



Number: 737-24-1206
Original Issue: April 03, 2014
ATA System: 2400

SUBJECT: ELECTRICAL POWER - General - E8-1 Shelf Assembly - Vinyl Marker Replacement

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Summary

SUBJECT: ELECTRICAL POWER - General - E8-1 Shelf Assembly - Vinyl Marker Replacement

CONCURRENT REQUIREMENTS

None.

BACKGROUND

This service bulletin gives instructions to replace a vinyl marker on the E8-1 shelf assembly (located in the electrical/electronics compartment above the E1 Rack). The marker shows an incorrect electrical equipment item number and is not in accordance with airplane schematics. If the change given in this service bulletin is not done, misidentified equipment could cause potential damage to the airplane and injury to personnel.

There has been an operator report of the incorrect equipment marker on the right side of the E8-1 shelf assembly in the electrical/electronics compartment above the E1 Rack.

Incorporation of this service bulletin will provide the correct vinyl marker on the E8-1 shelf assembly for each airplane.

This table is provided to operators for planning purposes only. Refer to the applicable sections for more information.

Planning Data	Affected	Reference
Spares Affected	No	Paragraph 1.A.2., Spares Affected
AD Related	No	Paragraph 1.E., Compliance and Paragraph 1.F., Approval
Weight and Balance Change	No	Paragraph 1.H., Weight and Balance Changes
Electrical Load Changed	No	Paragraph 1.I., Electrical Load Data
Publications Affected	Yes	Paragraph 1.K., Publications Affected
Airplane Flight Operations Affected (Flight Crew Operations Manual and/or FAA Approved Airplane Flight Manual)	No	Paragraph 1.K., Publications Affected
Kits/Parts Required	Yes	Paragraph 2.C.1., Kits/Parts
Operator Supplied Parts/Material	Yes	Paragraph 2.C.2., Parts and Materials Supplied by the Operator
Special Tooling Required	No	Paragraph 2.F., Special Tooling Necessary to do this Service Bulletin

ACTION

Open access to the electrical/electronics compartment. Remove the incorrect equipment vinyl marker. Install the new corrected vinyl marker. Re-part mark the new E8-1 shelf assembly.

EFFECTIVITY

737-800, 737-900ER Airplane(s). Refer to Paragraph 1.A.1., Airplanes, for the list of affected airplane(s).

COMPLIANCE

No compliance time is given.

Boeing recommends this service bulletin be done to introduce improvements.

INDUSTRY SUPPORT INFORMATION

Boeing warranty remedies are available for airplanes in warranty as of October 30, 2013. Please refer to Paragraph 2.B., Industry Support Information. The warranty remedies will expire eight years from the original issue date of this service bulletin.

