SPECIAL ATTENTION

Number:	**747-25-3381**
Original Issue:	August 19, 2010
Revision 3:	February 19, 2021
ATA System:	2500 2030 2050 2453 2514 2552 2553 2559

SUBJECT: EQUIPMENT/FURNISHINGS - Flight Compartment and Cargo Compartment - BMS 8-39 Urethane Foam Replacement

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SPECIAL ATTENTION

Number: **747-25-3381**
Original Issue: August 19, 2010
Revision 3: February 19, 2021
ATA System: 2500 2030 2050 2453 2514 2552 2553 2559

Revision Transmittal Sheet

SUBJECT: EQUIPMENT/FURNISHINGS - Flight Compartment and Cargo Compartment - BMS 8-39 Urethane Foam Replacement

This revision includes all pages of the service bulletin.

COMPLIANCE INFORMATION RELATED TO THIS REVISION

Federal Aviation Administration (FAA) Airworthiness Directive AD 2013-11-04 is related to this service bulletin.

The FAA will possibly release an additional Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Airplane variable number RT951 was moved from Group 10 to Group 16.

Airplane variable numbers RT161, RT164, RT166, RT519, RT520, RT528, RT657 and RT967 were moved from Group 7 to new Group 18.

Airplane variable numbers RT461, RT631, RT632, RT642, RT743, RT752, RT654, RT691, RT692, and RT876 were moved from Group 16 to new Group 19.

Airplane variable number RT524 was moved from Group 2 to Group 7.

Effects of Revision 3 on airplanes on which the Original Issue, Revision 1 and Revision 2 of this service bulletin was previously done:

See Paragraph 1.D., Description for more information.

REASON FOR REVISION

This revision is sent to add an instruction for airplanes of Groups 13, 14, 16, 17 and 19. An instruction is also added for Group 11 airplanes as a result of an occurrence of BMS 8-39 foam in the forward cargo compartment. This revision is also sent to incorporate what was found from the completed validation and to move airplanes between groups to agree with their configurations of equipment/furnishings related to the instructions of this service bulletin. Additionally, this revision gives separation of the work in the forward cargo compartment of this service bulletin from the work in the forward cargo compartment of Boeing service bulletin 747-25-3725.

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As a part of a service bulletin validation program, this change was completed on airplane RT161 by Service Bulletin 747-25-3381 Revision 2 before the release of Revision 3 of this service bulletin. The change completed on airplane RT161 by Service Bulletin 747-25-3381 Revision 2 is equivalent to the release of Revision 3 of this service bulletin. Airplane RT161 had the configuration of a Group 7 airplane at Revision 2 of this service bulletin.

These sections were changed:

1. Summary Background, added Boeing Service Bulletin reference, Service Related Problem (SRP) reference, Boeing Fleet Team Digest (FTD) references and validation information.

2. Summary Action, changed and added applicability, added instructions, changed format to have one list with all actions for each set of applicabilities.

3. Summary Compliance, added information.

4. Summary Material Information, added information.

5. Summary Illustration, changed applicability and added instructions.

6. Paragraph 1.A.1, Airplanes, changed information and descriptions. Added two new groups.

7. Paragraph 1.C., Reason, added Boeing Service Bulletin reference, SRP reference, Boeing FTD references, validation information and Revision 3 information.

8. Paragraph 1.D., Description, changed and added applicability, added instructions, changed format to have one list with all actions for each set of applicabilities, added Revision 3 information, and changed maintenance zones.

9. Paragraph 1.E., Compliance, added information.

10. Paragraph 1.F., Approval, changed information.

11. Paragraph 1.G., Manpower, changed manpower information.

12. Paragraph 1.H., Weight and Balance Changes, added information.

13. Paragraph 1.J.1., Existing Data, added Engineering Change Memo, Aircraft Maintenance Manual (AMM), Boeing Service Bulletin and Boeing FTD references. Removed Standard Wiring Practices Manual (SWPM) references.

14. Paragraph 1.K.1., Publications, added AMM and Illustrated Parts Catalog (IPC) references.

15. Paragraph 2.A., Material - Price and Availability, changed kit applicability.

16. Paragraph 2.C.1., Kits/Parts, changed table.

17. Paragraph 2.C.2., Parts and Materials Supplied by the Operator, added information, notes, and parts.

18. Paragraph 2.C.3., Parts Modified and Reidentified, changed and added information.

19. Paragraph 3.A., General Information, changed and added notes.

20. Paragraph 3.B., Work Instructions, changed applicability, and added and removed work instructions.

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21. Figures 1 thru 20, changed applicability.

22. Figure 1, added information to step table.

23. Figure 2, changed illustrations, added note above step table and changed step table, added footnote.

24. Figure 3, changed illustration and added information to step table.

25. Figure 6, changed illustrations, added note above step table and changed step table, added footnotes.

26. Figure 7, changed illustrations, added notes above step table and changed step table, added footnote.

27. Figure 8, changed illustrations, added notes above step table and changed step table, added footnote.

28. Figure 9, changed illustrations and note above step table, added footnote. Changed step table and figure title.

29. Figure 10, changed figure title, corrected applicability.

30. Figure 11, changed note above step table and changed step table.

31. Figures 13 and 15, changed step table.

32. Figure 16, changed figure title, changed Sheet 1 illustration, added note above step table and changed step table.

33. Figure 17, changed illustration, changed step table and added footnote.

34. Figure 19, changed illustrations, added notes above step table, added footnote and changed step table.

35. Figure 20, changed illustration, changed notes above step table, changed step table and added footnote.

36. APPENDIX A, added footnote (b), added photograph, removed information.

37. APPENDIX C, changed sheet 8 illustration, added sheet 15 and 16 illustrations.

38. APPENDIX D, changed Table 6 and added applicability.

39. APPENDIX E, added.

The data given in Alternative Method of Compliance Notices 747-25-3381 AMOC 01, 747-25-3381 AMOC 02, 747-25-3381 AMOC 03 and 747-25-3381 AMOC 04 are included in this revision.

The data given in Information Notice 747-25-3381 IN 02 is included in this revision.

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

Pages with no vertical lines have no changes.

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REVISION HISTORY

Original Issue:	August 19, 2010
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SPECIAL ATTENTION

Number: **747-25-3381**
Original Issue: August 19, 2010
Revision 3: February 19, 2021
ATA System: 2500 2030 2050 2453 2514 2552 2553 2559

Summary

SUBJECT: EQUIPMENT/FURNISHINGS - Flight Compartment and Cargo Compartment - BMS 8-39 Urethane Foam Replacement

BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS DOCUMENT IMMEDIATELY.

CONCURRENT REQUIREMENTS

None.

BACKGROUND

This change replaces seals in the cargo compartments and insulation on the pilots overhead panel that degrade over time and no longer satisfy the requirements for flammability, smoke and halon retention and fire blocking. If you do not make the change as given in this service bulletin, the degraded material can be an unacceptable fuel source for a fire if exposed to an ignition source. The degraded material will also compromise halon and smoke retention and fire blocking, which could result in the inability to keep sufficient halon concentrations within the cargo compartment.

The seals are made of BMS 8-39 urethane foam. BMS 8-39 foam fire retardants are mixed into, but are not chemically connected with, the remaining components of the foam. This condition will cause the fire retardants to have decreased effectiveness of fire resistance over time.

Some operators reported the BMS 8-39 urethane foam burned at some areas in service. Boeing found that the self-extinguishing and physical properties of the BMS 8-39 Urethane foam can degrade after five to ten years. The degraded material can be an unacceptable fire fuel source for a fire if exposed to an ignition source. The degraded material will also compromise halon and smoke retention and fire blocking, which could result in the inability to keep sufficient halon concentrations within the cargo compartment.

This change replaces BMS 8-39 urethane foam in areas of the airplane where it is not easy to access for fire and smoke detection or suppression. It is also replaced in areas where it is used to prevent fire or smoke penetration. It is not replaced in areas where it is encapsulated by a protective fire resistant barrier or where it is physically isolated from an ignition source. The BMS 8-39 foam is replaced with either BMS 8-371 insulation foam or BMS 1-68 silicone foam rubber. The selection of either BMS 8-371 or BMS 1-68 material will be based on requirements for use and its location in the airplane.

Boeing Service Related Problem 747-SRP-25-0234 and 747-SRP-25-0403 are related to this service bulletin.

Boeing Service Bulletin 747-53-2877 and 747-25-3725 are related to this service bulletin.

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Boeing Fleet Team Digest (FTD) 747 FTD 53-13010, 747 FTD 25-03005 and 747-400 FTD 25-03009 are related to this service bulletin.

As a part of a service bulletin validation program, this change was completed on airplane RM084 by Service Bulletin 747-25-3381 Original Issue before the release of Revision 1 of this service bulletin. The change completed on airplane RM084 by Service Bulletin 747-25-3381 Original Issue is equivalent to the release of Revision 1 of this service bulletin. Airplane RM084 has the configuration of a Group 2 airplane.

As a part of a service bulletin validation program, this change was completed on airplane RT161 by Service Bulletin 747-25-3381 Revision 2 before the release of Revision 3 of this service bulletin. The change completed on airplane RT161 by Service Bulletin 747-25-3381 Revision 2 is equivalent to the release of Revision 3 of this service bulletin. Airplane RT161 had the configuration of a Group 7 airplane at Revision 2 of 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	Yes	Paragraph 1.E., Compliance and Paragraph 1.F., Approval
Weight and Balance Change	No	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
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 85901-98RS, PRR 85901-58S)

Group 1, Configuration 1:

1. Replace BMS 8-39 foam seals in the main deck system tube/wire on the left and right sidewalls.
2. Replace BMS 8-39 foam air seals in the main deck on the left and right sidewalls.
3. Replace BMS 8-39 foam strip on the main deck ceiling panel.
4. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
5. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
6. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.

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7. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
8. Remove foam pads from the crown area of the airplane.
9. Replace the flight compartment moisture seal.
10. Replace BMS 8-39 foam seals in the E1/E2 rack Wire Integration Unit (WIU) cover assemblies.

Group 1-3, Configuration 2:

1. Replace BMS 8-39 foam seals in the E1/E2 rack Wire Integration Unit (WIU) cover assemblies.
2. Replace the flight compartment moisture seal.
3. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

Group 1-3, 6-8, Configuration 3; Group 9, Configuration 2-3; Group 10, Configuration 4; Group 12-15, Configuration 3; Group 16-17, Configuration 4; Group 18, Configuration 3; Group 19, Configuration 4:

1. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

Group 2-3, 9, Configuration 1:

1. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
2. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
4. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
5. Replace the flight compartment moisture seal.
6. Replace BMS 8-39 foam seals in the E1/E2 rack WIU cover assemblies.
7. Replace BMS 8-39 foam in the main deck air baffle on left and right sidewalls.
8. Remove foam pads from the crown area of the airplane.

Group 4-5, Configuration 1:

1. Replace BMS 8-39 foam in the main deck air baffle on left and right sidewalls.

Group 6, Configuration 1:

1. Replace BMS 8-39 foam in the main deck air baffle on left and right sidewalls.
2. Replace BMS 8-39 foam seals in the main deck system tube/wire on the left and right sidewalls.
3. Replace BMS 8-39 foam strip in main deck ceiling panel.
4. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

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5. Remove foam pads from the crown area of the airplane.
6. Replace the flight compartment moisture seal.
7. Replace foam seals in the E1/E2 rack WIU cover assemblies.

Group 6-9, 18, Configuration 2:

1. Replace foam seals in the E1/E2 rack WIU cover assemblies.
2. Replace the flight compartment moisture seal.
3. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

Group 7, Configuration 1:

1. Replace BMS 8-39 foam air seals in main deck on the left and right sidewalls.
2. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
4. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
5. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
6. Replace the flight compartment moisture seal.
7. Replace foam seals in the E1/E2 rack WIU cover assemblies.

Group 8, 18, Configuration 1:

1. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
2. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
4. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
5. Remove foam pads from the crown area of the airplane.
6. Replace the flight compartment moisture seal.
7. Replace foam seals in the E1/E2 rack WIU cover assemblies.

Group 10, Configuration 1:

1. Replace BMS 8-39 foam in the main deck air baffle on left and right sidewalls.
2. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.

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4. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
5. Remove foam pads from the crown area of the airplane.
6. Replace the flight compartment moisture seals.

Group 10, Configuration 2:

1. Replace BMS 8-39 foam air seals in main deck on the left and right sidewalls.
2. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
4. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
5. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
6. Remove foam pads from the crown area of the airplane.
7. Replace the flight compartment moisture seal.

Group 10, Configuration 3; Group 12-15, Configuration 2; Group 16-17, 19, Configuration 3:

1. Replace the flight compartment moisture seal.
2. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

Group 11, Configuration 1:

1. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
2. Remove foam pads from the crown area of the airplane.
3. Replace the flight compartment moisture seal.
4. Replace foam seals in the E1/E2 rack WIU cover assemblies.
5. Replace forward cargo compartment system tube/wire foam seal.

Group 12, 15, Configuration 1:

1. Replace BMS 8-39 foam air seals in main deck on the left and right sidewalls.
2. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
4. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
5. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
6. Remove foam pads from the crown area of the airplane.

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7. Replace the flight compartment moisture seal.

Group 16-17, 19, Configuration 2:

1. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
2. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
4. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
5. Replace the flight compartment moisture seal.
6. Replace BMS 8-39 foam in the main deck air baffle on left and right sidewalls.
7. Remove foam pads from the crown area of the airplane.

Group 11, Configuration 2; Group 13-14, Configuration 4; Group 16-17, 19, Configuration 5:

1. Replace forward cargo compartment system tube/wire foam seal.

Group 13-14, 16-17, 19, Configuration 1:

1. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
2. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
3. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
4. Replace the flight compartment moisture seal.
5. Replace BMS 8-39 foam in the main deck air baffle on left and right sidewalls.
6. Remove foam pads from the crown area of the airplane.

Group 1-3, Configuration 4; Group 4-5, Configuration 2; Group 6-9, Configuration 4; Group 10, Configuration 5; Group 12, Configuration 4; Group 13-14, Configuration 5; Group 15, Configuration 4; Group 16-17, Configuration 6; Group 18, Configuration 4:

1. No more work is required.

EFFECTIVITY

747-100/100B/100B SUD/200B/200F/300/400/400D/400F, 747SP, 747SR Airplane(s). Refer to Paragraph 1.A.1., Airplanes for the list of affected airplanes.

COMPLIANCE

Federal Aviation Administration (FAA) Airworthiness Directive AD 2013-11-04 is related to this service bulletin.

The FAA will possibly release an additional Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

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Refer to Paragraph 1.E., Compliance.

INDUSTRY SUPPORT INFORMATION

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

MANPOWER

Refer to Paragraph 1.G., Manpower.

MATERIAL INFORMATION

Boeing Supplied Kits/Parts.

Operator Supplied Materials/Parts.

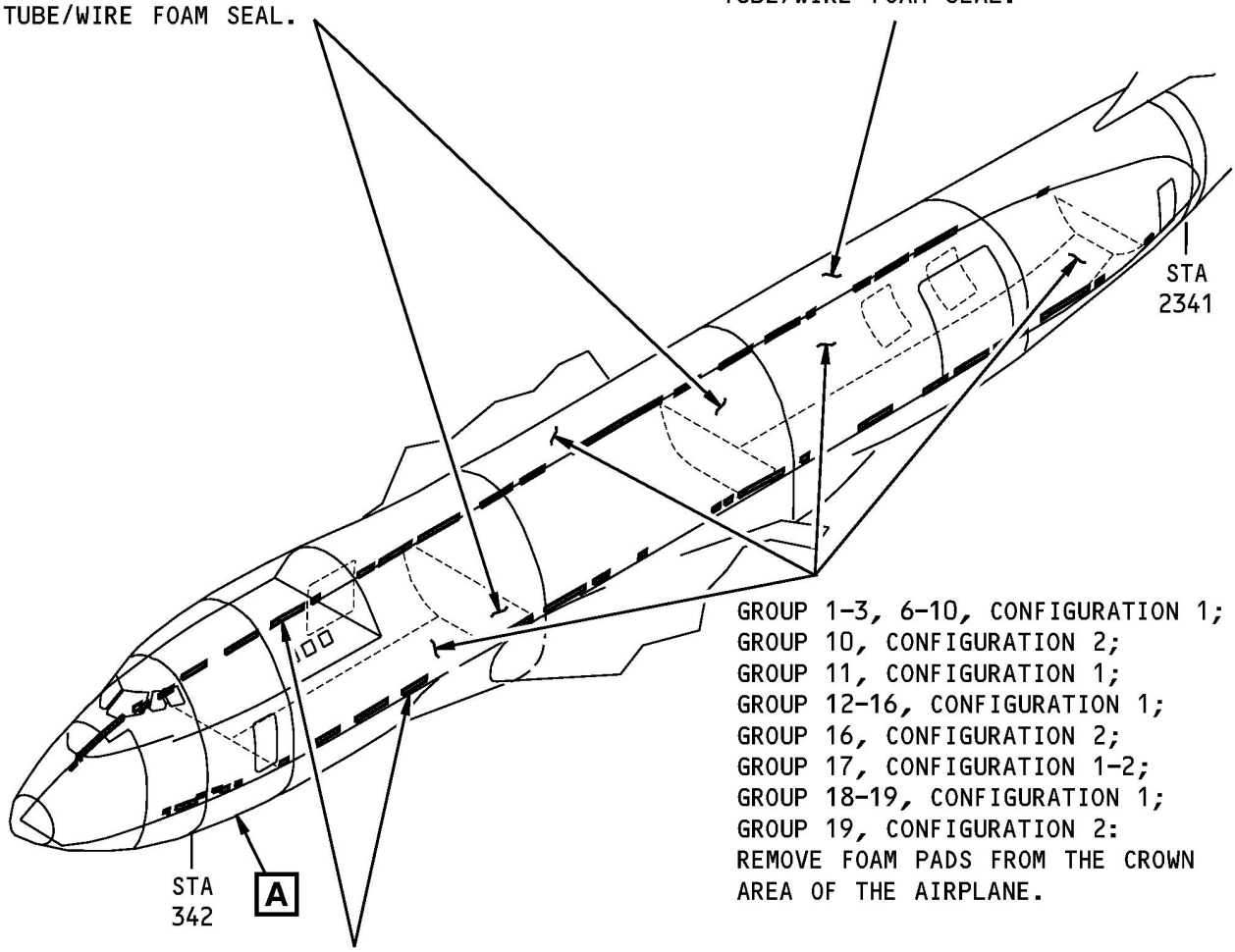
Refer to Paragraph 2.A., Material - Price and Availability.

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GROUP 11, CONFIGURATION 1-2;
GROUP 13-14, CONFIGURATION 4;
GROUP 16-17, CONFIGURATION 5:
REPLACE THE FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL.

GROUP 1-3, 6-10, 12-19, CONFIGURATION 1-3;
GROUP 10, 16-17, 19, CONFIGURATION 4: REPLACE THE FORWARD AND AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL.

GROUP 1, 6-7, 10, CONFIGURATION 1;
GROUP 10, CONFIGURATION 2;
GROUP 12, 15 CONFIGURATION 1:
REPLACE THE MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL.



GROUP 1-3, 6-10, CONFIGURATION 1;
GROUP 10, CONFIGURATION 2;
GROUP 11, CONFIGURATION 1;
GROUP 12-16, CONFIGURATION 1;
GROUP 16, CONFIGURATION 2;
GROUP 17, CONFIGURATION 1-2;
GROUP 18-19, CONFIGURATION 1;
GROUP 19, CONFIGURATION 2:
REMOVE FOAM PADS FROM THE CROWN AREA OF THE AIRPLANE.

GROUP 2-5, CONFIGURATION 1;
GROUP 9, 13-14, 16 CONFIGURATION 1;
GROUP 16, CONFIGURATION 2;
GROUP 17, CONFIGURATION 1-2;
GROUP 19, CONFIGURATION 1-2:
REMOVE AND INSTALL MAIN DECK AIR BAFFLE FOAM.

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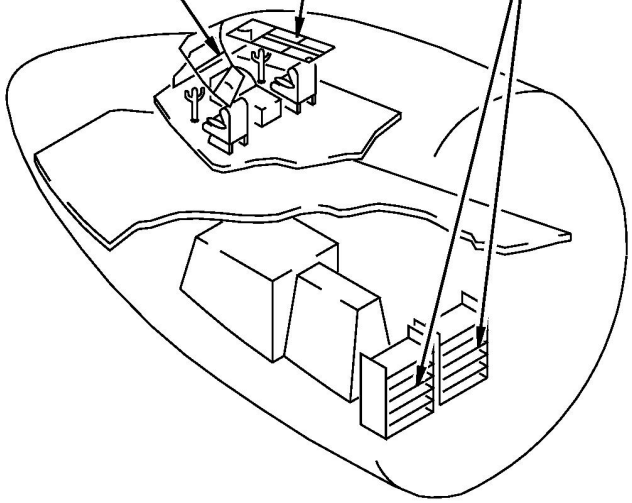
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GROUP 1-3, 7-9, 12, 18, CONFIGURATION 1;
GROUP 10, 16-17, 19, CONFIGURATION 1-2:
REPLACE FOAM IN THE FLIGHT COMPARTMENT OVERHEAD PANEL SUPPORT STRUCTURE AND IN THE FLIGHT COMPARTMENT OVERHEAD DRIPSHIELD.

GROUP 1-3, 7-9, 11, CONFIGURATION 1; GROUP 10, CONFIGURATION 2:
REPLACE FOAM IN THE FLIGHT COMPARTMENT PANEL SUPPORT STRUCTURE.

GROUP 1-3, 6-9, 12-15, 18, CONFIGURATION 1-2; GROUP 10, 16-17, 19, CONFIGURATION 1-3; GROUP 11, CONFIGURATION 1:
REPLACE THE FLIGHT COMPARTMENT MOISTURE SEAL.

GROUP 1-3, 6-9, 18, CONFIGURATION 1-2; GROUP 11, CONFIGURATION 1:
REPLACE FOAM SEAL ON THE E1/E2 RACKS WIU COVER ASSEMBLIES.



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SPECIAL ATTENTION

Number: **747-25-3381**
Original Issue: August 19, 2010
Revision 3: February 19, 2021
ATA System: 2500 2030 2050 2453 2514 2552 2553 2559

SUBJECT: EQUIPMENT/FURNISHINGS - Flight Compartment and Cargo Compartment - BMS 8-39 Urethane Foam Replacement

BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS DOCUMENT IMMEDIATELY.

1. PLANNING INFORMATION

A. Effectivity

1. Airplanes

Refer to Service Bulletin Index Document D6-30300 Part 3 for Airplane Variable Number, Line Number, and Serial Number data.

This bulletin is applicable to 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SP, 747SR Airplane(s), line number(s) 5, 8-9, 23-25, 28, 41-42, 46, 48, 52, 57, 59-61, 64, 66-67, 70, 72-73, 77-80, 82, 85-86, 90, 94-96, 106-107, 109-112, 115-119, 121-122, 125, 128, 130-131, 133-138, 141, 143-144, 147, 150-152, 155-156, 159, 161, 163, 165-166, 169-171, 178-179, 181, 183, 185-189, 192, 195-197, 199, 202, 204, 210, 214-215, 217-222, 225-226, 231-236, 238-240, 242, 244-248, 250, 253-257, 259-260, 262-264, 267, 271, 274-276, 278-279, 282-284, 288, 290-292, 294, 296, 298-300, 302-304, 306-307, 309-310, 312-314, 317, 320-324, 326, 328-329, 332-333, 335-336, 338, 341, 344-346, 348-349, 351, 353, 355-357, 359-361, 364-365, 367-371, 373-381, 383, 389-390, 393, 395, 397, 402-405, 407, 411-415, 417-418, 421-425, 427-429, 431, 434-437, 440-443, 445-447, 450-452, 457, 459, 461, 463, 465-471, 473-474, 479, 481, 484, 487, 489, 491, 493, 495-498, 501-504, 506-507, 509, 511-519, 521-523, 525-534, 536, 539, 541-542, 544, 546-548, 550-554, 556-557, 559-560, 563-564, 566-568, 570, 572, 575-579, 581-589, 592-603, 606-607, 609-612, 615-616, 618-622, 624, 626-627, 629-632, 634-646, 648-653, 655, 657-659, 661-668, 671-679, 681, 683, 685-686, 688, 690-696, 698, 700-705, 707-709, 711, 713, 715-717, 719, 721-723, 725-751, 753-771, 773-775, 777-813, 815-817, 819-821, 823-877, 879-885, 887-888, 890-976, 978-1082, 1084-1098, 1100-1419 in 19 Group(s). Where the effectivity is presented with hyphens between line numbers, the airplane applicability means "through" and "inclusive", e.g. line numbers 1-9 means line numbers 1 through 9 inclusive.

The Variable Numbers and Group Information for the applicable airplanes is given below. Refer to PRR 85901-58S and PRR 85901-98RS for data about this change.

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GROUP	CONFIGURATION	DESCRIPTION
1	-	747-400F Airplanes.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	3	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 2 of this service bulletin.
2	-	747-400, -400D Passenger airplanes.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	3	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 2 of this service bulletin.
3	-	747-400 Combi Airplanes.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	3	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 2 of this service bulletin.
4	-	747-100, -100B, -100B SUD, -200B, -300, 747SP, 747SR Passenger Airplanes.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.

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GROUP	CONFIGURATION	DESCRIPTION
5	-	747-100, -200B, -300, 747SR Passenger Airplanes that have been converted to freighters and 747-200F Airplanes.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
6	-	747-400F Airplanes with acceptable foam insulation on the flight deck.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	3	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 2 of this service bulletin.
7	-	747-400 Passenger Airplanes that have been converted into freighters.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	3	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 2 of this service bulletin.

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GROUP	CONFIGURATION	DESCRIPTION
8	-	747-400 Airplane line number 1101 that is a Boeing Converted Freighter (BCF).
	1	Airplane that has not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplane that has accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	3	Airplane that has accomplished Revision 1 but not Revision 2 of this service bulletin.
	4	Airplane that has accomplished Revision 2 of this service bulletin.
9	-	747-400 Combi Airplanes.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	3	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 2 of this service bulletin.
10	-	747-400 Airplanes that are Boeing Converted Freighter (BCF), are included in service bulletin 747-21-2347 and have E1/E2 Wire Integration Unit (WIU) covers which had no foam installed in production.
	1	Airplanes that have not accomplished the Original Issue of this service bulletin and have not accomplished service bulletin 747-21-2347.
	2	Airplanes that have not accomplished the Original Issue of this service bulletin but have accomplished service bulletin 747-21-2347.
	3	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	5	Airplanes that have accomplished Revision 2 of this service bulletin.

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GROUP	CONFIGURATION	DESCRIPTION
11	-	747-400F Airplanes after line number 1374.
	1	Airplanes that have not accomplished Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished Revision 1 or Revision 2 of this service bulletin.
12	-	747-400F Airplane, line number 968, that was previously in Group 1 at Revision 1 of this service bulletin and has E1/E2 WIU covers which had no foam installed in production.
	1	Airplane that has not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplane that has accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	3	Airplane that has accomplished Revision 1 but not Revision 2 of this service bulletin.
	4	Airplane that has accomplished Revision 2 of this service bulletin.
13	-	747-400, -400D Passenger Airplanes that were previously in Group 2 at Revision 1 of this service bulletin and have E1/E2 WIU covers which had no foam installed in production.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	3	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 2 but not the Original Issue or Revision 1 of this service bulletin.
	5	Airplanes that have accomplished Revision 2 and have accomplished the Original Issue or Revision 1 of this service bulletin.

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GROUP	CONFIGURATION	DESCRIPTION
14	-	747-400 Combi Airplanes that were previously in Group 3 at Revision 1 of this service bulletin, and have E1/E2 WIU covers without foam installed in production.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	3	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 2 but not the Original Issue or Revision 1 of this service bulletin.
	5	Airplanes that have accomplished the Original Issue, Revision 1 and Revision 2 of this service bulletin.
15	-	747-400 Airplanes that were previously in Group 2 or Group 7 at Revision 1 of this service bulletin, are Boeing Converted Freighters (BCFs) and have E1/E2 WIU covers without foam installed in production.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	3	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 2 of this service bulletin.

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GROUP	CONFIGURATION	DESCRIPTION
16	-	747-400, -400D Passenger Airplanes that were previously in Group 8 at the Original Issue or Revision 1 of this service bulletin, are included in service bulletin 747-21-2347 and have E1/E2 WIU covers without foam installed in production.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin and have not accomplished service bulletin 747-21-2347.
	2	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin but have accomplished service bulletin 747-21-2347.
	3	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	5	Airplanes that have accomplished Revision 2 but have not accomplished the Original Issue or Revision 1 of this service bulletin.
	6	Airplanes that have accomplished Revision 2 and have accomplished the Original Issue or Revision 1 of this service bulletin.
17	-	747-400 Combi Airplanes that were previously in Group 9 at Revision 1 of this service bulletin, are included in service bulletin 747-21-2347 and have E1/E2 WIU covers without foam installed in production.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin and have not accomplished service bulletin 747-21-2347.
	2	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin but have accomplished service bulletin 747-21-2347.
	3	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	5	Airplanes that have accomplished Revision 2 but have not accomplished the Original Issue or Revision 1 of this service bulletin.
	6	Airplanes that have accomplished Revision 2 and have accomplished the Original Issue or Revision 1 of this service bulletin.

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GROUP	CONFIGURATION	DESCRIPTION
18	-	747-400 Airplanes that are Boeing Converted Freighters, and were previously in Group 7 at Revision 2 of this service bulletin.
	1	Airplanes that have not accomplished the Original Issue, Revision 1 or Revision 2 of this service bulletin.
	2	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	3	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 2 of this service bulletin.
19	-	747-400, -400D Airplanes that were previously in Group 16 at Revision 2 of this service bulletin, are included in service bulletin 747-21-2347, are Boeing Converted Freighters (BCFs) and have E1/E2 WIU covers without installed in production.
	1	Airplanes that have not accomplished the Original Issue of this service bulletin and have not accomplished service bulletin 747-21-2347.
	2	Airplanes that have not accomplished the Original Issue of this service bulletin but have accomplished service bulletin 747-21-2347.
	3	Airplanes that have accomplished the Original Issue but not Revision 1 or Revision 2 of this service bulletin.
	4	Airplanes that have accomplished Revision 1 but not Revision 2 of this service bulletin.
	5	Airplanes that have accomplished Revision 2 of this service bulletin.

Airplane Models:

747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SP, 747SR

Variable Number	Group
RA015	5
RA016	4
RA026	5
RA028 - RA030	5
RA033	5
RA101 - RA103	5

Variable Number	Group
RA106	4
RA111 - RA112	5
RA161 - RA163	5
RA217	4
RA245 - RA246	4
RA266	4

Variable Number	Group
RA301 - RA308	4
RA310	4
RA312 - RA317	4
RA370 - RA373	4
RA401 - RA405	5
RA524	5

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Variable Number	Group
RA526 - RA528	4
RA532 - RA535	4
RA537	4
RA539 - RA541	4
RA543 - RA548	4
RA560	4
RA631 - RA635	5
RA651	4
RA671 - RA675	4
RA677	4
RA722 - RA724	4
RA728 - RA731	4
RA742 - RA745	4
RA749 - RA750	4
RA784	5
RA901 - RA902	5
RA903	4
RA906 - RA908	4
RA910 - RA916	5
RB001	4
RB004 - RB008	4
RB010 - RB011	4
RB013 - RB016	4
RB041	5
RB043	5
RB102	4
RB411	4
RB412	5
RB601	4
RB604 - RB605	5
RB607	5
RB681 - RB685	4
RB687	4

Variable Number	Group
RB691 - RB695	4
RB696	5
RB697	4
RB711	4
RB722 - RB723	4
RB741 - RB746	4
RB748	4
RD001 - RD004	4
RD041 - RD044	5
RD045 - RD047	4
RD053	4
RD055	5
RD056 - RD057	4
RD072	4
RD082 - RD083	5
RD101 - RD104	4
RD121 - RD127	4
RD131 - RD132	4
RD134 - RD138	4
RD140 - RD141	4
RD142	5
RD143	4
RD144	5
RD166 - RD167	4
RD171 - RD172	4
RD181 - RD182	4
RD201 - RD204	4
RD221 - RD224	4
RD225	5
RD226	4
RD227	5
RD231 - RD232	4
RD233 - RD235	5

Variable Number	Group
RD241 - RD243	4
RD251 - RD262	4
RD271 - RD272	4
RD291 - RD292	4
RD301 - RD302	5
RD311	4
RD352 - RD357	4
RD358	5
RD361 - RD366	5
RD381 - RD383	5
RD411 - RD412	5
RD413	4
RD414	5
RD421 - RD424	4
RD431 - RD432	4
RD433 - RD434	5
RD435	4
RD441 - RD442	5
RD451 - RD456	4
RD461	5
RD471 - RD475	4
RD513	4
RD516	4
RD531	4
RD551	5
RD561	4
RD581 - RD583	5
RD601 - RD607	5
RD621	4
RD622 - RD623	5
RD641 - RD643	5
RD646	5
RD649	4

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Variable Number	Group
RD651 - RD655	4
RD657	4
RD661	4
RD671	4
RD681 - RD682	4
RD691	5
RD701 - RD702	4
RD721 - RD722	5
RD752	5
RD775	4
RD791 - RD792	4
RF001 - RF006	2
RG008 - RG009	4
RG091	4
RG095	4
RG101 - RG104	4
RG122 - RG123	4
RG125	4
RG141 - RG142	4
RG161 - RG164	4
RG171 - RG174	4
RG191	4
RG193	4
RG213	4
RG221 - RG222	4
RH101 - RH102	4
RH121 - RH122	4
RL401 - RL403	1
RL411 - RL428	1
RL429	6
RL430	11
RL431 - RL434	1
RL435 - RL436	6

Variable Number	Group
RL451 - RL453	1
RL454 - RL455	6
RL456	11
RL461 - RL462	1
RL471 - RL472	1
RL473 - RL481	11
RL491 - RL492	6
RL501 - RL502	6
RL511 - RL516	11
RL521 - RL522	11
RL531 - RL534	11
RL551	11
RL561 - RL568	11
RL571 - RL572	11
RL576 - RL577	11
RL579	11
RL581 - RL586	11
RL651 - RL655	1
RL671 - RL675	1
RL681 - RL683	1
RL684	11
RL751 - RL752	1
RM001 - RM007	2
RM010 - RM013	2
RM021 - RM024	2
RM026 - RM030	2
RM036 - RM045	2
RM051 - RM053	2
RM071	2
RM081 - RM084	2
RM091	2
RM096 - RM097	2
RM116 - RM117	2

Variable Number	Group
RM126 - RM132	2
RM136 - RM147	2
RM156 - RM158	2
RM166 - RM177	2
RM191 - RM192	2
RM231 - RM233	2
RM241 - RM246	2
RM261 - RM264	2
RM316 - RM318	2
RM331 - RM333	2
RM341	2
RM351 - RM355	2
RM366 - RM367	2
RM401 - RM403	2
RM426	2
RM431	2
RM441 - RM443	2
RM445	2
RM801 - RM803	2
RM811 - RM813	2
RM851 - RM859	1
RM861 - RM862	1
RM863	6
RM871 - RM888	1
RM889	6
RM890	11
RM891 - RM899	1
RM901 - RM906	1
RM911	1
RR221	5
RR301	5
RR701	12
RR721 - RR724	1

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Variable Number	Group
RR746 - RR748	1
RR851 - RR856	1
RR861 - RR862	1
RR951 - RR952	1
RS001 - RS002	4
RS211 - RS212	4
RS221 - RS222	4
RS232 - RS233	4
RS235 - RS241	4
RS251 - RS259	4
RS263	4
RS265 - RS268	4
RS271 - RS276	4
RS292	4
RS301 - RS306	4
RS311 - RS320	4
RS331 - RS333	4
RS341 - RS342	4
RS699	4
RS701 - RS703	4
RS711 - RS713	4
RS721 - RS722	5
RS731 - RS732	4
RS741	5
RS742	4
RS743	5
RS751 - RS752	4
RS761	4
RS762	5
RS771	5
RS781 - RS782	4
RS786	5
RT001 - RT009	17

Variable Number	Group
RT010 - RT014	9
RT021 - RT022	17
RT031 - RT033	10
RT034 - RT035	3
RT041 - RT047	17
RT061	17
RT071 - RT072	10
RT073 - RT074	17
RT075	14
RT101 - RT103	17
RT121	17
RT131 - RT133	17
RT134 - RT137	3
RT151 - RT152	3
RT161	18
RT162 - RT163	7
RT164	18
RT165	7
RT166	18
RT167 - RT168	3
RT401 - RT410	16
RT411 - RT412	2
RT431 - RT441	16
RT442 - RT447	2
RT451 - RT455	16
RT456	10
RT457 - RT460	16
RT461	19
RT462 - RT464	16
RT465	13
RT466 - RT469	2
RT471 - RT490	16
RT491 - RT492	13

Variable Number	Group
RT493	16
RT494 - RT496	13
RT497 - RT499	2
RT501	15
RT502 - RT505	13
RT506 - RT510	15
RT511 - RT512	13
RT513	15
RT514 - RT515	13
RT516	15
RT517	13
RT518	15
RT519 - RT520	18
RT521 - RT523	2
RT524	7
RT525 - RT527	2
RT528	18
RT529 - RT530	2
RT531 - RT534	16
RT535	13
RT551 - RT568	16
RT571	16
RT572 - RT579	10
RT580	16
RT581 - RT588	2
RT590	2
RT591	16
RT601 - RT618	16
RT619 - RT620	13
RT621 - RT630	2
RT631 - RT632	19
RT633	16
RT634	10

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Variable Number	Group
RT636 - RT640	2
RT641	16
RT642	19
RT643 - RT653	16
RT654	19
RT655	10
RT656	15
RT657	18
RT671 - RT673	16
RT681 - RT682	16
RT691 - RT692	19
RT693 - RT696	16
RT697 - RT699	2
RT701 - RT704	16
RT711 - RT712	16
RT714 - RT717	16
RT741 - RT742	16
RT743	19
RT744 - RT745	13
RT746 - RT750	2
RT751	10

Variable Number	Group
RT752	19
RT753 - RT754	16
RT755	13
RT756 - RT757	7
RT776 - RT777	16
RT781 - RT782	10
RT783	16
RT784	2
RT801 - RT803	2
RT811 - RT814	2
RT831 - RT832	7
RT833 - RT835	2
RT837	8
RT861 - RT864	16
RT876	19
RT877 - RT878	16
RT879 - RT880	2
RT931 - RT932	13
RT945 - RT949	2
RT951	16
RT952	10

Variable Number	Group
RT953	14
RT954	3
RT955	2
RT966	2
RT967	18
RU001 - RU006	2
RU016 - RU017	2
RU031 - RU032	2
RU051 - RU052	2
RU059 - RU062	2
RU081 - RU083	2
RU101 - RU102	2
RU121 - RU132	2
RU801 - RU806	16
RU807 - RU808	13
RU809	2
RU831 - RU835	16
RU836 - RU837	13
RU838 - RU841	2
-	-
-	-

2. Spares Affected

None.

B. Concurrent Requirements

None.

C. Reason

This change replaces seals in the cargo compartments and insulation on the pilots overhead panel that degrade over time and no longer satisfy the requirements for flammability, smoke and halon retention and fire blocking. If you do not make the change as given in this service bulletin, the degraded material can be an unacceptable fuel source for a fire if exposed to an ignition source. The degraded material will also compromise halon and smoke retention and fire blocking, which could result in the inability to keep sufficient halon concentrations within the cargo compartment.

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The seals are made of BMS 8-39 urethane foam. BMS 8-39 foam fire retardants are mixed into, but are not chemically connected with, the remaining components of the foam. This condition will cause the fire retardants to have decreased effectiveness of fire resistance over time.

Some operators reported the BMS 8-39 urethane foam burned at some areas in service. Boeing found that the self-extinguishing and physical properties of the BMS 8-39 Urethane foam can degrade after five to ten years. The degraded material can be an unacceptable fire fuel source for a fire if exposed to an ignition source. The degraded material will also compromise halon and smoke retention and fire blocking, which could result in the inability to keep sufficient halon concentrations within the cargo compartment.

This change replaces BMS 8-39 urethane foam in areas of the airplane where it is not easy to access for fire and smoke detection or suppression. It is also replaced in areas where it is used to prevent fire or smoke penetration. It is not replaced in areas where it is encapsulated by a protective fire resistant barrier or where it is physically isolated from an ignition source. The BMS 8-39 foam is replaced with either BMS 8-371 insulation foam or BMS 1-68 silicone foam rubber. The selection of either BMS 8-371 or BMS 1-68 material will be based on requirements for use and its location in the airplane.

Boeing Service Related Problem 747-SRP-25-0234 and 747-SRP-25-0403 are related to this service bulletin.

Boeing Service Bulletin 747-53-2877 and 747-25-3725 are related to this service bulletin.

Boeing Fleet Team Digest (FTD) 747 FTD 53-13010, 747 FTD 25-03005 and 747-400 FTD 25-03009 are related to this service bulletin.

As a part of a service bulletin validation program, this change was completed on airplane RM084 by Service Bulletin 747-25-3381 Original Issue before the release of Revision 1 of this service bulletin. The change completed on airplane RM084 by Service Bulletin 747-25-3381 Original Issue is equivalent to the release of Revision 1 of this service bulletin. Airplane RM084 has the configuration of a Group 2 airplane.

As a part of a service bulletin validation program, this change was completed on airplane RT161 by Service Bulletin 747-25-3381 Revision 2 before the release of Revision 3 of this service bulletin. The change completed on airplane RT161 by Service Bulletin 747-25-3381 Revision 2 is equivalent to the release of Revision 3 of this service bulletin. Airplane RT161 had the configuration of a Group 7 airplane at Revision 2 of this service bulletin.

Revision 1 was sent to add airplanes RL430, RL456, RL473-RL481, RL511-RL516, RL521-RL522, RL531-RL534, RL551, RL561-RL568, RL571-RL572, RL576-RL577, RL579, RL581-RL586, RL684 and RM890 to a new Group 11 of this service bulletin effectivity. In addition, Figure 5 was deleted and the applicability was changed for Figures 7-11. Figures 17 and 18 were added to replace addition foam on the E1/E2 rack WIU cover assemblies on the E1 / E2 equipment racks and in the flight compartment for Group 2, Configuration 2 airplanes.

Revision 2 was sent to add airplane RL456 to Group 11 of this service bulletin effectivity and to provide a new top kit for Group 11 airplanes. Airplane RL456 was accidently missed out of the effectivity in previous releases of the service bulletin. In addition, Boeing was told by some operators, that some airplanes had no foam installed in the E1/E2 WIU covers. As a result, Group 10 was updated to not include installation of foam in the E1/E2 WIU covers and new groups 12-17 were created and airplanes with this configuration were moved as applicable. For operators that had already installed foam on the E1/E2 WIU covers in accordance with the original issue or Revision 1 of this service bulletin, it was not

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necessary to remove the foam from the covers. Revision 2 also added more work configurations for airplanes in Groups 1-3 and 6-9 that had accomplished the original issue, but not Revision 1 of the service bulletin. It was necessary for these airplanes to replace foam on the E1/E2 equipment rack WIU cover assemblies and the flight compartment moisture seals. This information was not given in revision 1 of the service bulletin.

Also, Revision 2 added two missing parts, for operators that had received top kit 015U1780-11 at Revision level A. In Revision 1 of this service bulletin, top kit 015U1780-11 was revised to revision level B with foam tape part number 015U1780-18, (quantity12) and foam part number 232U1497-85, (quantity 2) being added. For operators that had received top kit 015U1780-11 at Revision level A, but had not incorporated the service bulletin, it was necessary to order the foam tape and the foam to be able to accomplish Revision 2 of this service bulletin. These parts were added to the Material Information section of the service bulletin. There were also reports of foam tape 015U1780-18 received without adhesive. For operators that had foam tape 015U1780-18 without adhesive, but had not incorporated this service bulletin, it was necessary to order new foam tape 015U1780-18 that has adhesive to accomplish this service bulletin.

Revision 3 is sent to add an instruction for airplanes of Groups 13, 14, 16, 17 and 19. An instruction is also added for Group 11 airplanes as a result of an occurrence of BMS 8-39 foam in the forward cargo compartment. Revision 3 is also sent to incorporate what was found from the completed validation and to move airplanes between groups to agree with their configurations of equipment/furnishings related to the instructions of this service bulletin. Additionally, Revision 3 gives separation of the work in the forward cargo compartment of this service bulletin from the work in the forward cargo compartment of Boeing service bulletin 747-25-3725.

D. Description

Group 1, Configuration 1:

1. Replace BMS 8-39 foam seals in the main deck system tube/wire on the left and right sidewalls.
2. Replace BMS 8-39 foam air seals in the main deck on the left and right sidewalls.
3. Replace BMS 8-39 foam strip on the main deck ceiling panel.
4. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
5. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
6. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
7. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
8. Remove foam pads from the crown area of the airplane.
9. Replace the flight compartment moisture seal.
10. Replace BMS 8-39 foam seals in the E1/E2 rack Wire Integration Unit (WIU) cover assemblies.

Group 1-3, Configuration 2:

1. Replace BMS 8-39 foam seals in the E1/E2 rack Wire Integration Unit (WIU) cover assemblies.

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2. Replace the flight compartment moisture seal.

3. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

Group 1-3, 6-8, Configuration 3; Group 9, Configuration 2-3; Group 10, Configuration 4; Group 12-15, Configuration 3; Group 16-17, Configuration 4; Group 18, Configuration 3; Group 19, Configuration 4:

1. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

Group 2-3, 9, Configuration 1:

1. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

2. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.

3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.

4. Replace BMS 8-39 foam in the flight compartment overhead dripshield.

5. Replace the flight compartment moisture seal.

6. Replace BMS 8-39 foam seals in the E1/E2 rack WIU cover assemblies.

7. Replace BMS 8-39 foam in the main deck air baffle on left and right sidewalls.

8. Remove foam pads from the crown area of the airplane.

Group 4-5, Configuration 1:

1. Replace BMS 8-39 foam in the main deck air baffle on left and right sidewalls.

Group 6, Configuration 1:

1. Replace BMS 8-39 foam in the main deck air baffle on left and right sidewalls.

2. Replace BMS 8-39 foam seals in the main deck system tube/wire on the left and right sidewalls.

3. Replace BMS 8-39 foam strip in main deck ceiling panel.

4. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

5. Remove foam pads from the crown area of the airplane.

6. Replace the flight compartment moisture seal.

7. Replace foam seals in the E1/E2 rack WIU cover assemblies.

Group 6-9, 18, Configuration 2:

1. Replace foam seals in the E1/E2 rack WIU cover assemblies.

2. Replace the flight compartment moisture seal.

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3. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

Group 7, Configuration 1:

1. Replace BMS 8-39 foam air seals in main deck on the left and right sidewalls.
2. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
4. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
5. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
6. Replace the flight compartment moisture seal.
7. Replace foam seals in the E1/E2 rack WIU cover assemblies.

Group 8, 18, Configuration 1:

1. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
2. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
4. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
5. Remove foam pads from the crown area of the airplane.
6. Replace the flight compartment moisture seal.
7. Replace foam seals in the E1/E2 rack WIU cover assemblies.

Group 10, Configuration 1:

1. Replace BMS 8-39 foam in the main deck air baffle on left and right sidewalls.
2. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
4. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
5. Remove foam pads from the crown area of the airplane.
6. Replace the flight compartment moisture seals.

Group 10, Configuration 2:

1. Replace BMS 8-39 foam air seals in main deck on the left and right sidewalls.
2. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

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3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
4. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
5. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
6. Remove foam pads from the crown area of the airplane.
7. Replace the flight compartment moisture seal.

Group 10, Configuration 3; Group 12-15, Configuration 2; Group 16-17, 19, Configuration 3:

1. Replace the flight compartment moisture seal.
2. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

Group 11, Configuration 1:

1. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
2. Remove foam pads from the crown area of the airplane.
3. Replace the flight compartment moisture seal.
4. Replace foam seals in the E1/E2 rack WIU cover assemblies.
5. Replace forward cargo compartment system tube/wire foam seal.

Group 12, 15, Configuration 1:

1. Replace BMS 8-39 foam air seals in main deck on the left and right sidewalls.
2. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
4. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
5. Replace BMS 8-39 foam in the flight compartment overhead dripshield.
6. Remove foam pads from the crown area of the airplane.
7. Replace the flight compartment moisture seal.

Group 16-17, 19, Configuration 2:

1. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.
2. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.
3. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel structure.
4. Replace BMS 8-39 foam in the flight compartment overhead dripshield.

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5. Replace the flight compartment moisture seal.

6. Replace BMS 8-39 foam in the main deck air baffle on left and right sidewalls.

7. Remove foam pads from the crown area of the airplane.

Group 11, Configuration 2; Group 13-14, Configuration 4; Group 16-17, 19, Configuration 5:

1. Replace forward cargo compartment system tube/wire foam seal.

Group 13-14, 16-17, 19, Configuration 1:

1. Replace BMS 8-39 foam seals in the forward and aft cargo compartment system tube/wire.

2. Replace BMS 8-39 foam in the flight compartment overhead electrical equipment panel.

3. Replace BMS 8-39 foam in the flight compartment overhead dripshield.

4. Replace the flight compartment moisture seal.

5. Replace BMS 8-39 foam in the main deck air baffle on left and right sidewalls.

6. Remove foam pads from the crown area of the airplane.

Group 1-3, Configuration 4; Group 4-5, Configuration 2; Group 6-9, Configuration 4; Group 10, Configuration 5; Group 12, Configuration 4; Group 13-14, Configuration 5; Group 15, Configuration 4; Group 16-17, Configuration 6; Group 18, Configuration 4:

1. No more work is required.

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Effects of Revision 3 on airplanes on which the Original Issue, Revision 1 and Revision 2 of this service bulletin was previously done:

Group	Condition	Action
Group 1-3, 6-9, 12, 15, 18, Configuration 4; Group 10, 13-14, Configuration 5; Group 16-17, Configuration 6	Airplanes that have replaced and removed BMS 8-39 foam.	None.
Group 4-5, Configuration 2	Airplanes that have replaced BMS 8-39 foam.	None.
Group 11, Configuration 2	Airplanes that have replaced and removed BMS 8-39 foam.	Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 19.
Group 13-14, Configuration 4; Group 16-17, 19, Configuration 5	Airplanes that have replaced and removed BMS 8-39 foam in accordance with the instructions of Revision 2 of this service bulletin only, which did not include the replacement of system tube/wire foam seals in the forward cargo compartment.	Replace the forward cargo compartment system tube/wire foam seals in accordance with FIGURE 7.

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

Group 1:

Affected Maintenance Zones	
Model	**Zone**
747-400F	117, 118, 121, 122, 123, 124, 125, 126, 127, 128, 141, 142, 143, 144, 145, 146, 147, 148, 211, 212, 221, 222, 223, 224, 231, 232, 233, 234, 241, 242, 243, 244, 251, 252, 253, 254, 261, 262, 263, 264, 271, 272, 273, 274

Group 2:

Affected Maintenance Zones	
Model	**Zone**
747-400, 747-400D	117, 118, 121, 122, 123, 124, 125, 126, 127, 128, 141, 142, 143, 144, 145, 146, 147, 148, 211, 212, 221, 222, 223, 224, 225, 226, 231, 232, 233, 234, 241, 242, 243, 244, 251, 252, 253, 254, 261, 262, 263, 264, 271, 272, 273, 274

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Group 3:

Affected Maintenance Zones	
Model	**Zone**
747-400	117, 118, 121, 122, 123, 124, 125, 126, 127, 128, 141, 142, 143, 144, 145, 146, 147, 148, 211, 212, 221, 222, 223, 224, 225, 226, 231, 232, 233, 234, 241, 242, 243, 244, 251, 252, 253, 254, 261, 262, 263, 264, 271, 272, 273, 274

Group 4:

Affected Maintenance Zones	
Model	**Zone**
747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747SP, 747SR	211, 212, 231, 232, 241, 242, 251, 252, 261, 262, 271, 272

Group 5:

Affected Maintenance Zones	
Model	**Zone**
747-100, 747-200B, 747-200F, 747-300, 747SR	211, 212, 231, 232, 241, 242, 251, 252, 261, 262, 271, 272

Group 6:

Affected Maintenance Zones	
Model	**Zone**
747-400F	117, 118, 211, 212, 223, 224, 231, 232, 233, 234, 241, 242, 243, 244, 251, 252, 253, 254, 261, 262, 263, 264, 271, 272, 273, 274

Group 7-9:

Affected Maintenance Zones	
Model	**Zone**
747-400	117, 118, 121, 122, 123, 124, 125, 126, 127, 128, 141, 142, 143, 144, 145, 146, 147, 148, 211, 212, 221, 222, 223, 224, 225, 226, 231, 232, 241, 242, 243, 244, 251, 252, 253, 254, 261, 262, 263, 264, 272, 273, 274

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Group 10, 14-15, 17, 19:

Affected Maintenance Zones	
Model	**Zone**
747-400	121, 122, 123, 124, 125, 126, 127, 128, 141, 142, 143, 144, 145, 146, 147, 148, 211, 212, 221, 222, 223, 224, 225, 226, 231, 232, 241, 242, 243, 244, 251, 252, 253, 254, 261, 262, 263, 264, 272, 273, 274

Group 11:

Affected Maintenance Zones	
Model	**Zone**
747-400F	117, 118, 121, 122, 141, 142, 221, 222, 223, 224, 233, 234, 243, 244, 253, 254, 263, 264, 273, 274

Group 12:

Affected Maintenance Zones	
Model	**Zone**
747-400F	121, 122, 123, 124, 125, 126, 127, 128, 141, 142, 143, 144, 145, 146, 147, 148, 211, 212, 221, 222, 223, 224, 231, 232, 233, 234, 241, 242, 243, 244, 251, 252, 253, 254, 261, 262, 263, 264, 271, 272, 273, 274

Group 13, 16:

Affected Maintenance Zones	
Model	**Zone**
747-400, 747-400D	121, 122, 123, 124, 125, 126, 127, 128, 141, 142, 143, 144, 145, 146, 147, 148, 211, 212, 221, 222, 223, 224, 225, 226, 231, 232, 241, 242, 243, 244, 251, 252, 253, 254, 261, 262, 263, 264, 271, 272, 273, 274

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Group 18:

Affected Maintenance Zones	
Model	**Zone**
747-400	117, 118, 121, 122, 123, 124, 125, 126, 127, 128, 221, 222, 223, 224, 225, 226, 231, 232, 241, 242, 243, 244, 251, 252, 253, 254, 261, 262, 263, 264, 271, 272, 273, 274

E. Compliance

Federal Aviation Administration (FAA) Airworthiness Directive AD 2013-11-04 is related to this service bulletin. The effective date of AD 2013-11-04 is July 09, 2013.

The FAA will possibly release an additional Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Group 1, Configuration 1-3; Group 2, Configuration 1-3; Group 3, Configuration 1-3; Group 4-6, Configuration 1; Group 6, Configuration 2-3; Group 7, Configuration 1-3; Group 8, Configuration 1-3; Group 9, Configuration 1-3; Group 10, Configuration 1-4; Group 11-12, Configuration 1; Group 12, Configuration 2-3; Group 13, Configuration 1-3; Group 14, Configuration 1-3; Group 15, Configuration 1-3; Group 16, Configuration 1-4; Group 17, Configuration 1-4; Group 18, Configuration 1-3; Group 19, Configuration 1-4:
Boeing recommends that the change given in this service bulletin be done within 72 months after the Original Issue date of this service bulletin.

Group 11, Configuration 2; Group 13-14, Configuration 4; Group 16-17, 19, Configuration 5:
Boeing recommends that the work for the forward cargo compartment given in this service bulletin be done within 72 months after the Revision 3 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 Union 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.

The Manager of the FAA Seattle ACO Branch approves the accomplishment of the changes defined in Compliance, Accomplishment Instructions and APPENDIX A of this service bulletin revision as an Alternative Method of Compliance (AMOC) to accomplishing the requirements of paragraph (g)(1) of AD 2013-11-04. All provisions of AD 2013-11-04 that are not specifically referenced in the above statement remain fully applicable and must be complied with accordingly.

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.

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G. Manpower

The table(s) below show(s) an estimate of the task-hours necessary to do this change 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 examine the work
— Time to cure the materials
— Time to make the parts
— Time to find the tools.

Group 1, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 1	4	17.00	4.25
FIGURE 2	8	34.00 (a)	4.25 (a)
FIGURE 3	4	15.00	3.75
FIGURE 4	1	1.00	1.00
FIGURE 6	8	34.00 (a)	4.25 (a)
FIGURE 7	8	32.00 (b)	4.00 (b)
FIGURE 8	8	32.00 (b)	4.00 (b)
FIGURE 9	2	12.00	6.00
FIGURE 10	2	3.50	1.75
FIGURE 11	1	3.25	3.25
FIGURE 16	1	0.25 (c)	0.25 (c)(d)
FIGURE 18	2	6.50	3.25
FIGURE 17	8	34.00	4.25
TOTAL FOR EACH AIRPLANE		224.50	44.25

(a) This manpower is for an average number of 44 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.

(b) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.

(c) The estimate given is for an average to remove and repair blanket at one location and does not include time to access or inspect. Operators should multiply the number of locations found during the inspection by the estimate and add that to the total estimate given to arrive at a revised total for each airplane.

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Group 1, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
(d) As an example, for access to the crown area of the airplane, the time to remove and install ceiling panels or linings from Body Station (STA) 140 to STA 2360 is estimated to take up to 65 hours. Adjust the total elapsed time by the number of crew applied to the task, and the number of ceiling panels or linings necessary for removal.			

Group 7, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 1	4	17.00	4.25
FIGURE 3	4	15.00	3.75
FIGURE 7	8	32.00(a)	4.00 (a)
FIGURE 8	8	32.00(a)	4.00 (a)
FIGURE 9	2	12.00	6.00
FIGURE 10	2	3.50	1.75
FIGURE 11	1	3.25	3.25
FIGURE 16	1	0.25 (b)	0.25 (b)(c)
FIGURE 18	2	6.50	3.25
FIGURE 17	8	34.00	4.25
TOTAL FOR EACH AIRPLANE		155.50	34.75
(a) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			
(b) The estimate given is for an average to remove and repair blanket at one location and does not include time to access or inspect. Operators should multiply the number of locations found during the inspection by the estimate and add that to the total estimate given to arrive at a revised total for each airplane.			
(c) As an example, for access to the crown area of the airplane, the time to remove and install ceiling panels or linings from Body Station (STA) 140 to STA 2360 is estimated to take up to 65 hours. Adjust the total elapsed time by the number of crew applied to the task, and the number of ceiling panels or linings necessary for removal.			

Group 8, 18, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 7	8	32.00(a)	4.00 (a)
FIGURE 8	8	32.00(a)	4.00 (a)

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Group 8, 18, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 9	2	12.00	6.00
FIGURE 10	2	3.50	1.75
FIGURE 11	1	3.25	3.25
FIGURE 16	1	0.25 (b)	0.25 (b)(c)
FIGURE 18	2	6.50	3.25
FIGURE 17	8	34.00	4.25
TOTAL FOR EACH AIRPLANE		123.50	26.75
(a) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			
(b) The estimate given is for an average to remove and repair blanket at one location and does not include time to access or inspect. Operators should multiply the number of locations found during the inspection by the estimate and add that to the total estimate given to arrive at a revised total for each airplane.			
(c) As an example, for access to the crown area of the airplane, the time to remove and install ceiling panels or linings from Body Station (STA) 140 to STA 2360 is estimated to take up to 65 hours. Adjust the total elapsed time by the number of crew applied to the task, and the number of ceiling panels or linings necessary for removal.			

Group 1-3, 6-9, 18, Configuration 2:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 18	2	6.50	3.25
FIGURE 17	8	34.00	4.25
TOTAL FOR EACH AIRPLANE		40.50	7.50

Group 2-3, 9, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 7	8	32.00 (a)	4.00 (a)
FIGURE 8	8	32.00 (a)	4.00 (a)
FIGURE 9	2	12.00	6.00
FIGURE 10	2	3.50	1.75
FIGURE 11	2	3.25	3.25
FIGURE 18	2	6.50	3.25
FIGURE 17	8	34.00	4.25

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Group 2-3, 9, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 12	8	88.00 (b)	11.00 (b)
FIGURE 13	8	220.00 (b)	27.50 (b)
FIGURE 16	1	0.25 (c)	0.25 (c)(d)
TOTAL FOR EACH AIRPLANE		431.50	65.25
(a) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			
(b) This manpower is for an average number of 176 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			
(c) The estimate given is for an average to remove and repair blanket at one location and does not include time to access or inspect. Operators should multiply the number of locations found during the inspection by the estimate and add that to the total estimate given to arrive at a revised total for each airplane.			
(d) As an example, for access to the crown area of the airplane, the time to remove and install ceiling panels or linings from Body Station (STA) 140 to STA 2360 is estimated to take up to 65 hours. Adjust the total elapsed time by the number of crew applied to the task, and the number of ceiling panels or linings necessary for removal.			

