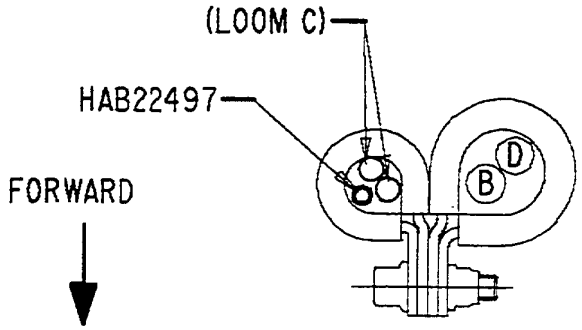
ded0001025

Enlarged view at E (see Figure 7) showing F.C.O.C. thermocouple terminals
Fig.8



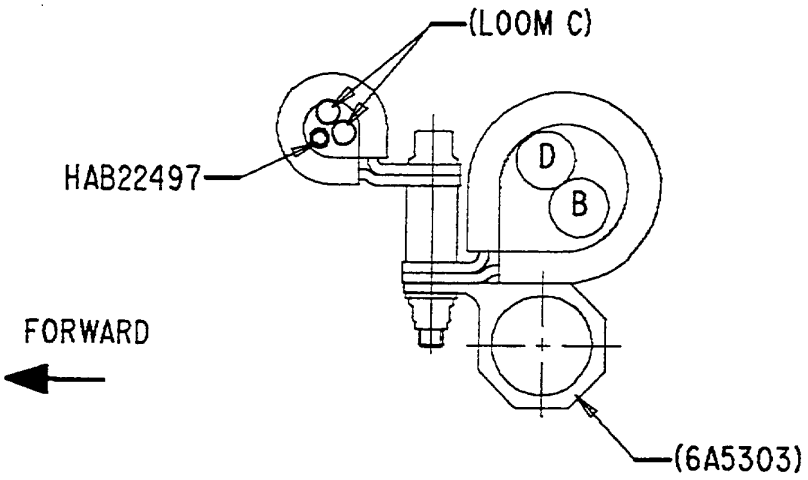
ded0001026

Typical view showing Harco lead termination details at C-A disconnect (HAB22498) and C-B disconnect (HAB22497) - Shown thus for convenience
Fig.9



CP2409

(SEE FIG 2 FOR POSITION)

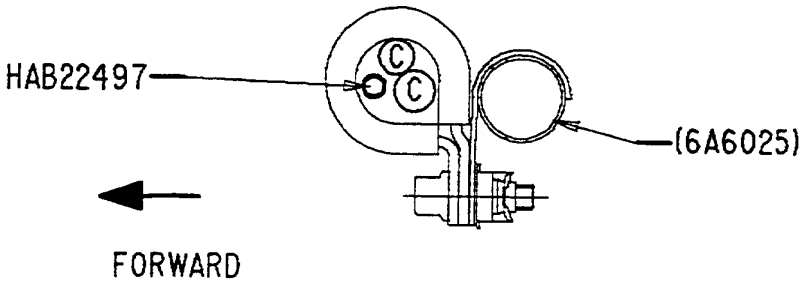


CP2408

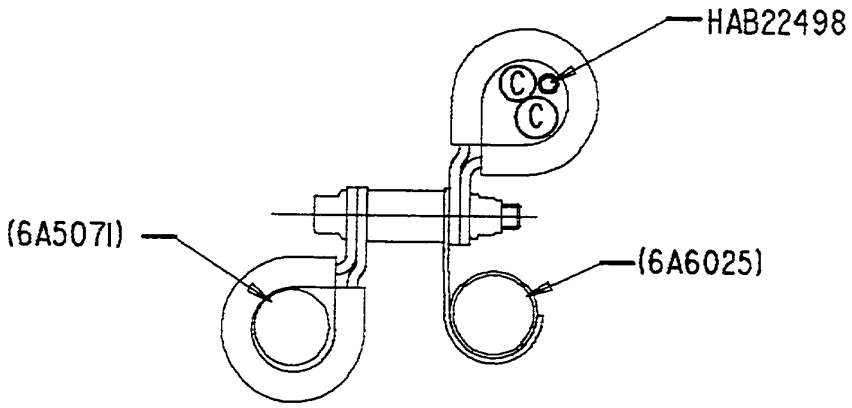
(SEE FIG 2 FOR POSITION)

ded0001027

CP2408 and CP2409 (see Figure 2 for position)
Fig.10

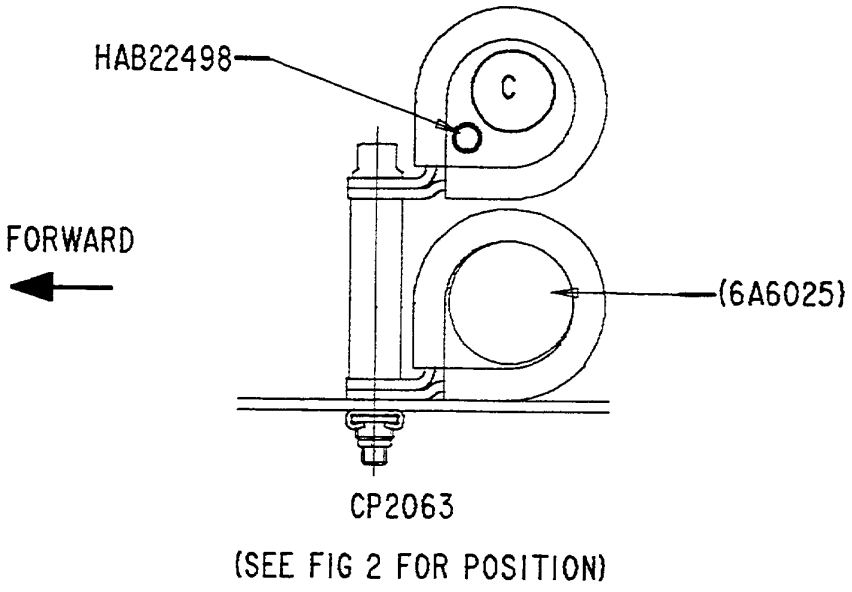


CP2413
(SEE FIG 2 FOR POSITION)



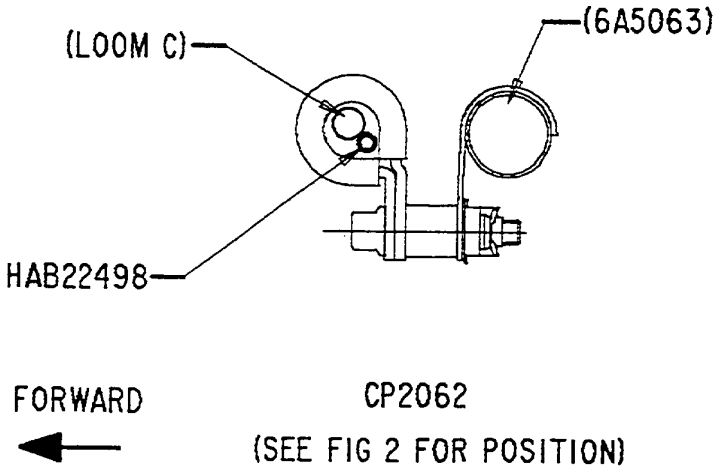
CP2065
(SEE FIG 2 FOR POSITION)
LOOKING REARWARD

CP2065 and CP2413 (see Figure 2 for position)
Fig.11



CP2063

(SEE FIG 2 FOR POSITION)

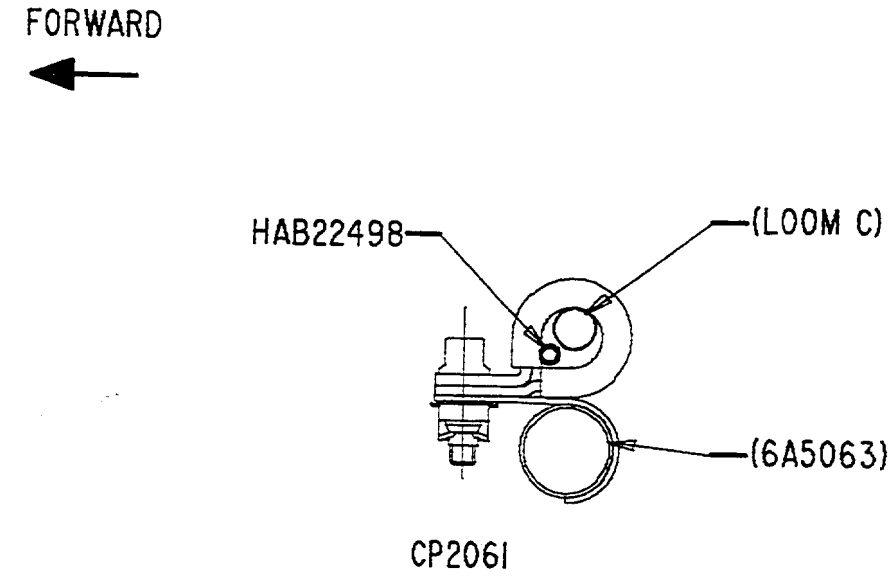


CP2062

(SEE FIG 2 FOR POSITION)

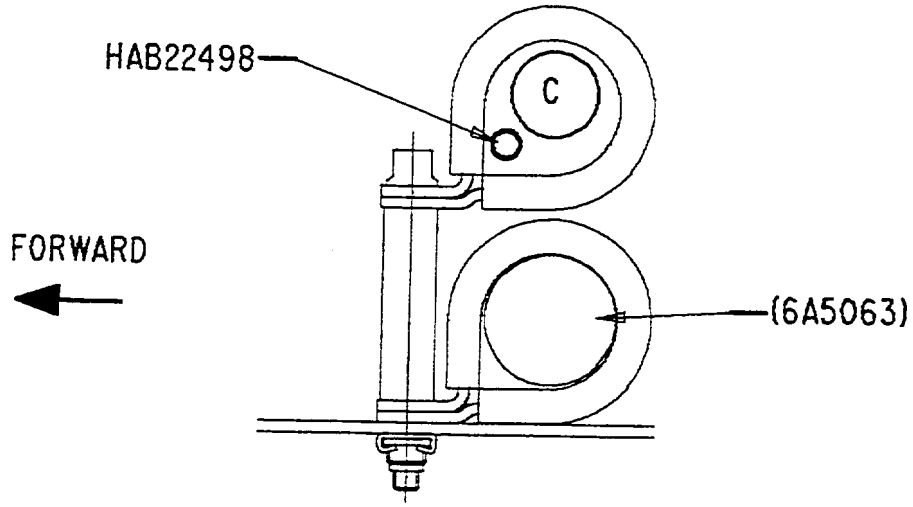
ded0001029

CP2062 and CP2063 (see Figure 2 for position)
Fig.12



CP2061

(SEE FIG 2 FOR POSITION)

