Eaton Aerospace LLC
Fuel and Motion Control Systems Division
3675 Patterson Ave S.E.
Grand Rapids, Michigan 49512
U.S.A.

SERVICE BULLETIN
REVISION TRANSMITTAL SHEET

NOTICE TO HOLDERS OF SERVICE BULLETIN 692D100-52-4, ORIGINAL ISSUE, DATED SEPT 13, 2012,REVISION 1, DATED JAN. 21, 2013 AND REVISION 2, DATED AUGUST 01, 2013.

Subject: Revision 3 to SB 692D100-52-4
Date: August 14, 2014

COMPLIANCE INFORMATION RELATED TO THIS REVISION

NOTE: Additional work is required on 692D100-13 actuators that have been modified in accordance with service bulletin 692D100-52-4, Original Issue, dated September 13, 2012 or Revision 1, dated 1/21/13. NO additional work is required on 692D100-13 actuators that have been modified in accordance with service bulletin 692D100-52-4, Revision 2, dated 08/01/13.

Comments from operators and Eaton Aerospace have initiated this revision to further identify affected units by serial number.
Specific changes to text or graphics are identified by vertical revision bar(s) located adjacent to the change. Specific changes incorporated into Revision 3 are as follows:

Page	Paragraph Affected	Description of Change
ALL		Updated ALL page footers to reflect Revision 3
2	Table 1	Corrected S/N range within Table, added S/N 2257B.

REVISION HISTORY

Original Issue: Sept 13/12
Revision 1: Jan 21/13
Revision 2: Aug 01/13
Revision 3: Aug 14/14

PAGE EFFECTIVITY

1 through 17 Aug 14/14

767/777 Aircraft
SERVICE BULLETIN
692D100-13 Actuator

Large Cargo Door - Rotary Actuators – Rework & Re-Identification of Actuators

EAR - DESTINATION CONTROL STATEMENT
WARNING – THE TECHNICAL DATA HEREIN IS SUBJECT TO EXPORT ADMINISTRATION REGULATIONS (EAR) AS DEFINED BY 15 C.F.R., SUBTITLE B, CHAPTER VII, PARTS 730 – 774. EXPORT OF THIS DATA TO NON-U.S. PERSONS, WITHIN THE U.S. OR ABROAD, MAY REQUIRE AUTHORIZATION BY THE U.S. DEPARTMENT OF COMMERCE
CLASSIFICATION ECCN 9E991

1. Planning Information

A. Effectivity:

Units Affected:

Eaton Part Number	Boeing Part Number	Keyword
692D100-13	S135W132-3	Actuator

Serial Numbers – Serial number, - for P/N 692D100-13-rotary actuators as listed in Table 1 below have been reworked by Eaton Aerospace to incorporate AMS 9310 matched gear sets or were originally manufactured with AMS 9310 matched gear sets. The units listed in Table 1 require re-identification per paragraphs 3. B and 3. C. herein. All other 692D100-13 actuators not identified in Table 1 are addressed in paragraph 3. D herein.

Table 1. 692D100-13 Actuators with AMS9310 Steel Matched Gear Sets

257B	1137B	1321B
310B - 311B	1145B - 1146B	1337B
334B	1162B	1348B
375B	1170B - 1171B	1351B - 1352B
394B - 395B	1192B	1355B
456B	1194B	1361B
515B	1198B - 1199B	1369B
555B	1205B	1373B
568B	1216B	1386B
578B	1235B	1388B
692B	1242B	1391B - 1392B
920B - 922B	1245B - 1246B	1394B
929B	1249B	1417B
974B - 975B	1252B	1419B
986B	1255B	1425B
1024B	1260B - 1261B	1432B
1026B	1269B	1437B
1031B - 1032B	1271B	1440B - 1441B
1033B - 1034B	1280B	1463B
1065B	1284B - 1285B	1467B
1075B	1300B	1471B - 1472B
1088B	1302B	
1100B	1307B	
1109B - 1111B	1309B	
1118B - 1120B	1316B - 1317B	

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Table 1. 692D100-13 Actuators with AMS9310 Steel Matched Gear Sets- continued

1488B - 1489B	2436B	2827B
1492B	2438B	2829B
1516B	2454B	2845B
1583B	2456B	2855B
1590B	2463B	2861B
1613B	2475B	2907B – 3022B
1626B	2456B	3024B – 3053B
1632B	2463B	3055B – 3135B
1646B	2475B	3137B – 3813B
1670B - 1672B	2483B	3815B – 6178B
1685B	2493B	6180B – 6182B
1697B	2506B	6186B
1721B	2509B	
1726B	2563B	
1755B	2580B	
1757B	2660B - 2662B	
1901B	2665B	
1906B	2667B	
1915B	2678B	
1933B	2685B	
1940B	2697B	
2002B	2705B	
2057B	2712B	
2115B	2723B	
2120B	2725B	
2170B - 2171B	2732B	
2203B	2735B	
2229B	2740B	
2230B	2747B	
2234B	2749B	
2239B	2756B - 2757B	
2257B	2771B	
2279B - 2280B	2778B	
2292B	2781B	
2309B - 2310B	2788B	
2317B	2798B	
2318B	2800B	
2322B - 2323B	2807B	
2350B		
2406B	2821B	

