A319/A320/A321

SERVICE BULLETIN CHANGE NOTICE

26 JUN 1997

AIRBUS INDUSTRIE
CUSTOMER SERVICES DIRECTORATE
1 Rond Point Maurice BELLONTE
31707 BLAGNAC CEDEX FRANCE
Tel : (33) 5 61-93-33-33
Telex : AIRBU 530526 F

S.B. No. A320-21-1099 REV. 01 DATED : Jul 30/96
Mod. No. 24986P3867

TITLE : AIR CONDITIONING - AVIONICS EQUIPMENT VENTILATION - RELOCATE SKIN TEMPERATURE SENSOR (RETROFIT SCHEME).

MODEL : All models listed on S.B.

DESCRIPTION :

This notice is issued to inform the affected operators that subject Service Bulletin is changed as stated below.

SERVICE BULLETIN

Para. 3.D. old and new Part-Numbers modified.

ITEM	NEW PART No.	KEYWORD	ITEM	OLD PART No.	INT
7	D5391679500000	Duct		D5391268600295	or
				D5391268600200	or
7	D5391268600195	Duct		D5391268600100	or
7	D5391268600095	Duct		D5391268600000	

This change will be incorporated in the next revision of this Service Bulletin ; however no revision is planned at the present time.

FILING INSTRUCTIONS

Put this Change Notice in front of the Service Bulletin.

Printed in France

A319/A320/A321

SERVICE BULLETIN CHANGE NOTICE

22 MAI 1997

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A319/A320/A321

SERVICE BULLETIN
REVISION TRANSMITTAL SHEET

AIRBUS INDUSTRIE
CUSTOMER SERVICES DIRECTORATE
TECHNICAL PUBLICATIONS
1, Rond Point Maurice Bellonte
31707 BLAGNAC CEDEX FRANCE
TEL : (33) 61-93-33-33
Telex : AIRBUS 530526F

TITLE : AIR CONDITIONING - AVIONICS EQUIPMENT VENTILATION - RELOCATE SKIN TEMPERATURE SENSOR (RETROFIT SOLUTION).

MODIFICATION No. 24986P3867 ATA SYSTEM : 21

This page transmits Revision No. 01 of Service Bulletin No. A320-21-1099

No more work is necessary to do this revision.

REASON

This revision is issued to inform the operators of an effectivity updating.
Lay-out changes due to computerization of this Revision are not identified.

- Summary : EFFECTIVITY	Effectivity and aircraft model added
- EFFECTIVITY	Effectivity and aircraft model added

FILING INSTRUCTIONS

Replace the whole document by the new one.

Put this Revision Transmittal Sheet in front of the Service Bulletin.

REVISION SEQUENCES

ORIGINAL : Jul 24/95
REVISION No. : 01 - Jul 30/96

Printed in France

SERVICE BULLETIN
SUMMARY

AIRBUS INDUSTRIE
CUSTOMER SERVICES DIRECTORATE
TECHNICAL PUBLICATIONS
1, Rond Point Maurice Bellonte
31707 BLAGNAC CEDEX FRANCE
TEL : (33) 61-93-33-33
Telex : AIRBUS 530526F

This summary is for information only and
is not approved for modification on the aircraft

TITLE : AIR CONDITIONING - AVIONICS EQUIPMENT VENTILATION - RELOCATE SKIN TEMPERATURE SENSOR (RETROFIT SOLUTION).

MODIFICATION No. 24986P3867 ATA SYSTEM : 21

REASON/DESCRIPTION/OPERATIONAL CONSEQUENCES

Operators have reported cases of skin air inlet valve opening during icing conditions. The consequence of this can be ice build-up in the valve which subsequently cannot close. This causes an AVNCS SYS ECAM fault warning and in some cases a delay.

On ground, the skin air valve position is associated with the skin temperature read by the skin temperature sensor.

Some tests performed on aircraft revealed that when the system is in closed configuration, the air going through the skin heat exchanger increases the temperature of the skin and affects the skin temperature sensor reading with consequent system re-opening.

In order to avoid spurious system openings, this Service Bulletin recommends to relocate the skin temperature sensor from frames 11/12 to frames 9/10 and to perform a hole in the lower part of the skin air inlet valve to avoid water accumulation which could result in ice build-up during icing conditions.

Accomplishment of this Service Bulletin enables the measurement of the real outer temperature even in icing conditions, avoids unwanted system openings and AVNCS SYS ECAM fault warnings, and consequently provides more regularity.

EFFECTIVITY

This Service Bulletin is applicable to these customers :
AAA, ACA, ADR, AEF, AFR, AIB, ALK, AMC, ANA, AUA, AZA, BAW, BV , CDN, CSC, CYP, DLH, FHA, GFA, HP , IAC, IBE, ITF, KAC, MON, MSR, MXA, NWA, OHY, OYC, RJA, SAA, SHK, SWR, TAI, TAR, UAL, XF , XP , XR , XW , XZ .

Printed in France

Modification No. 24986P3868 (serial solution) is embodied before delivery on A320 A/C MSN 573, on A321 A/C MSN 583 and subsequent and on A319 A/C MSN 588 and subsequent.

SERVICE BULLETIN TO BE ACCOMPLISHED PREVIOUSLY OR SIMULTANEOUSLY

None

REFERENCES/REPERCUSSIONS

TFU : 21-26-00-012

OEB : None

AOT : None

SIL : None

LIFE LIMIT : None

LINE MAINTENANCE AFFECTED : NO

OTHER : None

NATURE OF THE WORK

AIRCRAFT : YES

EQUIPMENT : NO

HARD : NO

SOFT : NO

OBRM : NO

COMPLIANCE

RECOMMENDED

MANPOWER

Kit No. 211099A01

TOTAL MANHOURS	11.0
ELAPSED TIME (HOURS)	6.0

Printed in France

MATERIAL INFORMATION

AIRCRAFT DATA

Qty per A/C :

