



Number: 737-28A1263
Original Issue: February 19, 2007
Revision 3: December 23, 2014
ATA System: 2822

REPLACED BY 737-28A1273

SUBJECT: FUEL - Engine Fuel Feed System - Fuel Boost Pump Electrical Wire and Sleeve in
Fuel Tank Conduit - Inspection / Replacement

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BOEING SERVICE BULLETIN 737-28A1263

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Revision Transmittal Sheet

REPLACED BY 737-28A1273

SUBJECT: FUEL - Engine Fuel Feed System - Fuel Boost Pump Electrical Wire and Sleeve in Fuel Tank Conduit - Inspection / Replacement

This Revision includes all pages of the service bulletin.

COMPLIANCE INFORMATION RELATED TO THIS REVISION

This revision is sent to stop work on this service bulletin.

REASON FOR REVISION

This service bulletin is replaced by service bulletin 737-28A1273. See service bulletin 737-28A1273 for new instructions.

Paragraph 1.A., Effectivity, shows changes of airplane operators. Each operator should examine the Effectivity paragraph for changes.

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:	February 19, 2007
Revision 1:	March 19, 2007
Revision 2:	August 10, 2007
Revision 3:	December 23, 2014

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Number: 737-28A1263

Original Issue: February 19, 2007

Revision 3: December 23, 2014

ATA System: 2822

Summary

REPLACED BY 737-28A1273

SUBJECT: FUEL - Engine Fuel Feed System - Fuel Boost Pump Electrical Wire and Sleeve in Fuel Tank Conduit - Inspection / Replacement

CONCURRENT REQUIREMENTS

None.

BACKGROUND

This service bulletin gives the instructions to do an inspection and replacement as necessary of the fuel boost pump electrical wire and sleeve that goes through the fuel tanks in conduit. During a repetitive inspection of the fuel boost pump electrical wire in conduit, as given in Boeing service bulletin 737-28A1120 and mandated by Airworthiness Directive (AD) 99-21-15, damage to the single sleeve, jacket and insulation on the electrical wire was found. The sleeve was worn through at three locations. At two of the locations the damage was also through the jacket of the electrical wire and exposed the insulation on the electrical wire inside the jacket. The wear did not expose the conductor of the electrical wire. The damage was found approximately 21,000 hours after installation of the sleeve. The 21,000 hours is less than the 30,000 repeat inspection interval hours specified in AD 99-21-15. If the damage results in exposed conductors then arcing can occur between the electrical wire and the conduit. The arcing can burn through the conduit which will cause a fuel leak and an ignition source in the fuel tank and possibly an explosion in the fuel tank.

This service bulletin gives interim action to prevent arcing that can burn through the conduit which will cause a fuel leak and an ignition source in the fuel tank. This service bulletin has a 15,000 flight hour repetitive inspection interval and a recommendation to submit inspection reports and defective parts to Boeing. Terminating action that will end the repetitive inspections will be provided in a future revision of this service bulletin.

This service bulletin replaces service bulletin 737-28A1120 Initial Release, dated April 24, 1998; Revision 1, dated May 28, 1998; Revision 2, dated November 26, 1998 and Revision 3, dated April 26, 2001.

Boeing Service Related Problem (SRP) 737-SRP-28-0113 is related to this Service Bulletin.

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ACTION (PRR 35005-275RS)

At each of the four fuel boost pumps remove the electrical wire and sleeve that goes through the fuel tanks in conduit to the fuel boost pump. Do a Detailed Inspection of the sleeve for damage and an indication of fuel. Remove the sleeve and do a detailed inspection of the electrical wire for damage. Replace damaged electrical wire and all electrical wire that is not BMS 13-60T09C03G018 or BMS 13-60T12C03G018 and install new electrical wire made from BMS 13-60T09C03G018. Install a new, smaller diameter sleeve. Replace the conduit if there is indication of electrical arcing on the electrical wire or if there is exposed copper wire. Replace the conduit as necessary to stop a fuel leak. Send the completed inspection form and damaged electrical wire and damaged conduit to Boeing.

EFFECTIVITY

737-100/-200/-200C/-300/-400/-500 Airplanes. Refer to Paragraph 1.A.1 Airplanes, for the list of affected airplanes.

COMPLIANCE

Federal Aviation Administration (FAA) Airworthiness Directive 2007-11-07 is related to this service bulletin.

See Service Bulletin Paragraph 1.E. for compliance information.

INDUSTRY SUPPORT INFORMATION

Boeing warranty remedies are not available for the inspection and/or repair procedures given in this service bulletin.

