



sabena B707	Module: ENGINE 2	A/C Reg :	Check :	 O1F1000504
	Oper. : RT-MP LC			
	Type : REI-INSP	Issuer : A59513	Cert.St.: 45379	Page 1 of 7
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ENG #2 SENSING LOOP WIRING UP LOOP CONN INSP

Execution / Start Date:	
End Date:	

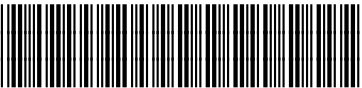
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Nr.	Hardtime	Task	Spec.	Related Documents		
1.		E3 I1 W1	INS	AMM 26-1-2 rev (ref. MS) DFW B707-26-001 rev 06.12.2007 MMS-328 261102 00102 rev 19/12/07		
Check: C						
Zones: 452						
Access:						
NRC YES <input type="radio"/> NO <input type="radio"/>		IF YES, NUMBER(S):				
<p>DETAILED VISUAL INSPECTION FOR THE ENGINE FIRE DETECTION LOOPS & WIRING & ATTACHING HARDWARE: (ANY FINDING HAS TO BE RECTIFIED BEFORE NEXT FLIGHT)</p> <p>CAUTION: OBEY ALL CAUTION NOTES AND WARNINGS AS OUTLINED IN AMM CHAPTER 26-1 AND REFERENCED DOCUMENTS IN THIS JOB CARD.</p>						
<p>Step 1. Perform a detailed visual inspection of Electrical wiring and attaching hardware from plug to horizontal firewall for:</p> <ul style="list-style-type: none"> a) wiring for any signs of chafing and/or other damage b) clamps for looseness and/or other damage c) clamp cushion for any damage <p>NOTE: Obey all caution notes and warnings in referenced document as applicable. Reference Document: Boeing Standard Wiring Practices Manual (SWPM) Chapter 20-10-04 Cleaning of Wire Harnesses, 20-10-06 Inspection of Wiring, 20-10-11 Wiring Assembly and Installation Configuration, 20-10-12 Wire Harness Supports 20-10-13 Repair of Electrical Wire and Cable.</p> <p style="text-align: center;">UPPER ENGINE FIRE LOOP</p>						
<p>Step 2. Perform a detailed visual inspection of Engine Fire Loop electrical connector for:</p> <ul style="list-style-type: none"> a) any signs of damaged sealing b) proper safety lock wire installation c) any signs of looseness of connector <p>NOTE: If no discrepancies are found iaw step 2 requirements the connector need <u>NOT</u> to be disconnected for further inspection.</p> <ul style="list-style-type: none"> d) In case of any damaged sealing, improper installation such as looseness the connector of the sensing element has to be disconnected and inspected. Perform the following: <ul style="list-style-type: none"> 1) Cleaning of connector 2) Inspection of connector for contamination and/or corrosion 3) Inspection of connector parts for any obvious damage <p style="text-align: center;">UPPER ENGINE FIRE LOOP</p>						

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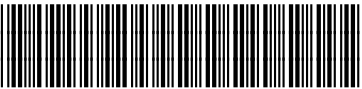
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<p>NOTE: Obey all caution notes and warnings in referenced SWPM as applicable. Reference Documents: SWPM Chapter 20-62-14 Assembly of Fenwal Connectors, SWPM Chapter 20-60-03 Section 4, SAB 26-209 for Material Information.</p> <p>NOTE: Ensure that connector is sealed internally with Dow Corning electrical insulation compound DC4 during reassembly as outlined in SWPM 20-60-03 Section 4.</p> <p>NOTE: Ensure that Connector threads are sealed with Sauereisen Cement during reassembly as outlined in SWPM Chapter 20-64-14.</p> <p>CAUTION: CURE THE CEMENT A MINIMUM OF 18 HOURS AT 70 DEGREES F (21 deg C) BEFORE THE CONNECTOR IS PUT IN SERVICE.</p> <p>CAUTION: THE CONNECTOR IS NOT SERVICEABLE UNTIL THE CEMENT FULLY CURES. IN FLIGHT TEMPERATURES HIGHER THAN 180 DEGREES F (82 deg C) AND HIGH VIBRATIONS CAN CAUSE UNSATISFACTORY PERFORMANCE OF THE CONNECTOR.</p> <p>Step 3. Perform a detailed visual inspection of engine Fire Loop sensing element for:</p> <ul style="list-style-type: none"> a) Breaks or fractures in the walls of the sensor element outer tube. b) Kinks, twists, dents or crushed sensor sections. c) Cuts or abrasion that may penetrate the wall of the sensor element tube. d) Check the security of the sensor element mounting points. e) Check grommets for proper position and any deterioration. f) Check sensor element for excessive slack & looseness. g) Check sensor element for signs of chafing or lying against any structure. h) Check sensor element and supporting hardware for corrosion. <p>NOTE: Any visual damage to the sensing element as a result of inspections under step 3 will require the sensing element to be replaced.</p> <p>Reference Document: AMM 26-1-2 for inspection and AMM 26-1-3 for replacement.</p>		
UPPER ENGINE FIRE LOOP		