Group 16-17, 19, Configuration 2:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 7	8	32.00 (a)	4.00 (a)
FIGURE 8	8	32.00 (a)	4.00 (a)
FIGURE 9	2	12.00	6.00
FIGURE 10	2	3.50	1.75
FIGURE 11	2	3.25	3.25
FIGURE 18	2	6.50	3.25
FIGURE 12	8	88.00 (b)	11.00 (b)
FIGURE 13	8	220.00 (b)	27.50 (b)
FIGURE 16	1	0.25 (c)	0.25 (c)(d)
TOTAL FOR EACH AIRPLANE		397.50	61.00
(a) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			
(b) This manpower is for an average number of 176 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			

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Group 16-17, 19, Configuration 2:

Task	Number of Persons	Task-Hours	Elapsed Hours
(c) The estimate given is for an average to remove and repair blanket at one location and does not include time to access or inspect. Operators should multiply the number of locations found during the inspection by the estimate and add that to the total estimate given to arrive at a revised total for each airplane.			
(d) As an example, for access to the crown area of the airplane, the time to remove and install ceiling panels or linings from Body Station (STA) 140 to STA 2360 is estimated to take up to 65 hours. Adjust the total elapsed time by the number of crew applied to the task, and the number of ceiling panels or linings necessary for removal.			

Group 4-5, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
Open Access	-	-	-
FIGURE 14	8	88.0	11.0
FIGURE 15	8	220.0 (a)	27.5 (a)
Close Access	-	-	-
TOTAL FOR EACH AIRPLANE		308.0	38.5
(a) This manpower is for an average number of 176 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			

Group 6, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 1	4	17.00	4.25
FIGURE 2	8	34.00 (a)	4.25 (a)
FIGURE 3	4	15.00	3.75
FIGURE 4	1	1.00	1.00
FIGURE 6	8	34.00 (a)	4.25 (a)
FIGURE 7	8	32.00 (b)	4.00 (b)
FIGURE 8	8	32.00 (b)	4.00 (b)
FIGURE 16	1	0.25 (c)	0.25 (c)(d)
FIGURE 18	2	6.50	3.25
FIGURE 17	8	34.00	4.25
TOTAL FOR EACH AIRPLANE		205.75	33.25

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Group 6, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
(a) This manpower is for an average number of 44 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			
(b) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			
(c) The estimate given is for an average to remove and repair blanket at one location and does not include time to access or inspect. Operators should multiply the number of locations found during the inspection by the estimate and add that to the total estimate given to arrive at a revised total for each airplane.			
(d) As an example, for access to the crown area of the airplane, the time to remove and install ceiling panels or linings from Body Station (STA) 140 to STA 2360 is estimated to take up to 65 hours. Adjust the total elapsed time by the number of crew applied to the task, and the number of ceiling panels or linings necessary for removal.			

Group 13-14, 16-17, 19, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 7	8	32.00 (a)	4.00 (a)
FIGURE 8	8	32.00 (a)	4.00 (a)
FIGURE 9	2	12.00	6.00
FIGURE 11	1	3.25	3.25
FIGURE 18	2	6.50	3.25
FIGURE 12	8	88.00 (b)	11.00 (b)
FIGURE 13	8	220.00 (b)	27.50 (b)
FIGURE 16	1	0.25 (c)	0.25 (c)(d)
TOTAL FOR EACH AIRPLANE		394.00	59.25
(a) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			
(b) This manpower is for an average number of 176 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			
(c) The estimate given is for an average to remove and repair blanket at one location and does not include time to access or inspect. Operators should multiply the number of locations found during the inspection by the estimate and add that to the total estimate given to arrive at a revised total for each airplane.			
(d) As an example, for access to the crown area of the airplane, the time to remove and install ceiling panels or linings from Body Station (STA) 140 to STA 2360 is estimated to take up to 65 hours. Adjust the total elapsed time by the number of crew applied to the task, and the number of ceiling panels or linings necessary for removal.			

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Group 10, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 1	4	17.00	4.25
FIGURE 3	4	15.00	3.75
FIGURE 7	8	32.00 (a)	4.00 (a)
FIGURE 8	8	32.00 (a)	4.00 (a)
FIGURE 9	2	12.00	6.00
FIGURE 11	1	3.25	3.25
FIGURE 16	1	0.25 (b)	0.25 (b)(c)
FIGURE 18	2	6.50	3.25
TOTAL FOR EACH AIRPLANE		118.00	28.75
(a) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			
(b) The estimate given is for an average to remove and repair blanket at one location and does not include time to access or inspect. Operators should multiply the number of locations found during the inspection by the estimate and add that to the total estimate given to arrive at a revised total for each airplane.			
(c) As an example, for access to the crown area of the airplane, the time to remove and install ceiling panels or linings from Body Station (STA) 140 to STA 2360 is estimated to take up to 65 hours. Adjust the total elapsed time by the number of crew applied to the task, and the number of ceiling panels or linings necessary for removal.			

Group 10, Configuration 2; Group 12, 15, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 1	4	17.00	4.25
FIGURE 3	4	15.00	3.75
FIGURE 7	8	32.00(a)	4.00 (a)
FIGURE 8	8	32.00(a)	4.00 (a)
FIGURE 9	2	12.00	6.00
FIGURE 10	2	3.50	1.75
FIGURE 11	1	3.25	3.25
FIGURE 16	1	0.25(b)	0.25 (b)(c)
FIGURE 18	2	6.50	3.25
TOTAL FOR EACH AIRPLANE		121.50	30.50
(a) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			

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Group 10, Configuration 2; Group 12, 15, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
(b) The estimate given is for an average to remove and repair blanket at one location and does not include time to access or inspect. Operators should multiply the number of locations found during the inspection by the estimate and add that to the total estimate given to arrive at a revised total for each airplane.			
(c) As an example, for access to the crown area of the airplane, the time to remove and install ceiling panels or linings from Body Station (STA) 140 to STA 2360 is estimated to take up to 65 hours. Adjust the total elapsed time by the number of crew applied to the task, and the number of ceiling panels or linings necessary for removal.			

Group 10, Configuration 3; Group 12-15, Configuration 2; Group 16-17, 19, Configuration 3:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 18	2	6.50	3.25
TOTAL FOR EACH AIRPLANE		6.50	3.25

Group 11, Configuration 1:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 10	2	3.50	1.75
FIGURE 16	1	0.25 (a)	0.25 (a)(b)
FIGURE 18	2	6.50	3.25
FIGURE 17	8	34.00	4.25
FIGURE 19	8	32.00 (c)	4.00 (c)
TOTAL FOR EACH AIRPLANE		76.25	13.50
(a) The estimate given is for an average to remove and repair blanket at one location and does not include time to access or inspect. Operators should multiply the number of locations found during the inspection by the estimate and add that to the total estimate given to arrive at a revised total for each airplane.			
(b) As an example, for access to the crown area of the airplane, the time to remove and install ceiling panels or linings from Body Station (STA) 140 to STA 2360 is estimated to take up to 65 hours. Adjust the total elapsed time by the number of crew applied to the task, and the number of ceiling panels or linings necessary for removal.			
(c) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			

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Group 11, Configuration 2:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 19	8	32.00 (a)	4.00 (a)
TOTAL FOR EACH AIRPLANE		32.00	4.00
(a) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			

Group 1, Configuration 2-3; Group 2, Configuration 2-3; Group 3, Configuration 2-3; Group 6, Configuration 2-3; Group 7, Configuration 2-3; Group 8, Configuration 2-3; Group 9, Configuration 2-3; Group 10, Configuration 3-4; Group 12, Configuration 2-3; Group 13, Configuration 2-3; Group 14, Configuration 2-3; Group 15, Configuration 2-3; Group 16, Configuration 3-4; Group 17, Configuration 3-4; Group 18, Configuration 2-3; Group 19, Configuration 3-4:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 19	8	32.00 (a)	4.00 (a)
FIGURE 20	8	32.00 (a)	4.00 (a)
TOTAL FOR EACH AIRPLANE		64.00	8.00
(a) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			

Group 13-14, Configuration 4; Group 16-17, 19, Configuration 5:

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 7	8	32.00 (a)	4.00 (a)
TOTAL FOR EACH AIRPLANE		32.00	4.00
(a) This manpower is for an average number of 42 locations on an airplane. Add or reduce the manpower when a different number are found by the inspection given in the figure.			

H. Weight and Balance Changes

Group 1-3, 7-9, Configuration 1; Group 10, Configuration 2; Group 12, 15, Configuration 1; Group 16-17, Configuration 2; Group 18, Configuration 1; Group 19, Configuration 2:

Airplane	Change in Weight (Pounds)	Change in Moment (Pound-Inches)
747-400, 747-400D, 747-400F	-0.5	-269.7

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Group 6, Configuration 1:

Airplane	Change in Weight (Pounds)	Change in Moment (Pound-Inches)
747-400F	-0.1	-134.2

Group 10, 13-14, 16-17, 19, Configuration 1:

Airplane	Change in Weight (Pounds)	Change in Moment (Pound-Inches)
747-400, 747-400D	-0.3	-213.7

Group 11, Configuration 1:

Airplane	Change in Weight (Pounds)	Change in Moment (Pound-Inches)
747-400F	-0.3	-190.2

Group 1, Configuration 2-4; Group 2, Configuration 2-4; Group 3, Configuration 2-4; Group 4-5; Group 6, Configuration 2-4; Group 7, Configuration 2-4; Group 8, Configuration 2-4; Group 9, Configuration 2-4; Group 10, Configuration 3-5; Group 11-12, Configuration 2; Group 12, Configuration 3-4; Group 13, Configuration 2-5; Group 14, Configuration 2-5; Group 15, Configuration 2-4; Group 16, Configuration 3-6; Group 17, Configuration 3-6; Group 18, Configuration 2-4; Group 19, Configuration 3-5:
None.

I. Electrical Load Data

Not applicable.

J. References

1. Existing Data:

    a. Engineering Change Memo PRR 85901-98RS, PRR 85901-58S

    b. Boeing Service Bulletin 747-25-3725, 747-53-2877

    c. Boeing Service Related Problem (SRP) 747-SRP-25-0234, 747-SRP-25-0403

    d. Federal Aviation Administration (FAA) Airworthiness Directive (AD) 2013-11-04

    e. Standard Overhaul Practices Manual (SOPM) 20-30-03, 20-50-10, 20-50-12

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

    g. 747 Fleet Team Digest (FTD) 25-03005, 53-13010

    h. 747-100/200/300 Aircraft Maintenance Manual (AMM) 20-30-80, 25-59-00

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i. 747-400 Aircraft Maintenance Manual (AMM) 20-30-80, 20-41-03, 25-00-00, 25-14-01, 25-22-01, 25-22-03, 25-22-04, 25-32-01, 25-40-03, 25-52-01, 25-53-15, 25-59-01, 31-12-11, 31-12-16

j. 747-400 Fleet Team Digest (FTD) 25-03009

2. Data Supplied with this Service Bulletin:

None.

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

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.

Drawing Number	Title
232U1497	SEAL INSTL - MOISTURE, FLIGHT DECK
233U3100	OVERHEAD PANEL INSTL - PILOTS
233U5100	CIRCUIT BREAKER AND LIGHTPLATE INSTL OVERHEAD PANEL (P7)

K. Publications Affected

1. Publications:

Publication	Chapter-Section
747-400 Illustrated Parts Catalog	11-12, 11-17, 23-31, 24-51, 24-54, 25-14, 25-17, 25-20, 25-21, 25-51, 25-52, 25-55, 25-59, 33-11, 53-42
747 Aircraft Maintenance Manual - Practices and Procedures	25-21, 53-17
747-100/200/300 Illustrated Parts Catalog	25-21

2. Damage Tolerance Based Structural Inspections:

Boeing has evaluated the repairs 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

Refer to Paragraph 2.C., Parts Necessary for Each Airplane, for interchangeability and intermixability information.

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M. Software Accomplishment Summary

Not affected.

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2. MATERIAL INFORMATION

A. Material - Price and Availability

Boeing can supply the kits shown in Paragraph 2.C., Parts Necessary for Each Airplane. Operators are encouraged to share schedule requirements with Boeing for incorporation of the service bulletin. The kits 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

NOTE: The top kits, 015U1780-1, -2, -11, -15 and -19 contain a maximum requirement because the quantity, length and thickness of foam used in the airplane can vary significantly between airplanes.

Group 10, Configuration 1:
REFER TO THE BOEING PART PAGE ON MYBOEINGFLEET.COM OR CONTACT FIRST RESPONDER AT FR@BOEING.COM FOR THE LATEST REORDER LEAD TIME (ROLT) AND PRICE INFORMATION

Kit Number	Name	Date	QTY	ROLT as of the Revision 2 date of this Service Bulletin (Calendar Days)	Unit Price as of the Revision 2 date of this Service Bulletin (US Dollars)
015U1780-1	TOP KIT	-	-	140	$4,734.00

Group 9, 13-14, 16-17, 19, Configuration 1:
REFER TO THE BOEING PART PAGE ON MYBOEINGFLEET.COM OR CONTACT FIRST RESPONDER AT FR@BOEING.COM FOR THE LATEST REORDER LEAD TIME (ROLT) AND PRICE INFORMATION

Kit Number	Name	Date	QTY	ROLT as of the Revision 2 date of this Service Bulletin (Calendar Days)	Unit Price as of the Revision 2 date of this Service Bulletin (US Dollars)
015U1780-2	TOP KIT	-	-	140	$6,523.00

Group 1, 6-8, Configuration 1; Group 10, Configuration 2; Group 12, 15, 18, Configuration 1:
REFER TO THE BOEING PART PAGE ON MYBOEINGFLEET.COM OR CONTACT FIRST RESPONDER AT FR@BOEING.COM FOR THE LATEST REORDER LEAD TIME (ROLT) AND PRICE INFORMATION

Kit Number	Name	Date	QTY	ROLT as of the Revision 2 date of this Service Bulletin (Calendar Days)	Unit Price as of the Revision 2 date of this Service Bulletin (US Dollars)
015U1780-11 (a)	TOP KIT	-	-	140	$6,262.00

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Group 1, 6-8, Configuration 1; Group 10, Configuration 2; Group 12, 15, 18, Configuration 1:
REFER TO THE BOEING PART PAGE ON MYBOEINGFLEET.COM OR CONTACT FIRST RESPONDER AT FR@BOEING.COM FOR THE LATEST REORDER LEAD TIME (ROLT) AND PRICE INFORMATION

Kit Number	Name	Date	QTY	ROLT as of the Revision 2 date of this Service Bulletin (Calendar Days)	Unit Price as of the Revision 2 date of this Service Bulletin (US Dollars)
015U1780-18 (b)(a)	FOAM TAPE, 0.25 T X 0.75 W	-	-	140	$96.00
232U1497-85 (c)(a)	FOAM	-	-	140	$114.00
(a) For operators that have Top Kit 015U1780-11, some early shipments of the Top Kit 015U1780-11 were missing foam tape part number 015U1780-18 (QTY 12) and foam part number 232U1497-85 (QTY 2). Operators should verify that these parts are included in their Top Kit 015U1780-11. If these parts are missing, operators should order foam tape part number 015U1780-18 (QTY 12) and foam part number 232U1497-85 (QTY 2) to complete the Top Kit to accomplish Revision 2 of this service bulletin.					
(b) QTY 12 of this part is necessary to accomplish Revision 2 of this service bulletin if the operator has Top Kit 015U1780-11 Revision A.					
(c) QTY 2 of this part is necessary to accomplish Revision 2 of this service bulletin if the operator has Top Kit 015U1780-11 Revision A.					

Group 2-3, 9, Configuration 1; Group 16-17, 19, Configuration 2:
REFER TO THE BOEING PART PAGE ON MYBOEINGFLEET.COM OR CONTACT FIRST RESPONDER AT FR@BOEING.COM FOR THE LATEST REORDER LEAD TIME (ROLT) AND PRICE INFORMATION

Kit Number	Name	Date	QTY	ROLT as of the Revision 2 date of this Service Bulletin (Calendar Days)	Unit Price as of the Revision 2 date of this Service Bulletin (US Dollars)
015U1780-12 (a)	TOP KIT	SUPERSEDED			
015U1780-19 (b)	TOP KIT	-	-	139	$8,852.00
015U1780-20 (a)	SUPPLEMENTAL KIT	-	-	139	$2,072.00
(a) 015U1780-20 is a supplemental kit for 015U1780-12 top kit. 015U1780-20 plus 015U1780-12 is equivalent to 015U1780-19 replacement kit.					
(b) 015U1780-19 is a replacement kit for 015U1780-12 top kit. 015U1780-20 plus 015U1780-12 is equivalent to 015U1780-19 replacement kit.					

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Group 4-5, Configuration 1:
REFER TO THE BOEING PART PAGE ON MYBOEINGFLEET.COM OR CONTACT FIRST RESPONDER AT FR@BOEING.COM FOR THE LATEST REORDER LEAD TIME (ROLT) AND PRICE INFORMATION

Kit Number	Name	Date	QTY	ROLT as of the Revision 2 date of this Service Bulletin (Calendar Days)	Unit Price as of the Revision 2 date of this Service Bulletin (US Dollars)
015U1780-15	TOP KIT	-	-	139	$1,971.00

Group 11, Configuration 1:
REFER TO THE BOEING PART PAGE ON MYBOEINGFLEET.COM OR CONTACT FIRST RESPONDER AT FR@BOEING.COM FOR THE LATEST REORDER LEAD TIME (ROLT) AND PRICE INFORMATION

Kit Number	Name	ROLT as of the Revision 2 date of this Service Bulletin (Calendar Days)	Unit Price as of the Revision 2 date of this Service Bulletin (US Dollars)
015U1780-21	TOP KIT	139	$2,665.00

B. Industry Support Information

Boeing warranty remedies are not available for the inspections and 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 top kit and/or item(s)/supplemental kit and the items shown in Paragraph 2.C.2., Parts and Materials Supplied by the Operator, are necessary for each airplane.

Group 10, Configuration 1:

Kit 015U1780				
New Part Number	QTY	Name	Existing Part Number	Notes
	-1			
015U1780-1	-	TOP KIT - FLAT BOM, 747-400 FREIGHTER AIRPLANE BMS 8-39 FOAM REPLACEMENT	-	-

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Group 10, Configuration 1:

Kit 015U1780				
New Part Number	**QTY**	**Name**	**Existing Part Number**	**Notes**
	-1			
015U1780-3	6	FOAM AIR SEAL, 0.5 T X 0.5 W	453U7013-11, 453U7013-12, 453U7013-13, 453U7013-14	-
015U1780-4	2	FOAM AIR SEAL, 0.75 T X 0.75 W	453U7013-11, 453U7013-12, 453U7013-13, 453U7013-14	-
015U1780-5	1	FOAM AIR SEAL, 0.5 T X 1.0 W	-	-
015U1780-6	1	FOAM AIR SEAL, 1.0 T X 1.0 W	453U7013-11, 453U7013-12, 453U7013-13, 453U7013-14	-
015U1780-7	1	FOAM TAPE, 0.25 T X 1.0 W	453U7120-43	-
015U1780-8	2	FOAM TAPE, 0.5 T X 2.0 W	61B60002-327	-
015U1780-18	12	FOAM TAPE, 0.25 T X 0.75 W	284U1808-7	-
232U1497-73	3	FOAM	232U1497-54	-
232U1497-85	2	FOAM	232U1497-41	-
233U3311-51	2	INSULATION	233U3311-5	-
233U3311-52	1	INSULATION	233U3311-7	-
233U3311-53	1	INSULATION	233U3311-9	-
233U3311-54	1	INSULATION	233U3311-14	-
233U3311-55	1	INSULATION	233U3311-18	-
233U3311-56	1	INSULATION	233U3311-25	-

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Group 9, 13-14, 16-17, 19, Configuration 1:

Kit 015U1780				
New Part Number	**QTY**	**Name**	**Existing Part Number**	**Notes**
	-2			
015U1780-2	-	TOP KIT - FLAT BOM, 747-400 PASSENGER AIR-PLANE BMS 8-39 FOAM REPLACE-MENT	-	-
015U1780-8	2	FOAM TAPE, 0.5 T X 2.0 W	61B60002-327	-
015U1780-9	14	FOAM 1.0 T X 1.0 W	411U1362-1, 411U1362-2, 411U1362-3, 411U1362-4, 411U1362-5, 411U1362-6, 411U1362-7, 411U1362-9, 411U1362-10; 69B53040-1 through 69B53040-20	-
015U1780-10	8	FOAM 0.75 T X 1.0 W	411U1362-1, 411U1362-2, 411U1362-3, 411U1362-4, 411U1362-5, 411U1362-6, 411U1362-7, 411U1362-9, 411U1362-10; 69B53040-1 through 69B53040-20	-
015U1780-18	12	FOAM TAPE, 0.25 T X 0.75 W	284U1808-7	-
232U1497-73	3	FOAM	232U1497-54	-
232U1497-85	2	FOAM	232U1497-41	-
233U3311-51	2	INSULATION	233U3311-5	-
233U3311-52	1	INSULATION	233U3311-7	-
233U3311-53	1	INSULATION	233U3311-9	-
233U3311-54	1	INSULATION	233U3311-14	-

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Group 9, 13-14, 16-17, 19, Configuration 1:

Kit 015U1780				
New Part Number	QTY	Name	Existing Part Number	Notes
	-2			
233U3311-55	1	INSULATION	233U3311-18	-
233U3311-56	1	INSULATION	233U3311-25	-

Group 1, 6-8, Configuration 1; Group 10, 12, 15, 18, Configuration 2:

Kit 015U1780				
New Part Number	QTY	Name	Existing Part Number	Notes
	-11 (a)			
015U1780-11	-	TOP KIT - 747-400 FREIGHTER AIR-PLANE BMS8-39 FOAM REPLACE-MENT	-	-
015U1780-3	6	FOAM AIR SEAL, 0.5 T X 0.5 W	453U7013-11, 453U7013-12, 453U7013-13, 453U7013-14	-
015U1780-4	2	FOAM AIR SEAL, 0.75 T X 0.75 W	453U7013-11, 453U7013-12, 453U7013-13, 453U7013-14	-
015U1780-5	1	FOAM AIR SEAL, 0.5 T X 1.0 W	-	-
015U1780-6	1	FOAM AIR SEAL, 1.0 T X 1.0 W	453U7013-11, 453U7013-12, 453U7013-13, 453U7013-14	-
015U1780-7	1	FOAM TAPE, 0.25 T X 1.0 W	453U7120-43	-
015U1780-8	2	FOAM TAPE, 0.5 T X 2.0 W	61B60002-327	-
015U1780-18	12	FOAM TAPE, 0.25 T X 0.75 W	284U1808-7	-
232U1497-73	3	FOAM	232U1497-54	-
232U1497-74	2	FOAM	232U1497-52	-
232U1497-75	2	FOAM	232U1497-53	-

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Group 1, 6-8, Configuration 1; Group 10, 12, 15, 18, Configuration 2:

Kit 015U1780				
New Part Number	**QTY**	**Name**	**Existing Part Number**	**Notes**
	-11 (a)			
232U1497-76	2	FOAM	232U1497-55	-
232U1497-77	2	FOAM	232U1497-56	-
232U1497-78	2	FOAM	232U1497-57	-
232U1497-85	2	FOAM	232U1497-41	-
233U3311-51	2	INSULATION	233U3311-5	-
233U3311-52	1	INSULATION	233U3311-7	-
233U3311-53	1	INSULATION	233U3311-9	-
233U3311-54	1	INSULATION	233U3311-14	-
233U3311-55	1	INSULATION	233U3311-18	-
233U3311-56	1	INSULATION	233U3311-25	-
(a) For operators that have Top Kit 015U1780-11, some early shipments of the Top Kit 015U1780-11 were missing foam tape part number 015U1780-18 (QTY 12) and foam part number 232U1497-85 (QTY 2). Operators should verify that these parts are included in their Top Kit 015U1780-11. If these parts are missing, operators should order foam tape part number 015U1780-18 (QTY 12) and foam part number 232U1497-85 (QTY 2) to complete the Top Kit to accomplish Revision 2 of this service bulletin.				

Group 4-5, Configuration 1:

Kit 015U1780				
New Part Number	**QTY**	**Name**	**Existing Part Number**	**Notes**
	-15			
015U1780-15	-	TOP KIT - FLAT BOM, 747-CLASSIC AIRPLANES BMS 8-39 FOAM REPLACEMENT	-	-

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Group 4-5, Configuration 1:

Kit 015U1780				
New Part Number	**QTY**	**Name**	**Existing Part Number**	**Notes**
	-15			
015U1780-16	1	FOAM, 1.0 T X 1.05 W	411U1362-1, 411U1362-2, 411U1362-3, 411U1362-4, 411U1362-5, 411U1362-6, 411U1362-7, 411U1362-9, 411U1362-10; 69B53040-1 through 69B53040-20	-
015U1780-17	10	FOAM 0.75 T X 1.05 W	411U1362-1, 411U1362-2, 411U1362-3, 411U1362-4, 411U1362-5, 411U1362-6, 411U1362-7, 411U1362-9, 411U1362-10; 69B53040-1 through 69B53040-20	-

Group 2-3, 9, Configuration 1; Group 16-17, 19, Configuration 2:

Kit 015U1780				
New Part Number	**QTY**	**Name**	**Existing Part Number**	**Notes**
	-19			
015U1780-19	-	TOP KIT - 747-400 PASSENGER AIR-PLANE BMS 8-39 FOAM REPLACE-MENT	-	-
015U1780-8	5	FOAM TAPE, 0.5 T X 2.0 W	61B60002-327	-

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Group 2-3, 9, Configuration 1; Group 16-17, 19, Configuration 2:

Kit 015U1780				
New Part Number	**QTY**	**Name**	**Existing Part Number**	**Notes**
	-19			
015U1780-9	14	FOAM 1.0 T X 1.0 W	411U1362-1, 411U1362-2, 411U1362-3, 411U1362-4, 411U1362-5, 411U1362-6, 411U1362-7, 411U1362-9, 411U1362-10; 69B53040-1 through 69B53040-20	-
015U1780-10	8	FOAM 0.75 T X 1.0 W	411U1362-1, 411U1362-2, 411U1362-3, 411U1362-4, 411U1362-5, 411U1362-6, 411U1362-7, 411U1362-9, 411U1362-10; 69B53040-1 through 69B53040-20	-
015U1780-18	12	FOAM TAPE, 0.25 T X 0.75 W	284U1808-7	-
232U1497-73	3	FOAM	232U1497-54	-
232U1497-74	2	FOAM	232U1497-52	-
232U1497-75	2	FOAM	232U1497-53	-
232U1497-76	2	FOAM	232U1497-55	-
232U1497-77	2	FOAM	232U1497-56	-
232U1497-78	2	FOAM	232U1497-57	-
232U1497-85	2	FOAM	232U1497-41	-
233U3311-51	2	INSULATION	233U3311-5	-
233U3311-52	1	INSULATION	233U3311-7	-
233U3311-53	1	INSULATION	233U3311-9	-
233U3311-54	1	INSULATION	233U3311-14	-
233U3311-55	1	INSULATION	233U3311-18	-

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Group 2-3, 9, Configuration 1; Group 16-17, 19, Configuration 2:

Kit 015U1780				
New Part Number	QTY -19	Name	Existing Part Number	Notes
233U3311-56	1	INSULATION	233U3311-25	-

Group 2-3, 9, 13-14, Configuration 1; Group 16-17, 19, Configuration 2:

Kit 015U1780				
New Part Number	QTY -20	Name	Existing Part Number	Notes
015U1780-20	-	SUPPLEMENTAL KIT - 747-400 PASSENGER AIR-PLANE BMS 8-39 FOAM REPLACE-MENT	-	-
015U1780-18	12	FOAM TAPE, 0.25 T X 0.75 W	284U1808-7	-
015U1780-8	3	FOAM TAPE, 0.5 T X 2.0 W	61B60002-3271	-
232U1497-85	2	FOAM	232U1497-41	-

Group 11, Configuration 1:

Kit 015U1780				
New Part Number	Qty -21	Name	Existing Part Number	Notes
015U1780-21	-	TOP KIT - 747-400 FREIGHTER AIR-PLANE BMS8-39 FOAM REPLACE-MENT		-
015U1780-18	12	FOAM TAPE, 0.25 T X 0.75 W	284U1808-7	-
232U1497-74	2	FOAM	232U1497-52	-
232U1497-75	2	FOAM	232U1497-53	-
232U1497-76	2	FOAM	232U1497-55	-
232U1497-77	2	FOAM	232U1497-56	-
232U1497-78	2	FOAM	232U1497-57	-

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Group 11, Configuration 1:

Kit 015U1780				
New Part Number	**Qty**	**Name**	**Existing Part Number**	**Notes**
	-21			
232U1497-85	2	FOAM	232U1497-41	-

2. Parts and Materials Supplied by the Operator:

The following parts or materials are necessary to do the change in this service bulletin. Parts and materials in the manuals given in Paragraph 1.J., References, can also be necessary. Examine operator part and material supply to make sure all necessary parts and materials are available.

Part Number / Specification	QTY	Name	Notes
BMS 5-30, TYPE II, or TYPE III (BMS 5-123, TYPE I, CLASS 1, CLASS 2, or CLASS 3 OPTIONAL)	16 OZ	ADHESIVE	(a)
BMS 5-157, TYPE I, CLASS 1, GRADE A or B, FORM I, COMPOSITION MPVF	2 ROLL	TAPE	(a)
BMS 5-146, TYPE I, CLASS 1, GRADE A	1 ROLL	TAPE	(a)
BMS 5-123, TYPE I, CLASS 1, CLASS 2, or CLASS 3	8 OZ	ADHESIVE	(a)
BMS 1-68, Grade A, Form III	12	FOAM TAPE	0.75" x 0.25" x 85'. This foam tape has peel and stick adhesive on the back and is an optional material to the 015U1780-18 part. (a)
BMS 1-68, Grade A, Form III	1	FOAM TAPE	0.50" x 2.0" x 30'. This foam tape has peel and stick adhesive on the back and is an optional material to the 015U1780-8 part. (a)
PSA-529	8 OZ	RESIN	(b)
SRC-18	8 OZ	CATALYST	(b)
(a) See the Qualified Products List at the end of the Boeing Material Specification (BMS) for supplier data.			

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Part Number / Specification	QTY	Name	Notes
(b) Can be purchased from: Boeing Distribution Incorporated (Cage 22819) 2750 Regent Boulevard, Dallas, Texas 75261 Website: https://shop.boeing.com/aviation-supply			

3. Parts Modified and Reidentified:

   The parts shown below are changed as shown in this service bulletin. The quantity (QTY) is the number of parts changed on each airplane.

Existing Part Number	QTY	Name	New Part Number	Notes
233U3311-( )	1	SUPPORT ASSY - OVERHEAD, PILOTS	-	(a)(b)
284U1808-( )	12	COVER ASSY - WIU, E1 / E2 RACK	-	(a)(b)
(a) Make the change given in this service bulletin.				
(b) Identify on the part that the change was done in accordance with this service bulletin was made.				

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 Values:
     - Values for airframe maintenance tasks are included in Chapter 20 of 747 Aircraft Maintenance Manual (AMM).

4. 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.

5. The quantity numbers shown for parts used in each step of the figures are the total number of parts necessary for each step.

   For bulk material rolls, the quantity number shown in the first-use step is the total number of rolls provided in the top kit. The quantity number is not shown in the figure steps thereafter.

6. A General Visual Inspection is defined as: A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normal available lighting conditions such as daylight, hangar lighting, flashlight or drop-light and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked.

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7. Foam seals are not replaced in areas where the foam is encapsulated by a fire resistant barrier or where the foam is physically isolated from an ignition source. Refer to APPENDIX B for foam seals that are not replaced.

8. 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.

9. Any systems disturbed as a result of the accomplishment of this service bulletin will require return-to-service functional testing to ensure that restoration of disturbed systems was successful. More functional tests can possibly be necessary in accordance with standard maintenance practices because of interruption to other airplane systems.

10. 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.

11. The compliance times for the actions in Paragraph 3.B., Work Instructions are in Paragraph 1.E., Compliance.

12. During the installation of new insulation material, it is permissible to cut the material in order to fit its application; including measured dimensions and to clear wire bundle supports, brackets, nutplates, and panels.

13. Part of the intent of the lower lobe cargo compartment system tube/wire foam seal inspection and replacement is to make sure that the insulation blankets and cloth boots form a seal. The seal acts as a barrier to minimize leakage of smoke and halon from the cargo compartment into the main deck in the event of a cargo fire. Refer to APPENDIX C for a visual aid and additional information.

14. Refer to APPENDIX E for Figure applicability in a tabular format.

B. WORK INSTRUCTIONS

Group 1, Configuration 1:

1. Replace main deck foam air seal, left sidewall in accordance with FIGURE 1.

2. Replace main deck system tube/wire foam seal, left sidewall in accordance with FIGURE 2.

   NOTE: The system tube or wire penetrations, shown in FIGURE 2, are typical. To find other penetrations, a general visual inspection is required.

3. Replace main deck foam air seal, right sidewall in accordance with FIGURE 3.

4. Replace main deck ceiling panel foam strip in accordance with FIGURE 4.

5. Replace main deck system tube/wire foam seal, right sidewall in accordance with FIGURE 6.

   NOTE: The system tube or wire penetrations, shown in FIGURE 6, are typical. To find other penetrations, a general visual inspection is required.

6. Replace forward cargo compartment system tube/wire foam seal in accordance with FIGURE 7.

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NOTE: The system tube or wire penetrations, shown in FIGURE 7, are typical. To find other penetrations, a general visual inspection is required.

7. Replace aft cargo compartment system tube/wire foam seal in accordance with FIGURE 8.

NOTE: The system tube or wire penetrations, shown in FIGURE 8, are typical. To find other penetrations, a general visual inspection is required.

8. Replace flight compartment overhead electrical equipment panel foam in accordance with FIGURE 9.

9. Replace flight compartment overhead electrical equipment panel structure foam in accordance with FIGURE 10.

10. Replace flight compartment overhead dripshields foam in accordance with FIGURE 11.

11. Remove foam pads found in the crown area in accordance with FIGURE 16.

12. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

13. Replace the flight compartment moisture seal in accordance with FIGURE 18.

14. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

15. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

16. Replace the E1/E2 rack WIU cover assembly foam seals in accordance with FIGURE 17.

17. Put the airplane back to a serviceable condition.

Group 7, Configuration 1:

1. Replace main deck foam air seal, left sidewall in accordance with FIGURE 1.

2. This step is deleted.

3. Replace main deck foam air seal, right sidewall in accordance with FIGURE 3.

4. This step is deleted.

5. This step is deleted.

6. Replace forward cargo compartment system tube/wire foam seal in accordance with FIGURE 7.

NOTE: The system tube or wire penetrations, shown in FIGURE 7, are typical. To find other penetrations, a general visual inspection is required.

7. Replace aft cargo compartment system tube/wire foam seal in accordance with FIGURE 8.

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NOTE: The system tube or wire penetrations, shown in FIGURE 8, are typical. To find other penetrations, a general visual inspection is required.

8. Replace flight compartment overhead electrical equipment panel foam in accordance with FIGURE 9.

9. Replace flight compartment overhead electrical equipment panel structure foam in accordance with FIGURE 10.

10. Replace flight compartment overhead dripshields foam in accordance with FIGURE 11.

11. Remove foam pads found in the crown area in accordance with FIGURE 16.

12. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

13. Replace the flight compartment moisture seal in accordance with FIGURE 18.

14. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

15. Replace the E1/E2 rack WIU cover assembly foam seals in accordance with FIGURE 17.

16. Put the airplane back to a serviceable condition.

Group 8, 18, Configuration 1:

1. Replace forward cargo compartment system tube/wire foam seal in accordance with FIGURE 7.

   NOTE: The system tube or wire penetrations, shown in FIGURE 7, are typical. To find other penetrations, a general visual inspection is required.

2. Replace aft cargo compartment system tube/wire foam seals in accordance with FIGURE 8.

   NOTE: The system tube or wire penetrations, shown in FIGURE 8, are typical. To find other penetrations, a general visual inspection is required.

3. Replace flight compartment overhead electrical equipment panel foam in accordance with FIGURE 9.

4. Replace flight compartment overhead electrical equipment panel structure foam in accordance with FIGURE 10.

5. Replace flight compartment overhead dripshields foam in accordance with FIGURE 11.

6. Remove foam pads found in the crown area in accordance with FIGURE 16.

7. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

8. Replace the flight compartment moisture seals in accordance with FIGURE 18.

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9. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

10. Replace the E1/E2 rack WIU cover assembly foam seals in accordance with FIGURE 17.

11. Put the airplane back to a serviceable condition.

Group 2-3, 9, Configuration 1:

1. Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 7.

   NOTE: The system tube or wire penetrations, shown in FIGURE 7, are typical. To find other penetrations, a general visual inspection is required.

2. Replace aft cargo compartment system tube/wire foam seals in accordance with FIGURE 8.

   NOTE: The system tube or wire penetrations, shown in FIGURE 8, are typical. To find other penetrations, a general visual inspection is required.

3. Replace flight compartment overhead electrical equipment panel foam in accordance with FIGURE 9.

4. Replace flight compartment overhead electrical equipment panel structure foam in accordance with FIGURE 10.

5. Replace flight compartment overhead dripshield foam in accordance with FIGURE 11.

6. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

7. Replace the flight compartment moisture seals in accordance with FIGURE 18.

8. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

9. Replace the E1/E2 rack WIU cover assembly foam seals in accordance with FIGURE 17.

10. Remove main deck air baffle foam, left and right sidewalls in accordance with FIGURE 12.

11. Install main deck air baffle foam, left and right sidewalls in accordance with FIGURE 13.

12. Remove foam pads found in the crown area in accordance with FIGURE 16.

13. Put the airplane back to a serviceable condition.

Group 16-17, 19, Configuration 2:

1. Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 7.

   NOTE: The system tube or wire penetrations, shown in FIGURE 7, are typical. To find other penetrations, a general visual inspection is required.

2. Replace aft cargo compartment system tube/wire foam seals in accordance with FIGURE 8.

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NOTE: The system tube or wire penetrations, shown in FIGURE 8, are typical. To find other penetrations, a general visual inspection is required.

3. Replace flight compartment overhead electrical equipment panel foam in accordance with FIGURE 9.

4. Replace flight compartment overhead electrical equipment panel structure foam in accordance with FIGURE 10.

5. Replace flight compartment overhead dripshield foam in accordance with FIGURE 11.

6. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

7. Replace the flight compartment moisture seals in accordance with FIGURE 18.

8. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

9. Remove main deck air baffle foam, left and right sidewalls in accordance with FIGURE 12.

10. Install main deck air baffle foam, left and right sidewalls in accordance with FIGURE 13.

11. Remove foam pads found in the crown area in accordance with FIGURE 16.

12. Put the airplane back to a serviceable condition.

Group 4-5, Configuration 1:

1. Do a general visual inspection of the airplane left and right sidewalls for air baffles. When air baffles are found, measure the dimensions of the foam inside the air baffles in accordance with FIGURE 14.

   NOTE: The air baffles shown in FIGURE 14 are typical. Their quantity and locations can vary significantly between airplanes.

2. Replace the foam found inside the air baffles in accordance with FIGURE 15.

3. Put the airplane back to a serviceable condition.

Group 6, Configuration 1:

1. Replace main deck foam air seal, left sidewall in accordance with FIGURE 1.

2. Replace main deck system tube/wire foam seals replacement, left sidewall in accordance with FIGURE 2.

   NOTE: The system tube or wire penetrations, shown in FIGURE 2, are typical. To find other penetrations, a general visual inspection is required.

3. Replace main deck foam air seal, right sidewall in accordance with FIGURE 3.

4. Replace main deck ceiling panel foam strip in accordance with FIGURE 4.

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5. Replace main deck system tube/wire foam seal, right sidewall in accordance with FIGURE 6.

6. Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 7.

   NOTE: The system tube or wire penetrations, shown in FIGURE 7, are typical. To find other penetrations, a general visual inspection is required.

7. Replace aft cargo compartment system tube/wire foam seals in accordance with FIGURE 8.

   NOTE: The system tube or wire penetrations, shown in FIGURE 8, are typical. To find other penetrations, a general visual inspection is required.

8. Remove foam pads found in the crown area in accordance with FIGURE 16.

9. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

10. Replace the flight compartment moisture seals in accordance with FIGURE 18.

11. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

12. Replace the E1/E2 rack WIU cover assembly foam seals in accordance with FIGURE 17.

13. Put the airplane back to a serviceable condition.

Group 13-14, 16-17, 19, Configuration 1:

1. Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 7.

   NOTE: The system tube or wire penetrations, shown in FIGURE 7, are typical. To find other penetrations, a general visual inspection is required.

2. Replace aft cargo compartment system tube/wire foam seals in accordance with FIGURE 8.

   NOTE: The system tube or wire penetrations, shown in FIGURE 8, are typical. To find other penetrations, a general visual inspection is required.

3. Replace flight compartment overhead electrical equipment panel foam in accordance with FIGURE 9.

4. Replace flight compartment overhead dripshield foam in accordance with FIGURE 11.

5. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

6. Replace the flight compartment moisture seals in accordance with FIGURE 18.

7. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

8. Remove main deck air baffle foam, left and right sidewalls in accordance with FIGURE 12.

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9. Install main deck air baffle foam, left and right sidewalls in accordance with FIGURE 13.

10. Remove foam pads found in the crown area in accordance with FIGURE 16.

11. Put the airplane back to a serviceable condition.

Group 10, Configuration 1:

1. Replace main deck foam air seal, left sidewall in accordance with FIGURE 1.

2. This step is deleted.

3. Replace main deck foam air seal, right sidewall in accordance with FIGURE 3.

4. This step is deleted.

5. This step is deleted.

6. Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 7.

   NOTE: The system tube or wire penetrations, shown in FIGURE 7, are typical. To find other penetrations, a general visual inspection is required.

7. Replace aft cargo compartment system tube/wire foam seals in accordance with FIGURE 8.

   NOTE: The system tube or wire penetrations, shown in FIGURE 8, are typical. To find other penetrations, a general visual inspection is required.

8. Replace flight compartment overhead electrical equipment panel foam in accordance with FIGURE 9.

9. Replace flight compartment overhead dripshields foam in accordance with FIGURE 11.

10. Remove foam pads found in the crown area in accordance with FIGURE 16.

11. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

12. Replace the flight compartment moisture seals in accordance with FIGURE 18.

13. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

14. Put the airplane back to a serviceable condition.

Group 10, Configuration 2:

1. Replace main deck foam air seal, left sidewall in accordance with FIGURE 1.

2. Replace main deck foam air seal, right sidewall in accordance with FIGURE 3.

3. Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 7.

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NOTE: The system tube or wire penetrations, shown in FIGURE 7, are typical. To find other penetrations, a general visual inspection is required.

4. Replace aft cargo compartment system tube/wire foam seals in accordance with FIGURE 8.

   NOTE: The system tube or wire penetrations, shown in FIGURE 8, are typical. To find other penetrations, a general visual inspection is required.

5. Replace flight compartment overhead electrical equipment panel foam in accordance with FIGURE 9.

6. Replace flight compartment overhead electrical equipment panel structure foam in accordance with FIGURE 10.

7. Remove foam pads found in the crown area in accordance with FIGURE 16.

8. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

9. Replace the flight compartment moisture seals in accordance with FIGURE 18.

10. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

11. Put the airplane back to a serviceable condition.

Group 12, 15, Configuration 1:

1. Replace main deck foam air seal, left sidewall in accordance with FIGURE 1.

2. This step is deleted.

3. Replace main deck foam air seal, right sidewall in accordance with FIGURE 3.

4. This step is deleted.

5. This step is deleted.

6. Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 7.

   NOTE: The system tube or wire penetrations, shown in FIGURE 7, are typical. To find other penetrations, a general visual inspection is required.

7. Replace aft cargo compartment system tube/wire foam seals in accordance with FIGURE 8.

   NOTE: The system tube or wire penetrations, shown in FIGURE 8, are typical. To find other penetrations, a general visual inspection is required.

8. Replace flight compartment overhead electrical equipment panel foam in accordance with FIGURE 9.

9. Replace flight compartment overhead dripshields foam in accordance with FIGURE 11.

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10. Remove foam pads found in the crown area in accordance with FIGURE 16.

11. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

12. Replace the flight compartment moisture seals in accordance with FIGURE 18.

13. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

14. Put the airplane back to a serviceable condition.

Group 10, Configuration 3; Group 12-15, Configuration 2; Group 16-17, 19, Configuration 3:

1. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

2. Replace the flight compartment moisture seals in accordance with FIGURE 18.

3. Put the airplane back to a serviceable condition.

Group 11, Configuration 1:

1. Replace flight compartment overhead electrical equipment panel structure foam in accordance with FIGURE 10.

2. Remove foam pads found in the crown area in accordance with FIGURE 16.

3. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

4. Replace the flight compartment moisture seals in accordance with FIGURE 18.

5. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

6. Replace the E1/E2 rack WIU cover assembly foam seals in accordance with FIGURE 17.

7. Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 19.

8. Put the airplane back to a serviceable condition.

Group 11, Configuration 2:

1. Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 19.

2. Put the airplane back to a serviceable condition.

Group 1-3, 6-9, 18, Configuration 2:

1. Replace the E1/E2 rack WIU cover assembly foam seals in accordance with FIGURE 17.

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2. Get access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

3. Replace the flight compartment moisture seals in accordance with FIGURE 18.

4. Close access to the flight compartment moisture seals. Refer to 747-400 AMM 25-14-01 as an accepted procedure.

5. Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 19.

   NOTE: The system tube or wire penetrations, shown in FIGURE 19, are typical. To find other penetrations, a general visual inspection is required.

6. Replace aft cargo compartment system tube/wire foam seals in accordance with FIGURE 20.

   NOTE: The system tube or wire penetrations, shown in FIGURE 20, are typical. To find other penetrations, a general visual inspection is required.

7. Put the airplane back to a serviceable condition.

Group 1-3, 6-10, Configuration 3; Group 10, Configuration 4; Group 12-15, Configuration 3; Group 16-17, Configuration 4; Group 18-19, Configuration 3; Group 19, Configuration 4:

1. Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 19.

   NOTE: The system tube or wire penetrations, shown in FIGURE 19, are typical. To find other penetrations, a general visual inspection is required.

2. Replace aft cargo compartment system tube/wire foam seals in accordance with FIGURE 20.

   NOTE: The system tube or wire penetrations, shown in FIGURE 20, are typical. To find other penetrations, a general visual inspection is required.

3. Put the airplane back to a serviceable condition.

Group 13-14, Configuration 4; Group 16-17, 19, Configuration 5:

1. Replace forward cargo compartment system tube/wire foam seals in accordance with FIGURE 7.

   NOTE: The system tube or wire penetrations, shown in FIGURE 7, are typical. To find other penetrations, a general visual inspection is required.

2. Put the airplane back to a serviceable condition.

Group 1-3, Configuration 4; Group 4-5, Configuration 2; Group 6-9, Configuration 4; Group 10, Configuration 5; Group 12, Configuration 4; Group 13-14, Configuration 5; Group 15, Configuration 4; Group 16-17, Configuration 6; Group 18, Configuration 4:

1. No more work is required.

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This Figure applies only to: Group 1, 6-7, 10, Configuration 1; Group 10, Configuration 2; Group 12, 15, Configuration 1.

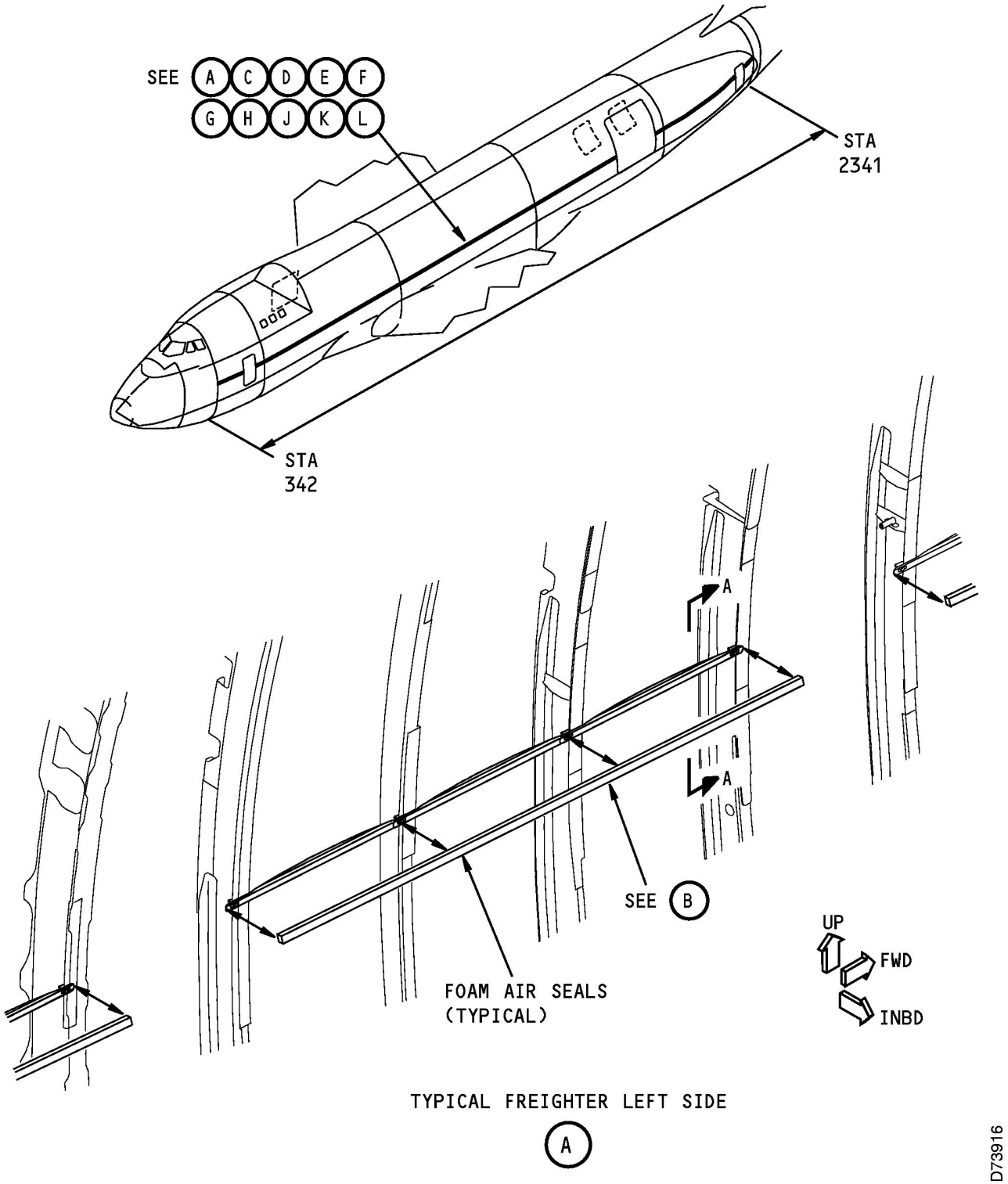


FIGURE 1: MAIN DECK FOAM AIR SEAL REPLACEMENT, LEFT SIDE WALL (SHEET 1 OF 9)

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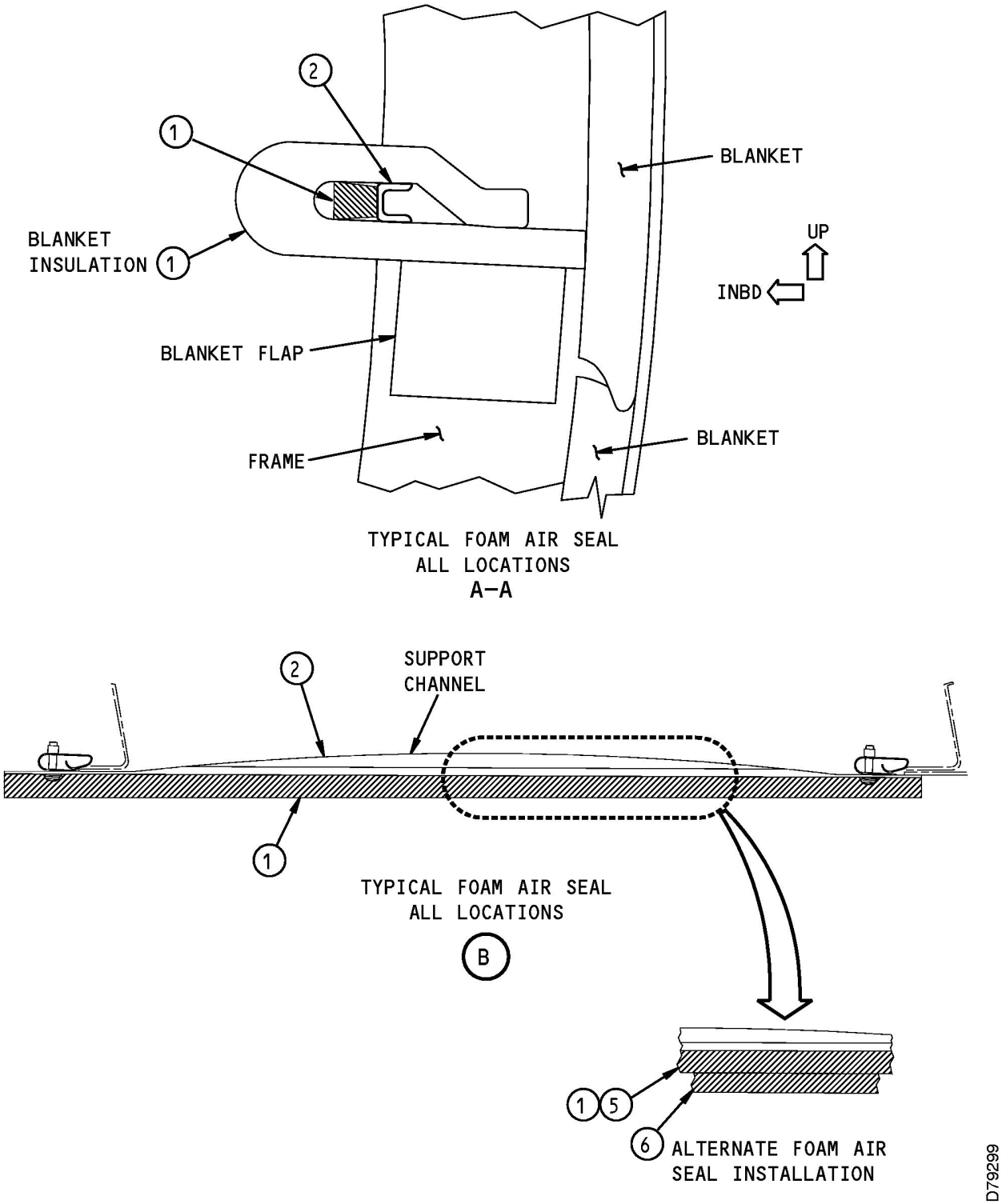


FIGURE 1: MAIN DECK FOAM AIR SEAL REPLACEMENT, LEFT SIDE WALL (SHEET 2 OF 9)

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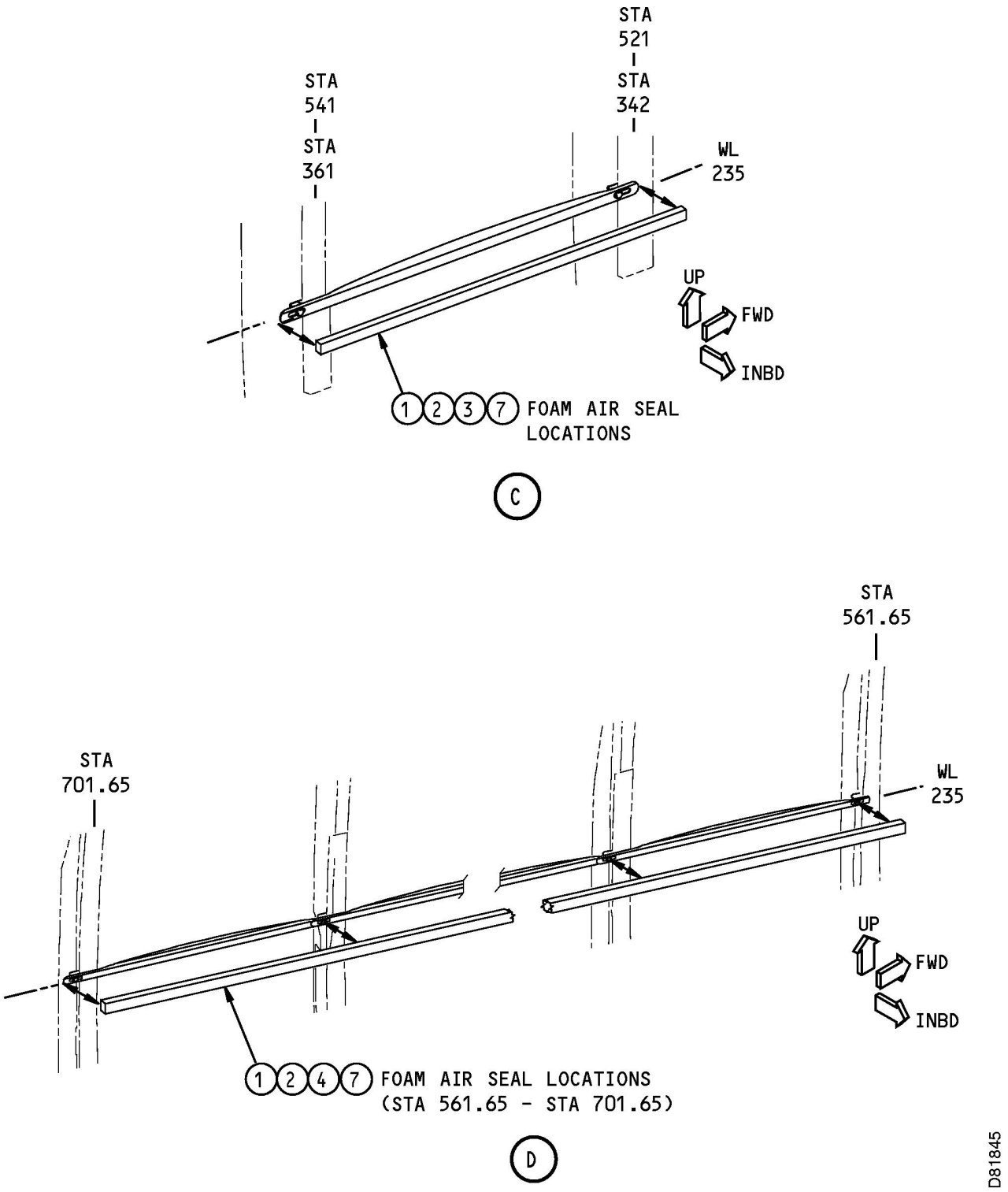


FIGURE 1: MAIN DECK FOAM AIR SEAL REPLACEMENT, LEFT SIDE WALL (SHEET 3 OF 9)

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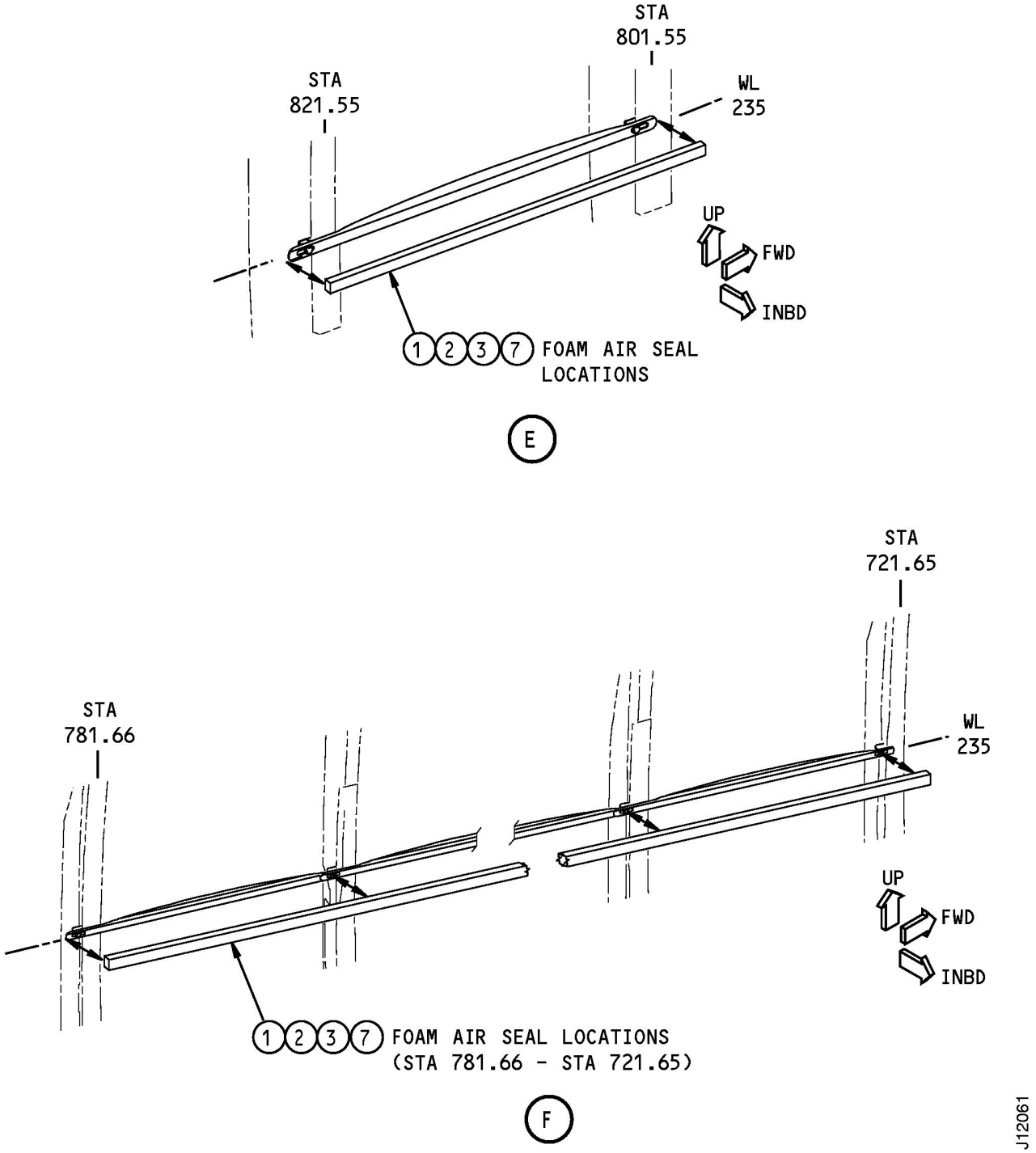