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B. Concurrent Requirements – None

C. Reason:

Eaton Aerospace has been made aware of several incidents where the actuator did not function as required during operation (i.e. un-commanded lowering). Upon further investigation, the cause was found to be excessive gear wear on the first-stage sun gear (output gear of the no-back assembly). Excessive wear of one 692D100-13 actuator may cause higher than designed loading on the remaining actuator. Preliminary investigation revealed that this condition is most likely to affect actuators exceeding 12,000 flight cycles on 767 aircraft. This condition presents a possible safety hazard and could result in a dispatch delay. By performing the actions described in this service bulletin, product reliability will be enhanced.

D. Description:

This Service Bulletin provides instructions in three sections. The first two sections provide instructions for re-identification of rotary actuators using a compliance plate and also re-marking of the unit ID plate for the identified serial numbers listed in Table 1 herein. The third section provides instructions for disassembly, replacement of the ball detent matched set and 1st stage planetary gears and re-assembly of the rotary actuators. Upon completion of these actions, the rotary actuator shall be re-identified.

E. Compliance

Actions listed in this Service Bulletin should be accomplished at the earliest opportunity when manpower and facilities are available.

F. Approval:

The repairs and modifications herein comply with the applicable regulations and are on record with the supplier as FAA-approved, as well as EASA/JAA approved.

G. Manpower:

Estimated time requirements are as follows:
Accomplishment: (Para. 3. A., B. and C. - On-Aircraft Section) 1 hour (Approx.)
Accomplishment: (Para. 3. A. and D. - Off-Aircraft Section) 6 hours (Approx.)

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H. Weight and Balance: Performance of this Service Bulletin will not affect unit weight.

I. Electrical Load Data: Not Affected

J. Software Accomplishment Summary – Not Applicable

K. References

1) Existing Data:
Component Maintenance Manual – 52-34-02- Revision 13 or later
SL692D100-01 – Eaton Service Letter

2) Data supplied with this Service Bulletin:
None

3) Reference Boeing Service Bulletin 767-52A0100

4) Reference Boeing Service Bulletin 777-52-0053

L. Other Publications Affected

Component Maintenance Manual - 52-34-02- Revision 13 or later

M. Interchangeability or Intermixability of Parts

No component of Ball Detent Matched Set, P/N 692C181-1 shall be authorized for future use within 692D100 actuators. Refer to Table 3 herein for disposition of Ball Detent Matched Set, P/N 692C181-1.

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2. Material Information:

A. Material – Price and Availability

Table 2 lists the minimum parts required to perform this service bulletin.

Eaton Aerospace LLC shall perform this action (materials and labor) for $19,700 per unit (US Dollars). This price is effective until December 31st, 2014.
Operators should contact Eaton Aerospace LLC, Fuel and Motion Control Systems Division to purchase parts listed in Table 2 below or to obtain possible special pricing based on quantities. Please contact:

Eaton Aerospace LLC, Fuel and Motion Control Systems Division

3675 Patterson Ave SE,

Grand Rapids, MI 49512

Table 2. Required Parts for Service Bulletin Performance

ITEM NO.	***IPL FIG 1 ITEM #**	QUANTITY	PART NO.	PART DESCRIPTION	PRICE US DOLLARS
1	--	1	692D100-52-4	Service Bulletin	-----
2	2-23	1	692C130-1	Ball Detent, Matched Set	$5991.54 each
3	1-17	3	692C114-1	Gear, Planetary	$464.73 each
4	1-2	1	692C193-1	Plate, Identification	$165.38 each
5	1-45	1	999803-02	Plate, Compliance	$25.00 each
6	2-8	1	SA13309-1	Bearing, Ball	$ 209.80 each
7	2-17	1	SA13308-1	Bearing, Ball	$ 240.26 each

NOTE: Replacement of additional parts may be required as determined by the CHECK and TESTING AND FAULT ISOLATION sections of CMM 52-34-02, Revision 13 or later.

B. Industry Support Information – Not Applicable

C. Material Necessary for Each Component – Refer to Table 2 above.

D. Material Necessary for Each Spare – Not Applicable

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E. Parts Disposition

Table 3 lists the disposition of the parts that are removed during the performance of this Service Bulletin.

