SPECIAL ATTENTION

Number: **747-25-3428**
Original Issue: January 31, 2008
Revision 3: June 14, 2012
ATA System: 2560

SUBJECT: EQUIPMENT/FURNISHINGS - Emergency Equipment - Escape Slide/Raft Latch Replacement

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Table of Contents

Revision Transmittal Sheet . . . 5
Summary . . . 9
1. PLANNING INFORMATION . . . 15
A. Effectivity . . . 15
1. Airplanes . . . 15
2. Spares Affected . . . 29
B. Concurrent Requirements . . . 29
C. Reason . . . 29
D. Description . . . 31
E. Compliance . . . 34
F. Approval . . . 34
G. Manpower . . . 34
H. Weight and Balance Changes . . . 39
I. Electrical Load Data . . . 39
J. References . . . 39
1. Existing Data: . . . 39
2. Data Supplied with this Service Bulletin: . . . 41
3. Installation Drawings Used in the Preparation of this Service Bulletin: . . . 41
K. Publications Affected . . . 41
L. Interchangeability and Intermixability of Parts . . . 41
M. Software Accomplishment Summary . . . 41
2. MATERIAL INFORMATION . . . 43
A. Material - Price and Availability . . . 43
B. Industry Support Information . . . 43
C. Parts Necessary for Each Airplane . . . 44
1. Kits/Parts: . . . 44
2. Parts and Materials Supplied by the Operator: . . . 44
3. Parts Modified and Reidentified: . . . 45
4. Parts Removed and Not Replaced: . . . 47
D. Parts Necessary to Change Spares . . . 47
E. Special Tooling - Price and Availability . . . 48
F. Special Tooling Necessary to do this Service Bulletin . . . 48
3. ACCOMPLISHMENT INSTRUCTIONS . . . 49
A. GENERAL INFORMATION . . . 49
B. WORK INSTRUCTIONS . . . 49
FIGURE 1: DOORS 1, 2, 3, AND 4 ESCAPE SLIDE/RAFT PACK ASSEMBLY REMOVAL [Group 1-2] . . . 55
FIGURE 2: DOORS 1, 2, 4, AND 5 ESCAPE SLIDE/RAFT PACK ASSEMBLY REMOVAL [Group 3, Configuration 3-4; Group 5-7, 10-23] . . . 57
FIGURE 3: DOORS 1, 2, 4, AND 5 ESCAPE SLIDE/RAFT PACK ASSEMBLY REMOVAL [Group 8] . . . 59
FIGURE 4: DOOR 3 ESCAPE SLIDE PACK ASSEMBLY REMOVAL [Group 3, Configuration 1, 3; Group 4-6, Configuration 1; Group 7; Group 9-10, 13-17, 21-23, Configuration 1] . . . 61
FIGURE 5: DOOR 3 ESCAPE SLIDE PACK ASSEMBLY REMOVAL [Group 8] . . . 63
FIGURE 6: ESCAPE SLIDE/RAFT LATCH ASSEMBLY REMOVAL [Group 1-2; Group 3, Configuration 4; Group 5-6, 10, Configuration 2; Group 11-12; Group 13-15, Configuration 2; Group 15, Configuration 3; Group 16, Configuration 2-3; Group 17, Configuration 2-3; Group 18-20; Group 21-22, Configuration 2; Group 22, Configuration 3; Group 23, Configuration 2] . . . 65

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FIGURE 7: ESCAPE SLIDE LATCH ASSEMBLY REMOVAL [Group 3-4, 9, Configuration 1] 67
FIGURE 8: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH ASSEMBLY REMOVAL [Group 3, Configuration 3; Group 5-6, Configuration 1; Group 7; Group 10, 13-17, 21-23, Configuration 1] 68
FIGURE 9: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH ASSEMBLY REMOVAL [Group 8] . 70
FIGURE 10: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH REPLACEMENT 72
FIGURE 11: ESCAPE SLIDE/RAFT LATCH ASSEMBLY INSTALLATION [Group 1-2; Group 3, Configuration 4; Group 5-6, 10, Configuration 2; Group 11-12; Group 13-15, Configuration 2; Group 15, Configuration 3; Group 16, Configuration 2-3; Group 17, Configuration 2-3; Group 18-20; Group 21-22, Configuration 2; Group 22, Configuration 3; Group 23, Configuration 2] 73
FIGURE 12: ESCAPE SLIDE LATCH ASSEMBLY INSTALLATION [Group 3-4, 9, Configuration 1] . . 75
FIGURE 13: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH ASSEMBLY INSTALLATION [Group 3, Configuration 3; Group 5-6, Configuration 1; Group 7; Group 10, 13-17, 21-23, Configuration 1] 77
FIGURE 14: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH ASSEMBLY INSTALLATION [Group 8] 79
FIGURE 15: DOORS 1, 2, 3, AND 4 ESCAPE SLIDE/RAFT PACK ASSEMBLY INSTALLATION [Group 1-2] 81
FIGURE 16: DOORS 1, 2, 4, AND 5 ESCAPE SLIDE/RAFT PACK ASSEMBLY INSTALLATION [Group 3, Configuration 3-4; Group 5-7, 10-23] 83
FIGURE 17: DOORS 1, 2, 4, AND 5 ESCAPE SLIDE/RAFT PACK ASSEMBLY INSTALLATION [Group 8] 85
FIGURE 18: DOOR 3 ESCAPE SLIDE PACK ASSEMBLY INSTALLATION [Group 3, Configuration 1, 3; Group 4-6, Configuration 1; Group 7; Group 9-10, 13-17, 21-23, Configuration 1] 87
FIGURE 19: DOOR 3 ESCAPE SLIDE PACK ASSEMBLY INSTALLATION [Group 8] 89
FIGURE 20: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH REPLACEMENT 91
FIGURE 21: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REWORK [Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-23] 92
FIGURE 22: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REPLACE [Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-23] 96
FIGURE 23: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REWORK OR REPLACE [Group 24] 98
FIGURE 24: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REPLACE [Group 24] 103
Appendix A: CORRECTLY ASSEMBLED SS112A1, SS112A11 OR SS112A12 LATCH DETERMINATION. 106

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SPECIAL ATTENTION

Number: **747-25-3428**
Original Issue: January 31, 2008
Revision 3: June 14, 2012
ATA System: 2560

Revision Transmittal Sheet

SUBJECT: EQUIPMENT/FURNISHINGS - Emergency Equipment - Escape Slide/Raft Latch Replacement

This revision includes all pages of the service bulletin.

COMPLIANCE INFORMATION RELATED TO THIS REVISION

More work is necessary on the airplane(s) changed in accordance with the original issue, Revision 1, or Revision 2 of this service bulletin.

REASON FOR REVISION

This revision is sent to provide new instructions for options to rework or replace the latch because the replacement given in the original issue, Revision 1, and Revision 2 of this service bulletin were potentially ineffective.

Terminology has been changed in the Work Instructions to agree with the terminology defined in Paragraph 3.A., General Information - Notes.

These sections were changed:

1. In Paragraph 1.A.1., Airplanes,

    a. added PRR number.

    b. removed Configurations 1 and 2 from Groups 1, 2, 7, 8, 11, 12, 18, 19, and 20.

    c. changed Configurations 1 through 4 for Group 3.

    d. removed Configurations 5 through 8 from Group 3.

    e. changed Configurations 1 and 2 for Groups 4, 5, 6, 9, 10, 13 and 14, 21 and 23.

    f. removed Configurations 3 and 4 from Groups 4, 5, 6, 9, 10, 13, 14, 21 and 23.

    g. changed Configurations 1 through 3 for Groups 15, 16, 17 and 22.

    h. removed Configurations 4 through 6 from Groups 15, 16, 17 and 22.

    i. removed RT032-RT033, RT526, RT577-RT579, RT642, RT743 and RT837 from Group 8 effectivity. These airplanes have been converted into freighters.

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j. added RT631, RT632, RT743 and RT876 to new Group 24.

2. In Paragraph 1.B., Concurrent Requirements, removed Marathon Norco Service Bulletin.

3. In Paragraph 1.C., Reason, clarified reason for additional work necessary for Revision 3 and removed reference to supplier service bulletin.