FIGURE 1: MAIN DECK FOAM AIR SEAL REPLACEMENT, LEFT SIDE WALL (SHEET 4 OF 9)

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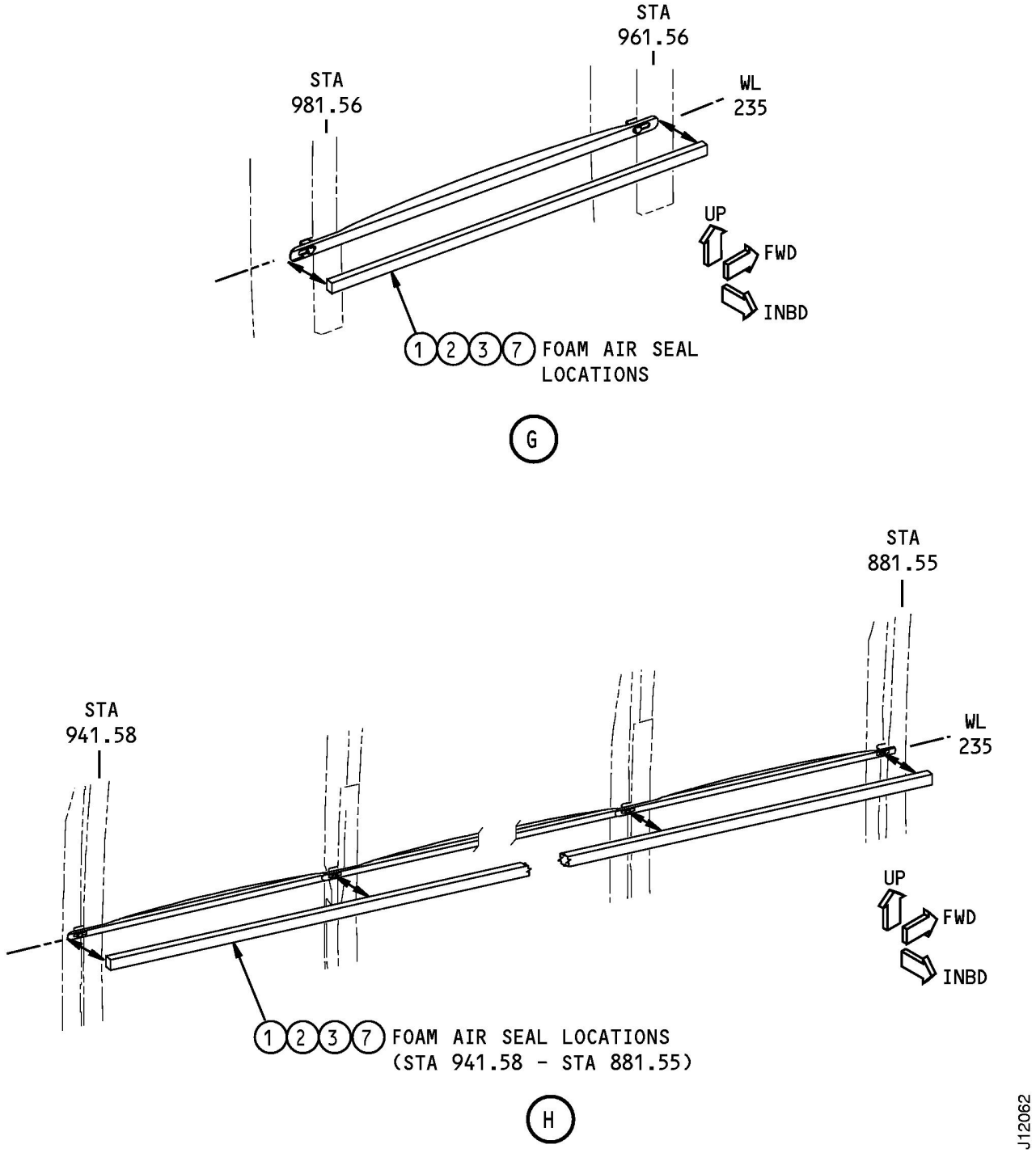


FIGURE 1: MAIN DECK FOAM AIR SEAL REPLACEMENT, LEFT SIDE WALL (SHEET 5 OF 9)

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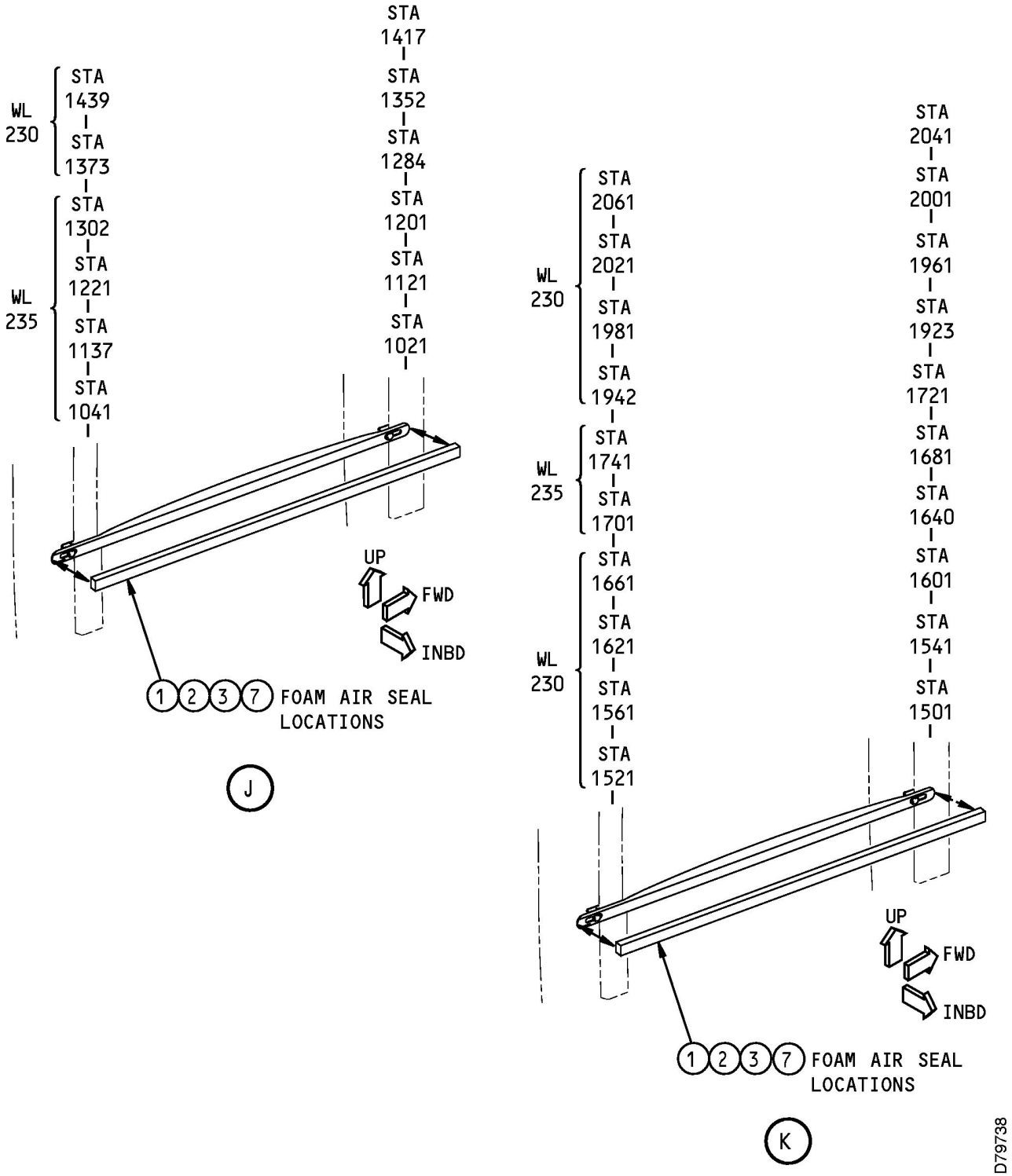
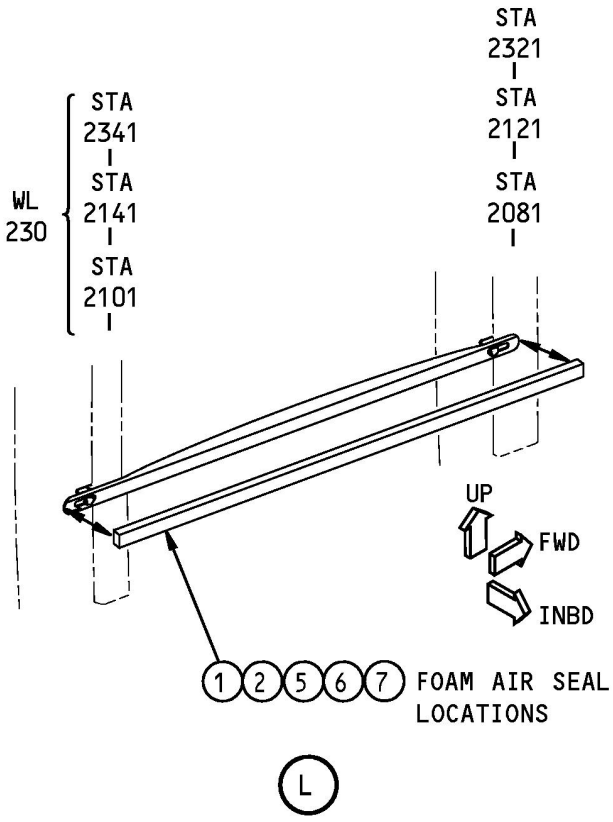


FIGURE 1: MAIN DECK FOAM AIR SEAL REPLACEMENT, LEFT SIDE WALL (SHEET 6 OF 9)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown for parts used in each step are the total number of parts necessary for each step.

For bulk material rolls, the quantity number shown in the first-use step is the total number of rolls provided in the top kit. The quantity number is not shown in the figure-steps thereafter.

NOTE: If side wall lining panels were not removed, refer to 747-400 AMM 25-59-01 as an accepted procedure for removal.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Move	INSULATION	-	-	For access to foam air seals.
	Remove	FOAM AIR SEAL	-	-	From the support channel(s). (a)(e)(f)
2	Clean	SUPPORT CHANNEL	-	-	Clean surface before the new foam air seal is installed. Refer to 747-400 AMM 20-30-80 as an accepted procedure.

FIGURE 1: MAIN DECK FOAM AIR SEAL REPLACEMENT, LEFT SIDE WALL (SHEET 7 OF 9)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
3	Put/Hold	FOAM AIR SEAL, 0.5 T X 0.5 W	015U1780-3	-	(c)
	Cut	FOAM AIR SEAL, 0.5 T X 0.5 W	015U1780-3	-	(d)
	Install (New)	FOAM AIR SEAL, 0.5 T X 0.5 W	015U1780-3	3	(b)
4	Put/Hold	FOAM AIR SEAL, 0.75 T X 0.75 W	015U1780-4	-	(c)
	Cut	FOAM AIR SEAL, 0.75 T X 0.75 W	015U1780-4	-	(d)
	Install (New)	FOAM AIR SEAL, 0.75 T X 0.75 W	015U1780-4	1	(b)
5	Put/Hold	FOAM AIR SEAL, 1.0 T X 1.0 W	015U1780-6	-	(c)(g)
	Cut	FOAM AIR SEAL, 1.0 T X 1.0 W	015U1780-6	-	(d)(g)
	Install (New)	FOAM AIR SEAL, 1.0 T X 1.0 W	015U1780-6	1	(b)(g)
6	Cut	FOAM AIR SEAL, 0.5 T X 1.0 W	015U1780-5	-	(d)
	Install (New)	FOAM AIR SEAL, 0.5 T X 1.0 W	015U1780-5	1	On top of the 1.0 inch thick foam air seal to make a foam air seal that is 1.5 inch minimum thickness. It is acceptable to use quantity (3) layers of 015U1780-5 to form a 1.5 inch minimum thickness stack-up.
7	Identify	NEW FOAM AIR SEAL	-	-	Identify in the vicinity of replaced foam air seal that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure.

(a) When foam air seal is removed, do not abrade adjacent structure that is clad aluminum or has an alodine coating. If the abrasion penetrates a finish, restore the finish to match adjacent structure. Refer to SOPM 20-30-03 as an accepted procedure for abrasive cleaning.

(b) Install from bulk material roll. Where support channels overlap, apply foam air seal in one continuous strip over the entire length of the over-lapping support channels.

(c) Put/hold on support channel(s) so foam air seal is centered along the entire length of the support channel(s).

FIGURE 1: MAIN DECK FOAM AIR SEAL REPLACEMENT, LEFT SIDE WALL
(SHEET 8 OF 9)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
(d) Cut at the two ends of the support channel(s), or at the two ends of the entire length of the overlapping support channel(s).					
(e) Refer to Table 1 in APPENDIX D for a list of existing part numbers for this Figure.					
(f) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.					
(g) 015U1780-5 (QTY 2) is optional to 015U1780-6, to create the 1.0 inch minimum thickness air seal.					

FIGURE 1: MAIN DECK FOAM AIR SEAL REPLACEMENT, LEFT SIDE WALL
(SHEET 9 OF 9)

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This Figure applies only to: Group 1, 6, Configuration 1.

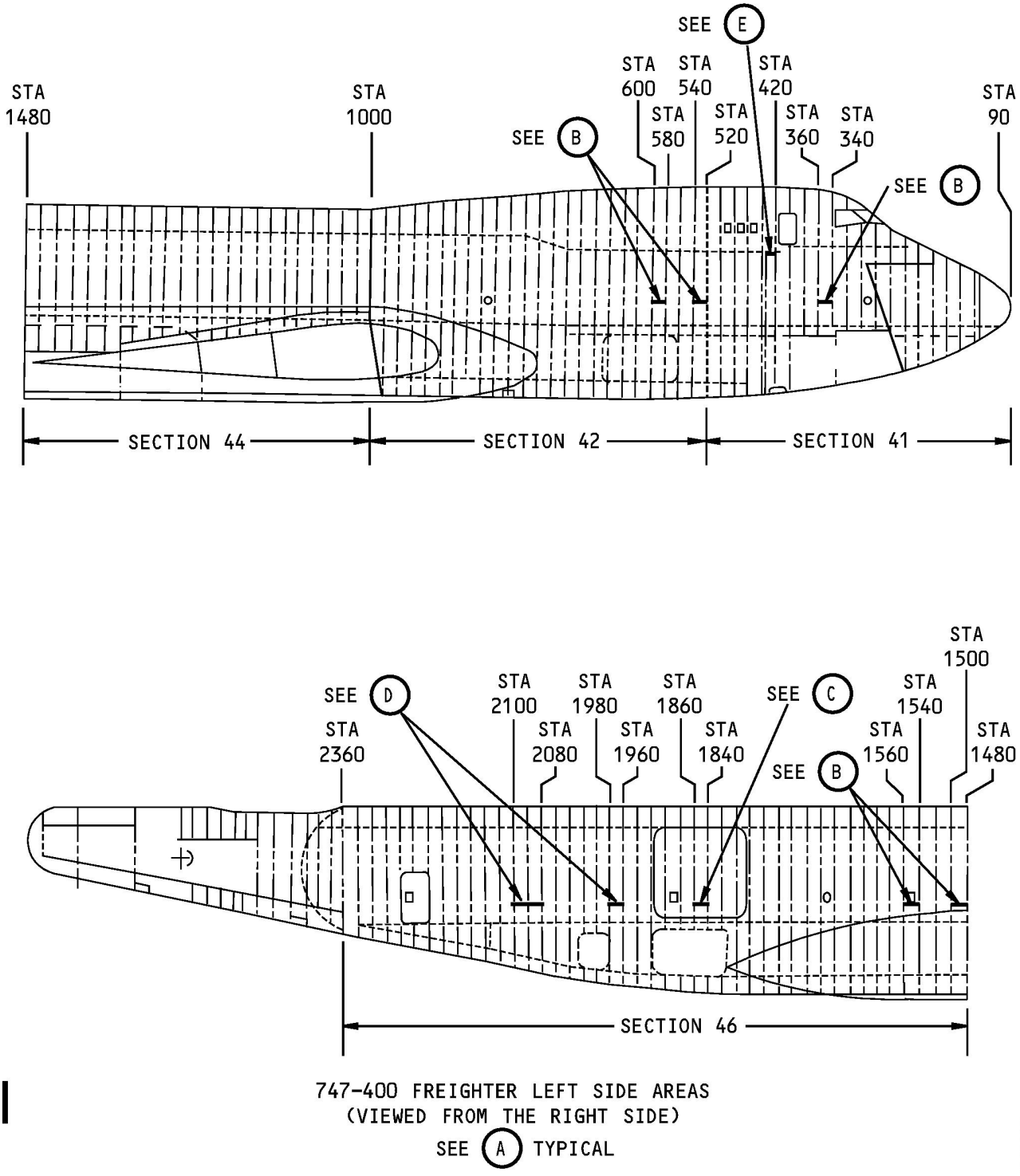


FIGURE 2: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, LEFT SIDEWALL (SHEET 1 OF 7)

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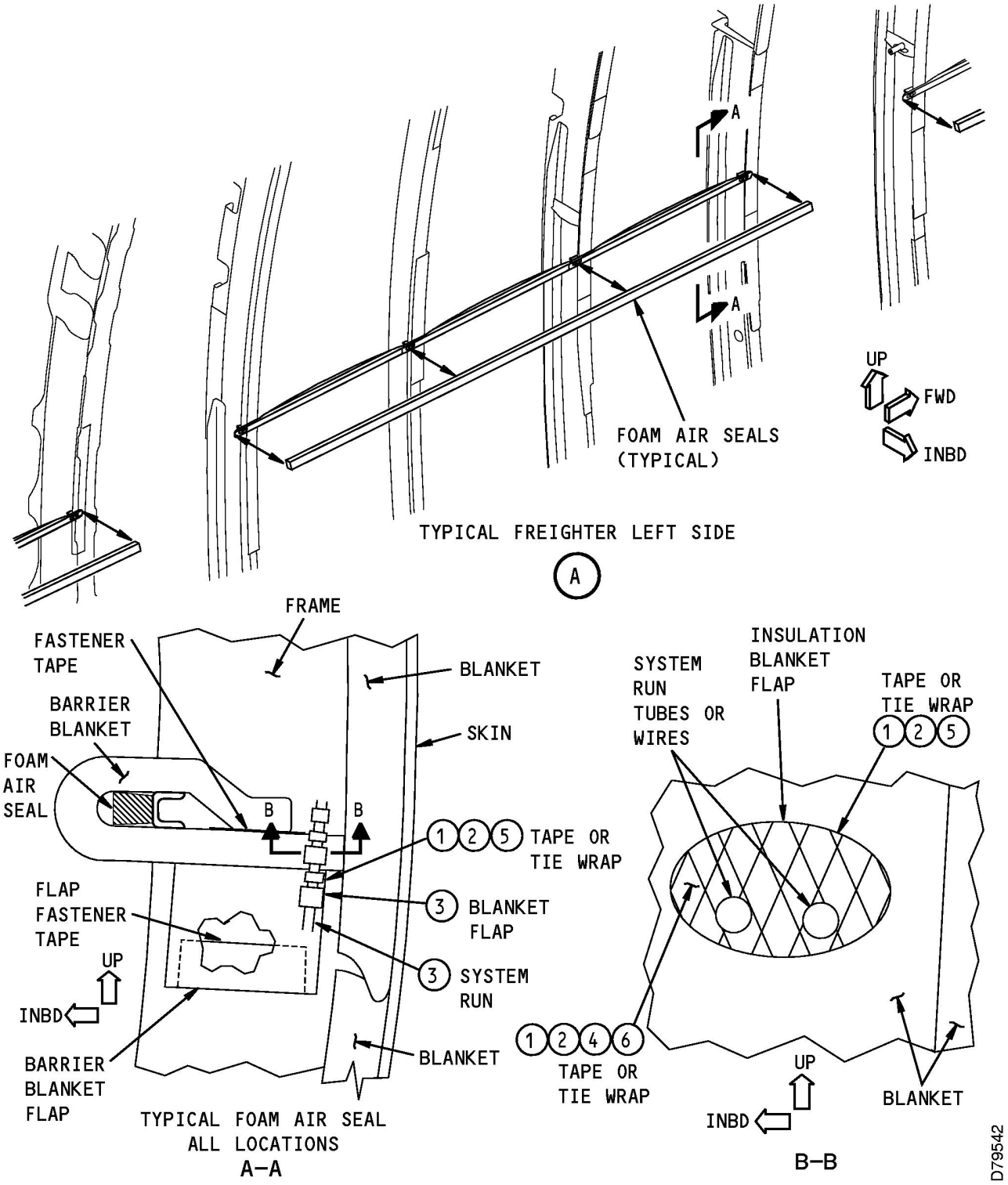


FIGURE 2: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, LEFT SIDEWALL (SHEET 2 OF 7)

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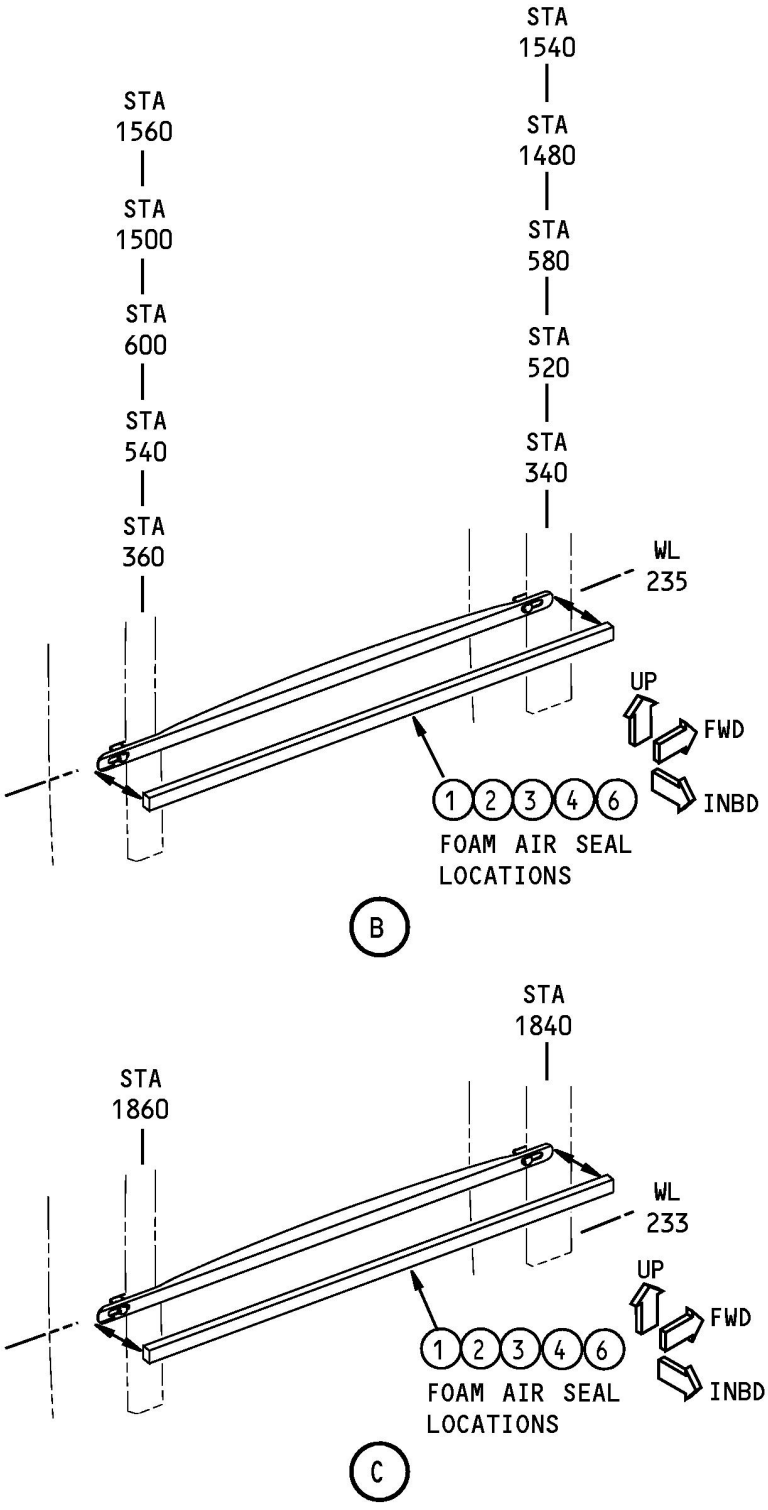


FIGURE 2: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, LEFT SIDEWALL (SHEET 3 OF 7)

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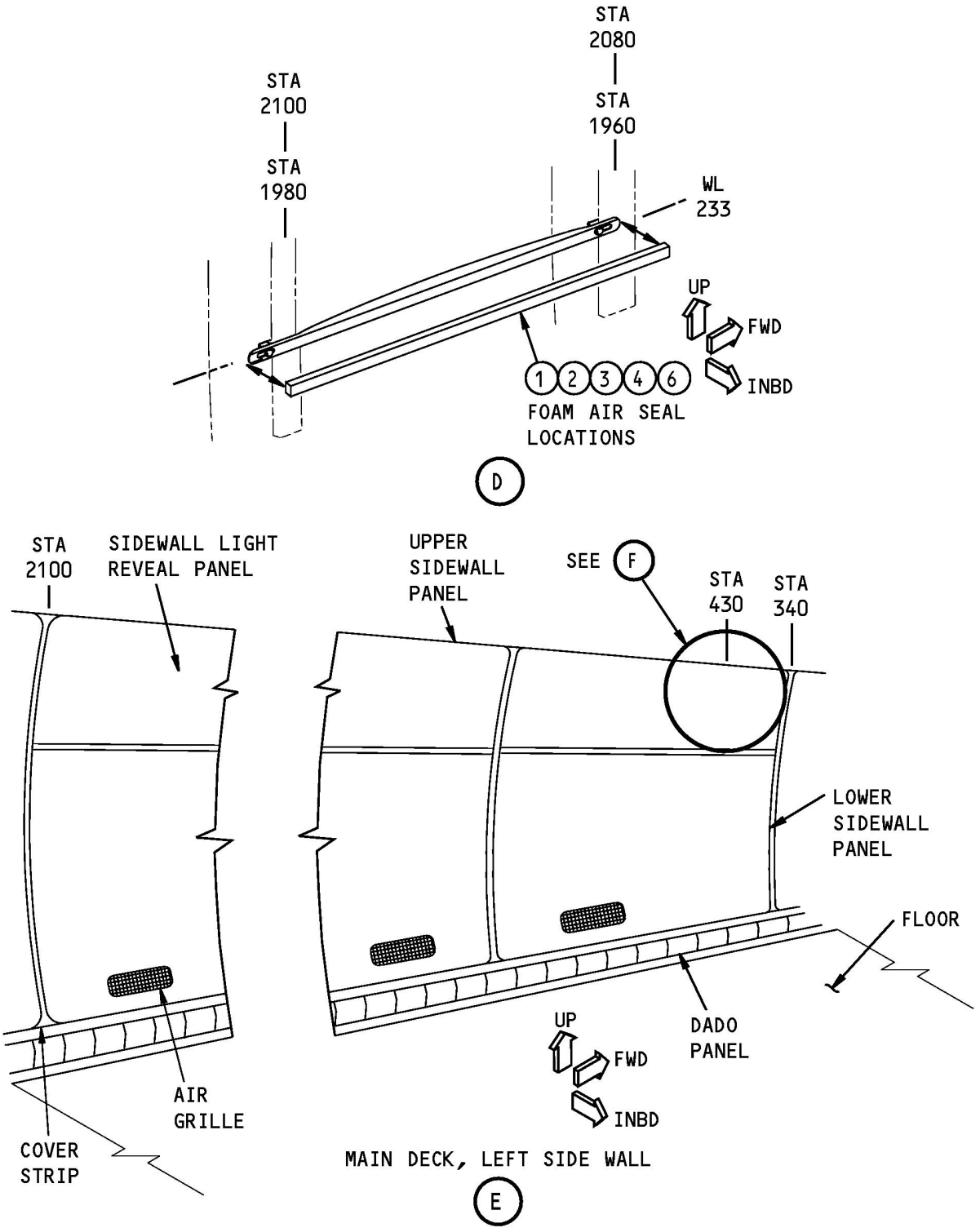


FIGURE 2: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, LEFT SIDEWALL (SHEET 4 OF 7)

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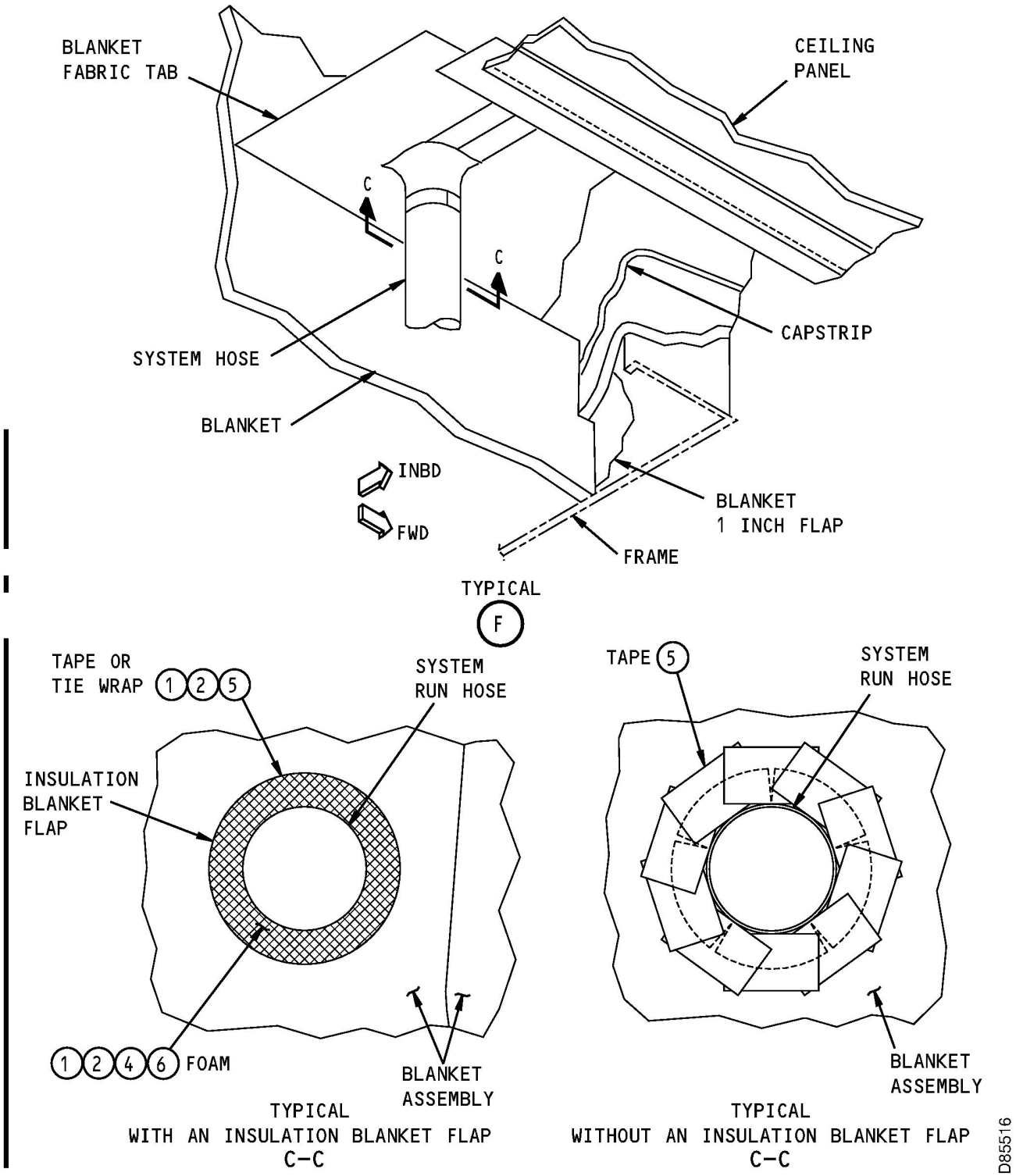


FIGURE 2: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, LEFT SIDEWALL (SHEET 5 OF 7)

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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 each step.

For bulk material rolls, the quantity number shown in the first-use step is the total number of rolls provided in the top kit. The quantity number is not shown in the figure-steps thereafter.

NOTE: 1. If sidewall lining panels are not removed, refer to 747-400 AMM 25-59-01 as an accepted procedure for removal.

2. It is not necessary to replace the foam seals at the locations shown in this figure if this change was done during the accomplishment of FIGURE 1.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	FOAM	-	-	(a)(d)(e)
2	Remove	TAPE OR TIE WRAP	-	-	From around insulation blanket flap located where tubes or wires penetrate the sidewall insulation.
3	Clean	SYSTEM TUBES AND OR WIRES	-	-	Surface before the new foam tape is installed. (b)
	Clean	INSULATION BLANKET FLAP	-	-	Surface before the new foam tape is installed. (b)
4	Put/Hold	FOAM TAPE, 0.5 T X 2.0 W	015U1780-8 (BMS 1-68, Grade A, Form III Optional)	-	Around system tubes or wires to make sure tubes or wires are separated. Fill all the open spaces with foam when multiple tubes or wires pierce the insulation blanket. (c)
	Install (New)	FOAM TAPE, 0.5 T X 2.0 W	015U1780-8 (BMS 1-68, Grade A, Form III Optional)	1	From the bulk material roll. Cut a piece that is 5 inches long, or cut more if more is required to make a smoke barrier. (c)
5	Cut	TAPE	BMS 5-146, Type I, Class 1, Grade A (BMS 5-157, Type I, Class 1, Grade A optional)	-	Enough from bulk material roll to wrap around the insulation blanket flap.
	Install (New)	TAPE	BMS 5-146, Type I, Class 1, Grade A (BMS 5-157, Type I, Class 1, Grade A optional)	-	Around insulation blanket flap and tubes or wires. Make sure the tape tightly holds the insulation blanket flap so there is no air space and a smoke barrier is made. (f)

FIGURE 2: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, LEFT SIDEWALL (SHEET 6 OF 7)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
6	Identify	NEW FOAM TAPE	-	-	Identify in the vicinity of replaced foam tape that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure for part marking.
(a) Do a general visual inspection on left sidewall between station 340 and station 2100 on the main deck. Inspect for foam around system runs. If BMS 8-39 found, remove and replace it with the new material.					
(b) Refer to SOPM 20-30-03 as an accepted procedure.					
(c) Where system tubes or wires penetrate the insulation blanket, make sure all the space inside the insulation blanket flap is filled with foam tape to create a smoke barrier.					
(d) Refer to Table 2 in APPENDIX D for a list of existing part numbers for this Figure.					
(e) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.					
(f) Install tape where BMS 1-68 is used to seal system run penetrations through the insulation blanket. If there is no blanket flap or tab present, use tape to attach the foam seal to the insulation blanket.					

FIGURE 2: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, LEFT SIDEWALL (SHEET 7 OF 7)

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This Figure applies only to: Group 1, 6-7, 10, Configuration 1; Group 10, Configuration 2; Group 12, 15, Configuration 1.

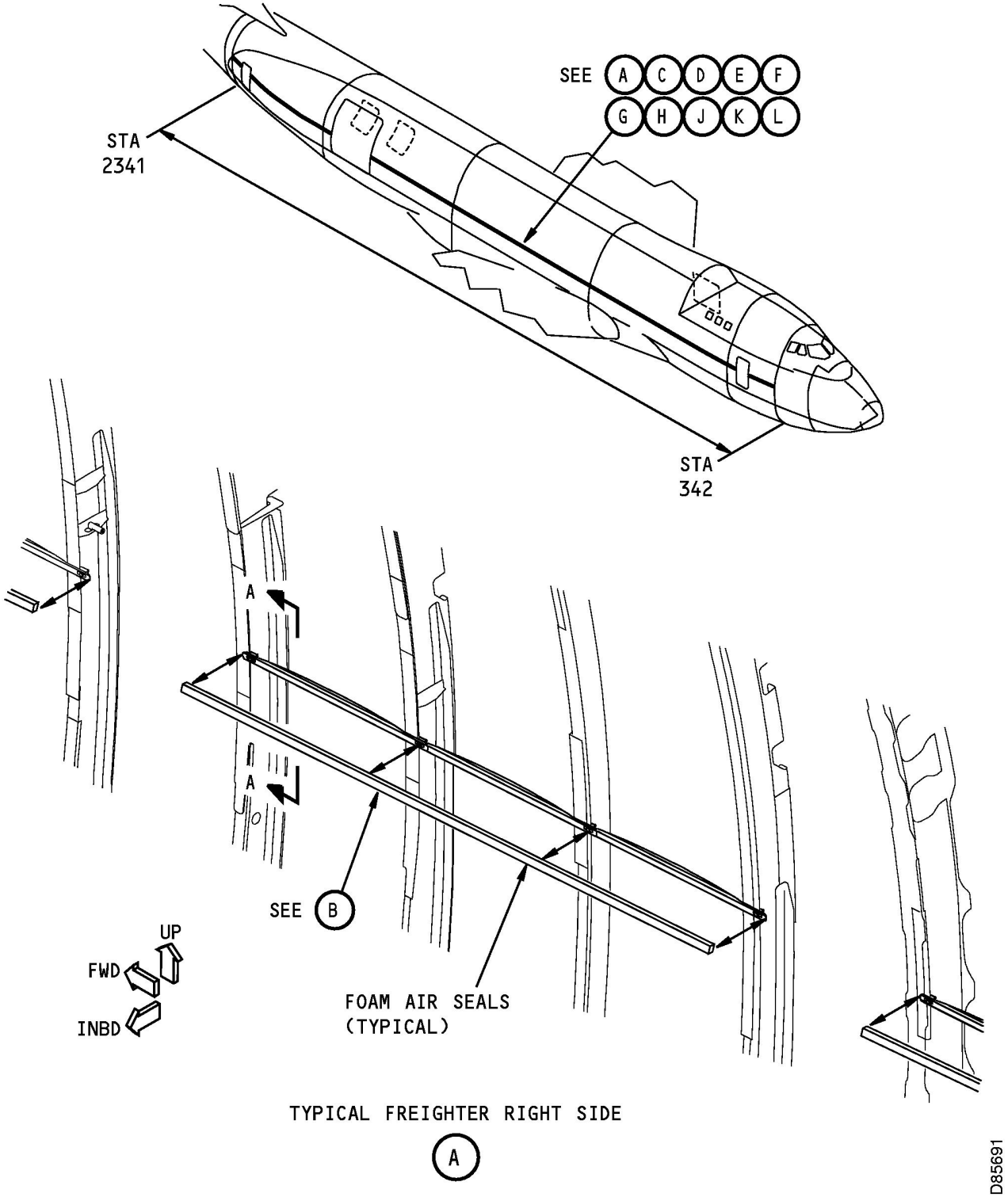


FIGURE 3: MAIN DECK FOAM AIR SEAL REPLACEMENT RIGHT SIDE WALL (SHEET 1 OF 8)

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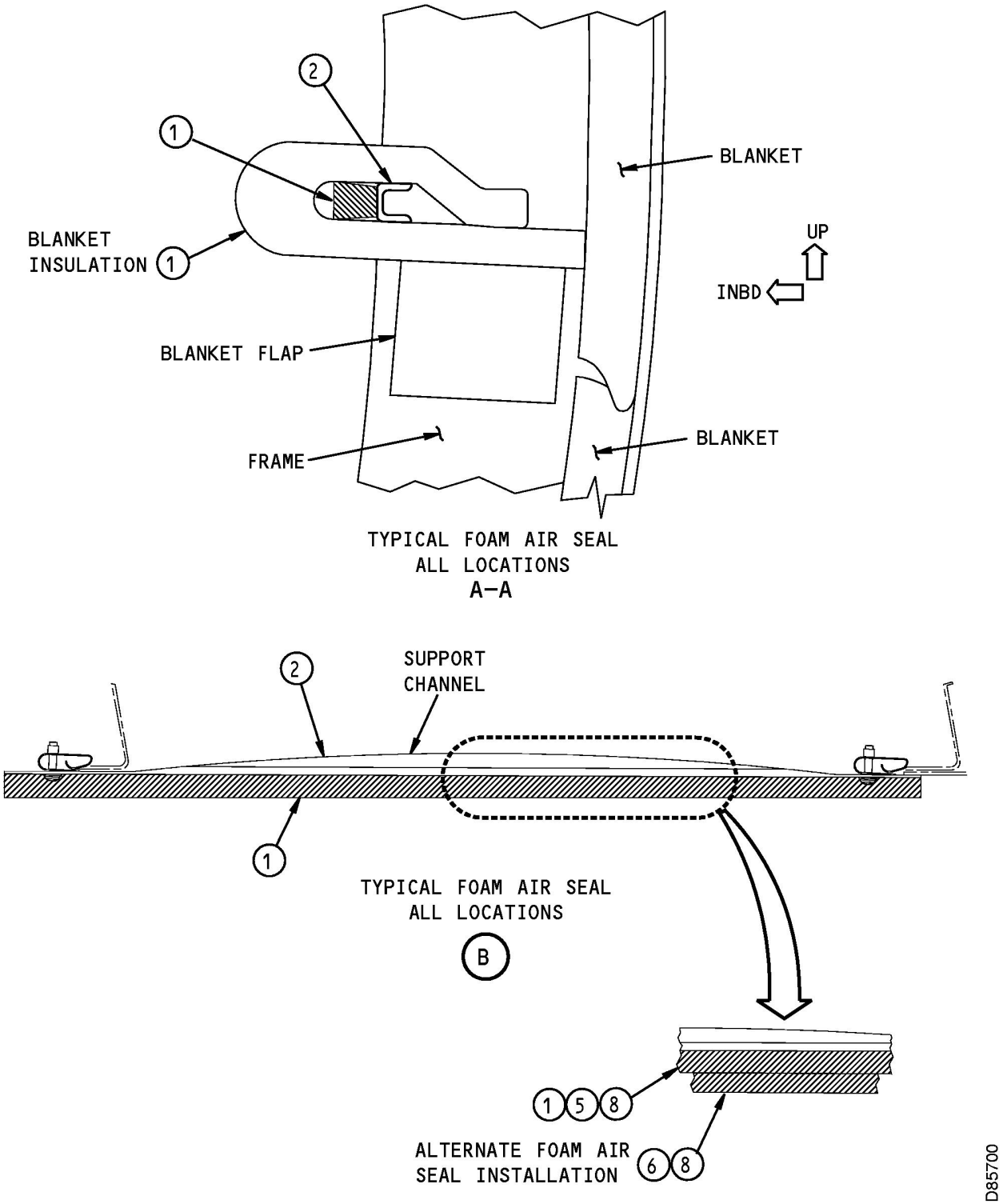


FIGURE 3: MAIN DECK FOAM AIR SEAL REPLACEMENT RIGHT SIDE WALL (SHEET 2 OF 8)

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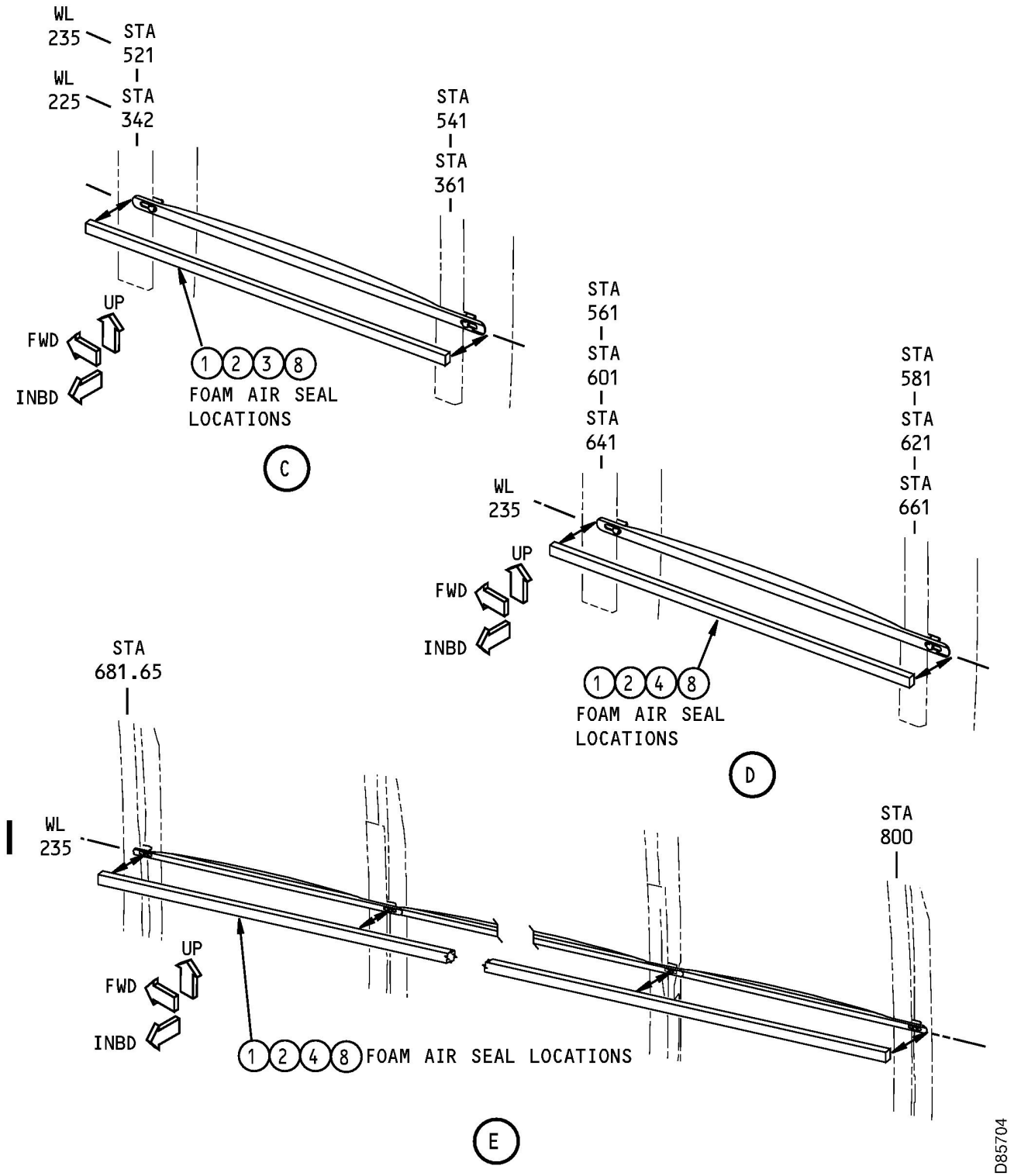


FIGURE 3: MAIN DECK FOAM AIR SEAL REPLACEMENT RIGHT SIDE WALL (SHEET 3 OF 8)

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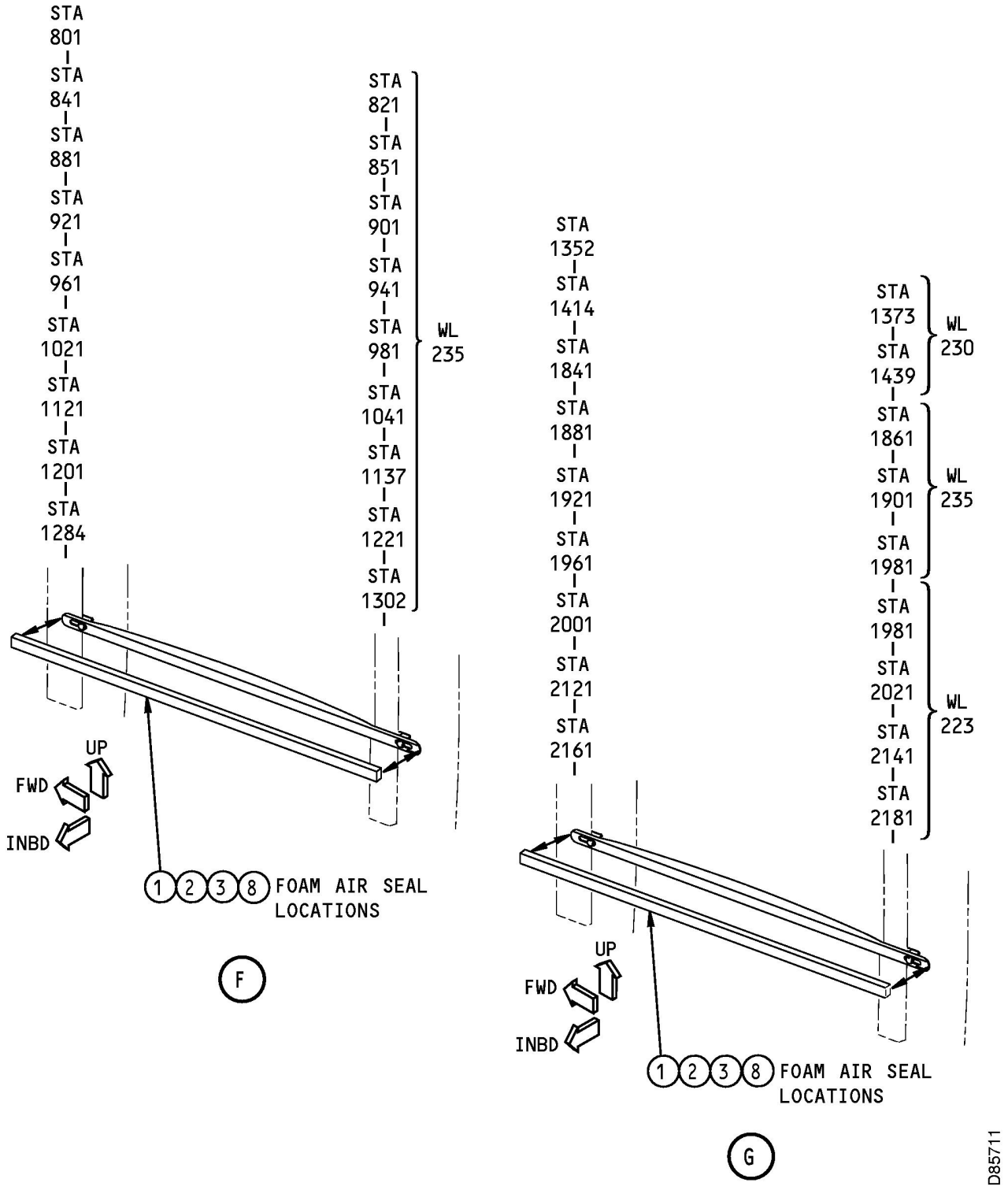


FIGURE 3: MAIN DECK FOAM AIR SEAL REPLACEMENT RIGHT SIDE WALL (SHEET 4 OF 8)

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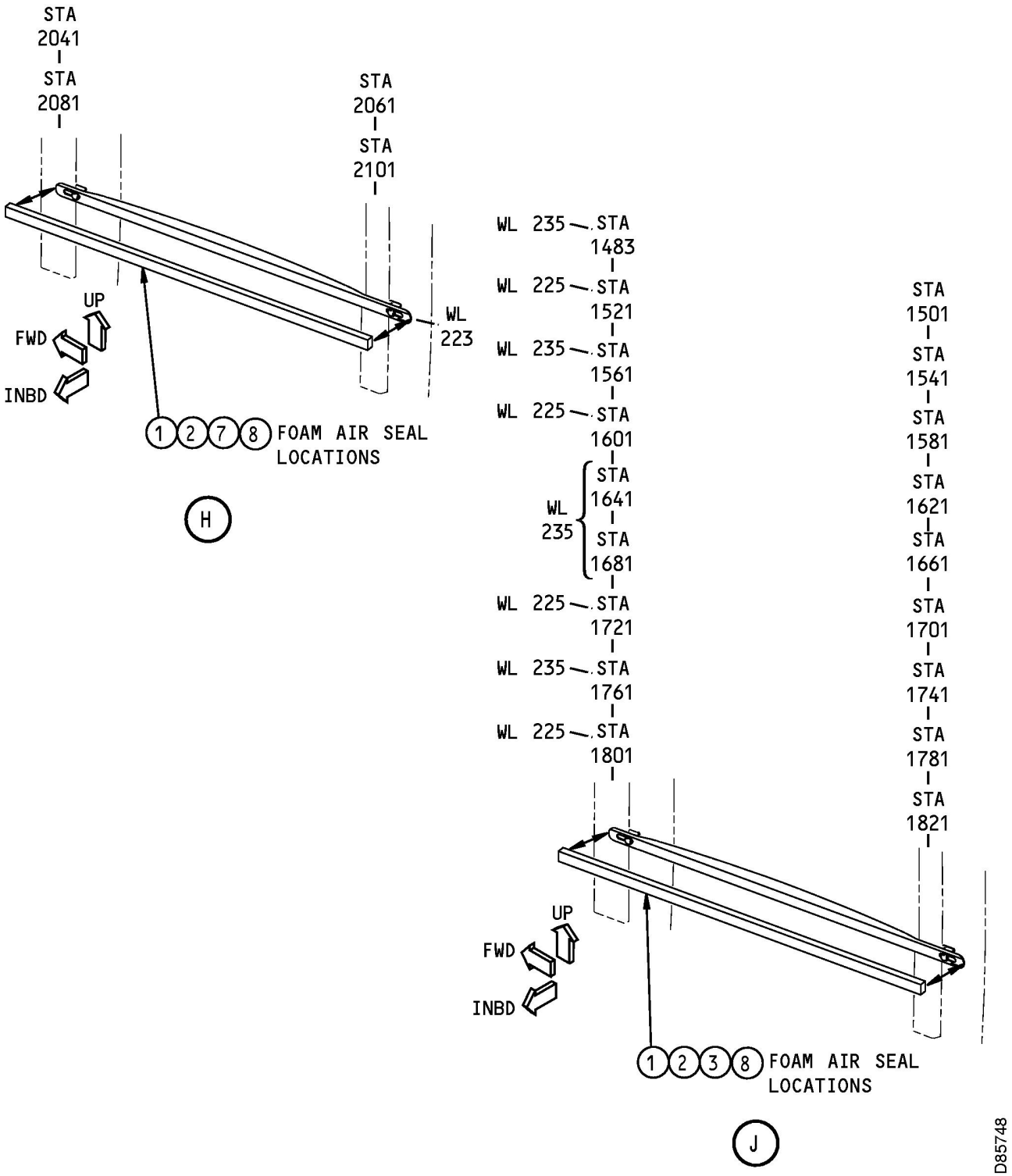
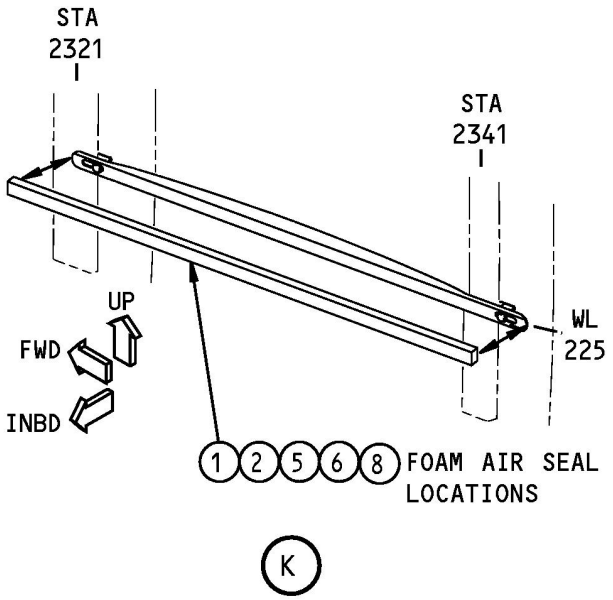
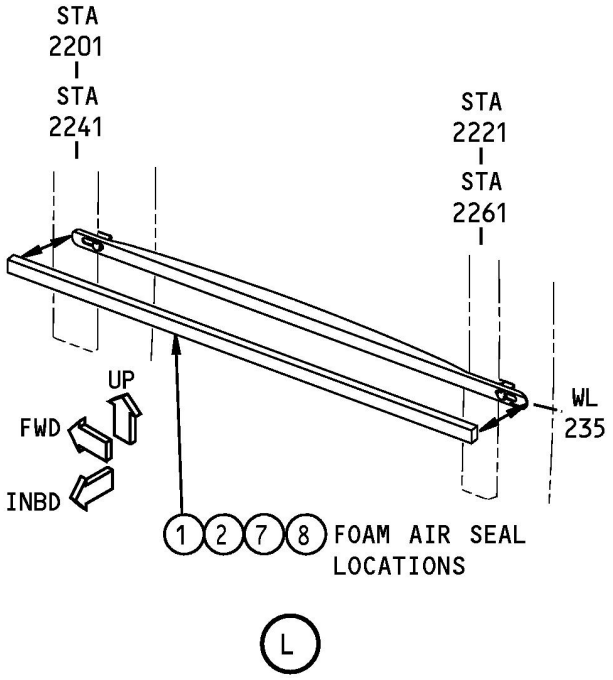


FIGURE 3: MAIN DECK FOAM AIR SEAL REPLACEMENT RIGHT SIDE WALL (SHEET 5 OF 8)

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FIGURE 3: MAIN DECK FOAM AIR SEAL REPLACEMENT RIGHT SIDE WALL (SHEET 6 OF 8)

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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 each step.

For bulk material rolls, the quantity number shown in the first-use step is the total number of rolls provided in the top kit. The quantity number is not shown in the figure-steps thereafter.

NOTE: If sidewall lining panels are not removed, refer to 747-400 AMM 25-59-01 as an accepted procedure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Remove	FOAM AIR SEAL	-	-	From the support channel(s). (a)(e)(f)
2	Clean	SUPPORT CHANNEL	-	-	Surface before the new seal is installed. Refer to 747-400 AMM 20-30-80 as an accepted procedure.
3	Put/Hold	FOAM AIR SEAL, 0.5 T X 0.5 W	015U1780-3	-	(c)
	Cut	FOAM AIR SEAL, 0.5 T X 0.5 W	015U1780-3	-	(d)
	Install (New)	FOAM AIR SEAL, 0.5 T X 0.5 W	015U1780-3	3	(b). For bulk material rolls used in this step, the quantity number represents the total number of rolls provided in the top kit.
4	Put/Hold	FOAM AIR SEAL, 0.75 T X 0.75 W	015U1780-4	-	(c)
	Cut	FOAM AIR SEAL, 0.75 T X 0.75 W	015U1780-4	-	(d)
	Install (New)	FOAM AIR SEAL, 0.75 T X 0.75 W	015U1780-4	1	(b). For bulk material rolls used in this step, the quantity number represents the total number of rolls provided in the top kit.
5	Put/Hold	FOAM AIR SEAL, 1.0 T X 1.0 W	015U1780-6	-	(c)(g)
	Cut	FOAM AIR SEAL, 1.0 T X 1.0 W	015U1780-6	-	(d)(g)
	Install (New)	FOAM AIR SEAL, 1.0 T X 1.0 W	015U1780-6	As Required	(b)(g). For bulk material rolls used in this step, the quantity number represents the total number of rolls provided in the top kit.

FIGURE 3: MAIN DECK FOAM AIR SEAL REPLACEMENT RIGHT SIDE WALL (SHEET 7 OF 8)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
6	Cut	FOAM AIR SEAL, 0.5 T X 1.0 W	015U1780-5	-	(d)
	Install (New)	FOAM AIR SEAL, 0.5 T X 1.0 W	015U1780-5	As Required	On top of the 1.0 inch thick foam air seal to make a foam air seal that is 1.5 inch minimum thickness. It is acceptable to use quantity (3) layers of 015U1780-5 to form a 1.5 inch minimum thickness stack-up.
7	Put/Hold	FOAM AIR SEAL, 1.0 T X 1.0 W	015U1780-6	-	(c)(g)
	Cut	FOAM AIR SEAL, 1.0 T X 1.0 W	015U1780-6	-	(d)(g)
	Install (New)	FOAM AIR SEAL, 1.0 T X 1.0 W	015U1780-6	As Required	(b)(g)
8	Identify	NEW FOAM AIR SEAL	-	-	Identify in the vicinity of replaced foam air seal that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure for part marking.

(a) When foam air seal is removed, do not abrade adjacent structure that is clad aluminum or has an alodine coating. If the abrasion penetrates a finish, restore the finish to match adjacent structure. Refer to SOPM 20-30-03 as an accepted procedure for abrasive cleaning.

(b) Install from bulk material roll. Where support channel(s) overlap, apply foam air seal in one continuous strip over the entire length of the overlapping channels.

(c) Put/hold on channel(s) so foam air seal is centered along the entire length of the support channel(s).

(d) Cut at the two ends of the entire length of the support channel(s).

(e) Refer to Table 3 in APPENDIX D for a list of existing part numbers for this Figure.

(f) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.

(g) 015U1780-5 (QTY 2) is optional to 015U1780-6, to create the 1.0 inch minimum thickness air seal.