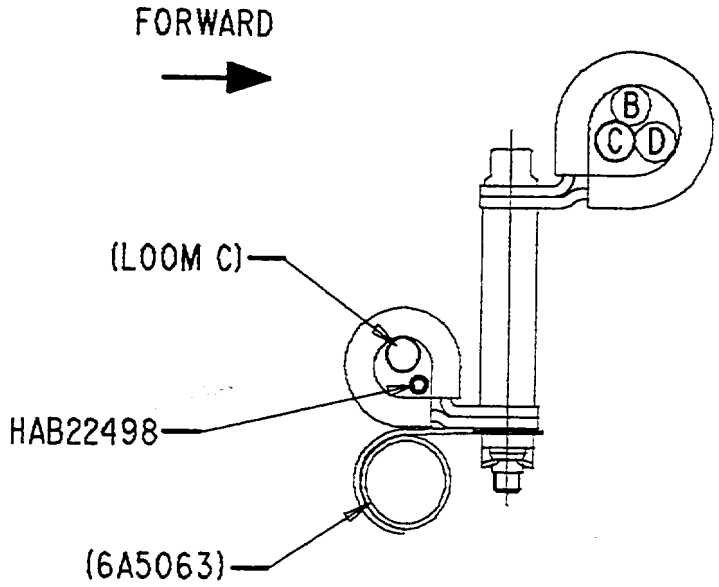


CP2060

(SEE FIG 2 FOR POSITION)

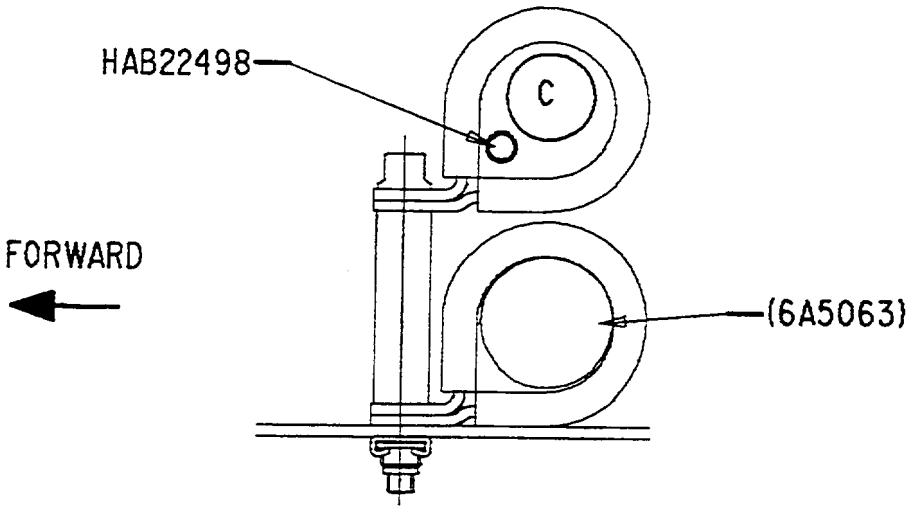
ded0001030

CP2060 and CP2061 (see Figure 2 for position)
Fig.13



CP2059

(SEE FIG 2 FOR POSITION)

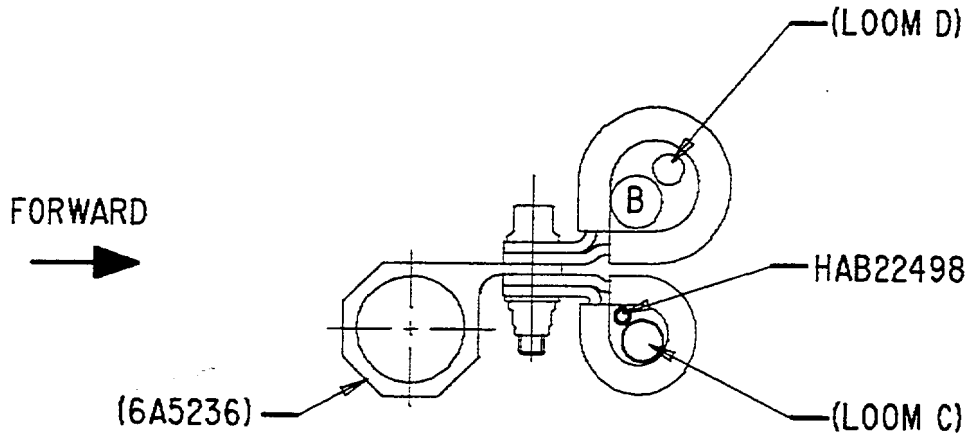


CP2057

(SEE FIG 2 FOR POSITION)

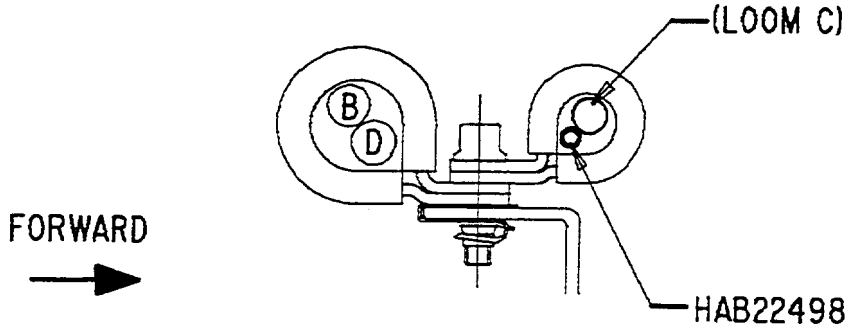
ded0001031

CP2057 and CP2059 (see Figure 2 for position)
Fig.14



CP2404

(SEE FIG 2 FOR POSITION)

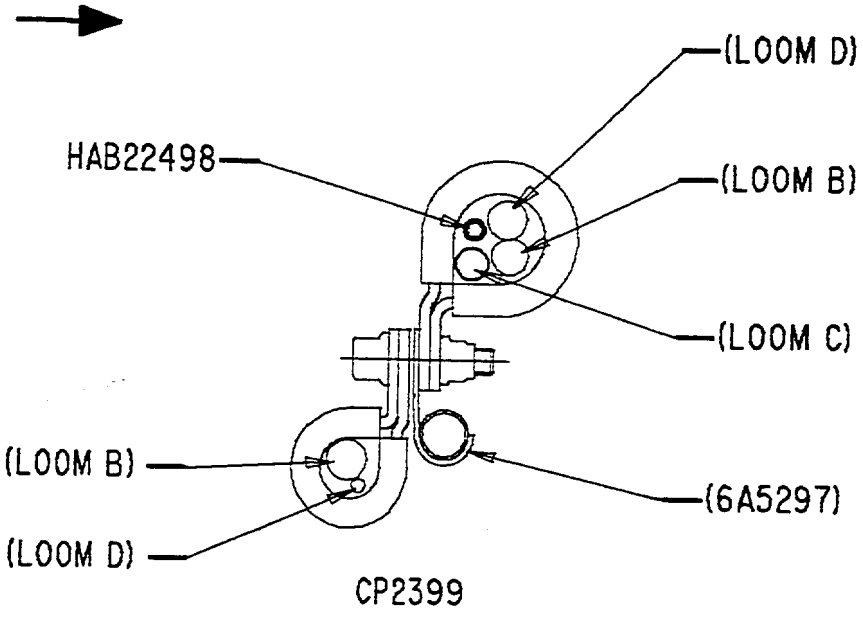


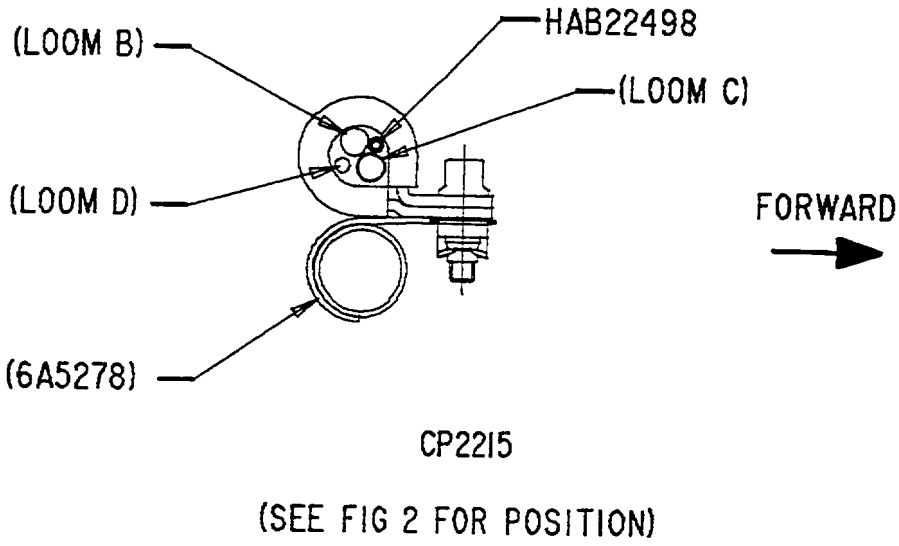
CP2217

(SEE FIG 2 FOR POSITION)

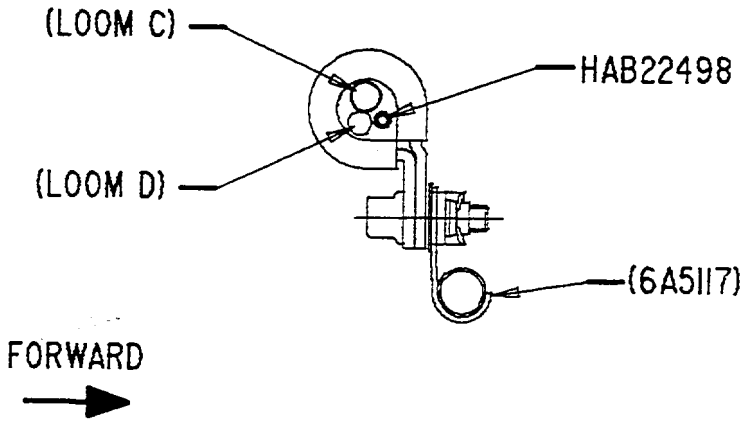
ded0001032

CP2217 and CP2404 (see Figure 2 for position)
Fig.15



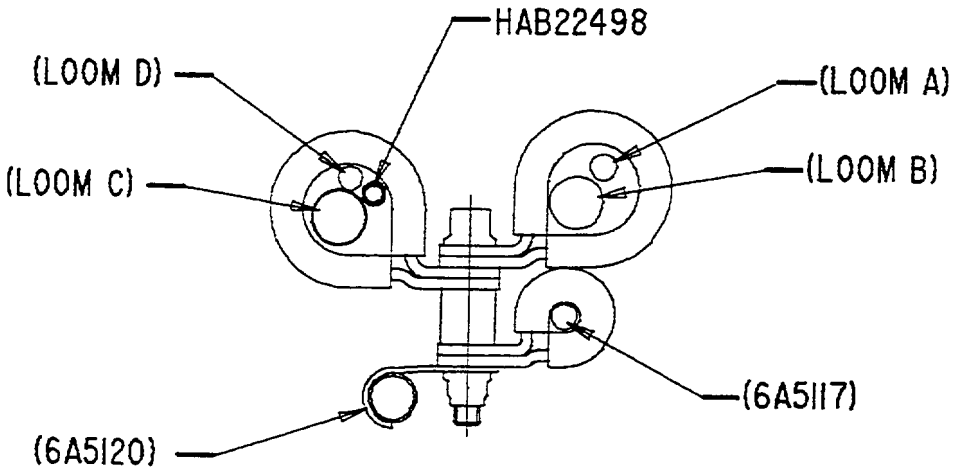


CP2215 and CP2399 (see Figure 2 for position)
Fig.16



CP2389

(SEE FIG 2 FOR POSITION)

