

Operations Bulletin



Bulletin 109

Eaton Carter 64200 series fuelling
nozzles (follow up on Bulletin 100)

14th Mar 2018

Introduction

As a result of reports of incidents involving loose or missing poppet handle crank assembly lock nuts and cotter pins from Eaton (Carter) 64200 series nozzles in service, JIG published Bulletin 100 in February 2017. The Bulletin prompted users of Eaton Carter 64200 series fuelling nozzles to carry out an inspection, described in Service Bulletin (SB02092017) released by Eaton on February 9, 2017.

JIG continued the work with Eaton to establish further actions to prevent similar incidents from re-occurring and this Bulletin is a follow up on JIG Bulletin 100.

Case for Action

Eaton released in January 2018 the attached Service Bulletin (SB01042018) with installation instructions of the crank cotter pin on Eaton Carter nozzle models 64200, 64201, and 64250 and a link to a video on YouTube, which demonstrates proper pin installation.

Service Bulletin: [SB01042018 weblink](#) or [SB01042018 PDF attachment](#)

YouTube Video : <https://www.youtube.com/watch?v=MLBrAjSEIUg>

(Note: If you are unable to access the Service Bulletin due to your browser, Acrobat or site access restrictions, please contact andrea.wixey@jigonline.com)

All users of Eaton (Carter) 64200 series nozzles shall apply the crank cotter pin installation instructions described in the attached Service Bulletin (SB01042018) and demonstrated on the YouTube Video.

If further information is required, users should contact Eaton or their local distributor.

Actions to Implement this Bulletin (See Table 1 for Action Type Codes)

Action Description	Action Type	Target Completion Date
Users of Eaton Carter nozzle models 64200, 64201, and 64250 shall adopt the crank cotter pin installation instructions described in the attached Service Bulletin (SB01042018) and demonstrated on the YouTube Video released by Eaton.	RP	30 th April 2018

Endorsed by IATA



Technical Fuel Group

Operations Bulletin



Table 1 Action Type Codes

Action Types	JIG Bulletin Action Type Definition
JS	Change to JIG Standard – to be adopted by JV and/or Operator to continue to meet the JIG Standard(s) (JIG 1, 2, 4, EI/JIG 1530 and the JIG HSSE Management System).
RP	JIG Recommended Practice which the JV should consider adopting as its own practice (**).
I	Issued for information purposes only.

Note (**) - If the JV agreements require any of the JIG Standards and/or any of the JIG Common Processes as the governing operational standard then adoption of changes to applicable JIG Standards and/or Common Processes should not be considered optional by the JV Board.

Note: This document is intended for the guidance of Members of JIG and companies affiliated with Members of JIG, and does not preclude the use of any other operating procedures, equipment or inspection procedures. The information contained in this publication is subject to constant review in the light of changing government requirements and regulations. Although efforts are made to keep this information up-to-date, accurate, complete, and free from error, we make no representation, warranty or guarantee, whether express or implied, that the information is up-to-date, accurate, complete, free from error, or in compliance with applicable law and regulations. No subscriber or other reader should act on the basis of any such information without referring to applicable laws and regulations and/or without taking appropriate professional advice. None of JIG, its Members, the Companies affiliated with its Members accepts responsibility for any loss or damage, whether in contract, tort (including negligence), breach of statutory duty, or otherwise, even if foreseeable, arising under or in connection with your use, adoption or reliance on the information in this document. You use this information at your own risk, but for the full terms and conditions concerning use of this document, please refer to <http://www.jigonline.com/legal-and-copyright/>

JIG is the owner of the copyright and all intellectual property rights in the publication. IATA uses such rights with permission from JIG.

Endorsed by IATA



Technical Fuel Group