MANPOWER

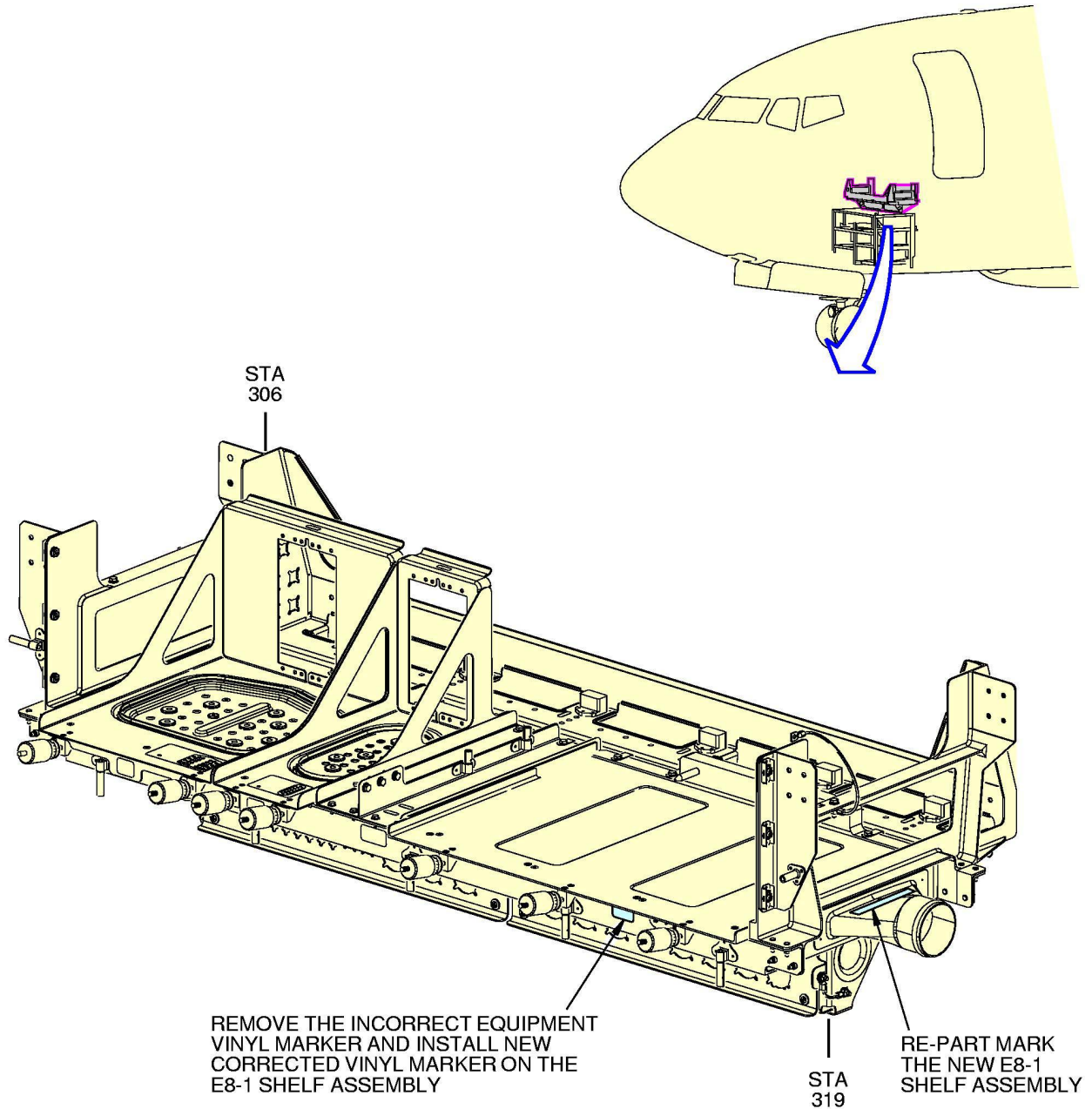
Refer to Paragraph 1.G., Manpower.

MATERIAL INFORMATION

Boeing Supplied Kits/Parts.

Refer to Paragraph 2.A., Material - Price and Availability.

Operators are encouraged to complete the survey provided in the Appendix of this service bulletin to help Boeing predict the quantity and timing of the Boeing Supplied Kits/Parts.



**E8-1 ELECTRONICS SHELF
(TYPICAL)**

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SUBJECT: ELECTRICAL POWER - General - E8-1 Shelf Assembly - Vinyl Marker Replacement

1. PLANNING INFORMATION

A. Effectivity

1. Airplanes

This service bulletin is applicable to 737-800 and 737-900ER Airplanes with line numbers 3369 through 4437 that require a new E8-1 shelf assembly equipment marker in one Group. The Variable Numbers and Group Information for the applicable airplanes is given below.

Refer to Service Bulletin Index D6-19567 Part 3 for Airplane Variable Number, Line Number, and Serial Number data.

GROUP	CONFIGURATION	DESCRIPTION
1	-	737-800 and 737-900ER Airplanes that require a new E8-1 shelf assembly equipment marker.

Airplane Models:

737-800, 737-900ER

Variable Number	Group
YH611 - YH620	1
YR951 - YR960	1

2. Spares Affected

None.

B. Concurrent Requirements

None.

C. Reason

This service bulletin gives instructions to replace a vinyl marker on the E8-1 shelf assembly (located in the electrical/electronics compartment above the E1 Rack). The marker shows an incorrect electrical equipment item number and is not in accordance with airplane schematics. If the change given in this service bulletin is not done, misidentified equipment could cause potential damage to the airplane and injury to personnel.

There has been an operator report of the incorrect equipment marker on the right side of the E8-1 shelf assembly in the electrical/electronics compartment above the E1 Rack.

