Number:	**737-24A1164**
Original Issue:	October 03, 2007
Revision 3:	May 16, 2014
ATA System:	2450

SUBJECT: ELECTRICAL POWER - Electrical Load Distributions - Installation of the Fire Protection Blanket Around the Raceway Wire Bundles

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Number: **737-24A1164**
Original Issue: October 03, 2007
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ATA System: 2450

Revision Transmittal Sheet

SUBJECT: ELECTRICAL POWER - Electrical Load Distributions - Installation of the Fire Protection Blanket Around the Raceway Wire Bundles

This revision includes all pages of the service bulletin.

COMPLIANCE INFORMATION RELATED TO THIS REVISION

More work is necessary on airplanes changed in accordance with the original issue of this service bulletin to replace the fire protection blanket.

More work is necessary on airplanes changed in accordance with Revision 1 of the service bulletin to secure the Fire Protection Blanket around the wire bundles above the Static Inverter, Transformer Rectifier Unit (TRU) and Battery Charger.

No more work is necessary on airplanes changed in accordance with Revision 2 of this service bulletin.

REASON FOR REVISION

Revision 3 is sent to inform the operators that the Industry Support Information statement is changed, and to divide the service bulletin tasks into configurations for clarification.

The data included in Information Notice 737-24A1164 IN 02 is included in this revision.

These sections were changed:

1. In the Summary, added a Planning Data table.
2. In Paragraph 1.A., Effectivity, added configurations to the group table.
3. In Paragraph 1.D., Description, changed the "more work descriptions".
4. In Paragraph 1.E., Compliance, changed Boeing recommends paragraph.
5. In Paragraph 1.G., Manpower, added table, updated table format, and added statement.
6. In Paragraph 1.M., Software accomplishment summary, added references.
7. In Paragraph 2.A., Material - Price and Availability, added new kit pricing.
8. In Paragraph 2.B., changed Industry Support Information.
9. In Paragraph 2.C.2., changed footnote (b).

10. In Paragraph 3.A., changed notes.

11. In Paragraph 3.B., added Work Instructions for Group Configurations and removed Parts.

12. Added Figure 3.

Vertical lines are put on the left edge of each page, except in Paragraph 1.A., Effectivity, to show the location of important changes.

Pages with no vertical lines have no important changes.

REVISION HISTORY

Original Issue:	October 03, 2007
Revision 1:	December 09, 2009
Revision 2:	January 06, 2011
Revision 3:	May 16, 2014

Number: **737-24A1164**
Original Issue: October 03, 2007
Revision 3: May 16, 2014
ATA System: 2450

Summary

SUBJECT: ELECTRICAL POWER - Electrical Load Distributions - Installation of the Fire Protection Blanket Around the Raceway Wire Bundles

CONCURRENT REQUIREMENTS

None.

BACKGROUND

This service bulletin gives instructions to install a Fire Protection Blanket around the wire bundles above the Static Inverter, Transformer Rectifier Unit (TRU) and Battery Charger. The Static Inverter, TRU and Battery Charger are installed on the E3-1 Electronics Shelf in the Main Electronics Compartment. If this change is not incorporated, a fire caused by a failed equipment can damage wire bundles and can possibly cause a loss of control systems necessary for flight.

Boeing and Federal Aviation Administration (FAA) received reports that the Static Inverter, TRU or Battery Charger failures can cause the equipment to get hot and cause a fire. This condition could cause heat damage to the wires and splices in the wire bundles above the equipment. Damaged wire bundles in that area can possibly cause an unwanted effect on a control system necessary for flight.

Boeing Service Related Problem (SRP) 737-SRP-24-0114 is related to this service bulletin.

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	YES	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

Planning Data	Affected	Reference
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 (PRR 35005-264RS)

Get access into the Main Electronics Compartment. Remove and keep the Moisture Shroud above the E3 Electronics Rack. Above the E3 Electronics Rack, install Fire Protection Blanket around the Raceway V wire bundles and splices. Install the kept Moisture Shroud above the E3 Electronics Rack and close access to the Main Electronics Compartment.

EFFECTIVITY

737-100/200/200C/300/400/500 Airplane(s). Refer to Paragraph 1.A.1., Airplanes, for the list of affected airplane(s).

COMPLIANCE

Boeing recommends that the change given in this service bulletin be done within 18 months after the Revision 3 date of this service bulletin.

INDUSTRY SUPPORT INFORMATION

Refer to Paragraph 2.B., Industry Support Information.

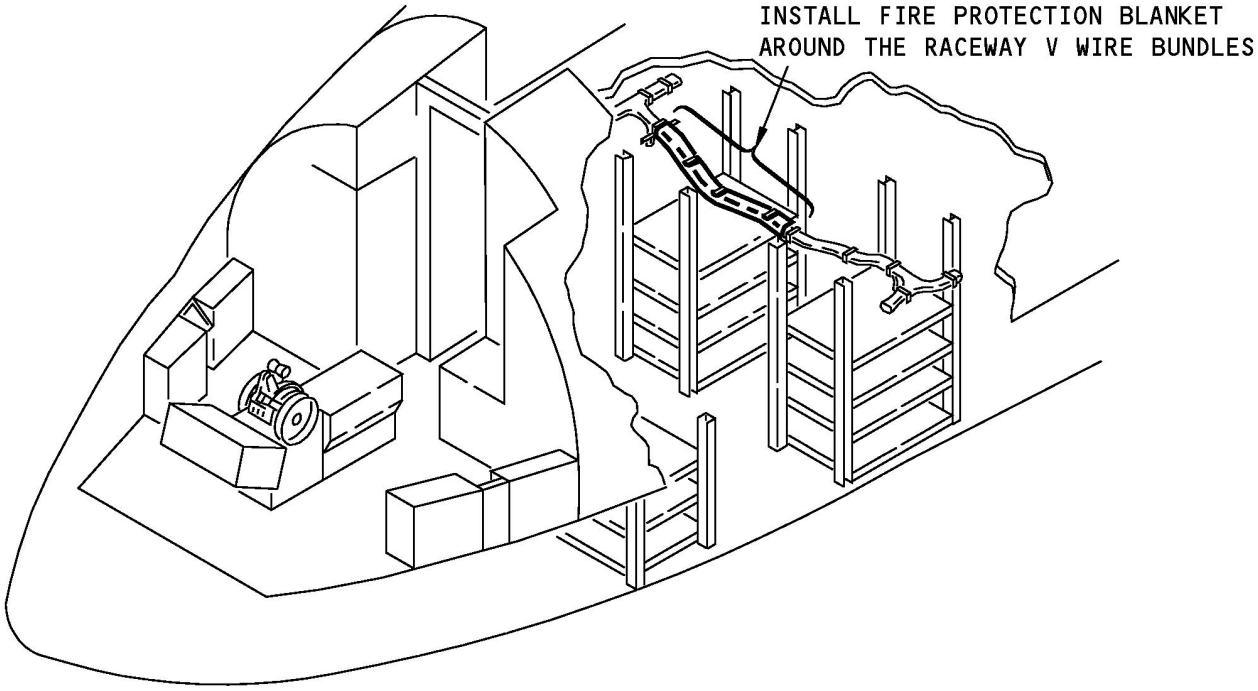
MANPOWER

Refer to Paragraph 1.G., Manpower.

MATERIAL INFORMATION

Boeing and Operator Supplied Parts/Materials.

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



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Number: **737-24A1164**
Original Issue: October 03, 2007
Revision 3: May 16, 2014
ATA System: 2450

SUBJECT: ELECTRICAL POWER - Electrical Load Distributions - Installation of the Fire Protection Blanket Around the Raceway Wire Bundles

1. PLANNING INFORMATION

A. Effectivity

1. Airplanes

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

This service bulletin is for the airplanes shown below. Refer to PRR 35005-264RS for data about this change.

GROUP	CONFIGURATION	DESCRIPTION
1	-	737-100/200/200C Airplanes
	1	737-100/200/200C Airplanes that have not completed the Original Issue.
	2	737-100/200/200C Airplanes that have completed the Original Issue.
	3	737-100/200/200C Airplanes that have completed Revision 1.
	4	737-100/200/200C Airplanes that have completed Revision 2.
2	-	737-300/400/500 Airplanes
	1	737-300/400/500 Airplanes that have not completed the Original Issue.
	2	737-300/400/500 Airplanes that have completed the Original Issue.
	3	737-300/400/500 Airplanes that have completed Revision 1.
	4	737-300/400/500 Airplanes that have completed Revision 2.