MANPOWER

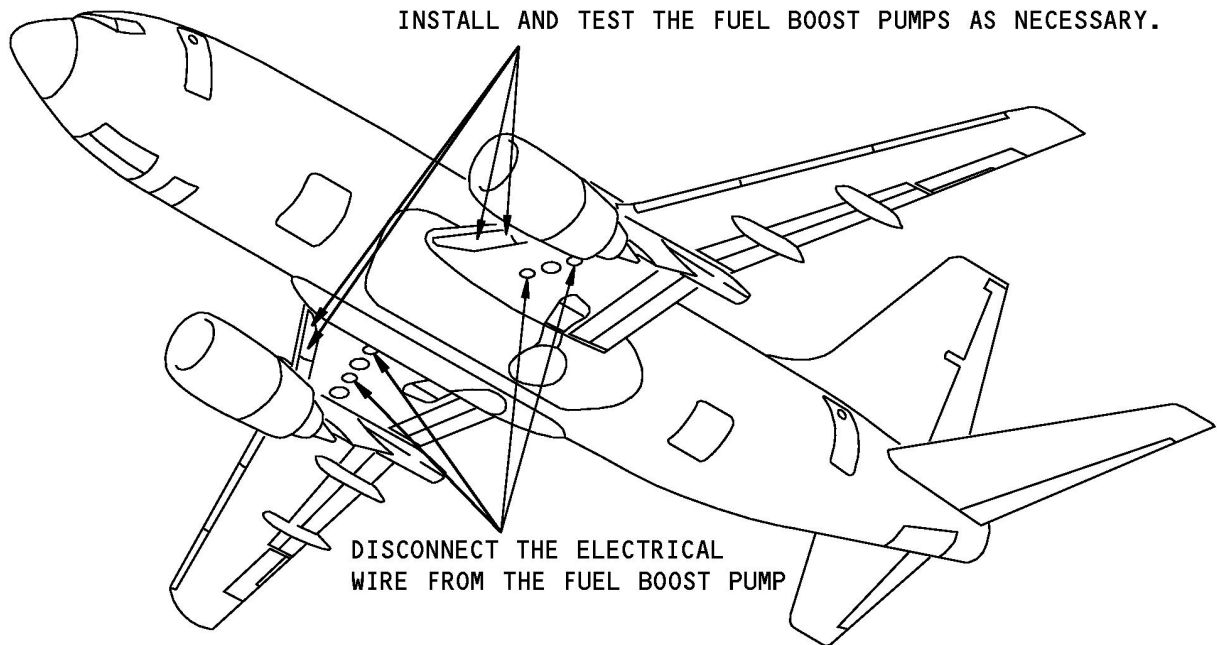
All Airplanes	Total Task Hours	Elapsed Hours
Inspection and Replacement of electrical wire	43.00	13.00
Conduit Leak Test and Replacement	30.00	8.00

MATERIAL INFORMATION

Operator Supplied Parts/Materials.

Refer to Paragraph 2.C.2. Parts and Materials Supplied by the Operator.

REMOVE THE FUEL BOOST PUMPS AS NECESSARY.
PULL THE ELECTRICAL WIRE AND SLEEVE OUT OF THE CONDUIT.
INSPECT THE SLEEVE AND REPLACE.
INSPECT THE ELECTRIC WIRE AND REPLACE AS NECESSARY.
INSPECT THE CONDUIT AND REPLACE AS NECESSARY.
INSTALL AND TEST THE ELECTRICAL WIRE.
INSTALL AND TEST THE FUEL BOOST PUMPS AS NECESSARY.



DISCONNECT THE ELECTRICAL
WIRE FROM THE FUEL BOOST PUMP

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SUBJECT: FUEL - Engine Fuel Feed System - Fuel Boost Pump Electrical Wire and Sleeve in Fuel Tank Conduit - Inspection / Replacement

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 35005-275RS for data about this change.

GROUP	CONFIGURATION	DESCRIPTION
1	-	All 737-100, -200, -200C, -300, -400, -500 airplanes.

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

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Variable Number	Group
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
PJ301 - PJ302	1
PJ551 - PJ561	1
PJ601 - PJ615	1
PJ811	1
PJ816 - PJ817	1
PK026 - PK029	1
PK041 - PK053	1
PK061 - PK070	1
PK081 - PK082	1

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Variable Number	Group
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
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

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Variable Number	Group
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
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

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Variable Number	Group
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	1
PM401 - PM417	1
PM541 - PM564	1
PN001 - PN002	1
PN021 - PN043	1
PN081 - PN086	1
PN101 - PN117	1
PN131 - PN163	1
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