Incorporation of this service bulletin will provide the correct vinyl marker on the E8-1 shelf assembly for each airplane.

D. Description

Open access to the electrical/electronics compartment. Remove the incorrect equipment vinyl marker. Install the new corrected vinyl marker. Re-part mark the new E8-1 shelf assembly.

The work in this service bulletin is done in the maintenance zone(s) given below.

Affected Maintenance Zones	
Model	Zone
737-800, 737-900ER	117, 118

E. Compliance

No compliance time is given.

Boeing recommends this service bulletin be done to introduce improvements.

F. Approval

This service bulletin was examined by the Federal Aviation Administration (FAA). The changes specified in this service bulletin comply with the applicable regulations and are FAA approved, as well as European Aviation Safety Agency (EASA)/Joint Aviation Authorities (JAA) approved for all EASA/JAA approved airplanes listed in the service bulletin effectivity. This service bulletin and its approval were based on the airplane in its original Boeing delivery configuration or as modified by other approved Boeing changes.

If an airplane has a non-Boeing modification or repair that affects a component or system also affected by this service bulletin, the operator is responsible for obtaining appropriate regulatory agency approval before incorporating this service bulletin.

G. Manpower

The table below shows an estimate of the task hours necessary to do this change for each airplane. This estimate is for direct labor only, done by an experienced crew. Adjust the estimate with operator task hour data if necessary. The estimate does not include lost time. These are some examples of lost time:

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- Time to adjust to the workplace
- Time to schedule the work
- Time to inspect the work
- Time to cure the materials
- Time to make the parts
- Time to find the tools.

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access	1	0.5	0.5
FIGURE 1	1	0.4	0.4
Close Access	1	0.5	0.5
TOTAL FOR EACH AIRPLANE		1.4	1.4

H. Weight and Balance Changes

None.

I. Electrical Load Data

Not changed.

J. References

1. Existing Data:
 - a. Service Bulletin Index D6-19567
 - b. Standard Overhaul Practices Manual (SOPM) 20-30-03, 20-50-05, 20-50-10
 - c. 737-600/700/800/900 Aircraft Maintenance Manual (AMM) 06-41-00
2. Data Supplied with this Service Bulletin:

None.
3. Installation Drawings Used in the Preparation of this Service Bulletin:

Drawing Number	Title
284A1781, SHEET 77	SHELF SUBASSY - E8-1, E/E EQUIPMENT
284A0781, SHEET 11	SHELF ASSY - E8-1, E/E EQUIPMENT

The table above lists applicable drawings used to prepare this service bulletin. The drawings are not necessary to make the specified changes, and are not supplied with this service bulletin. The drawings may not be applicable to all airplane configurations or operators.

K. Publications Affected

1. Publications:

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Publication	Chapter-Section
737 Illustrated Parts Catalog	11-36, 25-50

2. Damage Tolerance Based Structural Inspections:

Boeing has evaluated the repairs and/or changes in this service bulletin for effects on Fatigue Critical Structure (FCS) and for changes to Damage Tolerance Inspections (DTI) required in the Maintenance Program. This service bulletin does not affect FCS, therefore DTIs are not necessary.

L. Interchangeability and Intermixability of Parts

Accomplishment of this service bulletin does not affect interchangeability or intermixability of parts.

M. Software Accomplishment Summary

Not affected.

2. MATERIAL INFORMATION

A. Material - Price and Availability

Boeing can supply the parts shown in Paragraph 2.C., Parts Necessary for Each Airplane. Operators are encouraged to share schedule requirements with Boeing for incorporation of the service bulletin. The parts are subject to the terms and conditions of the Boeing standard purchase order acknowledgment. Prices are in United States Dollars. Terms: Net 30 days.

Reference this service bulletin and submit your purchase order by one of these methods:

1. Order on-line via ATA Spec 2000 or The Boeing PART Page
2. Fax to (206) 662-7145

REFER TO THE BOEING PART PAGE ON MYBOEINGFLEET.COM OR CONTACT FIRST RESPONDER AT FR@BOEING.COM FOR THE LATEST REORDER LEAD TIME (ROLT) AND PRICE INFORMATION

Part Number	Name	Date	QTY	ROLT as of the original issue date of this Service Bulletin (Calendar Days)	Unit Price as of the original issue date of this Service Bulletin (US Dollars)
284A6002-12	MARKER	01/10/2014	20	88	\$110.00

Operators are encouraged to complete the survey provided in the Appendix of this service bulletin to help Boeing predict the quantity and timing of the Boeing Supplied Kits/Parts.