Airplane Models:

737-100, 737-200, 737-200C, 737-300, 737-400, 737-500

Variable Number	Group
PA001 - PA022	1
PA099	1
PA231 - PA232	1
PC001 - PC005	1
PG001 - PG075	1
PG199	1
PG201 - PG230	1
PG251 - PG255	1
PG271 - PG279	1
PG301 - PG314	1
PG331 - PG332	1
PG351 - PG356	1
PG375	1
PG401 - PG403	1
PG431 - PG442	1
PG471 - PG475	1
PG501 - PG505	1
PG571 - PG586	1
PG621 - PG630	1
PG651 - PG652	1
PG701 - PG705	1
PH001	1
PH011 - PH013	1
PH021 - PH024	1
PH701 - PH715	1
PH731 - PH732	1
PH741 - PH743	1
PJ001 - PJ009	1
PJ031 - PJ032	1
PJ071 - PJ072	1
PJ101 - PJ119	1
PJ201 - PJ219	1

Variable Number	Group
PJ301 - PJ302	2
PJ551 - PJ561	2
PJ601 - PJ615	2
PJ811	2
PJ816 - PJ817	2
PK026 - PK029	1
PK041 - PK053	1
PK061 - PK070	1
PK081 - PK082	1
PK091 - PK099	1
PK101 - PK103	1
PK111 - PK120	1
PK141 - PK146	1
PK201 - PK204	1
PK211 - PK223	1
PK231 - PK241	1
PK251 - PK258	1
PK271 - PK274	1
PK281 - PK289	1
PK291	1
PK301 - PK318	1
PK341	1
PK351 - PK361	1
PK391	1
PK431 - PK433	1
PK451 - PK452	1
PK461 - PK469	1
PK495	1
PK501 - PK504	1
PK511 - PK515	1
PK519	1
PK521 - PK528	1
PK541 - PK565	1

Variable Number	Group
PK581	1
PK591 - PK599	1
PK601 - PK617	1
PK621 - PK637	1
PK641 - PK642	1
PK661 - PK666	1
PK671 - PK681	1
PK691 - PK697	1
PK711 - PK716	1
PK731 - PK765	1
PK771 - PK779	1
PK801 - PK804	1
PK819 - PK827	1
PK830	1
PK861 - PK863	1
PK871 - PK874	1
PK881 - PK884	1
PK901 - PK938	1
PK971 - PK974	1
PL001 - PL028	1
PL061	1
PL081	1
PL101 - PL113	1
PL151	1
PL171 - PL172	1
PL201 - PL203	1
PL221	1
PL401 - PL417	1
PL421	1
PL441	1
PL451 - PL456	1
PL471	1
PL491	1

Variable Number	Group
PL501 - PL506	1
PL551 - PL562	1
PL581	1
PL601 - PL603	1
PL611	1
PL621 - PL626	1
PL631 - PL632	1
PL711 - PL712	1
PL716 - PL747	1
PL756	1
PL758	1
PL761 - PL770	1
PL781 - PL788	1
PL793	1
PL801 - PL803	1
PM001 - PM006	1
PM016 - PM017	1
PM021 - PM023	1
PM051 - PM066	1
PM101 - PM119	1
PM141 - PM142	1
PM171	1
PM181	1
PM251 - PM255	1
PM281 - PM283	1
PM381 - PM399	2
PM401 - PM417	2
PM541 - PM564	2
PN001 - PN002	1
PN021 - PN043	1
PN081 - PN086	1
PN101 - PN117	1
PN131 - PN163	1

Variable Number	Group
PN401 - PN420	1
PN431 - PN433	1
PN451 - PN456	1
PN471 - PN474	1
PN481	1
PN491 - PN493	1
PN501 - PN502	1
PN511 - PN512	1
PN521	1
PP001 - PP054	2
PP101 - PP169	2
PP181 - PP199	2
PP201 - PP205	2
PP221	2
PP231 - PP243	2
PP281 - PP286	2
PP301 - PP305	2
PP351 - PP353	2
PP376 - PP384	2
PP391 - PP393	2
PP401 - PP440	2
PP471 - PP475	2
PP501 - PP522	2
PP631 - PP634	2
PP651 - PP652	2
PP671 - PP699	2
PP701 - PP733	2
PP771 - PP779	2
PP801 - PP808	2
PP821 - PP827	2
PP831 - PP848	2
PP851 - PP852	2
PP861 - PP877	2

Variable Number	Group
PP891 - PP899	2
PP901 - PP936	2
PP946 - PP948	2
PP951 - PP952	2
PP961 - PP967	2
PP981 - PP991	2
PP993	2
PQ001 - PQ016	2
PQ026 - PQ041	2
PQ051 - PQ092	2
PQ101 - PQ199	2
PQ201 - PQ202	2
PQ221 - PQ237	2
PQ241 - PQ243	2
PQ251 - PQ267	2
PQ281 - PQ299	2
PQ301 - PQ307	2
PQ331 - PQ332	2
PQ341 - PQ348	2
PQ361 - PQ373	2
PQ391 - PQ395	2
PQ401 - PQ418	2
PQ421	2
PQ431 - PQ438	2
PQ447 - PQ448	2
PQ451	2
PQ454	2
PQ471 - PQ475	2
PQ479 - PQ481	2
PQ486 - PQ487	2
PQ491 - PQ493	2
PQ771 - PQ772	2
PQ791 - PQ793	2

Variable Number	Group
PQ801 - PQ805	2
PQ931 - PQ935	2
PQ951	2
PQ971 - PQ997	2
PR001 - PR017	2
PR021 - PR034	2
PR041 - PR045	2
PR061 - PR072	2
PR077 - PR082	2
PR091 - PR092	2
PR096	2
PR101	2
PR121 - PR122	2
PR131 - PR132	2
PR141 - PR143	2
PR161 - PR172	2
PR181	2
PS601 - PS631	2
PS636 - PS638	2
PS641 - PS644	2
PS651 - PS657	2
PS666 - PS669	2
PS691 - PS692	2
PS701 - PS706	2
PS751 - PS799	2
PS811	2
PS836 - PS837	2
PS841 - PS846	2
PS851 - PS852	2
PS856	2
PS861 - PS863	2
PS866 - PS868	2
PS871 - PS874	2

Variable Number	Group
PS896 - PS897	2
PS901 - PS941	2
PS956 - PS957	2
PS961 - PS963	2
PS971 - PS978	2
PT001 - PT015	2
PT021 - PT031	2
PT041 - PT064	2
PT101 - PT105	2
PT121 - PT138	2
PT146 - PT148	2
PT161 - PT170	2
PT181 - PT188	2
PT211 - PT220	2
PT295	2
PT301 - PT309	2
PT331 - PT360	2
PT381 - PT399	2
PT401 - PT438	2
PT501 - PT517	2
PT561 - PT565	2
PT581 - PT586	2
PT611 - PT621	2
PT641 - PT644	2
PT651 - PT656	2
PT671 - PT672	2
PT681 - PT685	2
PT701 - PT703	2
PT716 - PT717	2
PT721 - PT725	2
PT801 - PT834	2
PT851 - PT854	2
PT871 - PT886	2

Variable Number	Group
PT901 - PT930	2
PT971 - PT973	2
PT981 - PT985	2
PT996	2
PU001 - PU025	2
PU301	2
PU311 - PU313	2
PV001 - PV055	2
PV201 - PV209	2
PV226 - PV229	2
PV231 - PV237	2
PV271 - PV272	2
PV281 - PV287	2
PV296	2
PV301 - PV302	2
PV351	2
PV356 - PV357	2
PW001 - PW054	2
PW061 - PW068	2
PW072	2
PW086 - PW088	2
PW091 - PW094	2
PW101 - PW102	2
PW106	2
PW111 - PW120	2
PW156 - PW157	2
PW161 - PW171	2
PW201 - PW252	2
PW261 - PW268	2
PW271 - PW276	2
PW278	2
PW281 - PW293	2
PW296	2