1 bundle, 1 placard set, 1 shim, 1 half-box, 1 flange

EQUIPMENT DATA

None

APPENDICES

None

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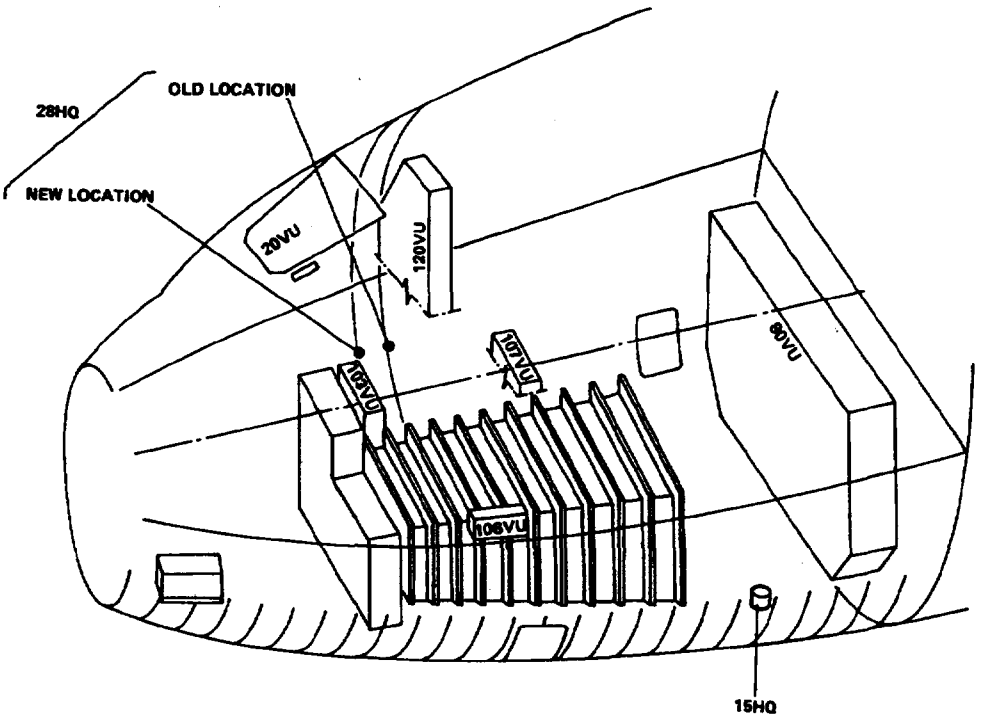

NSBS 211099 SU 00 d

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AIRBUS INDUSTRIE
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Telex : AIRBUS 530526 F

A320/A321

SERVICE BULLETIN

SUMMARY

18 AOÛT 1995

This summary is for information only and is not approved for modification on the aircraft.

TITLE : AIR CONDITIONING - AVIONICS EQUIPMENT VENTILATION - RELOCATE SKIN TEMPERATURE SENSOR (RETROFIT SOLUTION).

MODIFICATION No. 24986P3867 ATA SYSTEM : 21

REASON/DESCRIPTION/OPERATIONAL CONSEQUENCES

Operators have reported cases of skin air inlet valve opening during icing conditions. The consequence of this can be ice build-up in the valve which subsequently cannot close. This causes an AVNCS SYS ECAM fault warning and in some cases a delay.

On ground, the skin air valve position is associated with the skin temperature read by the skin temperature sensor.

Some tests performed on aircraft revealed that when the system is in closed configuration, the air going through the skin heat exchanger increases the temperature of the skin and affects the skin temperature sensor reading with consequent system re-opening.

In order to avoid spurious system openings, this Service Bulletin recommends to relocate the skin temperature sensor from frames 11/12 to frames 9/10 and to perform a hole in the lower part of the skin air inlet valve to avoid water accumulation which could result in ice build-up during icing conditions.

Accomplishment of this Service Bulletin enables the measurement of the real outer temperature even in icing conditions, avoids unwanted system openings and AVNCS SYS ECAM fault warnings, and consequently provides more regularity.

EFFECTIVITY

This Service Bulletin is applicable to the following customer(s) :
AAA, ACA, ADR, AFR, AIB, ALK, AMC, ANA, AUA, AZA, BAW, BV, CDN, CYP, DLH, FHA, GFA, HP, IAC, IBE, ITF, KAC, MON, MSR, MXA, NWA, OYC, RJA, SAA, SHK, SWR, TAI, TAR, WAL, XF, XP, XR, XW and XZ.

This modification is embodied before delivery on A320 A/C MSN 573, on A321 A/C MSN 583 and subsequent.

Printed in France

SUMMARY

SERVICE BULLETIN TO BE ACCOMPLISHED PREVIOUSLY OR SIMULTANEOUSLY

None.

REFERENCES/REPERCUSSIONS

TFU	: 21-26-00-012
OEB	: None
AOT	: None
SIL	: None
LIFE LIMIT	: None
LINE MAINTENANCE AFFECTED	: NO
OTHER	: None

NATURE OF THE WORK

AIRCRAFT : YES

EQUIPMENT : NO

COMPLIANCE

Recommended.

MANPOWER

Kit No. 211099A01

TOTAL MANHOURS	11.0
ELAPSED TIME (HOURS)	6.0

Printed in France

SUMMARY

MATERIAL INFORMATION

AIRCRAFT DATA

Qty per A/C :

1 bundle, 1 placard set, 1 shim, 1 half-box, 1 flange.

EQUIPMENT DATA

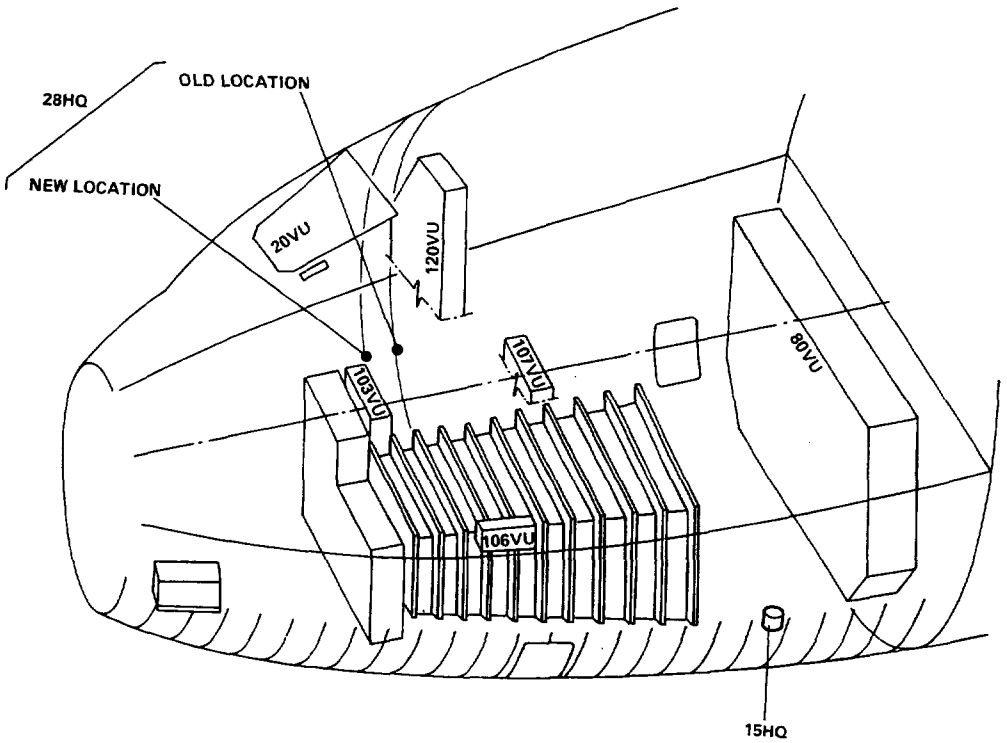
None.