B. Industry Support Information

Boeing warranty remedies are available for 737 airplanes in warranty as of October 30, 2013. For task hour reimbursement for airplanes in warranty as of that date, send a warranty claim to Boeing Fleet Support Contracts - Warranty. The parts for airplanes in warranty as of that date will be supplied at no charge. Send a purchase order for the parts to Boeing Material Management. Please refer to this service bulletin number and reference the airplane variable number(s) in your purchase order. The warranty remedies will expire eight years from the original issue date of this service bulletin.

C. Parts Necessary for Each Airplane

1. Kits/Parts

To get the parts shown below, refer to Paragraph 2.A., Material - Price and Availability.

NOTE: One part and the items shown in Paragraph 2.C.2., Parts and Materials Supplied by the Operator, are necessary for each airplane.

New Part Number	QTY	Name	Existing Part Number	Notes
284A6002-12	1	MARKER	BAC27DEX7203	(a) (b)
(a) Discard the existing part.				

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New Part Number	QTY	Name	Existing Part Number	Notes
(b) You cannot use the existing part to replace the new or changed part.				

2. Parts and Materials Supplied by the Operator

The following parts or materials are necessary to do the change in this service bulletin. Parts and materials in the manuals given in Paragraph 1.J., References, can also be necessary. Examine operator part and material supply to make sure all necessary parts and materials are available.

Part Number / Specification	QTY	Name	Notes
TT-I-735, OR EQUIVALENT	4 Oz	ISOPROPYL ALCOHOL	(a)
(a) Refer to the Qualified Products List at the end of the Boeing Material Specification (BMS) for supplier data.			

3. Parts Modified and Reidentified

The parts shown below are changed as shown in this service bulletin. The quantity (QTY) is the number of parts changed on each airplane.

Existing Part Number	QTY	Name	New Part Number	Notes
284A1781-67	1	SHELF SUBASSY - E8-1, E/E EQUIPMENT	284A1781-77	(a) (b) (c)
(a) Make the change in accordance with this service bulletin.				
(b) This is the part number after the change is done in accordance with this service bulletin.				
(c) This part is used in production.				

4. Parts Removed and Not Replaced

None.

D. Parts Necessary to Change Spares

None.

E. Special Tooling - Price and Availability

None.

F. Special Tooling Necessary to do this Service Bulletin

No special tools or equipment are necessary to do the change in this service bulletin. But, maintenance and overhaul tools in the manuals given in Paragraph 1.J., References, can be necessary. Examine operator tool supply to make sure all necessary tools are available.

3. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL INFORMATION

CAUTION: KEEP THE WORK AREA, WIRES AND ELECTRICAL BUNDLES CLEAN OF METAL PARTICLES OR CONTAMINATION WHEN YOU USE TOOLS. UNWANTED MATERIAL, METAL PARTICLES OR CONTAMINATION CAUGHT IN WIRE BUNDLES CAN CAUSE DAMAGE TO THE BUNDLES. DAMAGED WIRE BUNDLES CAN CAUSE SPARKS OR OTHER ELECTRICAL DAMAGE.