Variable Number	Group
PW301 - PW327	2
PW401 - PW408	2
PW411 - PW418	2
PW421 - PW424	2
PW431 - PW435	2
PW441 - PW450	2
PW461 - PW467	2
PW501 - PW504	2
PW511 - PW522	2
PW524 - PW550	2
PW556 - PW557	2
PW561 - PW564	2
PW571 - PW576	2
PW591 - PW596	2
PW611 - PW622	2
PW631 - PW637	2
PW661 - PW662	2
PW681 - PW683	2
PW701 - PW702	2
PW711 - PW717	2
PW741 - PW742	2
PW761	2
PW771	2
PW831	2
PW851 - PW856	2
PX071	1
PX701	1
PY001 - PY008	1
PY021 - PY022	1
PY031	1
PY036 - PY037	1
PY046 - PY048	1
PY051 - PY053	1

Variable Number	Group
PY056 - PY057	1
PY101 - PY103	1
PY111 - PY113	1
PY131 - PY135	1
PY141 - PY143	1
PY151 - PY154	1
PY156 - PY157	1
PY161 - PY162	1
PY166	1
PY191	1
PY201	1
PY221 - PY222	1
PY231	1
PY241 - PY244	1
PY270 - PY275	1
PY281	1
PY286	1
PY301 - PY304	1
PY321 - PY323	1
PY341 - PY346	1
PY361 - PY362	1
PY381	1
PY401	1
PY409 - PY411	1
PY421 - PY422	1
PY441	1
PY451	1
PY461 - PY463	1
PY591 - PY595	1
PY611 - PY612	1
PY621	1
PY631	1
PY651	1

Variable Number	Group
PY671 - PY672	1
PY721	1
PY741	1

2. Spares Affected

None.

B. Concurrent Requirements

None.

C. Reason

This service bulletin gives instructions to install a Fire Protection Blanket around the wire bundles above the Static Inverter, Transformer Rectifier Unit (TRU) and Battery Charger. The Static Inverter, TRU and Battery Charger are installed on the E3-1 Electronics Shelf in the Main Electronics Compartment. If this change is not incorporated, a fire caused by a failed equipment can damage wire bundles and can possibly cause a loss of control systems necessary for flight.

Boeing and Federal Aviation Administration (FAA) received reports that the Static Inverter, TRU or Battery Charger failures can cause the equipment to get hot and cause a fire. This condition could cause heat damage to the wires and splices in the wire bundles above the equipment. Damaged wire bundles in that area can possibly cause an unwanted effect on a control system necessary for flight.

Boeing Service Related Problem (SRP) 737-SRP-24-0114 is related to this service bulletin.

Revision 1 was sent to add a new fire protection blanket kit, part number 65C38604-9 to replace the existing fire protection blanket kit, part number 65C38604-1. The new fire protection blanket has longer loop straps that are necessary to close the fire protection blanket around the raceway wire bundles in the main electronics compartment.

Revision 2 was sent to provide the instructions to secure the Fire Protection Blanket around the wire bundles above the Static Inverter, Transformer Rectifier Unit (TRU) and Battery Charger. The current Fire Protection Blanket moves along the wire bundle raceway as the Velcro straps are not tied securely around the wire bundle raceway. The movement of the Fire Protection Blanket could contact and damage the aileron pulley, and could restrict the pulley's movement. Install the Fire Protection Blanket if the Fire Protection Blanket is not installed.

Revision 3 is sent to inform the operators that the Industry Support Information statement is changed, and to divide the service bulletin tasks into configurations for clarification.

The data included in Information Notice 737-24A1164 IN 02 is included in this revision.

D. Description

Get access into the Main Electronics Compartment. Remove and keep the Moisture Shroud above the E3 Electronics Rack. Above the E3 Electronics Rack, install Fire Protection Blanket around the Raceway Wire Bundles and splices. Install the kept Moisture Shroud above the E3 Electronics Rack and close access to the Main Electronics Compartment.

Revision 3: More work is necessary on airplanes changed in accordance with the original issue of this service bulletin to replace the fire protection blanket. More work is necessary on airplanes changed in accordance with Revision 1 of the service bulletin to secure the Fire Protection Blanket around the wire bundles above the Static Inverter, Transformer Rectifier Unit (TRU) and Battery Charger. No more work is necessary on airplanes changed in accordance with Revision 2 of this service bulletin.

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

Group 1:

Affected Maintenance Zones	
Model	**Zone**
737-100, 737-200, 737-200C	2-5, 2-8

Group 2:

Affected Maintenance Zones	
Model	**Zone**
737-300, 737-400, 737-500	205, 208

E. Compliance

Boeing recommends that the change given in this service bulletin be done within 18 months after the Revision 3 release date of this service bulletin.

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 inspection, repair and modification 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:

— Time to adjust to the workplace
— Time to schedule the work
— Time to inspect the work
— Time to find the tools

Group 1, Configuration 1-2; Group 2, Configuration 1-2:

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access	1	4.0	4.0
Figure 1	1	0.5	0.5
Figure 2	1	0.5	0.5
Figure 3	1	0.5	0.5
Close Access	1	4.0	4.0
TOTAL FOR EACH AIRPLANE		9.5	9.5

Group 1-2, Configuration 3:

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access	1	4.0	4.0
Figure 1	1	0.5	0.5
Figure 2	1	0.5	0.5
Close Access	1	4.0	4.0
TOTAL FOR EACH AIRPLANE		9.0	9.0

Group 1-2, Configuration 4:
No more work is necessary.

H. Weight and Balance Changes

Airplane	Change in Weight (Pounds)	Change in Moment (Pound-Inches)
Each 737-100	+ 2	+ 680
Each 737-200/-200C	+ 2	+ 610
Each 737-300	+ 2	+ 520
Each 737-400	+ 2	+ 380

Airplane	Change in Weight (Pounds)	Change in Moment (Pound-Inches)
Each 737-500	+ 2	+ 630

I. Electrical Load Data

Not changed.

J. References

1. Existing Data:

   a. Engineering Change Memo PRR 35005-264RS

   b. Boeing Service Related Problem (SRP) 737-SRP-24-0114

   c. Standard Wiring Practices Manual (SWPM) 20-10-11, 20-10-12, 20-10-19

   d. 737-100/200 Aircraft Maintenance Manual (AMM) 21-58-11, 24-22-0, 24-22-00, 25-51-01, 25-52-131, 52-31-0, 52-31-00, 52-48-41

   e. 737-300/400/500 Aircraft Maintenance Manual (AMM) 21-58-12, 24-22-00, 25-51-01, 25-52-81, 52-31-00, 52-48-41

2. Data Supplied with this Service Bulletin:

   None.

3. Installation Drawings Used in the Preparation of this Service Bulletin:

Drawing Number	Title
65-63811	Electronics Equipment Rack Installation
65-48335	Wire Bundle Instl - Right Sidewall, Main Equipment Compartment
65-49715	Wire Provision Instl - Raceway V, Main Equipment Compartment
65C38604	Fire Protection Blanket

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

K. Publications Affected

1. Publications:

Publication	Chapter-Section
737 Illustrated Parts Catalog	24-00

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

None.

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2. MATERIAL INFORMATION

A. Material - Price and Availability

The operator can supply the parts and materials shown in the kits in Paragraph 2.C., Parts Necessary for Each Airplane. As an alternative, operators can purchase the part from Boeing Spares. The Boeing price data shown below is given for planning purposes. Supply data can be given if requested. 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 PRICE INFORMATION

Part Number	Name	Unit Price as of the date of this Service Bulletin (US Dollars) thru 01/31/2015
65C38604-1 (a) (b)	Fire Protection Blanket Kit	-
65C38604-9 (a) (b)	Fire Protection Blanket Kit	$ 3,257.00
(a) Blanket kit 65C38604-9 replaced the blanket kit 65C38604-1 by replacing the loop straps 65C38604-6 with new loop straps 65C38604-10 that are longer.		
(b) Return any blanket kit 65C38604-1 to Boeing to get a new blanket kit 65C38604-9.		

B. Industry Support Information

Group 1, Configuration 1-2:

1. Boeing warranty remedies are not available for the configuration changes given in this service bulletin, except for operators that have installed the 65C38604-1 blanket assembly in accordance with the original issue of this service bulletin.

   a. If the 65C38604-1 blanket assembly has been installed, then complete the following:

      (1) Send a claim to Boeing Warranty & Product Assurance Contracts for labor reimbursement.