Table 3. Parts Disposition/Information

ITEM NUMBER	NEW PART NUMBER	*IPL FIG 1 ITEM #	QTY	KEYWORD	OLD PART NUMBER	INSTRUCTIONS/ DISPOSITION
1	692D100-52-4	--	1	Bulletin, Service	---	---
2	692C130-1 (see Note 1)	2-23	1	Ball Detent, Matched Set	692C181-1	DESTROY REMOVED ITEM
3	692C114-1	1-17	3	Gear, Planetary	692C114-1	DESTROY REMOVED ITEM
4	692C193-1	1-2	1	Plate, Identification	692C193-1	DISCARD OLD AS REQUIRED
5	999803-02	1-45	1	Plate, Compliance	N/A	N/A
6	SA13309-1	2-8	1	Bearing, Ball	SA13309-1	DESTROY REMOVED ITEM
7	SA13308-1	2-17	1	Bearing, Ball	SA13308-1	DESTROY REMOVED ITEM

NOTE 1: P/N 692C130-1 Ball Detent Matched set contains: 1-each Input Shaft, P/N 692C117-1, 1-each Brake Support Plate, P/N 692C119-1, 1-each Input Sun Gear, P/N 692C116-1, 6-each Ball, P/N SA13571-1 and 1-each Washer, P/N 692B128-1.

F. Consumable Materials

Table 4 lists common consumable materials that are recommended for accomplishment of this Service Bulletin. Suitable equivalents may be substituted for items listed. These consumable materials are not furnished by Eaton Aerospace.

Table 4. Consumable Materials

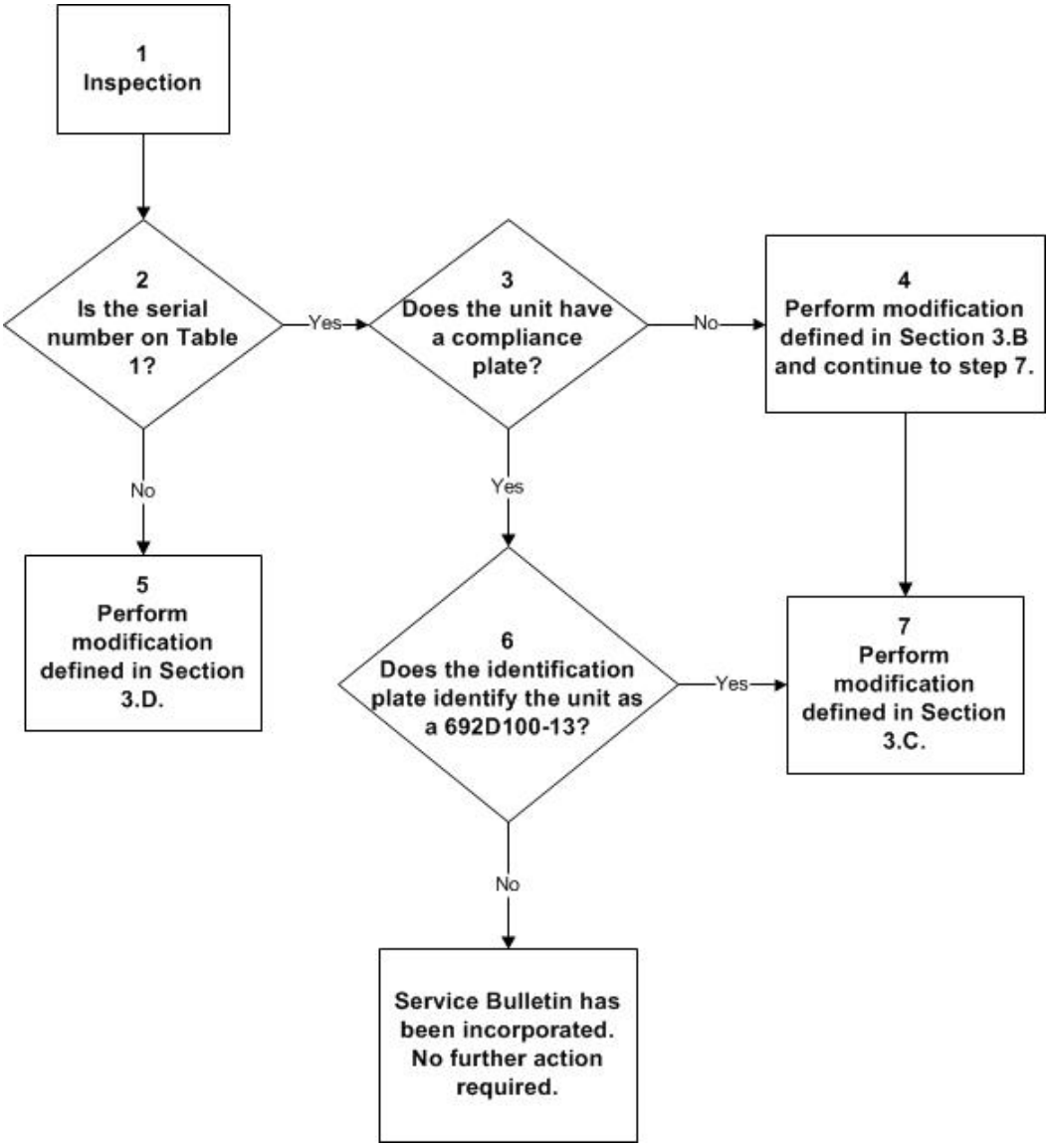
DESCRIPTION	SPECIFICATION	SOURCE (CAGE)
Alcohol, Isopropyl	TT-I-735A	Commercially Available
Lockwire	MS20995C20	Commercially Available
Primer	BMS 10-11, Type I, Class A, Grade B	Commercially Available
Sealant	MMM-A-1617,Type III	Commercially Available
Insulating Compound	MIL-I-46058C, Type UR	Commercially Available
Grease, Aircraft	MIL-PRF-23827, Type II	Commercially Available
Paint, Enamel, Exterior (As Needed)	BMS 10-60, Type I, Class B, Grade D – White 702	AKZO Nobel Materials Division Waukegan, IL CAGE 91342
Gloves, Blue Nitrile	---	Commercially Available
Sealant	BMS5-26, Type I	Commercially Available
Paint Marker, Markal Pro-Line, Microtip	--	Commercially Available