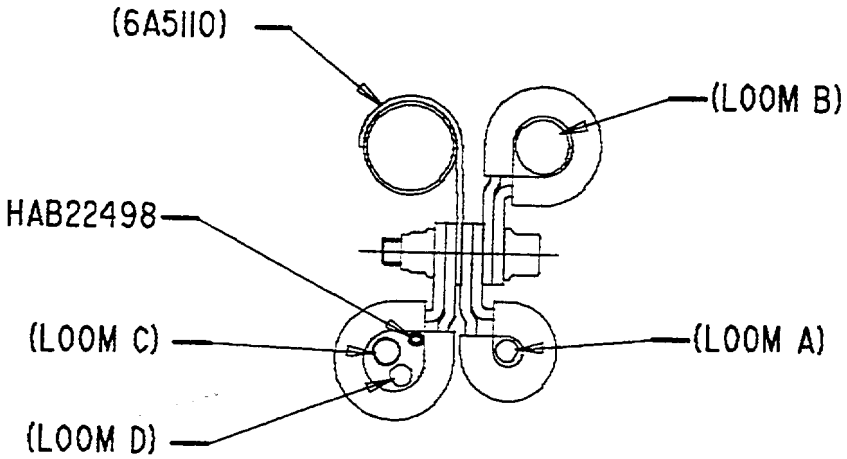


CP2378

(SEE FIG 2 FOR POSITION)

ded0001034

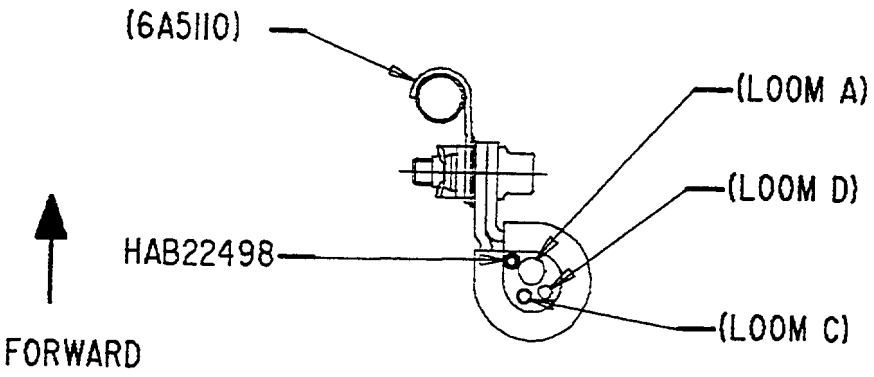
CP2378 and CP2389 (see Figure 2 for position)
Fig.17



CP2503

(SEE FIG 2 FOR POSITION)

LOOKING FORWARD

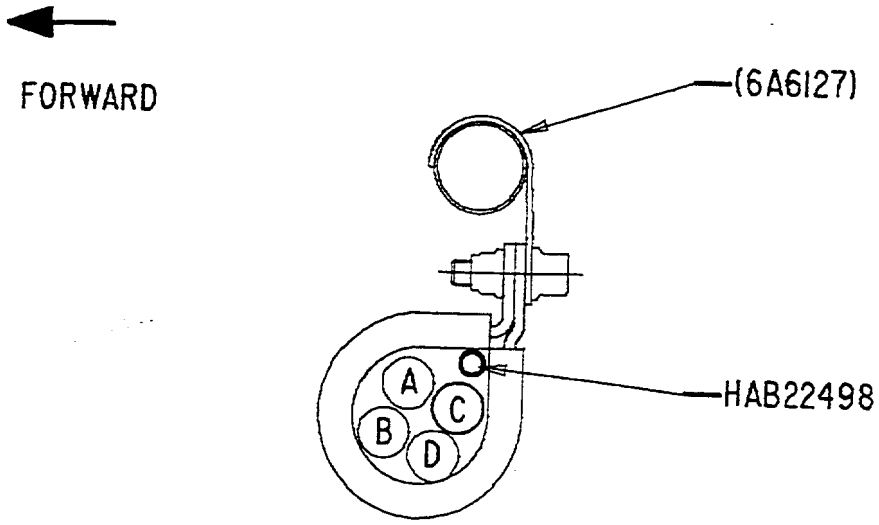


CP2377

(SEE FIG 2 FOR POSITION)

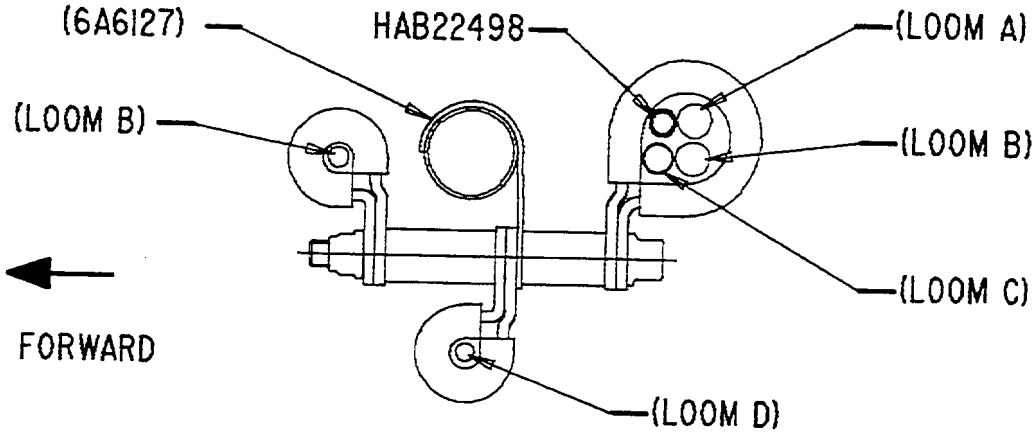
ded0001035

CP2377 and CP2503 (see Figure 2 for position)
Fig.18



CP2656

(SEE FIG 2 FOR POSITION)

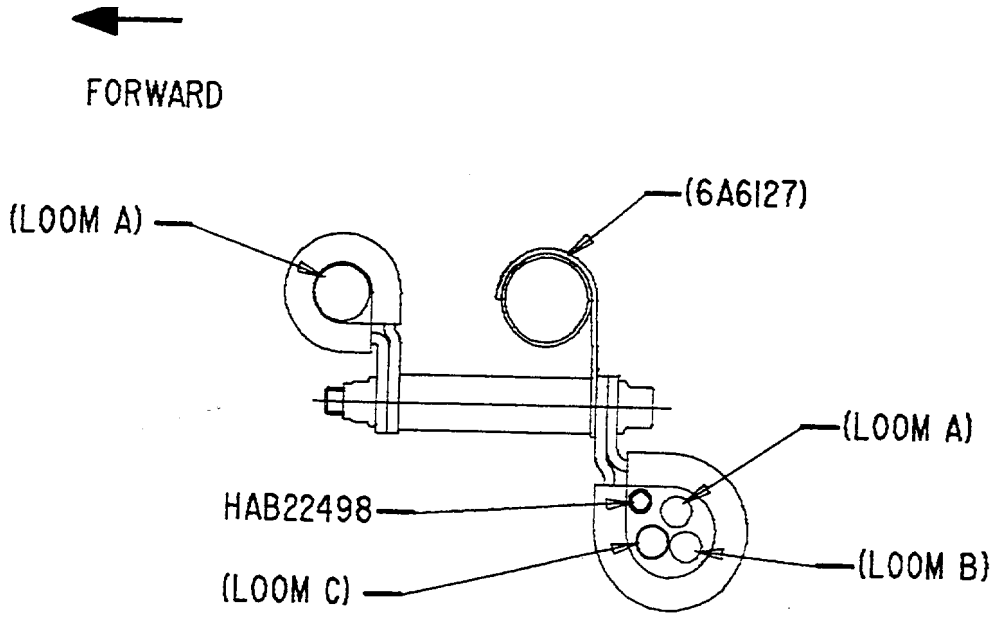


CP2655

(SEE FIG 2 FOR POSITION)

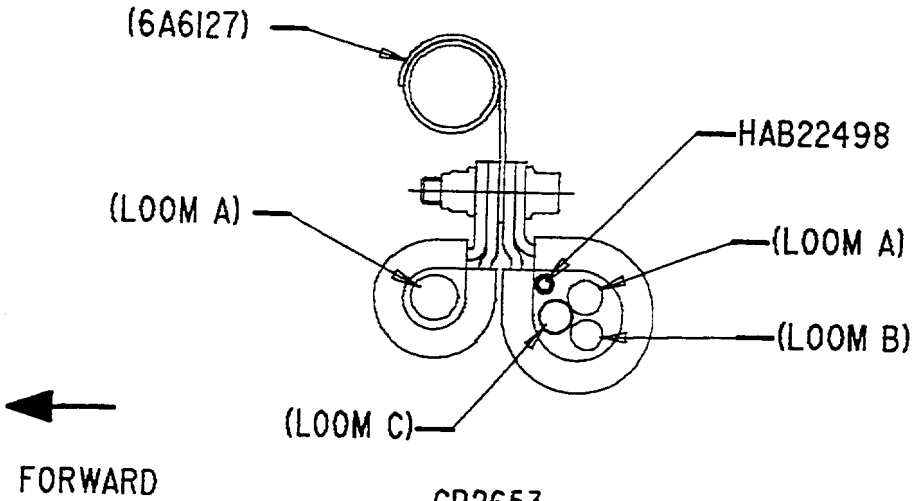
ded0001036

CP2655 and CP2656 (see Figure 2 for position)
Fig.19



CP2654

(SEE FIG 2 FOR POSITION)

