RUBBER TRIM - REMOVAL/INSTALLATION

EFFECTIVITY: ALL

1. General

   A. This section gives the procedures to remove and install the rubber trim.

   B. The procedures in this section are given in the sequence below. The tasks identified with (♦) are part of the Scheduled Maintenance Requirements Document (SMRD).

TASK NUMBER	*DESCRIPTION*	*EFFECTIVITY*
56-10-02-000-801-A	RUBBER TRIM - REMOVAL	ALL
56-10-02-400-801-A	RUBBER TRIM - INSTALLATION	ALL

TASK 56-10-02-000-801-A
EFFECTIVITY: ALL

2. RUBBER TRIM - REMOVAL

A. General

(1) This procedure gives the instructions to remove the rubber trim.

B. References

REFERENCE	*DESIGNATION*
AMM TASK 56-10-01-000-801-A/400	COCKPIT WINDSHIELD - REMOVAL
AMM TASK 56-10-01-000-802-A/400	COCKPIT WINDSHIELD - REMOVAL
S.B.145-56-0006	-

C. Zones and Accesses

Not Applicable

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

Not Applicable

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	*FUNCTION*	*PLACE*
1	Does the task	Forward fuselage

I. Preparation

SUBTASK 841-002-A

(1) Remove the windshield (AMM TASK 56-10-01-000-801-A/400 or AMM TASK 56-10-01-000-802-A/400), as applicable.

J. Removal

SUBTASK 020-002-A

(1) For aircraft PRE-MOD. S.B.145-56-0006 do as follows:

(a) Remove the rubber trim.

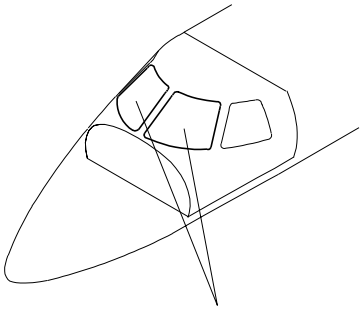
(b) Remove the double-faced adhesive.

(2) For aircraft POST-MOD. S.B.145-56-0006, refer to Figure 401 and do as follows:

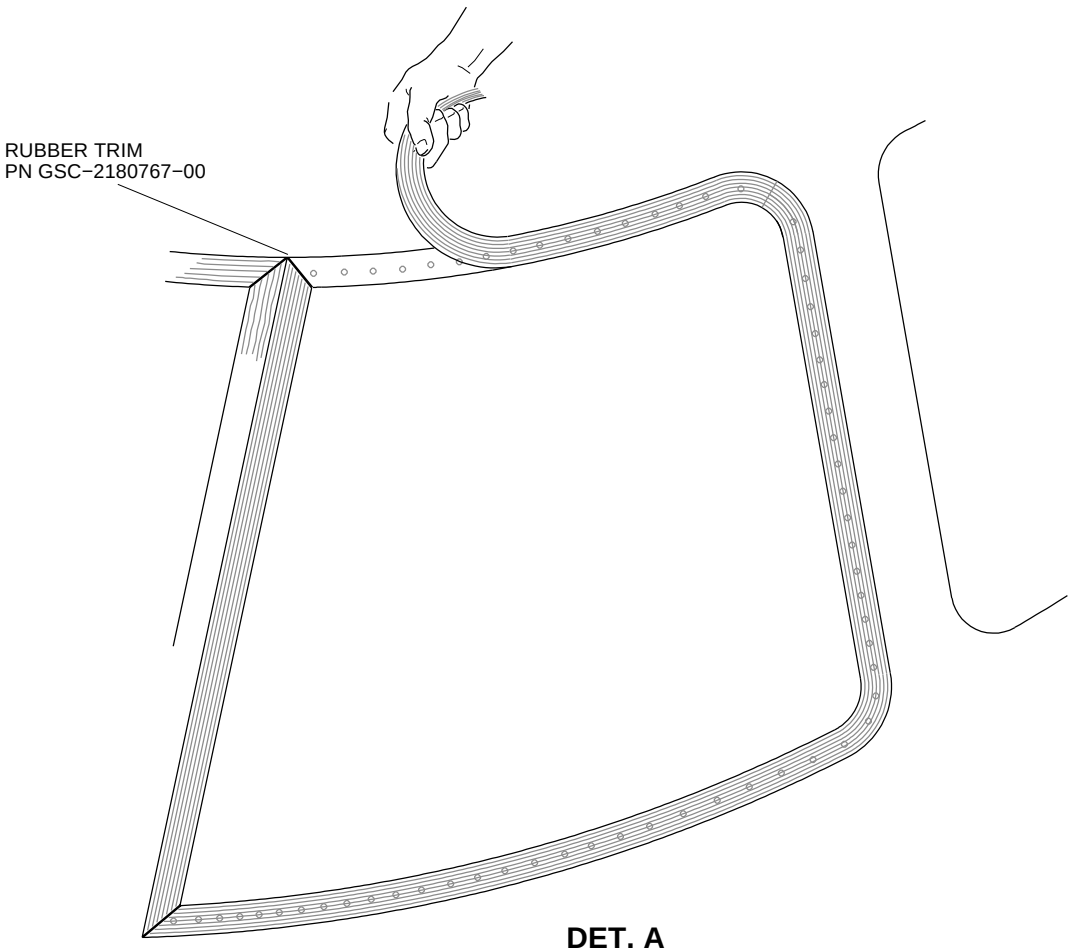
(a) Remove the end of the rubber trim from the surface of the fuselage frame.