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G. Special Tooling – Price and Availability – As listed in CMM 52-34-02

3. Accomplishment Instructions

A. Inspection – Perform visual inspection of unit and proceed as outlined in Figure 1 below.

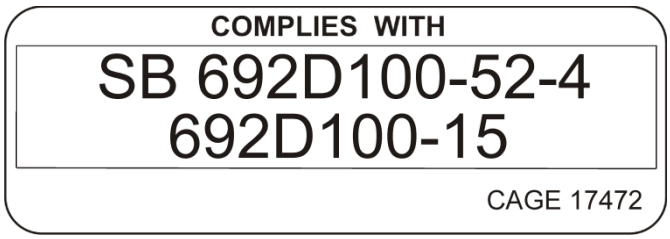


Recommended Inspection Process Flow
Figure 1

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B. Accomplishment - For 692D100-13 Actuators Identified in Table 1 herein which do NOT already have a compliance plate. - Unless stated otherwise, item numbers mentioned herein refer to IPL Figure 1 of CMM 52-34-02.

1) On the actuator housing, in an area with intact paint and within 2.00 inches (50.80 mm) of the ID plate (preferably above the ID plate and PMA label), clean the area using isopropyl alcohol (Table 4). Allow to air dry completely.



Compliance Plate, P/N 999803-02
Figure 2

NOTE: As shown in Figure 2, Compliance Plate, P/N 999803-02 (Table 3) shall have data pre-stamped by Eaton Aerospace before shipping to operators.

2) Remove adhesive backing from compliance plate. Do not contaminate adhesive surface.
3) Press the plate firmly to the actuator with fingers in the cleaned and dry area as described in paragraph 3. B. 1) above. Refer to Figure 3 for view of recommended location on actuator housing. Remove any trapped air bubbles beneath plate.

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NOTE: Actuator shown removed from aircraft for clarity purposes

Recommended Location for Applying Compliance Plate
Figure 3

4) All edges shall be firmly adhered. Overcoat the compliance plate including edges plus 0.120 inch min (3.040 mm) beyond edge of plate with insulating compound MIL-I-46058C, Type UR. Allow to air dry 30 minutes minimum.

5) Upon completion of Section 3. B., perform modification step defined in Section 3. C.

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C. Accomplishment - For 692D100-13 Actuators Identified in Table 1 herein which already have a compliance plate - Unless stated otherwise, item numbers mentioned herein refer to IPL Figure 1 of CMM 52-34-02.

1) On the actuator housing, clean the ID plate using isopropyl alcohol (Table 4). Allow to air dry completely.
2) Using a micro tip paint pen (Table 4), completely obscure the existing part number dash "13" and existing SCD number dash "3". See Figure 4 below for location.
3) Using a micro tip paint pen (Table 4), and immediately to the right of the obscured dash number, enter/write "15".
4) Using a micro tip paint pen (Table 4), and immediately to the right of the obscured SCD dash number, enter/write "5".
5) If the paint pen writing is not legible, remove the marking using a clean rag slightly moistened with isopropyl alcohol (Table 4), and allow to dry completely. Re-mark ID plate as indicated in steps 3.C.2-4 above until a satisfactory result is achieved. Allow paint pen markings to dry a minimum of one (1) minute.
6) Overcoat all of the paint pen markings plus 0.120 inch min (3.040 mm) beyond markings with insulating compound MIL-I-46058C, Type UR (Table 4). Allow insulating compound to air dry 30 minutes minimum.