4. In Paragraph 1.D., Description, changed to add Options and Conditions and add Group 24.

5. In Paragraph 1.E., Compliance, changed compliance.

6. In Paragraph 1.G., Manpower, changed to add Options and Conditions and add Group 24. Removed reference to Marathon Norco Service Bulletin.

7. In Paragraph 1.J.1., Existing Data, added PRR and SRP numbers, service bulletin revision level and removed reference to Marathon Norco Service Bulletin.

8. In Paragraph 1.K., Publications Affected, added affected publications.

9. In Paragraph 2.A., Material - Price and Availability, removed reference to Marathon Norco Service Bulletin, updated price, and added kit.

10. In Paragraph 2.B., Industry Support Information, changed statement.

11. In Paragraph 2.C., Parts Necessary for Each Airplane, removed reference to Marathon Norco Service Bulletin and added kit.

12. In Paragraph 2.C.2., Parts and Materials Supplied by the Operator, removed parts supplied by the operator.

13. In Paragraph 2.C.3., Parts Modified and Reidentified, changed headings, added parts and notes, changed Group 8 information, and added Group 24 information.

14. In Paragraph 2.D., Parts Necessary to Change Spares, added kit.

15. In Paragraph 3.A., General Information, changed notes.

16. In Paragraph 3.B., Work Instructions, changed to remove rework to Marathon Norco Supplier Service Bulletin and added different options to rework or replace parts. Also, added Group 24.

17. In FIGURE 1, FIGURE 2, FIGURE 3, FIGURE 4, FIGURE 5, FIGURE 15, FIGURE 16, FIGURE 17, FIGURE 18 and FIGURE 19, clarified More Data.

18. In FIGURE 17 and FIGURE 19, clarified More Data and changed existing and new part numbers.

19. Changed FIGURE 10, FIGURE 11, FIGURE 12, FIGURE 13, FIGURE 14 and FIGURE 20.

20. Added FIGURE 21, FIGURE 22, FIGURE 23 and FIGURE 24.

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

Pages with no vertical lines have no important changes.

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REVISION HISTORY

Original Issue:	January 31, 2008
Revision 1:	August 21, 2008
Revision 2:	March 04, 2010
Revision 3:	June 14, 2012

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SPECIAL ATTENTION

Number: **747-25-3428**
Original Issue: January 31, 2008
Revision 3: June 14, 2012
ATA System: 2560

Summary

SUBJECT: EQUIPMENT/FURNISHINGS - Emergency Equipment - Escape Slide/Raft Latch Replacement

BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS SERVICE BULLETIN IMMEDIATELY.

CONCURRENT REQUIREMENTS

Group 1, 5, 10, 13:
For airplanes in Groups 1, 5, 10, and 13, the changes in this service bulletin cannot be made unless the changes given in Boeing service bulletin 747-25-2425, Revision 01, or the original issue are made.

Group 1, 5, 10, 13:
Service Bulletin 747-25-2425 describes procedures to install a new improved packboard latch, eliminate problems with the remote warning pressure vessel pressure gauge installed in doors, and to provide a packboard installation of improved design to reduce abrasion and punctures of slide/rafts from capnuts within the packboard. The changes given in service bulletin 747-25-2425 were made on Groups 2, 3, 6, 7, 11-12, 14-23 airplanes before delivery.

The related Goodrich service bulletin is Goodrich Aerospace SB 25-367 Revision 1. The changes in this service bulletin cannot be made unless the changes given in Goodrich Aerospace SB 25-367 Revision 1 are made.

Goodrich Aerospace SB 25-367 Revision 1 describes procedures to remove, open/unpack the escape slide pack assembly and restore it after the packboard latch is changed.

BACKGROUND

This service bulletin is prepared to replace worn or not correctly assembled latches on main deck escape slide/rafts and the escape slides installed on airplane doors. A worn or not correctly assembled latch mechanism can allow an escape slide/raft or escape slide to disconnect from a door. If this service bulletin is not done, operators may experience incidents of a latch hook moving from the closed to the open position. A slide/raft or slide with a latch hook in the open position could possibly not deploy correctly. A free item of mass could release or inflate in the cabin and cause injury to passengers and personnel. Also, a slide/raft or slide that accidentally deploys will not be available in an emergency.

The installed main deck escape slide/raft and escape slide latch use friction to keep the latch hook in the closed position. Corrosion and worn parts reduce friction between the parts of the latch that keep it in its closed position. The new latch uses a retention feature for the latch to make sure it stays in the closed position.

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The vendor earlier disclosed that a limited number of SS112A1 and SS112A11 latches had not been correctly assembled. Service Bulletin 747-25-3402 inspected and replaced latches by date of manufacture. The vendor has since disclosed that any SS112A1 or SS112A11 latch may not be correctly assembled. This bulletin makes sure latches are correctly assembled and replaces any that are not.

In response to 747 passenger fleet operator reports that main deck door escape slide/raft and ramp/slide latches have been observed to not be in the fully closed position in service, Boeing released Service Bulletin 747-25-3428 Revision 2 to add positive latch handle retention blocks to the latch handle in the closed position. Unfortunately, Boeing has received subsequent reports that the latch handles are still being observed in a partially open position after the positive latch handle retention block features had been installed. Therefore, Boeing SRP 747-25-0300 was initiated to correct this anomaly. Service Bulletin 747-25-3428 Revision 3 was issued to resolve the escape slide/raft or ramp/slide latch handle migration issue.

Boeing Service Related Problems (SRP) 747/747OP-SRP-25-0253 and service bulletin 747-25-0274 are related to 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	Yes	Paragraph 1.A.2., Spares Affected
AD Related	No	Paragraph 1.E., Compliance
Weight and Balance Change	Yes	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 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 85901-115RS)

Group 3-4, 9, Configuration 2:
No work is necessary.

Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-24:
Option 1 - Rework/Assemble Latch Assembly

1. Remove the escape slide/raft and/or the escape slide pack assembly.

2. Make sure the latch is correctly assembled.

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3. Remove the escape slide/raft and/or the escape slide latch assembly.

   Condition 1 - Latch Correctly Assembled (Rework Latch Assembly)

   Condition 2 - Latch Not Correctly Assembled (Assemble Latch Assembly)

4. Install the changed escape slide/raft and/or the escape slide latch assembly on the packboard assembly.

5. Install the escape slide/raft and/or the escape slide pack assembly.

Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-24:
Option 2 - Replace Latch Assembly

1. Remove the escape slide/raft and/or the escape slide pack assembly.

2. Replace the escape slide/raft and/or the escape slide latch assembly.

3. Install the changed escape slide/raft and/or the escape slide latch assembly on the packboard assembly.

4. Install the escape slide/raft and/or the escape slide pack assembly.

EFFECTIVITY

747-100/100B/100B SUD/200B/200C/-300/400/400D/SP airplanes. Refer to Paragraph 1.A., Effectivity, for the list of affected airplanes.

COMPLIANCE

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Boeing recommends operators accomplish the change given in this service bulletin within 48 months after the Revision 3 date of this service bulletin.

INDUSTRY SUPPORT INFORMATION

Boeing warranty remedies are available for 747 airplanes in warranty as of April 15, 2005. For man-hour reimbursement for airplanes in warranty as of that date, send a warranty claim to Boeing Warranty & Product Assurance Contracts. The kits for airplanes in warranty as of that date will be supplied at no charge. Send a purchase order for the kits (parts) to Boeing Spares. Please refer to this service bulletin number and reference the airplane variable number(s) in your purchase order. Warranty remedies are only available for airplanes which have incorporated original issue, Revision 1, or 2 of this service bulletin.