APPENDICES

None.

Printed in France

SUMMARY



NSB5 211099 SU 00

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AIRBUS INDUSTRIE
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TECHNICAL PUBLICATIONS
1, Rond Point Maurice Bellonte
31707 BLAGNAC CEDEX FRANCE
TEL : (33) 61-93-33-33
Telex : AIRBUS 530526F

TITLE : AIR CONDITIONING - AVIONICS EQUIPMENT VENTILATION - RELOCATE SKIN TEMPERATURE SENSOR (RETROFIT SOLUTION).

MODIFICATION No. 24986P3867 ATA SYSTEM : 21

1. PLANNING INFORMATION

A. EFFECTIVITY

(1) Aircraft models : 319-112, 319-114, 320-111, 320-211, 320-212, 320-214, 320-231, 320-232, 320-233, 321-111, 321-112, 321-131

(2) Aircraft

Customer and Fleet No.	MSN	Kit No. 211099	Qty of Kits	Config No.
AAA001-013	022,023,024,025,026,027 029,030,140,142,157,229 547	A01	13	
ACA201-234	059,068,073,084,122,126 127,141,149,150,154,159 183,233,242,248,253,254 255,265,277,290,310,311 324,330,333,341,342,350 359,378,384,426	A01	34	
ADR001-003	043,113,114	A01	03	
AEF051	565	A01	01	
AFR001,002	005,007	A01	02	
004-008	014,019,020,021,002	A01	05	
031-048	061,062,063,100,101,102 128,129,133,186,187,188 226,227,228,285,286,287	A01	18	
106,107	131,132	A01	02	
AIB001	258	A01	01	
401,402	376,386	A01	02	
ALK001,002	374,406	A01	02	

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Customer and Fleet No.	MSN	Kit No. 211099	Qty of Kits	Config No.
AMC001,002	112,293	A01	02	
ANA001-022	138,139,148,151,167,170 196,212,219,245,300,328 365,383,413,482,501,507 531,534,549,554	A01	22	
AUA476-478	552,570,581	A01	03	
AZA001-013	477,488,494,495,434,524 526,532,515,516,513,514 576	A01	13	
BAW001-010	006,008,011,017,018,039 042,103,109,120	A01	10	
BV 051,052	185,191	A01	02	
CDN401-405	174,175,210,231,232	A01	05	
407-411	283,284,302,305,309	A01	05	
415,416	403,404	A01	02	
CSC051-053	540,551,556	A01	03	
CYP001-008	028,035,037,038,180,256 295,316	A01	08	
DLH001-010	069,070,071,072,078,083 086,093,094,104	A01	10	
012-034	110,111,116,117,135,137 147,161,162,172,200,201 202,209,216,217,218,267 268,269,346,382,401	A01	23	
101-114	458,468,473,474,484,493 412,502,505,518,560,563 564,567	A01	14	
FHA001,002	332,369	A01	02	
101,102	538,555	A01	02	
GFA801-816	313,325,345,375,419,421 438,445,459,466,481,497 536,537,542,543	A01	16	
HP 620-622	052,053,054	A01	03	
624-629	055,064,065,066,067,076	A01	06	
631-637	077,081,082,091,092,098 099	A01	07	

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Customer and Fleet No.	MSN	Kit No. 211099	Qty of Kits	Config No.
IAC001-012	045,046,047,048,049,050 051,056,057,058,074,075	A01	12	
014-031	080,089,090,095,096,097 396,398,416,423,431,432 451,469,486,490,492,499	A01	18	
IBE001-022	134,136,143,146,158,173 176,177,199,207,223,224 240,241,246,264,266,274 303,312,323,356	A01	22	
ITF001-003	010,012,013	A01	03	
005-018	016,033,036,044,004,003 108,115,130,155,156,184 214,239	A01	14	
020-027	278,337,352,236,237,377 491,525	A01	08	
101-105	498,509,521,529,544	A01	05	
201,202	144,145	A01	02	
301,302	204,211	A01	02	
401-403	215,244,270	A01	03	
KAC001-003	181,182,195	A01	03	
MON001,002	379,389	A01	02	
MSR001-007	165,166,178,194,198,351 366	A01	07	
MXA001-010	252,259,260,261,275,276 296,320,321,353	A01	10	
012	368	A01	01	
016	433	A01	01	
NWA301-350	031,032,034,040,041,060 106,107,118,121,125,152 153,160,171,192,197,206 208,213,262,263,272,273 281,282,297,298,306,307 318,319,329,339,340,355 358,360,367,372,380,381 387,388,399,400,408,410 417,418	A01	50	
OHY001	385	A01	01	
OYC001-006	163,164,168,169,179,193	A01	06	
RJA001-003	087,088,569	A01	03	

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Customer and Fleet No.	MSN	Kit No. 211099	Qty of Kits	Config No.
SAA001-007	243,249,250,251,334,335 440	A01	07	
SHK001-003	322,326,344	A01	03	
SWR201	578	A01	01	
226-232	533,545,548,553,559,562 566	A01	07	
276-281	517,519,520,522,535,541	A01	06	
TAI001,002	558,561	A01	02	
051-054	448,453,460,461	A01	04	
TAR001-008	119,124,205,370,390,402 123,511	A01	08	
UAL401-431	435,439,442,450,452,454 456,457,462,463,464,465 470,472,475,479,483,485 487,489,500,503,504,506 508,510,512,523,539,568 571	A01	31	
XF 001-009	393,394,414,430,443,447 415,405,361	A01	09	
053-056	428,496,527,530	A01	04	
101	425	A01	01	
201,202	550,557	A01	02	
501,502	446,422	A01	02	
504-508	371,397,409,427,528	A01	05	
551	279	A01	01	
XP 001	085	A01	01	
051-059	203,220,221,222,294,299 301,348,349	A01	09	
062,063	391,392	A01	02	
502-505	362,363,455,471	A01	04	
XR 501-525	225,230,238,247,257,271 280,291,292,304,308,314 315,317,327,336,338,429 444,449,467,476,478,480 437	A01	25	
XW 501-506	347,354,357,373,411,424	A01	06	
509	441	A01	01	

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Customer and Fleet No.	MSN	Kit No. 211099	Qty of Kits	Config No.
XZ 003,004	189,190	A01	02	
101-110	234,235,288,289,331,343 395,407,420,436	A01	10	
Unassigned	572	A01	01	

Modification No. 24986P3868 (serial solution) is embodied before delivery on A320 A/C MSN 573 and subsequent, on A321 A/C MSN 583 and subsequent and on A319 A/C MSN 588 and subsequent.

(3) Spares

None

B. REASON

(1) History

Operators have reported cases of skin air inlet valve opening during icing conditions. The consequence of this can be ice build-up in the valve which subsequently cannot close. This causes an AVNCS SYS ECAM fault warning and in some cases a delay.

On ground, the skin air valve position is associated with the skin temperature read by the skin temperature sensor.