NOTE: If necessary, use an acrylic spatula for the separation of the rubber trim from the surface of the fuselage frame.

EFFECTIVITY: POST-MOD. S.B. 145-56-0006
Rubber Trim - Removal
Figure 401



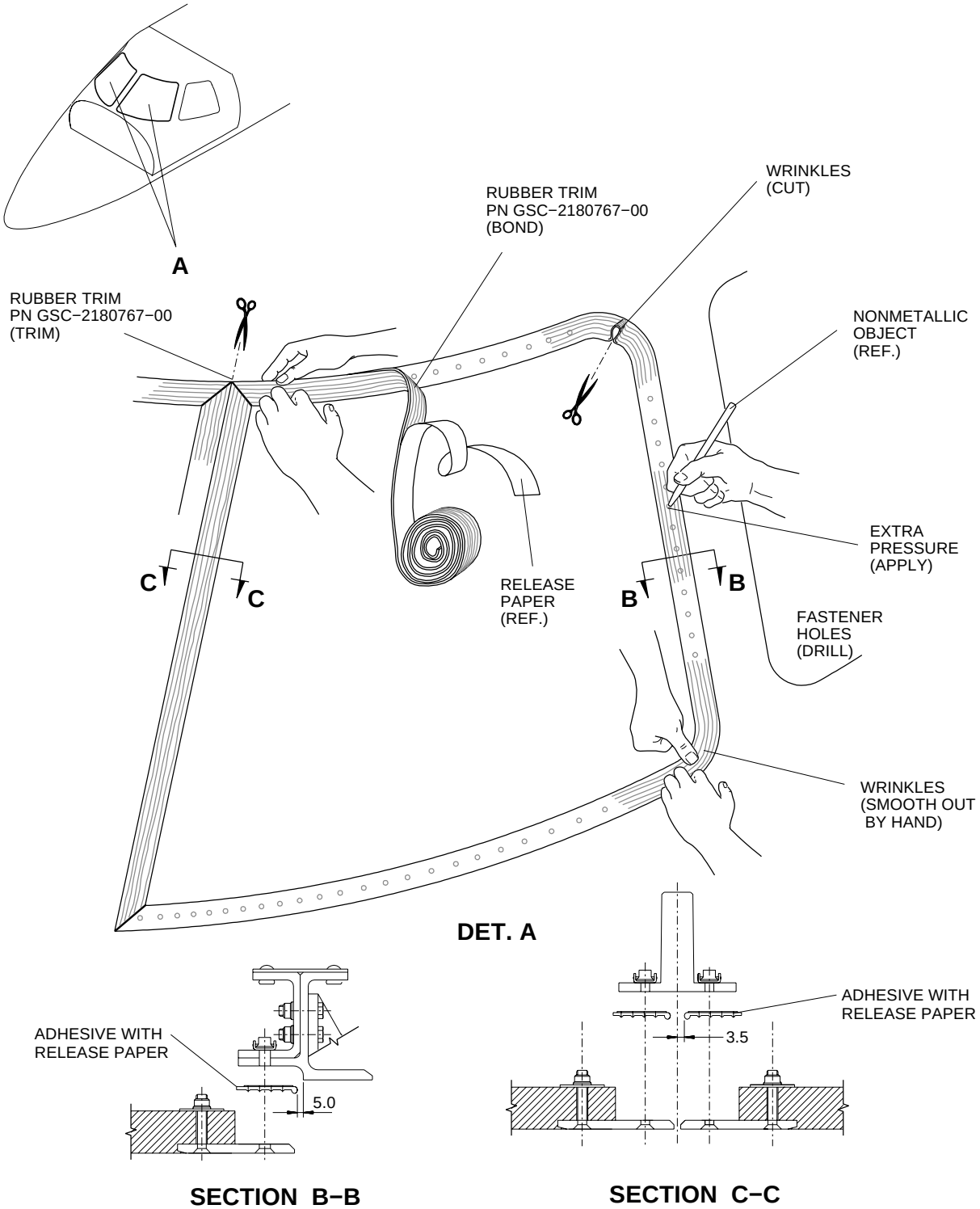
A



DET. A

145AMM560034.MCE

EFFECTIVITY: POST-MOD. S.B. 145-56-0006
Rubber Trim - Installation
Figure 402



NOTE:
DIMENSION IN mm

EM145AMM560033A.DGN

TASK 56-10-02-400-801-A
EFFECTIVITY: ALL

3. RUBBER TRIM - INSTALLATION

A. General

(1) This procedure gives the instructions to install the rubber trim.

B. References

REFERENCE	*DESIGNATION*
AMM TASK 56-10-01-400-801-A/400	COCKPIT WINDSHIELD - INSTALLATION
AMM TASK 56-10-01-400-802-A/400	COCKPIT WINDSHIELD - INSTALLATION
IPC 56-10-00	FLIGHT COMPARTMENT
S.B.145-56-0006	-

C. Zones and Accesses

Not Applicable

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

Not Applicable

F. Consumable Materials

SPECIFICATION (BRAND)	*DESCRIPTION*	*QTY*
ASTM-D-740	Methyl-Ethyl-Ketone (MEK)	AR

G. Expendable Parts

ITEM	*IPC REFERENCE (VENDOR REFERENCE)*	*QTY*
Double-faced adhesive tape	IPC 56-10-00	AR

H. Persons Recommended

QTY	*FUNCTION*	*PLACE*
1	Does the task	Forward fuselage

I. Installation (Figure 401) (Figure 402)

SUBTASK 420-002-A

(1) For aircraft PRE-MOD. S.B.145-56-0006 do as follows:

(a) Use double-faced adhesive tape to put the rubber trims on the transparency frame.

(b) Install the rubber trim with its splined side pointed to the aircraft structure.

(2) For aircraft POST-MOD. S.B.145-56-0006 do as follows:

WARNING: BE CAREFUL WHEN YOU USE SOLVENTS BECAUSE THEY ARE A HEALTH AND FIRE HAZARD. USE SAFETY GOGGLES AND PROTECTIVE CLOTHING. DO NOT BREATHE THE SOLVENT GASES AND WORK IN A WELL VENTILATED AREA.

(a) With a cloth moist with Methyl-Ethyl-Ketone (Spec. ASTM-D-740), clean the area where the new windshield frame seal will be bonded.

(b) Measure the necessary length of the new seal as follows: hold the tape against the surface where you will apply it, or use a tape measure. The length where the larger rib will be applied is critical. The other lengths of the seal tape can be slightly stretched or compressed, but the cut length of the larger rib must be the same as the length to be installed. It can be useful to cut the seal 1/4 inch to 1/2 inch longer as precaution.