FIGURE 3: MAIN DECK FOAM AIR SEAL REPLACEMENT RIGHT SIDE WALL (SHEET 8 OF 8)

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This Figure applies only to: Group 1, 6, Configuration 1.

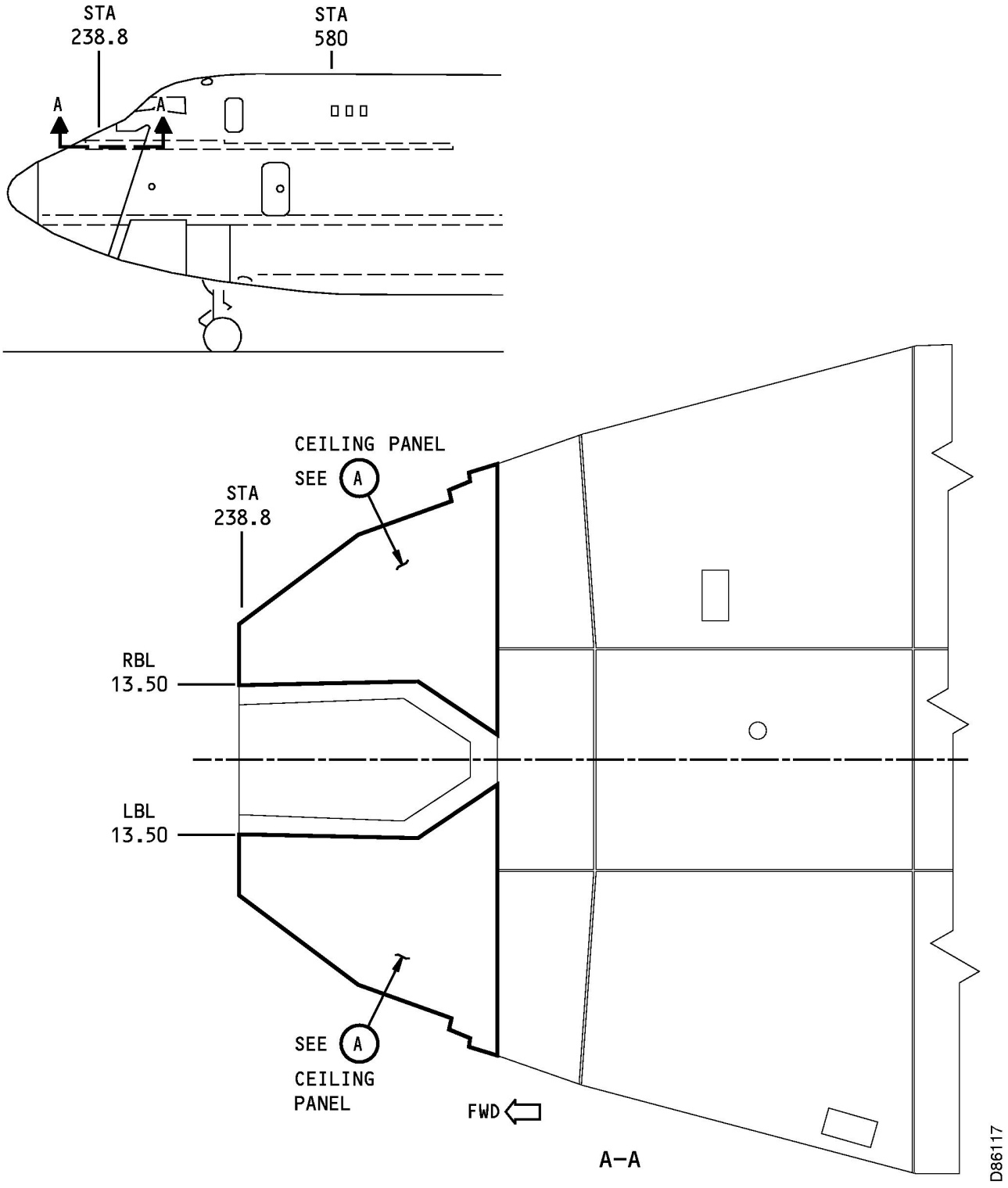
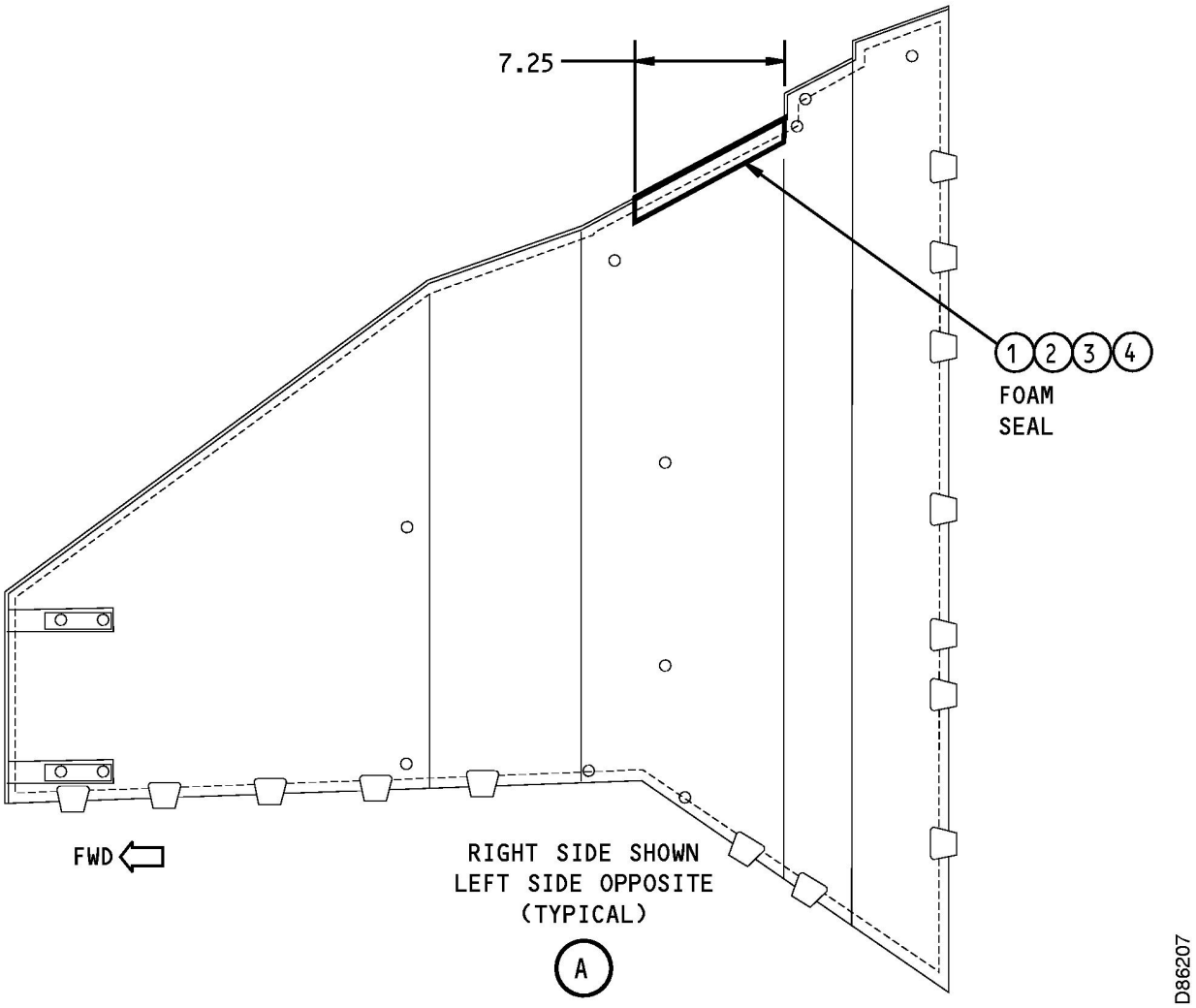


FIGURE 4: MAIN DECK CEILING PANEL FOAM STRIP REPLACEMENT (SHEET 1 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown for parts used in each step are the total number of parts necessary for each step.

For bulk material rolls, the quantity number shown in the first-use step is the total number of rolls provided in the top kit. The quantity number is not shown in the figure-steps thereafter.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Remove	FOAM TAPE	-	-	From the ceiling panel. (b)(c)
2	Clean	CEILING PANEL	-	-	Clean surface before the new foam tape is installed. Refer to 747-400 AMM 20-30-80 as an accepted procedure.

FIGURE 4: MAIN DECK CEILING PANEL FOAM STRIP REPLACEMENT (SHEET 2 OF 3)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
3	Cut	FOAM TAPE, 0.25 T X 1.0 W	015U1780-7	-	Length from bulk material roll to make the foam tape strip 7.25 inches long.
	Install (New)	FOAM TAPE, 0.25 T X 1.0 W	015U1780-7	1	On the ceiling panel. (a)
4	Identify	NEW FOAM TAPE	-	-	Identify in the vicinity of replaced foam tape that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure for part marking.
(a) Foam tape must not cover holes or inserts in the ceiling panel and the foam tape must not be reused.					
(b) Refer to Table 4 in APPENDIX D for a list of existing part numbers for this Figure.					
(c) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.					

FIGURE 4: MAIN DECK CEILING PANEL FOAM STRIP REPLACEMENT (SHEET 3 OF 3)

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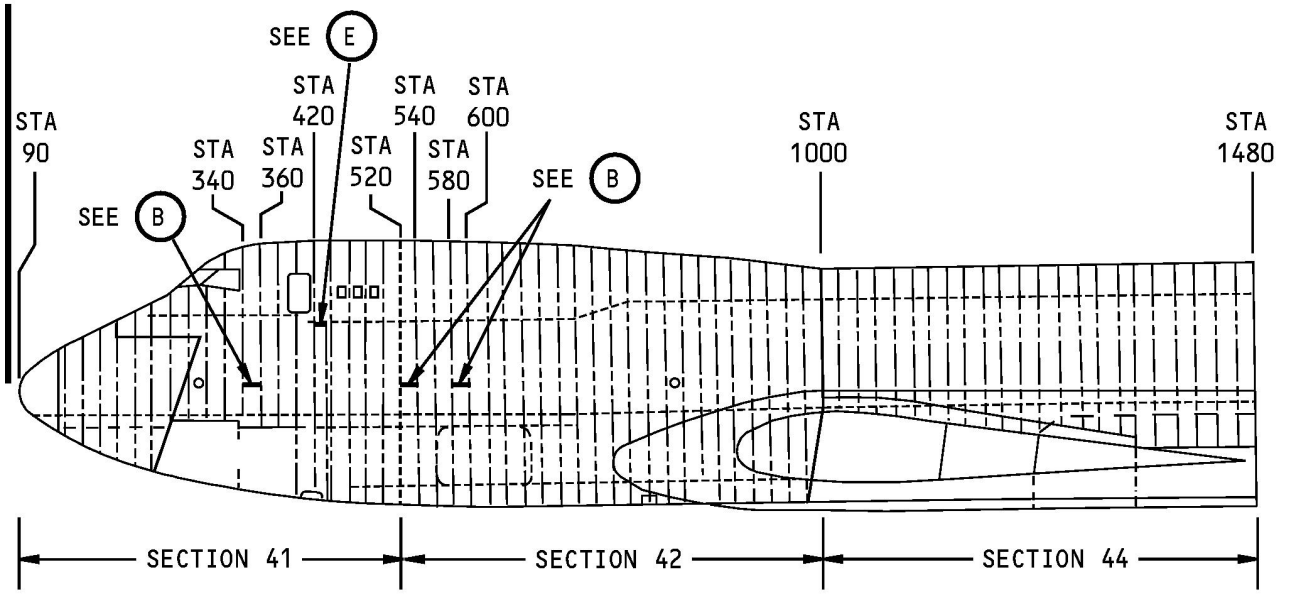
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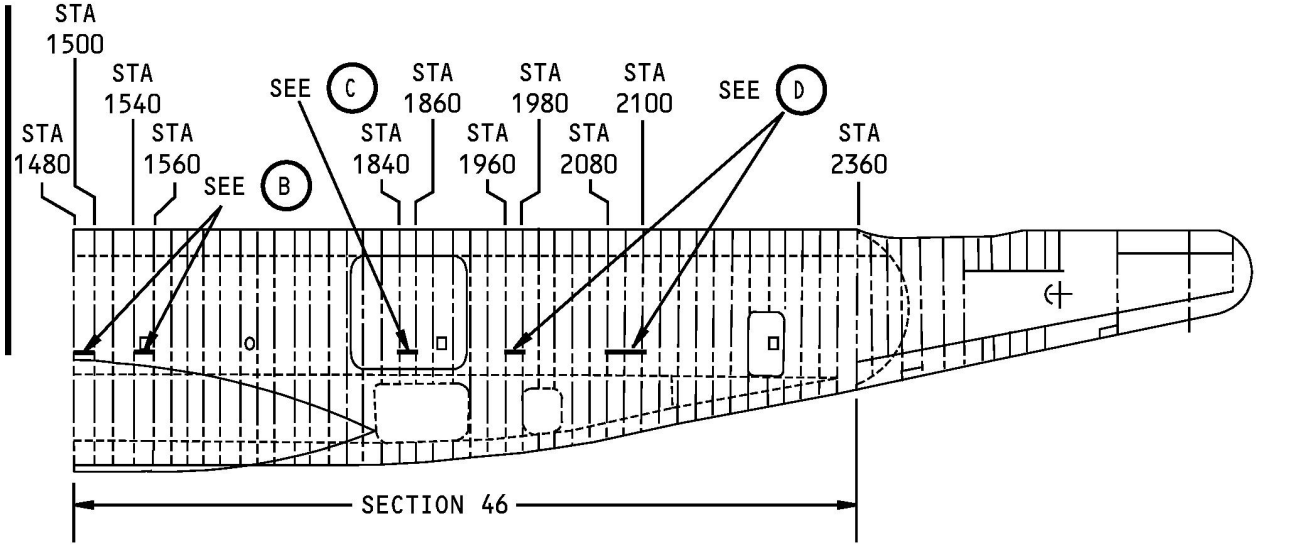
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FIGURE 5: THIS FIGURE IS DELETED
(SHEET 1 OF 1)

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This Figure applies only to: Group 1, 6, Configuration 1.





747-400 FREIGHTER RIGHT SIDE AREAS
(VIEWED FROM THE LEFT SIDE)
SEE A TYPICAL

D86287

FIGURE 6: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, RIGHT SIDEWALL (SHEET 1 OF 7)

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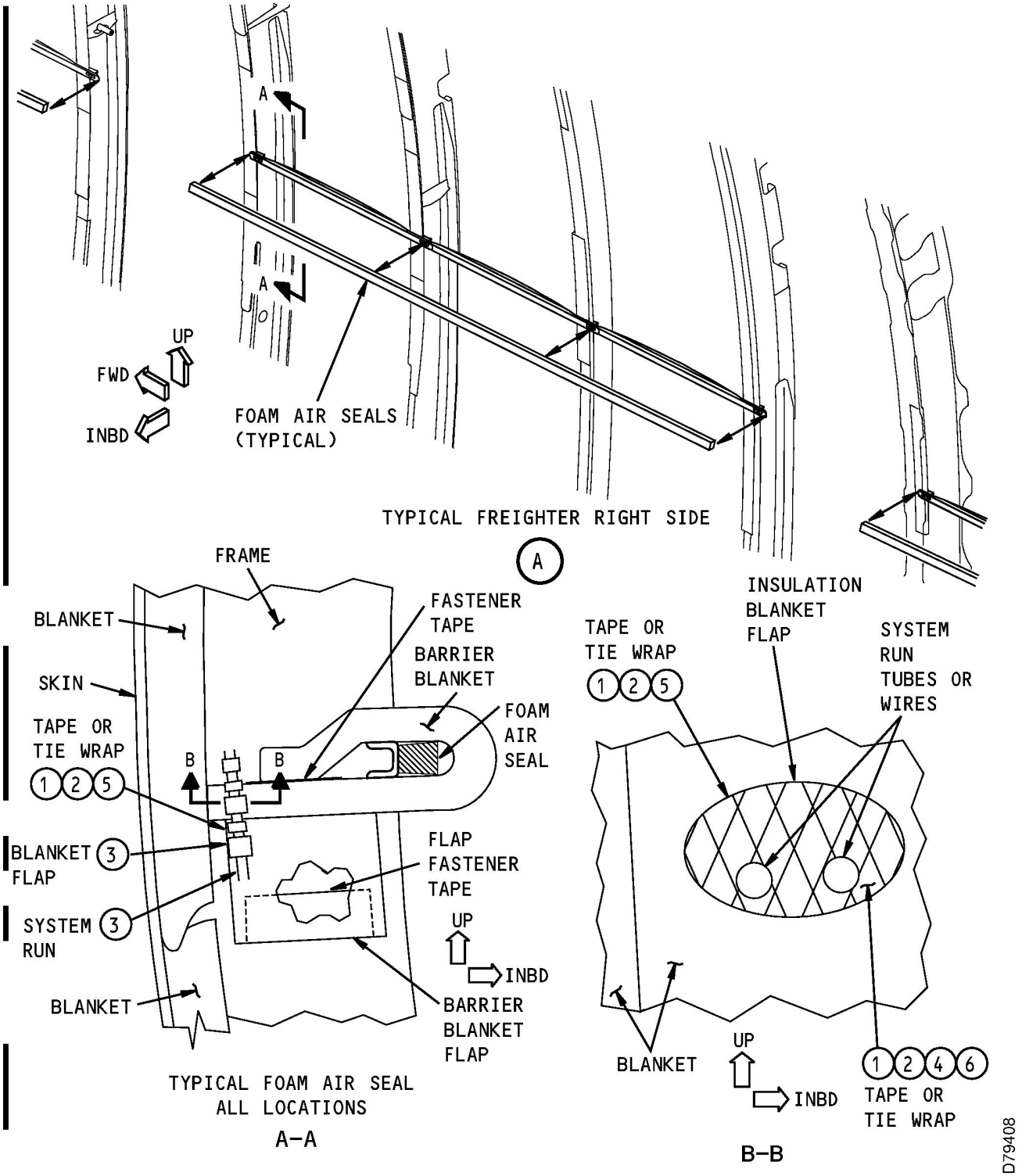


FIGURE 6: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, RIGHT SIDEWALL (SHEET 2 OF 7)

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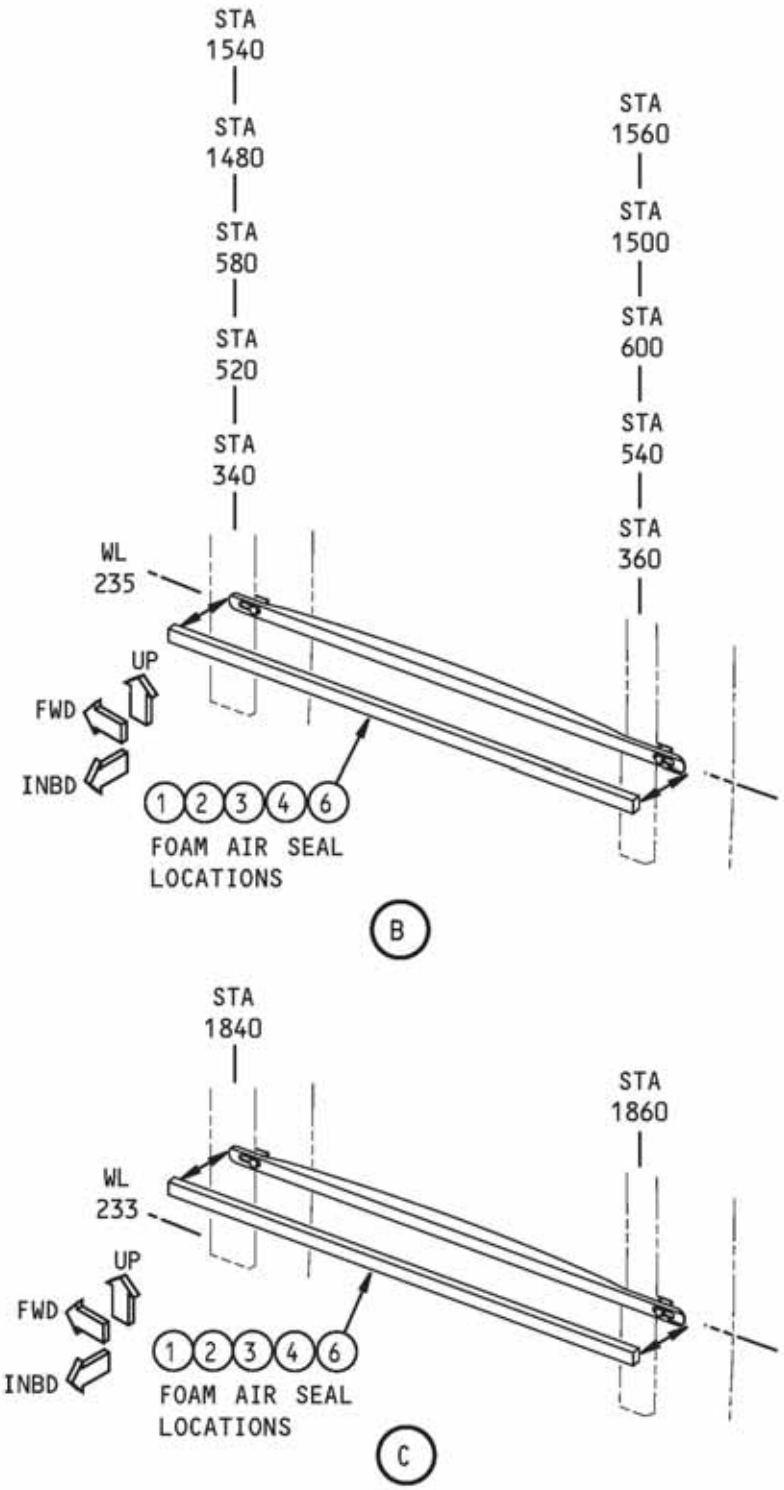


FIGURE 6: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, RIGHT SIDEWALL (SHEET 3 OF 7)

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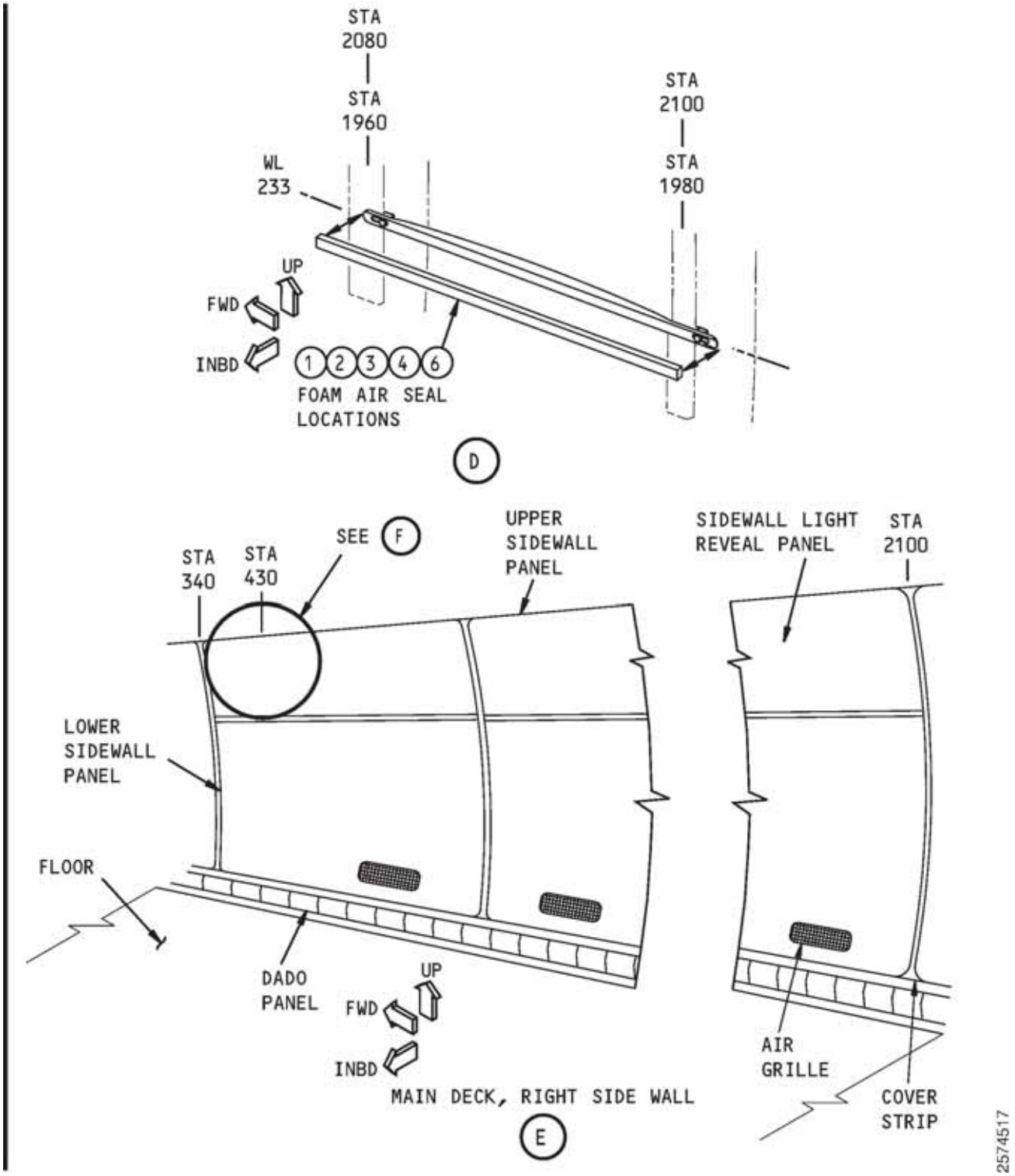


FIGURE 6: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, RIGHT SIDEWALL (SHEET 4 OF 7)

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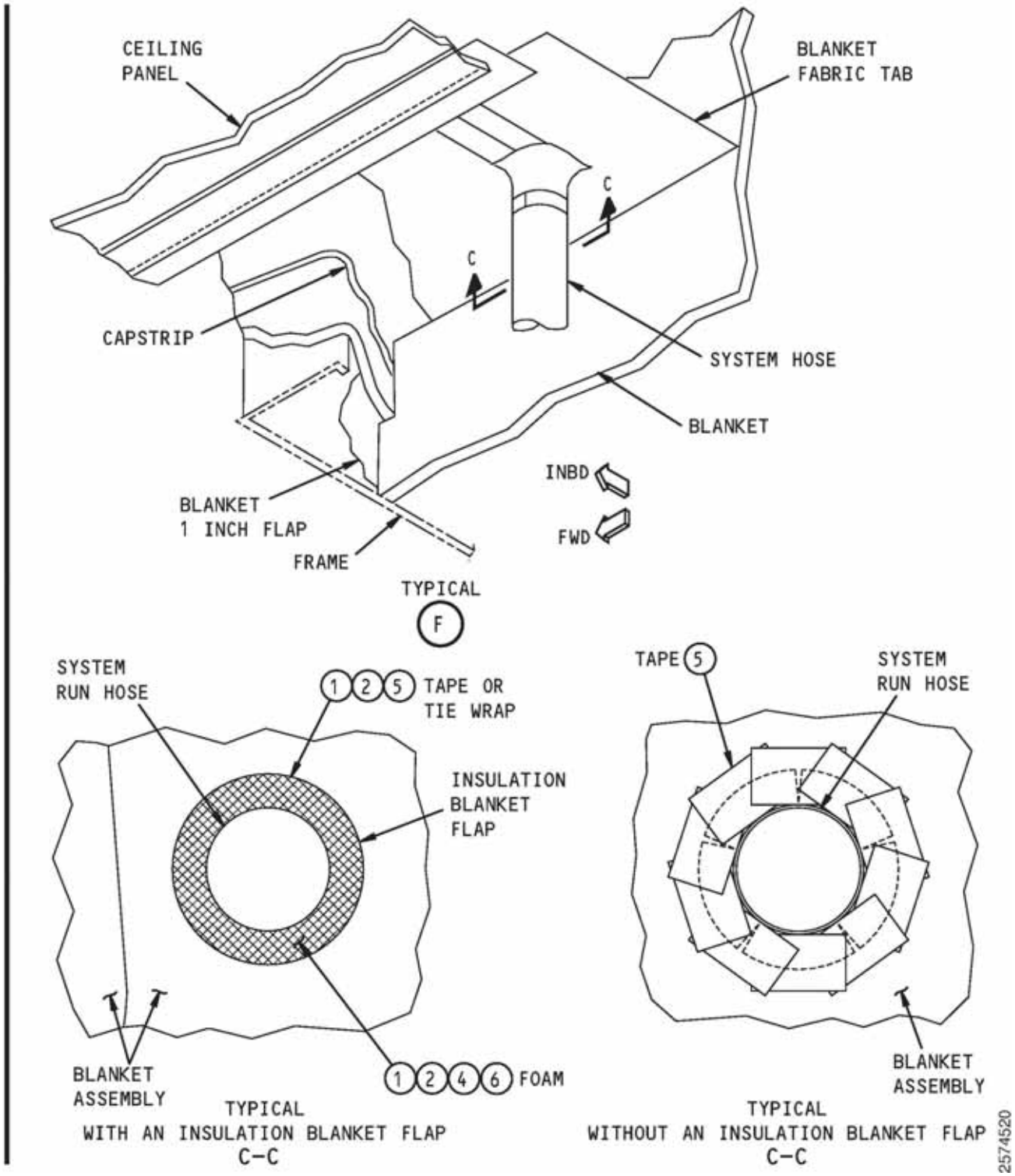


FIGURE 6: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, RIGHT SIDEWALL (SHEET 5 OF 7)

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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 each step.

For bulk material rolls, the quantity number shown in the first-use step is the total number of rolls provided in the top kit. The quantity number is not shown in the figure-steps thereafter.

NOTE: 1. If the side wall linings are not removed, refer to 747-400 AMM 25-59-01 as an accepted procedure for removal.

2. The location of the system tube or wire penetrations, shown in this figure, are typical. Operators should look only for similar penetrations between STA 340 and STA 2100. When similar penetrations are found, make only the change given in this figure at those locations.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	FOAM	-	-	(a)(d)(e)
2	Remove	TAPE OR TIE WRAP	-	-	From around insulation blanket flap located where tubes or wires penetrate the sidewall insulation.
3	Clean	SYSTEM TUBES AND OR WIRES	-	-	Surface before the new foam tape is installed.(b)
	Clean	INSULATION BLANKET FLAP	-	-	Surface before the new foam tape is installed.(b)
4	Put/Hold	FOAM TAPE, 0.5 T X 2.0 W	015U1780-8 (BMS 1-68, Grade A, Form III Optional)	-	Around system tubes or wires to make sure tubes or wires are separated. Fill all the open spaces with foam when multiple tubes or wires pierce the insulation blanket. (c)
	Install (New)	FOAM TAPE, 0.5 T X 2.0 W	015U1780-8 (BMS 1-68, Grade A, Form III Optional)	1	From the bulk material roll. Cut a piece that is 5 inches long, or cut more if more is required to make a smoke barrier. (c)
5	Cut	TAPE	BMS 5-146, Type I, Class 1, Grade A (BMS 5-157, Type I, Class 1, Grade A optional)	-	Enough from bulk material roll to wrap around the insulation blanket flap.
	Install (New)	TAPE	BMS 5-146, Type I, Class 1, Grade A (BMS 5-157, Type I, Class 1, Grade A optional)	-	Around insulation blanket flap and tubes or wires. Make sure the tape tightly holds the insulation blanket flap so there is no air space and a smoke barrier is made. (f)

FIGURE 6: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, RIGHT SIDEWALL (SHEET 6 OF 7)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
6	Identify	NEW FOAM TAPE	-	-	Identify in the vicinity of replaced foam tape that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure for part marking.
(a) Do a general visual inspection on left sidewall between station 340 and station 2100 on the main deck. Inspect for foam around system runs. If BMS 8-39 found, remove and replace it with the new material.					
(b) Refer to SOPM 20-30-03 as an accepted procedure.					
(c) Where system tubes or wires penetrate the insulation blanket, make sure all the space inside the insulation blanket flap is filled with foam tape to create a smoke barrier.					
(d) Refer to Table 2 in APPENDIX D for a list of existing part numbers for this Figure.					
(e) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.					
(f) Install tape where BMS 1-68 is used to seal system run penetrations through the insulation blanket. If there is no blanket flap or tab present, use tape to attach the foam seal to the insulation blanket.					

FIGURE 6: MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT, RIGHT SIDEWALL (SHEET 7 OF 7)

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This Figure applies only to: Group 1-3, 6-10, Configuration 1; Group 10, Configuration 2; Group 12-13, Configuration 1; Group 13, Configuration 4; Group 14, Configuration 1, 4; Group 15-16, Configuration 1; Group 16, Configuration 2, 5; Group 17, Configuration 1-2, 5; Group 18-19, Configuration 1; Group 19, Configuration 2, 5.

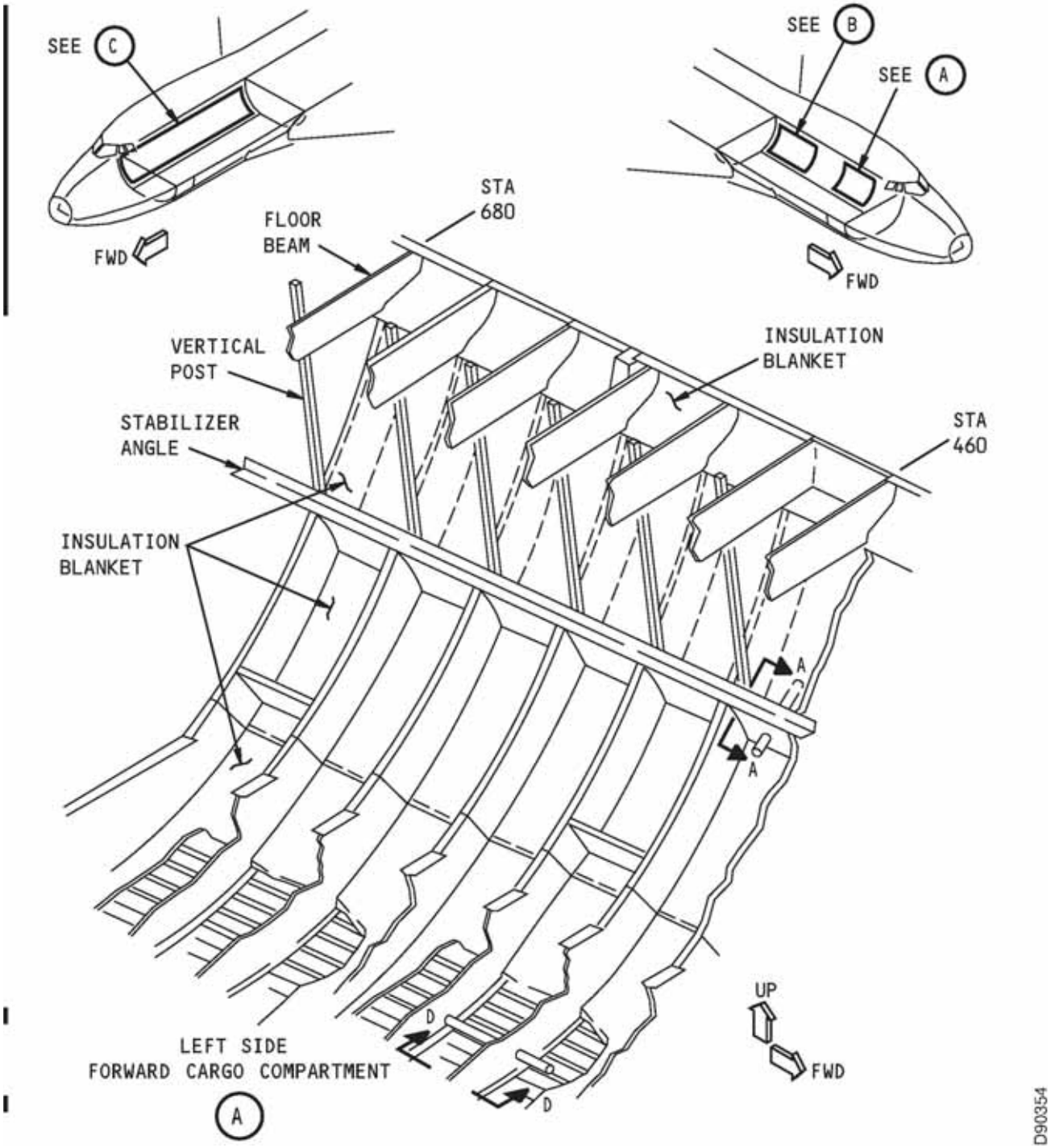
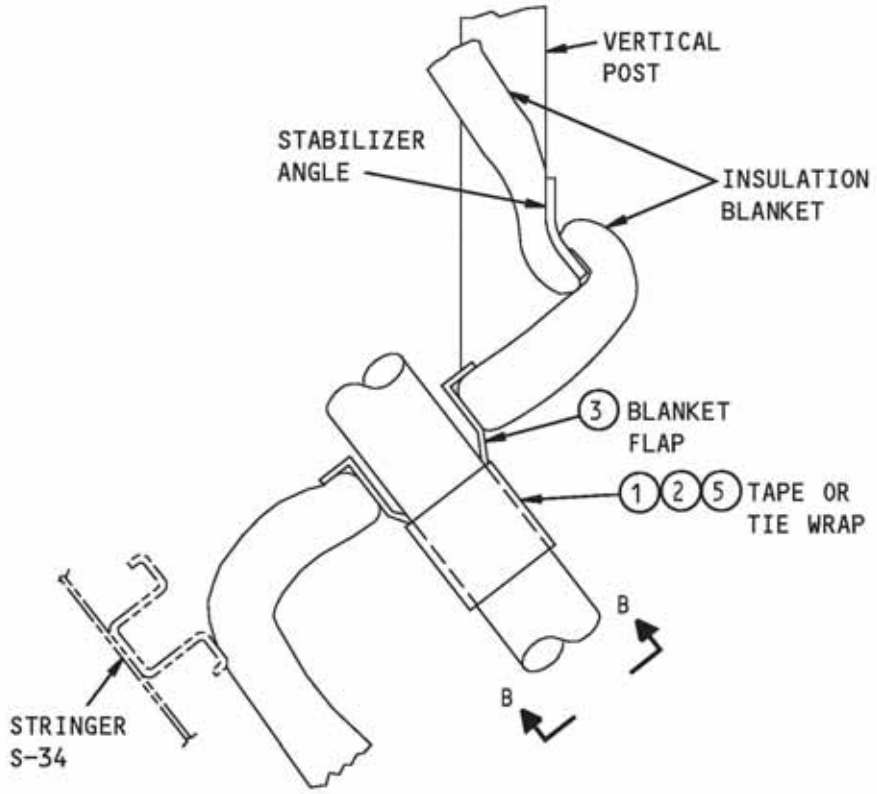


FIGURE 7: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 1 OF 8)

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A–A

(TYPICAL ARRANGEMENT USED WHERE SYSTEMS PIERCE S-34 TO STABILIZER ANGLE FIRE BARRIER)

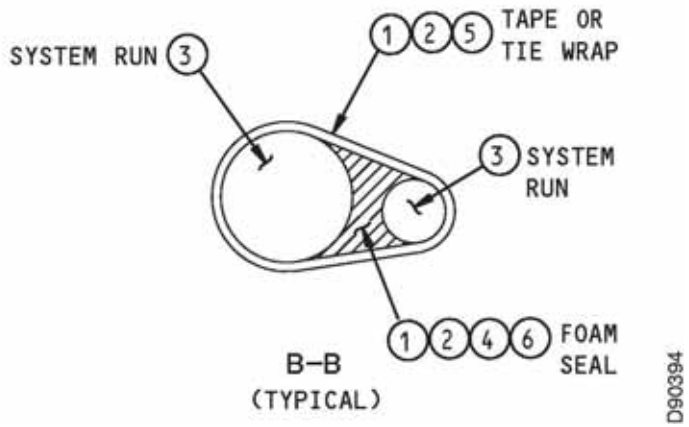


FIGURE 7: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 2 OF 8)

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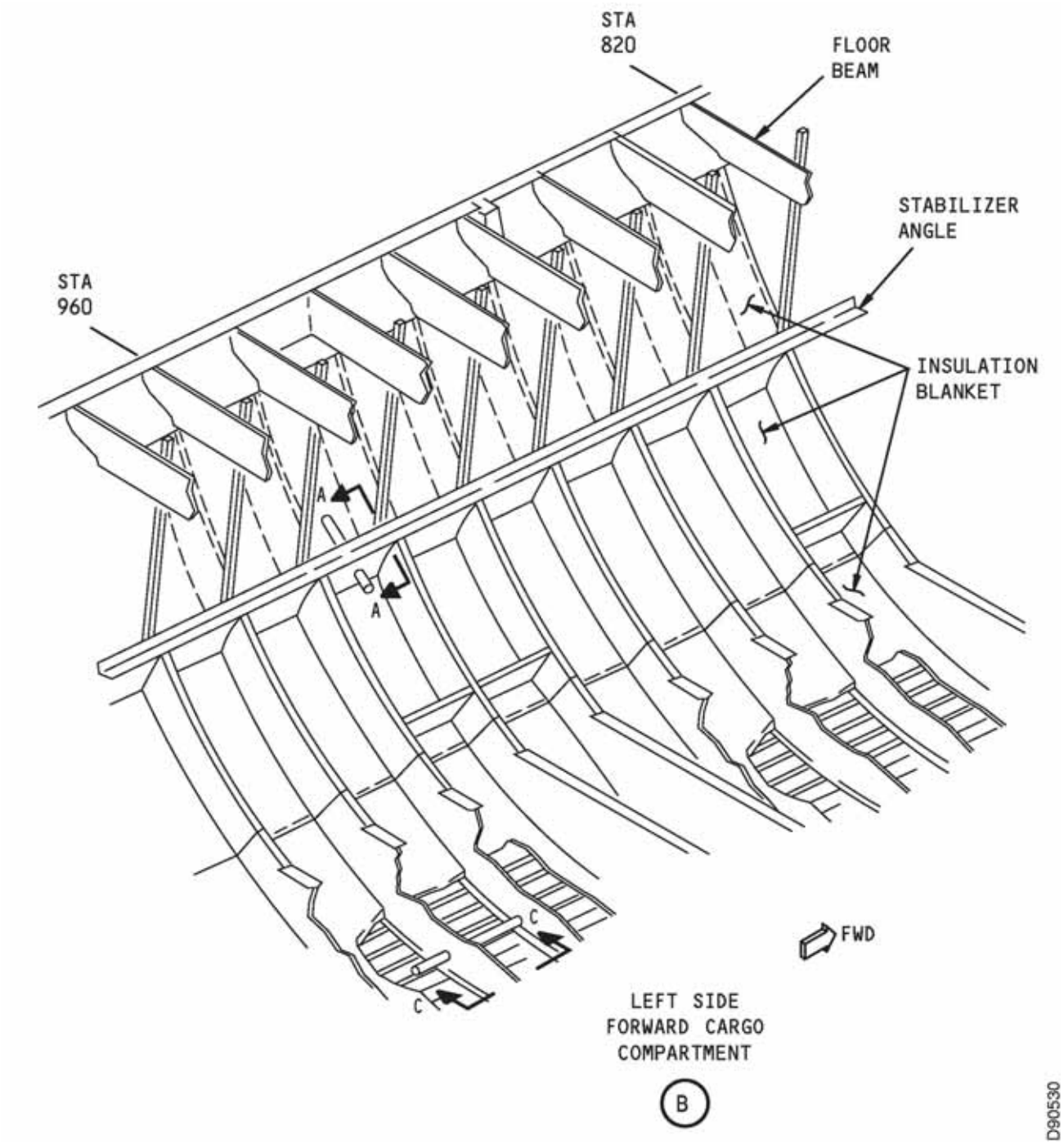


FIGURE 7: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 3 OF 8)

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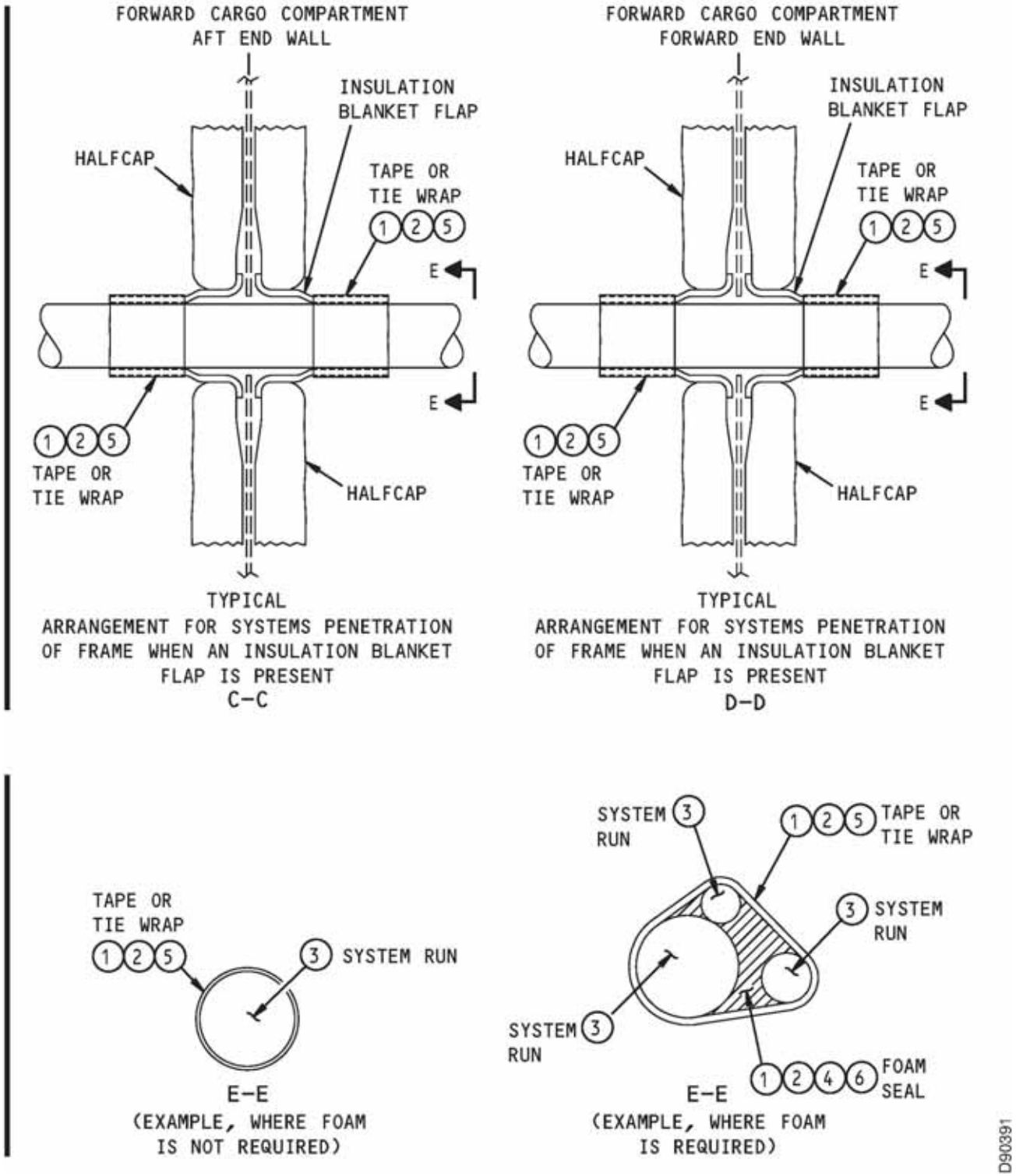


FIGURE 7: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 4 OF 8)

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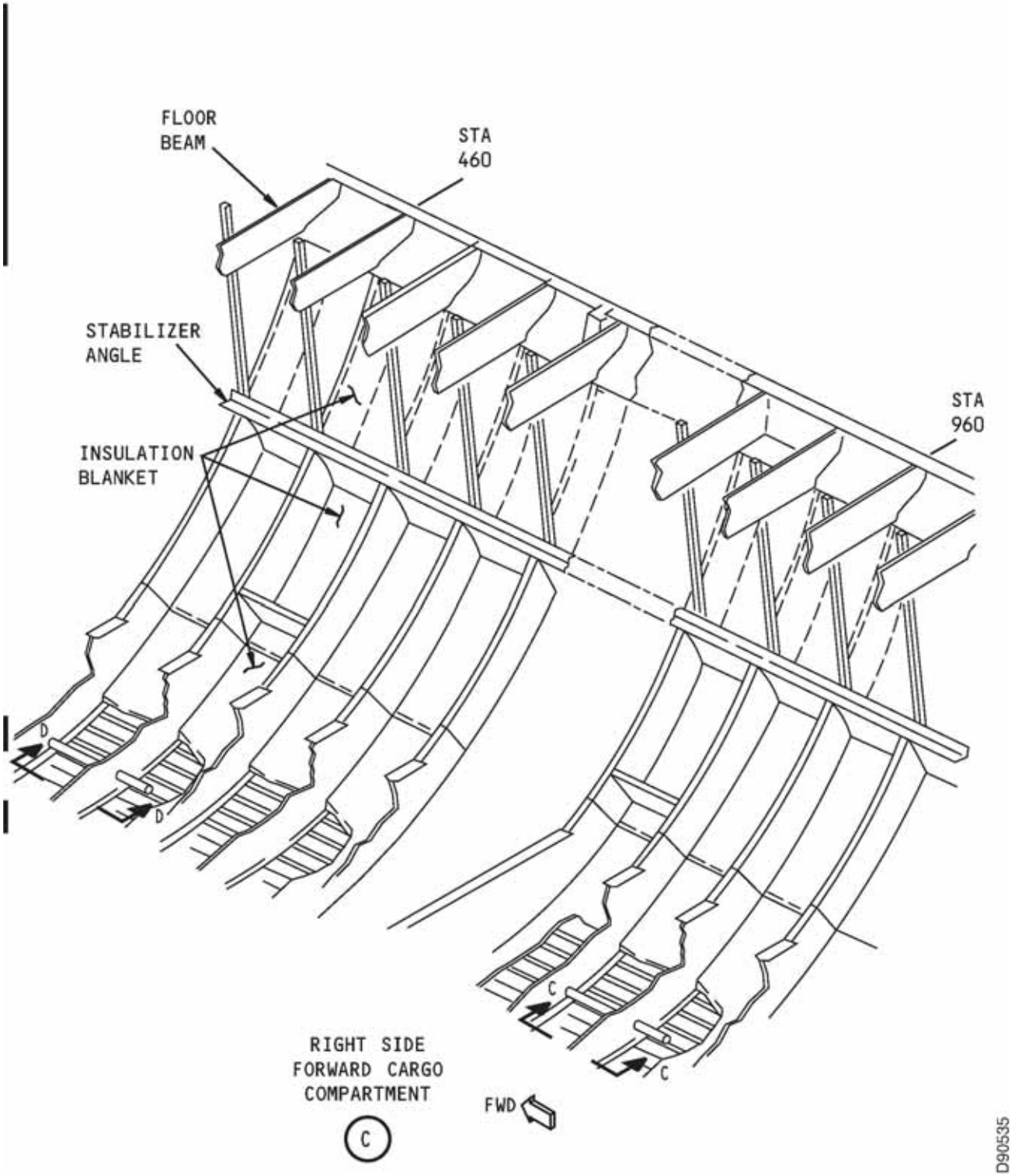


FIGURE 7: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 5 OF 8)

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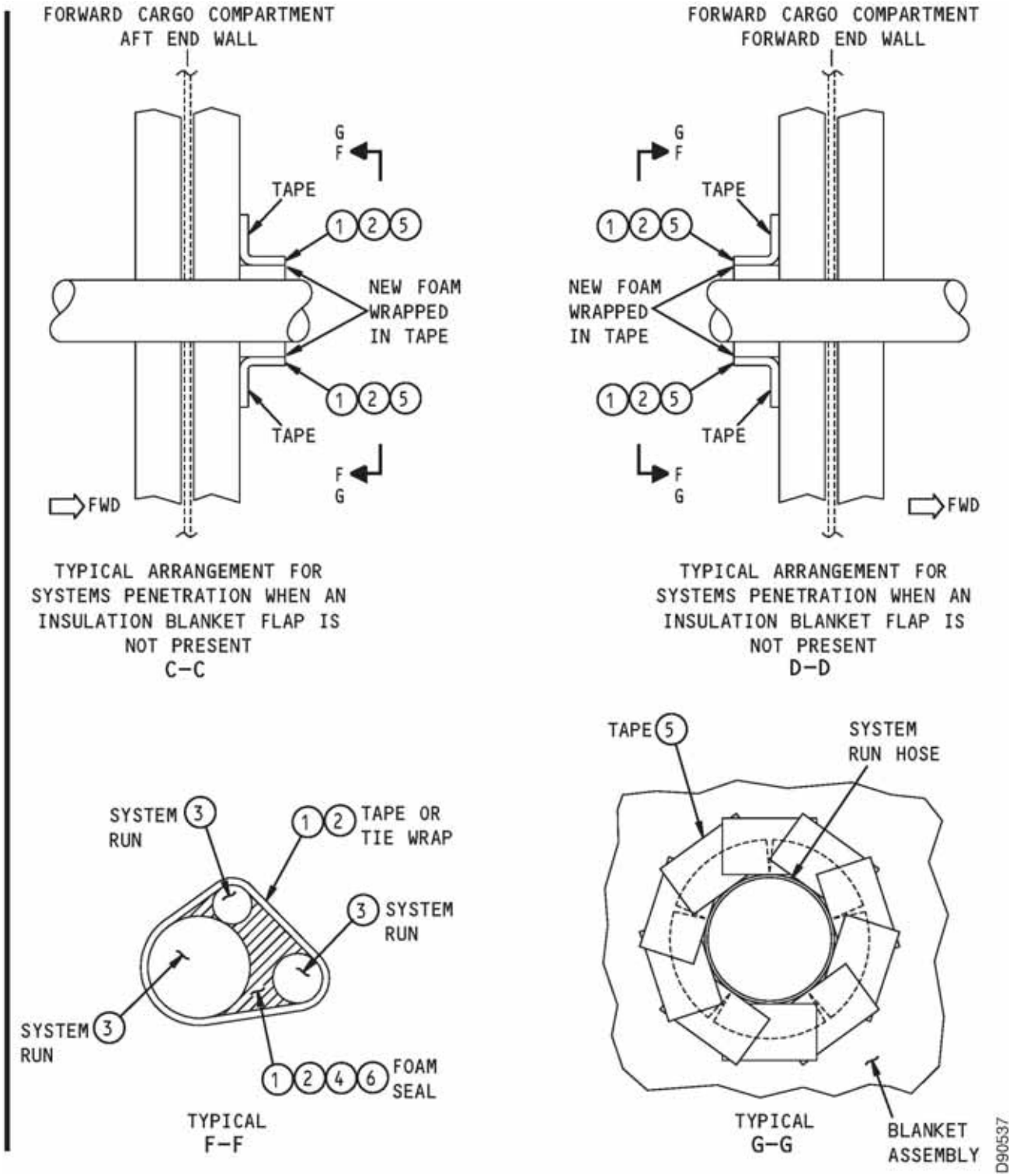


FIGURE 7: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 6 OF 8)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown for parts used in each step are the total number of parts necessary for each step.

For bulk material rolls, the quantity number shown in the first-use step is the total number of rolls provided in the top kit. The quantity number is not shown in the figure-steps thereafter.

NOTE: 1. If the sidewall linings, ball transfer panels and roller trays were not removed, refer to 747-400 AMM 25-52-01 and 747-400 AMM 25-53-15 as accepted procedures for removal.

2. The locations of the system tube or wire penetrations on the sloping sidewall, shown in this figure, are typical. Inspect for similar penetrations around the perimeter STA 460 to STA 960, along the stabilizer angle near Stringer S-34. Any penetrations through the insulation blankets between the applicable stringer and the applicable stabilizer angle must be sealed for halon/smoke retention. Refer to APPENDIX C for an illustrated visual aid.

3. The locations of the system tube or wire penetrations under the floor, shown in this figure, are typical. Inspect for similar penetrations on the insulation blanket from the left to right side between STA 460 and STA 960. Refer to APPENDIX C for an illustrated visual aid. Any penetrations through the insulation blankets must be sealed for halon/smoke retention.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	FOAM	-	-	Refer to Notes 1 and2. (a)(c)(d)
2	Remove	TAPE OR TIE WRAP	-	-	From around insulation blanket flap located where tubes or wires penetrate the insulation. Refer to Note 2.
	Remove	FOAM	-	-	From inside the insulation blanket flap. (c)(d)
3	Clean	SYSTEM RUN	-	-	Surface before the new foam tape is installed. Use mechanical means to remove debris.
	Clean	INSULATION BLANKET FLAP	-	-	Surface before the new foam tape is installed. Use mechanical means to remove debris.
4	Put/Hold	FOAM TAPE, 0.5 T X 2.0 W	15U1780-8 (BMS 1-68, Grade A, Form III Optional)	-	Around system tubes or wires to make sure tubes or wires are separated. Fill all the open spaces when multiple tubes or wires pierce the insulation blanket. (b)
	Install (New)	FOAM TAPE, 0.5 T X 2.0 W	015U1780-8 (BMS 1-68, Grade A, Form III Optional)	-	From the bulk material roll. Cut a piece that is 5 inches long, or cut more if more is required to make a smoke barrier. (b)

FIGURE 7: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 7 OF 8)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
5	Cut	TAPE	BMS 5-146, Type I, Class 1, Grade A (BMS 5-157, Type I, Class 1, Grade A optional)	-	Enough from bulk material roll to wrap around the insulation blanket flap.
	Install (New)	TAPE	BMS 5-146, Type I, Class 1, Grade A (BMS 5-157, Type I, Class 1, Grade A optional)	-	Around insulation blanket flap and tubes or wires. Make sure the tape tightly holds the insulation blanket flap so there is no air space and a smoke barrier is made. (e)
6	Identify	NEW FOAM TAPE	-	-	Identify in the vicinity of replaced foam tape that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure for part marking.

(a) Do a general visual inspection of the FWD cargo compartment area between station 460 and station 960. Inspect for foam around system runs. If BMS 8-39 found, remove and replace it with the new material.

(b) Where system tubes or wires penetrate the insulation blanket, make sure all the space inside the insulation blanket flap is filled with foam tape to create a smoke barrier.

(c) Refer to Table 6 in APPENDIX D for a list of existing part numbers for this Figure.

(d) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.

(e) Install tape where BMS 1-68 is used to seal system run penetrations through the insulation blanket. If there is no blanket flap or tab present, use tape to attach the foam seal to the insulation blanket.