Some tests performed on aircraft revealed that when the system is in closed configuration, the air going through the skin heat exchanger increases the temperature of the skin and affects the skin temperature sensor reading with consequent system re-opening.

(2) Objective/Action

In order to avoid spurious system openings, this Service Bulletin recommends to relocate the skin temperature sensor from frames 11/12 to frames 9/10 and to perform a hole in the lower part of the skin air inlet valve to avoid water accumulation which could result in ice build-up during icing conditions.

(3) Advantages

Accomplishment of this Service Bulletin enables the measurement of the real outer temperature even in icing conditions, avoids unwanted system openings and AVNCS SYS ECAM fault warnings, and consequently provides more regularity.

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(4) Operational/Maintenance Consequences

None

(5) Accomplishment Timescale

Accomplishment at the earliest opportunity where manpower and facilities are available.

C. DESCRIPTION

To accomplish this Service Bulletin it is necessary to:

(1) Change location of the skin temperature sensor.

(2) Drill one hole in the skin air inlet valve.

D. APPROVAL

The design data contained in this Service Bulletin has been approved under the authority of DGAC Design Organisation Approval No. C01.
The changes specified in this Service Bulletin have been approved by the DGAC when they are major, or under the authority of DGAC Design Organisation Approval No. C01, when they are minor.

E. MANPOWER

This Service Bulletin is written for an aircraft in a maintenance condition. The manhours/elapsed time estimates do not include the time to prepare for the modification, non-productive elapsed time or administration.

Kit No. 211099A01

Gain access	1.0
Change location of the sensor	7.0
Drill one hole in the air inlet valve	1.0
Test	1.0
Close-up	1.0
TOTAL MANHOURS	11.0
ELAPSED TIME (HOURS)	6.0

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F. MATERIAL - COST AND AVAILABILITY

(1) Material

Customers with aircraft shown in paragraph 1.A.(2) should send a purchase order to Airbus Industrie. Quote the number of this Service Bulletin. The address is :

AIRBUS INDUSTRIE
MATERIEL SUPPORT CENTER
P.O. BOX 63 02 62
22312 HAMBURG
GERMANY

(2) Cost and availability

Kit No.	Cost (US Dollars)	Availability : Calendar days from receipt of order
211099A01	1,145	120

NOTE : This Service Bulletin is eligible to a Design Warranty claim, to be filed in accordance with the relevant contractual provisions, for those A319 Aircraft and A320/A321 Aircraft which were within the Design Warranty period as set forth in the applicable contract on Jun 17/94, or which were delivered to their first Buyer after this date.

G. TOOLING - PRICE AND AVAILABILITY

None

H. WEIGHT AND BALANCE

Not changed

I. REFERENCES

Aircraft Maintenance Manual (AMM) : 06-41-53, 12-34-24, 21-26-00, 21-26-13, 21-26-52, 24-41-00, 52-11-00, 52-40-00

Consumable Material List (CML)

Structural Repair Manual (SRM) : 51-24-00, 51-44-00

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J. PUBLICATIONS AFFECTED

Illustrated Parts Catalog (IPC) : 21-26-01

Aircraft Maintenance Manual (AMM) : 21-26-13

Aircraft Wiring Lists (AWL)

Structural Repair Manual (SRM) : 53-11-11, 53-11-29

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2. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL

(1) Preparation

(a) De-energize the aircraft electrical circuits (Refer to AMM 24-41-00, P. Block 201).

(b) Electrically ground the aircraft (Refer to AMM 12-34-24, P. Block 201).

(c) Open the passenger/crew door(s) 831 (Refer to AMM 52-11-00, P. Block 1).

(d) Open the access doors 822 and 824 (Refer to AMM 52-40-00, P. Block 1).

(e) Put the access platform(s) in position.

(f) Open, safety and tag this (these) circuit breaker(s) :

PANEL	SERVICE	IDENT	LOCATION
49VU	AIR COND/AVNCS VENT/CTL	6HQ	D06
49VU	AIR COND/AVNCS VENT/CTL	5HQ	D05
122VU	AIR COND/AVNCS/VENT/MONG	3HQ	Y17

(g) Remove the access panels 131AW and 131BW (Refer to AMM 06-41-53, P. Block 1).

(2) Standard Practices

(a) For the specification of the material numbers (Mat. No.), refer to the CML.

(b) For rivet hole and drill data (Refer to SRM 51-44-00).

(c) Clean the reworked area with Methyl-Ethyl-Ketone (Mat. No. 11-003).

(d) After drilling, apply Wash Primer (Mat. No. 16-020), Polyurethane Primer (Mat. No. 16-001) and Polyurethane Topcoatgrey (For Internal Applic.) (Mat. No. 16-002) to the affected areas.

(e) Shorten the solid rivets to the required length.

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(f) Before installation of rivets and structural items, apply Polysulphide Sealant Dichromate Cured (Mat. No. 09-016) on all mating surfaces
(Refer to SRM 51-24-00).

(g) Before installation of access provisions, make sure that the work area is clean and clear of tools and other items.

(h) After disconnections, put blanking caps on the disconnected electrical connectors.

(i) Before connections, remove the blanking caps and make sure that the electrical connectors are serviceable.

B. MODIFICATION

(1) Change location of the skin temperature sensor.

Refer to Figure 1
Refer to Figure 2
Refer to Figure 3
Refer to Figure 5

(a) Remove the skin temperature sensor 28HQ
(Refer to AMM 21-26-13, P. Block 401).
Do not remove the lower half-box and the flange ; retain all other parts.

(b) Replace the wires

Refer to Figure 3
Refer to Figure 5

1 Remove the wires shown on lines 1 thru 3 (Refer to Figure 5).

2 Install the wires shown on lines 6 thru 8 (Refer to Figure 5), supplied in :

Bundle D9000095106195

and route them with the wires that are in the aircraft.

3 At the end of the wires connected to 28HQ, install :

Conduit E0432A04 (Refer to Figure 3, Sheet No. 3).

4 Cut the wires to the necessary length, crimp the terminals and connect them.

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5 Attach the wires with :

30 Ties-Cable	NSA935401-03	
30 Ties-Cable	NSA935401-04	
250 Ties-Cable	NSA935401-08	

and with :

Refer to Figure 3, Sheet No. 3

2 Spacers	NSA5527-03-01	Item 6
2 Ties-Cable	NSA935401-04	

6 Do a continuity test of the new wires.

(c) Put Adhesive Tape KB6 on the hole in the insulation blanket.

(d) Drill one hole in the panel between frames 9 and 10 (Refer to Figure 1).

(e) Install the lower half-box and the flange

Refer to Figure 2

1 Drill out :

3 Rivets	Item (4)

2 Put the half-box in position.

3 Matchdrill the rivet holes and deburr.

4 Install :

1 Half-Box	D5391679600200	Item 2
1 Shim	D5311143820000	Item 1

Attach with :

7 Rivets	ASNA2051DEJ4020	Item 4
7 Washers	ASNA0113-40CA	Item 5

5 Put the flange in position.

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6 Matchdrill the rivet holes and deburr.