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<p>Step 4. Test engine 2 and Nacelle 2 fire detection system iaw AMM 26-1-0 page block 200.</p> <ul style="list-style-type: none"> a) Supply power to 115-volt a-c bus No. 2 & essential 28 volt d-c bus. b) Close engine 2 fire warning and the test & alarm bell circuit breakers an a-c bus No. 2 and essential 28-volt d-c .(P2 and P6) c) Hold the test switch on pilots' overhead panel to "FIRE". <ul style="list-style-type: none"> 1) Warning lights in the handle of engine 2 fire switch handle should illuminate. 2) Alarm bell should ring. <p>NOTE: Alarm bell may be silenced by pressing bell cutout switch on pilots' light shield.</p>		
<p>5. <u>If a sensing element has been changed due to findings</u>, perform functional check/test of engine fire detection sensing elements iaw AMM 26-1-2.</p>		

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FIGURE 1 : Shrouded element section (typical)

Fig. 1 to Fig. 3 are for reference only

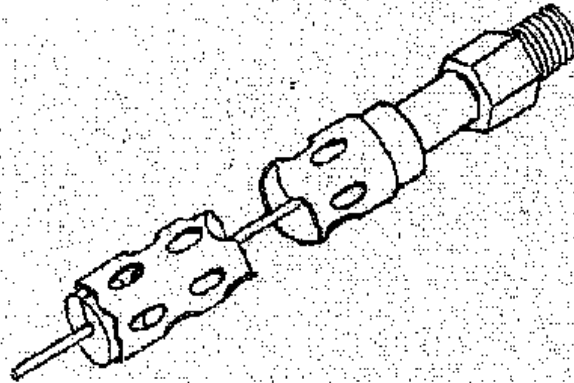


FIGURE 2: Shrouded lower und upper fire sensing elements

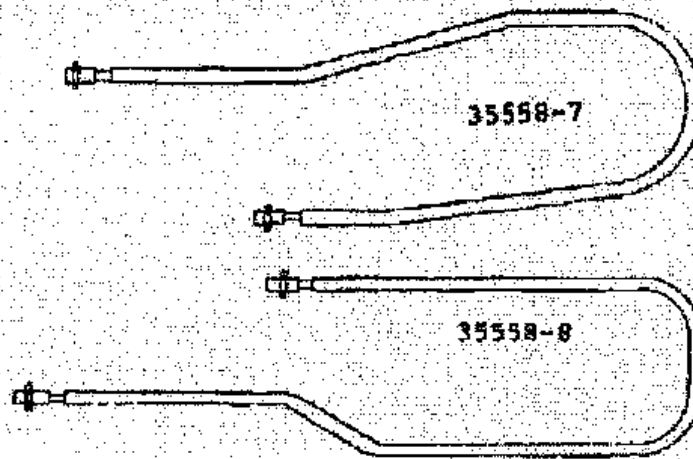
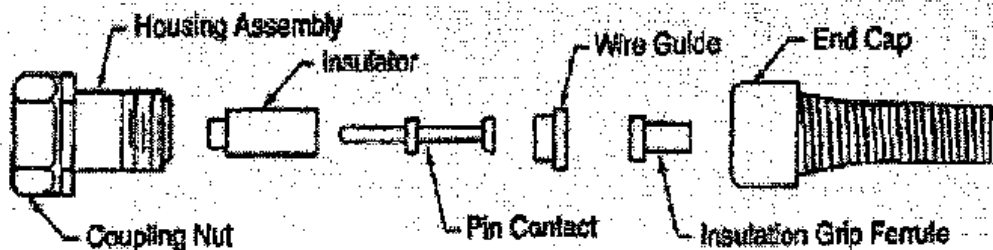



Figure 3: Fenwal PN: 35303-12 Connector



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Material Required

Quantity:

Notes:

No material is required for inspection of the engine fire loop installation. In case of any replacement requirements due to findings refer to the appropriate IPC section 26-1-14 and 26-1-15 for part number details or refer to referenced documents in this Engineering Instruction.

Stock Number (if available for TCA)	Item	Part Number	Nomenclature	QTY per Kit	Tot. QTY
<p>NOTE: Consumable Material is necessary when sealing of the connector is required.</p>					
	1	DC4	Electrical Insulation Compound	as required	as required
<p>Dow Corning Corporation (V71984) 3901 Saginaw Road Midland, Michigan 48641-2721 Phone: 001-989-496-5409</p>					
	2	Nr. 1 OR Nr. 31	Sauereisen Cement	as required	as required
<p>Sauereisen 160 Gamma Drive Pittsburgh, PA 15238 USA Tel: 001-412-963-0303 Fax:001-412-963-7620</p>					

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Accomplishment Report

Note:

Please send this Accomplishment Report to ESEC and attach it to the CDRL30 (DLM Report) if applicable.

Subject: Engine - Fire Protection System Inspection

Model: B707 – Trainer Cargo Aircraft (TCA)

Accomplished at (Tailnumber):

Date of Accomplishment:

Description of Deviations:

Findings:

Carry Overs: Not applicable

ESEC Statement: Please notify if connector had to be opened due to findings and specify findings.

Connector opened YES : _____ NO: _____

Specify Connector findings:

SOR Statements:

Executed/performed by:	SOR Engineering Representative:	SOR Quality Assurance:
Name:	Name:	Name:
Date:	Date:	Date:
SOR:		
Signature:	Signature:	Signature:

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