Re-Mark Identification Plate - Representative View Shown
Figure 4

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D. Accomplishment - For 692D100-13 Actuators Not Identified in Table 1 herein

1) Disassemble to Remove No-Back Assembly-– (Unless stated otherwise, item numbers mentioned herein refer to IPL Figure 1 of CMM 52-34-02).

a) To remove no-back assembly (5), first remove the nuts (6), washers (7) and bolts (8), and then carefully break sealant fillet and lift the assembly from main housing (42). Set no-back assembly aside.
b) Remove thrust bearing race (12), bearing (13), thrust bearing race (12) and the input carrier (item 18) from main housing (42).
c) Remove shim(s) (9), (10) and (11) from no-back assembly (5).

NOTE: Shims (9, 10 and 11) may be affixed to the thrust bearing race (12) or bearing (13). Separation from these components may be required.

d) Remove three pins (14), six thrust washers (15) and three planetary gears (17) from input carrier (18). Press out bearing (16) from each planetary gear (17). Set bearings (16) aside for reuse but destroy the three planetary gears (17).

NOTE: Various items removed during disassembly should be destroyed to prevent inadvertent reuse at a later time. (Ref. Table 3).

(2) With No-Back Assembly (5) removed from actuator, refer to IPL Figure 2 of CMM 52-34-02 and continue the disassembly of no-back assembly as follows:

(a) Remove support plate (2) by removing nuts (3), washers (4) and screws (5).
(b) Press bearing (8) out of the support plate (2) and remove shims (6). Destroy bearing (8).
(c) Remove shims (9), bearing (10), ring (11), shims (12) and Belleville spring (13).

CAUTION: THE INPUT SHAFT (24), BRAKE SUPPORT PLATE (26), INPUT SUN GEAR (28), BALLS (25) AND WASHER (27) COMPRISE A MATCHED SET (P/N 692C181-1). THESE PARTS MUST BE MAINTAINED AS AN ASSEMBLY.

(d) Remove and destroy ball detent set items (items 24 through 28).
(e) Remove bearing (17) from input housing (14). Destroy bearing (17).

NOTE: Various items removed during disassembly shall be destroyed to prevent inadvertent reuse at a later time. (Ref. Table 3).

NOTE: Gloves (Table 4) should be worn when handling items 20 through 22 to prevent contamination to bonded friction surfaces.

(f) Remove items (20 through 22) and set aside for reuse.

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(g) Carefully remove existing ID plate (2, IPL Figure 1) from actuator housing and set aside for data transfer. The ID plate will be replaced with new ID plate.

(3) Clean all removed parts per the CLEANING section of CMM 52-34-02.

NOTE: Inspection of items (20 through 22) should be done per CHECK section of CMM 52-34-02 to ensure the unit passes requirements of TESTING AND FAULT ISOLATION section of CMM 52-34-02 (Revision 13 or later).

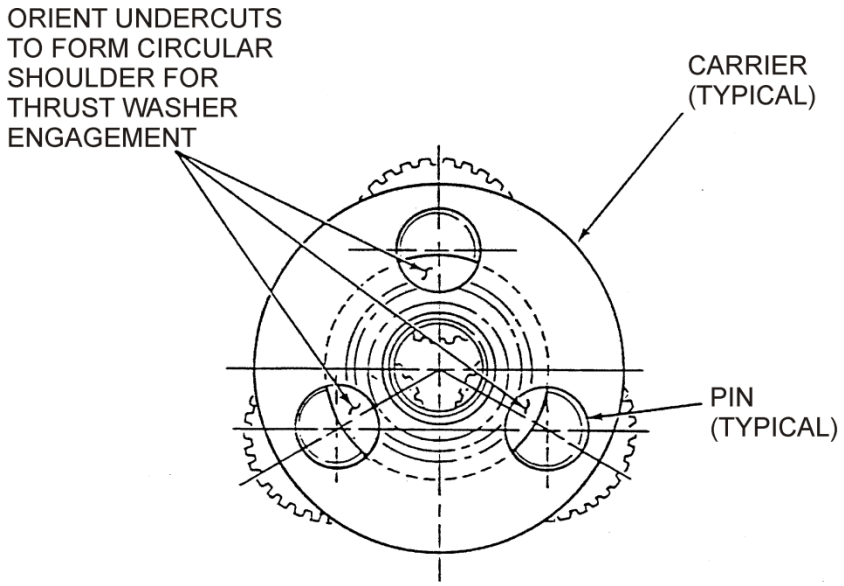
(4) Re-Assemble Actuator (Unless otherwise specified, refer to IPL Figure 1 of CMM 52-34-02)

(a) Apply light application of MIL-PRF-23827, Type II grease (Table 4) to three bearings (16).
(b) Press bearing (16) (removed in step 3. D. 1) d) above) into new planetary gear (17) (as listed in Table 3 herein). Reinstall remaining two bearings (16) into the new planetary gears (17). Refer to Figure 5 below for installation view.
(c) Install thrust washers (15) and planetary gears (17) into the input carrier (18).
(d) Correctly align and install input planetary pins (14) into the input carrier (18).