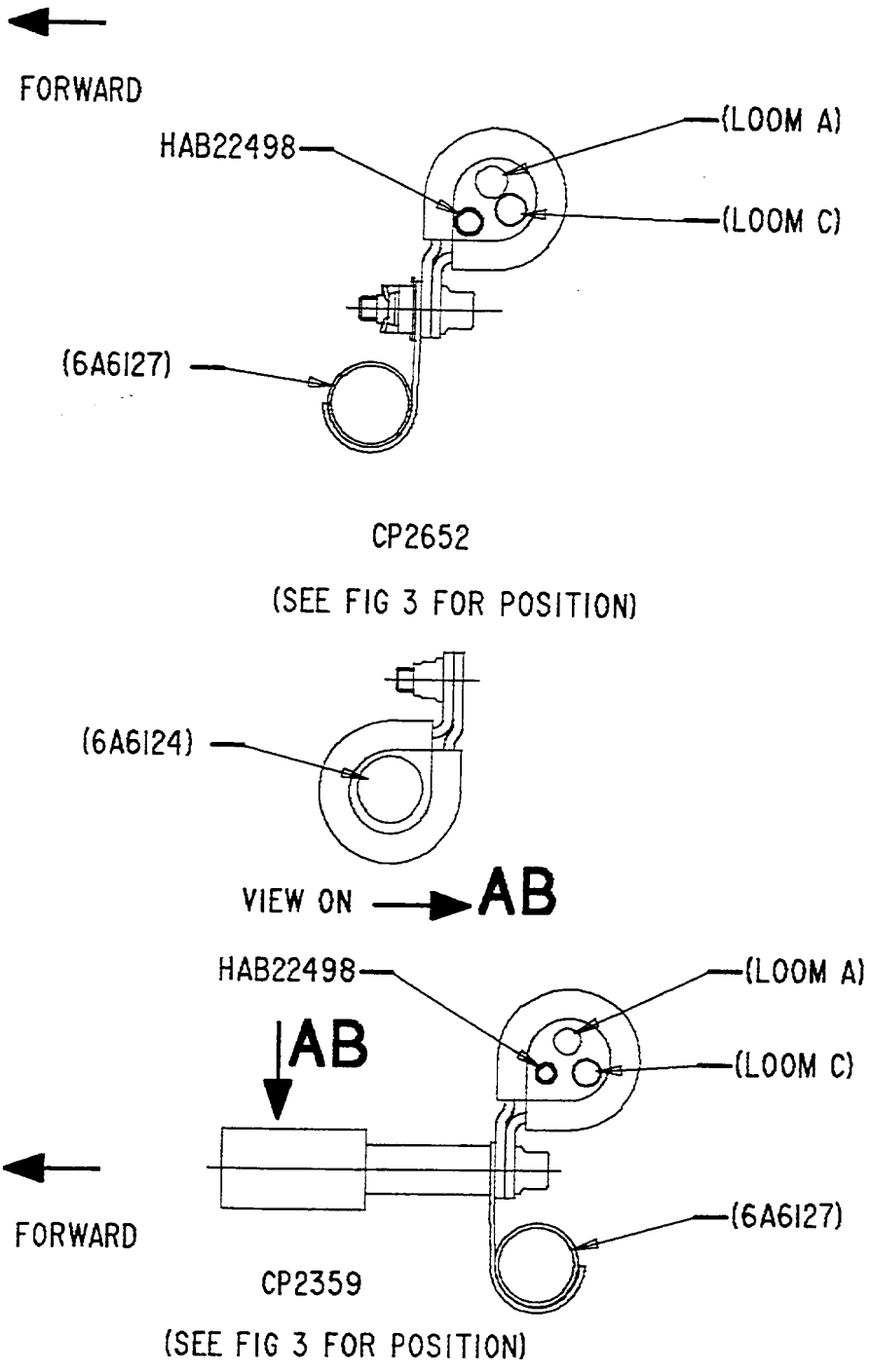


CP2653

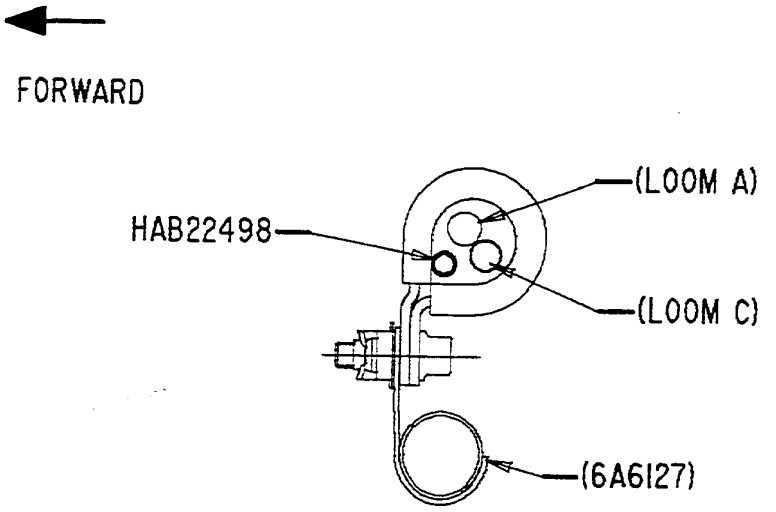
(SEE FIGS 2 AND 3 FOR POSITION)

CP2653 and CP2654 (see Figure 2 and Figure 3 for position)
Fig.20

ded0001037

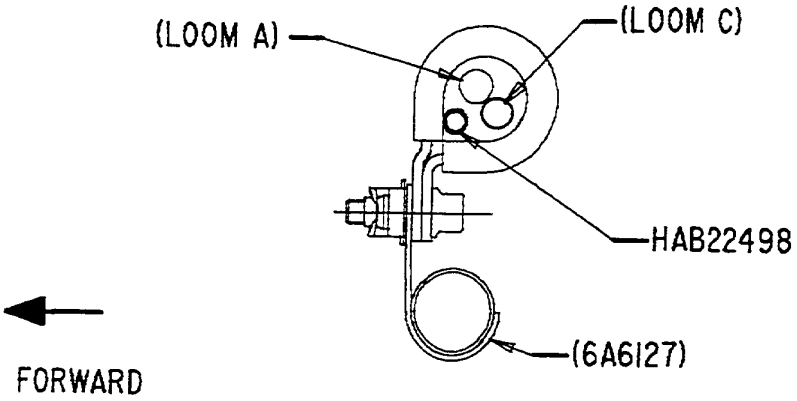


CP2359 and CP2652 (see Figure 3 for position)
Fig.21



CP2651

(SEE FIG 3 FOR POSITION)

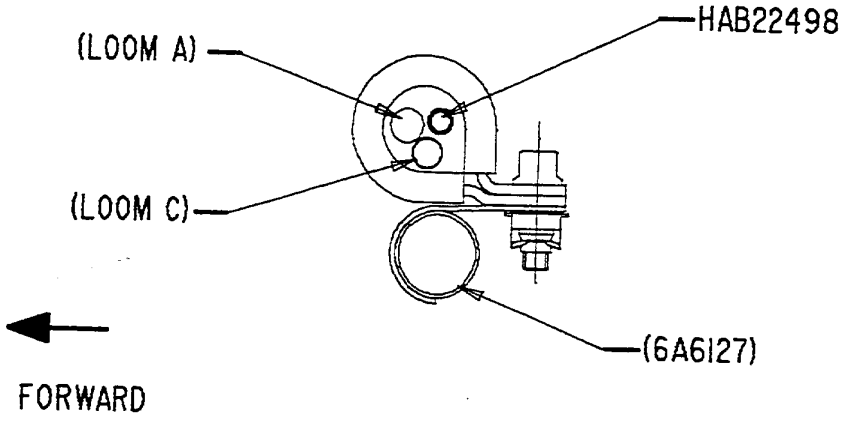


CP2358

(SEE FIG 3 FOR POSITION)

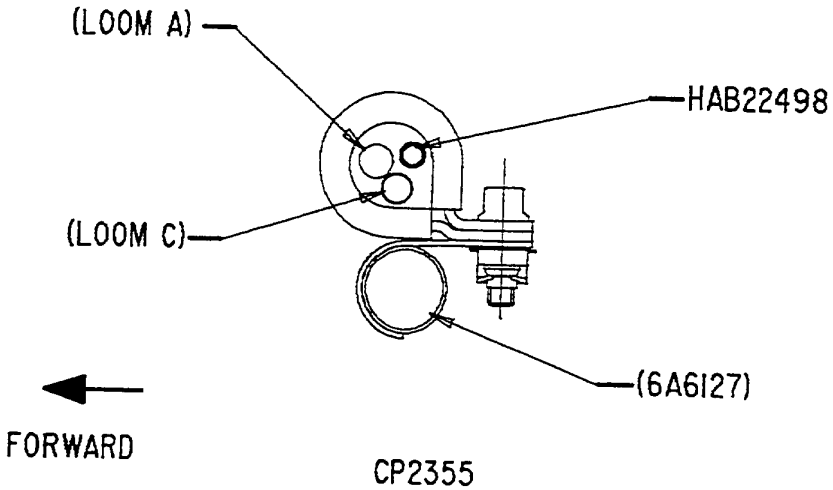
ded0001039

CP2358 and CP2651 (see Figure 3 for position)
Fig.22



CP2357

(SEE FIG 3 FOR POSITION)

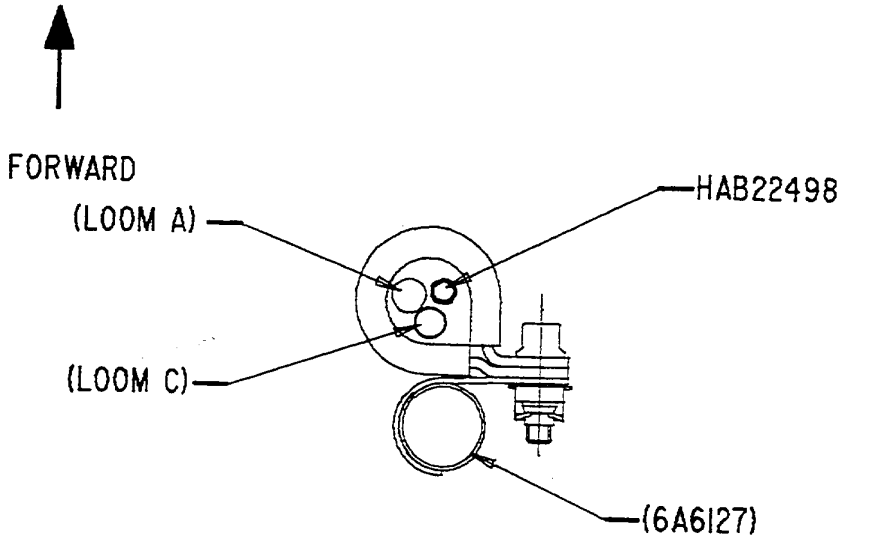


CP2355

(SEE FIG 3 FOR POSITION)