(c) Trim rubber trim P/N GSC-2180767-00 at the corners at a 30-degree angle.

NOTE: Do not trim the large rib shorter than the sealing surface.

(d) Bond the rubber trim as follows: remove the adhesive release paper and put the larger rib all along the contour of the cockpit windshield frame. Make sure that there is a minimum outboard edge margin of 5.0 mm and a minimum distance of 3.5 mm from the windshield center post center line to the seal edge. Only after the larger rib is in the correct position, you must push the rubber trim firmly against the sealing surface.

NOTE:
- Make the external bulb of the rubber trim fill the chamfer of the cockpit windshield molding.
- After the cockpit windshield frame is installed with the rubber trim, no curing time is necessary.

(e) Do the rubber trim measuring and trimming procedure on the adjacent edges.

NOTE:
- To keep the rubber trim integrity, there must be an overlap of one-quarter to one-half inch at the adjacent ends of a splice on a corner or part of a repair.
- Around curved areas, also correctly put the larger rib in position before you push the rest of the rubber trim against the aircraft structure. It is important not to let wrinkles be pinched together and folded over to make three layers of tape. This can cause uneven sealing. Wrinkles must be cut and overlapped as in the alternate cornering , or they must be smoothed out by hand, if they are small.
- If you apply more pressure to the seal you will cause the pressure sensitive adhesive to attach more tightly to the sealing surface. Also there will be an indentation/discoloration at the fastener holes, which will make their identification easier.

(f) With a nonmetallic object with a sharp point, start all fastener holes. Flat tipped fasteners will not go through the seal unless the hole is started before.

J. Follow-on

SUBTASK 842-002-A

(1) Install the windshield (AMM TASK 56-10-01-400-801-A/400 or AMM TASK 56-10-01-400-802-A/400), as applicable.