NOTE: The step on input planetary pins (14) should face the no-back assembly (5) after installation. Refer to Figure 5 herein for view.

(e) Apply approximately 2 grams of MIL-PRF-23827, Type II grease (Table 4) to the gear teeth of each planetary gear (17).

(f) Install assembled carrier (18) into housing (42).



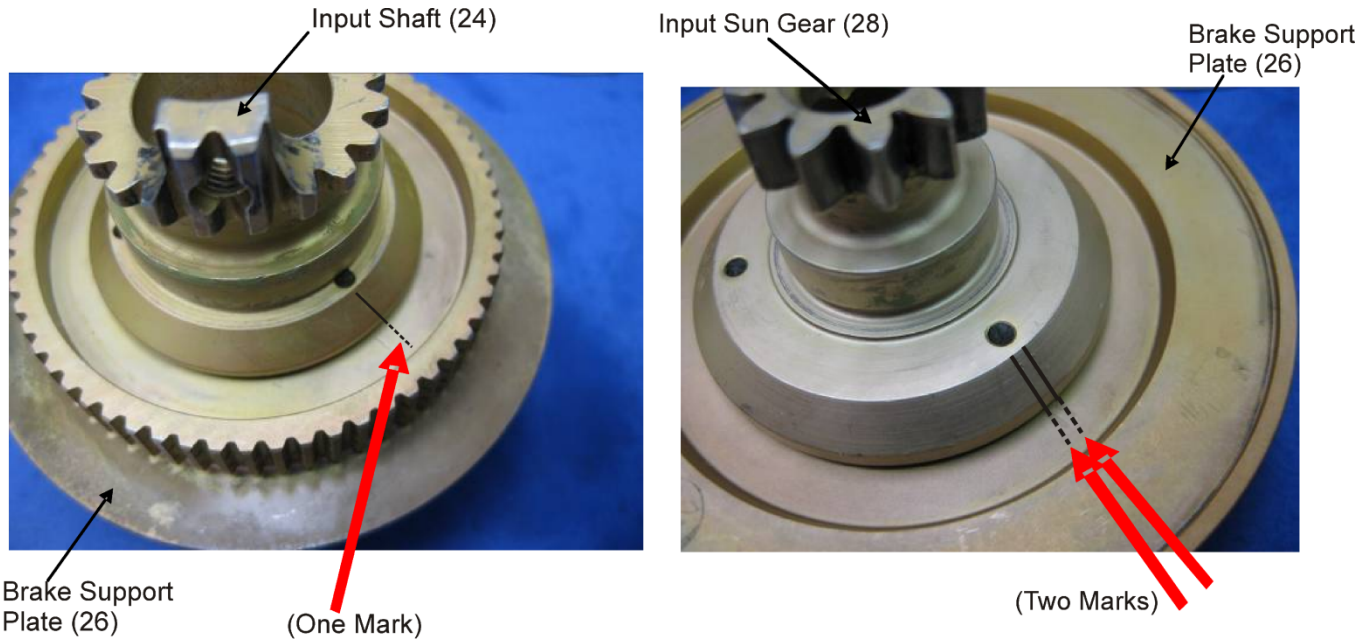
Input Planetary Pin (14) Undercut Orientation
Figure 5

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(5) Assemble new ball detent set - Unless stated otherwise, item numbers mentioned below refer to IPL Figure 2 of CMM 52-34-02. These items are listed in Table 3 NOTE 1 herein as follows:

(a) Remove any excess grease from balls (25) and pockets of matched set.

(b) Reassemble the input shaft (24) and input sun gear (28) into the brake support plate (26). Make sure to align the single alignment mark between the input shaft (24) and the brake support plate (26). Also, make sure to align the double alignment marks between the input sun gear (28) and the brake support plate (26). Refer to Figure 6 for view of assembly.



Verify Alignment Marks on Input Shaft (24)/Brake Support Plate (26)
And Input Sun Gear (28)/Brake Support Plate (26)
Figure 6

(c) Install shims (15) into input housing (14).

(d) Apply primer (BMS10-11, Type 1, Class A, Grade B, Table 4) to the new bearing (17) surface of input shaft (24). Wipe off excess primer.

(e) Press new bearing (17) into input housing (14).