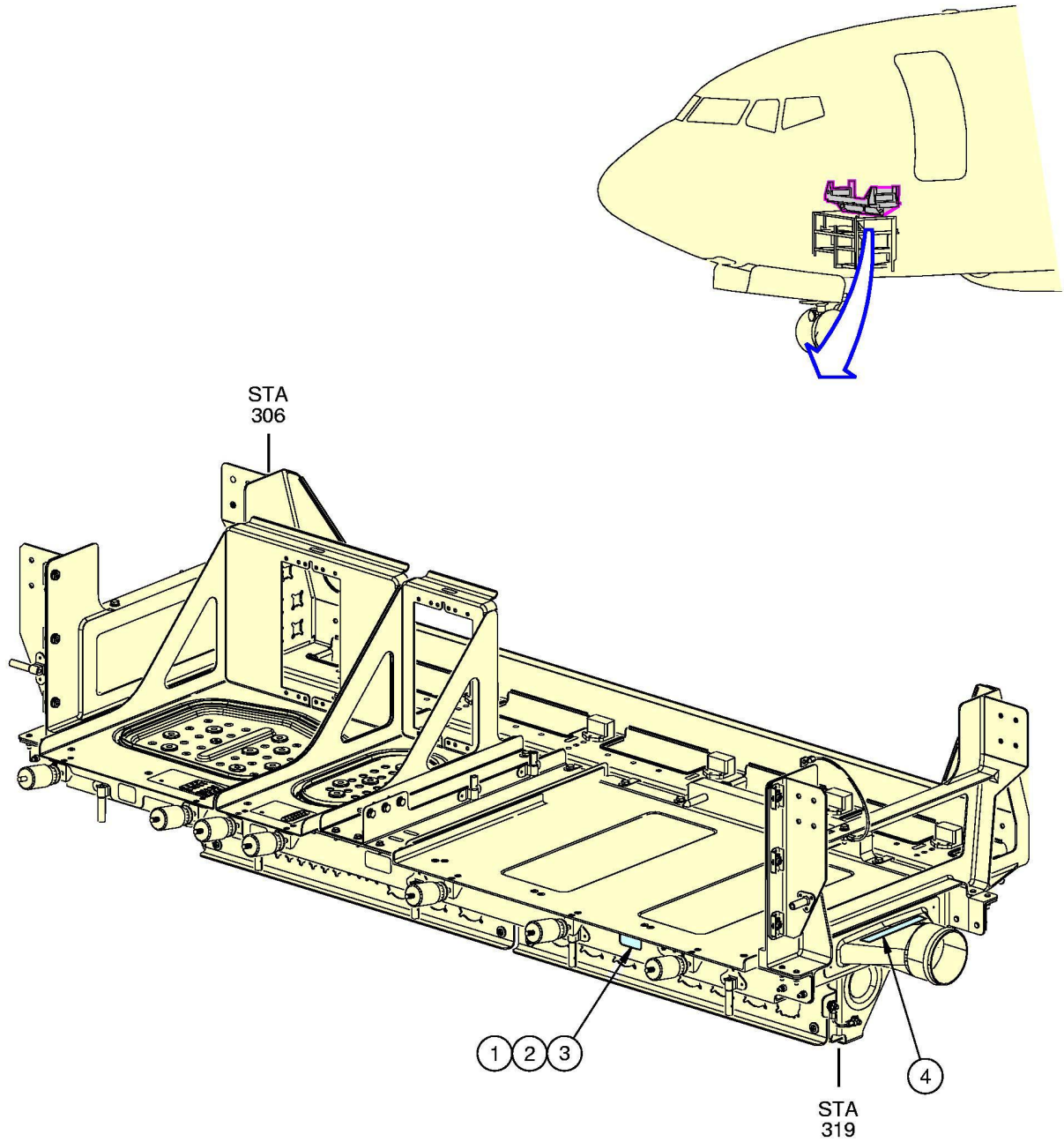
- NOTE:**
1. Manual titles are referred to by acronyms. Refer to Paragraph 1.J., References, for definition of the acronyms.
 2. Obey all of the warnings and cautions given in the specified manual sections.
 3. Unless shown differently, these dimensions and tolerances are used:
 - Linear dimensions are in inches
 - Tolerance on linear dimensions, other than rivet and bolt edge margins, is plus or minus 0.03 inch
 - Tolerance on rivet and bolt edge margin is plus or minus 0.05 inch
 - Angular tolerance is plus or minus 2 degrees
 - Hole dimensions for standard solid rivets and fasteners are in Structural Repair Manual (SRM) Chapter 51
 - Torque Values:
 - Values for structural fasteners are given in 737 Structural Repair Manual, Chapter 51.
 - Values for airframe maintenance tasks are included in Chapter 20 of 737 Airplane Maintenance Manual (AMM).
 - Values for electrical maintenance tasks are included in Chapter 20 of Standard Wiring Practices Manual (SWPM).
 - Values for engine maintenance tasks are included in Chapter 70 of 737 Airplane Maintenance Manual (AMM).
 - Non-standard torque values for maintenance tasks are included in the applicable installation step.
 4. These work instructions refer to procedures included in other Boeing documents. When the words "refer to" are used and the operator has an accepted alternative procedure, the accepted alternative procedure can be used. When the words "in accordance with" are included in the instruction, the procedure in the Boeing document must be used.
 5. Refer to APPENDIX A for the Input Survey.
 6. If it is necessary to remove more parts for access, you can remove those parts. If you can get access without removing identified parts, it is not necessary to remove all of the identified parts. Jacking and shoring limitations must be observed.
 7. This service bulletin includes functional test procedures for the systems changed by this service bulletin. More functional tests can possibly be necessary in accordance with standard maintenance practices because of interruption to other airplane systems.