FIGURE 7: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 8 OF 8)

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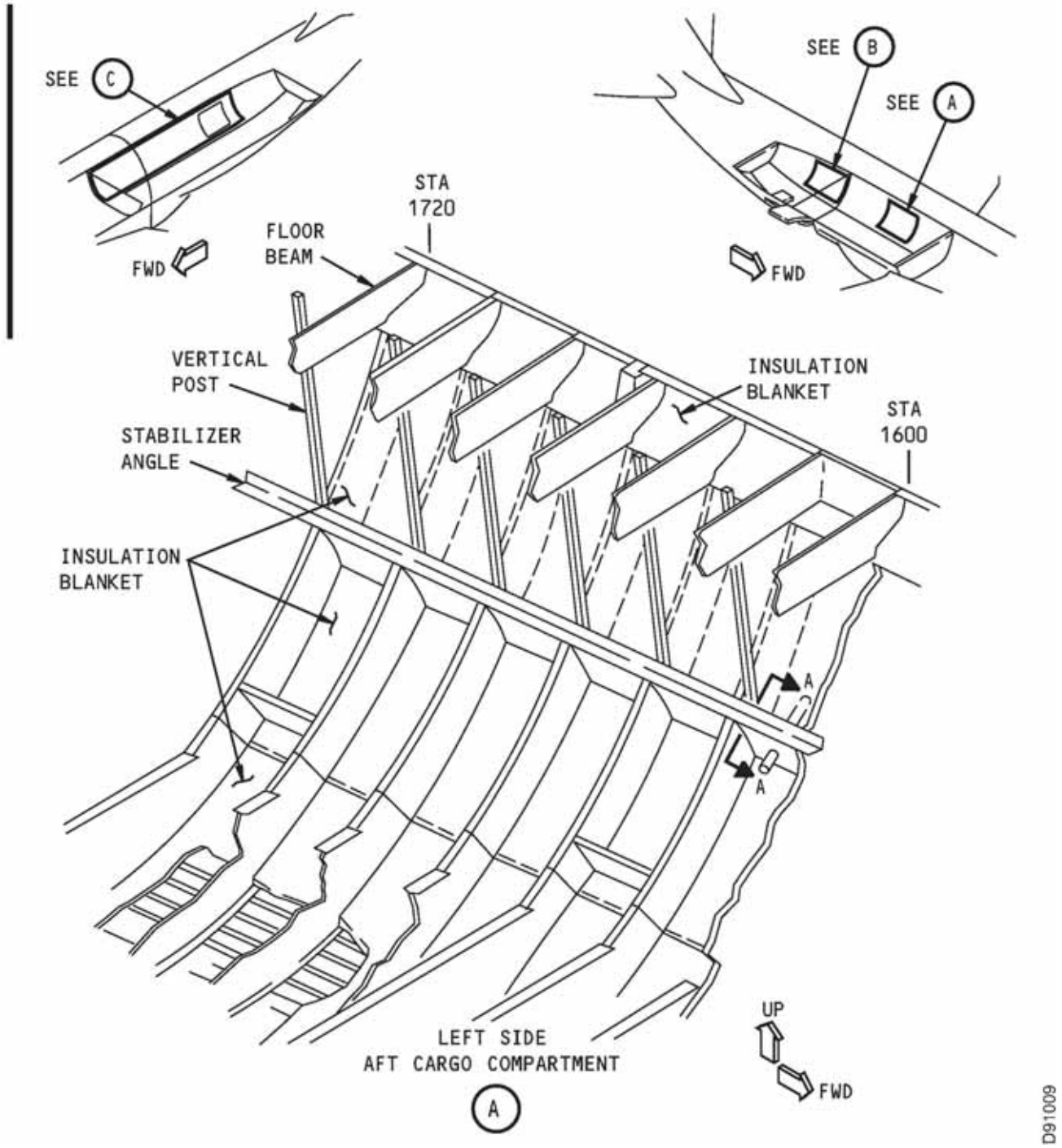


FIGURE 8: AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 1 OF 8)

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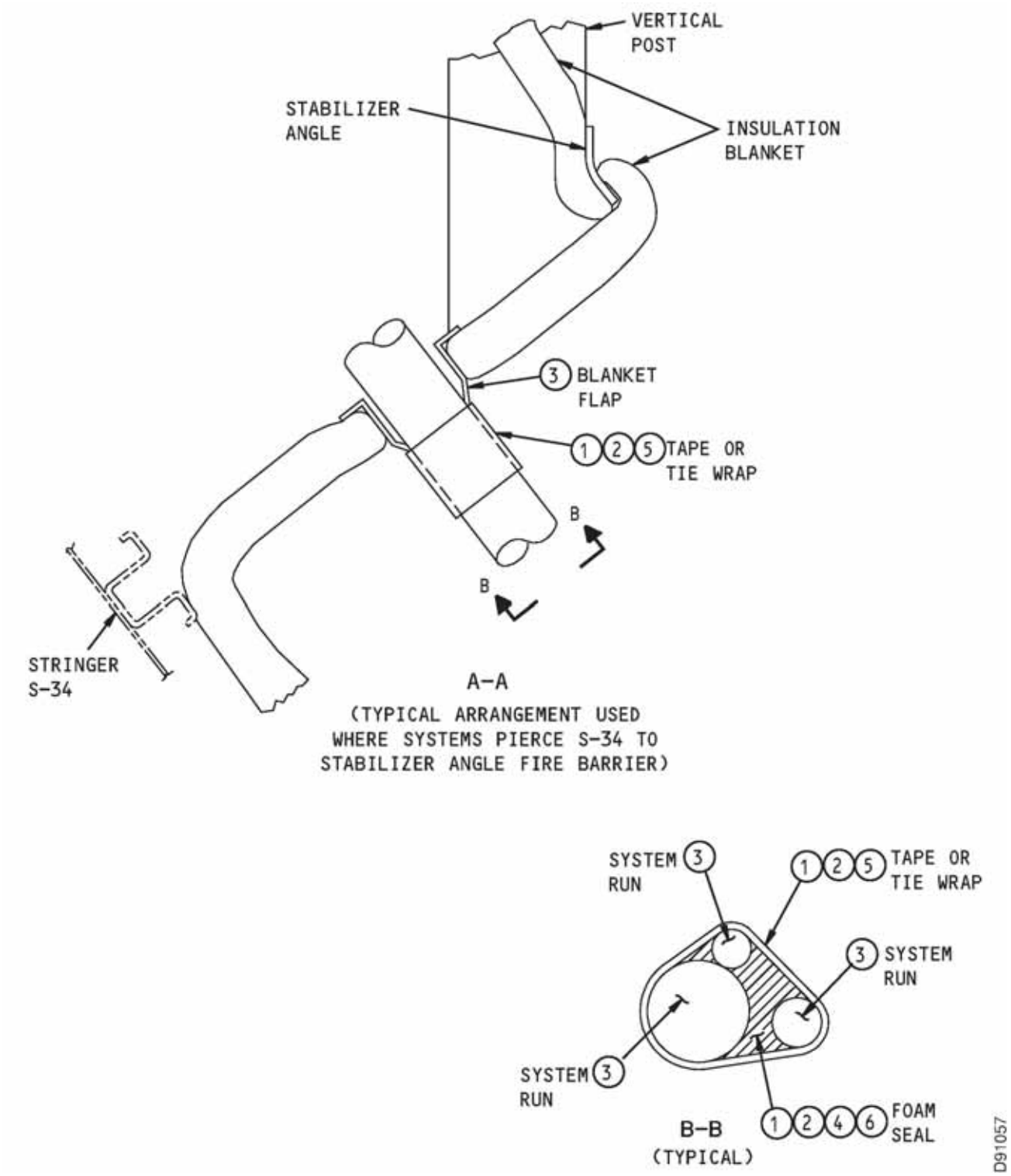


FIGURE 8: AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 2 OF 8)

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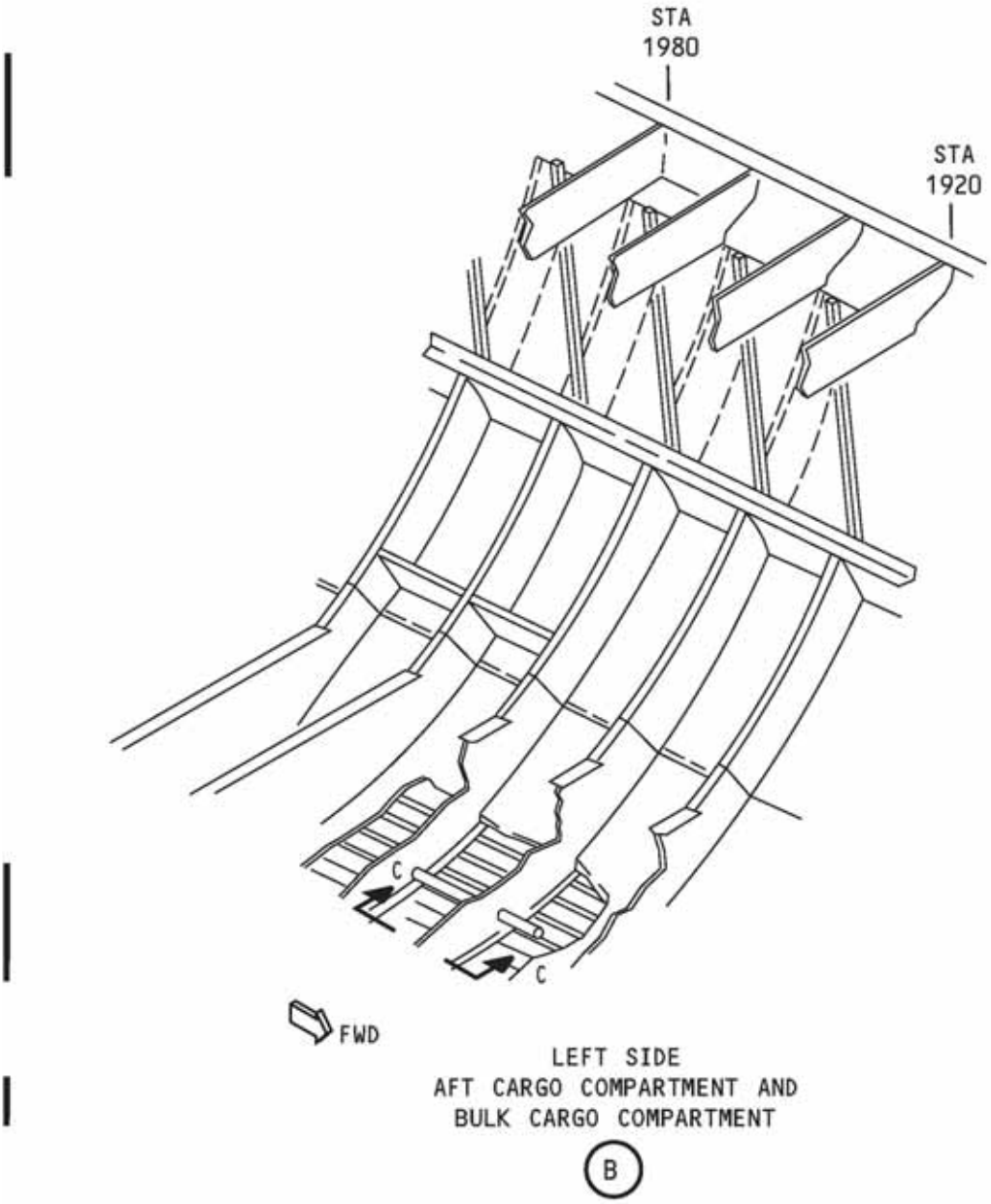


FIGURE 8: AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 3 OF 8)

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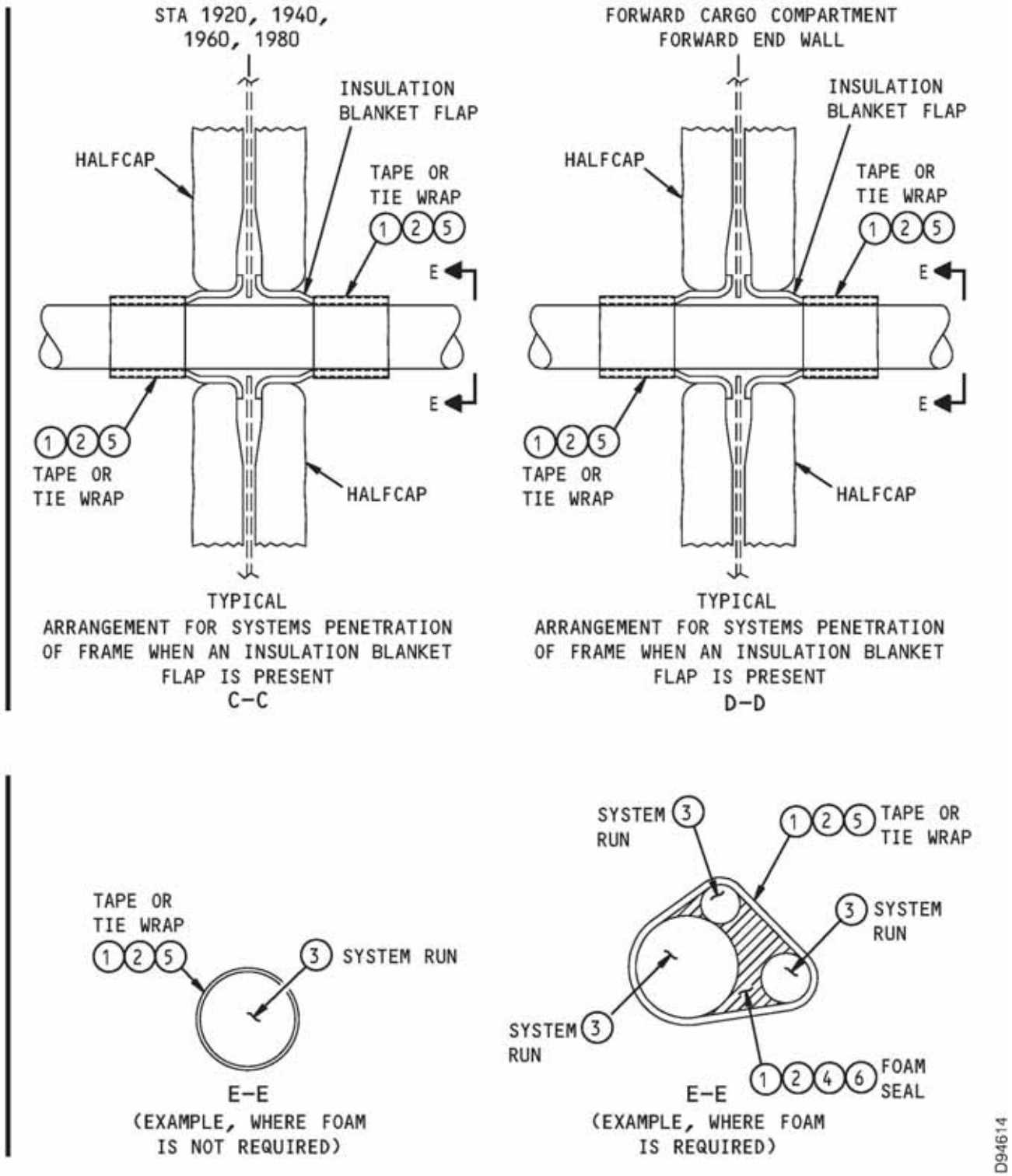


FIGURE 8: AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 4 OF 8)

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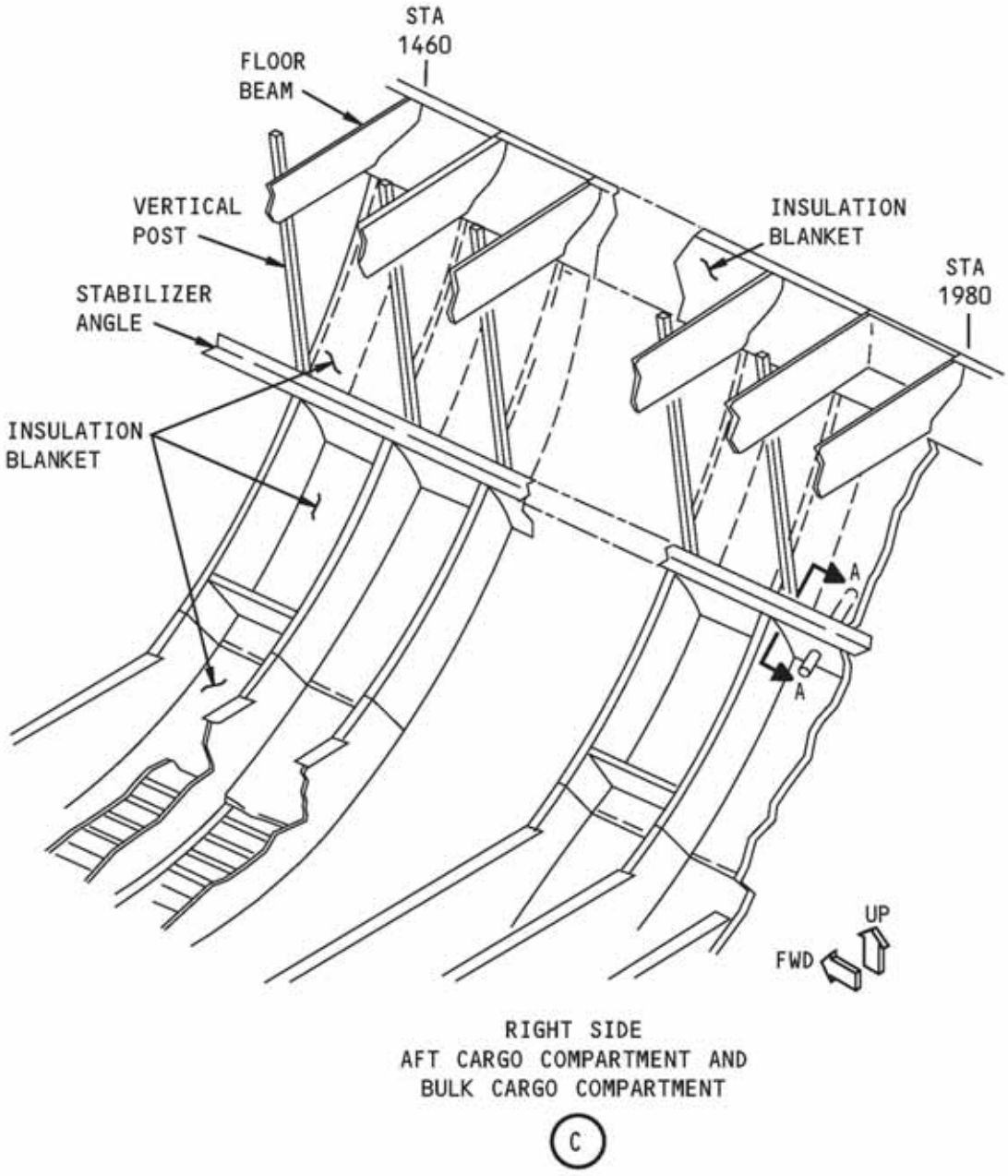


FIGURE 8: AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 5 OF 8)

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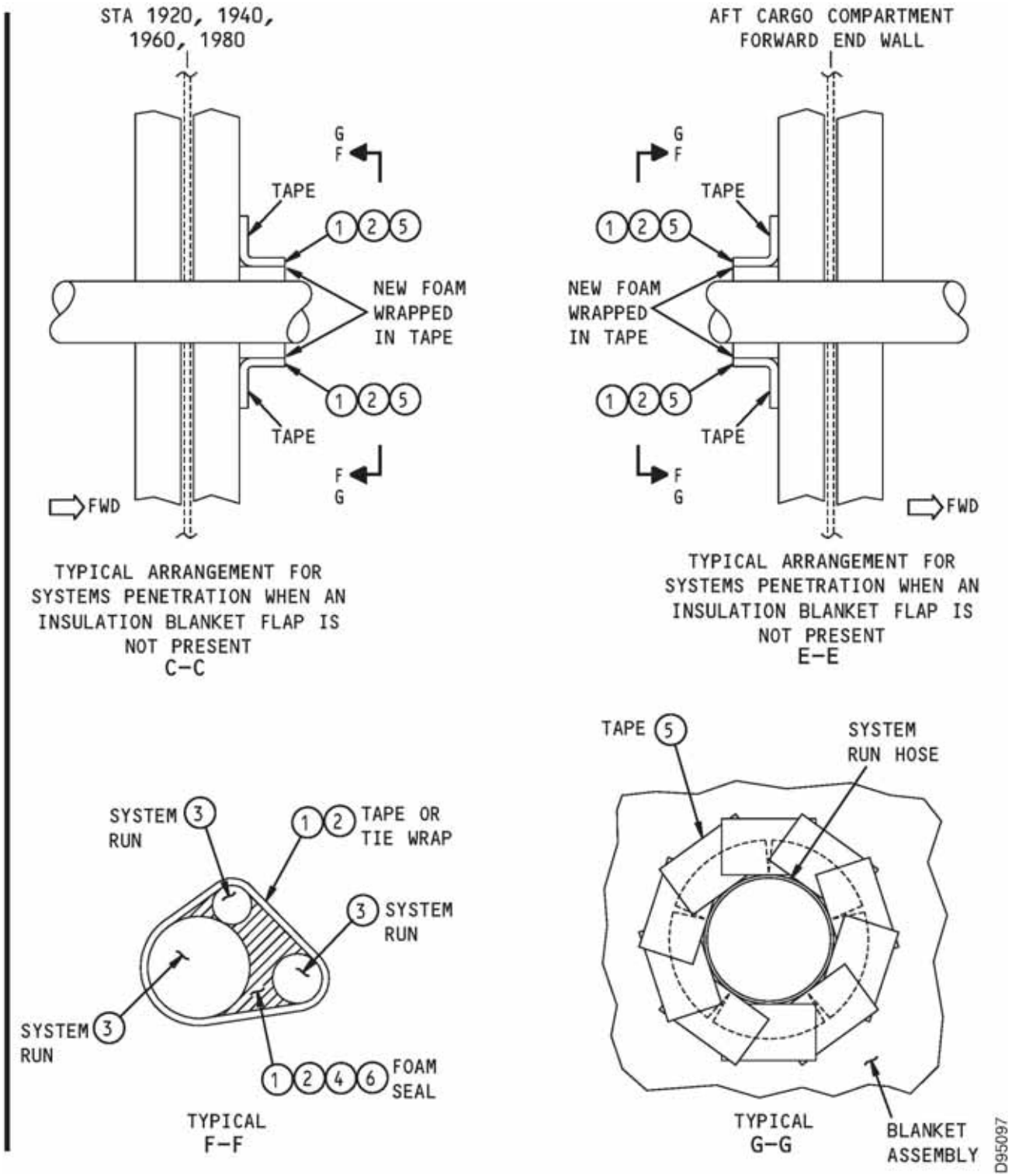


FIGURE 8: AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 6 OF 8)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown for parts used in each step are the total number of parts necessary for each step.

For bulk material rolls, the quantity number shown in the first-use step is the total number of rolls provided in the top kit. The quantity number is not shown in the figure-steps thereafter.

NOTE: 1. If the sidewall linings, ball transfer panel and transport rollers were not removed, refer to 747-400 AMM 25-52-01 and 747-400 AMM 25-53-15 as accepted procedures for removal.

2. The location of the system tube or wire penetrations on the sloping sidewall, shown in this figure, are typical. Inspect for similar penetrations on the insulation blanket from the left to right side between STA 1480 and STA 1980. Refer to APPENDIX C for an illustrated visual aid. Any penetrations through the insulation blankets between the applicable stringer and the applicable stabilizer angle must be sealed for halon/smoke retention.

3. The location of the system tube or wire penetrations under the floor, shown in this figure, are typical. Inspect for similar penetrations on the airplane left and right sides, between STA 1920 and STA 1980. Refer to APPENDIX C for an illustrated visual aid. The aft halon/smoke retention barrier is located at STA 1920 or STA 1980. Any penetrations through the insulation blankets must be sealed for halon/smoke retention.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	FOAM	-	-	Refer to Notes 1 and 2. (a)(c)(d)
2	Remove	TAPE OR TIE WRAP	-	-	From around insulation blanket flap located where tubes or wires penetrate the insulation. Refer to Note 2.
	Remove	FOAM	-	-	From inside the insulation blanket flap. (c)(d)
3	Clean	SYSTEM RUN	-	-	Surface before the new foam tape is installed. Use mechanical means to remove debris.
	Clean	INSULATION BLANKET FLAP	-	-	Surface before the new foam tape is installed. Use mechanical means to remove debris.
4	Put/Hold	FOAM TAPE, 0.5 T X 2.0 W	015U1780-8 (BMS 1-68, Grade A, Form III Optional)	-	Around system tubes or wires to make sure tubes or wires are separated. Fill all the open spaces when multiple tubes or wires pierce the insulation blanket. (b)
	Install (New)	FOAM TAPE, 0.5 T X 2.0 W	015U1780-8 (BMS 1-68, Grade A, Form III Optional)	As Required	From the bulk material roll. Cut a piece that is 5 inches long, or cut more if more is required to make a smoke barrier. (b)

FIGURE 8: AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 7 OF 8)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
5	Cut	TAPE	BMS 5-146, Type I, Class 1, Grade A (BMS 5-157, Type I, Class 1, Grade A optional)	-	Enough from bulk material roll to wrap around the insulation blanket flap.
	Install (New)	TAPE	BMS 5-146, Type I, Class 1, Grade A (BMS 5-157, Type I, Class 1, Grade A optional)	-	Around insulation blanket flap and tubes or wires. Make sure the tape tightly holds the insulation blanket flap so there is no air space and a smoke barrier is made. (e)
6	Identify	NEW FOAM TAPE	-	-	Identify in the vicinity of replaced foam tape that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure for part marking.

(a) Do a general visual inspection of the AFT cargo compartment area between station 1480 and station 1980. Inspect for foam around system runs. If BMS 8-39 found, remove and replace it with the new material.

(b) Where system tubes or wires penetrate the insulation blanket, make sure all the space inside the insulation blanket flap is filled with foam tape to create a smoke barrier.

(c) Refer to Table 7 in APPENDIX D for a list of existing part numbers for this Figure.

(d) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.

(e) Install tape where BMS 1-68 is used to seal system run penetrations through the insulation blanket. If there is no blanket flap or tab present, use tape to attach the foam seal to the insulation blanket.

FIGURE 8: AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 8 OF 8)

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This Figure applies only to: Group 1-3, 7-10, Configuration 1; Group 10, Configuration 2; Group 12-16, Configuration 1; Group 16, Configuration 2; Group 17, Configuration 1-2; Group 18-19, Configuration 1; Group 19, Configuration 2.

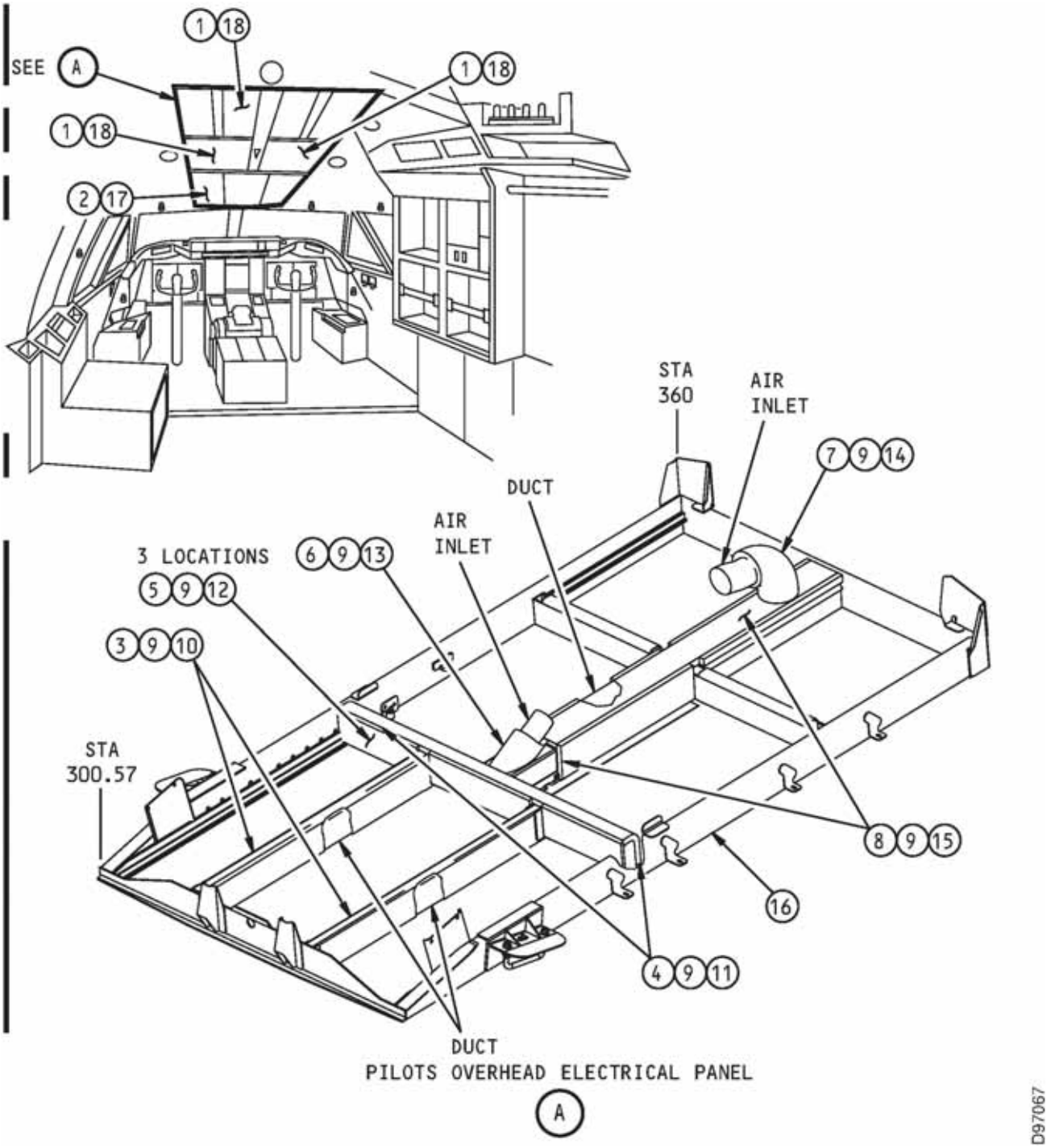


FIGURE 9: FLIGHT COMPARTMENT OVERHEAD ELECTRICAL EQUIPMENT PANEL FOAM REPLACEMENT (SHEET 1 OF 4)

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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 each step.

NOTE: If the Pilots Electrical Overhead Equipment panel was not removed, refer to that portion in the 747-400 AMM 25-14-01 Drip Shield Removal, 747-400 AMM 31-12-11 and 747-400 AMM 31-12-16 as accepted procedures.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Open	CIRCUIT BREAKER AND LIGHT-PLATE INSTL - OVERHEAD PANEL	-	1	(a)(c)
2	Open	OVERHEAD PANEL INSTL - PILOTS	-	1	(a)(c)
3	Measure	INSULATION	233U3311-5	-	(a)(d)
	Remove	INSULATION	233U3311-5	2	(a)(e)(l)(n)
4	Measure	INSULATION	233U3311-9	-	(a)(d)
	Remove	INSULATION	233U3311-9	1	(a)(e)(l)(m)(n)
5	Measure	INSULATION	233U3311-25	-	(a)(d)
	Remove	INSULATION	233U3311-25	3	(a)(e)(k)(l)(m)(n)
6	Measure	INSULATION	233U3311-14	-	(a)(d)
	Remove	INSULATION	233U3311-14	1	(a)(e)(l)(m)(n)
7	Measure	INSULATION	233U3311-7	-	(a)(d)
	Remove	INSULATION	233U3311-7	1	(a)(e)(l)(m)(n)
8	Measure	INSULATION	233U3311-18	-	(a)(d)
	Remove	INSULATION	233U3311-18	1	(a)(e)(l)(m)(n)
9	Clean	CIRCUIT BREAKER AND LIGHT-PLATE INSTL - OVERHEAD PANEL	-	-	Clean structure before insulation is bonded to the structure. Refer to 747-400 AMM 20-30-80 as an accepted procedure.
	Clean	OVERHEAD PANEL INSTL - PILOTS	-	-	-

FIGURE 9: FLIGHT COMPARTMENT OVERHEAD ELECTRICAL EQUIPMENT PANEL FOAM REPLACEMENT (SHEET 2 OF 4)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
10	Install (New)	INSULATION	233U3311-51	2	-
	Cut	INSULATION	233U3311-51	-	Cut to 2 pieces.(f)
	Bond	INSULATION	233U3311-51	-	(a)(g)
	Align	INSULATION	233U3311-51	-	(h)
11	Install (New)	INSULATION	233U3311-53	1	-
	Cut	INSULATION	233U3311-53	-	(f)
	Bond	INSULATION	233U3311-53	-	(a)(j)
	Align	INSULATION	233U3311-53	-	(h)
12	Install (New)	INSULATION	233U3311-56	3	-
	Cut	INSULATION	233U3311-56	-	Cut to 3 pieces.(f)
	Bond	INSULATION	233U3311-56	-	(a)(j)
	Align	INSULATION	233U3311-56	-	(h)
13	Install (New)	INSULATION	233U3311-54	1	-
	Cut	INSULATION	233U3311-54	-	(f)
	Bond	INSULATION	233U3311-54	-	(a)(j)
	Align	INSULATION	233U3311-54	-	(h)
14	Install (New)	INSULATION	233U3311-52	1	-
	Cut	INSULATION	233U3311-52	-	(f)
	Bond	INSULATION	233U3311-52	-	(a)(j)
	Align	INSULATION	233U3311-52	-	(h)
15	Install (New)	INSULATION	233U3311-55	1	-
	Cut	INSULATION	233U3311-55	-	(f)
	Bond	INSULATION	233U3311-55	-	(a)(j)
	Align	INSULATION	233U3311-55	-	(h)
16	Apply	SERVICE BULLETIN NUMBER	747-25-3381 R03	-	(i)
17	Close	OVERHEAD PANEL INSTL - PILOTS	-	1	(b)(c)
18	Close	CIRCUIT BREAKER AND LIGHTPLATE INSTL - OVERHEAD PANEL	-	1	(b)(c)

FIGURE 9: FLIGHT COMPARTMENT OVERHEAD ELECTRICAL EQUIPMENT PANEL FOAM REPLACEMENT (SHEET 3 OF 4)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
(a) Detach wire bundle(s) from support(s) as needed to gain access to insulated area(s). Do not disconnect wire bundle connector(s).					
(b) Make sure all wire bundles detached for access are attached to same support from which they were detached.					
(c) Overhead Panel Installation may vary from operator to operator.					
(d) Measure location and dimensions for use when replacement insulation is installed. The replacement insulation will cover the area covered by the existing insulation.					
(e) Use mechanical means to remove insulation. Refer to APPENDIX A instructions as an accepted procedure for abrasive cleaning					
(f) Cut to fit measured dimensions and to have clearance from wire bundle supports, brackets, nutplates and panels.					
(g) Bond to structure. Use BMS 5-123, TYPE I, CLASS 1, CLASS 2, CLASS 3. Refer to SOPM 20-50-12 as an accepted procedure.					
(h) Align to measured dimensions as closely as possible before placing it on to structure. Minimize movement to orient the insulation once it is in contact with the adhesive.					
(i) Identify the overhead support assembly in the area of replaced insulation with service bulletin number 747-25-3381 R03 to show that the overhead support assembly is changed. Refer to SOPM 20-50-10 as an accepted procedure.					
(j) Bond to structure. Use BMS 5-30, TYPE II, or TYPE III (BMS 5-123 TYPE I, CLASS 1, CLASS 2, or CLASS 3 OPTIONAL). Refer to SOPM 20-50-12 as an accepted procedure.					
(k) Insulation 233U3311-25 is identical to the combined lengths of insulation 233U3311-11 plus QTY 2 of insulation 233U3311-10 as a single piece of insulation.					
(l) Refer to Table 8 in APPENDIX D for a list of existing part numbers for this Figure.					
(m) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.					
(n) To prevent BMS 8-39 Urethane foam particles falling into the circuit breaker terminals below, use a temporary protective sheet when removing BMS 8-39 Urethane foam from overhead panel support structure.					

FIGURE 9: FLIGHT COMPARTMENT OVERHEAD ELECTRICAL EQUIPMENT PANEL FOAM REPLACEMENT (SHEET 4 OF 4)

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This Figure applies only to: Group 1-3, 7-9, Configuration 1; Group 10, Configuration 2; Group 11-12, 15, Configuration 1; Group 16-17, Configuration 2; Group 18, Configuration 1; Group 19, Configuration 2.

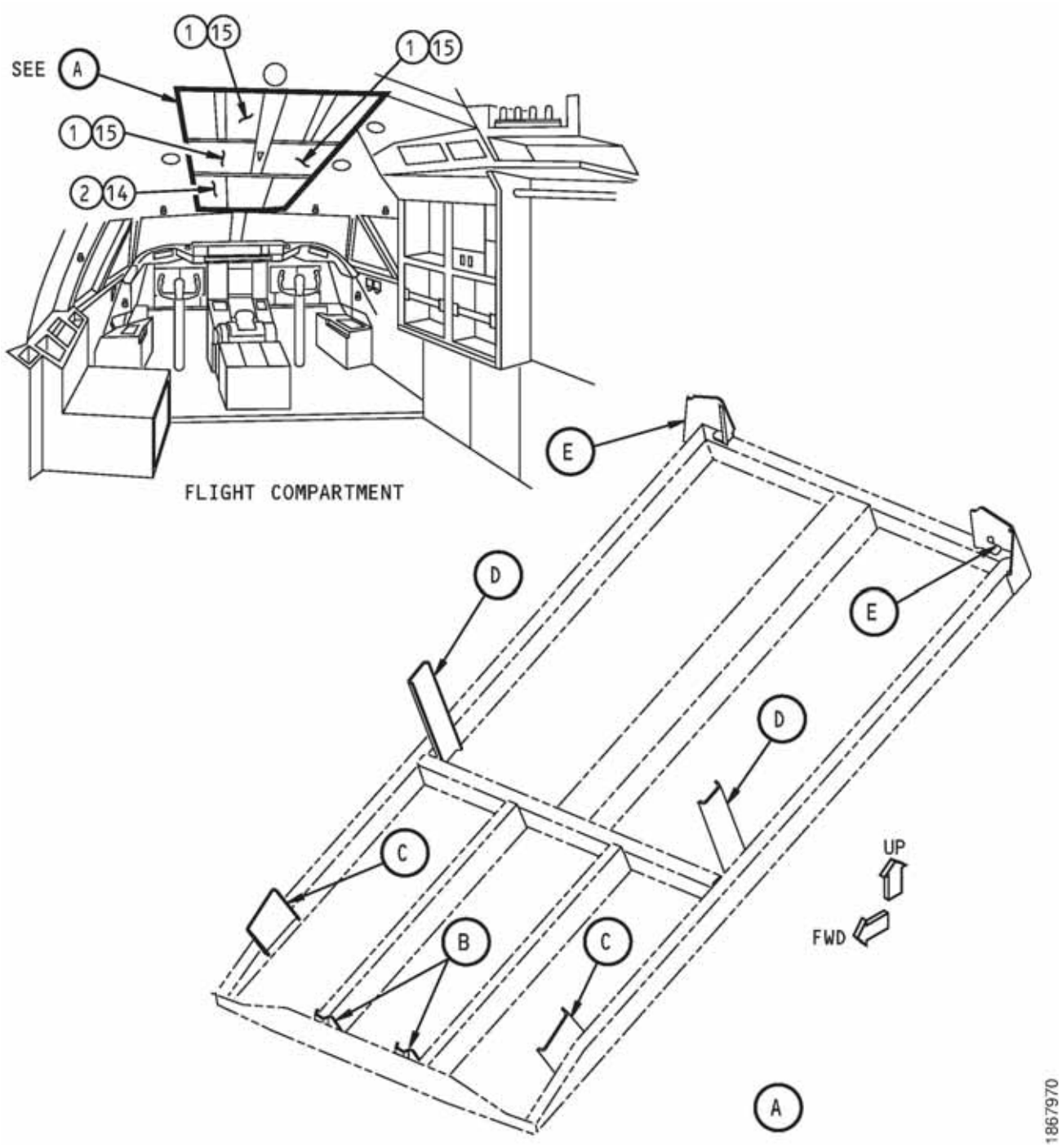


FIGURE 10: FLIGHT COMPARTMENT OVERHEAD PANEL SUPPORT STRUCTURE FOAM REPLACEMENT (SHEET 1 OF 4)

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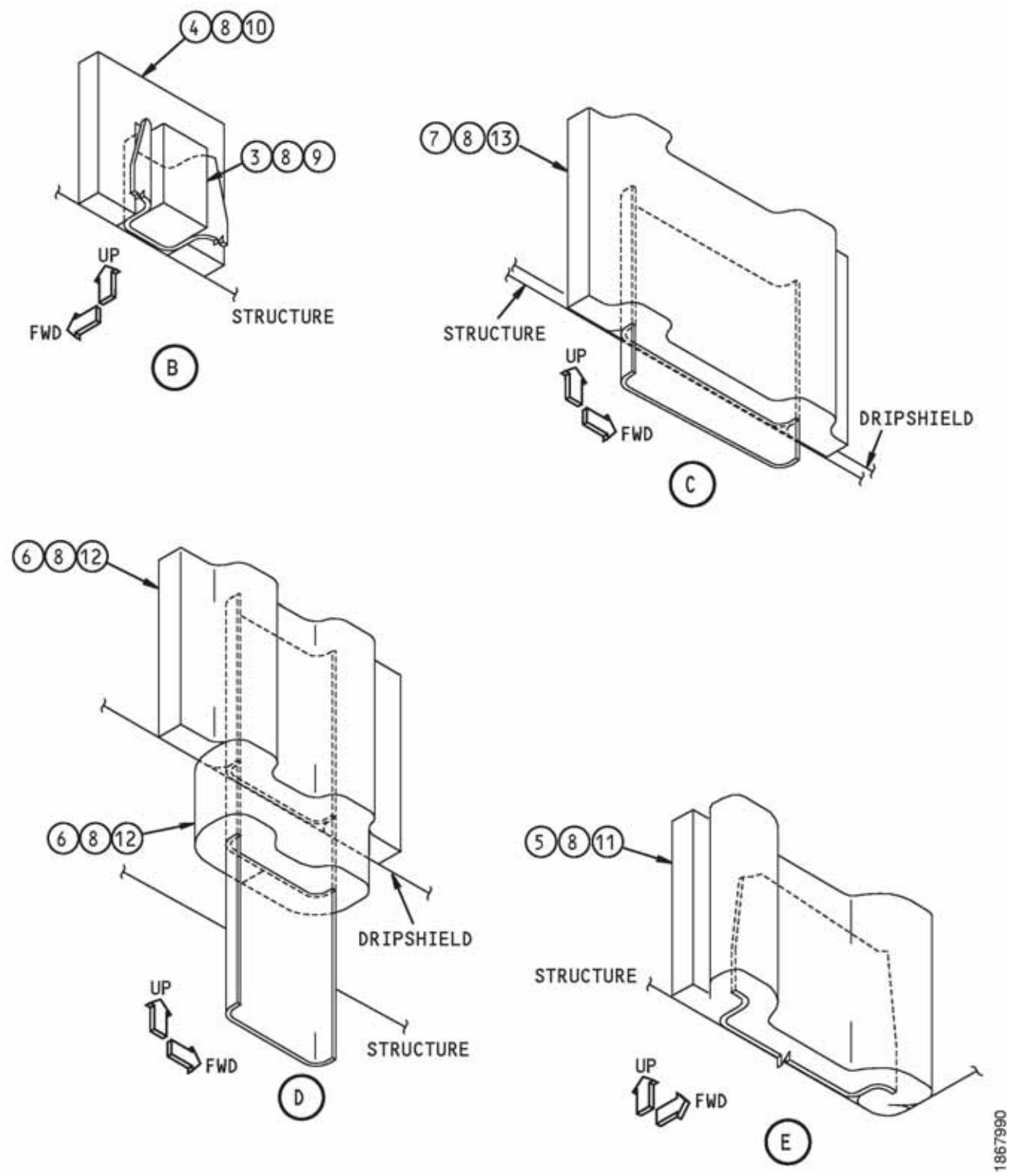


FIGURE 10: FLIGHT COMPARTMENT OVERHEAD PANEL SUPPORT STRUCTURE FOAM REPLACEMENT (SHEET 2 OF 4)

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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 each step.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Open	CIRCUIT BREAKER AND LIGHT-PLATE INSTL - OVERHEAD PANEL	-	1	-
2	Open	OVERHEAD PANEL INSTL - PILOTS	-	1	-
3	Remove	FOAM INSULATION	232U1497-52	2	(c)(d)
4	Remove	FOAM INSULATION	232U1497-53	2	(c)(d)
5	Remove	FOAM INSULATION	232U1497-55	2	(c)(d)
6	Remove	FOAM INSULATION	232U1497-56	2	(c)(d)
7	Remove	FOAM INSULATION	232U1497-57	2	(c)(d)
8	Clean	CIRCUIT BREAKER AND LIGHT-PLATE INSTL - OVERHEAD PANEL	-	-	(a)
	Clean	OVERHEAD PANEL INSTL - PILOTS	-	-	(a)
9	Install (New)	FOAM INSULATION	232U1497-74	2	-
10	Install (New)	FOAM INSULATION	232U1497-75	2	-
11	Install (New)	FOAM INSULATION	232U1497-76	2	(b)
12	Install (New)	FOAM INSULATION	232U1497-77	2	-
13	Install (New)	FOAM INSULATION	232U1497-78	2	-

FIGURE 10: FLIGHT COMPARTMENT OVERHEAD PANEL SUPPORT STRUCTURE FOAM REPLACEMENT (SHEET 3 OF 4)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
14	Close	OVERHEAD PANEL INSTL - PILOTS	-	1	-
15	Close	CIRCUIT BREAKER AND LIGHTPLATE INSTL - OVERHEAD PANEL	-	1	-
(a) Clean structure before insulation is installed on the structure. Refer to 747-400 AMM 20-30-80 as an accepted procedure.					
(b) Extend the excess bracket insulation to surrounding dripshield.					
(c) Refer to Table 9 in APPENDIX D for a list of existing part numbers for this Figure.					
(d) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.					

FIGURE 10: FLIGHT COMPARTMENT OVERHEAD PANEL SUPPORT STRUCTURE FOAM REPLACEMENT (SHEET 4 OF 4)

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This Figure applies only to: Group 1-3, 7-10, Configuration 1; Group 10, Configuration 2; Group 12-16, Configuration 1; Group 16, Configuration 2; Group 17, Configuration 1-2; Group 18-19, Configuration 1; Group 19, Configuration 2.

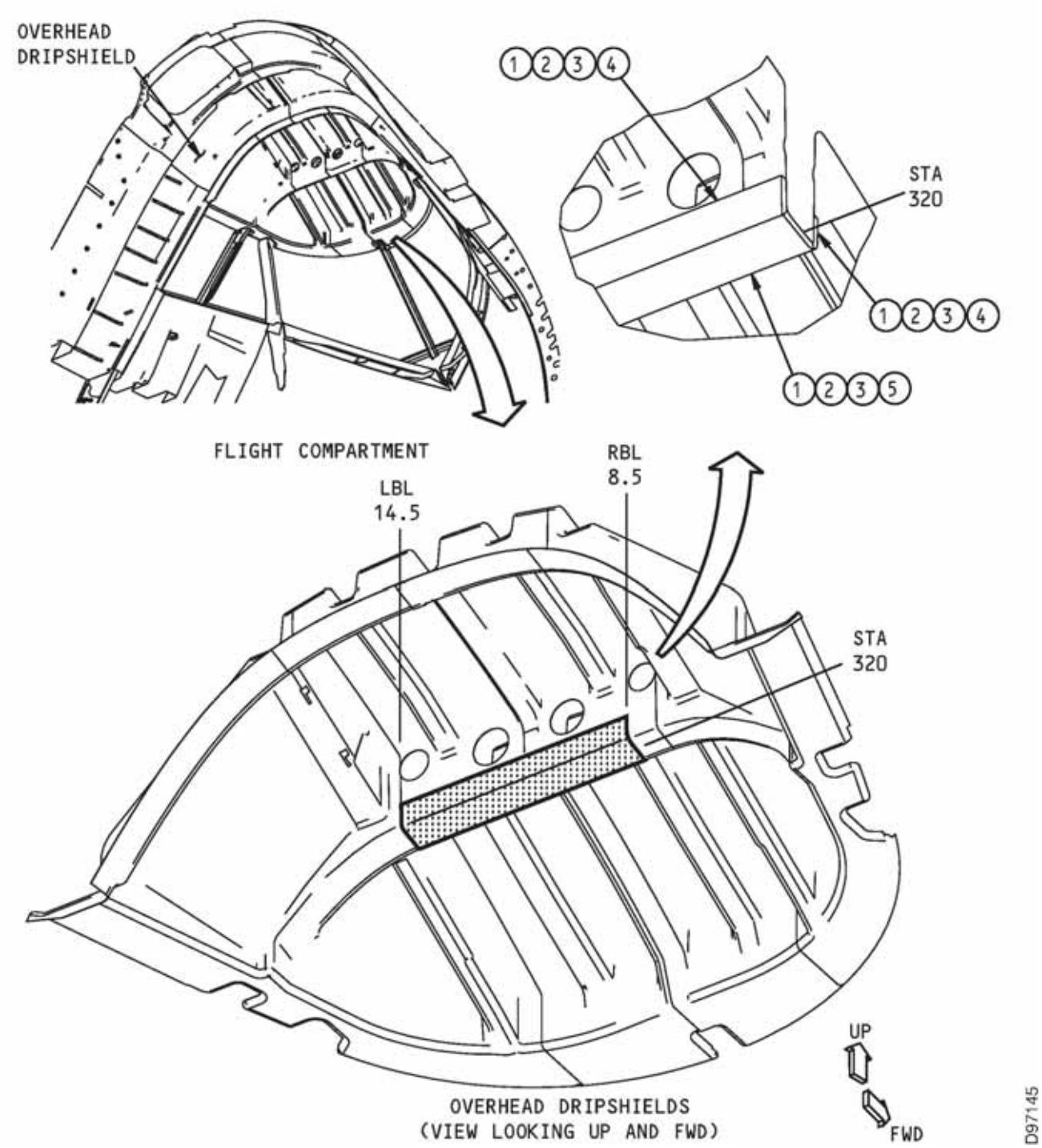


FIGURE 11: FLIGHT COMPARTMENT OVERHEAD DRIPSHIELD FOAM REPLACEMENT (SHEET 1 OF 3)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below for individual parts are the number of parts necessary for each step.

NOTE: Refer to that section in the 747-400 AMM 25-14-01 Drip Shield Removal, 747-400 AMM 31-12-11 and 747-400 AMM 31-12-16 as accepted procedures.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Measure	INSULATION	232U1497-54	-	Location and dimensions for use when replacement insulation is installed.
	Remove	INSULATION	232U1497-54	3	Use mechanical means to remove insulation. (a)(b)
2	Clean	FORWARD OVERHEAD DRIPSHIELD	-	-	Clean before insulation is bonded. Refer to 747-400 AMM 20-30-80 as an accepted procedure.
	Clean	OVERHEAD DRIPSHIELD	-	-	Clean before insulation is bonded. Refer to 747-400 AMM 20-30-80 as an accepted procedure.
3	Install (New)	FOAM INSULATION	232U1497-73	3	-
	Cut	FOAM INSULATION	232U1497-73	-	To fit measured dimensions.
	Bond	FOAM INSULATION	232U1497-73	-	To dripshield; Use BMS 5-123, TYPE I, CLASS 1, CLASS 2, or CLASS 3. Refer to SOPM 20-50-12 as an accepted procedure.
	Align	FOAM INSULATION	232U1497-73	-	To measured dimensions. Minimize movement to orient the insulation once it is in contact with the adhesive.

FIGURE 11: FLIGHT COMPARTMENT OVERHEAD DRIPSHIELD FOAM REPLACEMENT (SHEET 2 OF 3)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
4	Cut	TAPE	BMS 5-146 TYPE I, CLASS 1, GRADE A (BMS 5-157, TYPE I, CLASS 1,GRADE A OPTIONAL)	-	Enough from bulk material to cover joins in the foam insulation
	Install (New)	TAPE	BMS 5-146 TYPE I, CLASS 1, GRADE A (BMS 5-157, TYPE I, CLASS 1,GRADE A OPTIONAL)	-	Over joins in the foam insulation.
5	Identify	NEW FOAM TAPE	-	-	Identify in the vicinity of replaced foam tape that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure for part marking.
(a) Refer to Table 10 in APPENDIX D for a list of existing part numbers for this Figure.					
(b) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.					

FIGURE 11: FLIGHT COMPARTMENT OVERHEAD DRIPSHIELD FOAM REPLACEMENT (SHEET 3 OF 3)

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This Figure applies only to: Group 2-3, 9, 13-14, 16, Configuration 1; Group 16, Configuration 2; Group 17, Configuration 1-2; Group 19, Configuration 1-2.

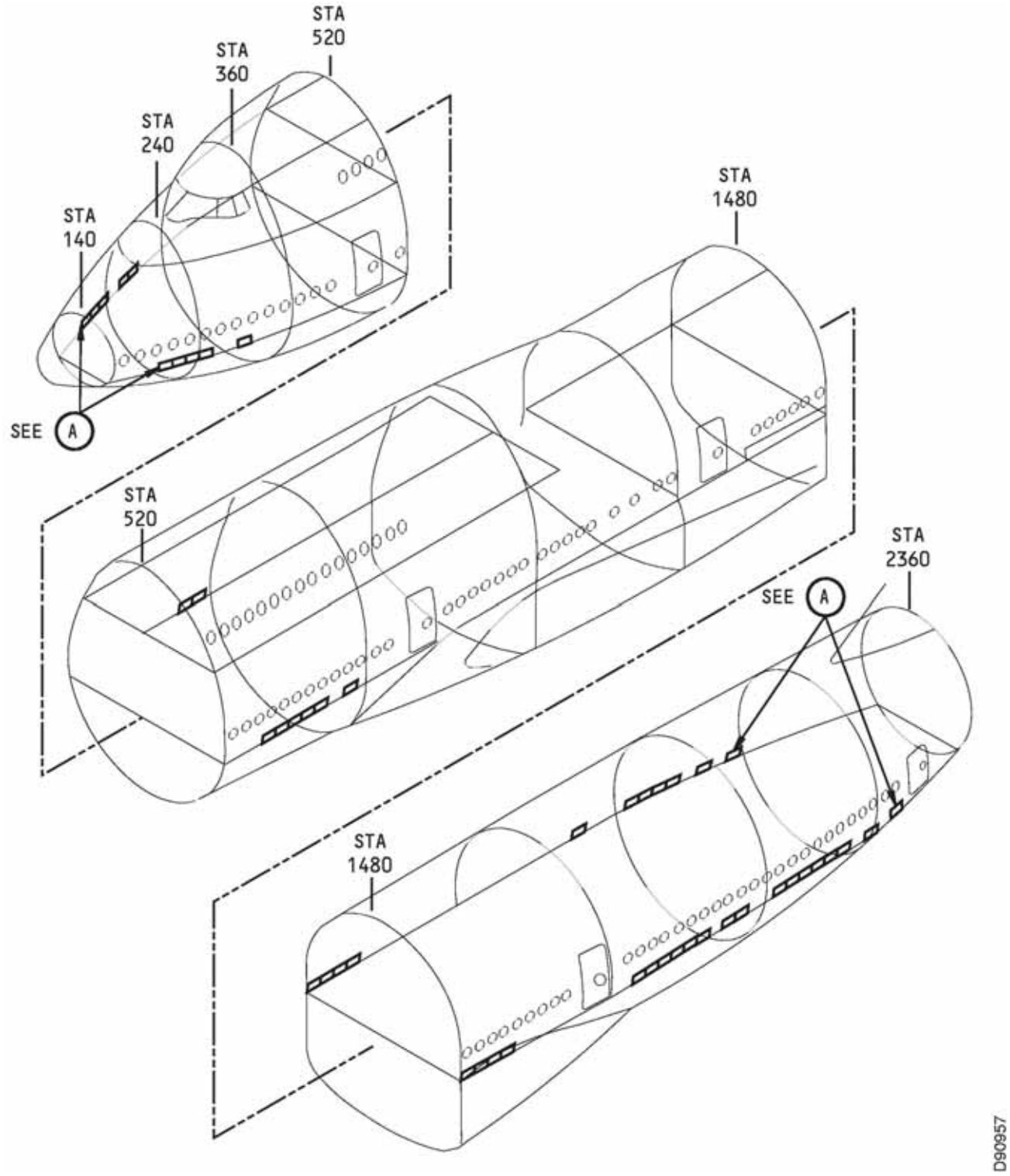


FIGURE 12: MAIN DECK AIR BAFFLE FOAM INSPECTION AND REMOVAL, LEFT/RIGHT SIDEWALLS (SHEET 1 OF 6)

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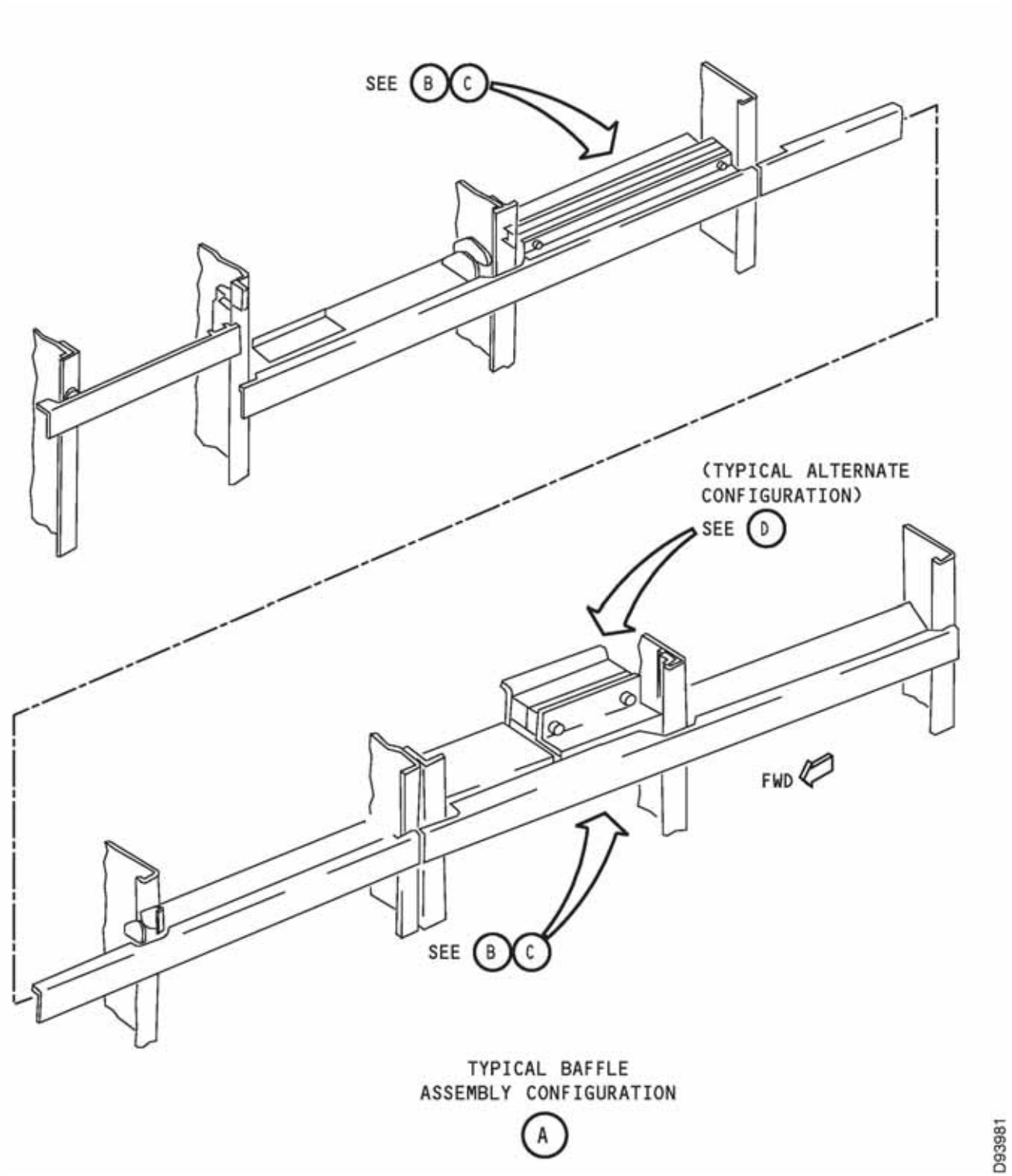


FIGURE 12: MAIN DECK AIR BAFFLE FOAM INSPECTION AND REMOVAL, LEFT/RIGHT SIDEWALLS (SHEET 2 OF 6)

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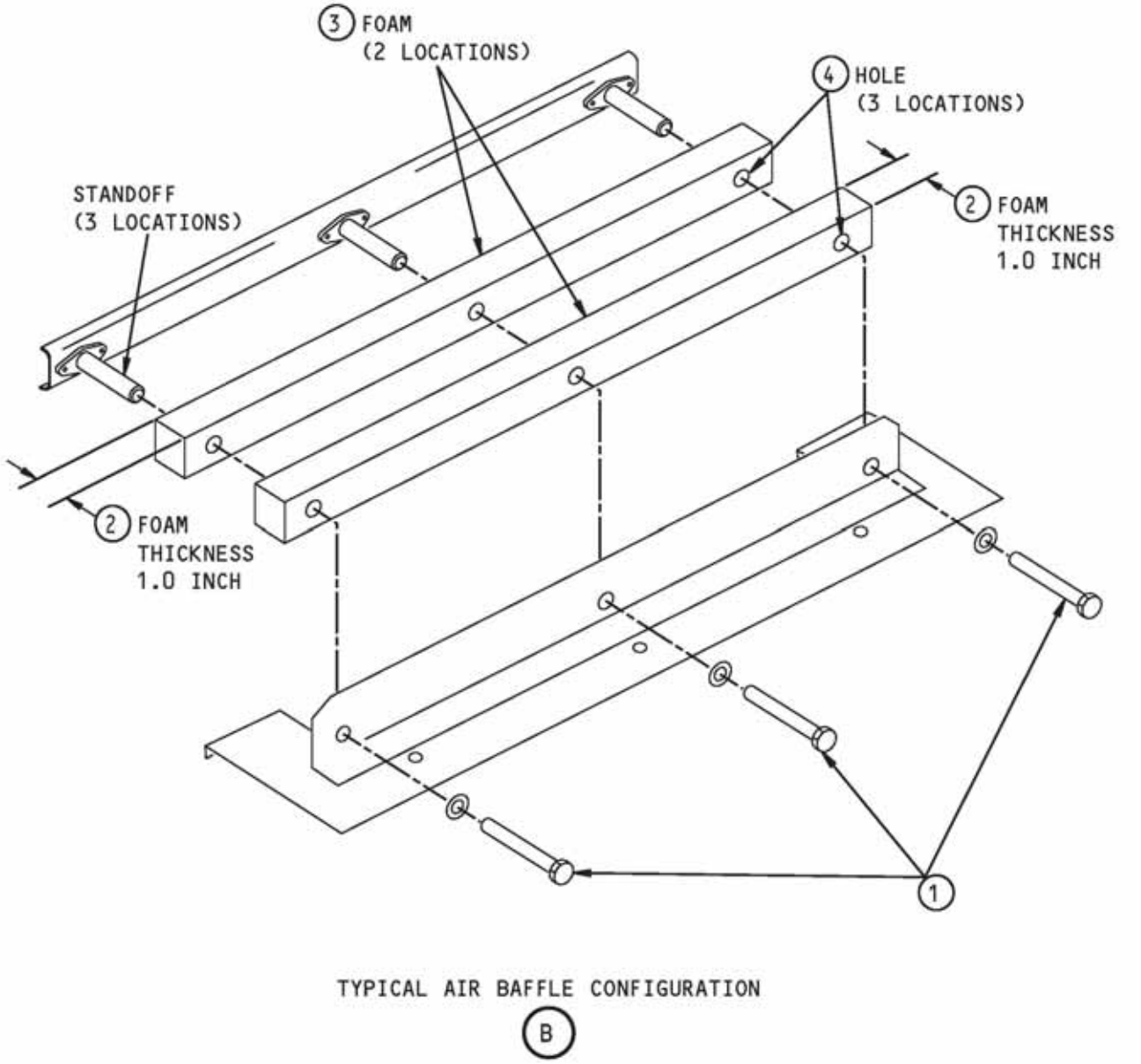


FIGURE 12: MAIN DECK AIR BAFFLE FOAM INSPECTION AND REMOVAL, LEFT/RIGHT SIDEWALLS (SHEET 3 OF 6)

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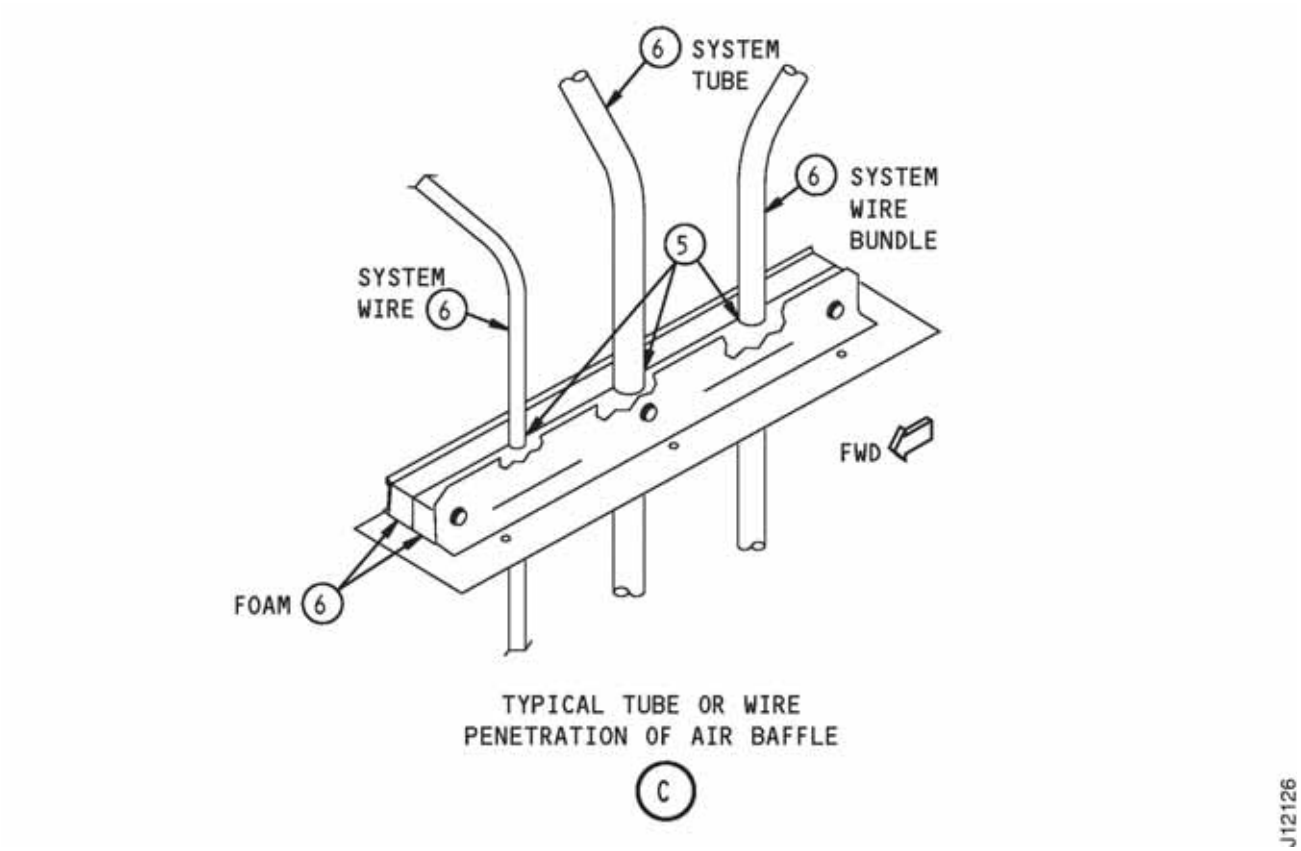


FIGURE 12: MAIN DECK AIR BAFFLE FOAM INSPECTION AND REMOVAL, LEFT/RIGHT SIDEWALLS (SHEET 4 OF 6)

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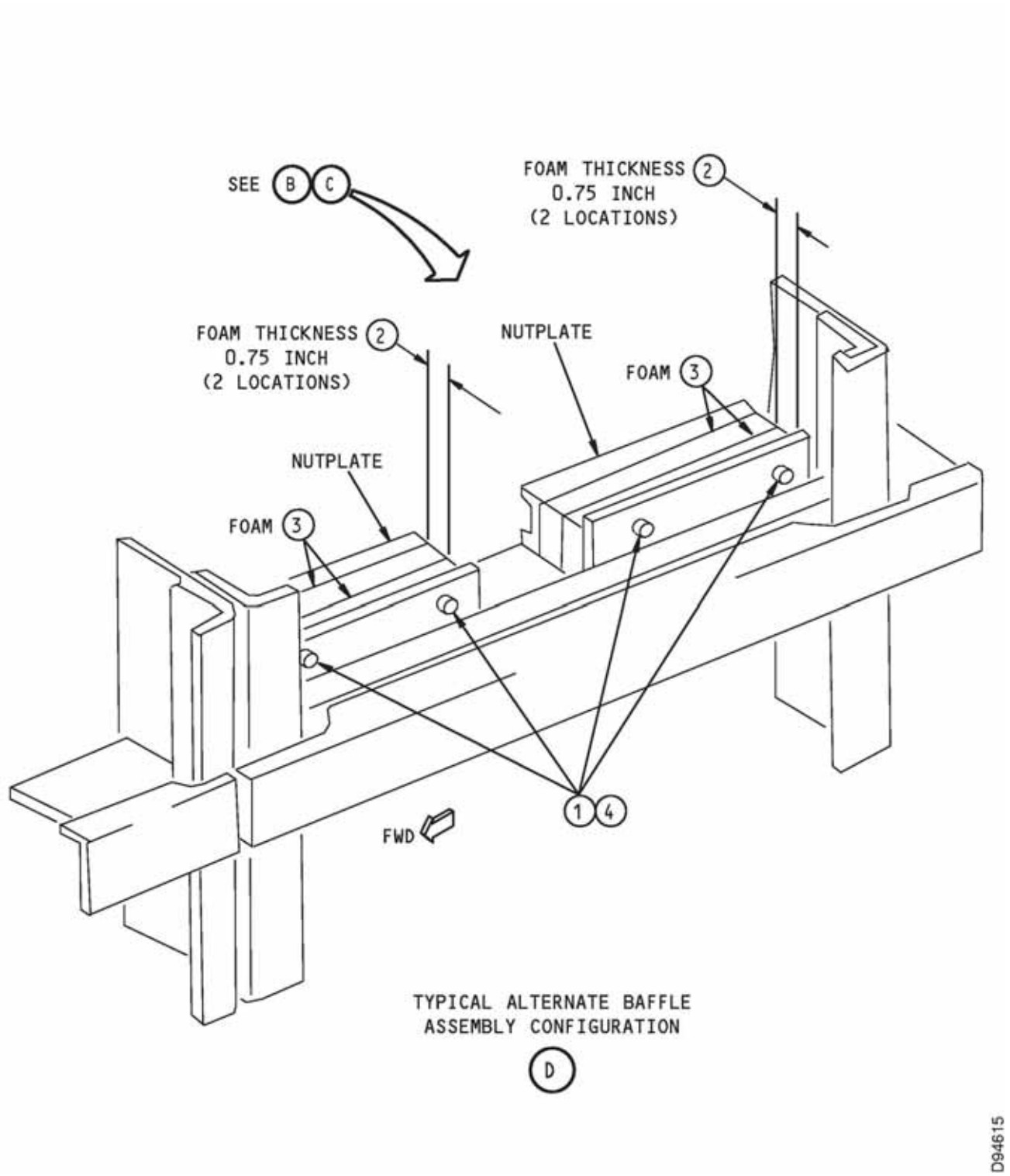


FIGURE 12: MAIN DECK AIR BAFFLE FOAM INSPECTION AND REMOVAL, LEFT/RIGHT SIDEWALLS (SHEET 5 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below for individual parts are the number of parts necessary for each step at each air baffle location.