MANPOWER

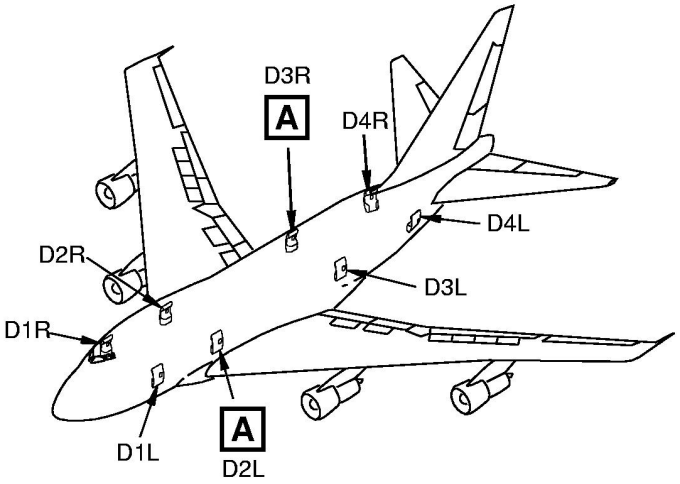
Refer to Paragraph 1.G., Manpower.

MATERIAL INFORMATION

Boeing/Operator Supplied Parts.

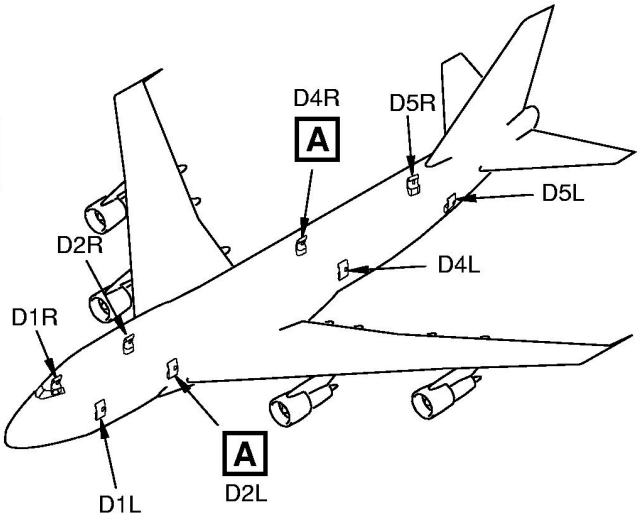
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Refer to Paragraph 2.A., Material - Price and Availability.



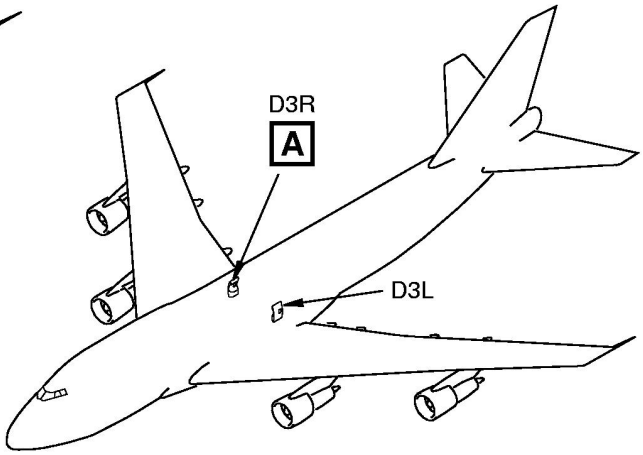
GROUPS 1-2

REMOVE ESCAPE SLIDE/RAFTS. DETERMINE IF LATCHES ARE CORRECTLY ASSEMBLED. REPLACE LATCHES THAT ARE NOT CORRECTLY ASSEMBLED. REWORK OR REPLACE LATCH ASSEMBLIES TO ADD NEW CLIP. INSTALL LATCH ASSEMBLIES. INSTALL ESCAPE SLIDE/RAFTS.



GROUPS 3, 5-7, 10-23

REMOVE ESCAPE SLIDE/RAFTS. DETERMINE IF LATCHES ARE CORRECTLY ASSEMBLED. REPLACE LATCHES THAT ARE NOT CORRECTLY ASSEMBLED. REWORK OR REPLACE LATCH ASSEMBLIES TO ADD NEW CLIP. INSTALL LATCH ASSEMBLIES. INSTALL ESCAPE SLIDE/RAFTS.

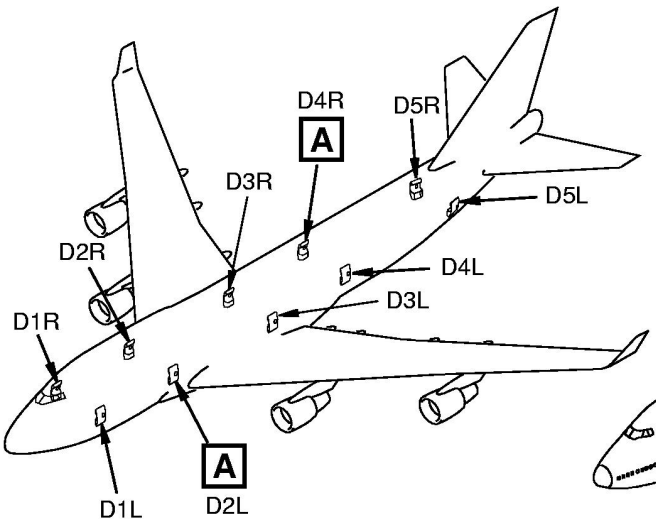


GROUPS 3-7, 9, 10, 13-17, 21-23

REMOVE ESCAPE SLIDE/RAFTS. DETERMINE IF LATCHES ARE CORRECTLY ASSEMBLED. REPLACE LATCHES THAT ARE NOT CORRECTLY ASSEMBLED. REWORK OR REPLACE LATCH ASSEMBLIES TO ADD NEW CLIP. INSTALL LATCH ASSEMBLIES. INSTALL ESCAPE SLIDE/RAFTS.

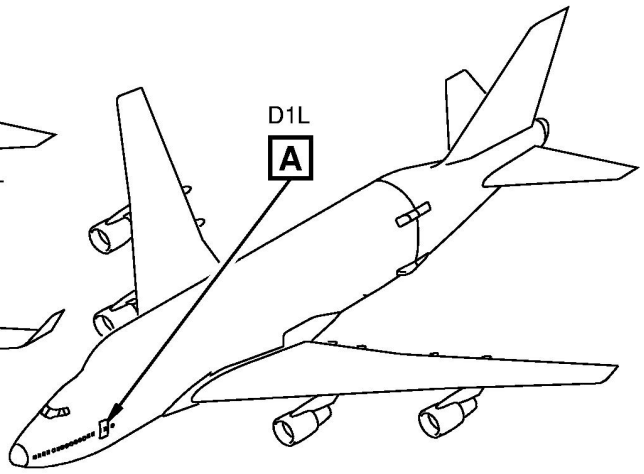
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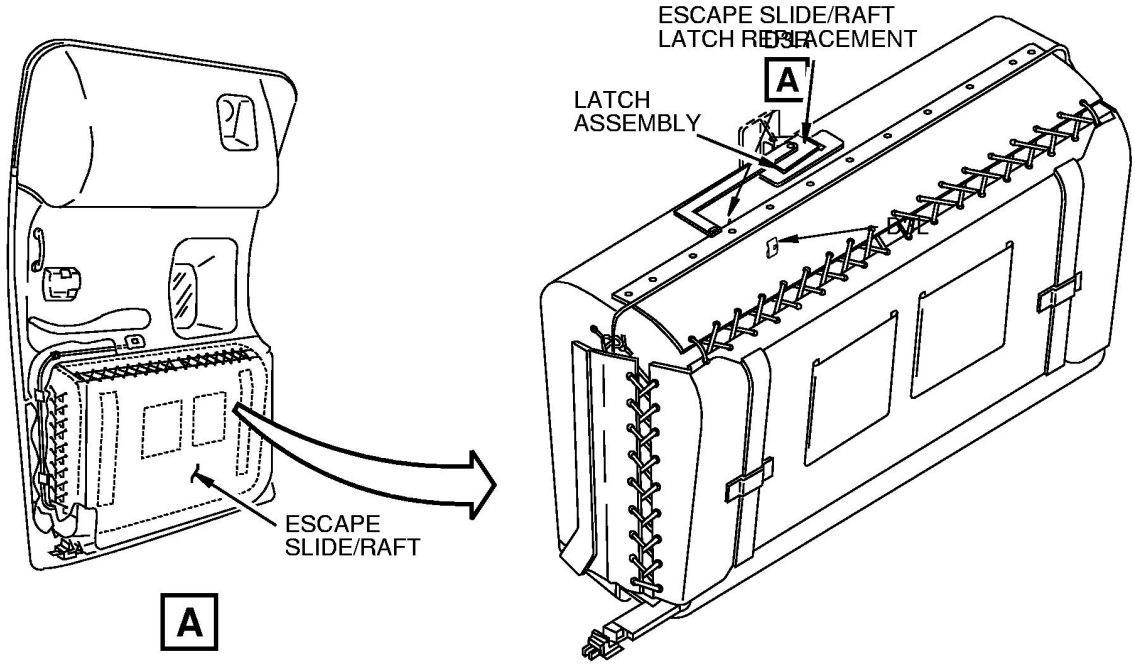
GROUP 8

REMOVE ESCAPE SLIDE/RAFTS. DETERMINE IF LATCHES ARE CORRECTLY ASSEMBLED. REPLACE LATCHES THAT ARE NOT CORRECTLY ASSEMBLED. REWORK OR REPLACE LATCH ASSEMBLIES TO ADD CLIP. INSTALL LATCH ASSEMBLIES. INSTALL ESCAPE SLIDE/RAFTS.