7 Install :

1 Flange	D5391208520000	Item 3

Attach with :

8 Rivets	ASNA2051DEJ4020	Item 4

8 Fill the three holes without rivets on the half-box with Polysulphide Sealant Dichromate Cured (Mat. No. 09-016).

(f) Cut-out the insulation blanket as necessary to enable the passage of the sensor and apply Adhesive Tape KB6.

(g) Install the skin temperature sensor 28HQ (Refer to AMM 21-26-13, P. Block 401).

Use the parts that you retained at Para. 2.B.(1)(a).

(h) Close to 28HQ, on the insulation blanket, bond the placard supplied in :

Placard Set	D9100095102895

(2) Drill one hole in the air inlet valve

Refer to Figure 4

(a) Remove :

(Refer to AMM 21-26-52, P. Block 401)

1 Air Inlet Valve	15HQ		(Retain)
1 O-Ring		NSA8205-171	(Discard)

(b) Drill one hole in the duct and in the collar as shown on view C (Refer to Figure 4).

(c) Re-identify the duct assy Item 7 :

D53912686000 or D53912686001 or D53912686002 becomes D53916795000.

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(d) Install :

(Refer to AMM 21-26-52, P. Block 401)

1	Air Inlet Valve	15HQ
1	O-Ring	NSA8205-171

NOTE : The air inlet valve 15HQ was retained at removal.

C. TESTS

Do an operational test of the ventilation system of the avionics equipment
(Refer to AMM 21-26-00, P. Block 501).

As an alternative procedure, you can do this operational test wihout the CFDS
(Refer to AMM 21-26-13, P. Block 501).

D. CLOSE-UP

(1) Make sure that the work areas are clean and clear of tools and other items of equipment.

(2) Close the access doors and panels.

(3) Remove the access platform(s).

(4) Disconnect the aircraft electrical ground-connection.

(5) Restore systems and aircraft to normal operating condition.

E. DOCUMENTATION

Write in the applicable aircraft records that you have done all the work given in this Service Bulletin.

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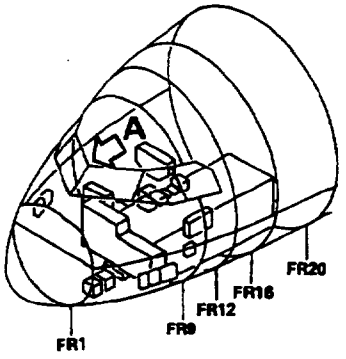