      (2) A replacement part, 65C38604-9 blanket assembly will be supplied at no charge; send a no charge purchase order for the part to Boeing Spares.

(3) Please refer to this service bulletin number, reference the airplane variable number(s) in your purchase order, and include this statement in your purchase order for the 65C38604-9 blanket assembly, "This is a no charge replacement part for 65C38604-1 blanket assembly that was installed on an airplane".

NOTE: Operators that have 65C38604-1 blanket assemblies that are not installed, should contact Boeing Spares for MRA (Material Return Authorization) to return the 65C38604-1 blanket assembly for credit, and submit a new purchase order for the 65C38604-9 blanket assembly.

Group 1, Configuration 3-4; Group 2:

1. Boeing warranty remedies are not available for the configuration changes given in this service bulletin.

C. Parts Necessary for Each Airplane

1. Kits/Parts:

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

NOTE: One kit is necessary for each airplane.

Group 1, Configuration 1-2; Group 2, Configuration 1-2:

Kit 65C38604				
New Part Number	**QTY**	**Name**	**Existing Part**	**Notes**
	-9			
65C38604-9	-	BLANKET ASSEMBLY	65C38604-1 (d)	(a)(c)
65C38604-2	1	INSULATION		(a)(b)
65C38604-3	2	CLOTH COVER		(a)(b)
65C38604-4	1	THREAD		(a)(b)
65C38604-5	4	HOOK		(a)(c)
65C38604-7	1	CLOTH EDGE		(a)(b)
65C38604-10	4	LOOP	65C38604-6	(a)(c)
65C38604-11	4	EAR		(a)(b)
(a) The blanket assembly has all the component parts assembled.				
(b) This part number is shown for reference only and is not shown in the work instructions.				
(c) This part number is shown in the work instructions.				
(d) Return blanket kit 65C38604-1 to Boeing to get a new blanket kit 65C38604-9. Refer to Paragraph 2.B., Industry Support Information for return instructions.				

2. Parts and Materials Supplied by the Operator:

Group 1, Configuration 1-3; Group 2, Configuration 1-3:

Part Number / Specification	QTY	Name	Notes
BMS13-54	-	TAPE, LACING	(a) (b)
(a) BMS13-54, TYPE III, CLASS 1, GRADE D, FINISH Code C, QTY as required.			
(b) Refer to the Qualified Products List at the end of the Boeing Material Specification (BMS) for supplier data.			

Group 1-2, Configuration 4:
None.

3. Parts Modified and Reidentified:

None.

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.

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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 limits to tighten nuts and bolts are in SRM Chapter 51

4. Use the approved fastener and process material substitutions in accordance with SRM Chapter 51.

5. Refer to the SWPM 20-10-11 and SWPM 20-10-12 for the wire installation procedures, and SWPM 20-10-19 for the wire separation requirements, as accepted procedures.

6. The necessary conditions for selection of clamp type and size are included in SWPM 20-10-12. If any wire bundle support clamp specified in this service bulletin does not make a correct fit on the wire bundle, refer to SWPM 20-10-12 as an accepted procedure to select a clamp that fits correctly.

7. If the length of any fastener specified in this service bulletin does not meet installation standards given in SRM Chapter 51, then a fastener of the same specification, or an approved substitute, with a length which meets the installation standards given in SRM Chapter 51 may be used. In addition, washers may be installed for fastener grip length in accordance with SRM Chapter 51.

8. 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.

9. 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.

10. Where the work instructions include installation of a kept part, a new or serviceable part with the same part number can be installed as an alternative to the kept part.

11. Shaded areas in Figures are to separate the non-critical and non-authoritative information from the critical and authoritative information.

B. WORK INSTRUCTIONS

Group 1, Configuration 1:
For airplanes that have not done the original issue of the service bulletin.

1. Get access.

   a. In the flight compartment, remove electrical power from the airplane. Refer to 737-100/200 AMM 24-22-0 as an accepted procedure.

   b. At the lower fuselage, open the access door of the main electronics compartment. Refer to 737-100/200 AMM 52-48-41 as an accepted procedure.

   c. At the lower fuselage, open the forward cargo compartment door. Refer to 737-100/200 AMM 52-31-0 as an accepted procedure.

   d. In the forward cargo compartment, remove and keep the forward right bulkhead lining to get access to the area above the equipment cooling fan. Refer to 737-100/200 AMM 21-58-11 and 737-100/200 AMM 25-52-131 as accepted procedures.

   e. In the main electronics compartment, above the E3 electronics rack, remove and keep the moisture shroud. Refer to 737-100/200 AMM 25-51-01 as an accepted procedure.

2. Make the changes in the main electronics compartment.

   a. Above and outboard of the E3 electronics rack, install the fire protection blanket around the raceway wire bundles in accordance with FIGURE 1.

   b. Above and outboard of the E3 electronics rack, install lacing tape around the fire protection blanket in accordance with FIGURE 2.

3. Close access.

   a. In the main electronics compartment, above the E3 electronics rack, install the kept the moisture shroud. Refer to 737-100/200 AMM 25-51-01 as an accepted procedure.

   b. In the forward cargo compartment, install the kept forward right bulkhead lining and close access to the equipment cooling fan. Refer to 737-100/200 AMM 21-58-11 and 737-100/200 AMM 25-52-131 as accepted procedures.

   c. Close the forward cargo compartment door. Refer to 737-100/200 AMM 52-31-0 as an accepted procedure.

   d. Close the access door of the main electronics compartment. Refer to 737-100/200 AMM 52-48-41 as an accepted procedure.

4. Put the airplane back to a serviceable condition.

Group 2, Configuration 1:
For airplanes that have not done the original issue of the service bulletin.

1. Get access.

    a. In the flight compartment, remove electrical power from the airplane. Refer to 737-300/400/500 AMM 24-22-00 as an accepted procedure.

    b. At the lower fuselage, open the access door of the main electronics compartment. Refer to 737-300/400/500 AMM 52-48-41 as an accepted procedure.

    c. At the lower fuselage, open the forward cargo compartment door. Refer to 737-300/400/500 AMM 52-31-00 as an accepted procedure.

    d. In the forward cargo compartment, remove and keep the forward right bulkhead lining to get access to the area above the equipment cooling fan. Refer to 737-300/400/500 AMM 25-52-81 and 737-300/400/500 AMM 21-58-12 as accepted procedures.

    e. In the main electronics compartment, above the E3 electronics rack, remove and keep the moisture shroud. Refer to 737-300/400/500 AMM 25-51-01 as an accepted procedure.

2. Make the changes in the main electronics compartment.

    a. Above and outboard of the E3 electronics rack, install the fire protection blanket around the raceway wire bundles in accordance with FIGURE 1.

    b. Above and outboard of the E3 electronics rack, install lacing tape around the fire protection blanket in accordance with FIGURE 2.

3. Close access.

    a. In the main electronics compartment, above the E3 electronics rack, install the kept the moisture shroud. Refer to 737-300/400/500 AMM 25-51-01 as an accepted procedure.

    b. In the forward cargo compartment, install the kept forward right bulkhead lining and close access to the equipment cooling fan. Refer to 737-300/400/500 AMM 21-58-12 and 737-300/400/500 AMM 25-52-81 as accepted procedures.

    c. Close the forward cargo compartment door. Refer to 737-300/400/500 AMM 52-31-00 as an accepted procedure.

    d. Close the access door of the main electronics compartment. Refer to 737-300/400/500 AMM 52-48-41 as an accepted procedure.

4. Put the airplane back to a serviceable condition.

Group 1, Configuration 2:
For airplanes that have done the original issue of the service bulletin.

1. Get access.

    a. In the flight compartment, remove electrical power from the airplane. Refer to 737-100/200 AMM 24-22-00 as an accepted procedure.

b. At the lower fuselage, open the access door of the main electronics compartment. Refer to 737-100/200 AMM 52-48-41 as an accepted procedure.

c. At the lower fuselage, open the forward cargo compartment door. Refer to 737-100/200 AMM 52-31-00 as an accepted procedure.

d. In the forward cargo compartment, remove and keep the forward right bulkhead lining to get access to the area above the equipment cooling fan. Refer to 737-100/200 AMM 21-58-11 and 737-100/200 AMM 25-52-131 as accepted procedures.

e. In the main electronics compartment, above the E3 electronics rack, remove and keep the moisture shroud. Refer to 737-100/200 AMM 25-51-01 as an accepted procedure.