GROUP 24

REMOVE ESCAPE SLIDE/RAFT. DETERMINE IF LATCH ARE CORRECTLY ASSEMBLED. REPLACE LATCH IF NOT CORRECTLY ASSEMBLED. REWORK OR REPLACE LATCH ASSEMBLIES TO ADD CLIP. INSTALL LATCH ASSEMBLIES. INSTALL ESCAPE SLIDE/RAFTS.



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SPECIAL ATTENTION

Number: **747-25-3428**
Original Issue: January 31, 2008
Revision 3: June 14, 2012
ATA System: 2560

SUBJECT: EQUIPMENT/FURNISHINGS - Emergency Equipment - Escape Slide/Raft Latch Replacement

BOEING RECOMMENDS THAT EACH OPERATOR EXAMINE THIS SERVICE BULLETIN 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 service bulletin is for the airplanes shown below. An equivalent change is on subsequent production airplanes. Refer to PRRs 85901-76S and 85901-115S for data about this change.

GROUP	CONFIGURATION	DESCRIPTION
1	-	747SP passenger airplanes that have slide/rafts stored at Doors 1, 2, 3, 4, have done 747-25-2425, and require a new latch at Doors 1, 2, 3, 4.
2	-	747SP passenger airplanes that have slide/rafts stored at Doors 1, 2, 3, 4, and require a new latch at Doors 1, 2, 3, 4.

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GROUP	CONFIGURATION	DESCRIPTION
3	-	747-200B passenger airplanes that have a cool gas generator slide stored at Doors 1, 2, 4, 5, and have a two piece slide stored at Door 3.
	1	747-200B passenger airplanes that have not done 747-25-2455, but have done 747-25-2666 and require a new latch at Door 3.
	2	747-200B passenger airplanes that have not done 747-25-2455 and 747-25-2666, and do not require a new latch at Doors 1, 2, 3, 4, 5.
	3	747-200B passenger airplanes that have slide/rafts at Doors 1, 2, 4, 5 by doing 747-25-2455, a one piece slide at Door 3 by doing 747-25-2666, and require a new latch at all doors.
	4	747-200B passenger airplanes that have a slide/rafts stored at Doors 1, 2, 4, 5 by doing 747-25-2455, have not done 747-25-2666, and do not require a new latch at Door 3.
4	-	747-100, -200B, -200C passenger airplanes that have a two piece slide stored at Door 3.
	1	747-100, -200B, -200C passenger airplanes that have a one piece slide stored at Door 3 by doing 747-25-2666, and require a new latch at Door 3.
	2	747-100, -200B, -200C passenger airplanes that have not done 747-25-2666 and do not require a new latch at Door 3.
5	-	747-100, -200B, -200C passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have done 747-25-2425, require a new latch, and have a two piece slide stored at Door 3.
	1	747-100, -200B, -200C passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have a one piece slide stored at Door 3 by doing 747-25-2666, and require a new latch at all doors.
	2	747-100, -200B, -200C passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have not done 747-25-2666 and do not require a new latch at Door 3.

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GROUP	CONFIGURATION	DESCRIPTION
6	-	747-100B, -100B SUD, -200B, -200C, -300 passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, require a new latch, and have a two piece slide stored at Door 3.
	1	747-100B, -100B SUD, -200B, -200C, -300 passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have a one piece slide stored at Door 3 by doing 747-25-2666, and require a new latch at all doors.
	2	747-100B, -100B SUD, -200B, -200C, -300 passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have not done 747-25-2666, and do not require a new latch at Door 3.
7	-	747-200B, -200C, -300 passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have a one-piece slide stored at Door 3, and require a new latch at all doors.
8	-	747-400, -400D passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have a one-piece slide stored at Door 3, and require a new latch at all doors.
9	-	747-100, -200B passenger airplanes that have a two piece slide stored at Door 3.
	1	747-100, -200B passenger airplanes that have a one piece slide stored at Door 3 by doing 747-25-3045, and require a new latch at Door 3.
	2	747-100, -200B passenger airplanes that have not done 747-25-3045 and do not require a new latch at Door 3.
10	-	747-100, -200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have done 747-25-2425, require a new latch, and have a two piece slide stored at Door 3 or have Door 3 deactivated.
	1	747-100, -200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have a one piece slide stored at Door 3 by doing 747-25-3045, and require a new latch at all doors.
	2	747-100, -200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have not done 747-25-3045 and do not require a new latch at Door 3.
11	-	747-100, -200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have deactivated Door 3 by doing 747-25-2678, and do not require a new latch at Door 3.

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GROUP	CONFIGURATION	DESCRIPTION
12	-	747-100, -200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have deactivated Door 3 by doing 747-25-2653, and do not require a new latch at Door 3.
13	-	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have done 747-25-2425, require a new latch, and have a two piece slide stored at Door 3.
	1	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have a one piece slide stored at Door 3 by doing 747-25-2798, and require a new latch at all doors.
	2	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have not done 747-25-2798, and do not require a new latch at Door 3.
14	-	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, require a new latch, and have a two piece slide stored at Door 3.
	1	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have a one piece slide stored at Door 3 by doing 747-25-2798, and require a new latch at all doors.
	2	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have not done 747-25-2798, and do not require a new latch at Door 3.
15	-	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, and Door 3 is either deactivated or reactivated.
	1	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have reactivated Door 3 by doing 747-25-2974, and require a new latch at all doors.
	2	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have done 747-25-2974, and do not require a new latch at Door 3
	3	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have deactivated Door 3 by doing 747-25-2649, and do not require a new latch at Door 3.

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GROUP	CONFIGURATION	DESCRIPTION
16	-	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, and Door 3 is either deactivated or reactivated.
	1	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have reactivated Door 3 by doing 747-25-2798, and require a new latch at all doors.
	2	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have not done 747-25-2798, and do not require a new latch at Door 3.
	3	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have deactivated Door 3 by doing 747-25-2658, and do not require a new latch at Door 3.
17	-	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, and Door 3 is either deactivated or reactivated.
	1	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have reactivated Door 3 by doing 747-25-2798, and require a new latch at all doors.
	2	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have not done 747-25-2798, and do not require a new latch at Door 3.
	3	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have deactivated Door 3 by doing 747-25-2654, and do not require a new latch at Door 3.
18	-	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have deactivated Door 3 by doing 747-25-2654, and do not require a new latch at Door 3.
19	-	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have deactivated Door 3 by doing 747-25-2678, and require a new latch at Doors 1, 2, 4, 5.
20	-	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have deactivated Door 3 by doing 747-25-2653, and require a new latch at Doors 1, 2, 4, 5.