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Variable Number	Group
PP001 - PP054	1
PP101 - PP169	1
PP181 - PP199	1
PP201 - PP205	1
PP221	1
PP231 - PP243	1
PP281 - PP286	1
PP301 - PP305	1
PP351 - PP353	1
PP376 - PP384	1
PP391 - PP393	1
PP401 - PP440	1
PP471 - PP475	1
PP501 - PP522	1
PP631 - PP634	1
PP651 - PP652	1
PP671 - PP699	1
PP701 - PP733	1
PP771 - PP779	1
PP801 - PP808	1
PP821 - PP827	1
PP831 - PP848	1
PP851 - PP852	1
PP861 - PP877	1
PP891 - PP899	1
PP901 - PP936	1
PP946 - PP948	1
PP951 - PP952	1
PP961 - PP967	1
PP981 - PP991	1
PP993	1
PQ001 - PQ016	1
PQ026 - PQ041	1

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Variable Number	Group
PQ051 - PQ092	1
PQ101 - PQ199	1
PQ201 - PQ202	1
PQ221 - PQ237	1
PQ241 - PQ243	1
PQ251 - PQ267	1
PQ281 - PQ299	1
PQ301 - PQ307	1
PQ331 - PQ332	1
PQ341 - PQ348	1
PQ361 - PQ373	1
PQ391 - PQ395	1
PQ401 - PQ418	1
PQ421	1
PQ431 - PQ438	1
PQ447 - PQ448	1
PQ451	1
PQ454	1
PQ471 - PQ475	1
PQ479 - PQ481	1
PQ486 - PQ487	1
PQ491 - PQ493	1
PQ771 - PQ772	1
PQ791 - PQ793	1
PQ801 - PQ805	1
PQ931 - PQ935	1
PQ951	1
PQ971 - PQ997	1
PR001 - PR017	1
PR021 - PR034	1
PR041 - PR045	1
PR061 - PR072	1
PR077 - PR082	1

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Variable Number	Group
PR091 - PR092	1
PR096	1
PR101	1
PR121 - PR122	1
PR131 - PR132	1
PR141 - PR143	1
PR161 - PR172	1
PR181	1
PS601 - PS631	1
PS636 - PS638	1
PS641 - PS644	1
PS651 - PS657	1
PS666 - PS669	1
PS691 - PS692	1
PS701 - PS706	1
PS751 - PS799	1
PS811	1
PS836 - PS837	1
PS841 - PS846	1
PS851 - PS852	1
PS856	1
PS861 - PS863	1
PS866 - PS868	1
PS871 - PS874	1
PS896 - PS897	1
PS901 - PS941	1
PS956 - PS957	1
PS961 - PS963	1
PS971 - PS978	1
PT001 - PT015	1
PT021 - PT031	1
PT041 - PT064	1
PT101 - PT105	1

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Variable Number	Group
PT121 - PT138	1
PT146 - PT148	1
PT161 - PT170	1
PT181 - PT188	1
PT211 - PT220	1
PT295	1
PT301 - PT309	1
PT331 - PT360	1
PT381 - PT399	1
PT401 - PT438	1
PT501 - PT517	1
PT561 - PT565	1
PT581 - PT586	1
PT611 - PT621	1
PT641 - PT644	1
PT651 - PT656	1
PT671 - PT672	1
PT681 - PT685	1
PT701 - PT703	1
PT716 - PT717	1
PT721 - PT725	1
PT801 - PT834	1
PT851 - PT854	1
PT871 - PT886	1
PT901 - PT930	1
PT971 - PT973	1
PT981 - PT985	1
PT996	1
PU001 - PU025	1
PU301	1
PU311 - PU313	1
PV001 - PV055	1
PV201 - PV209	1

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Variable Number	Group
PV226 - PV229	1
PV231 - PV237	1
PV271 - PV272	1
PV281 - PV287	1
PV296	1
PV301 - PV302	1
PV351	1
PV356 - PV357	1
PW001 - PW054	1
PW061 - PW068	1
PW072	1
PW086 - PW088	1
PW091 - PW094	1
PW101 - PW102	1
PW106	1
PW111 - PW120	1
PW156 - PW157	1
PW161 - PW171	1
PW201 - PW252	1
PW261 - PW268	1
PW271 - PW276	1
PW278	1
PW281 - PW293	1
PW296	1
PW301 - PW327	1
PW401 - PW408	1
PW411 - PW418	1
PW421 - PW424	1
PW431 - PW435	1
PW441 - PW450	1
PW461 - PW467	1
PW501 - PW504	1
PW511 - PW522	1

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Variable Number	Group
PW524 - PW550	1
PW556 - PW557	1
PW561 - PW564	1
PW571 - PW576	1
PW591 - PW596	1
PW611 - PW622	1
PW631 - PW637	1
PW661 - PW662	1
PW681 - PW683	1
PW701 - PW702	1
PW711 - PW717	1
PW741 - PW742	1
PW761	1
PW771	1
PW831	1
PW851 - PW856	1
PX071	1
PX701	1
PY001 - PY008	1
PY021 - PY022	1
PY031	1
PY036 - PY037	1
PY046 - PY048	1
PY051 - PY053	1
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

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Variable Number	Group
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
PY671 - PY672	1
PY721	1
PY741	1

2. Spares Affected

None.