NOTE: If the side wall linings are not removed, refer to 747-400 AMM 25-59-01 as an accepted procedure for removal.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	AIR BAFFLE	-	-	(a)
	Open	AIR BAFFLE	-	-	Loosen the fasteners which opens a space between the two foam pieces.
2	Measure	FOAM	-	2	Thickness, which will be either 0.75 inch or 1.00 inch thick.
3	Measure	FOAM	-	2	Length.
4	Measure	HOLE	-	2	Locations through the air baffle and foam pieces.
5	Measure	SYSTEM TUBES AND WIRES	-	-	Hole sizes and locations through the foam pieces.
6	Move	SYSTEM TUBES AND WIRES	-	-	That pass between the two pieces of foam, out of the way, if possible.
	Remove	FOAM	-	2	Pieces bonded to the air baffle. (b)(c)(d)

(a) Do general visual inspection of main deck air baffles left and right sidewalls. Inspect for foam between air baffles.

(b) When foam is removed, do not abrade adjacent structure that is clad aluminum or has an alodine coating. If the abrasion penetrates a finish, restore the finish to match adjacent structure.

(c) Refer to Table 11 in APPENDIX D for a list of existing part numbers for this Figure.

(d) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.

FIGURE 12: MAIN DECK AIR BAFFLE FOAM INSPECTION AND REMOVAL, LEFT/RIGHT SIDEWALLS (SHEET 6 OF 6)

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This Figure applies only to: Group 2-3, 9, 13-14, 16, Configuration 1; Group 16, Configuration 2; Group 17, Configuration 1-2; Group 19, Configuration 1-2.

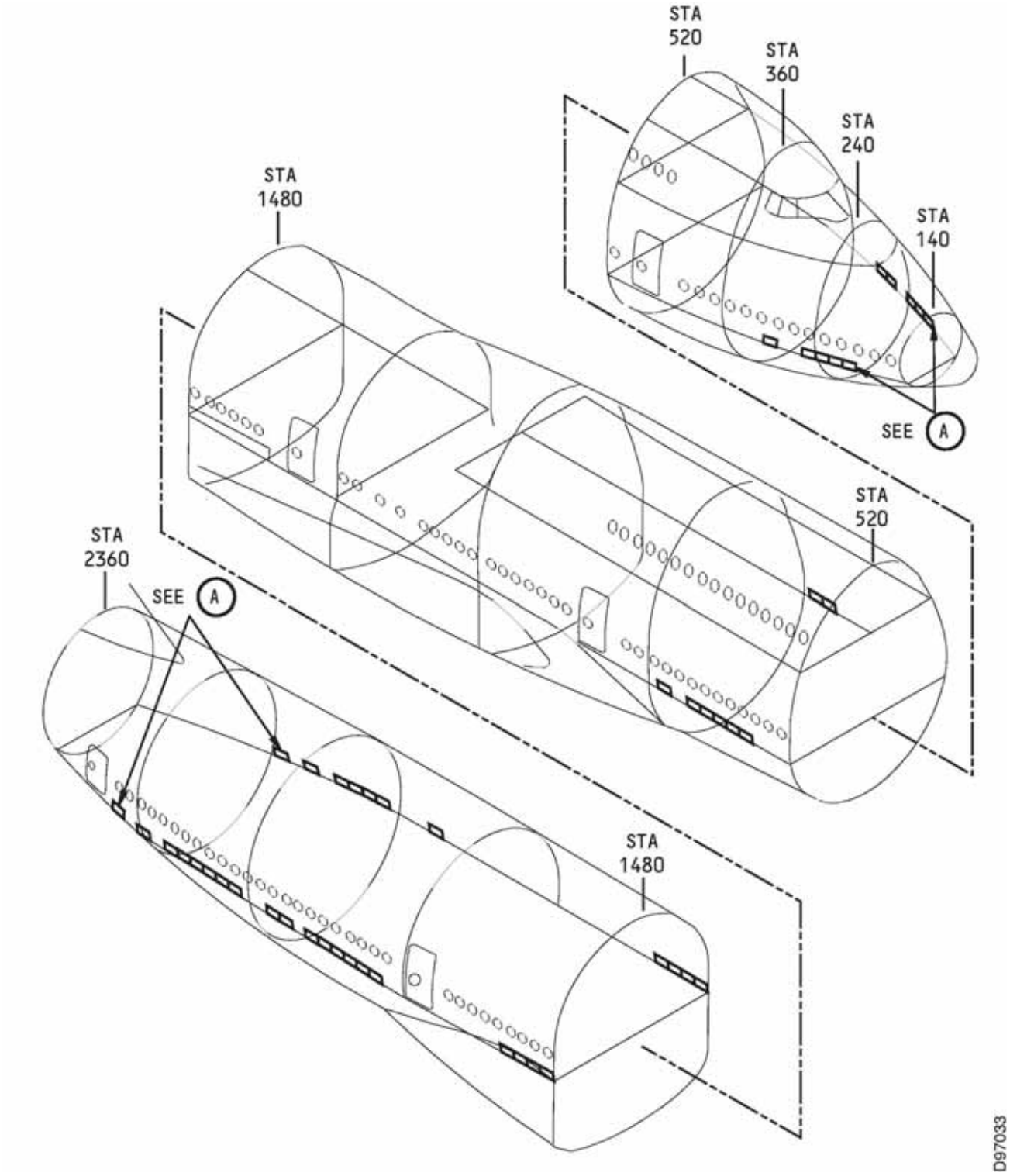


FIGURE 13: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 1 OF 7)

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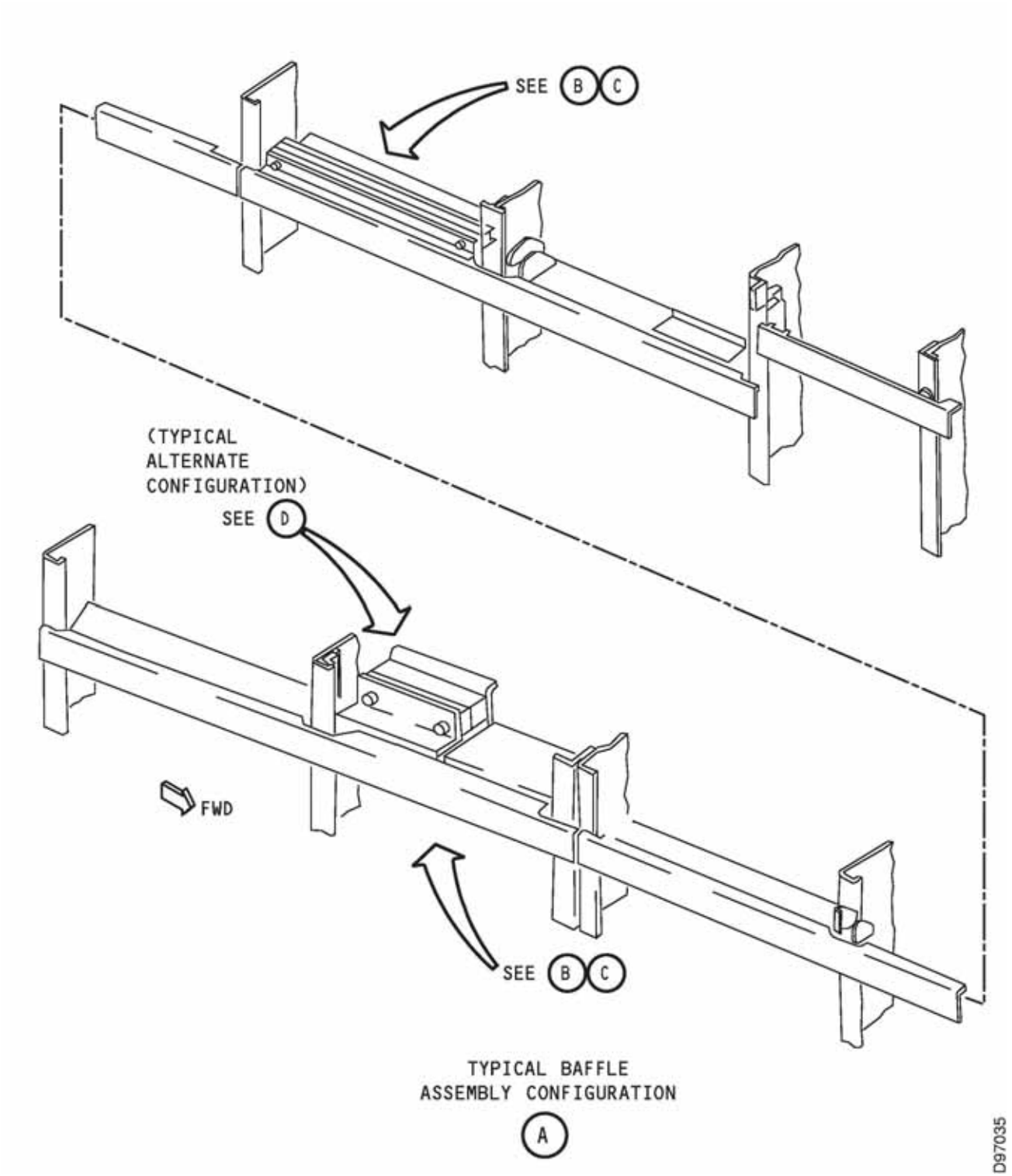


FIGURE 13: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 2 OF 7)

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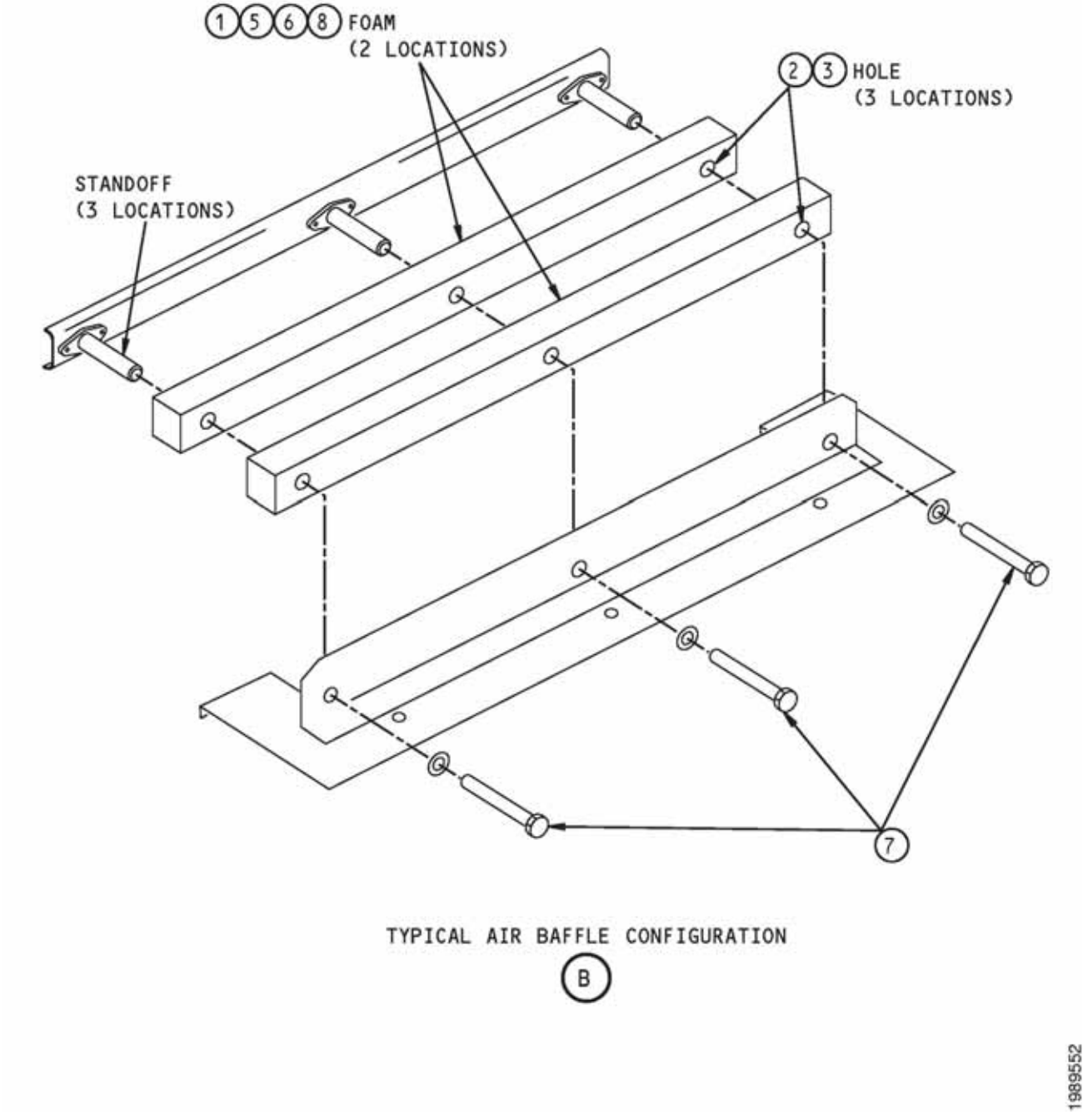


FIGURE 13: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 3 OF 7)

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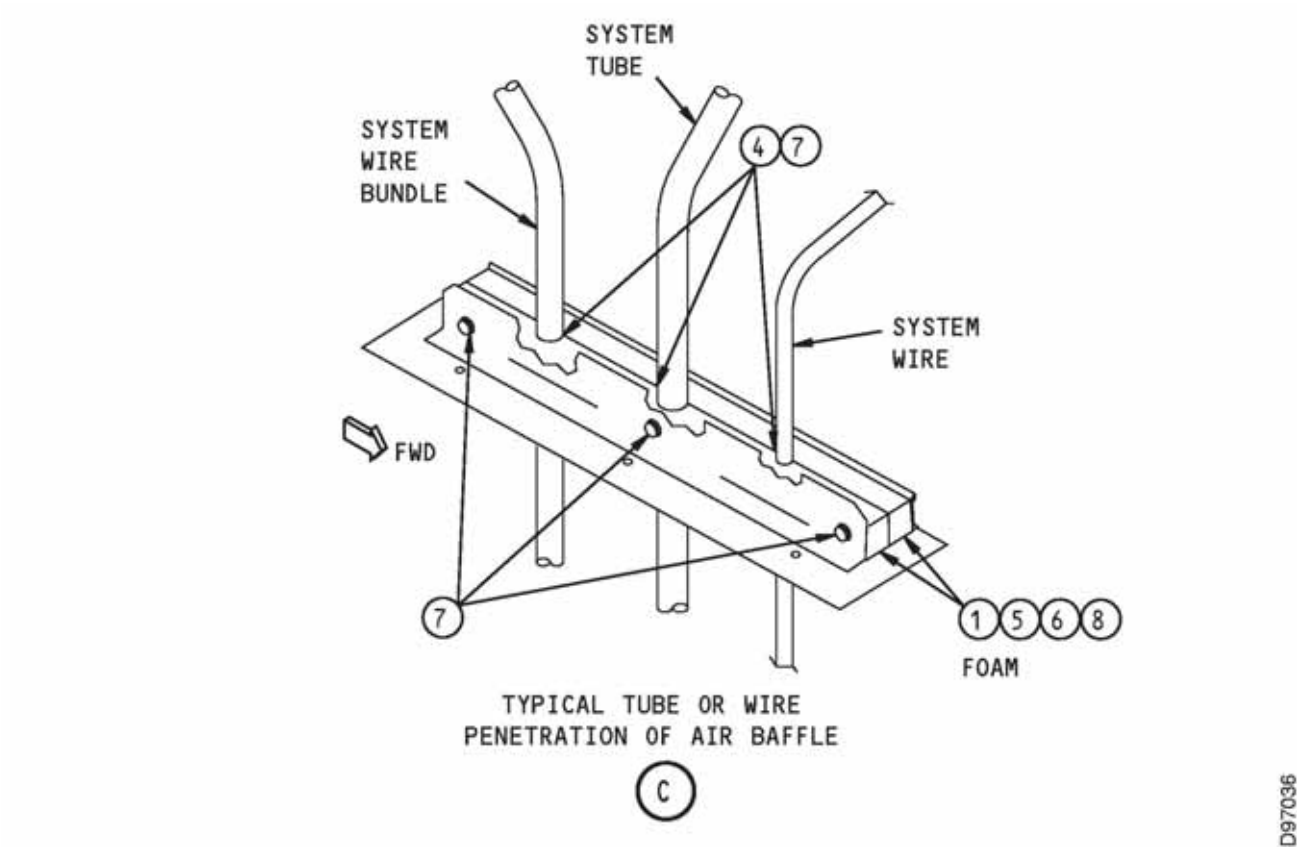


FIGURE 13: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 4 OF 7)

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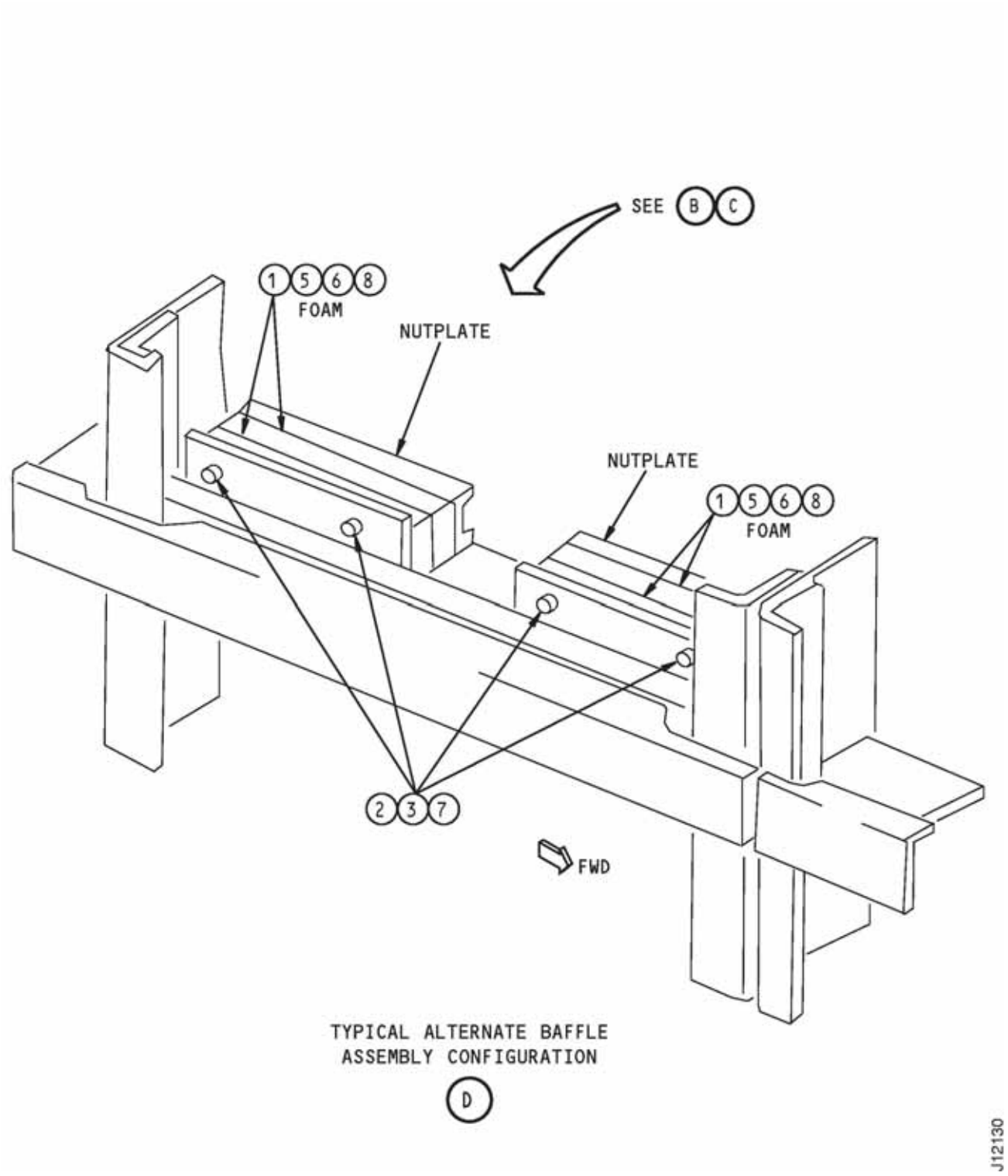


FIGURE 13: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 5 OF 7)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown for parts used in each step are the total number of parts necessary for each step at each air baffle location.

For bulk material rolls, the quantity number shown in the first-use step is the total number of rolls provided in the top kit. The quantity number is not shown in the figure-steps thereafter.

NOTE: If the side wall linings are not removed, refer to 747-400 AMM 25-59-01 as an accepted procedure for removal.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Make	NEW FOAM	015U1780-9 OR -10	2	Replacement foam pieces to measured length. (a)
2	Get	GASKET HOLE PUNCH	-	-	Or similar equipment to cut 0.313 to 0.327 inch diameter (0.313 inch nominal) holes in the foam material.
3	Cut	FASTENER HOLE	-	-	With gasket hole punch through the foam pieces at the locations measured.
4	Cut	HOLE	-	-	With sharp knife, in the foam material, cut an "X" to make holes the measured size at the locations measured.
5	Clean	AIR BAFFLE	-	-	Surfaces before the foam pieces are installed. Refer to 747-400 AMM 20-30-80 as an accepted procedure.
6	Get	ADHESIVE	BMS 5-30 TYPE II, OR TYPE III	-	BMS 5-123 TYPE I, CLASS 1, CLASS 2, or CLASS 3 OPTIONAL.
	Install (New)	FOAM 0.75 T X 1.0 W	015U1780-10	8	When the measured foam thickness is 0.75 inch.
	Install (New)	FOAM 1.0 T X 1.0 W	015U1780-9	14	When the measured foam thickness is 1.00 inch.
	Bond	NEW FOAM	015U1780-9 OR -10	2	Pieces to the air baffle within 0.5 inch of each nutplate. Refer to SOPM 20-50-12 as an accepted procedure for application of BMS 5-30, TYPE II, or TYPE III adhesive (BMS 5-123 TYPE I, CLASS 1, CLASS 2, or CLASS 3 OPTIONAL).

FIGURE 13: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 6 OF 7)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
7	Align	SYSTEM TUBES AND WIRES	-	-	Install at measured hole locations cut in the air baffle foam pieces. Make sure that there is no potential for wire chafing. Refer to SWPM 20-10-11and, SWPM 20-10-19.
	Close	AIR BAFFLE	-	-	Tighten the air baffle fasteners.
8	Identify	NEW FOAM TAPE	-	-	Identify in the vicinity of replaced foam tape that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure.
(a) Select 015U1780-10 foam roll when foam thickness is 0.75 inch. Select 015U1780-9 foam roll when foam thickness is 1.0 inch.					

FIGURE 13: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 7 OF 7)

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This Figure applies only to: Group 4-5, Configuration 1.

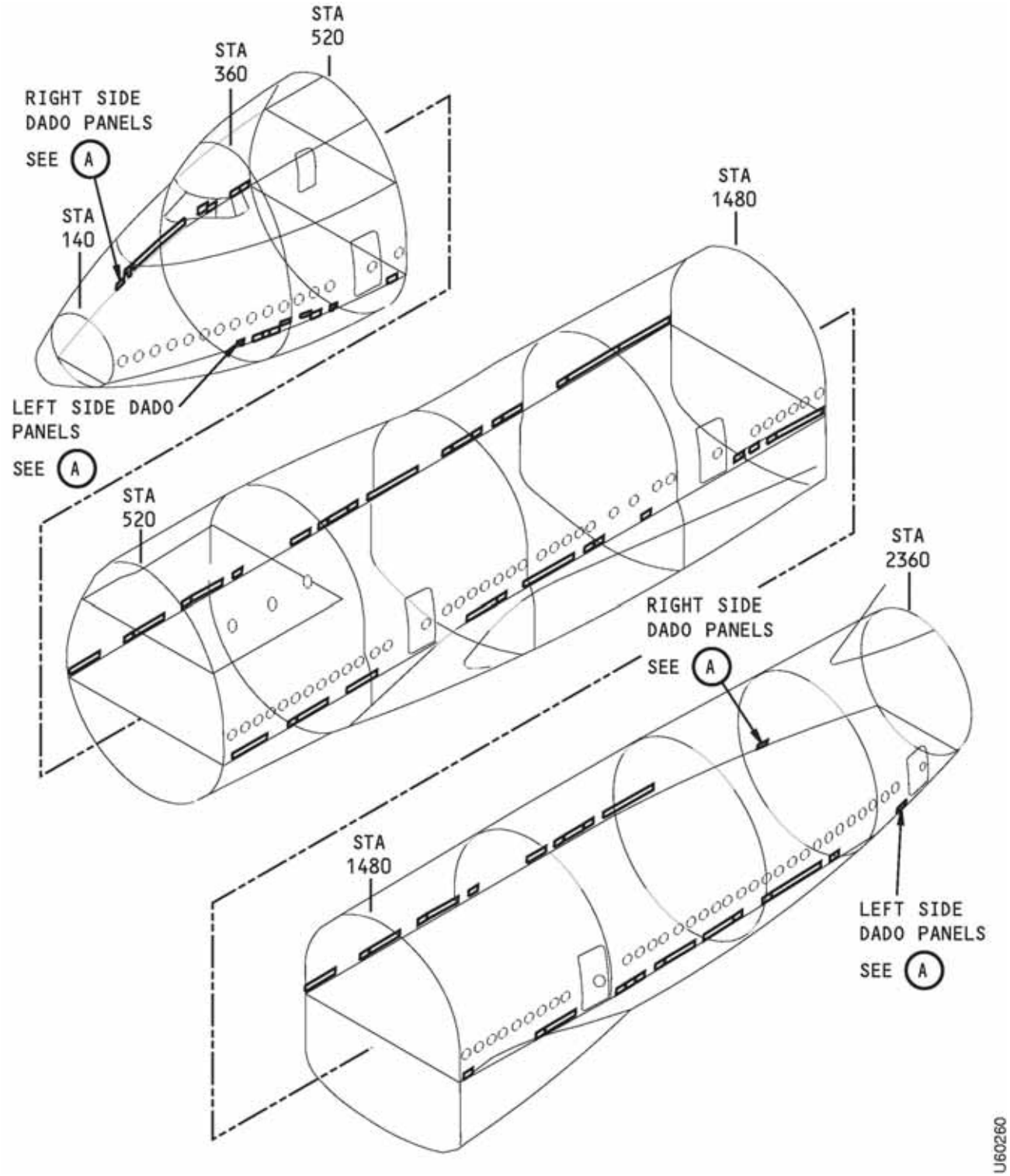


FIGURE 14: MAIN DECK AIR BAFFLE FOAM INSPECTION AND REMOVAL, LEFT/RIGHT SIDEWALLS (SHEET 1 OF 6)

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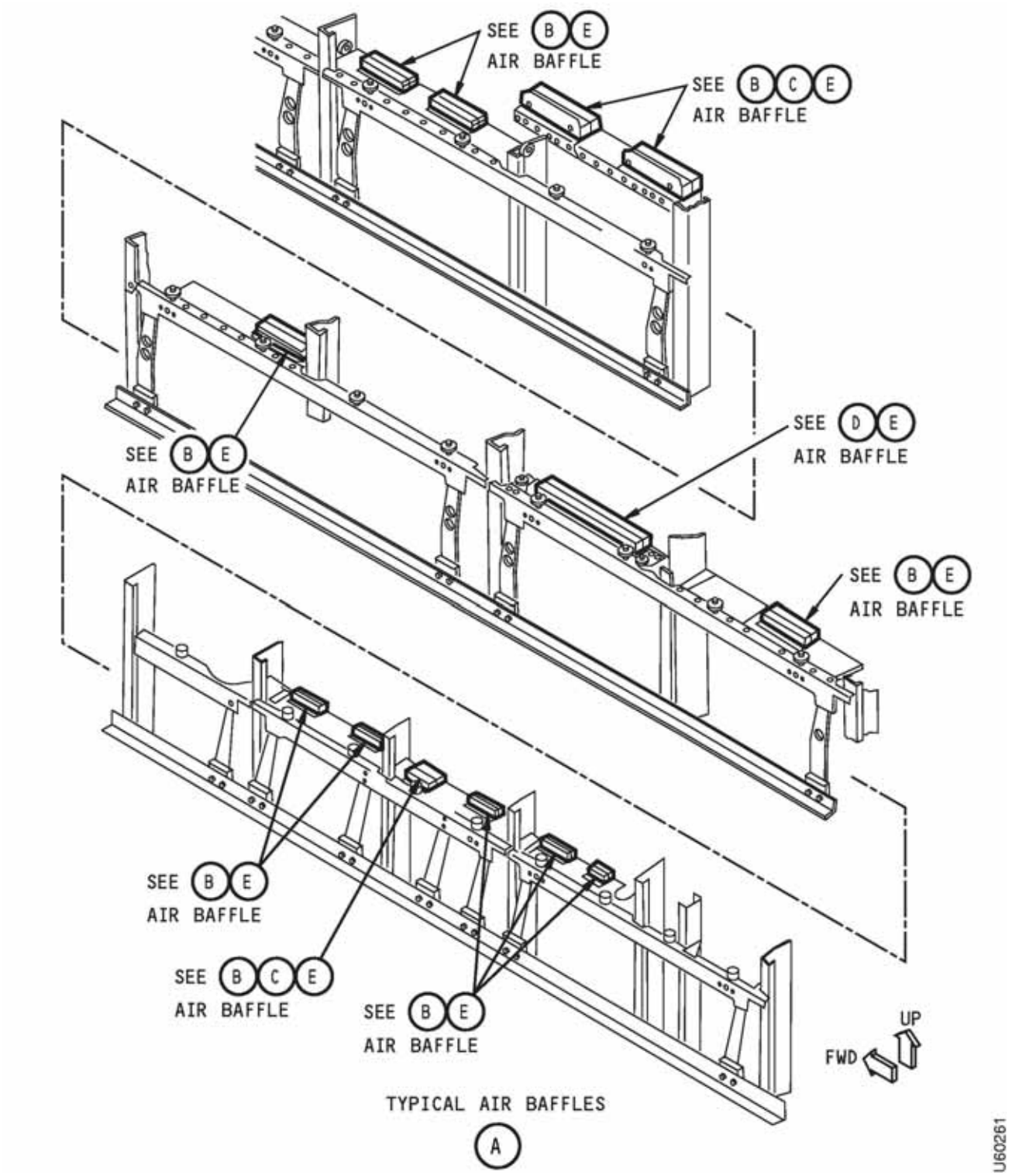


FIGURE 14: MAIN DECK AIR BAFFLE FOAM INSPECTION AND REMOVAL, LEFT/RIGHT SIDEWALLS (SHEET 2 OF 6)

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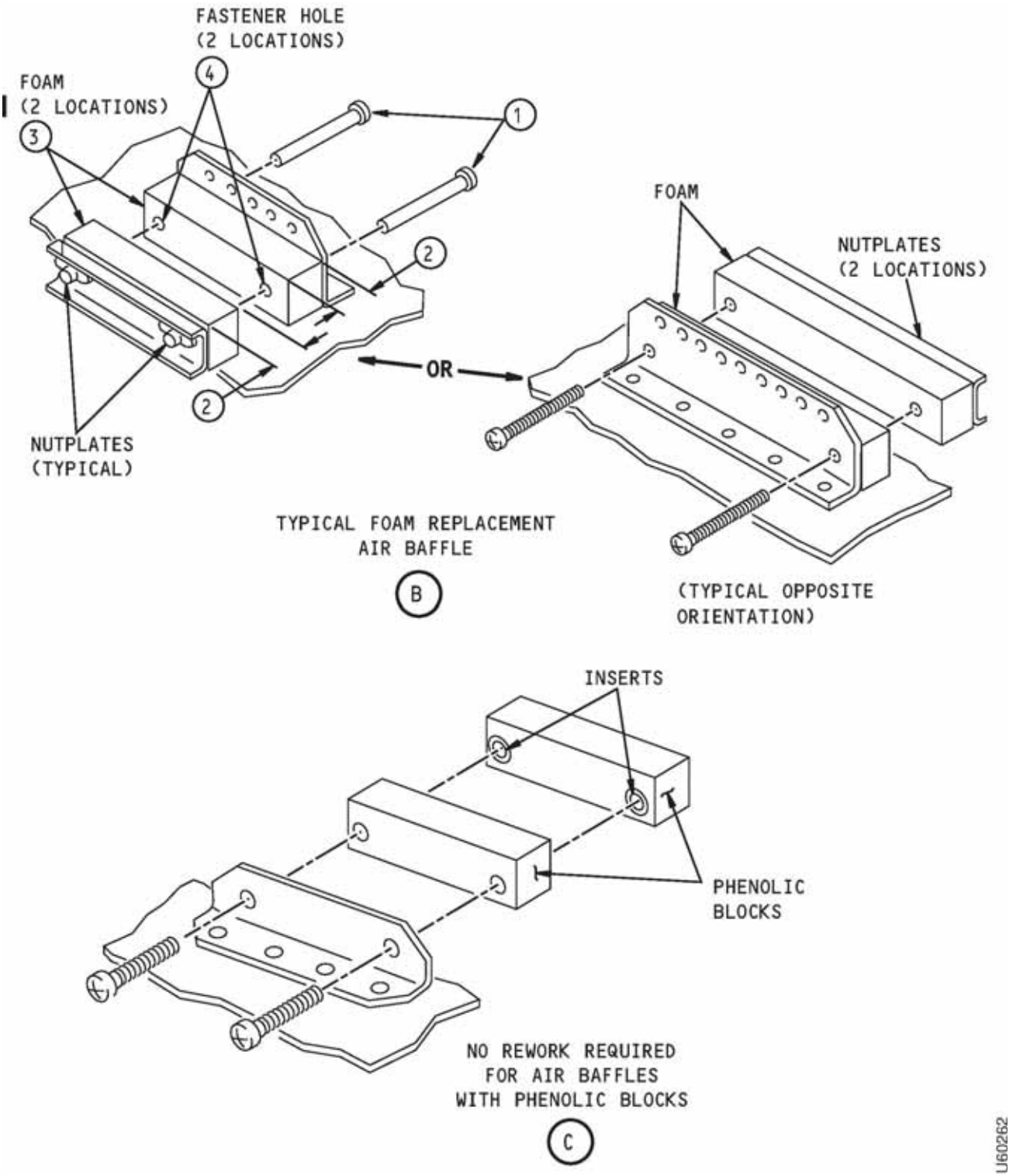


FIGURE 14: MAIN DECK AIR BAFFLE FOAM INSPECTION AND REMOVAL, LEFT/RIGHT SIDEWALLS (SHEET 3 OF 6)

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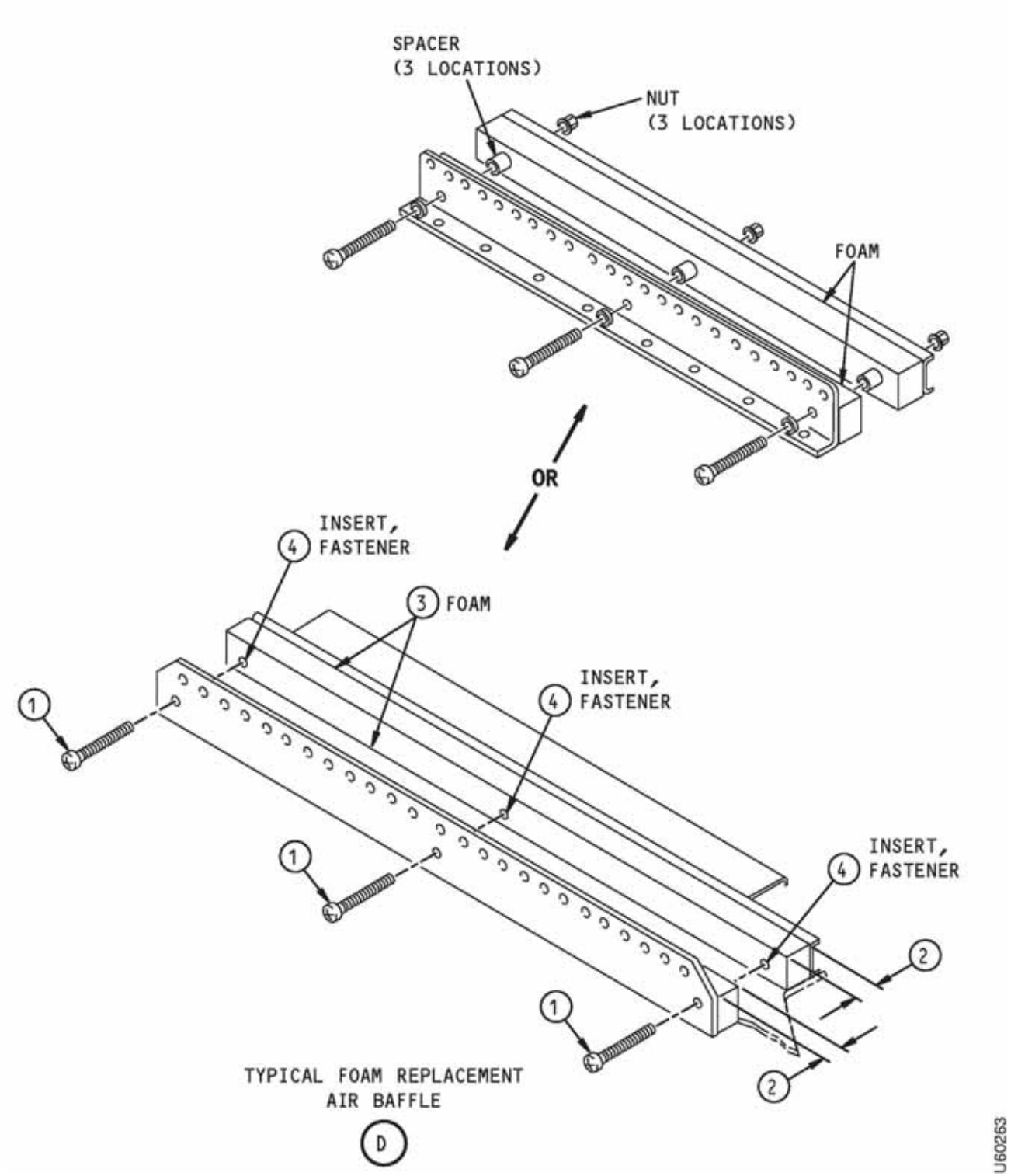
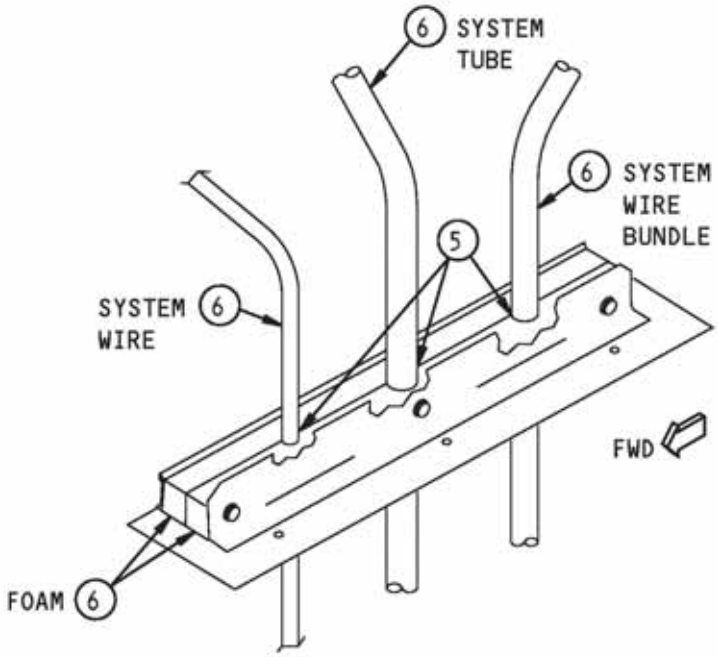


FIGURE 14: MAIN DECK AIR BAFFLE FOAM INSPECTION AND REMOVAL, LEFT/RIGHT SIDEWALLS (SHEET 4 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below for individual parts are the number of parts necessary for each step at each air baffle location.

NOTE: If the side wall linings were not removed, refer to 747-100/200/300 AMM 25-59-00 as an accepted procedure.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	AIR BAFFLE	-	-	(a)
	Open	AIR BAFFLE	-	-	Loosen fasteners that open a space between the two foam pieces.
2	Measure	FOAM	-	2	Thickness can be 0.75 inch or 1.00 inch.
3	Measure	FOAM	-	2	Length.
4	Measure	FASTENER HOLE	-	2	Locations through the air baffle and foam pieces.
5	Measure	SYSTEM RUN	-	-	Hole sizes and locations through the foam pieces.

FIGURE 14: MAIN DECK AIR BAFFLE FOAM INSPECTION AND REMOVAL, LEFT/RIGHT SIDEWALLS (SHEET 5 OF 6)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
6	Move	SYSTEM RUN	-	-	That pass between the two pieces of foam, out of the way if possible.
	Remove	FOAM	-	2	Pieces bonded to the air baffle. (b)(c)(d)
(a) Do a general visual inspection of main deck air baffles, left and right sidewalls. inspect for BMS 8-39 foam between the air baffles.					
(b) When foam is removed, do not abrade structure that is clad aluminum or has an alodine coating. If the abrasion penetrates a finish, restore the finish to match adjacent structure.					
(c) Refer to Table 12 in APPENDIX D for a list of existing part numbers for this Figure.					
(d) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.					

FIGURE 14: MAIN DECK AIR BAFFLE FOAM INSPECTION AND REMOVAL, LEFT/RIGHT SIDEWALLS (SHEET 6 OF 6)

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This Figure applies only to: Group 4-5, Configuration 1.

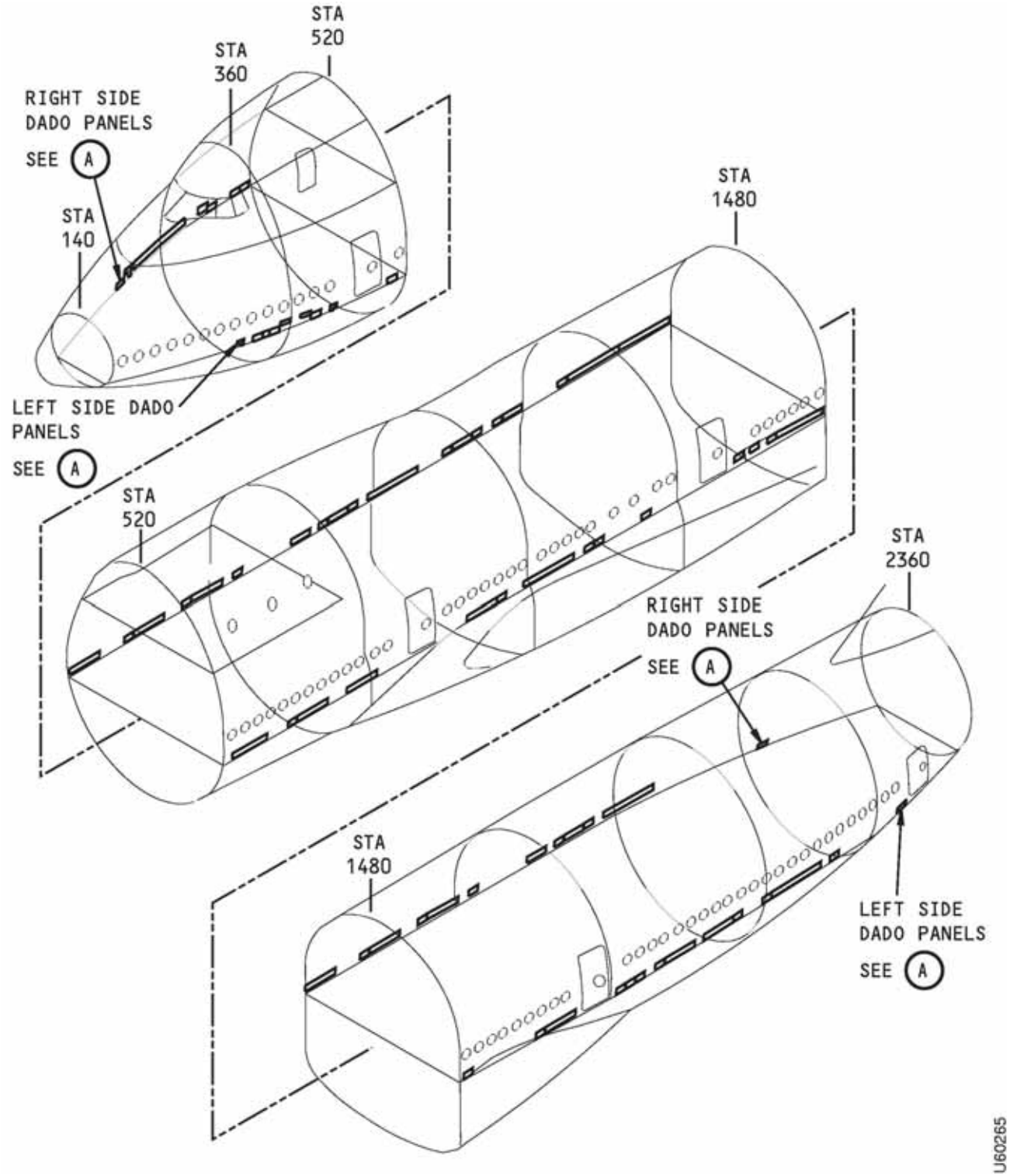


FIGURE 15: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 1 OF 6)

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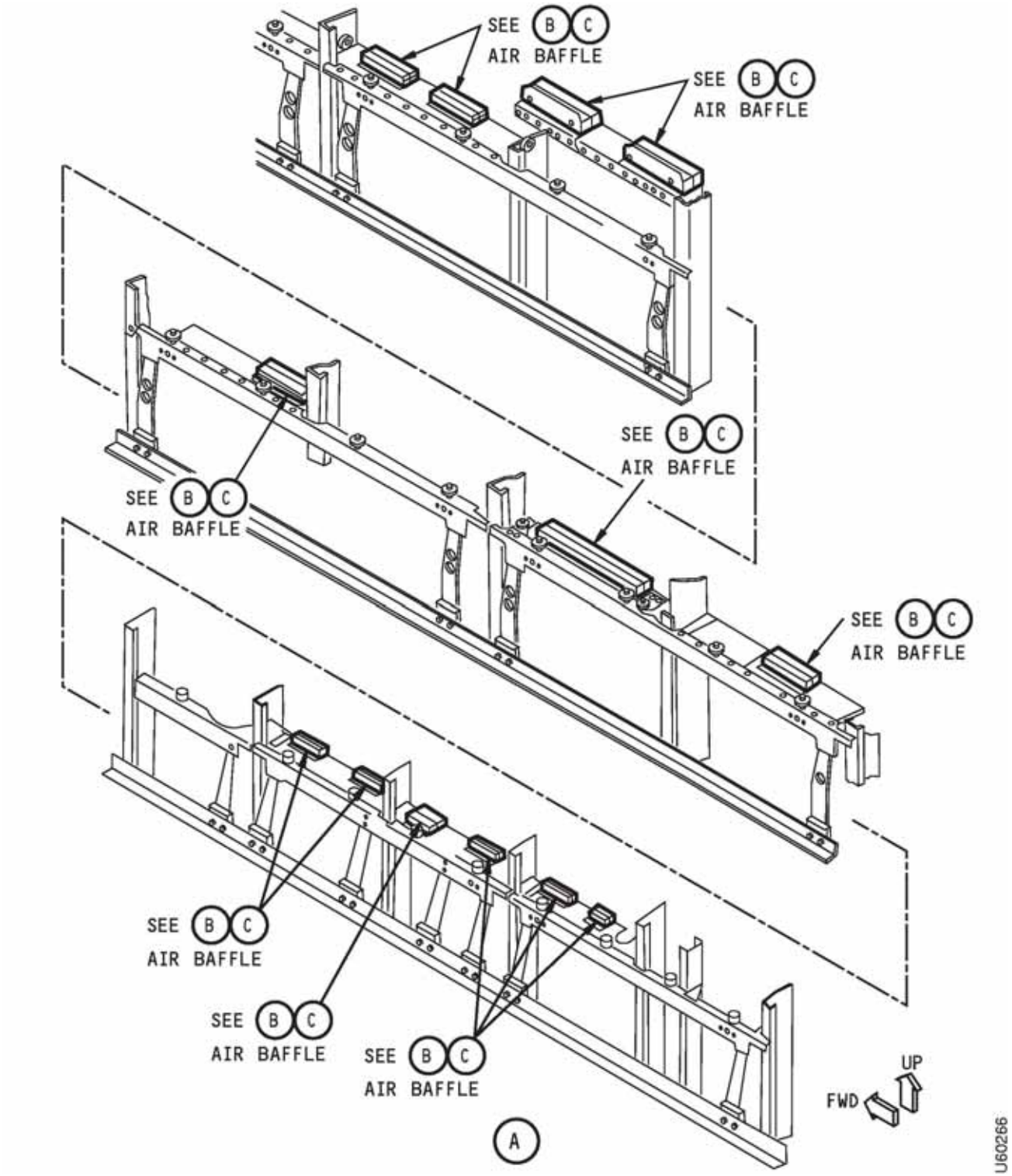


FIGURE 15: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 2 OF 6)

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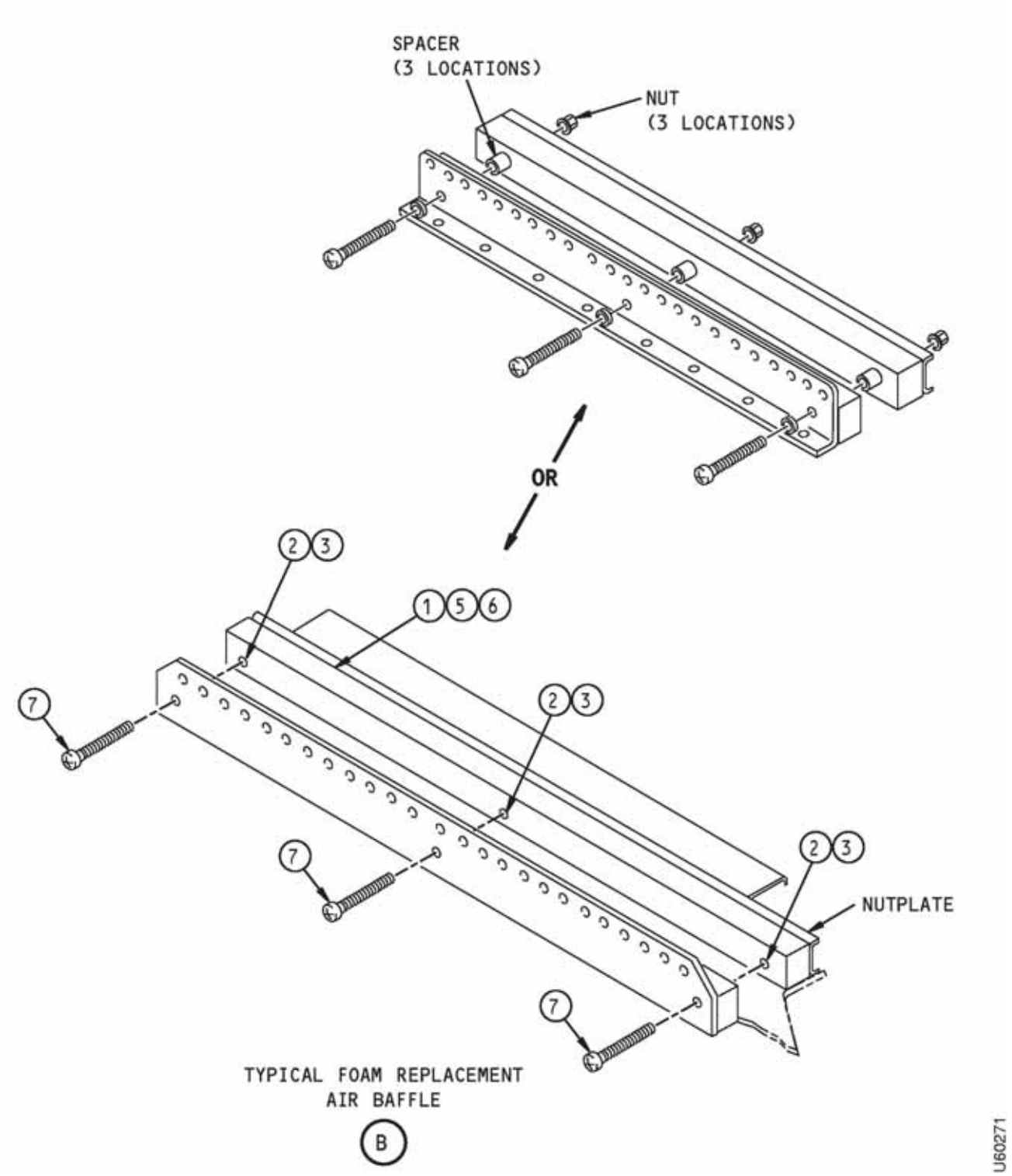
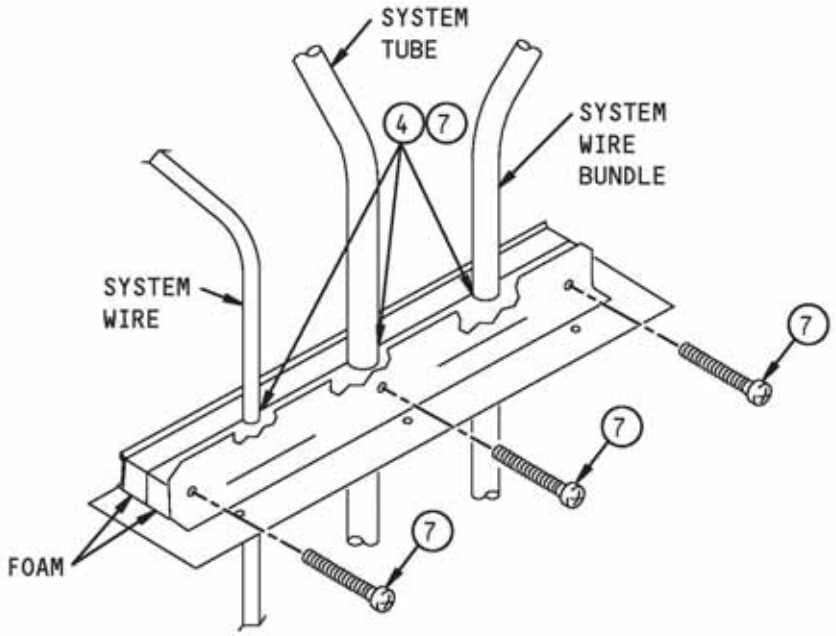


FIGURE 15: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 3 OF 6)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown for parts used in each step are the total numbers of parts necessary for each step at each air baffle location.