2. Make the changes in the main electronics compartment.

a. Above and outboard of the E3 electronics rack, remove the fire protection blanket around the raceway wire bundles in accordance with FIGURE 3.

b. Above and outboard of the E3 electronics rack, install the fire protection blanket around the raceway wire bundles in accordance with FIGURE 1.

c. Above and outboard of the E3 electronics rack, adjust the fire protection blanket and install lacing tape in accordance with FIGURE 2.

3. Close access.

a. In the main electronics compartment, above the E3 electronics rack, install the kept moisture shroud. Refer to 737-100/200 AMM 25-51-01 as an accepted procedure.

b. In the forward cargo compartment, install the kept forward right bulkhead lining and close access to the equipment cooling fan. Refer to 737-100/200 AMM 21-58-11 and 737-100/200 AMM 25-52-131 as accepted procedures.

c. Close the forward cargo compartment door. Refer to 737-100/200 AMM 52-31-0 as an accepted procedure.

d. Close the access door of the main electronics compartment. Refer to 737-100/200 AMM 52-48-41 as an accepted procedure.

4. Put the airplane back to a serviceable condition.

Group 2, Configuration 2:
For airplanes that have done the original issue of the service bulletin.

1. Get access.

a. In the flight compartment, remove electrical power from the airplane. Refer to 737-300/400/500 AMM 24-22-00 as an accepted procedure.

b. At the lower fuselage, open the access door of the main electronics compartment. Refer to 737-300/400/500 AMM 52-48-41 as an accepted procedure.

c. At the lower fuselage, open the forward cargo compartment door. Refer to 737-300/400/500 AMM 52-31-00 as an accepted procedure.

d. In the forward cargo compartment, remove and keep the forward right bulkhead lining to get access to the area above the equipment cooling fan. Refer to 737-300/400/500 AMM 25-52-81 and 737-300/400/500 AMM 21-58-12 as accepted procedures.

e. In the main electronics compartment, above the E3 electronics rack, remove and keep the moisture shroud. Refer to 737-300/400/500 AMM 25-51-01as an accepted procedure.

2. Make the changes in the main electronics compartment.

a. Above and outboard of the E3 electronics rack, remove the fire protection blanket from around the raceway wire bundles in accordance with FIGURE 3.

b. Above and outboard of the E3 electronics rack, install the fire protection blanket around the raceway wire bundles in accordance with FIGURE 1.

c. Above and outboard of the E3 electronics rack, adjust the fire protection blanket and install lacing tape in accordance with FIGURE 2.

3. Close access.

a. In the main electronics compartment, above the E3 electronics rack, install the kept moisture shroud. Refer to 737-300/400/500 AMM 25-51-01 as an accepted procedure.

b. In the forward cargo compartment, install the kept forward right bulkhead lining and close access to the equipment cooling fan. Refer to 737-300/400/500 AMM 21-58-12 and 737-300/400/500 AMM 25-52-81 as accepted procedures.

c. Close the forward cargo compartment door. Refer to 737-300/400/500 AMM 52-31-00 as an accepted procedure.

d. Close the access door of the main electronics compartment. Refer to 737-300/400/500 AMM 52-48-41 as an accepted procedure.

4. Put the airplane back to a serviceable condition.

Group 1, Configuration 3:
For airplanes that have completed Revision 1 of the service bulletin.

1. Get access.

a. In the flight compartment, remove electrical power from the airplane. Refer to 737-100/200 AMM 24-22-0 as an accepted procedure.

b. At the lower fuselage, open the access door of the main electronics compartment. Refer to 737-100/200 AMM 52-48-41 as an accepted procedure.

c. At the lower fuselage, open the forward cargo compartment door. Refer to 737-100/200 AMM 52-31-0 as an accepted procedure.

d. In the forward cargo compartment, remove and keep the forward right bulkhead lining to get access to the area above the equipment cooling fan. Refer to 737-100/200 AMM 21-58-11 and 737-100/200 AMM 25-52-131 as accepted procedures.

e. In the main electronics compartment, above the E3 electronics rack, remove and keep the moisture shroud. Refer to 737-100/200 AMM 25-51-01 as an accepted procedure.

2. Make the changes in the main electronics compartment.

a. Above and outboard of the E3 electronics rack, adjust the fire protection blanket and install the lacing tape around the raceway wire bundles in accordance with FIGURE 2.

3. Close access.

a. In the main electronics compartment, above the E3 electronics rack, install the kept the moisture shroud. Refer to 737-100/200 AMM 25-51-01 as an accepted procedure.

b. In the forward cargo compartment, install the kept forward right bulkhead lining and close access to the equipment cooling fan. Refer to 737-100/200 AMM 21-58-11 and 737-100/200 AMM 25-52-131 as accepted procedures.

c. Close the forward cargo compartment door. Refer to 737-100/200 AMM 52-31-0 as an accepted procedure.

d. Close the access door of the main electronics compartment. Refer to 737-100/200 AMM 52-48-41 as an accepted procedure.

4. Put the airplane back to a serviceable condition.

Group 2, Configuration 3:
For airplanes that have completed Revision 1 of the service bulletin.

1. Get access.

a. In the flight compartment, remove electrical power from the airplane. Refer to 737-300/400/500 AMM 24-22-00 as an accepted procedure.

b. At the lower fuselage, open the access door of the main electronics compartment. Refer to 737-300/400/500 AMM 52-48-41 as an accepted procedure.

c. At the lower fuselage, open the forward cargo compartment door. Refer to 737-300/400/500 AMM 52-31-00 as an accepted procedure.

d. In the forward cargo compartment, remove and keep the forward right bulkhead lining to get access to the area above the equipment cooling fan. Refer to 737-300/400/500 AMM 25-52-81 and 737-300/400/500 AMM 21-58-12 as accepted procedures.

e. In the main electronics compartment, above the E3 electronics rack, remove and keep the moisture shroud. Refer to 737-300/400/500 AMM 25-51-01as an accepted procedure.

2. Make the changes in the main electronics compartment.

a. Above and outboard of the E3 electronics rack, adjust the fire protection blanket and install the lacing tape around the blanket in accordance with FIGURE 2.

3. Close access.

a. In the main electronics compartment, above the E3 electronics rack, install the kept the moisture shroud. Refer to 737-300/400/500 AMM 25-51-01 as an accepted procedure.

b. In the forward cargo compartment, install the kept forward right bulkhead lining and close access to the equipment cooling fan. Refer to 737-300/400/500 AMM 21-58-12 and 737-300/400/500 AMM 25-52-81 as accepted procedures.

c. Close the forward cargo compartment door. Refer to 737-300/400/500 AMM 52-31-00 as an accepted procedure.

d. Close the access door of the main electronics compartment. Refer to 737-300/400/500 AMM 52-48-41 as an accepted procedure.

4. Put the airplane back to a serviceable condition.

Group 1-2, Configuration 4:
For airplanes that have completed Revision 2 of the service bulletin.

1. No more work necessary.

This Figure applies only to: Group 1, Configuration 1-2; Group 2, Configuration 1-2.