B. Concurrent Requirements

None.

BOEING SERVICE BULLETIN 737-28A1263

C. Reason

This service bulletin gives the instructions to do an inspection and replacement as necessary of the fuel boost pump electrical wire and sleeve that goes through the fuel tanks in conduit. During a repetitive inspection of the fuel boost pump electrical wire in conduit, as given in Boeing service bulletin 737-28A1120 and mandated by Airworthiness Directive (AD) 99-21-15, damage to the single sleeve, jacket and insulation on the electrical wire was found. The sleeve was worn through at three locations. At two of the locations the damage was also through the jacket of the electrical wire and exposed the insulation on the electrical wire inside the jacket. The wear did not expose the conductor of the electrical wire. The damage was found approximately 21,000 hours after installation of the sleeve. The 21,000 hours is less than the 30,000 repeat inspection interval hours specified in AD 99-21-15. If the damage results in exposed conductors then arcing can occur between the wire and the conduit. The arcing can burn through the conduit which will cause a fuel leak and an ignition source in the fuel tank and possibly an explosion in the fuel tank.

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This service bulletin replaces service bulletin 737-28A1120 Initial Release, dated April 24, 1998; Revision 1, dated May 28, 1998; Revision 2, dated November 26, 1998 and Revision 3, dated April 26, 2001.

Revision 1 was sent to:

- add airplanes, line number 3121 through 3132, to this service bulletin
- add clarification to section 2.A. Material - Price and Availability
- add clarification to section 2.C. Parts Necessary For Each Airplane
- add clarification to the Summary section illustration
- In Figure 3 add circle notes to the replacement conduit for the Center Tank Left Fuel Boost Pump and clarification that the left wing conduits are shown and the right wing conduits are almost the same.

Revision 2 was sent to:

- In Summary section, COMPLIANCE, added Airworthiness Directive 2007-11-07
- In Summary section, illustration, added 'AS NECESSARY'
- In Section 1.C Reason, added revision 2 data
- In Section 1.D Description, added revision 2 data and revised the e-mail address
- In Section 1.E Compliance, added Airworthiness Directive 2007-11-07 sentence
- In Section 1.E Compliance, in Table, Compliance Time column, revised date and added 737-28A1263 initial release or Revision 1
- In Section 1.F Approval, revised alternative method of compliance paragraph
- In Section 2.C.1 Kits/Parts, in table with title, Top Kits, added note (g)
- In Section 2.C.1 Kits/Parts, in table with title, Sub Kit - Fuel Boost Pump Sleeve, removed unnecessary part number, revised note (d) and added note (e)
- In Section 2.C.1 Kits/Parts, in table with title, Kit - Fuel Boost Pump Front Spar Fitting Replacement, changed part number in note (e)
- In Section 2.C.2 Parts and Materials Supplied by the Operator, added Part Number D-436-37 and note (g)
- In Section 3.B WORK INSTRUCTIONS, revised step 2.b. to make boost pump removal as necessary
- In Section 3.B WORK INSTRUCTIONS, changed the Note to CAUTION:

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- In Section 3.B added the NOTE:, after step 5
- In Section 3.B revised 5.a.(1)
- In Section 3.B revised NOTE: after step 6.a.(3)(a)
- In Section 3.B revised step 6.c
- In Section 3.B. added NOTE: after step 8.a and 8.c
- In Section 3.B revised step 8.h
- In Figure 2 revised the FLAG NOTE table and TABLE 2 - WIRE IDENTIFICATION INFORMATION
- In Appendix A revised e-mail address

Boeing Service Related Problem (SRP) 737-SRP-28-0113 is related to this Service Bulletin.

Revision 3 is sent to tell operators to stop work on this service bulletin. This service bulletin is replaced by service bulletin 737-28A1273. See service bulletin 737-28A1273 for new instructions.

2. MATERIAL INFORMATION

This revision is sent to tell operators to stop work on this service bulletin. This service bulletin is replaced. See page 1 for the Service Bulletin that contains new instructions.

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3. ACCOMPLISHMENT INSTRUCTIONS

This revision is sent to tell operators to stop work on this service bulletin. This service bulletin is replaced. See page 1 for the Service Bulletin that contains new instructions.