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8. If shading is used, shaded areas in Figures are to separate the non-critical and non-authoritative information from the critical and authoritative information.
9. Use of colors in Figures is based on guidance from the ATA e-Business Program (ATA) iSpec 2200.

B. WORK INSTRUCTIONS

1. Open access to the electrical/electronics compartment. Refer to 737-600/700/800/900 AMM 06-41-00 as an accepted procedure.
2. Change the E8-1 shelf assembly vinyl marker in accordance with FIGURE 1.
3. Close access to the electrical/electronics compartment. Refer to 737-600/700/800/900 AMM 06-41-00 as an accepted procedure.
4. Put the airplane back to a serviceable condition.



**E8-1 ELECTRONICS SHELF
(TYPICAL)**

**FIGURE 1: REPLACEMENT OF THE E8-1 SHELF ASSEMBLY VINYL MARKER
(SHEET 1 OF 2)**

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for each airplane.

Step	Task	Name	Identification	Qty	More Data
1	Remove	MARKER	BAC27DEX7203	1	Refer to SOPM 20-50-05 as an accepted procedure.
2	Clean	SURFACES	ISOPROPYL ALCOHOL, TT-I-735, OR EQUIVALENT	4 Oz	Refer to SOPM 20-30-03 as an accepted procedure.
3	Install (New)	MARKER	284A6002-12	1	In location of existing marker, as shown. Refer to SOPM 20-50-05 as an accepted procedure.
4	Identify	SHELF SUBASSY - E8-1, E/E EQUIPMENT	284A1781-77 (FOR EXISTING 284A1781-67)	1	With new dash number. Refer to SOPM 20-50-10 as an accepted procedure.

**FIGURE 1: REPLACEMENT OF THE E8-1 SHELF ASSEMBLY VINYL MARKER
(SHEET 2 OF 2)**

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Boeing Service Bulletin Input Survey

After review of this service bulletin, Boeing asks that the primary engineer fill out this survey to help Boeing predict the quantity and timing of Boeing supplied kits. This survey is only to help schedule kit/part availability based on a preliminary review and is not a commitment to order.

Airline:

Contact Name:

Date:

Contact E-mail:

☐ Yes ☐ No Have/will you recommend to your airline to accomplish this service bulletin?

☐ Yes ☐ No Would issuance of an NPRM change this decision?

☐ Yes ☐ No Would issuance of an AD change this decision?

When would you likely be starting this SB incorporation? Month/ Year_____.

How many airplanes per month do you plan to accomplish? Airplane/Month_____.

How many total airplanes do you plan to complete? Total Airplanes_____.

For inspection Service Bulletins, are you planning to replace on condition, or a fleet campaign to replace on all airplanes regardless of condition?

☐ On Condition ☐ Campaign

If you are not incorporating this Service Bulletin at this time will you please help us understand the reason/s why? Your input will help us provide better customer support.

☐ Cost Prohibitive ☐ Continue Inspections ☐ Other

Operator Comments:

Within 45 days of the SB issue, or as soon after as possible, please scan and send this to:

sbsolutions@boeing.com

Disclaimer: The data provided in this survey will be used for planning purposes only and does not constitute a commitment on any part of the airlines to purchase the parts in question, nor does it constitute a commitment on the part of Boeing to deliver the parts in question. This survey is a projection to help Boeing forecast demand levels and timing to better support the customers schedule.

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APPENDIX A: INPUT SURVEY (SHEET 1 OF 1)

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