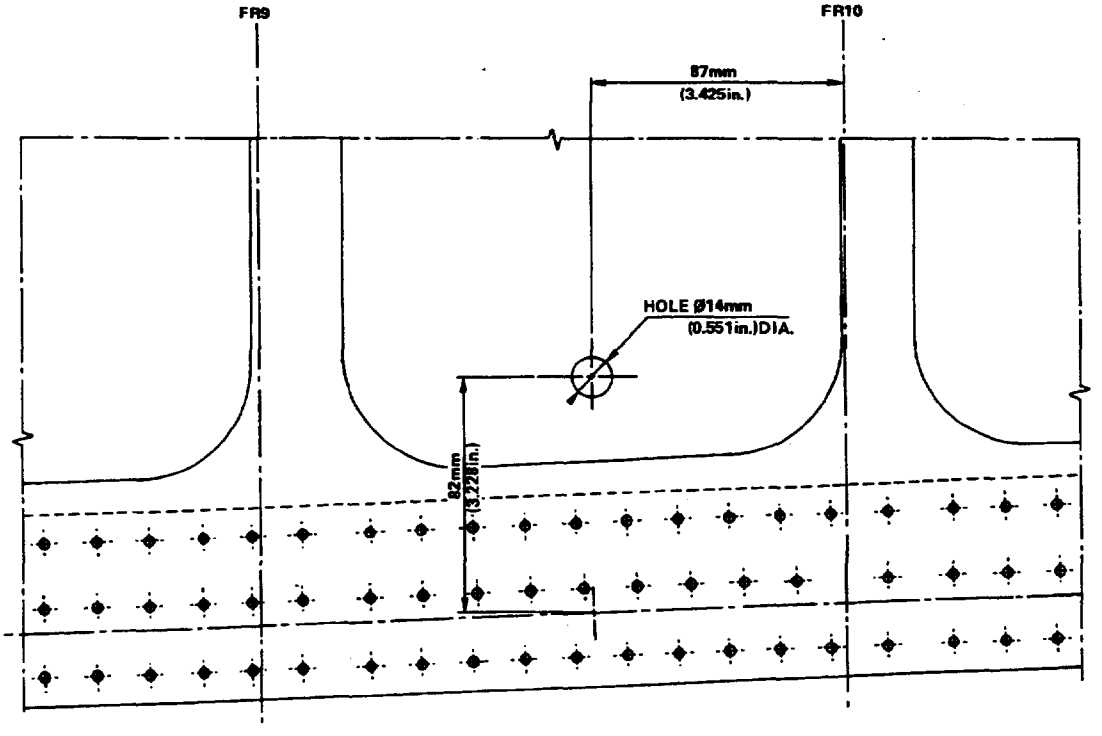

NSB5 211099 AA 00 d

Drilling of the Lateral Panel
Figure 1, Sheet 1

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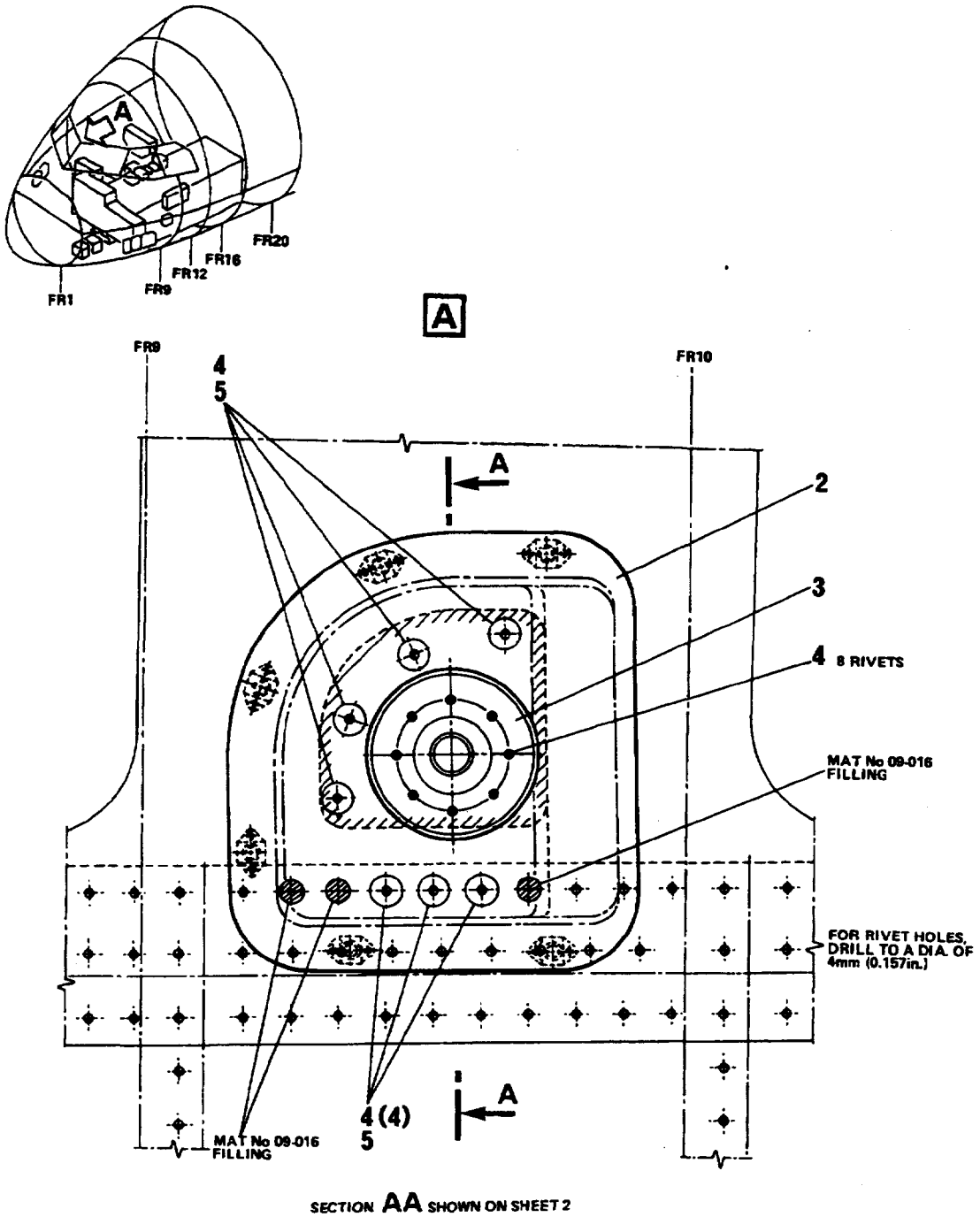

NSB5 211099 AB 00 d

Installation of the Half-Box and Flange
Figure 2, Sheet 1

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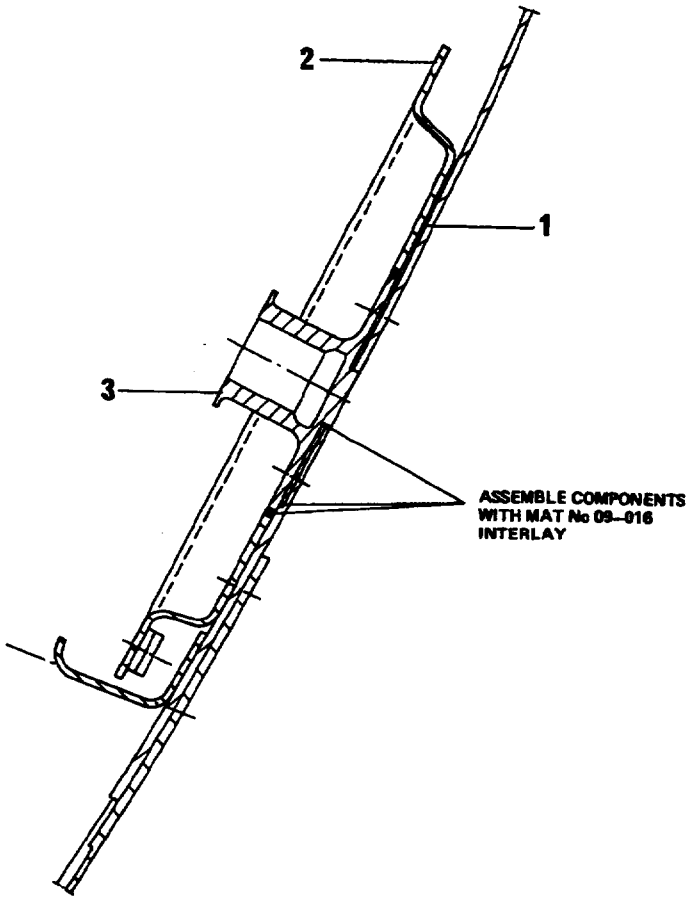
SECTION AA



NSB5 211099 AC 00 d

Installation of the Half-Box and Flange
Figure 2, Sheet 2

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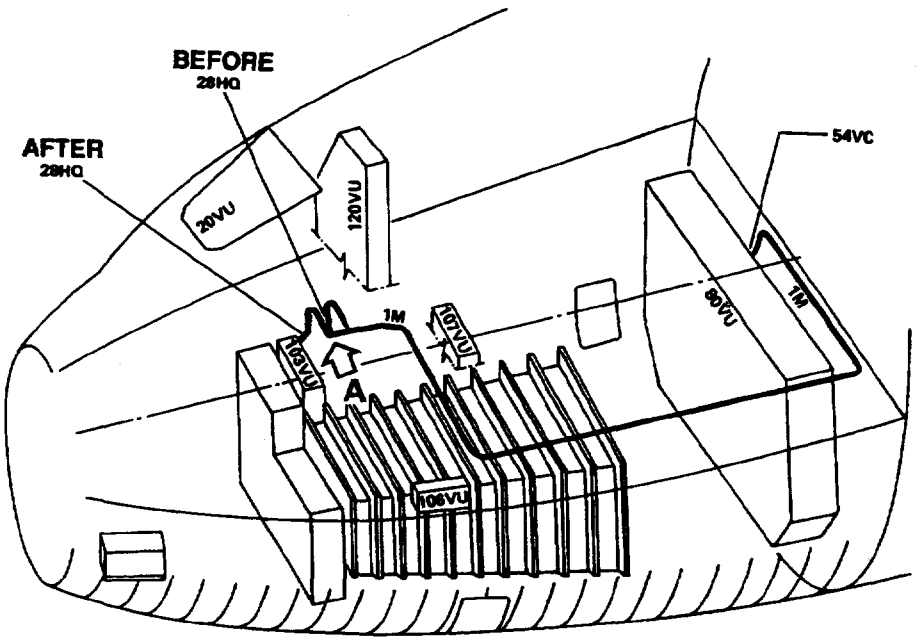