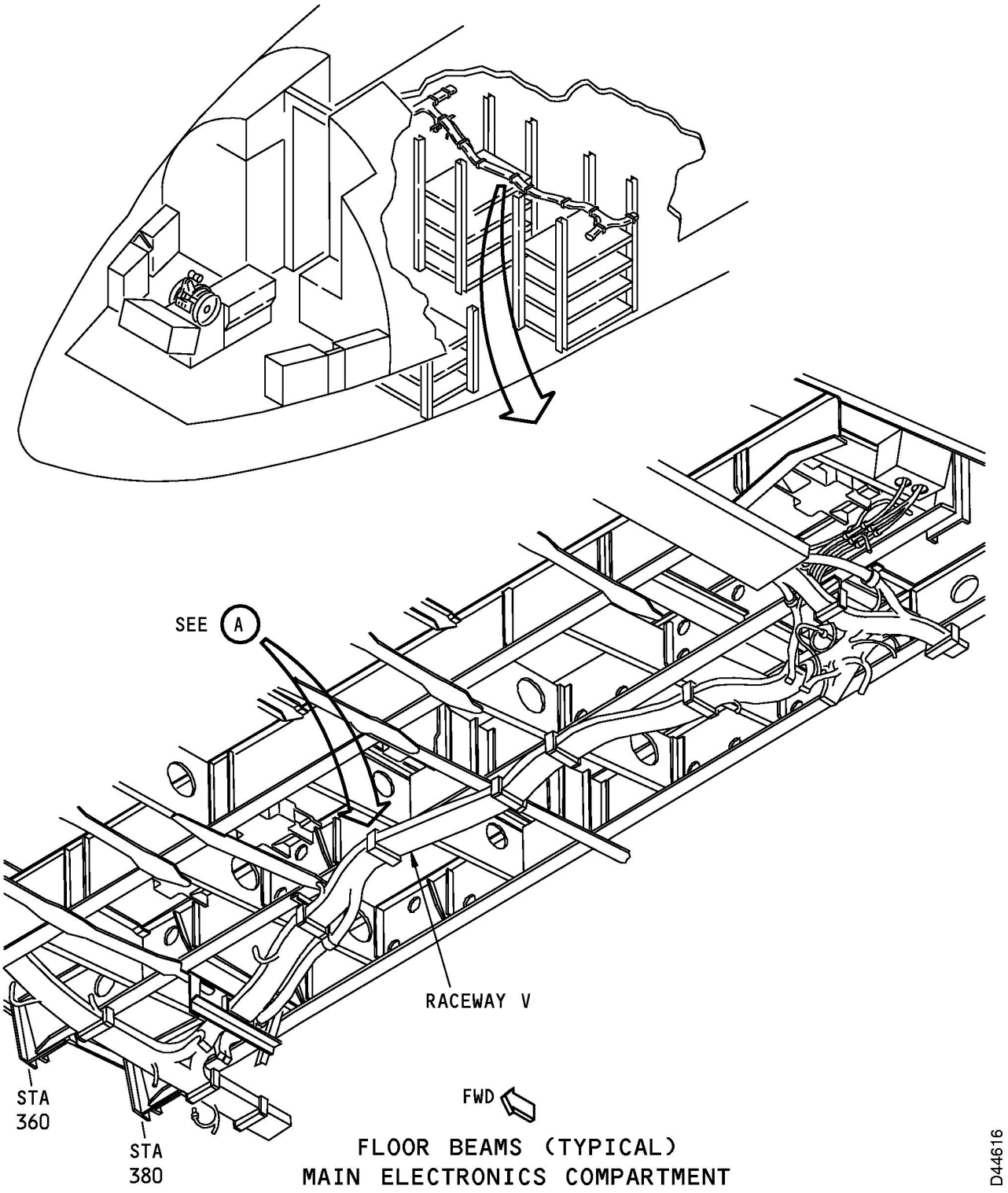

FIGURE 1: ATTACHMENT OF THE FIRE PROTECTION BLANKET (SHEET 1 OF 3)

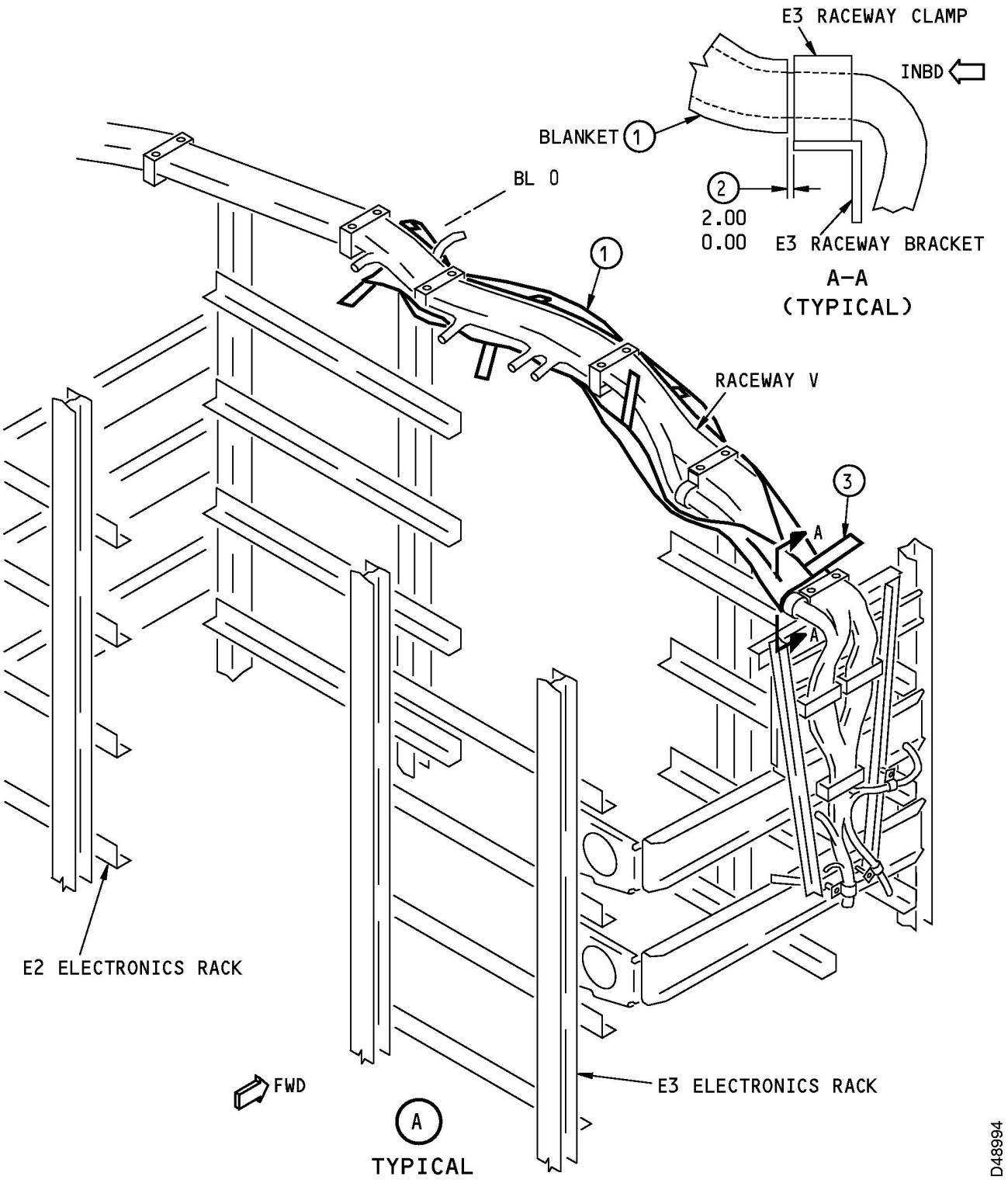

FIGURE 1: ATTACHMENT OF THE FIRE PROTECTION BLANKET
(SHEET 2 OF 3)

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 this figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Install (New)	FIRE PROTEC-TION BLANKET	65C38604-9	1	Around the Raceway wire bundles above the E3 rack.
2	Adjust	FIRE PROTEC-TION BLANKET	65C38604-9	1	To get the correct clearance from raceway bracket.
3	Connect	VELCRO HOOK	65C38604-5	1	At the location adjacent to the E3 raceway clamp.
		VELCRO LOOP	65C38604-10	1	

FIGURE 1: ATTACHMENT OF THE FIRE PROTECTION BLANKET
(SHEET 3 OF 3)

This Figure applies only to: Group 1, Configuration 1-3; Group 2, Configuration 1-3.