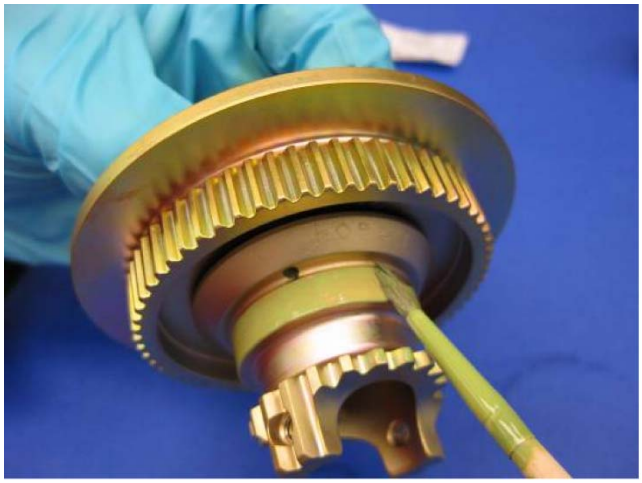
(f) Reinstall items 20 through 22 into input housing (14). Refer to Table 3 NOTE 1.

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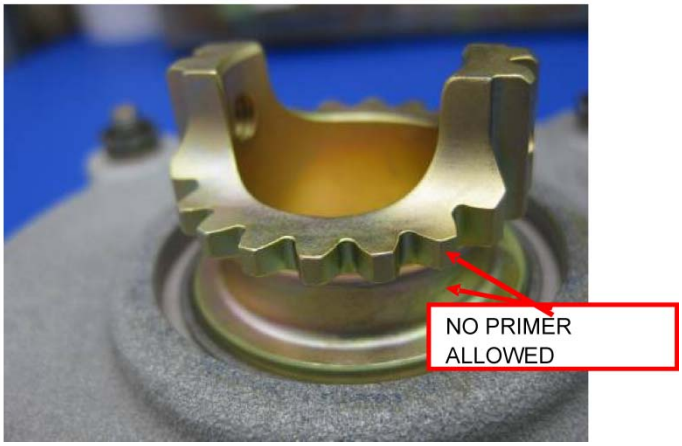
(g) Apply BMS10-11, Type I, Class A, Grade B primer (Table 4) to the OD of the input shaft (24). Refer to Figure 7.

(h) Install new detent matched set P/N 692C130-1, (23) into the input housing (14). Refer to Figure 7.

(i) Install Belleville spring (13), shims (12), ring (11), bearing (10) and shims (9).



APPLY BMS10-11, Type I, Class A, Grade B Primer to this surface area



Applying Primer to OD of Input Shaft (24)
Figure 7

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NOTE: Bearing (10) should be installed with the formed edges of bearing race facing down against the ring (11).

NOTE: Shims (12 and 9) value less than 0.010 inch (0.250 mm) cannot be in contact with bearing (10).

CAUTION: DO NOT ALLOW PRIMER TO CONTACT THE INPUT SHAFT (24) SURFACE.

(j) Install shims (6) into support plate (2).
(k) Apply BMS10-11, Type I, Class A, Grade B primer (Table 4) to OD of new bearing (8) within support plate (2) and install bearing (8).
(l) Install support plate (2) onto input housing (14) and install four screws (5). Torque screws 34-36 in-lbs. (3.84 – 4.06 Nm).

(m) Using a feeler gage, measure and note the gap (endplay) between bearing (8) and support plate (2), and between bearing (17) and input housing (14). Adjust shims (6) in plate (2), and adjust shims (15) into input housing (14) as necessary to limit the total end clearance to within 0.008 in. to 0.014 in (0.203 to 0.355 mm).

(n) Verify running torque of no-back assembly. Torque shall be 26-33 in-lbs (2.94 – 3.73 Nm).
(o) Apply sealant (MMM-A-1617 Type III, Table 4) to the groove of OD of support plate (2) and input housing (14) and around screws (5). Refer to Figure 8 herein for view of area to be sealed.
(p) Allow MINIMUM of one (1) hour at ambient room temperature for sealant to cure.