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GROUP	CONFIGURATION	DESCRIPTION
21	-	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, and have a two piece slide at Door 3.
	1	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have a one piece slide at Door 3 by doing 747-25-3045, and require a new latch at all doors.
	2	747-200B passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have not done 747-25-3045, and do not require a new latch at Door 3.
22	-	747-300 passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, and Door 3 is either deactivated or reactivated.
	1	747-300 passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have reactivated Door 3 by doing 747-25-2798, and require a new latch at all doors.
	2	747-300 passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have not done 747-25-2798, and do not require a new latch at Door 3.
	3	747-300 passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have deactivated Door 3 by doing 747-25-2636, and do not require a new latch at Door 3.
23	-	747-300 passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, and have two piece slide stored at Door 3.
	1	747-300 passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have a one piece slide at Door 3 by doing Bulletin 747-25-2973, and require a new latch at all doors.
	2	747-300 passenger airplanes that have slide/rafts stored at Doors 1, 2, 4, 5, have not done 747-25-2973, and do not require a new latch at Door 3.
24	-	747-400 Large Cargo Freighters that have slide/rafts stored at Door 1L.

Airplane Models:

747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, 747SP

Variable Number	Group
RA001 - RA006	4

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Variable Number	Group
RA008 - RA012	4
RA014	4
RA016 - RA025	4
RA030 - RA032	4
RA034	4
RA104 - RA110	4
RA114 - RA115	4
RA164	4
RA201 - RA203	4
RA216 - RA217	4
RA245 - RA246	4
RA251 - RA252	4
RA254 - RA265	4
RA266	5
RA301 - RA303	9
RA304	4
RA305 - RA308	9
RA309	4
RA310	9
RA311	4
RA312 - RA317	9
RA318	10
RA351 - RA360	4
RA369 - RA373	4
RA406 - RA418	4
RA501 - RA502	4
RA521 - RA523	4
RA525 - RA528	4
RA532 - RA543	4
RA544 - RA548	6
RA551 - RA552	4
RA559 - RA561	4
RA581 - RA582	4

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Variable Number	Group
RA585	4
RA601 - RA602	4
RA651 - RA652	4
RA671 - RA675	3
RA676	4
RA677	3
RA701 - RA702	4
RA721 - RA724	4
RA725	5
RA727	5
RA728 - RA731	6
RA741 - RA745	4
RA749	4
RA750	6
RA761 - RA762	4
RA781 - RA783	4
RA903 - RA909	4
RB001 - RB009	4
RB010 - RB012	5
RB013 - RB016	4
RB042	4
RB044	4
RB071 - RB075	5
RB101 - RB102	4
RB411 - RB412	21
RB711	6
RB721 - RB723	6
RB741 - RB748	6
RD001 - RD004	4
RD021 - RD022	4
RD045 - RD047	5
RD048 - RD050	6
RD052 - RD053	6

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Variable Number	Group
RD056 - RD057	6
RD071 - RD072	4
RD081	19
RD091 - RD092	6
RD121	5
RD122 - RD127	6
RD131 - RD137	10
RD138 - RD141	21
RD143	21
RD166 - RD167	7
RD181 - RD183	6
RD201 - RD202	5
RD203 - RD204	6
RD221 - RD224	6
RD226	6
RD231 - RD232	7
RD241 - RD243	6
RD251 - RD257	6
RD260 - RD262	7
RD271 - RD272	6
RD291 - RD292	6
RD311	21
RD351 - RD357	15
RD381	16
RD382 - RD383	14
RD413 - RD414	6
RD421 - RD424	6
RD431 - RD435	6
RD451 - RD455	6
RD456	7
RD471 - RD475	6
RD513 - RD516	5
RD517 - RD519	6

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Variable Number	Group
RD531	5
RD532 - RD533	6
RD551	11
RD561	6
RD591	5
RD601 - RD603	13
RD604	17
RD605 - RD606	18
RD607	6
RD621	5
RD644	5
RD645	6
RD649	6
RD651 - RD653	12
RD654 - RD657	20
RD661	5
RD671	5
RD681 - RD682	5
RD701 - RD702	6
RD721 - RD722	6
RD741 - RD742	6
RD761	6
RD775	6
RD783	7
RD791	6
RD792	5
RE001	6
RF001 - RF006	8
RG005	1
RG008 - RG009	2
RG095	2
RG101 - RG103	1
RG104	2

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Variable Number	Group
RG121 - RG125	1
RG141 - RG142	1
RG161 - RG164	2
RG171	1
RG172 - RG174	2
RG191 - RG193	2
RG211 - RG213	2
RG221 - RG222	2
RH101	1
RH102	2
RH111 - RH112	2
RH121 - RH122	2
RJ131 - RJ133	4
RJ151 - RJ152	5
RJ301 - RJ302	5
RJ303	6
RJ321	7
RJ331 - RJ333	6
RM001 - RM007	8
RM010 - RM013	8
RM021 - RM024	8
RM026 - RM030	8
RM036 - RM045	8
RM051 - RM053	8
RM071	8
RM081 - RM084	8
RM091	8
RM096 - RM097	8
RM116 - RM117	8
RM126 - RM127	8
RM129 - RM132	8
RM136 - RM147	8
RM156 - RM158	8

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Variable Number	Group
RM166 - RM177	8
RM191 - RM192	8
RM231 - RM233	8
RM241 - RM246	8
RM261 - RM264	8
RM316 - RM318	8
RM331 - RM333	8
RM341	8
RM351 - RM355	8
RM366 - RM367	8
RM401 - RM403	8
RM426	8
RM431	8
RM441 - RM443	8
RM445	8
RM801 - RM803	8
RM811 - RM813	8
RS001 - RS002	6
RS201	6
RS211 - RS212	6
RS221 - RS222	6
RS231 - RS237	6
RS238 - RS241	7
RS251 - RS259	6
RS263	7
RS265 - RS268	6
RS271 - RS276	6
RS291	6
RS292	7
RS301 - RS306	23
RS311 - RS320	7
RS331 - RS333	7
RS341 - RS342	7

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Variable Number	Group
RS699	6
RS701 - RS702	6
RS703	7
RS711 - RS712	22
RS713	7
RS731 - RS732	7
RS742	7
RS751 - RS752	6
RS761	7
RS781 - RS782	7
RT001 - RT014	8
RT034 - RT035	8
RT041 - RT047	8
RT061	8
RT073 - RT074	8
RT101 - RT103	8
RT121	8
RT131 - RT137	8
RT151 - RT152	8
RT162 - RT163	8
RT165 - RT168	8
RT401 - RT412	8
RT431 - RT447	8
RT451 - RT455	8
RT457 - RT460	8
RT462 - RT469	8
RT471 - RT499	8
RT502 - RT505	8
RT511 - RT512	8
RT514 - RT515	8
RT517	8
RT521 - RT523	8
RT525	8

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Variable Number	Group
RT527	8
RT529 - RT535	8
RT551 - RT568	8
RT571	8
RT580 - RT591	8
RT601 - RT630	8
RT631 - RT632	24
RT633 - RT641	8
RT643 - RT654	8
RT671 - RT673	8
RT681 - RT682	8
RT691 - RT699	8
RT701 - RT704	8
RT711 - RT717	8
RT741 - RT742	8
RT743	24
RT744 - RT750	8
RT753 - RT757	8
RT776 - RT777	8
RT783 - RT784	8
RT801 - RT803	8
RT811 - RT814	8
RT831 - RT836	8
RT861 - RT864	8
RT876	24
RT877 - RT880	8
RT931 - RT932	8
RT945 - RT949	8
RT951 - RT955	8
RT966	8
RU001 - RU006	8
RU016 - RU017	8
RU031 - RU032	8

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Variable Number	Group
RU051 - RU052	8
RU059 - RU062	8
RU081 - RU083	8
RU101 - RU102	8
RU121 - RU132	8
RU801 - RU809	8
RU831 - RU841	8

2. Spares Affected

Examine your spares supply for the parts or components identified in Paragraph 2.C., Parts Necessary for Each Airplane. If any parts or components are found, refer to Paragraph 2.C., Parts Necessary for Each Airplane for the recommended use.

B. Concurrent Requirements

Group 1, 5, 10, 13:
For airplanes in Groups 1, 5, 10, and 13, the changes in this service bulletin cannot be made unless the changes given in service bulletin 747-25-2425, Revision 01, or the original issue, are made.