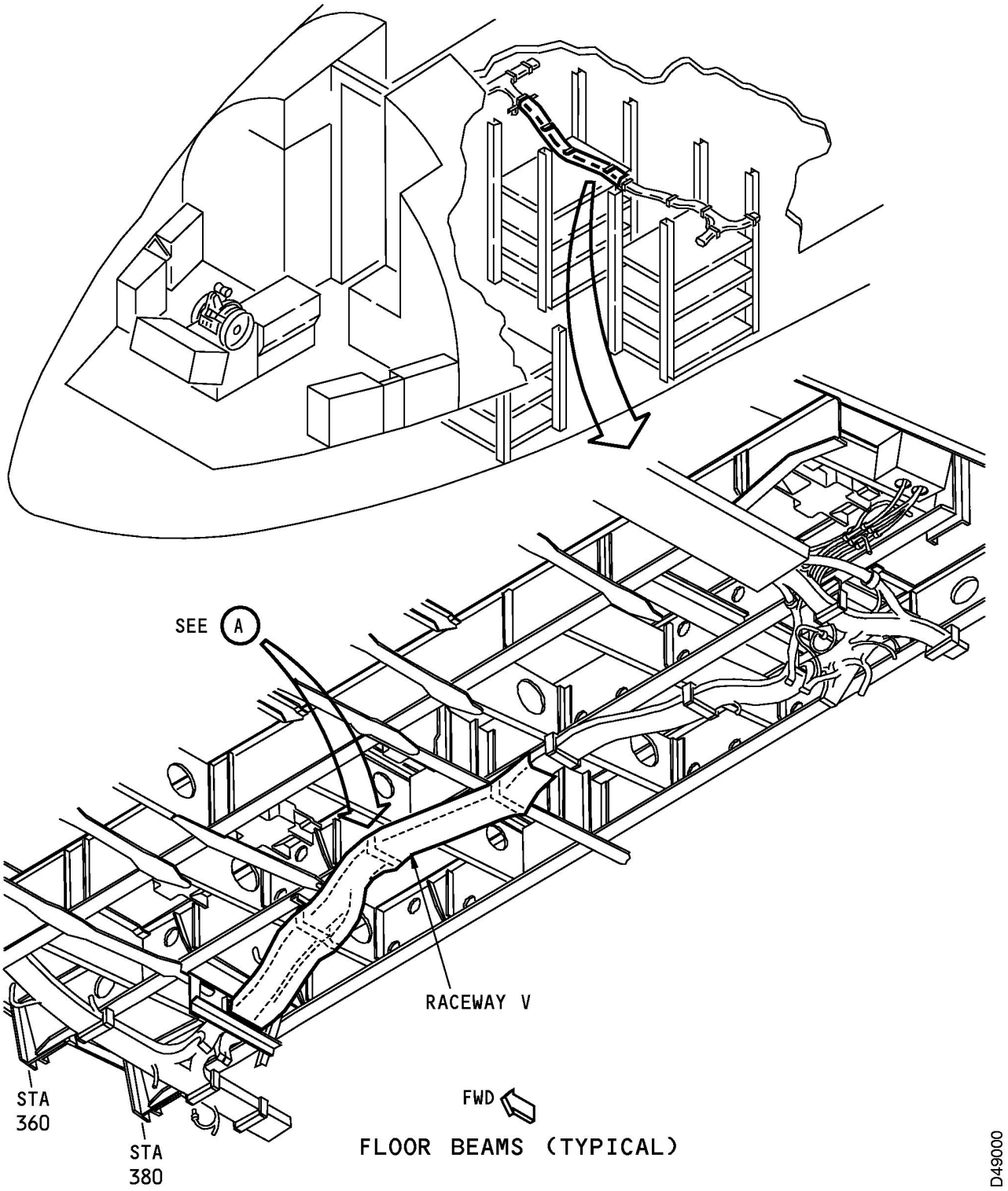

FIGURE 2: INSTALLATION OF THE FIRE PROTECTION BLANKET LACING TAPE (SHEET 1 OF 3)

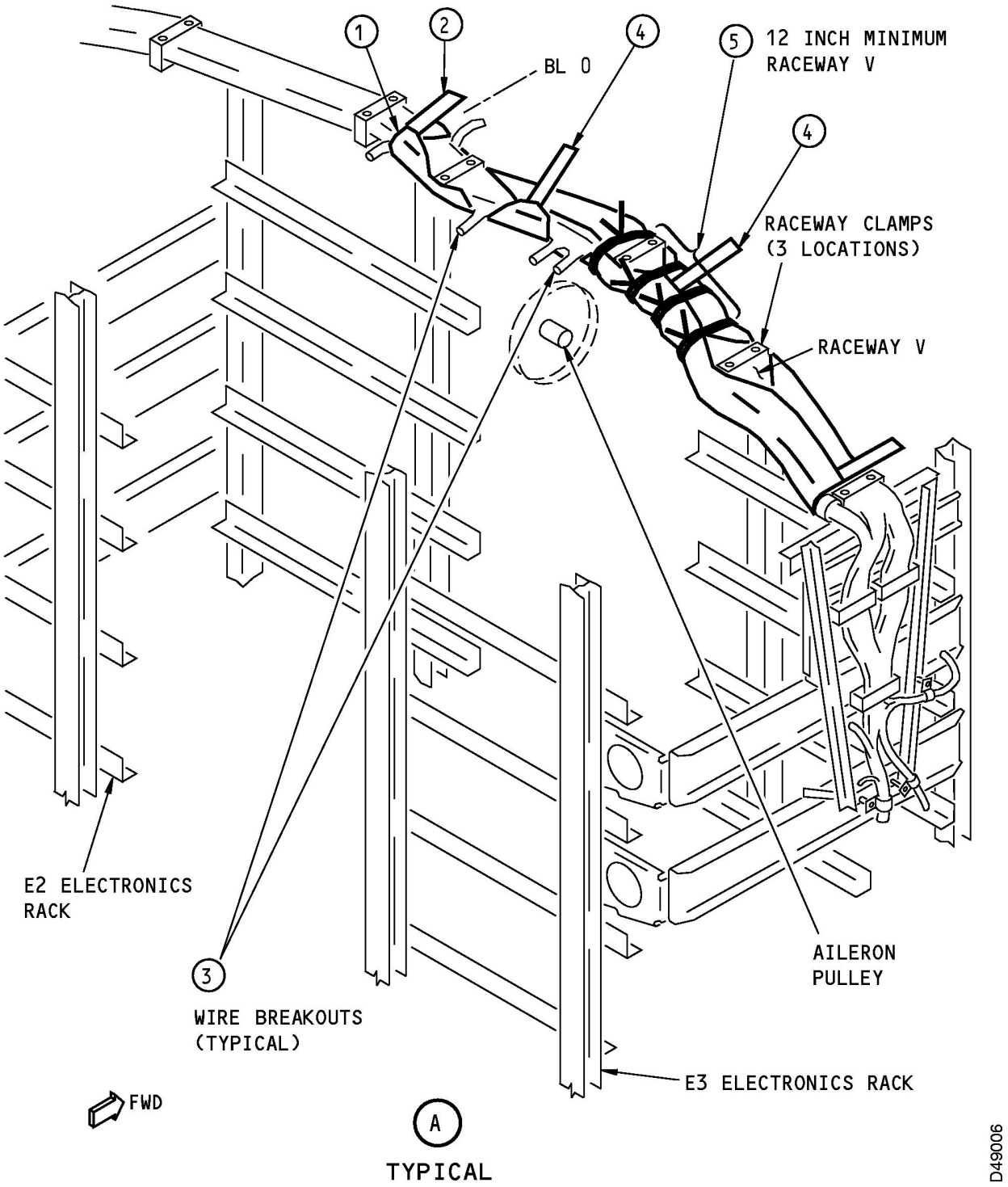

FIGURE 2: INSTALLATION OF THE FIRE PROTECTION BLANKET LACING TAPE (SHEET 2 OF 3)

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 this figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Pull	FIRE PROTEC-TION BLANKET	65C38604-9	1	To the inboard side of the E2 electronics rack.
2	Connect	VELCRO HOOK	65C38604-5	1	
		VELCRO LOOP	65C38604-10	1	
3	Adjust	FIRE PROTEC-TION BLANKET	65C38604-9	1	Around the wire bundle break-outs and raceway clamps.
4	Connect	VELCRO HOOK	65C38604-5	2	
		VELCRO LOOP	65C38604-10	2	
5	Install	TAPE, LACING	BMS13-54, TYPE III, CLASS 1, GRADE D, FINISH C.	(c)	(a) (b)
(a) Install the Lacing Tape, BMS13-54, at every two to three inches around the Fire Protection Blanket for a minimum of 12 inches of the blanket length. Use the raceway clamp as an anchor to secure and prevent blanket to chafe against the aileron pulley.					
(b) Refer to SWPM 20-10-11 as an accepted procedure.					
(c) Quantity as required.					

FIGURE 2: INSTALLATION OF THE FIRE PROTECTION BLANKET LACING TAPE (SHEET 3 OF 3)

This Figure applies only to: Group 1-2, Configuration 2.