For bulk material rolls, the quantity number shown in the first-use step is the total number of rolls provided in the top kit.

NOTE: 1. If the side wall linings were not removed, refer to 747-100/200/300 AMM 25-59-00 as an accepted procedure for removal.

2. The number of air baffles installed in the airplane, the length, and the thickness of the foam pieces can vary significantly between airplanes. For this reason, Top Kit 015U1780-15 contains the maximum requirement. Any excess quantity should be returned to the operators spares store. The operator may order parts individually instead of ordering the entire kit.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Make	NEW FOAM	-	-	Replacement pieces to measured length. (a)

FIGURE 15: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 4 OF 6)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
2	Get	GASKET HOLE PUNCH	-	-	Use Gasket Hole Punch or similar equipment to cut 0.313 to 0.343 inch diameter (0.313 inch nominal) holes in the foam material.
3	Cut	FASTENER HOLE	-	-	Use gasket hole punch to cut fastener hole through the foam pieces at the locations measured.
4	Cut	HOLES	-	-	With sharp knife, cut an "X" to make holes the measured size at the locations measured.
5	Clean	AIR BAFFLE	-	-	Clean surfaces before the foam pieces are installed. Refer to 747-100/200/300 AMM 20-30-80 as an accepted procedure.
6	Get	ADHESIVE	BMS 5-30, TYPE II, OR TYPE III (BMS 5-123 TYPE I, CLASS 1, CLASS 2, or CLASS 3 OPTIONAL)	-	
	Install (New)	FOAM 0.75 T X 1.05 W	015U1780-17	10	Install when the measured foam thickness is 0.75 inch.
	Install (New)	FOAM, 1.0 T X 1.05 W	015U1780-16	1	Install when the measured foam thickness is 1.00 inch.
	Bond	NEW FOAM TAPE	-	-	Bond replacement pieces to the air baffle. When nutplates are present, bond within 0.50 inch of each nutplate. Refer to SOPM 20-50-12 as an accepted procedure for application of BMS 5-30, TYPE II, or TYPE III adhesive (BMS 5-123 TYPE I, CLASS 1, CLASS 2, or CLASS 3 OPTIONAL).

FIGURE 15: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 5 OF 6)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
7	Align	SYSTEM RUN	-	-	Install at measured hole locations cut in the air baffle foam pieces. Make sure that there is no potential for wire chafing. Refer to SWPM 20-10-11andSWPM 20-10-19 as accepted procedures.
	Close	AIR BAFFLE	-	-	Tighten the air baffle fasteners.
(a) Select 015U1780-17 foam roll when foam thickness is 0.75 inch. Select 015U1780-16 foam roll when foam thickness is 1.0 inch. Both part numbers have a width of 1.05 inches.					

FIGURE 15: MAIN DECK AIR BAFFLE FOAM INSTALLATION, LEFT/RIGHT SIDEWALLS (SHEET 6 OF 6)

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This Figure applies only to: Group 1-3, 6-10, Configuration 1; Group 10, Configuration 2; Group 11-16, Configuration 1; Group 16, Configuration 2; Group 17, Configuration 1-2; Group 18-19, Configuration 1; Group 19, Configuration 2.

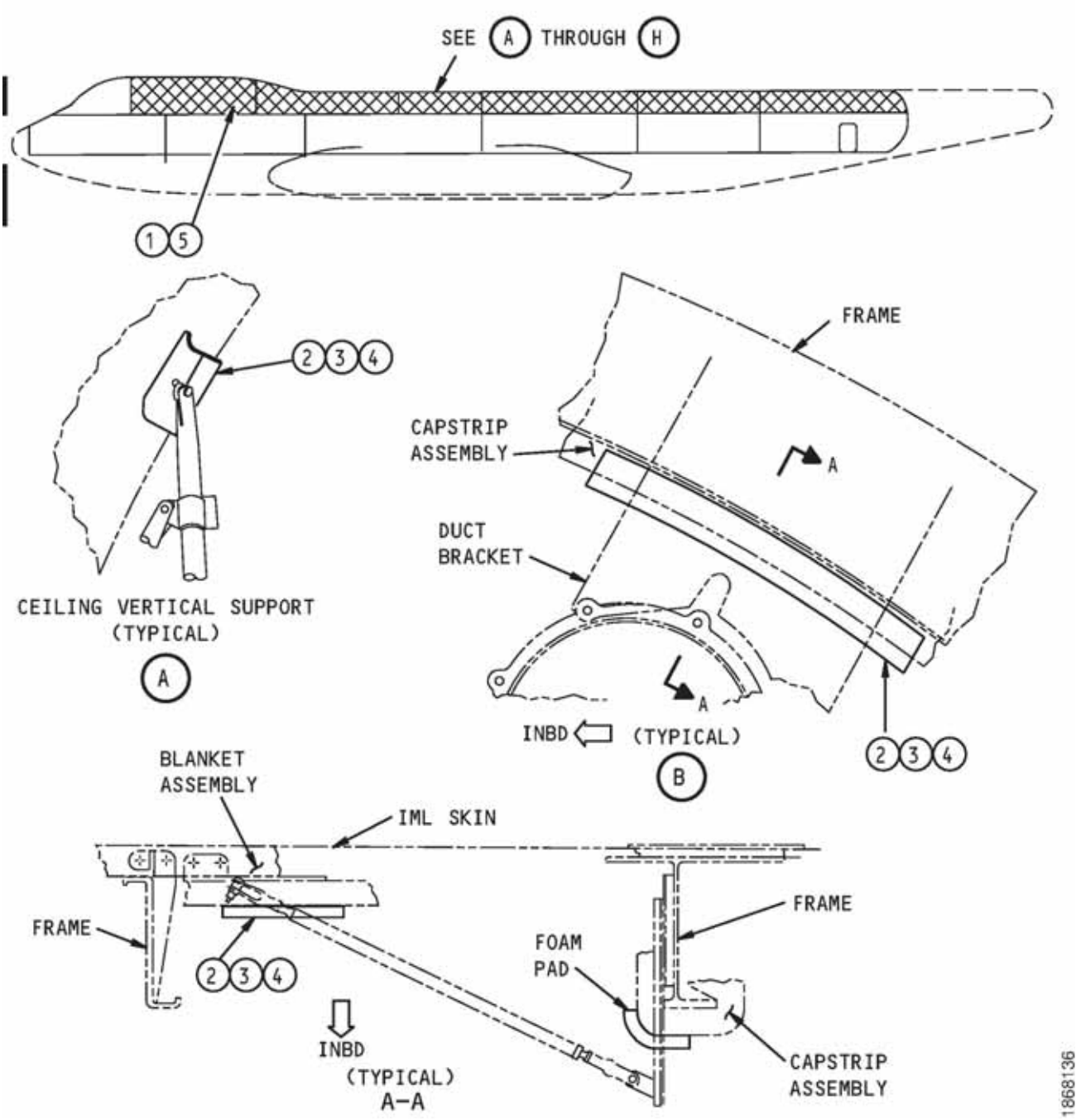


FIGURE 16: CROWN AREA - FOAM PAD REMOVAL (SHEET 1 OF 5)

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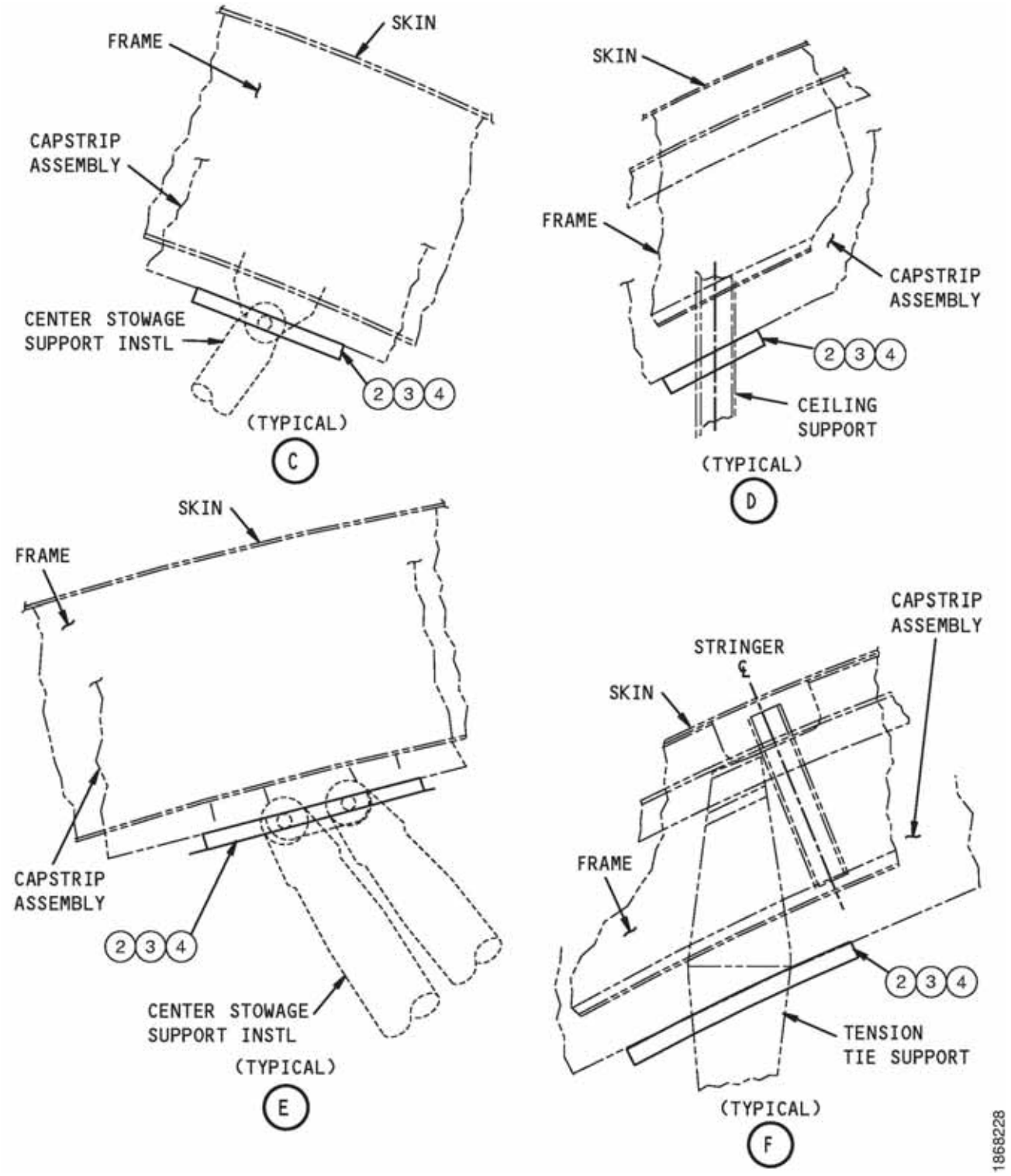
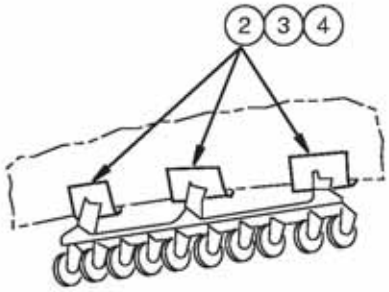


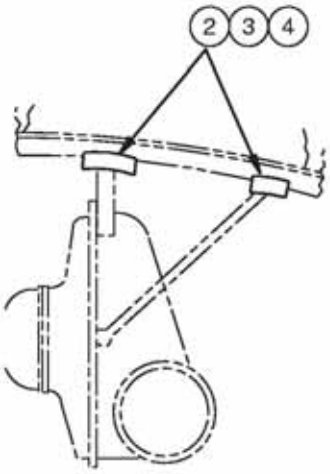
FIGURE 16: CROWN AREA - FOAM PAD REMOVAL
(SHEET 2 OF 5)

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FIGURE 16: CROWN AREA - FOAM PAD REMOVAL
(SHEET 3 OF 5)

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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 one airplane.

NOTE: Some Group 7 airplanes may have had this change accomplished during freighter conversion, however, any existing adhesive residue and remaining foam must be taped over with tape.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Remove/Keep	CEILING PANEL OR LINING		-	Remove as needed for access to the crown area of the airplane. Refer to 747-400 AMM 25-22-01, 747-400 AMM 25-22-03, 747-400 AMM 25-22-04, and 747-400 AMM 25-59-01 as accepted procedures. (c)(d)
2	Inspect	-	-	-	Do a General Visual Inspection of the crown areas shown to find if foam pads are installed. (a)(b)
3	Remove	FOAM PAD	-	-	If installed, remove foam pad by cutting the cover material of the insulation. However, it is not necessary to cut the insulation material if the foam pad can be removed by other means such as a scraper. Make sure that any remaining residue or staining is covered using the method given in Step 4. (a)(b)
4	Repair	TAPE	BMS 5-157, TYPE I, CLASS 1, GRADE A or B, FORM I, COMPOSITION MPVF	-	Cover the exposed fiber glass. Overlap the cover material of the insulation by at least 0.50 inches. Refer to 747-400 AMM 25-00-00 as an accepted procedure.
5	Install (Kept)	CEILING PANEL OR LINING	-	-	Refer to 747-400 AMM 25-22-01, 747-400 AMM 25-22-03, 747-400 AMM 25-22-04 and 747-400 AMM 25-59-01 as accepted procedures. (c)(d)

(a) Refer to Table 13 in APPENDIX D for a list of existing part numbers for this Figure.

(b) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.

(c) Refer to 747-400 AMM 25-32-01 as an accepted procedure for the removal and installation of the upper deck galley.

FIGURE 16: CROWN AREA - FOAM PAD REMOVAL
(SHEET 4 OF 5)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
(d) Refer to 747-400 AMM 25-40-03 as an accepted procedure for the removal and installation of the upper deck lavatory.					

FIGURE 16: CROWN AREA - FOAM PAD REMOVAL
(SHEET 5 OF 5)

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This Figure applies only to: Group 1, Configuration 1-2; Group 2, Configuration 1-2; Group 3, Configuration 1-2; Group 6, Configuration 1-2; Group 7, Configuration 1-2; Group 8, Configuration 1-2; Group 9, Configuration 1-2; Group 11, Configuration 1-2; Group 18, Configuration 1-2.

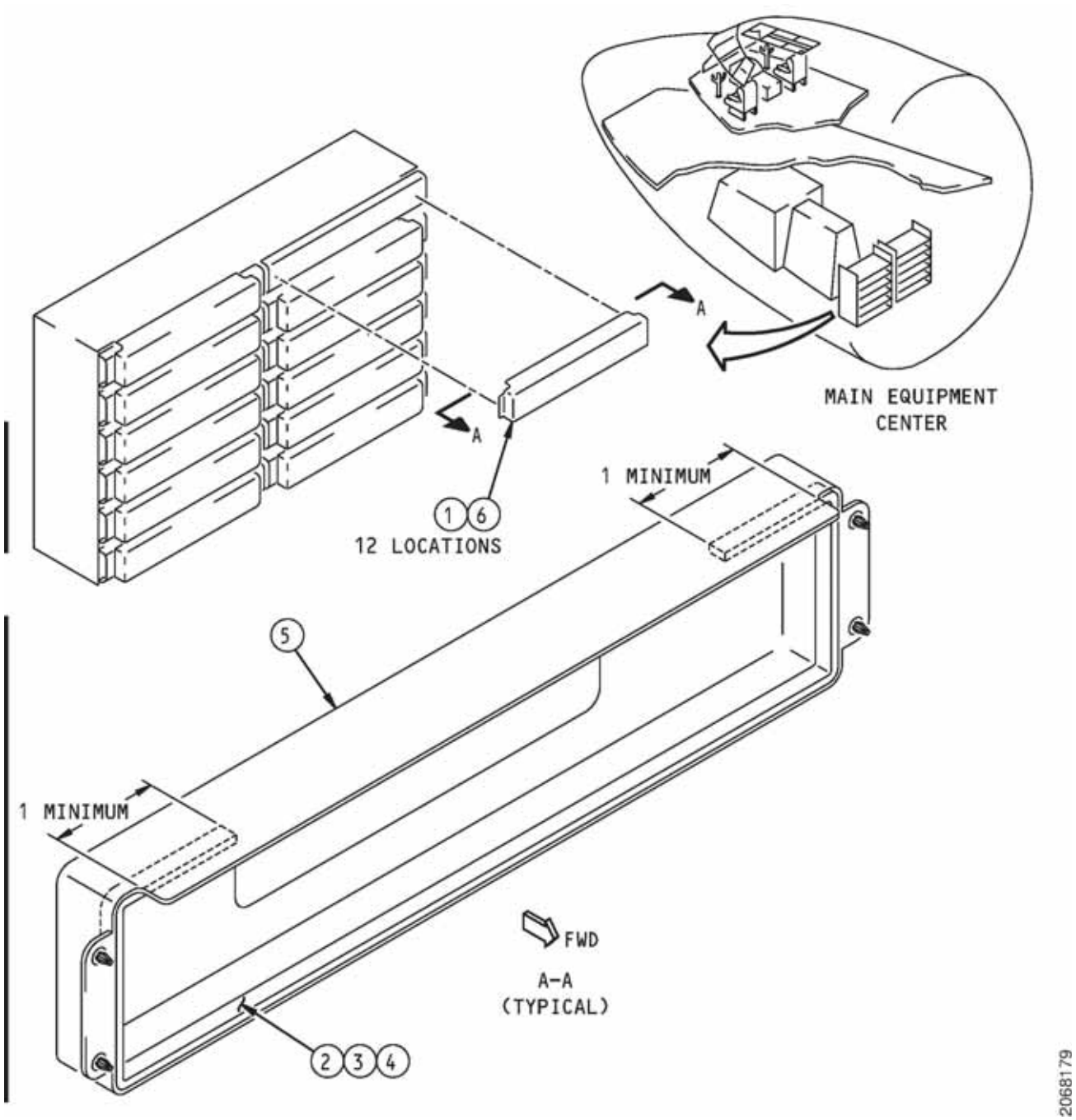


FIGURE 17: E1/E2 EQUIPMENT RACK WIU COVER ASSEMBLIES FOAM REPLACEMENT (SHEET 1 OF 2)

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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 each airplane.

Step	Task	Name	Identification	Qty	More Data
1	Remove / Keep	COVER ASSY - WIU, E1 / E2 RACK	284U1808-( )	12	(a)
2	Remove	SEAL	284U1808-7	12	(d)(e)
3	Clean	COVER ASSY - WIU, E1 / E2 RACK	284U1808-( )	12	(b)
4	Apply	ADHESIVE	(RESIN) AND SCR-18 (CATALYST)	-	Bond the 015U1780-18 foam tape to the WIU cover assembly. Refer to SOPM 20-50-12, Type 77, as an accepted procedure.
	Install (New)	FOAM TAPE, 0.25 T X 0.75 W	015U1780-18	12	(g)
	Install (New)	FOAM TAPE	BMS 1-68, GRADE A, FORM III	12	(f)(g) 0.75 x 0.25 x 85
5	Identify	COVER ASSY - WIU, E1 / E2 RACK	284U1808-( )	12	(c)
6	Install (Kept)	COVER ASSY - WIU, E1 / E2 RACK	284U1808-( )	12	(a)

(a) Refer to 747-400 AMM 20-41-03 as an accepted procedure.

(b) Solvent clean the surface of the cover assembly where the new foam is to be installed. Refer to SOPM 20-30-03 as an accepted procedure.

(c) Identify with service bulletin number SB 747-25-3381 R03 in the vicinity of replaced foam air seal that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure.

(d) Refer to Table 14 in APPENDIX D for a list of existing part numbers for this Figure.

(e) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.

(f) As an option to bonding the 015U1780-18 to the WIU cover assemblies with PSA-529, BMS 1-68, Grade A, Form III may be used. BMS 1-68, Grade A, Form III has pressure sensitive acrylic adhesive on one side. No extra adhesive is required.

(g) Trim seal ends approximately as shown. The new foam tape can be spliced providing joints are located in the straight areas and not in corners. Limit splice to two lengths only (total length is 85.0 inches).

FIGURE 17: E1/E2 EQUIPMENT RACK WIU COVER ASSEMBLIES FOAM REPLACEMENT (SHEET 2 OF 2)

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This Figure applies only to: Group 1, Configuration 1-2; Group 2, Configuration 1-2; Group 3, Configuration 1-2; Group 6, Configuration 1-2; Group 7, Configuration 1-2; Group 8, Configuration 1-2; Group 9, Configuration 1-2; Group 10, Configuration 1-3; Group 11, Configuration 1-2; Group 12, Configuration 1-2; Group 13, Configuration 1-2; Group 14, Configuration 1-2; Group 15, Configuration 1-2; Group 16, Configuration 1-3; Group 17, Configuration 1-3; Group 18, Configuration 1-2; Group 19, Configuration 1-3.

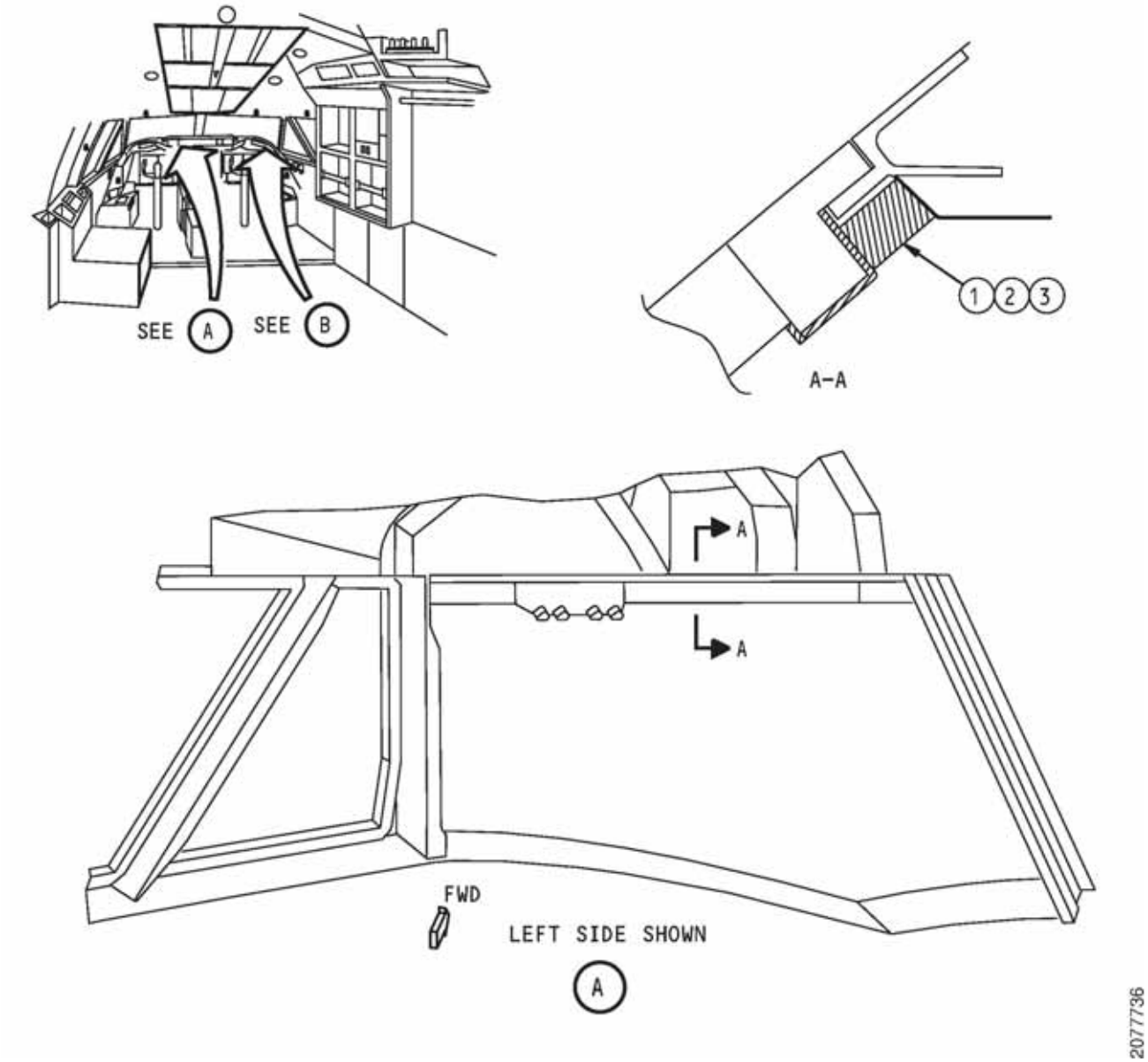
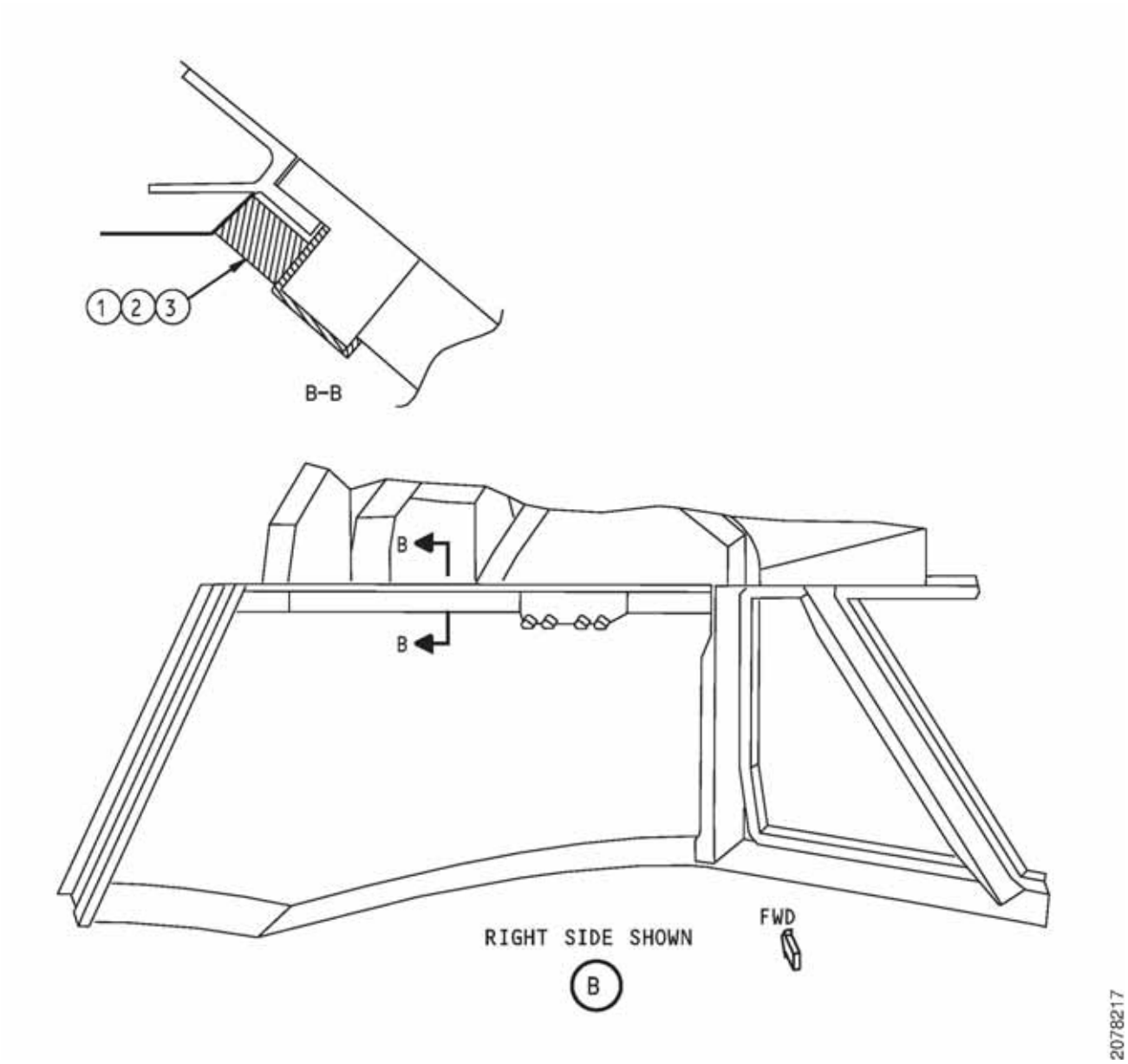


FIGURE 18: FLIGHT COMPARTMENT MOISTURE SEAL REPLACEMENT (SHEET 1 OF 3)

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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 each airplane.

Step	Task	Name	Identification	Qty	More Data
1	Remove	FOAM	232U1497-41	2	(a)(d)(e)
2	Install (New)	FOAM	232U1497-85	2	(b)
3	Identify	DRIPSHIELD	232U1301	-	(c)
(a) Clean surface of structure before new foam is installed. Refer to SOPM 20-30-03 as an accepted procedure.					

FIGURE 18: FLIGHT COMPARTMENT MOISTURE SEAL REPLACEMENT (SHEET 2 OF 3)

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Step	Task	Name	Identification	Qty	More Data
(b) Refer to SOPM 20-50-12 as an accepted procedure.					
(c) Identify with service bulletin number SB 747-25-3381 R03 in the vicinity of replaced foam air seal that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure.					
(d) Refer to Table 15 in APPENDIX D for a list of existing part numbers for this Figure.					
(e) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.					

FIGURE 18: FLIGHT COMPARTMENT MOISTURE SEAL REPLACEMENT (SHEET 3 OF 3)

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This Figure applies only to: Group 1, Configuration 2-3; Group 2, Configuration 2-3; Group 3, Configuration 2-3; Group 6, Configuration 2-3; Group 7, Configuration 2-3; Group 8, Configuration 2-3; Group 9, Configuration 2-3; Group 10, Configuration 3-4; Group 11; Group 12, Configuration 2-3; Group 13, Configuration 2-3; Group 14, Configuration 2-3; Group 15, Configuration 2-3; Group 16, Configuration 3-4; Group 17, Configuration 3-4; Group 18, Configuration 2-3; Group 19, Configuration 3-4.

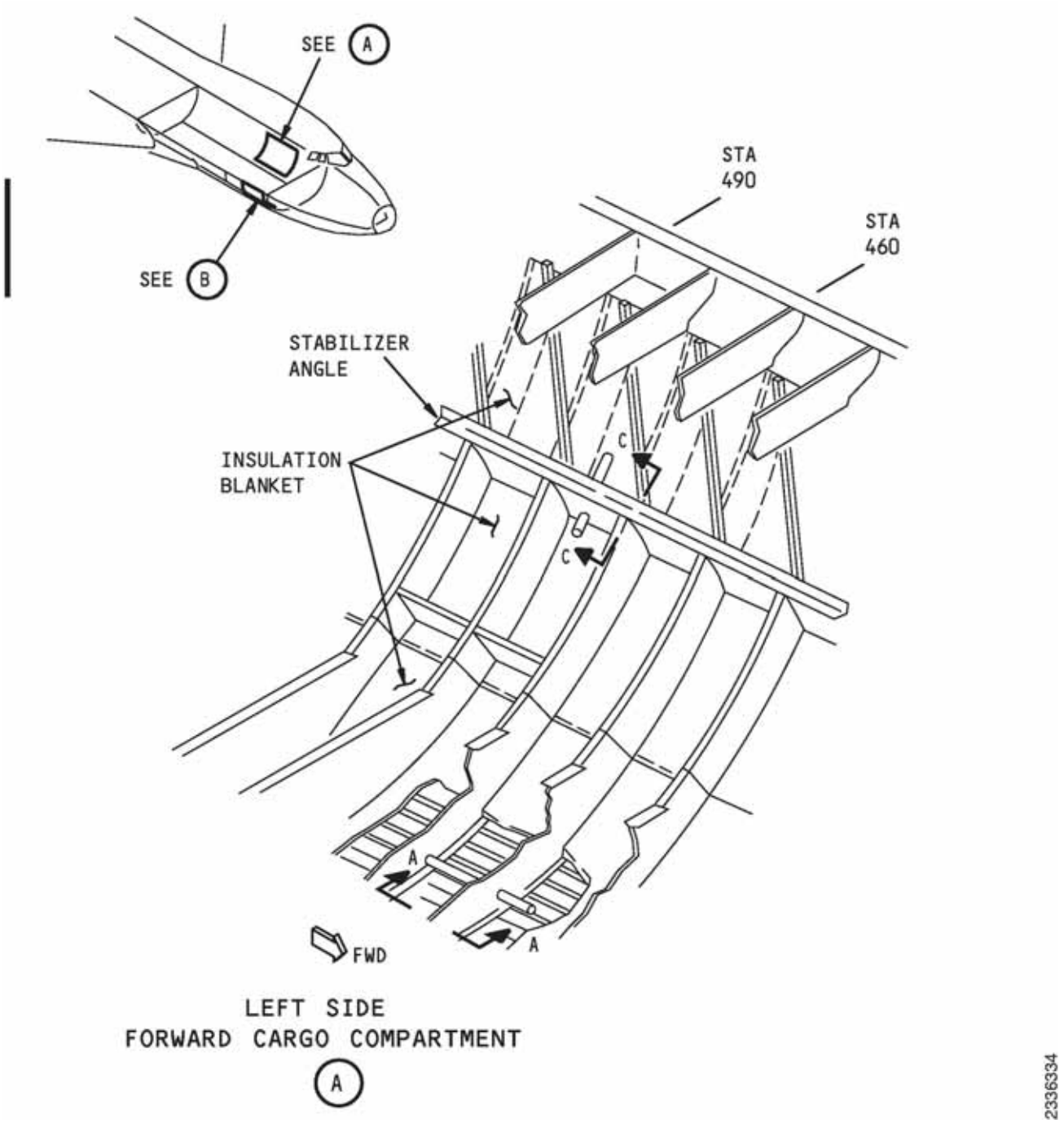


FIGURE 19: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 1 OF 7)

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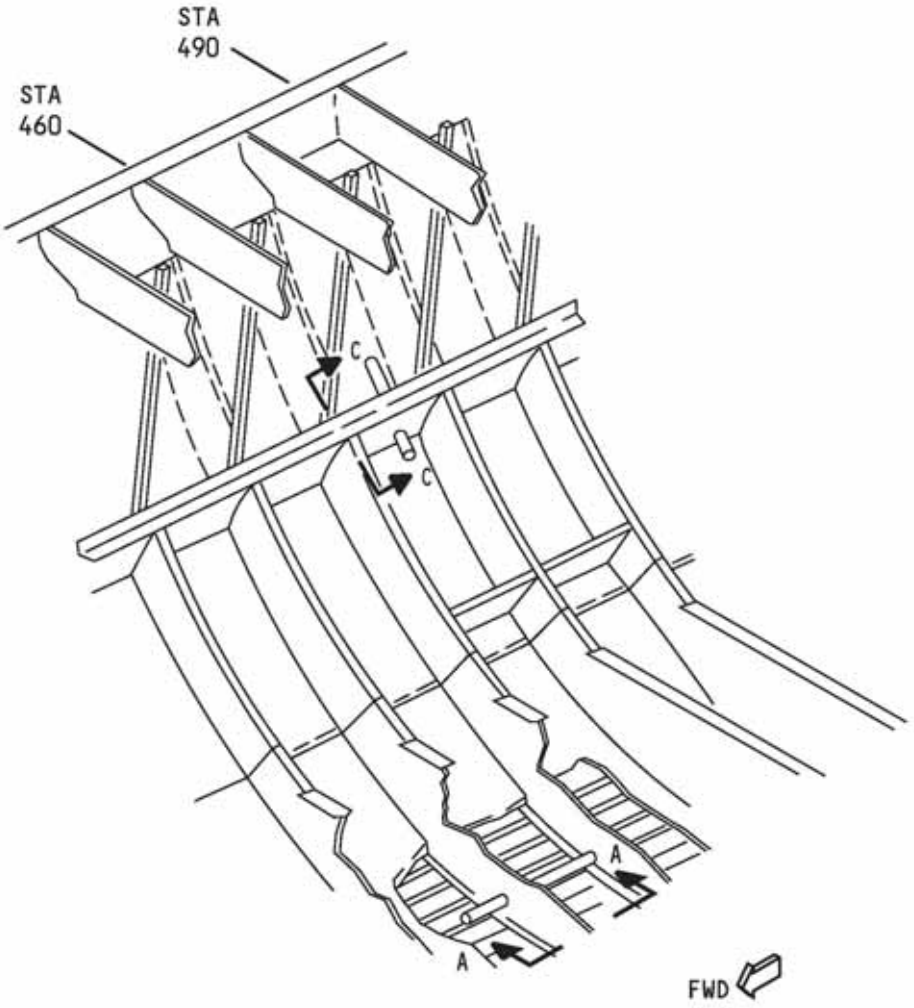


FIGURE 19: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 2 OF 7)

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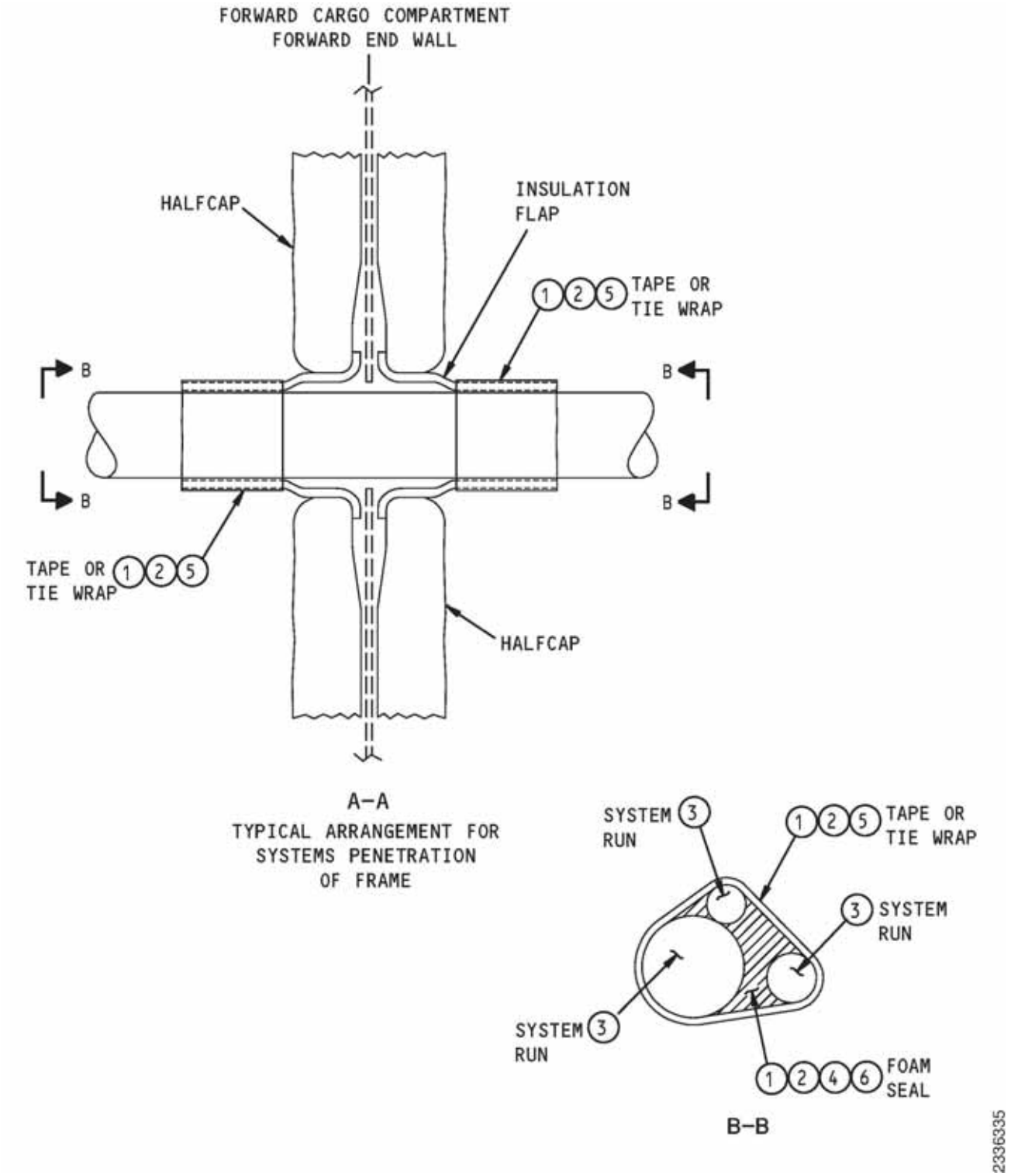


FIGURE 19: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 3 OF 7)

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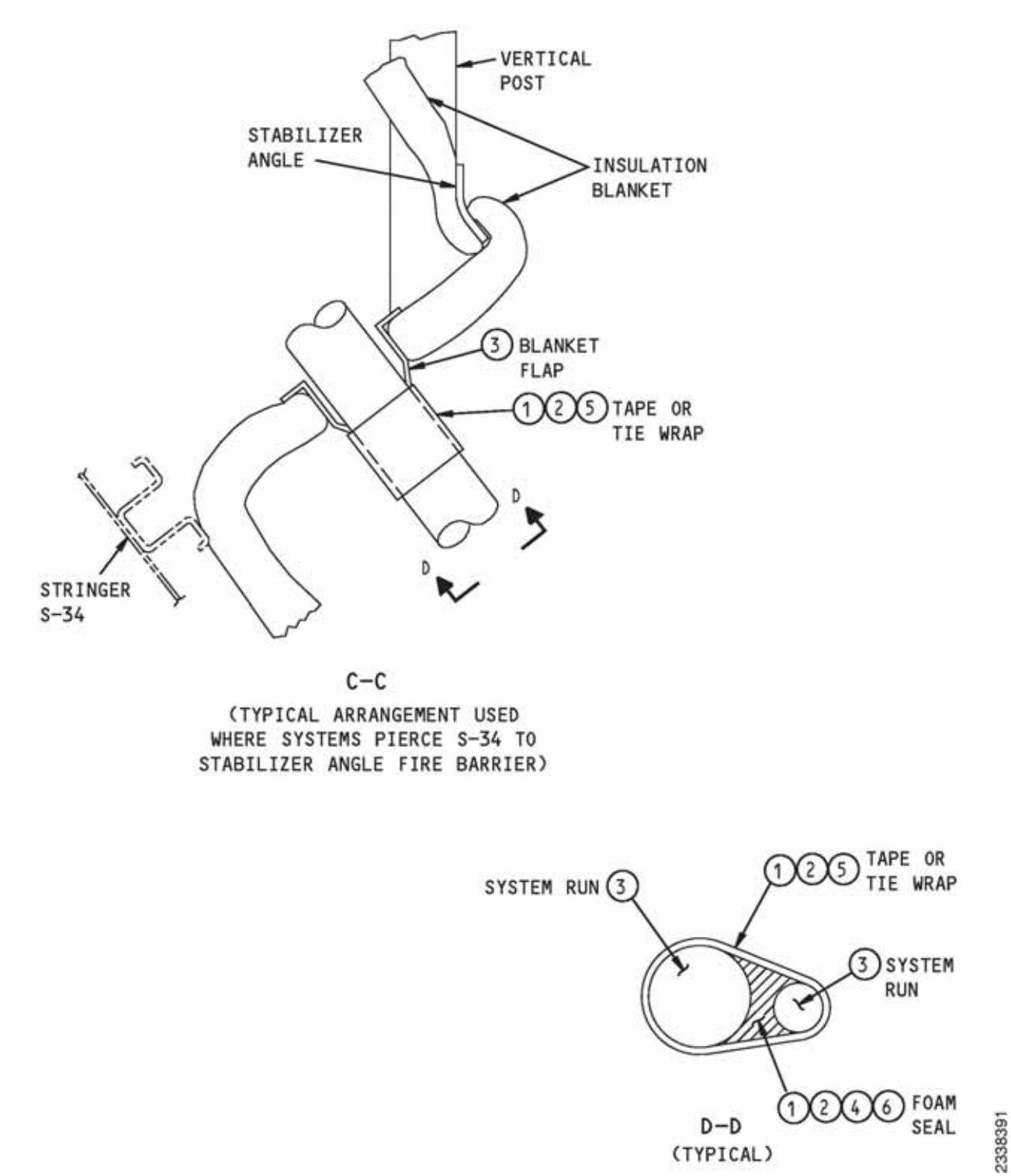


FIGURE 19: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 4 OF 7)

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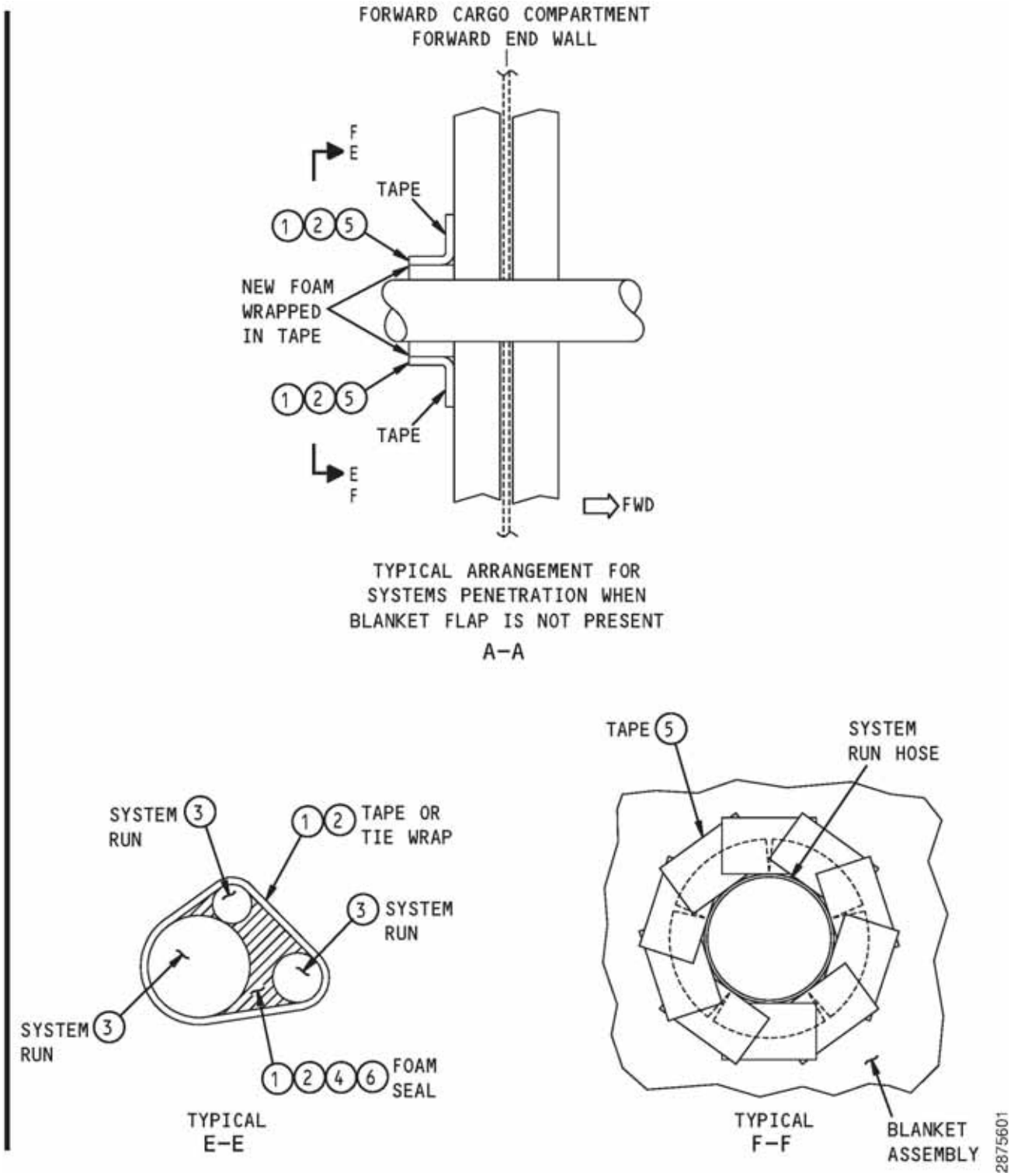


FIGURE 19: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 5 OF 7)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown for parts used in each step are the total number of parts necessary for each step.

For bulk material rolls, the quantity number shown in the first-use step is the total number of rolls provided in the top kit. The quantity number is not shown in the figure-steps thereafter.

NOTE: 1. If the sidewall linings, ball transfer panels and roller trays were not removed, refer to 747-400 AMM 25-52-01 and 747-400 AMM 25-53-15 as accepted procedures for removal.

2. The locations of the system tube or wire penetrations on the sloping sidewall, shown in this figure, are typical. Inspect for similar penetrations around the perimeter from STA 460 to STA 490, along the stabilizer angle near Stringer S-34. Any penetrations through the insulation blankets between the applicable stringer and the applicable stabilizer angle must be sealed for halon/smoke retention. Refer to APPENDIX C for an illustrated visual aid.

3. The locations of the system tube or wire penetrations under the floor, shown in this figure, are typical. Inspect for similar penetrations on the insulation blanket from the left to right side between STA 460 and STA 490. Refer to APPENDIX C for an illustrated visual aid. Any penetrations through the insulation blankets must be sealed for halon/smoke retention.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	FOAM	-	-	Refer to Notes 1 and 2. (a)(c)(d)
2	Remove	TAPE OR TIE WRAP	-	-	From around insulation blanket flap located where tubes or wires penetrate the insulation. Refer to Note 2.
	Remove	FOAM	-	-	From inside the insulation blanket flap. (c)(d)
3	Clean	SYSTEM RUN	-	-	Surface before the new foam tape is installed. Use mechanical means to remove debris.
	Clean	INSULATION BLANKET FLAP	-	-	Surface before the new foam tape is installed. Use mechanical means to remove debris.
4	Put/Hold	FOAM TAPE, 0.5 T X 2.0 W	015U1780-8 (BMS 1-68, Grade A, Form III Optional)	-	Around system tubes or wires to make sure tubes or wires are separated. Fill all the open spaces when multiple tubes or wires pierce the insulation blanket. (b)
	Install (New)	FOAM TAPE, 0.5 T X 2.0 W	015U1780-8 (BMS 1-68, Grade A, Form III Optional)	-	From the bulk material roll. Cut a piece that is 5 inches long, or cut more if more is required to make a smoke barrier. (b)

FIGURE 19: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 6 OF 7)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
5	Cut	TAPE	BMS 5-146, Type I, Class 1, Grade A (BMS 5-157, Type I, Class 1, Grade A optional)	-	Enough from bulk material roll to wrap around the insulation blanket flap.
	Install (New)	TAPE	BMS 5-146, Type I, Class 1, Grade A (BMS 5-157, Type I, Class 1, Grade A optional)	-	Around insulation blanket flap and tubes or wires. Make sure the tape tightly holds the insulation blanket flap so there is no air space and a smoke barrier is made. (e)
6	Identify	NEW FOAM TAPE	-	-	Identify in the vicinity replaced foam tape that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure for part marking.

(a) Do a general visual inspection of the FWD cargo compartment area between station 460 and station 490. Inspect for foam around system runs. If BMS 8-39 found, remove and replace it with the new material.

(b) Where system tubes or wires penetrate the insulation blanket, make sure all the space inside the insulation blanket flap is filled with foam tape to create a smoke barrier.

(c) Refer to Table 6 in APPENDIX D for a list of existing part numbers for this Figure.

(d) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.

(e) Install tape where BMS 1-68 is used to seal system run penetrations through the insulation blanket. If there is no blanket flap or tab present, use tape to attach the foam seal to the insulation blanket.

FIGURE 19: FORWARD CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 7 OF 7)

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This Figure applies only to: Group 1, Configuration 2-3; Group 2, Configuration 2-3; Group 3, Configuration 2-3; Group 6, Configuration 2-3; Group 7, Configuration 2-3; Group 8, Configuration 2-3; Group 9, Configuration 2-3; Group 10, Configuration 3-4; Group 12, Configuration 2-3; Group 13, Configuration 2-3; Group 14, Configuration 2-3; Group 15, Configuration 2-3; Group 16, Configuration 3-4; Group 17, Configuration 3-4; Group 18, Configuration 2-3; Group 19, Configuration 3-4.

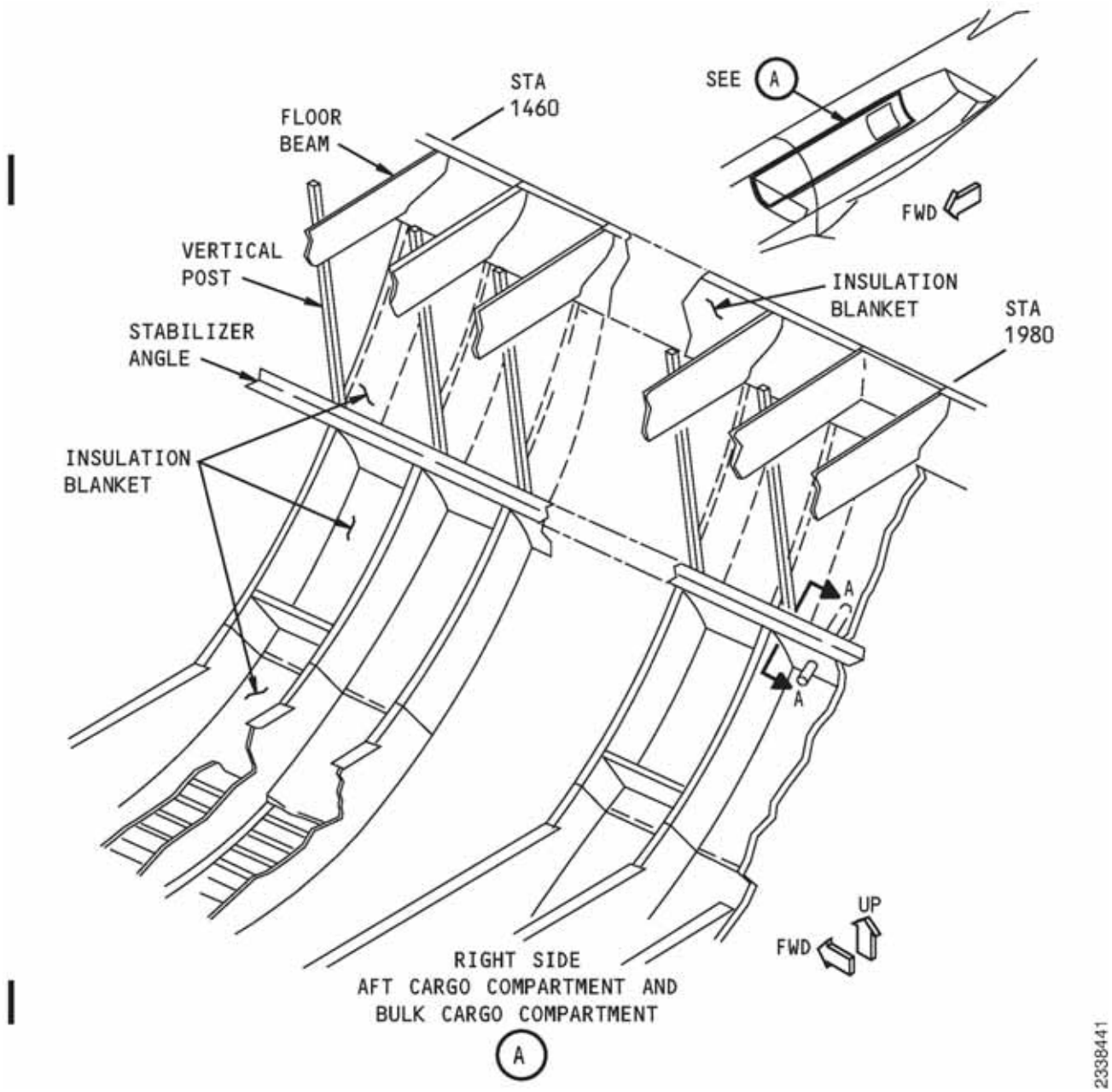


FIGURE 20: AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 1 OF 4)

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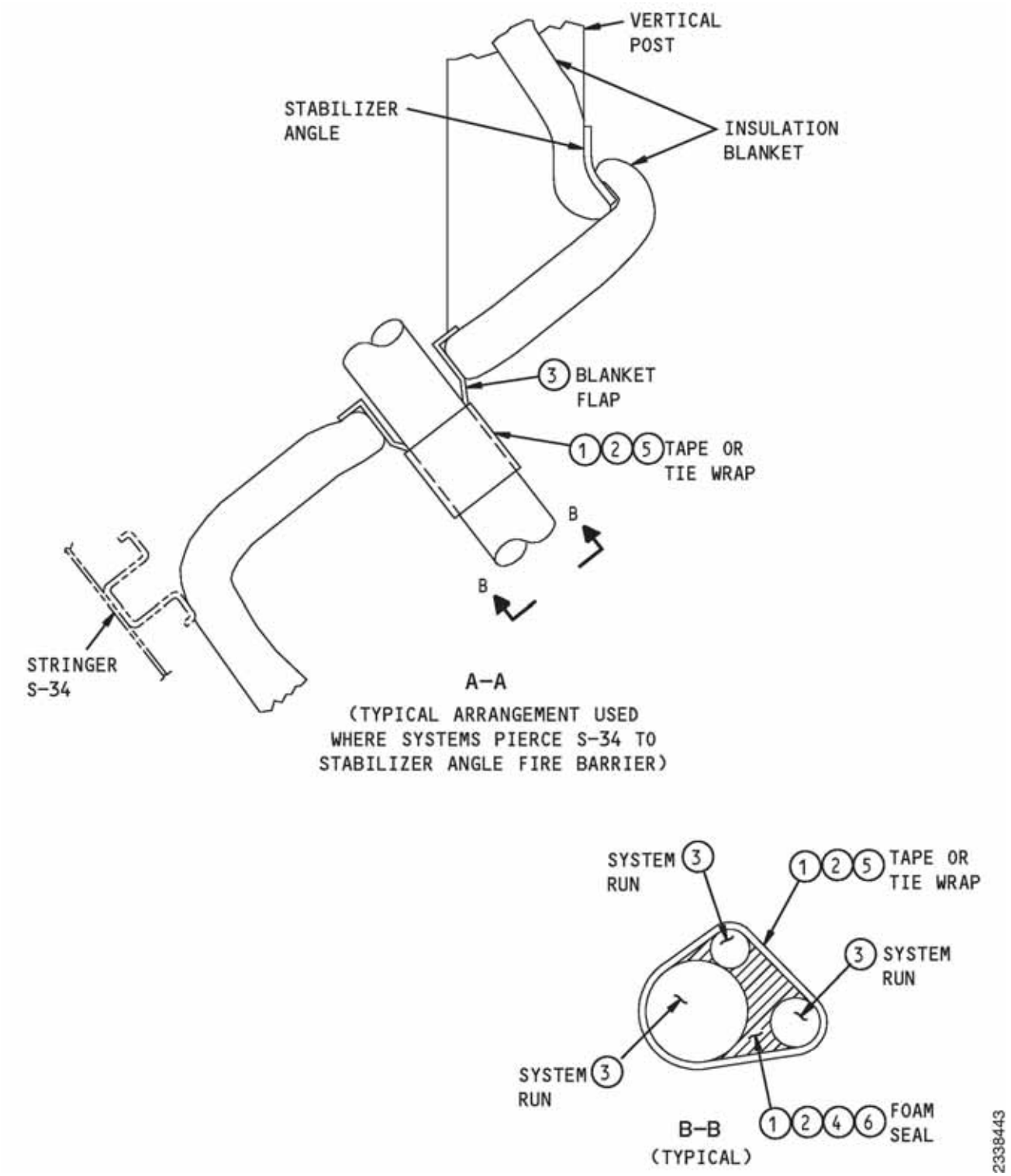


FIGURE 20: AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 2 OF 4)

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The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown for parts used in each step are the total number of parts necessary for each step.