Group 1, 5, 10, 13:
Service Bulletin 747-25-2425 describes procedures to eliminate problems with the remote warning pressure vessel pressure gauge installed in doors and to provide a packboard installation of improved design to reduce abrasion and punctures of slide rafts from capnuts within the packboard. The changes given in service bulletin 747-25-2425 were made on Groups 2, 3, 6, 7, 11-12, 14-23 airplanes before delivery.

The related Goodrich service bulletin is Goodrich Aerospace SB 25-367, Revision 1. The changes in this service bulletin cannot be made unless the changes given in Goodrich Aerospace SB 25-367 Revision 1 are made.

Goodrich Aerospace SB 25-367 Revision 1 describes procedures to remove, open/unpack the escape slide pack assembly and restore it after the packboard latch is changed.

C. Reason

This service bulletin is prepared to replace worn or not correctly assembled latches on main deck escape slide/rafts and the escape slides installed on airplane doors. A worn or not correctly assembled latch mechanism can allow an escape slide/raft or escape slide to disconnect from a door. If this service bulletin is not done, operators may experience incidents of a latch hook moving from the closed to the open position. A slide/raft or slide with a latch hook in the open position could possibly not deploy correctly. A free item of mass could release or inflate in the cabin and cause injury to passengers and personnel. Also, a slide/raft or slide that accidentally deploys will not be available in an emergency.

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The installed main deck escape slide/raft and escape slide latch use friction to keep the latch hook in the closed position. Corrosion and worn parts reduce friction between the parts of the latch that keep it in its closed position. The new latch uses a retention feature for the latch to make sure it stays in the closed position.

The vendor earlier disclosed that a limited number of SS112A1 and SS112A11 latches had not been correctly assembled. Service bulletin 747-25-3402 inspected and replaced latches by date of manufacture. The vendor has since disclosed that any SS112A1 or SS112A11 latch may not be correctly assembled. This bulletin makes sure latches are correctly assembled and replaces any that are not.

In response to 747 passenger fleet operator reports that main deck door escape slide/raft and ramp/slide latches have been observed to not be in the fully closed position in service, Boeing released Service Bulletin 747-25-3428 Revision 2 to add positive latch handle retention blocks to the latch handle in the closed position. Unfortunately, Boeing has received subsequent reports that the latch handles are still being observed in a partially open position after the positive latch handle retention block features had been installed. Therefore, 747-25-0300 was initiated to correct this anomaly. Service Bulletin 747-25-3428 Revision 3 was issued to resolve the escape slide/raft or ramp/slide latch handle migration issue.

Revision 1 was sent to add the requirement to make sure SS112A1, SS112A11 latches were correctly assembled. SS112A1, SS112A11 latches that were not correctly assembled can not be changed to SS112A12 latches and must be replaced. SS112A12 latches made from SS112A1 and SS112A11 latches as given in the initial release of this service bulletin must be replaced if made from SS112A1 and SS112A11 latches were not correctly assembled.

These sections were changed:

1. SUMMARY Manpower: Group Configuration applicability updated.

2. 1.A.1. PLANNING INFORMATION: Effectivity; Airplanes: the Group Configuration tables were changed to include configurations based on having done the original issue of this service bulletin

3. 1.G. MANPOWER: Group Configuration applicability updated.

4. 2.A. MATERIAL INFORMATION - Price and Availability: Added SS112A12 latch information.

5. 2.C.1. MATERIAL INFORMATION - Parts Necessary For Each Airplane - Kits/Parts: Added SS11A12 Latch

6. 2.C.3. MATERIAL INFORMATION - Parts Necessary For Each Airplane - Updated group configuration applicability.

7. 3.B. ACCOMPLISHMENT INSTRUCTIONS - Work Instructions: Added requirement to make sure the SS112A1 and SS112A11 latches are correctly assembled. Added instructions for latch assembly change when a new SS112A12 is needed. Added addition work required when the initial release of this service bulletin has been accomplished. Updated group configuration applicability.

8. Figures 1 through 19: Updated group configuration applicability.

9. Added Figure 20.

10. Added Appendix A.

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Boeing Service Related Problems (SRP) 747/747OP-SRP-25-0253 and service bulletin 747-25-0274 are related to this service bulletin.

Revision 2 is sent to inform operators of Group 8 airplanes that a packboard assembly marked as 416U6030-9044 that is part of slide pack assembly 416U5021-34 is the same as packboard assembly 416U6030-44.

These sections were changed:

1. Paragraph 1.A.., Effectivity; Airplanes RT071-RT072, RT075, RT161 and RT164 have been removed from this service bulletin.

2. Paragraph 1.D., Description; added Affected Maintenance Zones.

3. Paragraph 1.K., Publications Affected; the Damage Tolerance Based Structural Inspections paragraph has been added.

4. Paragraph 2.C.3., Parts Modified and Reidentified; added Note (e).

5. FIGURE 17; added Note (a).

Revision 3 is sent to provide new instructions for options to rework or replace the latch because the replacement provided in the original issue, Revision 1, and Revision 2 of this service bulletin were potentially ineffective.

D. Description

Group 3-4, 9, Configuration 2:
No work is necessary.

Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-24:
Option 1 - Rework/Assemble Latch Assembly

1. Remove the escape slide/raft and/or the escape slide pack assembly.

2. Make sure the latch is correctly assembled.

3. Remove the escape slide/raft and/or the escape slide latch assembly.

   Condition 1 - Latch Correctly Assembled (Rework Latch Assembly)

   Condition 2 - Latch Not Correctly Assembled (Assemble Latch Assembly)

4. Install the changed escape slide/raft and/or the escape slide latch assembly on the packboard assembly.

5. Install the escape slide/raft and/or the escape slide pack assembly.

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Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-24:
Option 2 - Replace Latch Assembly

1. Remove the escape slide/raft and/or the escape slide pack assembly.

2. Replace the escape slide/raft and/or the escape slide latch assembly.

3. Install the changed escape slide/raft and/or the escape slide latch assembly on the packboard assembly.

4. Install the escape slide/raft and/or the escape slide pack assembly.

Revision 1: More work is necessary on airplanes changed as shown in the original issue of this service bulletin. Airplanes changed as shown in the original issue must make sure the SS112A1 and SS112A11 latches were correctly assembled before they were changed to SS112A12 latches. SS112A1 and SS112A11 latches that were not correctly assembled before they were changed to SS112A12 latches must be replaced.

Revision 2 - No more work is necessary on airplanes changed in accordance with the original issue and Revision 1 of this service bulletin.

Revision 3 - More work is necessary on the airplane(s) changed in accordance with the original issue, Revision 1, or Revision 2 of this service bulletin.

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

Group 1-2:

Affected Maintenance Zones	
Model	**Zone**
747SP	831, 832, 833, 834, 841, 842, 843, 844

Group 3, 13-17, 21:

Affected Maintenance Zones	
Model	**Zone**
747-200B	831, 832, 833, 834, 835, 841, 842, 843, 844, 845

Group 4:

Affected Maintenance Zones	
Model	**Zone**
747-100, 747-200B, 747-200C	833, 843

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Group 5:

Affected Maintenance Zones	
Model	**Zone**
747-100, 747-200B, 747-200C	831, 832, 833, 834, 835, 841, 842, 843, 844, 845

Group 6:

Affected Maintenance Zones	
Model	**Zone**
747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300	831, 832, 833, 834, 835, 841, 842, 843, 844, 845

Group 7:

Affected Maintenance Zones	
Model	**Zone**
747-200B, 747-200C, 747-300	831, 832, 833, 834, 835, 841, 842, 843, 844, 845

Group 8:

Affected Maintenance Zones	
Model	**Zone**
747-400, 747-400D	831, 832, 833, 834, 835, 841, 842, 843, 844, 845

Group 9:

Affected Maintenance Zones	
Model	**Zone**
747-100	833, 843

Group 10:

Affected Maintenance Zones	
Model	**Zone**
747-100, 747-200B	831, 832, 833, 834, 835, 841, 842, 843, 844, 845

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Group 11-12, 18-20:

Affected Maintenance Zones	
Model	**Zone**
747-200B	831, 832, 834, 835, 841, 842, 844, 845

Group 22-23:

Affected Maintenance Zones	
Model	**Zone**
747-300	831, 832, 833, 834, 835, 841, 842, 843, 844, 845

Group 24:

Affected Maintenance Zones	
Model	**Zone**
747-400	831

E. Compliance

The Federal Aviation Administration (FAA) will possibly release an Airworthiness Directive related to this service bulletin. The Airworthiness Directive will make the compliance tasks and times given in this service bulletin mandatory.