VIEW A BEFORE SHOWN ON SHEET 2

VIEW A AFTER SHOWN ON SHEET 3

NSB5 211099 AD 00 d

Modification of the Wire Routing
Figure 3, Sheet 1

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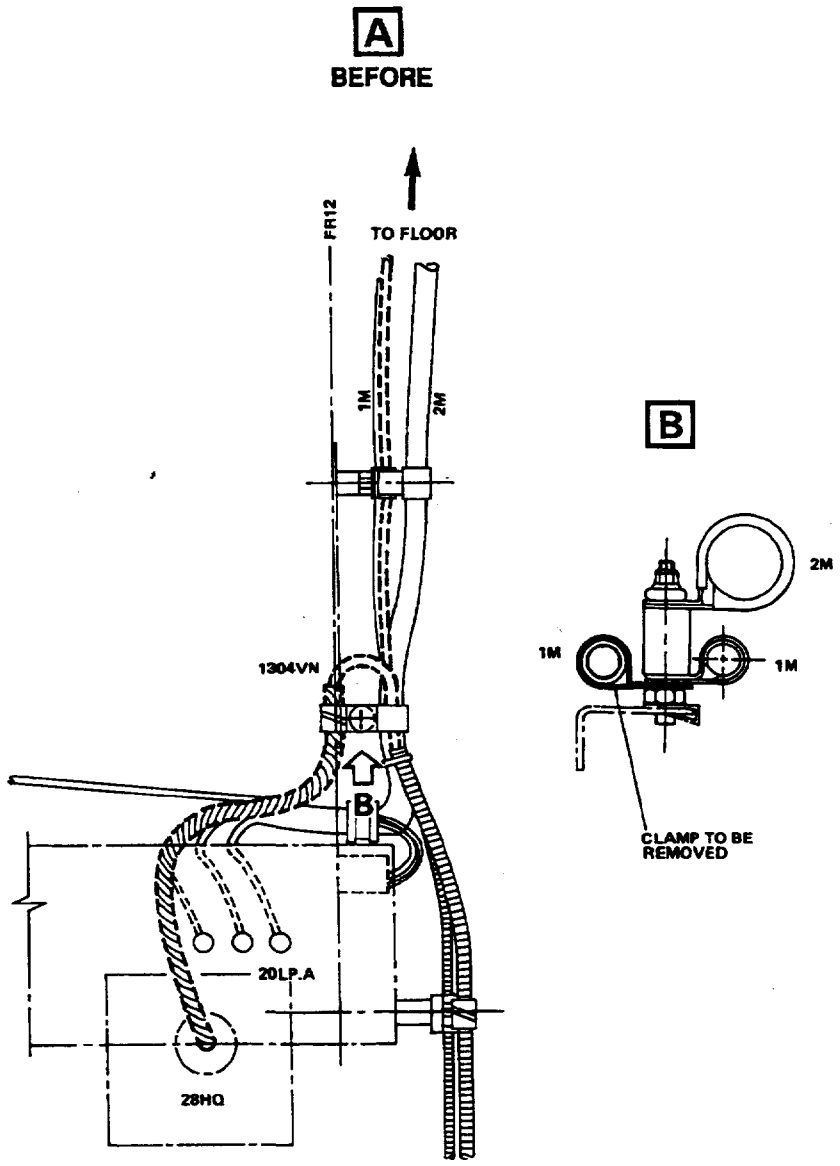

NSB5 211099 AE 00 d

Modification of the Wire Routing
Figure 3, Sheet 2

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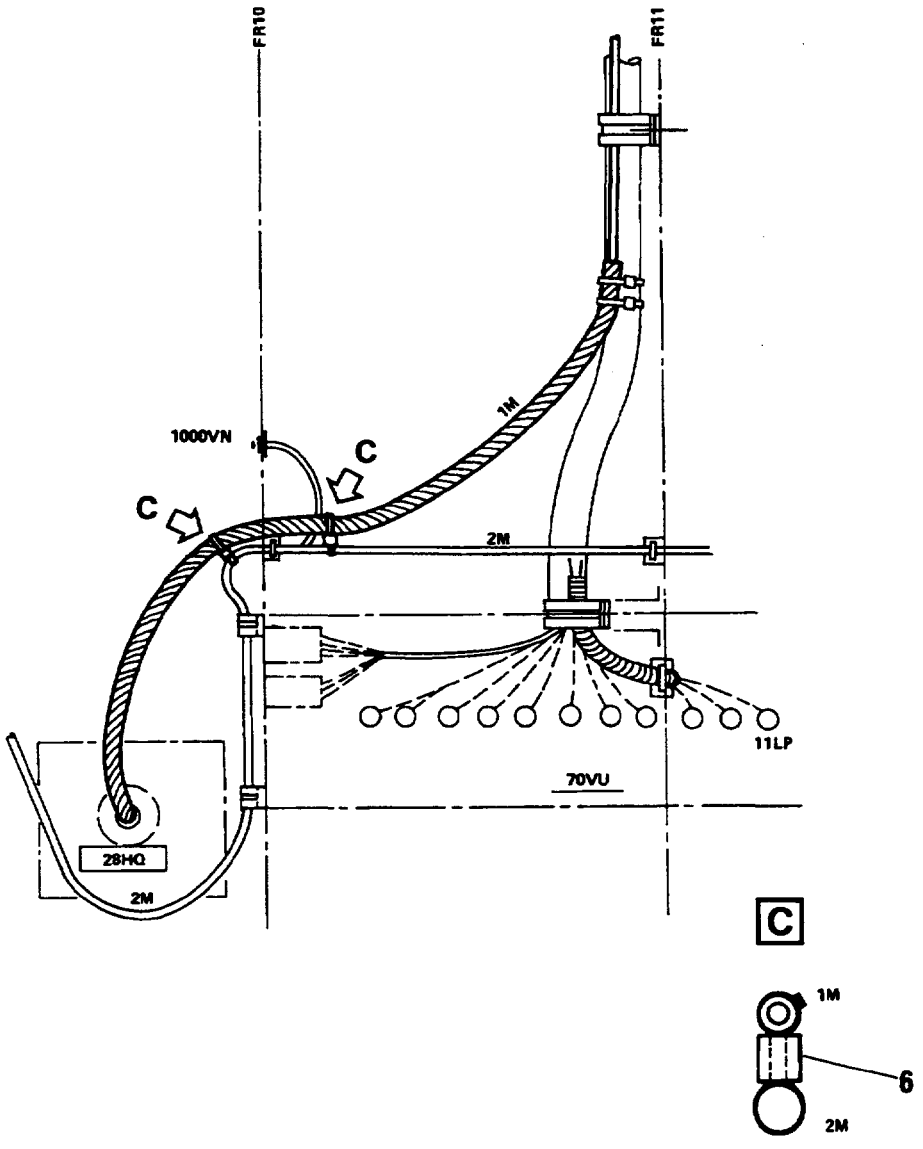
A
AFTER