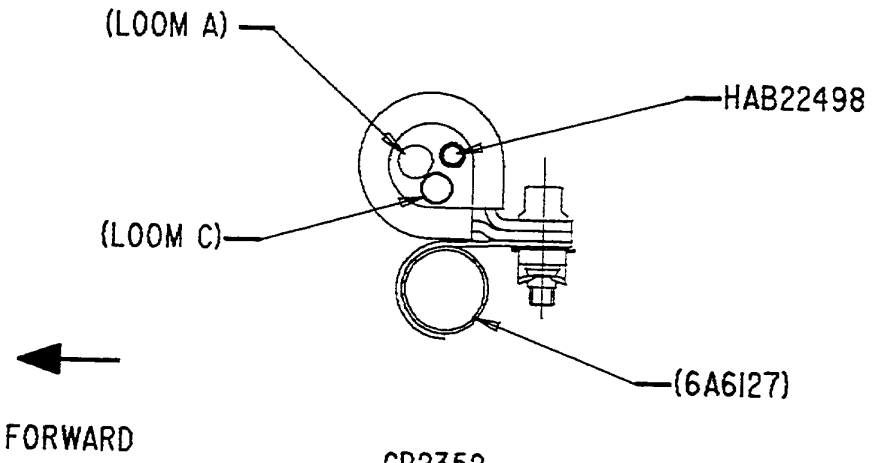
ded0001040

CP2355 and CP2357 (see Figure 3 for position)
Fig.23



CP2353

(SEE FIG 3 FOR POSITION)

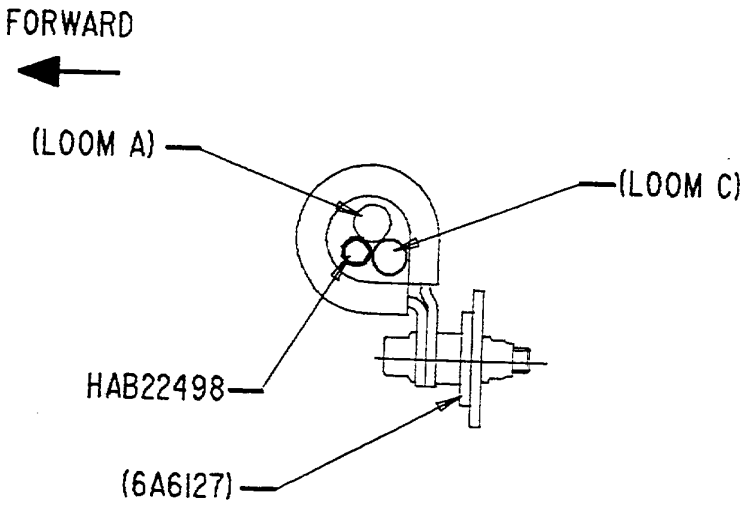


CP2352

(SEE FIG 3 FOR POSITION)

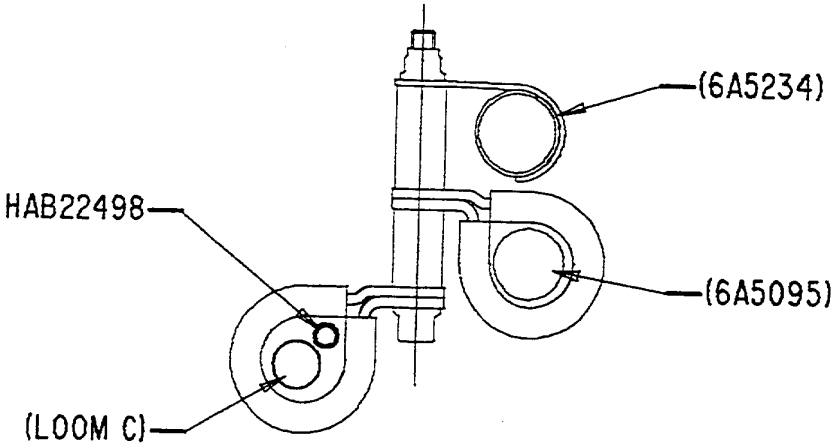
ded00001041

CP2352 and CP2353 (see Figure 3 for position)
Fig.24



CP2351

(SEE FIG 3 FOR POSITION)

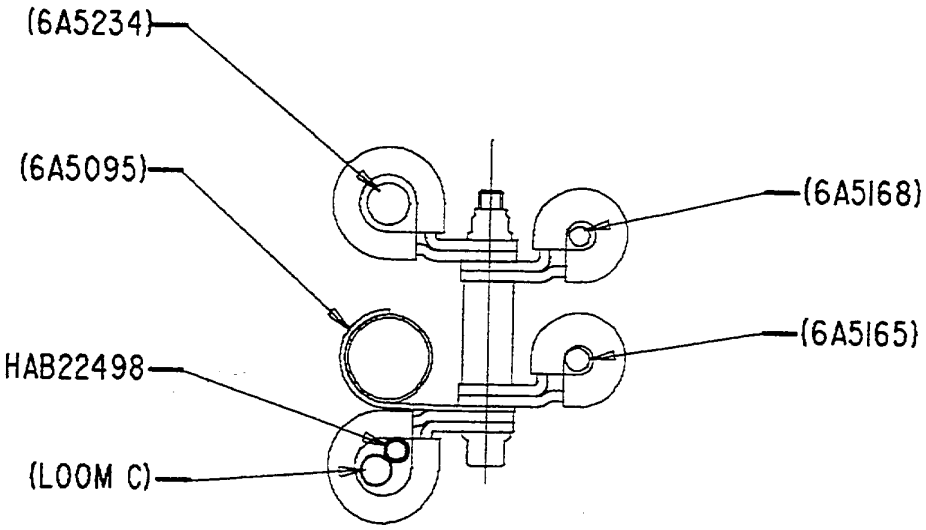


CP2135

(SEE FIG 3 FOR POSITION)

LOOKING FORWARD

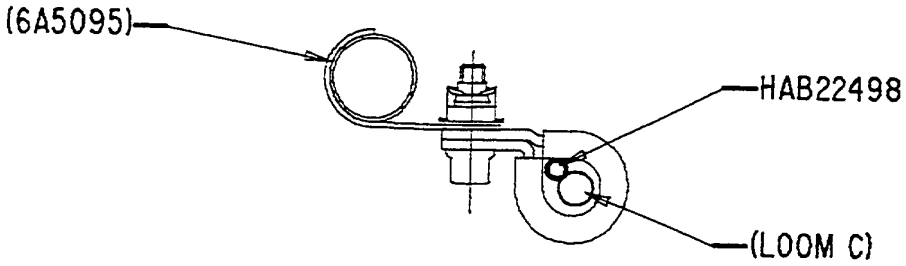
CP2135 and CP2351 (see Figure 3 for position)
Fig.25



CP2336

(SEE FIG 3 FOR POSITION)

LOOKING FORWARD



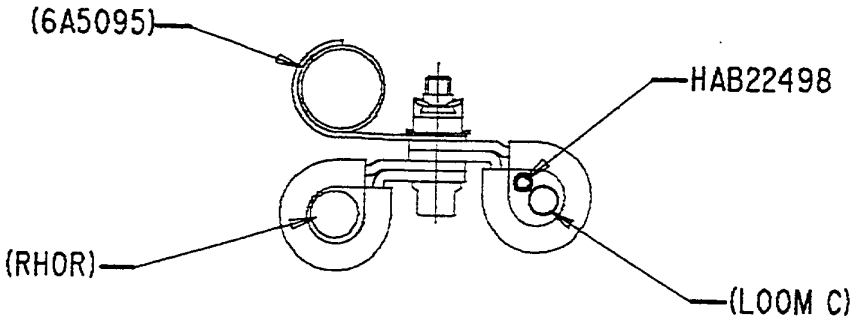
CP2339

(SEE FIG 3 FOR POSITION)

LOOKING FORWARD

ded0001043

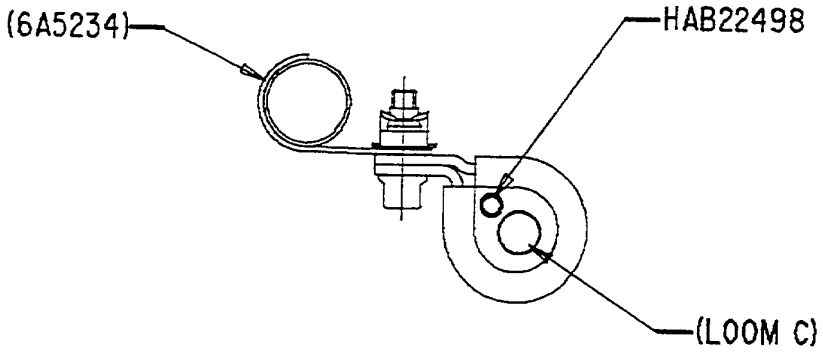
CP2336 and CP2339 (see Figure 3 for position)
Fig.26



CP2340

(SEE FIG 3 FOR POSITION)

LOOKING FORWARD

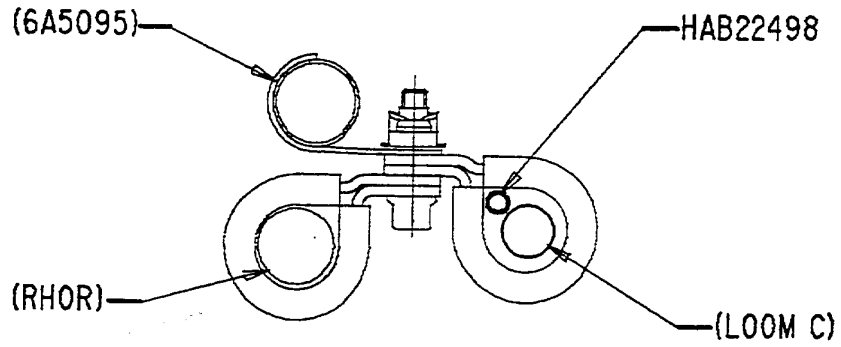


CP2341

(SEE FIG 3 FOR POSITION)

LOOKING FORWARD

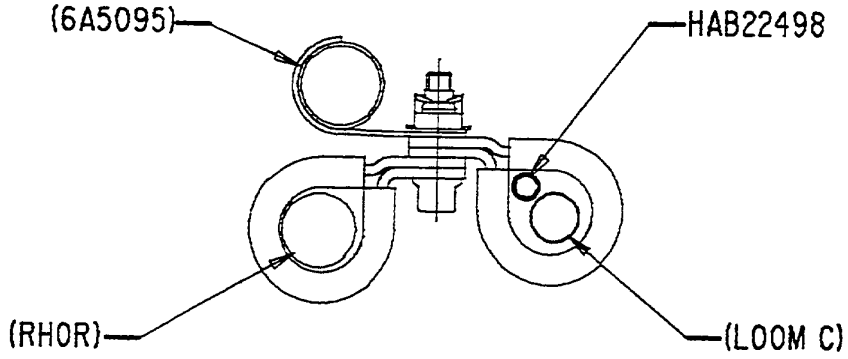
CP2340 and CP2341 (see Figure 3 for position)
Fig.27



CP2342

(SEE FIG 3 FOR POSITION)