Boeing recommends operators accomplish the change given in this service bulletin within 48 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 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.

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.

G. Manpower

The table below shows 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

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— 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 3-4, 9, Configuration 2:

Task	Number of Persons	Task-Hours	Elapsed Hours
No work is necessary.			

Group 1-2:
Option 1, Condition 1 or 2 - Rework/Assemble Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 1	2	4.00	2.00
FIGURE 6	2	2.00	1.00
FIGURE 21 or FIGURE 22	2	6.00	3.00
FIGURE 11	2	2.00	1.00
FIGURE 16	2	4.50	2.25
TOTAL FOR EACH AIRPLANE		18.50	9.25

Group 1-2:
Option 2 - Replace Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 1	2	4.00	2.00
FIGURE 6	2	2.00	1.00
FIGURE 11	2	2.00	1.00
FIGURE 16	2	4.50	2.25
TOTAL FOR EACH AIRPLANE		12.50	6.25

Group 3-4, 9, Configuration 1:
Option 1, Condition 1 or 2 - Rework/Assemble Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 4	2	1.00	0.50
FIGURE 7	2	0.50	0.25
FIGURE 21 or FIGURE 22	2	1.50	0.75
FIGURE 12	2	0.50	0.25

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Group 3-4, 9, Configuration 1:
Option 1, Condition 1 or 2 - Rework/Assemble Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 18	2	1.50	0.75
TOTAL FOR EACH AIRPLANE		5.00	2.50

Group 3-4, 9, Configuration 1:
Option 2 - Replace Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 4	2	1.00	0.50
FIGURE 7	2	0.50	0.25
FIGURE 12	2	0.50	0.25
FIGURE 18	2	1.50	0.75
TOTAL FOR EACH AIRPLANE		3.50	1.75

Group 3, Configuration 3; Group 5-6, Configuration 1; Group 7; Group 10, 13-17, 21-23, Configuration 1:
Option 1, Condition 1 or 2 - Rework/Assemble Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 2	2	4.00	2.00
FIGURE 4	2	1.00	0.50
FIGURE 8	2	2.50	1.25
FIGURE 21 or FIGURE 22	2	7.50	3.75
FIGURE 13	2	2.50	1.25
FIGURE 16	2	1.10	0.55
FIGURE 18	2	4.40	2.20
TOTAL FOR EACH AIRPLANE		23.50	12.50

Group 3, Configuration 3; Group 5-6, Configuration 1; Group 7; Group 10, 13-17, 21-23, Configuration 1:
Option 1, Condition 1 or 2 - Rework/Assemble Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 2	2	4.00	2.00
FIGURE 4	2	1.00	0.50
FIGURE 8	2	2.50	1.25

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Group 3, Configuration 3; Group 5-6, Configuration 1; Group 7; Group 10, 13-17, 21-23, Configuration 1:
Option 1, Condition 1 or 2 - Rework/Assemble Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 13	2	2.50	1.25
FIGURE 16	2	1.10	0.55
FIGURE 18	2	4.40	2.20
TOTAL FOR EACH AIRPLANE		15.50	7.75

Group 3, Configuration 4; Group 5-6, 10, Configuration 2; Group 11-12; Group 13-15, Configuration 2; Group 15, Configuration 3; Group 16, Configuration 2-3; Group 17, Configuration 2-3; Group 18-20; Group 21-22, Configuration 2; Group 22, Configuration 3; Group 23, Configuration 2:
Option 1, Condition 1 or 2 - Rework/Assemble Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 2	2	4.00	2.00
FIGURE 6	2	2.00	1.00
FIGURE 21 or FIGURE 22	2	6.00	3.00
FIGURE 11	2	2.00	1.00
FIGURE 18	1	1.50	1.50
TOTAL FOR EACH AIRPLANE		15.50	8.50

Group 3, Configuration 4; Group 5-6, 10, Configuration 2; Group 11-12; Group 13-15, Configuration 2; Group 15, Configuration 3; Group 16, Configuration 2-3; Group 17, Configuration 2-3; Group 18-20; Group 21-22, Configuration 2; Group 22, Configuration 3; Group 23, Configuration 2:
Option 1, Condition 1 or 2 - Rework/Assemble Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 2	2	4.00	2.00
FIGURE 6	2	2.00	1.00
FIGURE 11	2	2.00	1.00
FIGURE 18	2	4.50	2.25
TOTAL FOR EACH AIRPLANE		12.50	6.25

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Group 5-6, 10, Configuration 2; Group 11-12; Group 13-15, Configuration 2; Group 15, Configuration 3; Group 16, Configuration 2-3; Group 17, Configuration 2-3; Group 18-21; Group 22, Configuration 2-3; Group 23, Configuration 2:
Option 1, Condition 1 or 2 - Rework/Assemble Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 2	2	4.00	2.00
FIGURE 6	2	2.00	1.00
FIGURE 21 or FIGURE 22	2	7.50	3.75
FIGURE 11	2	2.00	1.00
FIGURE 16	2	4.50	2.25
TOTAL FOR EACH AIRPLANE		23.15	12.20

Group 5-6, 10, Configuration 2; Group 11-12; Group 13-15, Configuration 2; Group 15, Configuration 3; Group 16, Configuration 2-3; Group 17, Configuration 2-3; Group 18-21; Group 22, Configuration 2-3; Group 23, Configuration 2:
Option 2 - Replace Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 2	2	4.00	2.00
FIGURE 6	2	2.00	1.00
FIGURE 11	2	2.00	1.00
FIGURE 16	2	4.50	2.25
TOTAL FOR EACH AIRPLANE		12.50	6.25

Group 8:
Option 1, Condition 1 or 2 - Rework/Assemble Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 3	2	4.00	2.00
FIGURE 5	2	1.00	0.50
FIGURE 9	2	2.50	1.25
FIGURE 21 or FIGURE 22	1	5.00	2.50
FIGURE 14	2	2.50	1.25
FIGURE 17	2	4.40	2.20
FIGURE 19	2	1.10	0.55
TOTAL FOR EACH AIRPLANE		20.50	10.25

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Group 8:
Option 2 - Replace Latch Assemblies

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 3	2	4.00	2.00
FIGURE 5	2	1.00	0.50
FIGURE 9	2	2.50	1.25
FIGURE 14	2	2.50	1.25
FIGURE 17	2	4.40	2.20
FIGURE 19	1	1.25	1.25
TOTAL FOR EACH AIRPLANE		15.65	8.45

Group 24:
Option 1 - Rework/Assemble Latch Assembly

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 23	1	4.10	4.10
TOTAL FOR EACH AIRPLANE		4.10	4.10

Group 24:
Option 2 - Replace Latch Assembly

Task	Number of Persons	Task-Hours	Elapsed Hours
FIGURE 24	1	3.10	3.10
TOTAL FOR EACH AIRPLANE		3.10	3.10

This estimate does not include the task-hour data given in prior service bulletins in Summary/Concurrent Requirements and Paragraph 1.B., Concurrent Requirements.

The change to the escape slide/raft latch as given in Goodrich Aerospace SB 25-367 Revision 1 is not included.

H. Weight and Balance Changes

None.

I. Electrical Load Data

Not applicable.