NSB5 211099 AF 00 d

Modification of the Wire Routing
Figure 3, Sheet 3

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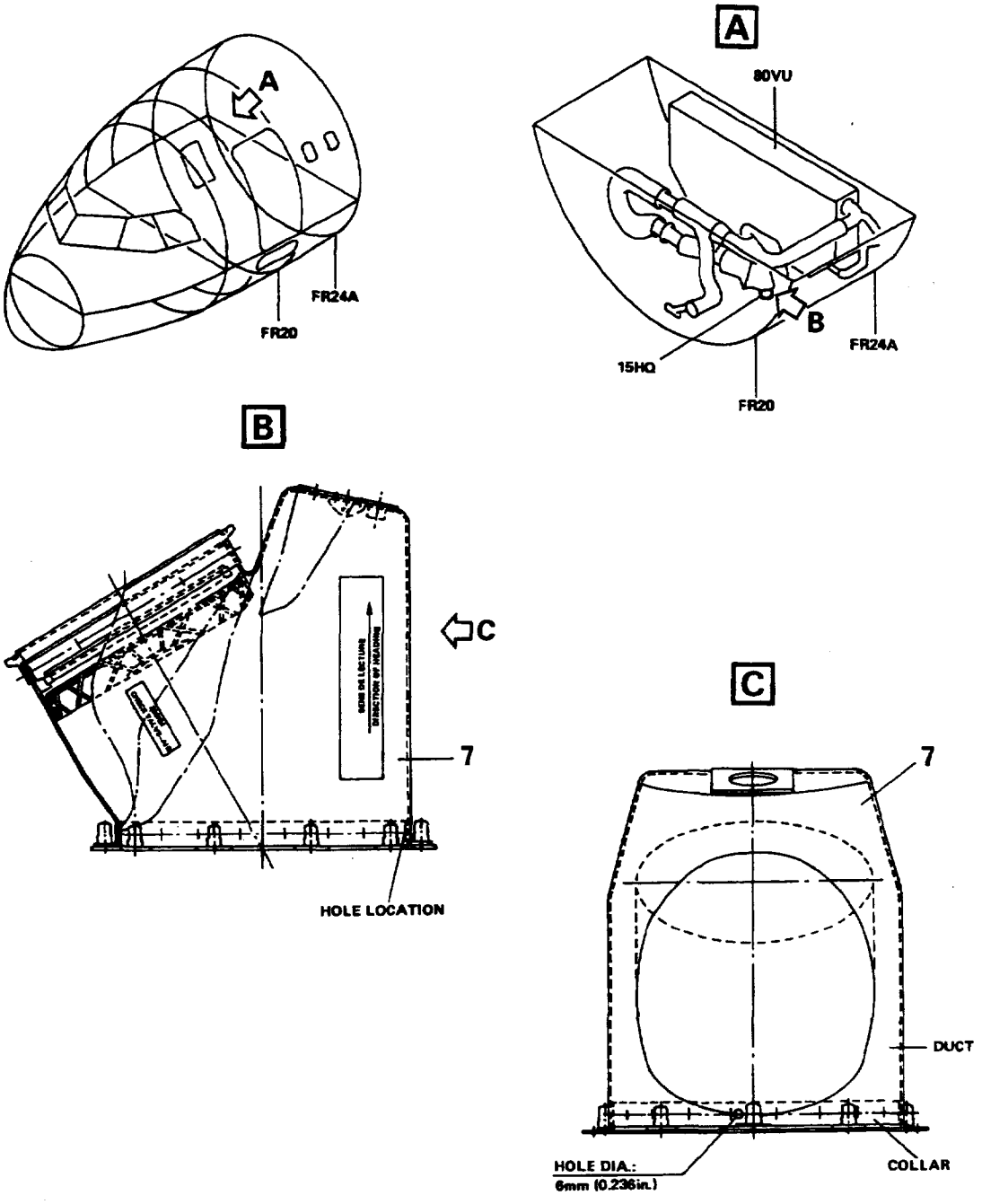

NSB5 211099 AG 00 d

Drilling of the Air Inlet Valve
Figure 4, Sheet 1

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Line	END 1				LEAD						END 2				Instructions
	Zone or Panel	Elec. Ident.	Term	Terminal P/N	Wire Ident.	Col	Route	Gauge	Length cm.	Length in.	Zone or Panel	Elec. Ident.	Term	Terminal P/N	
1	80VU	54VC-A	7		2126-0369	B	1M	QF24			126	28HQ-A	B		D
2	80VU	54VC-A	8		2126-0369	R	1M	QF24			126	28HQ-A	A		D
3	80VU	54VC-A	2		2126-0369	Y	1M	QF24			126	28HQ-A	C		D
4															
5															
6	80VU	54VC-A	7	E0396DV2200	2126-0369	B	1M	QF24	1500	600	126	28HQ-A	B	938152SA2000	(a) A
7	80VU	54VC-A	8	E0396DV2200	2126-0369	R	1M	QF24	1500	600	126	28HQ-A	A	938152SA2000	(a) A
8	80VU	54VC-A	2	E0396DV2200	2126-0369	Y	1M	QF24	1500	600	126	28HQ-A	C	938152SA2000	(a) A
9															
10															
11															
12															
13															
14															
15															
16															
17															
18															
19															
20															
21															
22															
23															
24															
25															

D = DELETED WIRE
A = ADDED WIRE
(a) = BUNDLE D9000095106195

NSB5 211099 AH 00 d

Hook-up Chart
Figure 5, Sheet 1

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3. MATERIAL INFORMATION

A. LIST OF COMPONENTS

ITEM	NEW PART No.	QTY	KEYWORD	ITEM	OLD PART No.	INT INST DISP
Kit No. 211099A01						
1	D5311143820000	1	Shim			
2	D5391679600200	1	Box-Half			
3	D5391208520000	1	Flange			
4	ASNA2051DEJ4020	15	Rivet			
5	ASNA0113-40CA	7	Washer			
6	NSA5527-03-01	2	Spacer			
	D9000095106195	1	Bundle			
	D9100095102895	1	PLCRDSET			
	NSA8205-171	1	O-Ring			
	NSA935401-03	30	Tie			
	NSA935401-04	32	Tie			
	NSA935401-08	250	Tie			

B. SPECIAL TOOLS

None

C. LIST OF MATERIAL - OPERATOR SUPPLIED

DESCRIPTION	REFERENCE TO CML	QTY PER A/C
Polysulphide Sealant Dichromate Cured	Mat. No. 09-016	As required
Methyl-Ethyl-Ketone	Mat. No. 11-003	As required
Polyurethane Primer	Mat. No. 16-001	As required
Polyurethane Topcoatgrey (For Internal Applic.)	Mat. No. 16-002	As required
Wash Primer	Mat. No. 16-020	As required
Conduit E0432A04	None	1
Adhesive Tape KB6 JEHIER S.A. BP22 49210 CHEMILLE FRANCE	None	As required

D. PARTS TO BE RE-IDENTIFIED BY OPERATOR

ITEM	NEW PART No.	KEYWORD	ITEM	OLD PART No.	INT
7	D53916795000	Duct		D53912686000 or D53912686001 or D53912686002	

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