LOOKING FORWARD



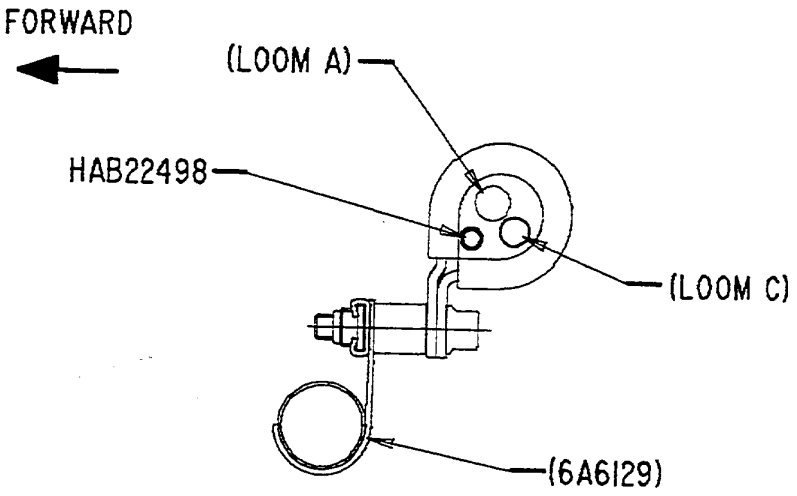
CP2136

(SEE FIG 3 FOR POSITION)

LOOKING FORWARD

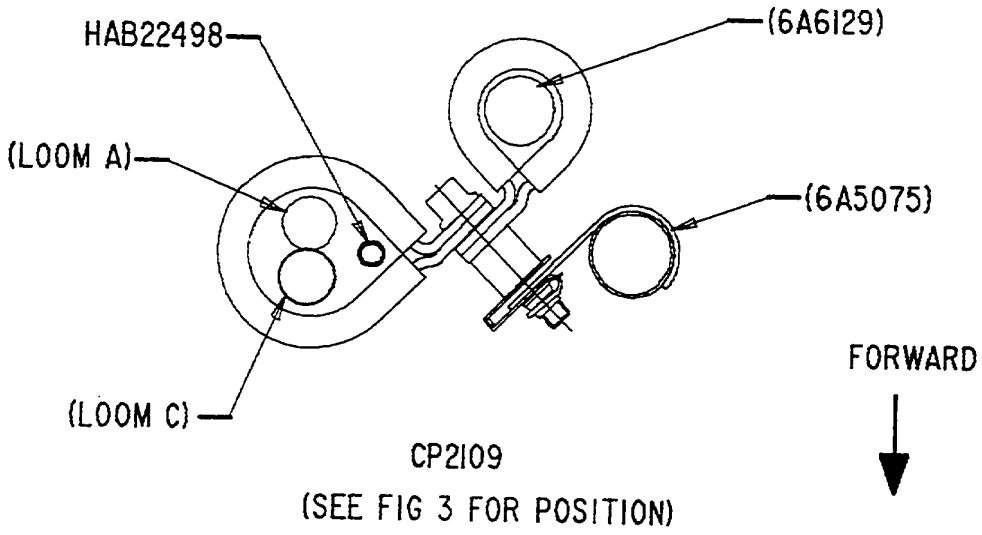
ded0001045

CP2136 and CP2342 (see Figure 3 for position)
Fig.28



CP2646

(SEE FIG 3 FOR POSITION)

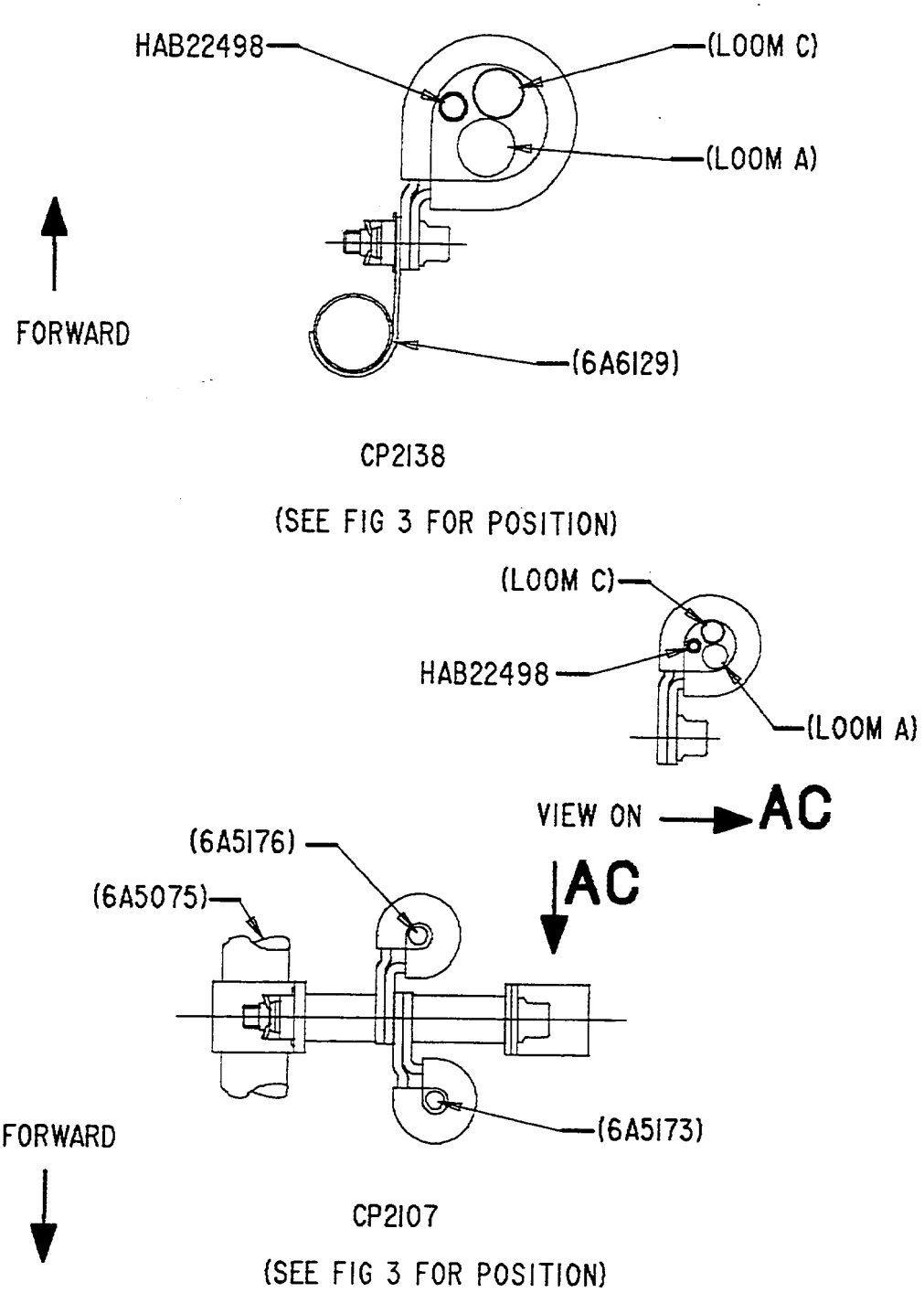


CP2109

(SEE FIG 3 FOR POSITION)

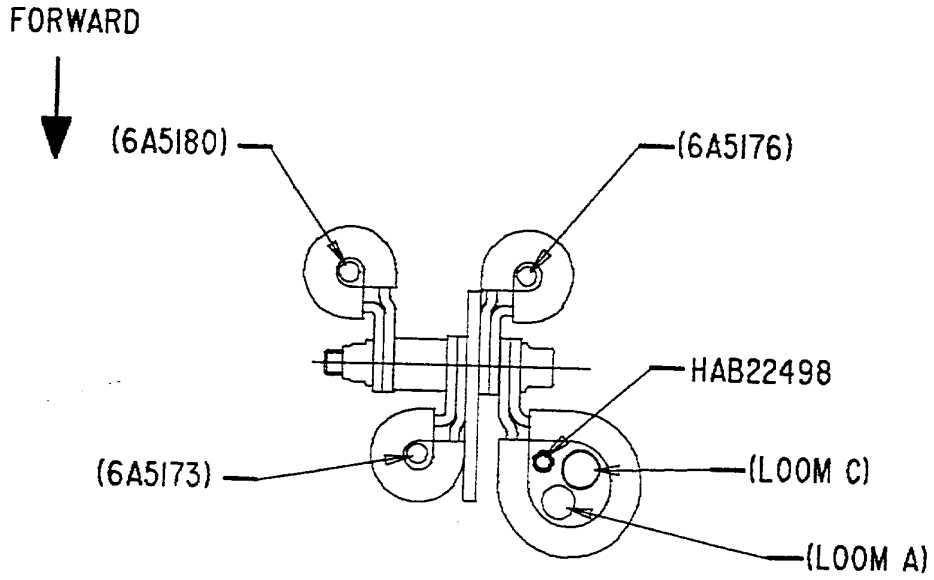
ded0001046

CP2109 and CP2646 (see Figure 3 for position)
Fig.29



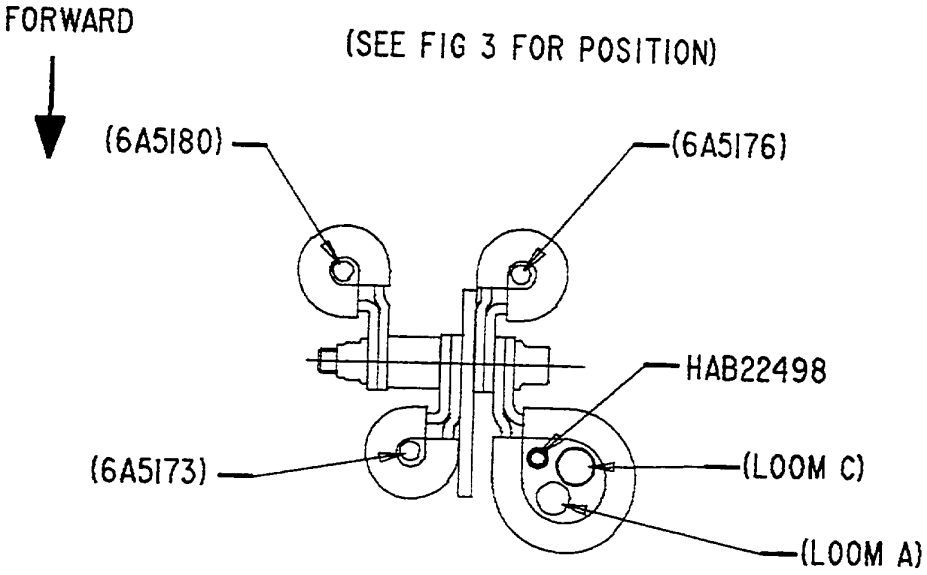
ded0001047

CP2107 and CP2138 (see Figure 3 for position)
Fig.30



CP2141

(SEE FIG 3 FOR POSITION)