For bulk material rolls, the quantity number shown in the first-use step is the total number of rolls provided in the top kit. The quantity number is not shown in the figure-steps thereafter.

NOTE: 1. If the sidewall linings, ball transfer panel and transport rollers were not removed, refer to 747-400 AMM 25-52-01 and 747-400 AMM 25-53-15 as accepted procedures for removal.

2. The location of the system tube or wire penetrations on the sloping sidewall, shown in this figure, are typical. Inspect for similar penetrations on the insulation blanket on the airplane right side between STA 1480 and STA 1980. Refer to APPENDIX C for an illustrated visual aid. Any penetrations through the insulation blankets between the applicable stringer and the applicable stabilizer angle must be sealed for halon/smoke retention.

3. The location of the system tube or wire penetrations under the floor, shown in this figure, are typical. Inspect for similar penetrations on the airplane right side, between STA 1920 and STA 1980. Refer to APPENDIX C for an illustrated visual aid. The aft halon/smoke retention barrier is located at STA 1920 or STA 1980. Any penetrations through the insulation blankets must be sealed for halon/smoke retention.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Inspect	FOAM	-	-	Refer to Notes 1 and 2. (a)(c)(d)
2	Remove	TAPE OR TIE WRAP	-	-	From around insulation blanket flap located where tubes or wires penetrate the insulation. Refer to Note 2.
	Remove	FOAM	-	-	From inside the insulation blanket flap. (c)(d)
3	Clean	SYSTEM RUN	-	-	Surface before the new foam tape is installed. Use mechanical means to remove debris.
	Clean	INSULATION BLANKET FLAP	-	-	Surface before the new foam tape is installed. Use mechanical means to remove debris.

FIGURE 20: AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 3 OF 4)

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STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
4	Put/Hold	FOAM TAPE, 0.5 T X 2.0 W	015U1780-8 (BMS 1-68, Grade A, Form III Optional)	-	Around system tubes or wires to make sure tubes or wires are separated. Fill all the open spaces when multiple tubes or wires pierce the insulation blanket. (b)
	Install (New)	FOAM TAPE, 0.5 T X 2.0 W	015U1780-8 (BMS 1-68, Grade A, Form III Optional)	As Required	From the bulk material roll. Cut a piece that is 5 inches long, or cut more if more is required to make a smoke barrier. (b)(e)
5	Cut	TAPE	BMS 5-146, Type I, Class 1, Grade A (BMS 5-157, Type I, Class 1, Grade A optional)	-	Enough from bulk material roll to wrap around the insulation blanket flap.
	Install (New)	TAPE	BMS 5-146, Type I, Class 1, Grade A (BMS 5-157, Type I, Class 1, Grade A optional)	-	Around insulation blanket flap and tubes or wires. Make sure the tape tightly holds the insulation blanket flap so there is no air space and a smoke barrier is made. (e)
6	Identify	NEW FOAM TAPE	-	-	Identify in the vicinity of replaced foam tape that this service bulletin was done. Refer to SOPM 20-50-10 as an accepted procedure for part marking.

(a) Do a general visual inspection of the AFT cargo compartment area between station 1480 and station 1980. Inspect for foam around system runs. If BMS 8-39 found, remove and replace it with the new material.

(b) Where system tubes or wires penetrate the insulation blanket, make sure all the space inside the insulation blanket flap is filled with foam tape to create a smoke barrier.

(c) Refer to Table 7 in APPENDIX D for a list of existing part numbers for this Figure.

(d) Refer to APPENDIX C for descriptions and example photographs of BMS 8-39 to aid in the identification and removal of the existing BMS 8-39 foam.

(e) Install tape where BMS 1-68 is used to seal system run penetrations through the insulation blanket. If there is no blanket flap or tab present, use tape to attach the foam seal to the insulation blanket.

FIGURE 20: AFT CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT (SHEET 4 OF 4)

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NOTE: THE PROCESS INFORMATION THAT IS SUPPLIED WITH THIS SERVICE BULLETIN IN SHORTENED FORM WAS UP-TO-DATE WHEN THE SERVICE BULLETIN WAS PREPARED. THIS PROCESS INFORMATION SUPPLIED WILL NOT BE KEPT UP-TO-DATE. FOR MORE INFORMATION, REFER TO THE APPLICABLE BAC PROCESS AND MATERIALS SPECIFICATIONS.

Metallic Applications

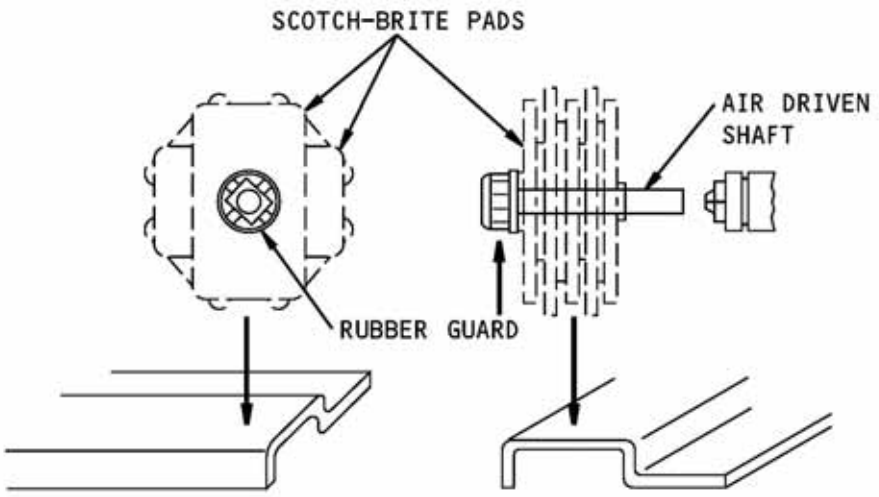
1. Select abrasives from TABLE 1 for the type of material to be processed.
2. Use materials dry or, where the type of material will permit, with water, solvent, or any lubricating oil.
3. Use course grit abrasives for fast cleaning or material removal. Use progressively finer grits to restore the surface finish.
4. Abrasive fabric or pads (discs or rectangular pads) may be used with a hand operated air-driven power tool as shown for power sanding.

CAUTION USE CARE IN SELECTING GRIT SIZE. TOO COURSE AN ABRASIVE MAY CAUSE SCRATCHES IN THE SURFACE THAT ARE TOO DEEP TO SAND OUT, OR IT MAY CAUSE SCRATCHES IN THE SURFACE THAT PENETRATE A COATING.

TABLE 1 - SANDING AND SCOURING

MATERIAL AND FINISHING (b)		ABRASIVE MATERIAL SELECTION		
MATERIAL PROCESSED	**FINISHING METHOD**	**PAPER OR CLOTH**	**FABRIC OR PADS**	**METAL WOOL**
Aluminum alloys except clad aluminum	Sanding or scouring	Aluminum oxide 60 grit or finer	(a) Very fine to ultra fine	Aluminum wool, medium or course grade
(a) Grit sizes are ultra fine, very fine, fine and medium.				
(b) Isopropyl alcohol and a plastic scraping tool can be used to remove BMS 8-39 foam residue. Refer to SOPM 20-30-03 as an accepted procedure.				

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AIR DRIVEN POWER TOOL
(HAND OPERATED)

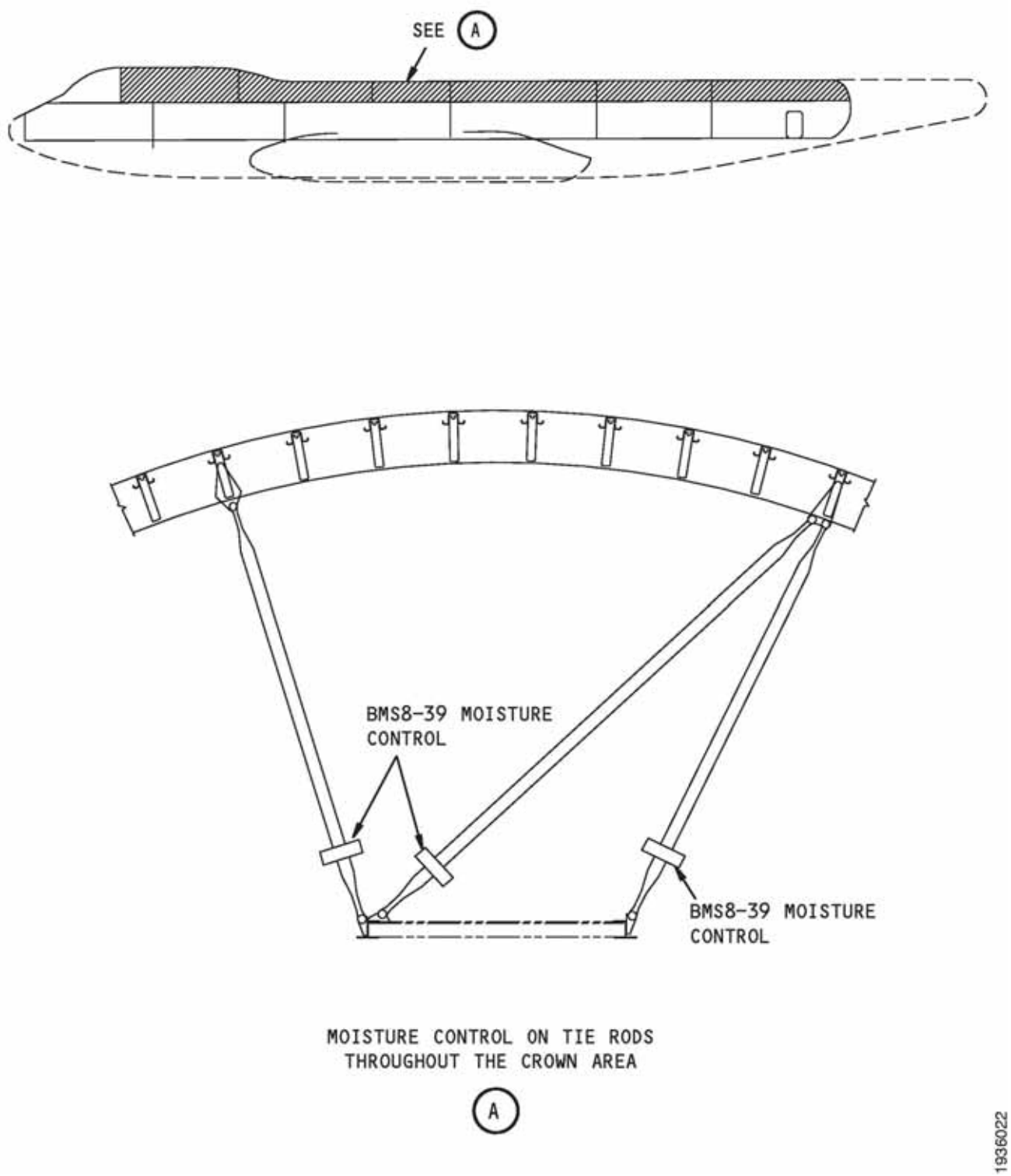


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Appendix A: SANDING AND SCOURING (BAC 5748, TYPE II, CLASS 5)
(SHEET 2 OF 2)

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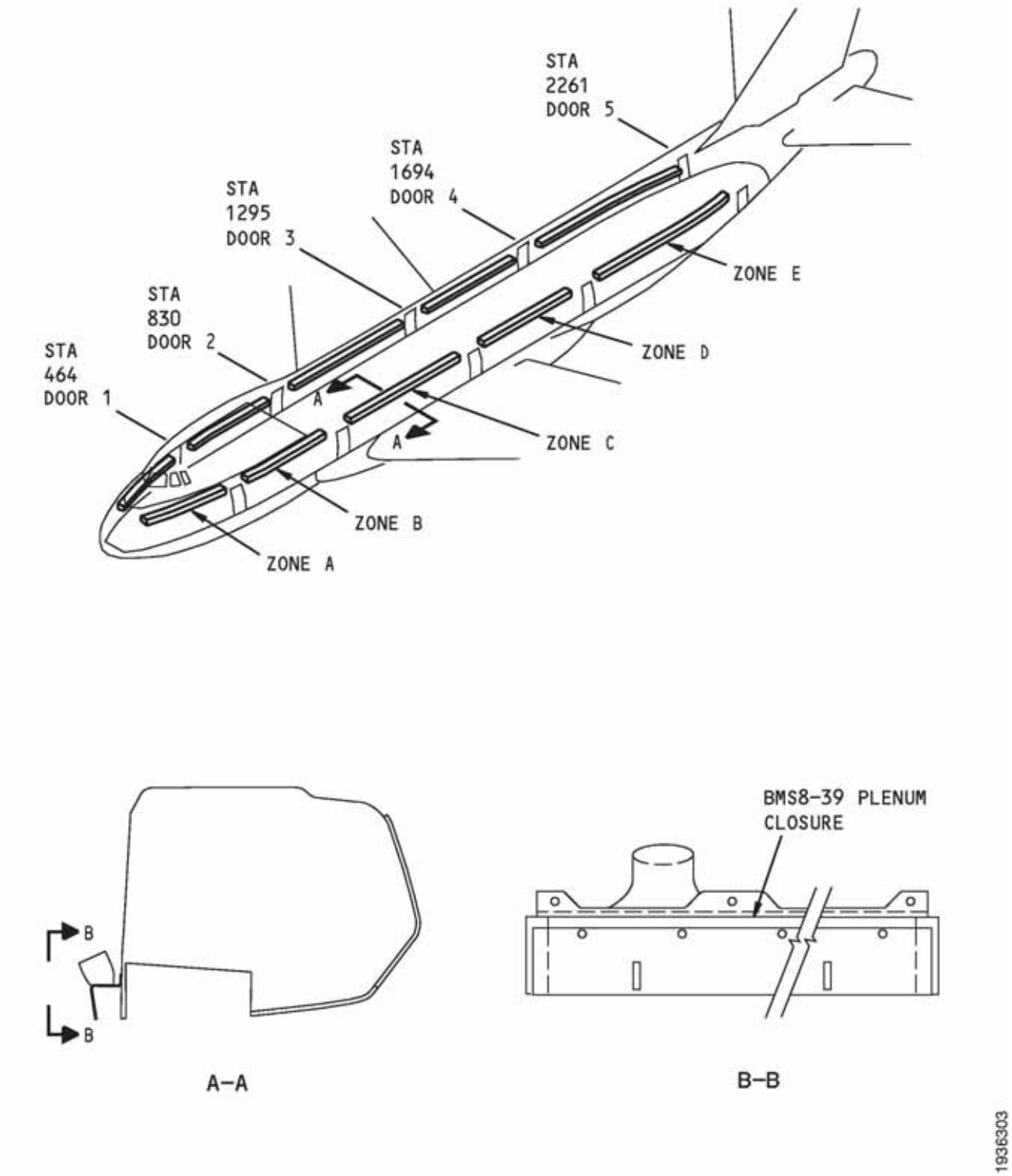
1. MOISTURE CONTROL ON TIE RODS IN THE CROWN AREA ABOVE THE PASSENGER CABIN



Appendix B: BMS8-39 URETHANE FOAM REPLACEMENT EXCLUDED AREAS/APPLICATIONS (SHEET 1 OF 2)

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2. CLOSURES ON OUTBOARD BIN PLENUMS THROUGHOUT THE PASSENGER CABIN



Appendix B: BMS8-39 URETHANE FOAM REPLACEMENT EXCLUDED AREAS/APPLICATIONS (SHEET 2 OF 2)

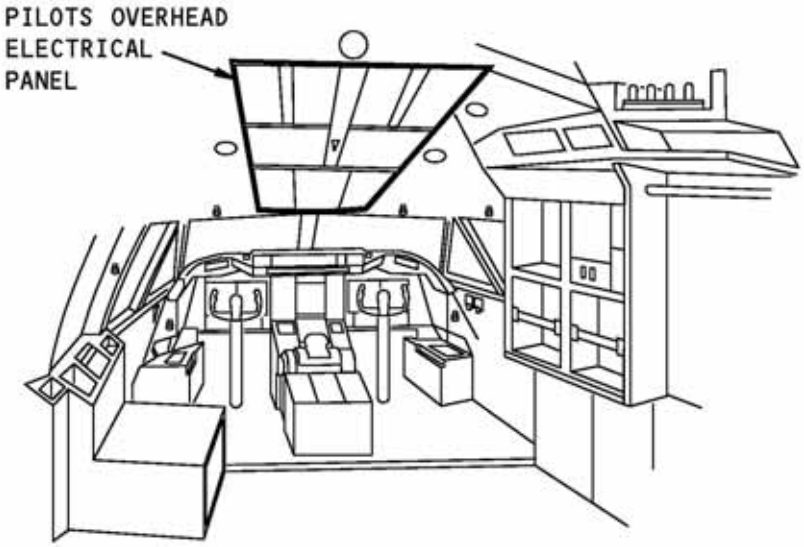
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1. FLIGHT COMPARTMENT ELECTRICAL EQUIPMENT PANEL STRUCTURE FOAM EXAMPLE

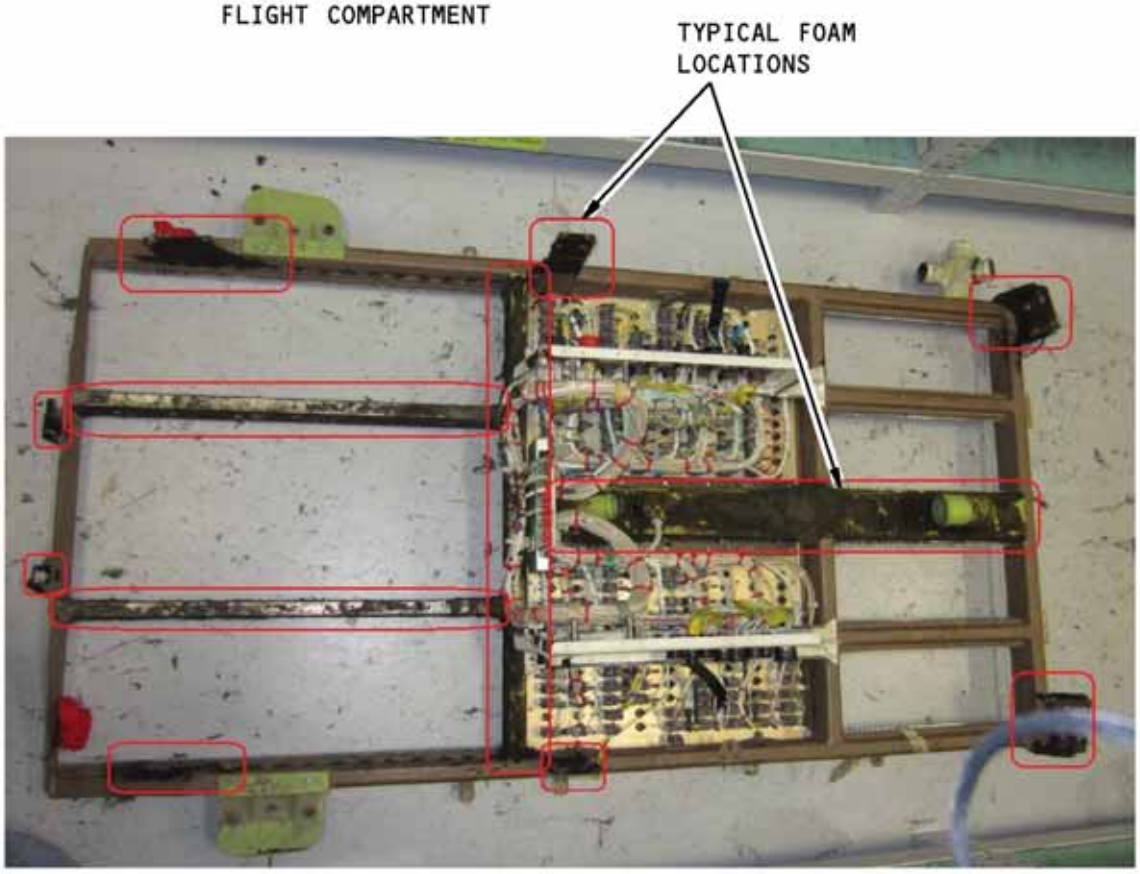
The following photograph shows typical BMS 8-39 foam installed on the structure of the pilot's overhead electrical panel. The BMS 8-39 foam may be degraded and missing in some areas. The degraded foam may be sticky or crumbly to the touch. There may be piles of black dust from the degraded foam in the areas around the pilot's overhead electrical panel.

Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS (SHEET 1 OF 16)

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FLIGHT COMPARTMENT



PILOTS OVERHEAD ELECTRICAL PANEL

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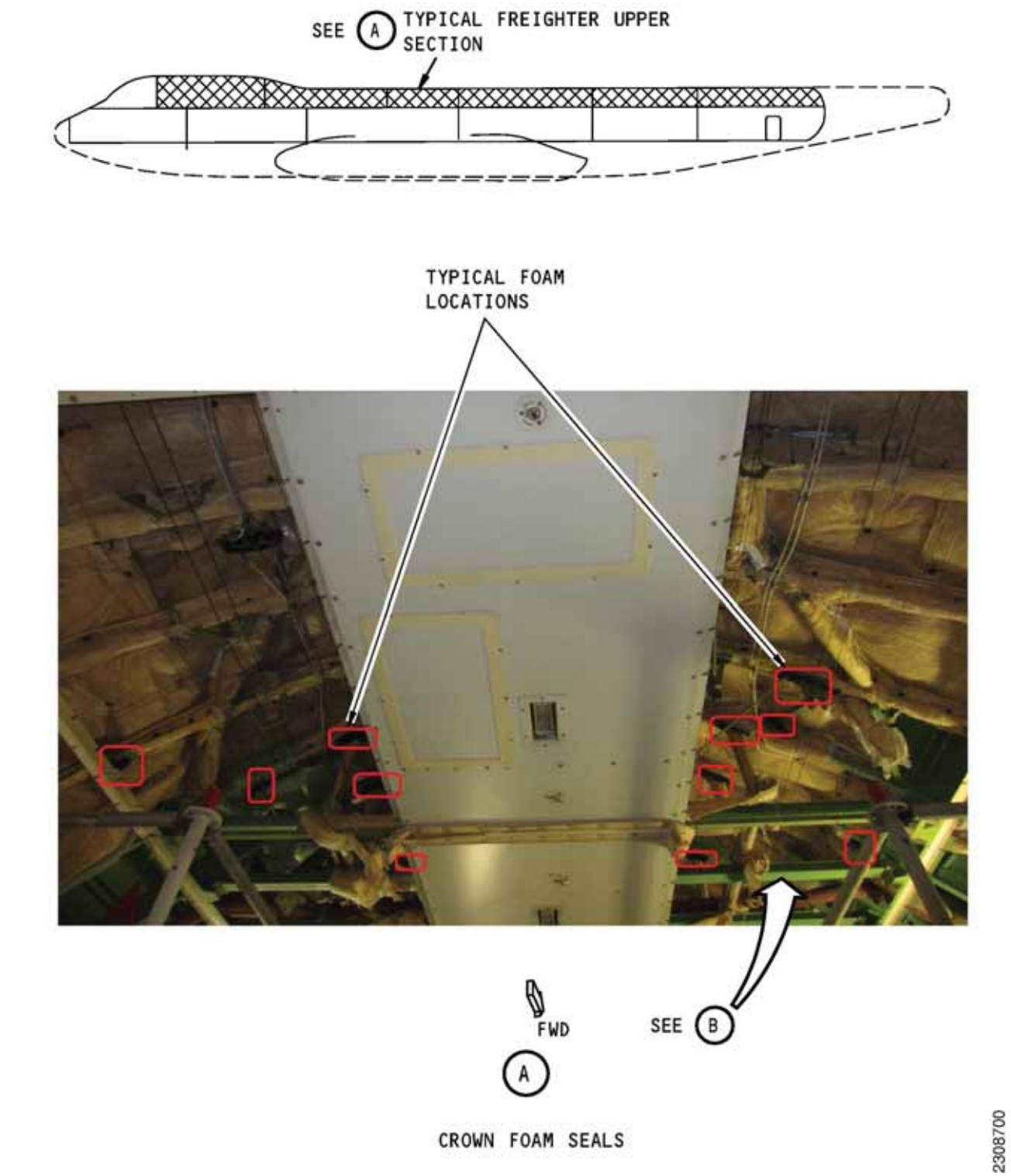
Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS (SHEET 2 OF 16)

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2. CROWN AREA FOAM PAD EXAMPLES

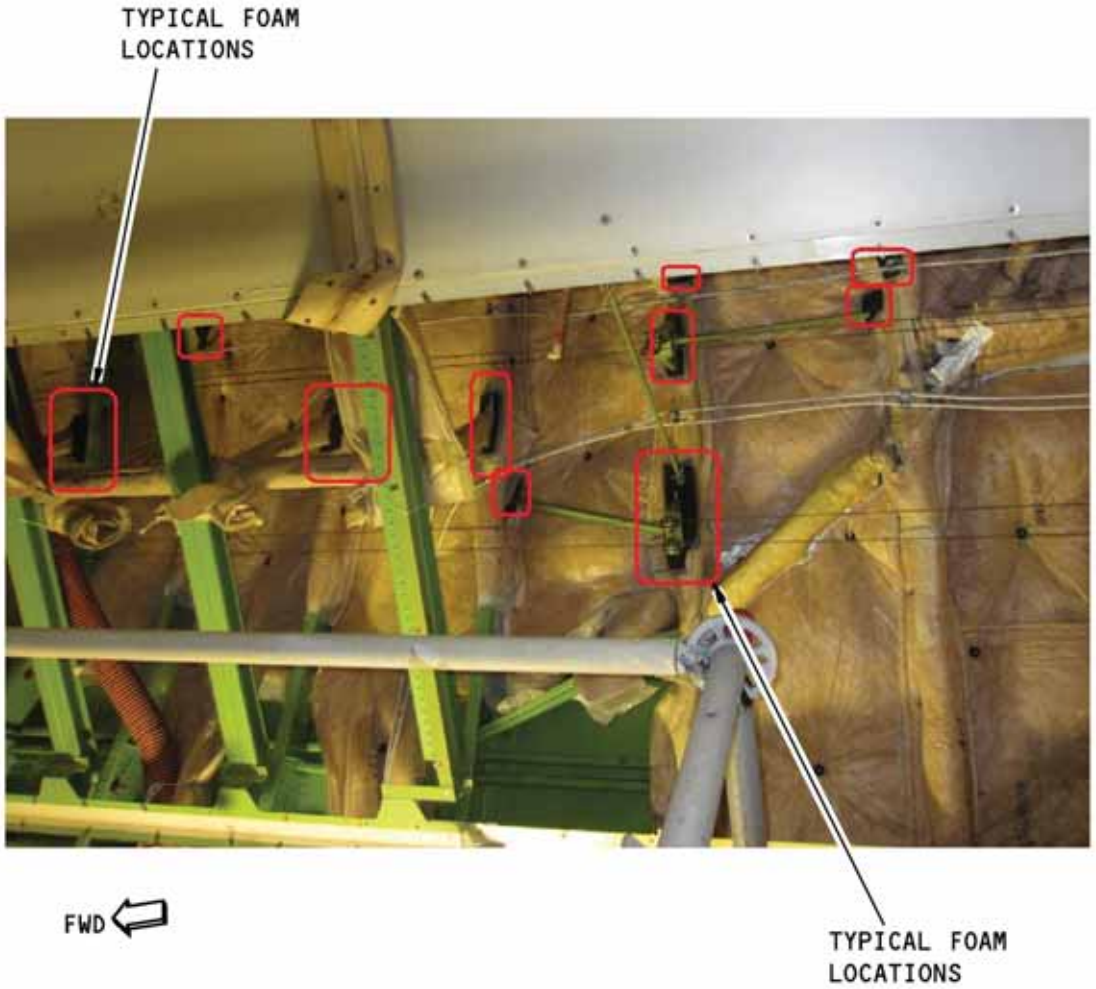
The following photographs shows typical BMS 8-39 foam pads installed in the crown area above the ceiling structure. The BMS 8-39 foam is installed in locations where the airplane structure (tie rods, brackets, etc.) penetrates the insulation brackets. BMS 8-39 foam may be severely degraded and missing in some areas. The degraded foam is sticky and crumbly to the touch. There may be piles of black dust from the degraded foam.

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Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS (SHEET 4 OF 16)

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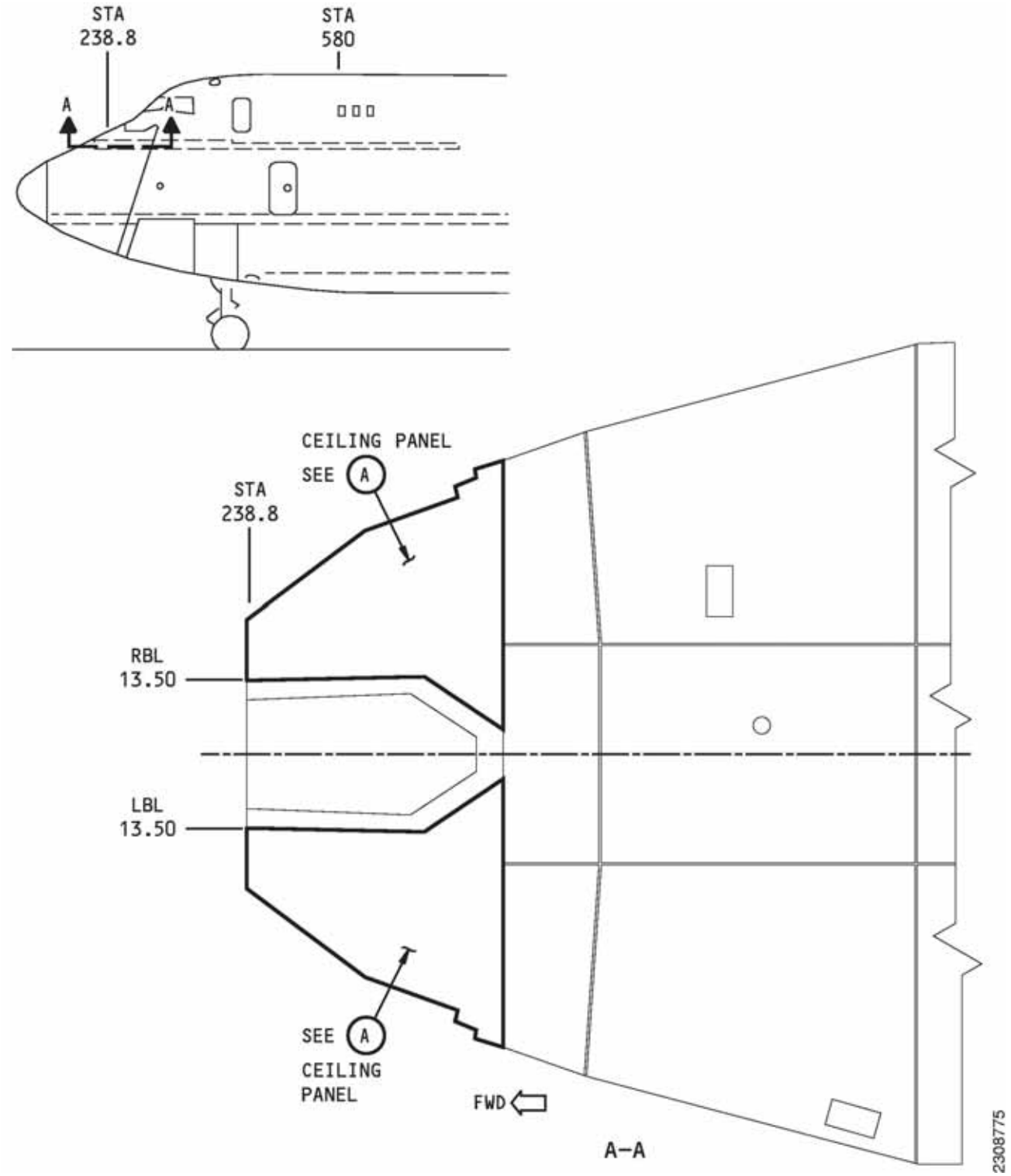


3. MAIN DECK CEILING PANEL FOAM STRIP EXAMPLES

The following photograph shows typical BMS 8-39 foam strips installed on the forward main deck ceiling panels. The BMS 8-39 foam may be severely degraded and missing in some areas. The degraded foam may be sticky and crumbly to the touch. There may be piles of black dust from the degraded foam.

Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS (SHEET 5 OF 16)

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Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS (SHEET 6 OF 16)

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MAIN DECK CEILING PANEL FOAM STRIP

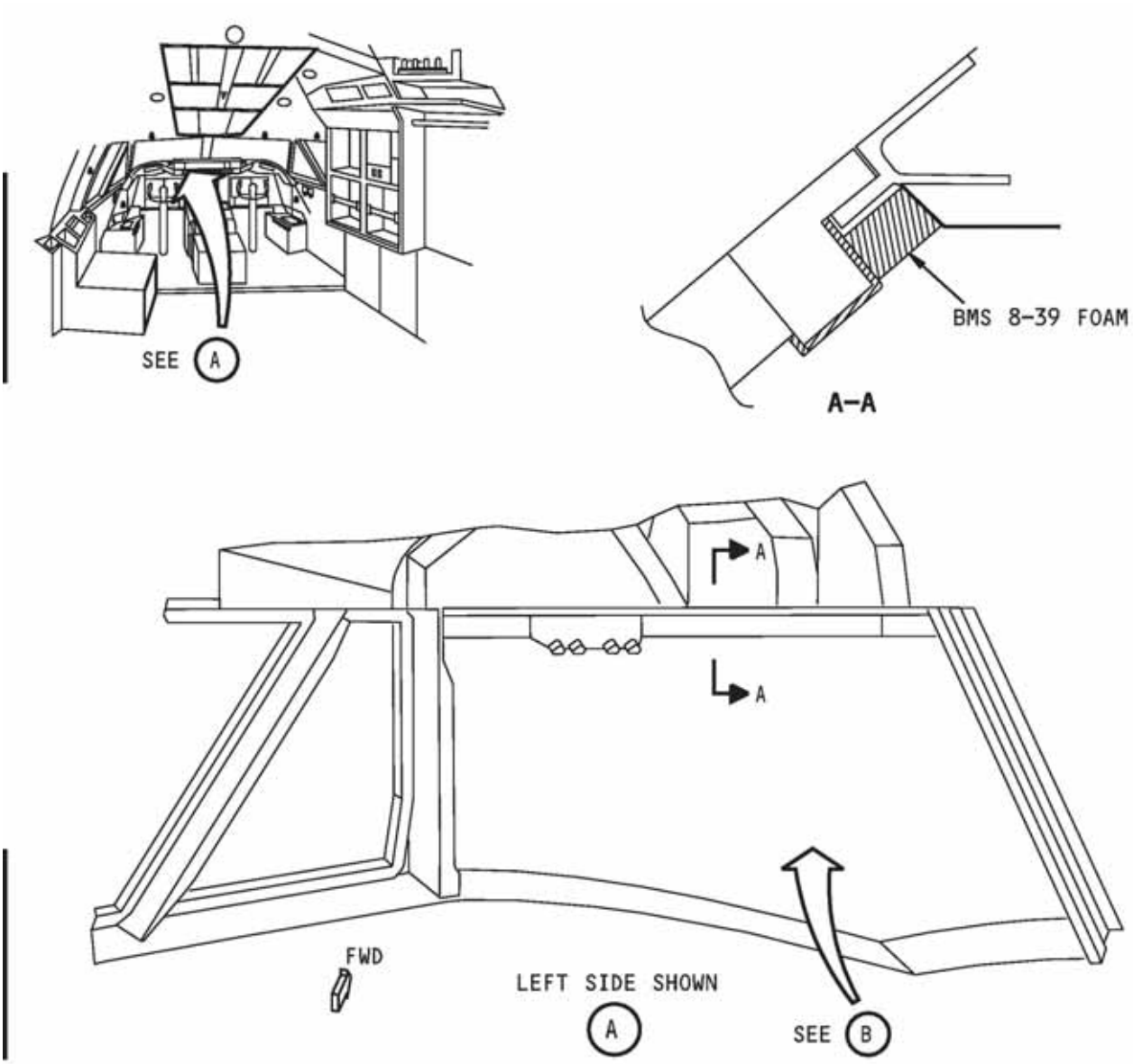
(A)

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4. FLIGHT COMPARTMENT MOISTURE SEAL EXAMPLES

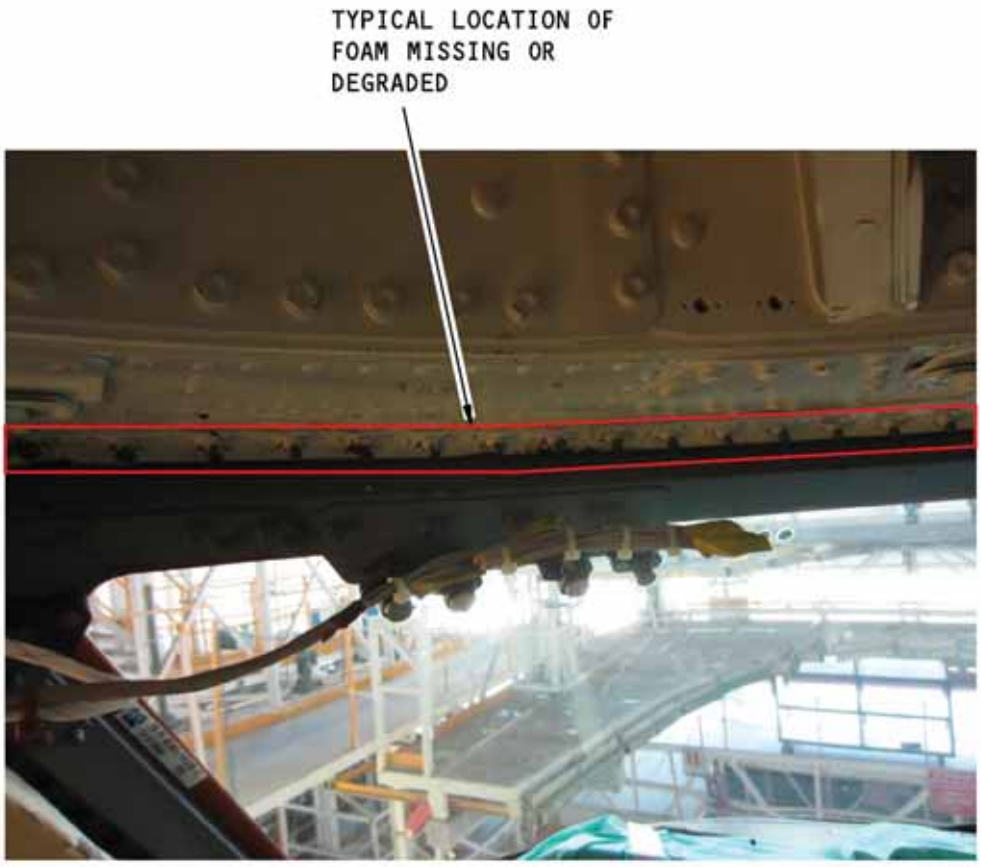
The following photograph shows typical BMS 8-39 foam seals above the flight compartments windows. The BMS 8-39 foam may be severely degraded and missing in some areas. The degraded foam may be sticky and crumbly to the touch. There may be piles of black dust from the degraded foam.

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Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS (SHEET 8 OF 16)

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FLIGHT COMPARTMENT
(LEFT SIDE SHOWN, RIGHT SIDE SIMILAR)

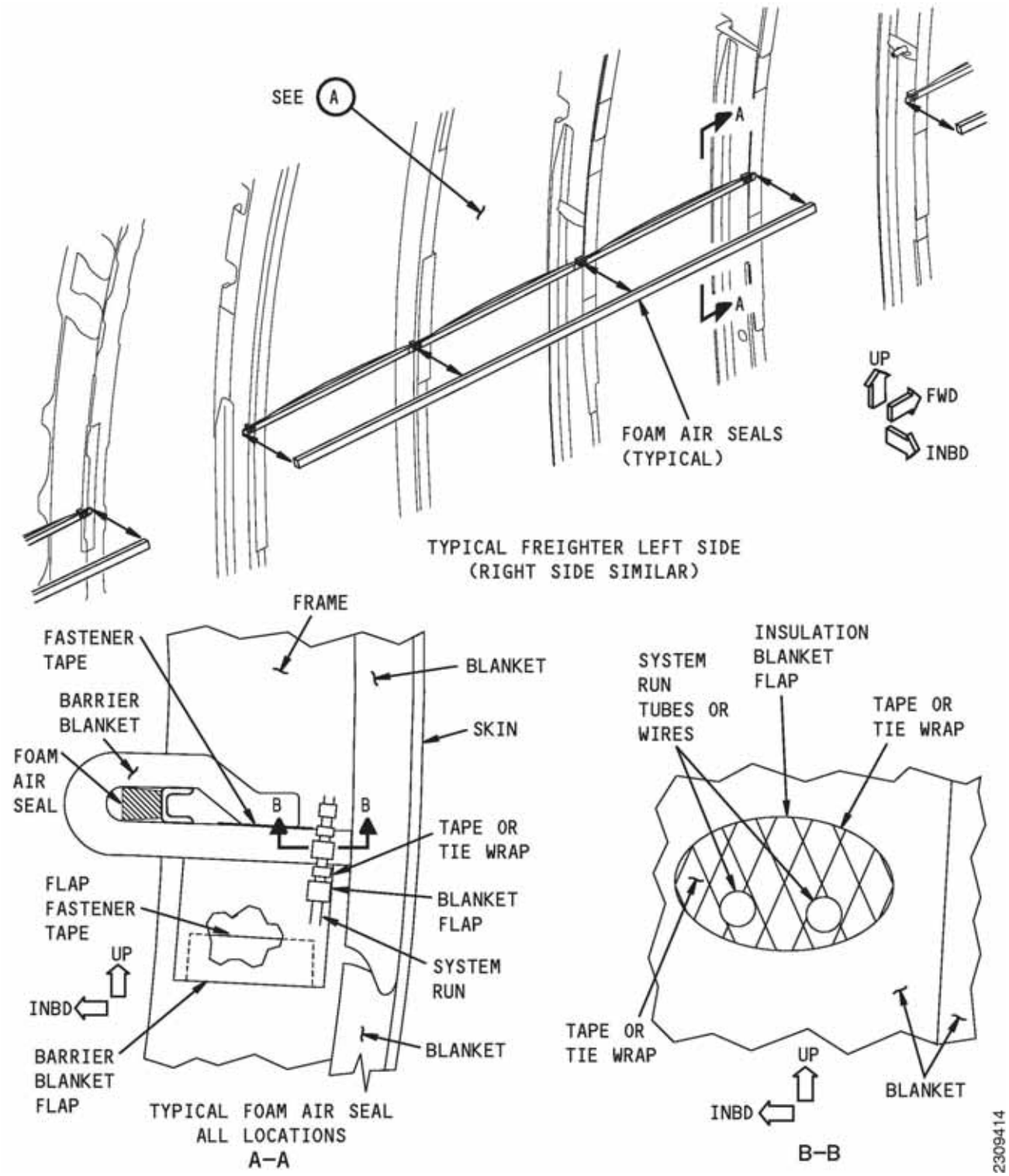
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5. MAIN DECK SYSTEM TUBE/WIRE FOAM SEAL EXAMPLES - SIDEWALL

The following photograph shows typical BMS 8-39 foam seals on the main deck sidewalls. The BMS 8-39 foam is used as a seal for the air dams in the sidewall and around system runs that penetrate the air dams in the sidewalls. The BMS 8-39 foam may be severely degraded and missing in some areas. The degraded foam may be sticky and crumbly to the touch. There may be piles of black dust from the degraded foam.

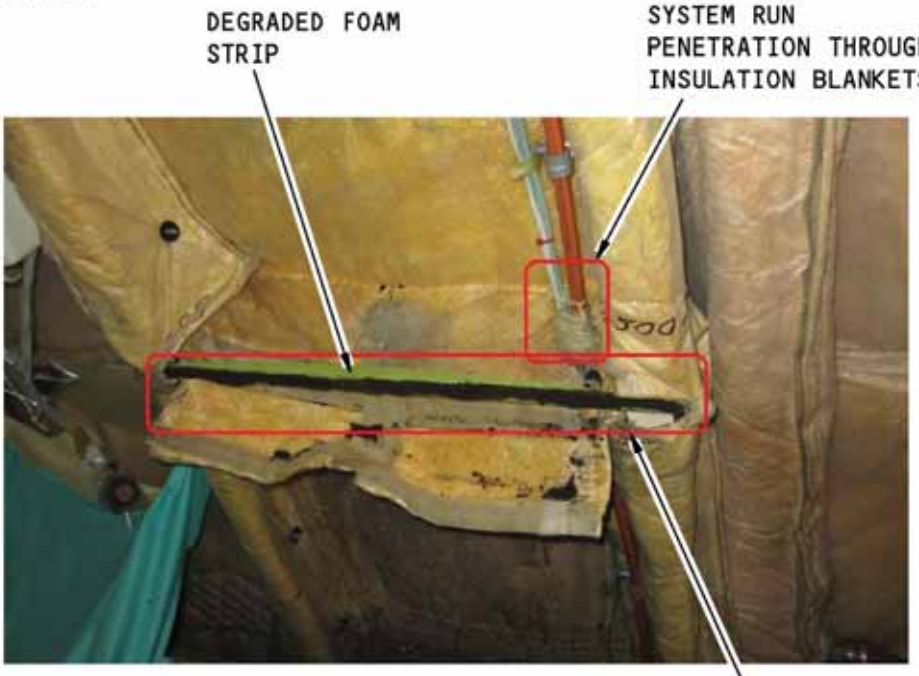
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Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS
(SHEET 10 OF 16)

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6. CARGO COMPARTMENT SYSTEM TUBE/WIRE FOAM SEAL REPLACEMENT

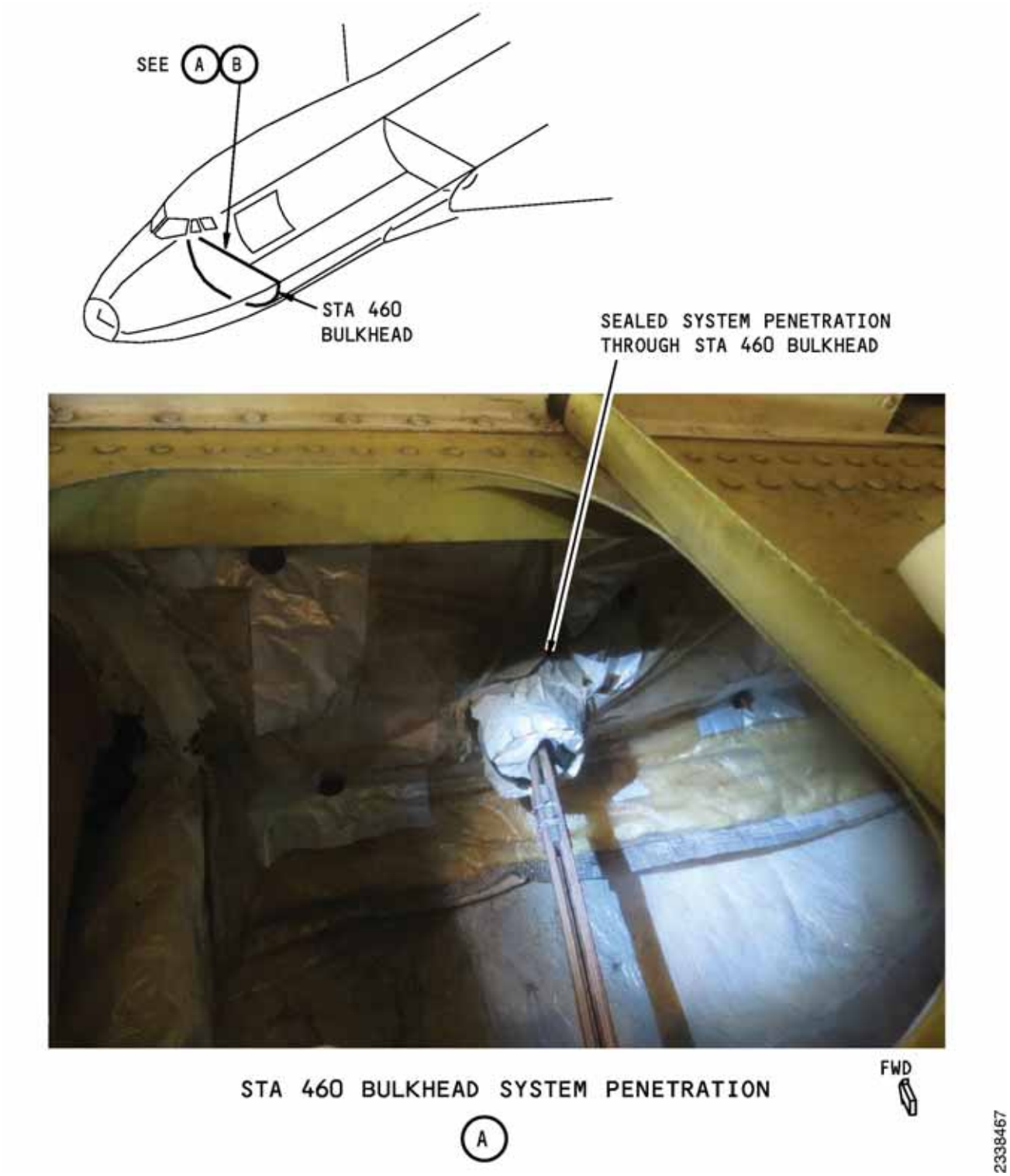
Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS (SHEET 11 OF 16)

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The following photograph shows typical BMS 8-39 foam seals on the FWD and AFT halon retention bulkheads in the FWD and AFT cargo compartments. The BMS 8-39 foam is used as a seal for halon/smoke retention on the STA 460 and STA980 bulkheads in the FWD cargo compartment and the STA1920 or STA1980 bulkheads in the AFT cargo compartment. The BMS 8-39 foam may be severely degraded and missing in some areas. The degraded foam may be sticky and crumbly to the touch. There may be piles of black dust from the degraded foam.

Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS (SHEET 12 OF 16)

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STA 460 BULKHEAD SYSTEM PENETRATION

A

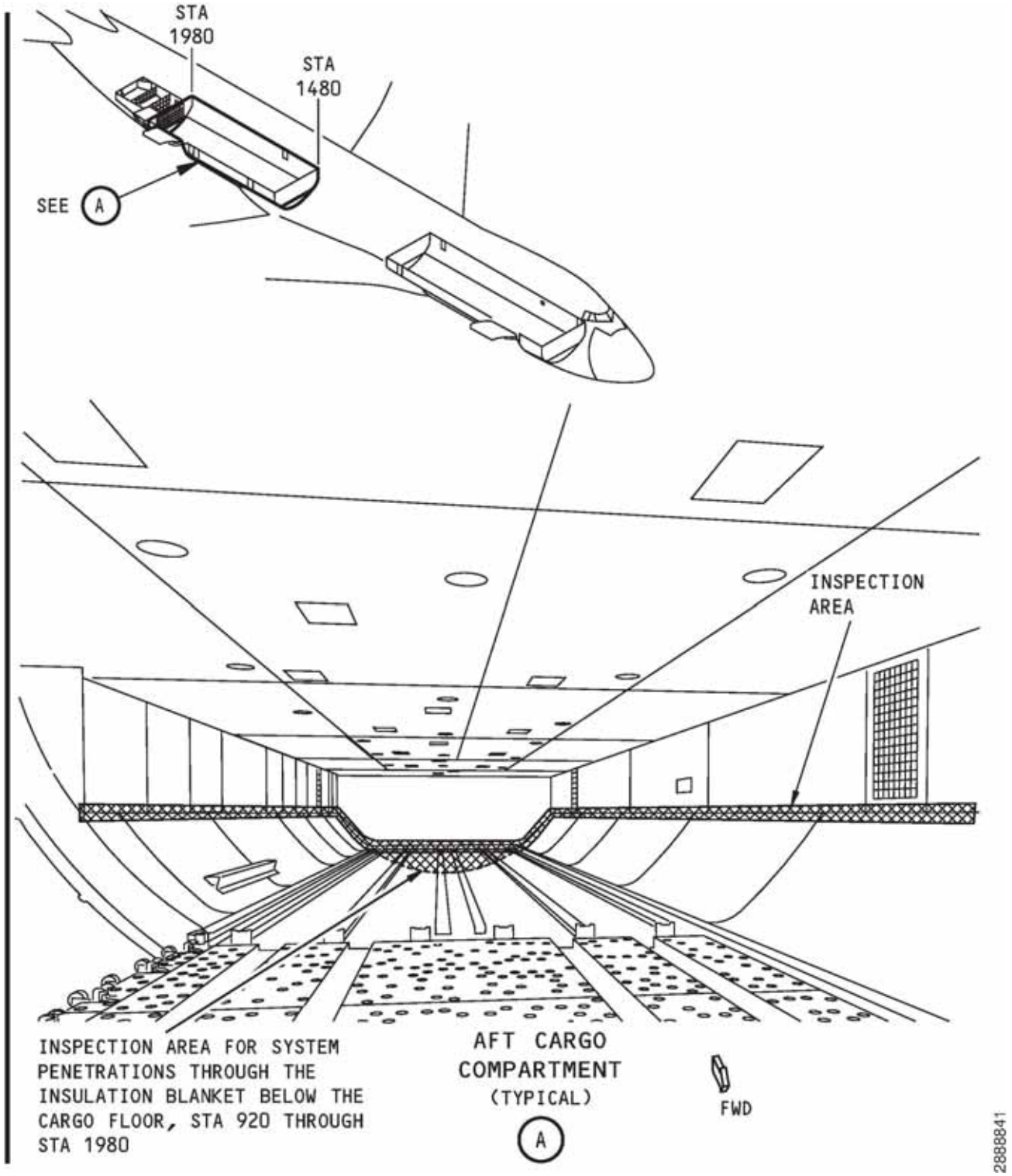
Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS (SHEET 13 OF 16)

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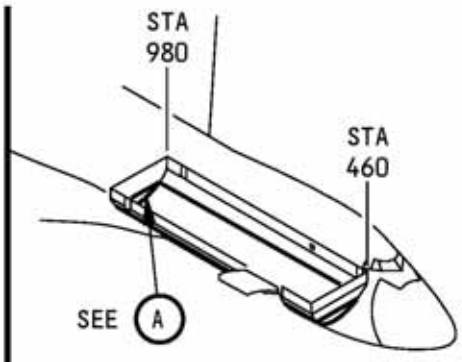
Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS (SHEET 14 OF 16)

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Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS
(SHEET 15 OF 16)

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INSPECTION AREA FOR SYSTEM PENETRATIONS THROUGH THE INSULATION BLANKET UNDER THE CARGO FLOOR, STA 960 THROUGH STA 980

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Appendix C: EXAMPLE PHOTOS OF BMS 8-39 FOAM INSTALLATIONS (SHEET 16 OF 16)

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Table 1: Figure 1 Part Numbers

Existing Part Number
453U7013-11
453U7013-12
453U7013-13
453U7013-14

Table 2: Figure 2 Part Numbers

Existing Part Number
61B60002-3271

Table 3: Figure 3 Part Numbers

Existing Part Number
453U7013-11
453U7013-12
453U7013-13
453U7013-14

Table 4: Figure 4 Part Numbers

Existing Part Number
453U7120-43

Table 5: Figure 6 Part Numbers

Existing Part Number
61B60002-3271

Table 6: Figure 7, Figure 19 and Figure 20 Part Numbers

Existing Part Number
61B60002-3271

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Table 7: Figure 8 Part Numbers

Existing Part Number
61B60002-3271

Table 8: Figure 9 Part Numbers

Existing Part Number
233U3311-5
233U3311-7
233U3311-9
233U3311-14
233U3311-18
233U3311-25

Table 9: Figure 10 Part Numbers

Existing Part Number
232U1497-52
232U1497-53
232U1497-55
232U1497-56
232U1497-57

Table 10: Figure 11 Part Numbers

Existing Part Number
232U1497-54

Table 11: Figure 12 Part Numbers

Existing Part Number
411U1362-1
411U1362-2
411U1362-3
411U1362-4
411U1362-5

APPENDIX D: EXISTING BMS 8-39 PART NUMBERS (SHEET 2 OF 5)

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Table 11: Figure 12 Part Numbers

Existing Part Number
411U1362-6
411U1362-7
411U1362-9
411U1362-10
69B53040-1
69B53040-2
69B53040-3
69B53040-4
69B53040-5
69B53040-6
69B53040-7
69B53040-8
69B53040-9
69B53040-10
69B53040-11
69B53040-12
69B53040-13
69B53040-14
69B53040-15
69B53040-16
69B53040-17
69B53040-18
69B53040-19
69B53040-20

Table 12: Figure 14 Part Numbers

Existing Part Number
411U1362-1
411U1362-2
411U1362-3

APPENDIX D: EXISTING BMS 8-39 PART NUMBERS (SHEET 3 OF 5)

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Table 12: Figure 14 Part Numbers

Existing Part Number
411U1362-4
411U1362-5
411U1362-6
411U1362-7
411U1362-9
411U1362-10
69B53040-1
69B53040-2
69B53040-3
69B53040-4
69B53040-5
69B53040-6
69B53040-7
69B53040-8
69B53040-9
69B53040-10
69B53040-11
69B53040-12
69B53040-13
69B53040-14
69B53040-15
69B53040-16
69B53040-17
69B53040-18
69B53040-19
69B53040-20

Table 13: Figure 16 Part Numbers

Existing Part Number
411U4003-1

APPENDIX D: EXISTING BMS 8-39 PART NUMBERS (SHEET 4 OF 5)

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Table 13: Figure 16 Part Numbers

Existing Part Number
411U4003-2
411U4003-3
411U4003-4
411U4003-5
411U4003-6
411U4003-7
411U4003-8
411U4003-9
411U4003-10
411U4003-11
411U4003-12
411U4003-13
411U4003-14
411U4003-15
411U4003-16
411U4003-17
411U4003-18
411U4003-19
411U4003-20
411U4003-21
411U4003-22

Table 14: Figure 17 Part Numbers

Existing Part Number
284U1808-7

Table 15: Figure 18 Part Numbers

Existing Part Number
232U1497-41

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The table below is a cross reference for Group/Configuration-Figure applicability to help operators determine the SB figures that need to be performed in order to satisfy the intent of this service bulletin.

An "x" in the cell that intersects a figure number column and group/configuration row denotes that the figure is required for that group/configuration. A "-" denotes that the figure is not required for that group/configuration.

Figure Applicability

Group	Config	Figure																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	1	x	x	x	x	-	x	x	x	x	x	x	-	-	-	-	x	x	x	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x	x
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	1	-	-	-	-	-	-	x	x	x	x	x	x	x	-	-	x	x	x	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x	x
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	1	-	-	-	-	-	-	x	x	x	x	x	x	x	-	-	x	x	x	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x	x
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	4	-	-	--	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	1	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	1	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	1	x	x	x	x	-	x	x	x	-	-	-	-	-	-	-	x	x	x	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x	x
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	1	x	-	x	-	-	-	x	x	x	x	x	-	-	-	-	x	x	x	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x	x
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX E: FIGURE APPLICABILITY IN A TABULAR FORMAT (SHEET 1 OF 3)

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Figure Applicability

Group	Config	Figure																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
8	1	-	-	-	-	-	-	x	x	x	x	x	-	-	-	-	x	x	x	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x	x
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	1	-	-	-	-	-	-	x	x	x	x	x	x	x	-	-	x	x	x	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x	x
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	1	x	-	x	-	-	-	x	x	x	-	x	-	-	-	-	x	-	x	-	-
	2	x	-	x	-	-	-	x	x	x	x	x	-	-	-	-	x	-	x	-	-
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	1	-	-	-	-	-	-	-	-	-	x	-	-	-	-	-	x	x	x	x	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	-
12	1	x	-	x	-	-	-	x	x	x	x	x	-	-	-	-	x	-	x	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	1	-	-	-	-	-	-	x	x	x	x	x	x	x	-	-	x	-	x	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	4	-	-	-	-	-	-	x	-	-	-	-	-	-	-	-	-	-	-	-	-
	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	1	-	-	-	-	-	-	x	x	x	x	x	x	x	-	-	x	-	x	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	4	-	-	-	-	-	-	x	-	-	-	-	-	-	-	-	-	-	-	-	-
	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX E: FIGURE APPLICABILITY IN A TABULAR FORMAT (SHEET 2 OF 3)

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Figure Applicability

Group	Config	Figure																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
15	1	x	-	x	-	-	-	x	x	x	x	x	-	-	-	-	x	-	x	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	1	-	-	-	-	-	-	x	x	x	-	x	x	x	-	-	x	-	x	-	-
	2	-	-	-	-	-	-	x	x	x	x	x	x	x	-	-	x	-	x	-	-
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	5	-	-	-	-	-	-	x	-	-	-	-	-	-	-	-	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	1	-	-	-	-	-	-	x	x	x	-	x	x	x	-	-	x	-	x	-	-
	2	-	-	-	-	-	-	x	x	x	x	x	x	x	-	-	x	-	x	-	-
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	5	-	-	-	-	-	-	x	-	-	-	-	-	-	-	-	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	1	-	-	-	-	-	-	x	x	x	x	x	-	-	-	-	x	x	x	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x	x
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19	1	-	-	-	-	-	-	x	x	x	-	x	x	x	-	-	x	-	x	-	-
	2	-	-	-	-	-	-	x	x	x	x	x	x	x	-	-	x	-	x	-	-
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x
	5	-	-	-	-	-	-	x	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX E: FIGURE APPLICABILITY IN A TABULAR FORMAT (SHEET 3 OF 3)

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