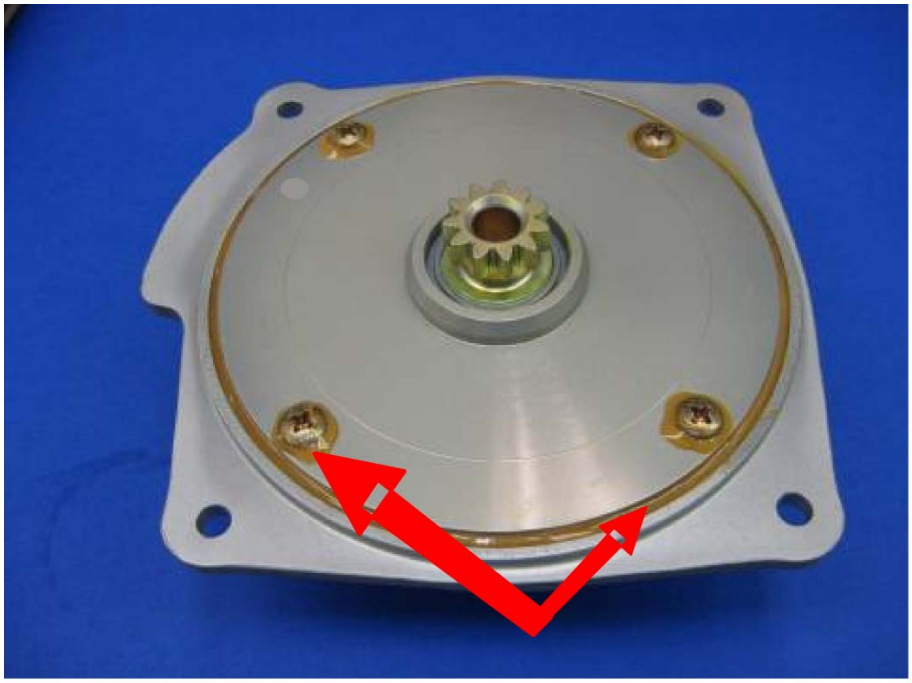
(6) Determine the shim stack required for unit endplay by measuring from the main housing (42) flange to the top of the thrust washer (12), bearing (13) and thrust washer (12) stackup on the input carrier (18). Record measurement.
(7) Measure from top of the input housing (14, IPL Figure 2) flange to the top of the support plate (2, IPL Figure 2) thrust washer (12) surface. Record measurement.
(8) Subtract measurement noted in step (6) above from measurement noted in step (7) to determine required shims (9, 10, 11).
(9) Install shims (9, 10, 11) on top of the thrust washer (12), bearing (13), thrust washer (12) stackup to obtain 0.010 to 0.020 inch (0.250 - 0.510 mm) endplay.

NOTE: Unless stated otherwise, items mentioned in steps 3. D. (10) through 3. D. (16) refer to IPL Figure 1 of CMM 52-34-02.

(10) Install assembled no-back assembly (5) into main housing (42).

(11) Install nuts (6), washers (7) and bolts (8). Torque bolts (8) 63 to 67 in-lbs. (7.11 – 7.56 Nm).

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Applying Sealant
Figure 8

(12) Perform and satisfactorily complete all tests listed in TESTING AND FAULT ISOLATION section of CMM 52-34-02.

(13) Seal exposed threads using BMS5-26, Type I sealant (Table 4) and also fillet seal the joint between main housing (42) and no-back assembly (5) using same sealant.

(14) Install lockwire (Table 4) per MS33540 to the unit hardware noted during disassembly.

(15) Apply primer (Table 4) and paint (Table 4) to touch-up the surface finish on actuator as needed.

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(16) Re-Identification of Actuator

(a) Preparation/Installation of New Identification Plate (2, IPL Figure 1) -Transfer the following information from the old identification plate (2) removed in step 3. D. (2) (g) above to the new identification plate as shown:

692D100 –15
UNIT SERIAL NUMBER: XXXX**B**
MFR DATE MONTH YEAR : **MMYY (I.E. 0110, January 2010)**
WEIGHT: 22.5
SCD: **S135W132-5**

NOTE: Step 1 below **MUST** be accomplished before attaching the ID plate (2) to the actuator housing.

(1) Impression stamp a “B” suffix immediately following the actuator serial number using 0.125 inch (3.175 mm) Gothic character.
(2) Verify integrity of surface area of actuator housing (42, IPL Figure 1) where the new ID plate (2) is to be affixed. If surface area is satisfactory, go to step (3) below. If required, re-apply primer (Table 4) and exterior paint (Table 4) to area requiring touch-up. Allow paint to dry thoroughly (10-12 hours) prior to applying new identification plate.
(3) Clean the surface area of actuator housing (42, IPL Figure 1) for the new identification plate (2) with isopropyl alcohol (Table 4). Allow to air dry.
(4) Carefully peel the protective film layer from adhesive side of ID plate (2). DO NOT contaminate the adhesive surface.
(5) Position one edge of ID plate (2) to the mounting surface and work the remainder down in a progressive motion to the opposite edge. Avoid stretching the foil as poor adhesion may result.
(6) Press the ID plate (2) firmly to the mounting surface with fingertips and/or a tongue depressor. All edges must be firmly adhered.
(7) Overcoat the ID plate including edges plus 0.120 inch min (3.048 mm) beyond edge of plate with insulating compound MIL-I-46058C, Type UR (Table 4). Allow to air dry 30 minutes minimum.

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