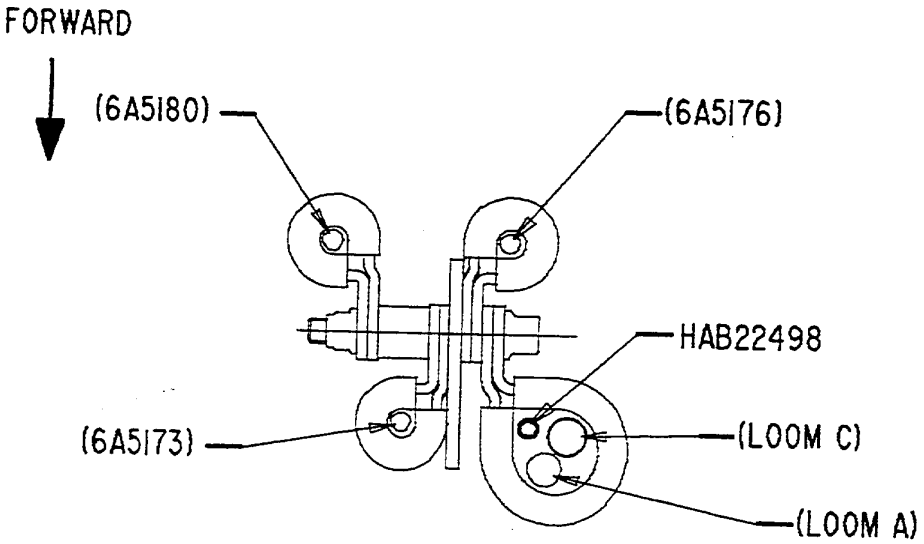


CP2142

(SEE FIG 3 FOR POSITION)

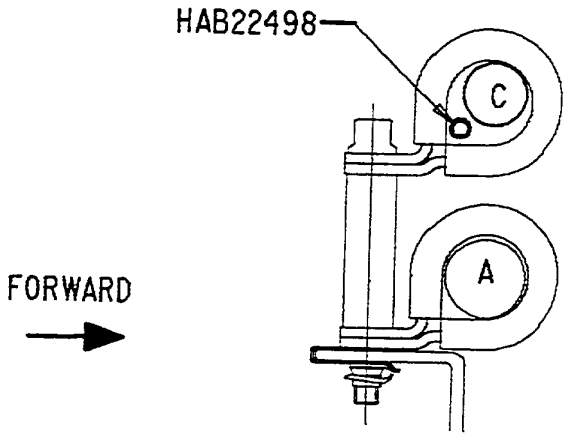
ded0001048

CP2141 and CP2142 (see Figure 3 for position)
Fig.31



CP2143

(SEE FIG 3 FOR POSITION)

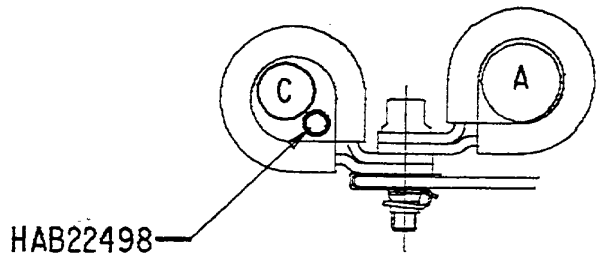


CP2282

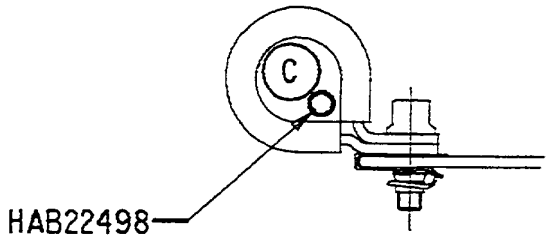
(SEE FIG 3 FOR POSITION)

ded0001049

CP2143 and CP2282 (see Figure 3 for position)
Fig.32



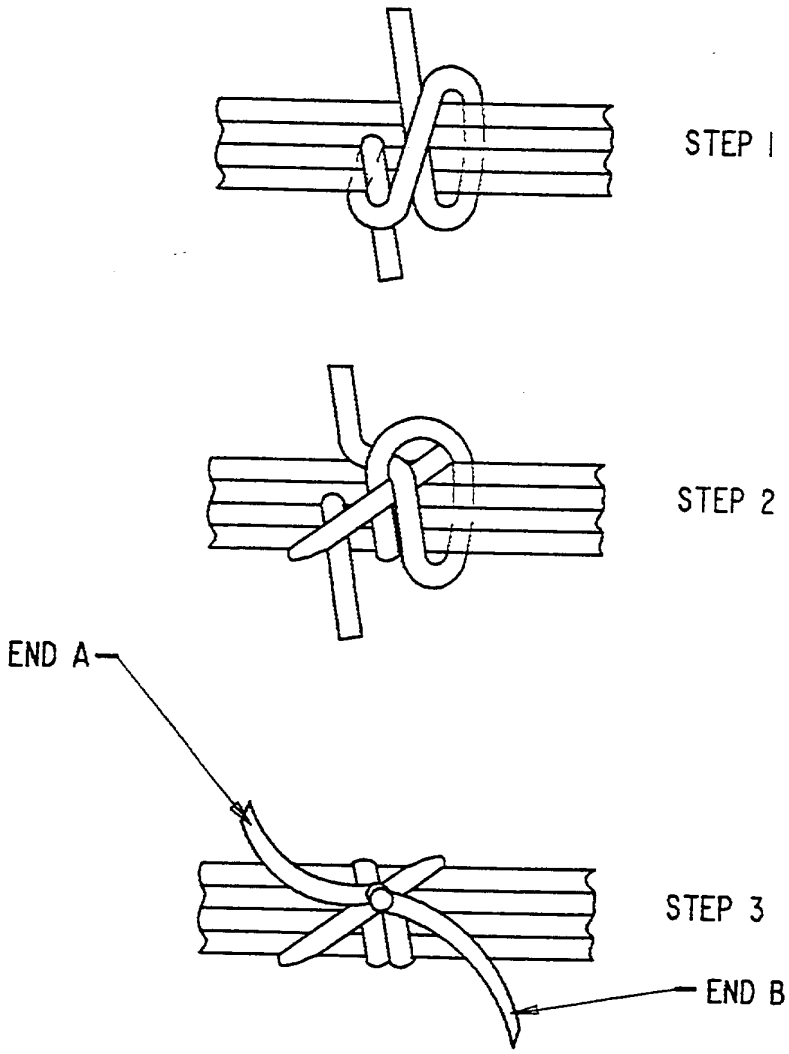
CP2426
(SEE FIG 3 FOR POSITION)
LOOKING REARWARD



CP2326
(SEE FIG 3 FOR POSITION)
LOOKING REARWARD

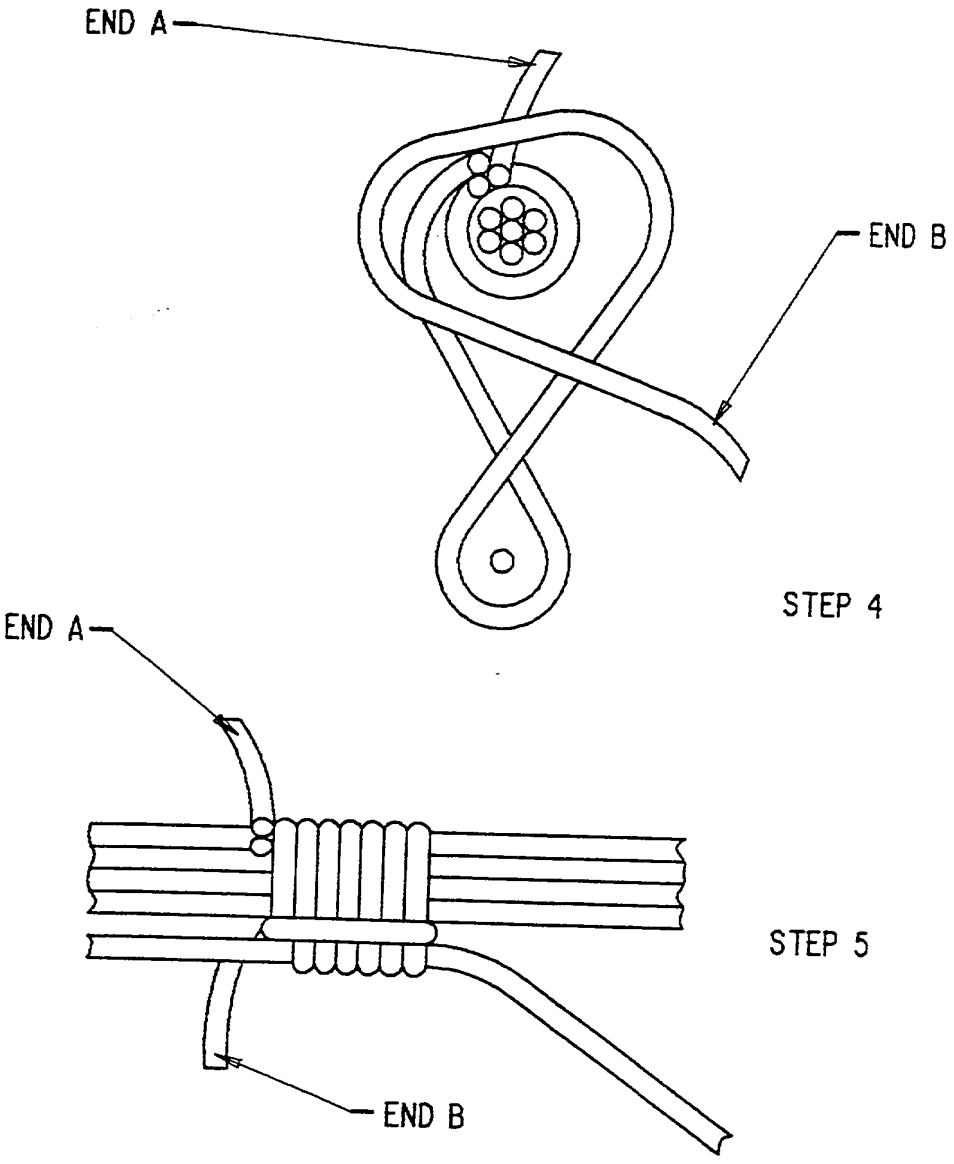
ded0001050

CP2326 and CP2426 (see Figure 3 for position)
Fig.33



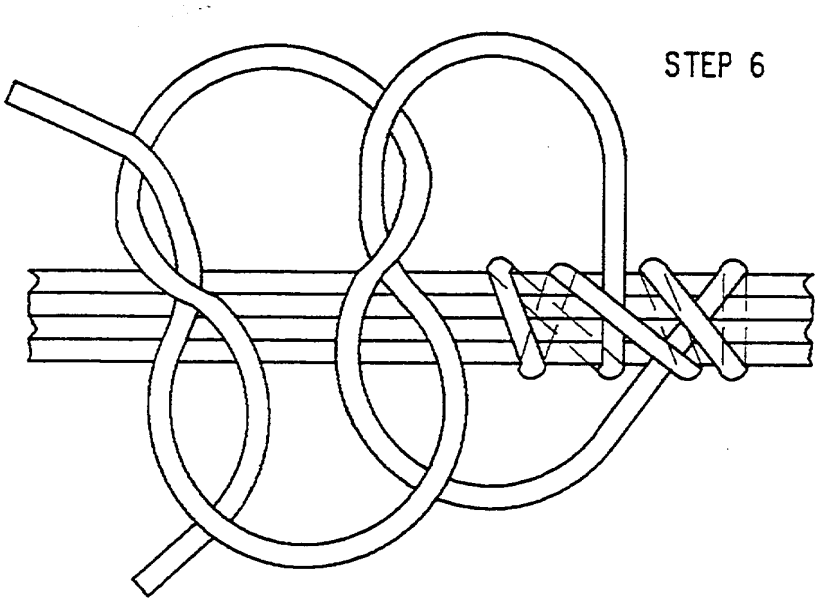
ded00001051

Rework of existing harness loom c showing procedure for fastening lacing tape
Fig.34