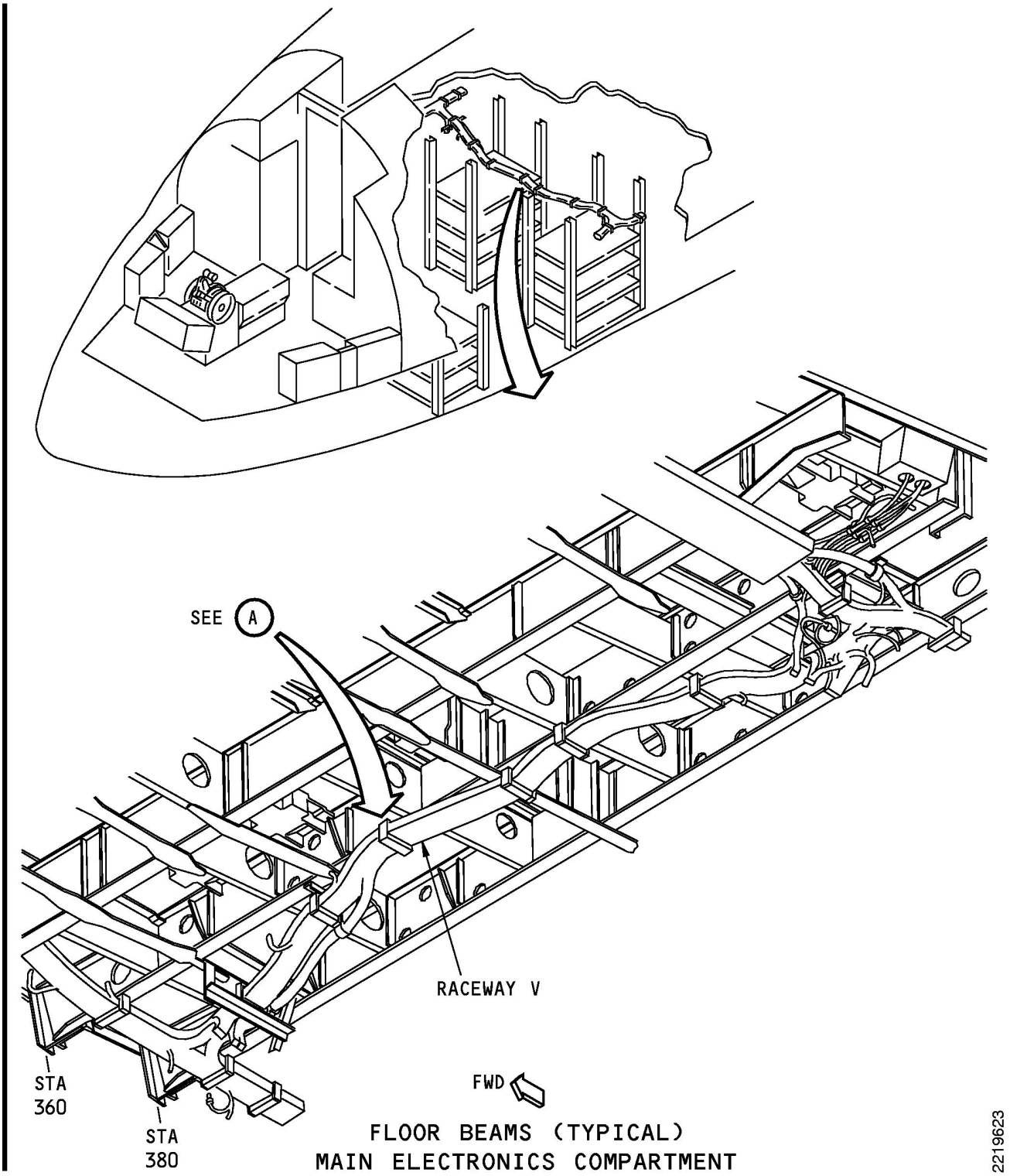

FIGURE 3: RACEWAY WIRE BUNDLES - FIRE PROTECTION BLANKET - REMOVAL (SHEET 1 OF 3)

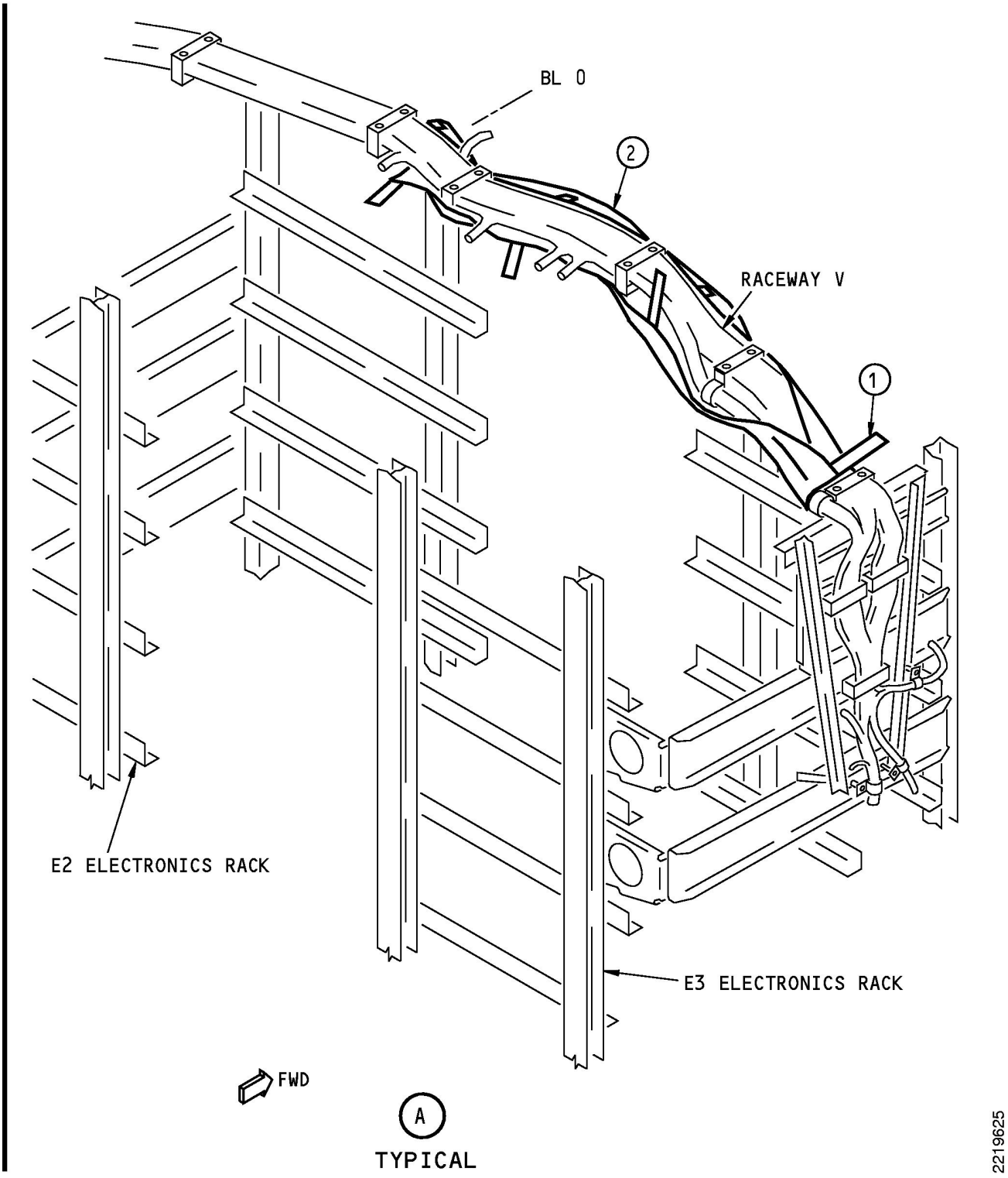

FIGURE 3: RACEWAY WIRE BUNDLES - FIRE PROTECTION BLANKET - REMOVAL (SHEET 2 OF 3)

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 this figure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Remove	VELCRO HOOK	65C38604-5	1	
		VELCRO LOOP	65C38604-6	1	
2	Remove	FIRE PROTEC-TION BLANKET	65C38604-1	1	

FIGURE 3: RACEWAY WIRE BUNDLES - FIRE PROTECTION BLANKET - REMOVAL (SHEET 3 OF 3)