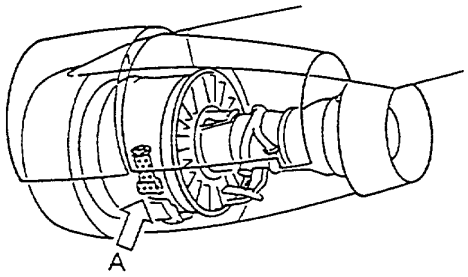
ded0001052

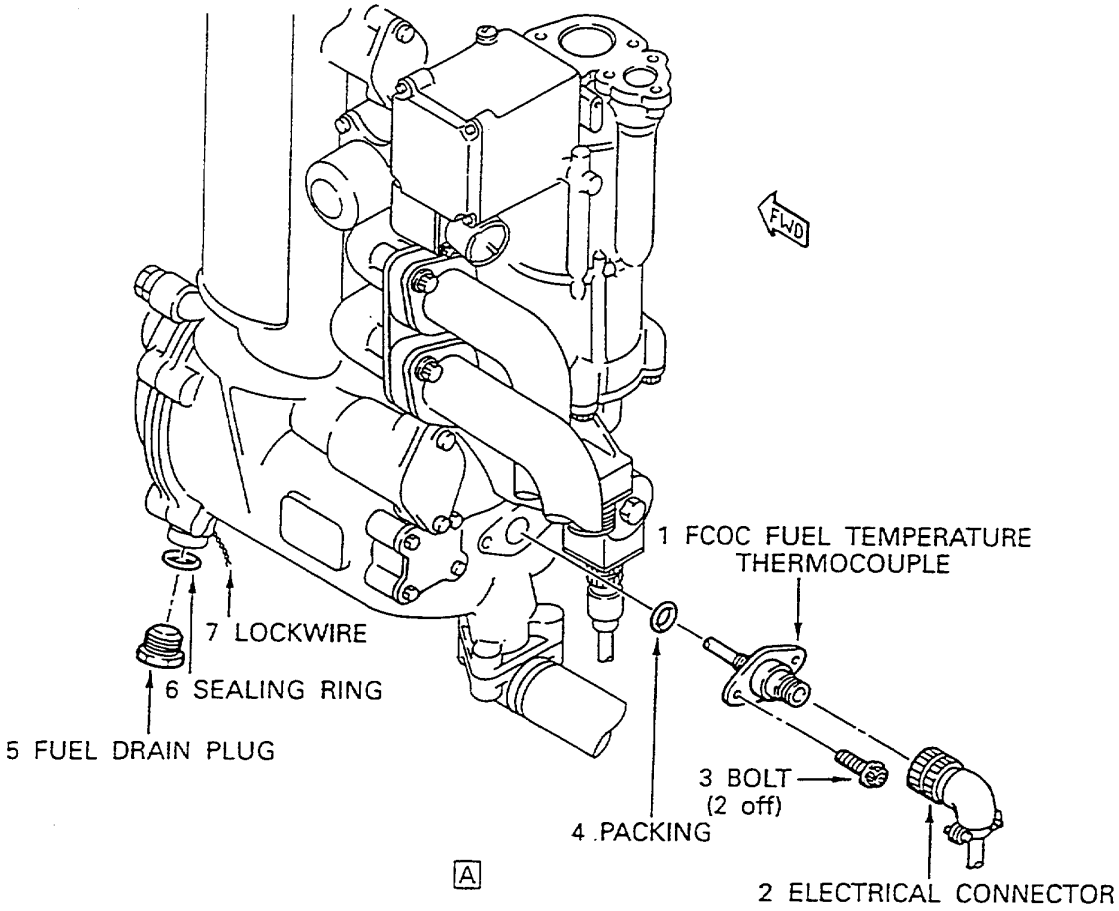
Rework of existing harness loom C showing procedure for fastening lacing tape
Fig.35



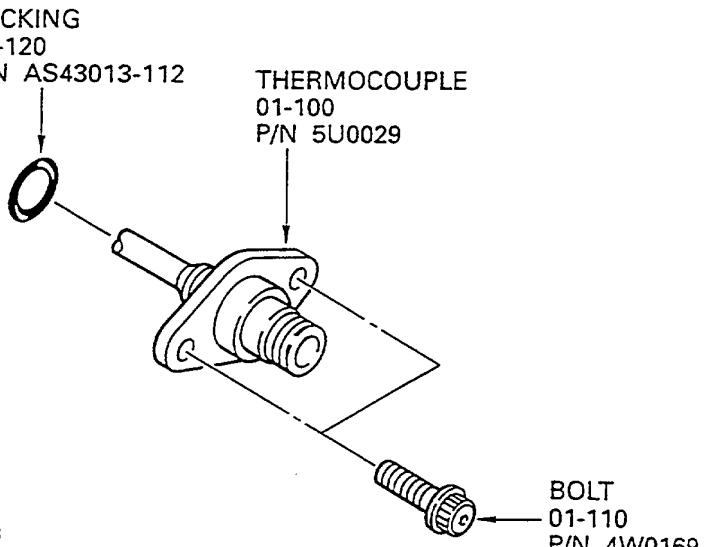
ded0001053

Rework of existing harness loom C showing procedure for fastening lacing tape
Fig.36



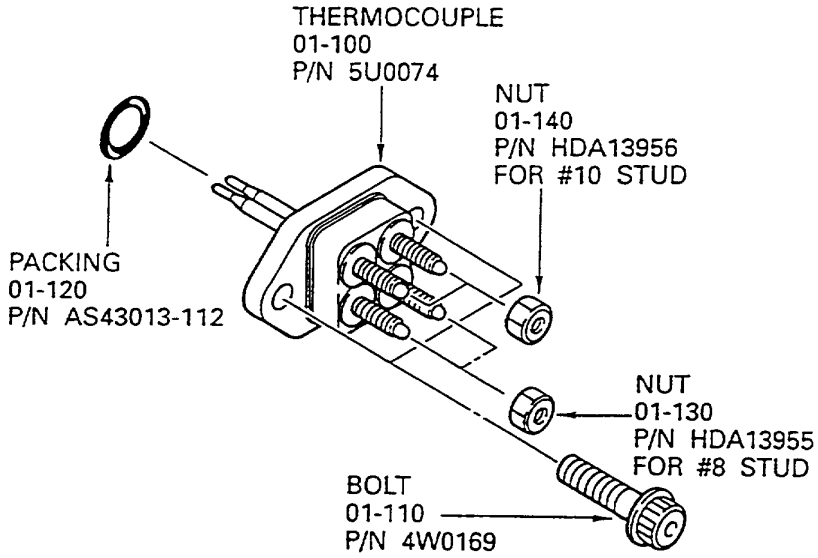


Removal/Installation of the Fuel Temperature Thermocouple
Fig.37



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

CURRENT TYPE



IMPROVED TYPE

ded0001055

Improvement of the Fuel Temperature Thermocouple
Fig.38

3. Material Information

Applicability: For each V2500 Engine to incorporate this Bulletin.

A. Kits associated with this Bulletin:

None

B. Parts affected by this Bulletin:

New Est'd Part No. (ATA No.)	Qty	Old Unit Price ($)	Keyword	Part No. (IPC No.)	Instructions Disposition
6A6432 (71-51-59)	1		.Harness Assy, EEC Fan loom 'C'	6A4428 (01-005)	(1D)
U322742 (71-51-59)	A/R		.Tape 0.500in. (12,7mm) Wide White	- (03-060)	(A)(B)
T085 (71-51-59)	A/R		.Braid	3100631 (03-070)	(A)(B)
718G (71-51-59)	A/R		.Zebra, Tape lacing	718G (03-071)	(A)(B)
HAB22497 (71-51-59)	1		..Harness, 66 in. (1676,4 mm)	- (03-505)	(A)(B)
HAB22498 (71-51-59)	1		..Harness, 270 in. (6858 mm)	- (03-506)	(A)(B)
ESC3OP16NC (71-51-59)	2		..Contact, pin	ESC3OP16NC (04-019)	(2D)
ESC3OP16NA (71-51-59)	2		..Contact, pin	ESC3OP16NA (04-020)	(2D)
ESC3OP16NC (71-51-59)	1		..Contact, pin	- (04-021)	(A)(B)
ESC3OP16NA (71-51-59)	1		..Contact, pin	- (04-022)	(A)(B)
ESC3OP16NC (71-51-59)	2		..Contact, pin	ESC3OP16NC (04-294)	(2D)

ESC3OP16NA (71-51-59)	2	..Contact, pin	ESC3OP16NA (O4-295)	(2D)
ESC3OP16NC (71-51-59)	1	..Contact, pin	- (O4-296)	(A)(B)
ESC3OP16NA (71-51-59)	1	..Contact, pin	- (O4-297)	(A)(B)
HAD2230S (5UOO74) (73-35-15)	1	.Thermocouple, Fuel Temp.	73984200 (5UOO29) (O1-100)	(A)(S1)
HDA13955 (73-35-15)	2	..Nut, Self Locking	HDA13955 (O1-130)	(A)(B)
HDA13956 (73-35-15)	2	..Nut, Self Locking	HDA13956 (O1-140)	(A)(B)

C. Instructions/Disposition Code Statements:

(A) New parts are currently available for sale.

(B) Required when reworking existing Fan Harness.

(1D) Old parts to be reworked and re-identified to the new part numbers.

(2D) Quantity of part decreased from 3 to 2.

(S1) New part may be fitted in place of old part but not vice-versa.

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	0F25-021

E. Consumable Materials

V01-410	Isopropyl Alcohol
V02-099	Lint Free Cloth
V02-126	Lockwire
V02-148	Adhesive Tape (Electrical)
V02-184	Zebra Lacing Tape (718G)
V06-131	Marking pen
V10-039	Engine Oil