J. References

1. Existing Data:

    a. Engineering Change Memos PRR 85901-76S and PRR 85901-115S

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b. 747-SP Structural Repair Manual (SRM) 51-00-00

c. 747-100/200/300 Aircraft Maintenance Manual (AMM) 25-65-16, 25-69-01

d. 747-100/200/300 Structural Repair Manual (SRM) 51-00-00

e. 747-400 Aircraft Maintenance Manual (AMM) 25-65-16, 25-69-01

f. 747-400 Structural Repair Manual (SRM) 51-00-00

g. Component Maintenance Manual (CMM) 25-65-17, 25-65-24

h. Standard Overhaul Practices Manual (SOPM) 20-50-10, 20-50-12

i. Boeing Service Related Problem (SRP) 747/747OP-SRP-25-0253

j. Boeing Service Related Problem (SRP) SRP-747-25-0274

k. Boeing Service Related Problem (SRP) 747-25-0300

l. Boeing Service Bulletin 747-25-2425, Slide/Raft Packboard Improvements and Pressure Vessel Viewing Provisions

m. Boeing Service Bulletin 747-25-2455, Main Entry Door No. 1, 2, 4, and 5 Escape Slide/Raft Provisions Installation

n. Boeing Service Bulletin 747-25-2636, Door 3 Deactivation

o. Boeing Service Bulletin 747-25-2649, Door 3 Deactivation

p. Boeing Service Bulletin 747-25-2653, Door 3 Deactivation

q. Boeing Service Bulletin 747-25-2654, Door 3 Deactivation

r. Boeing Service Bulletin 747-25-2658, Door 3 Deactivation

s. Boeing Service Bulletin 747-25-2666, Door Three Escape Slide - One Piece Escape Ramp/Slide Installation

t. Boeing Service Bulletin 747-25-2678, Door 3 Deactivation

u. Boeing Service Bulletin 747-25-2701, Door 3 Reactivation

v. Boeing Service Bulletin 747-25-2702, Door 3 Reactivation

w. Boeing Service Bulletin 747-25-2797, Door 3 Reactivation

x. Boeing Service Bulletin 747-25-2798, Door 3 Reactivation

y. Boeing Service Bulletin 747-25-2973, Door 3 Reactivation

z. Boeing Service Bulletin 747-25-2974, Door 3 Reactivation

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aa. Boeing Service Bulletin 747-25-3045, Door 3 Reactivation

ab. Boeing Service Bulletin 747-25-3402, Mis-assembled Latch

ac. Goodrich Service Bulletin 25-367, Revision 1

NOTE: The supplier was told to send copies of the service bulletin to each operator.

2. Data Supplied with this Service Bulletin:

None.

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

None.

K. Publications Affected

1. Publications:

Publication	Chapter-Section
747 Aircraft Maintenance Manual	25-65, 25-69
747 Illustrated Parts Catalog	25-69
Component Maintenance Manual	25-65

2. Damage Tolerance Based Structural Inspections:

Boeing has evaluated 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.

M. Software Accomplishment Summary

Not affected.

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2. MATERIAL INFORMATION

A. Material - Price and Availability

Boeing can supply the kits/parts for each passenger door shown in Paragraph 2.C., Parts Necessary for Each Airplane, and Paragraph 2.D., Parts Necessary to Change Spares. Operators are encouraged to share schedule requirements with Boeing for incorporation of the service bulletin. The kits/parts 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

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/Part Number	Name	Date	QTY	ROLT as of the Revision 3 date of this Service Bulletin (Calendar Days)	Unit Price as of the Revision 3 date of this Service Bulletin (US Dollars)
015U1922-1 (a)	TOP KIT - PACK BOARD & COVER ASSY-SLIDE/RAFT	Jun 19/12	100	402	$286.00
(a) Option 1 - Condition 1: Latch Correctly Assembled					

NOTE: If you choose to rework the latch assembly by using the top kit, you may need to replace the latch SS112A12, if it is determined it was not assembled correctly. Refer to Paragraph 2.C.2., Parts and Materials Supplied by the Operator for latch information.

B. Industry Support Information

Boeing warranty remedies are available for 747 airplanes in warranty as of April 15, 2005. For man-hour reimbursement for airplanes in warranty as of that date, send a warranty claim to Boeing Warranty & Product Assurance Contracts. The kits for airplanes in warranty as of that date will be supplied at no charge. Send a purchase order for the kits (parts) to Boeing Spares. Please refer to this service bulletin number and reference the airplane variable number(s) in your purchase order. Warranty remedies are only available for airplanes which have incorporated Original Issue, 1, or 2 of this service bulletin.

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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 the items shown in Paragraph 2.C.2., Parts and Materials Supplied by the Operator, are necessary for each passenger door.

Group 3-4, 9, Configuration 2:
None.

Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-24:
Option 1 - Condition 1: Latch Correctly Assembled (Rework Latch Assembly)

Kit 015U1922				
New Part Number	**QTY**	**Name**	**Existing Part Number**	**Notes**
	-1			
015U1922-1	-	TOP KIT - PACK BOARD & COVER ASSY-SLIDE/RAFT		
69B55465-801	1	LATCH BASEPLATE		
69B55465-802	1	LATCH HANDLE RETENTION CLIP		
BACR15BA4D7C	4	RIVET, 100 DEG		(a)
BACR15BA5D7C	4	RIVET, 100 DEG		(a)
BACR15BA6D7C	4	RIVET, 100 DEG		(a)
NAS514P1032-5	4	MACHINE SCREWS		
(a) There are more parts than are necessary.				

2. Parts and Materials Supplied by the Operator:

Group 3-4, 9, Configuration 2:
None.

Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-24:
Option 1: Condition 1 or 2

New Part Number	**QTY**	**Name**	**Notes**
Loctite 222MS(MIL-S-46163A Type II Grade M)	1 Oz	THREAD RETAINING COMPOUND	(a)
(a) Quantity necessary is for each latch reworked.			

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Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-24:
Option 1 - Condition 2: Latch Not Correctly Assembled (Assemble Latch Assembly)

New Part Number	QTY	Name	Existing Part Number	Notes
SS112A12	(a)	Latch	SS112A1, SS112A11 or SS112A12	(a)
(a) This part is needed when the existing latch is found to be not correctly assembled. Option 1 - Condition 2 latch is intended to be used with Option 1 - Condition 1 Top Kit.				

Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-24:
Option 2: Replace Latch Assembly

New Part Number	QTY	Name	Existing Part Number	Notes
69B55465-803	1	Latch Assembly	69B55465-1, -4, -7 or -9	

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. Components or subassembly parts are indented. The quantity of the indented part is the number of parts used on the next higher assembly.

Group 3-4, 9, Configuration 2:
None.

Group 3-4, 9, Configuration 1:
Option 1 - Condition 1: Latch Correctly Assembled (Rework Latch Assembly)

Existing Part Number	QTY	Name	New Part Number	Notes
69B55465-1, -4 or -7 or 69B55465-9	2	Latch Assembly	(b) . 69B55465-803	(a) . (c)
65B57391-()	2	SLIDE PACK ASSEMBLY	(b)	(a)
(a) Make the change given in this service bulletin.				
(b) There is no equivalent Boeing part number for the changed part. Identify on the part that the change given in this service bulletin was made.				
(c) The equivalent production part number is 69B55465-803.				

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Group 1-2; Group 3, Configuration 4; Group 5-6, 10, Configuration 2; Group 11-12; Group 14-15, Configuration 2; Group 15, Configuration 3; Group 16, Configuration 2-3; Group 17, Configuration 2-3; Group 18-20; Group 21-22, Configuration 2; Group 22, Configuration 3; Group 23, Configuration 2:

Existing Part Number	QTY	Name	New Part Number	Notes
69B55465-1, -4 or -7 or 69B55465-9	8	Latch Assembly	(b) . 69B55465-803	(a) . (c)
65B57391-()	8	SLIDE PACK ASSEMBLY	(b)	(a)
(a) Make the change given in this service bulletin.				
(b) There is no equivalent Boeing part number for the changed part. Identify on the part that the change given in this service bulletin was made.				
(c) The equivalent production part number is 69B55465-803.				

Group 3, Configuration 3; Group 5-6, Configuration 1; Group 7; Group 10, 13-17, Configuration 1; Group 21; Group 22-23, Configuration 1:

Existing Part Number	QTY	Name	New Part Number	Notes
69B55465-1, -4 or -7 or 69B55465-9	10	Latch Assembly	(b) . 69B55465-803	(a) . (c)
65B57391-()	10	SLIDE PACK ASSEMBLY	(b)	(a)
(a) Make the change given in this service bulletin.				
(b) There is no equivalent Boeing part number for the changed part. Identify on the part that the change given in this service bulletin was made.				
(c) The equivalent production part number is 69B55465-803.				

Group 8:

Existing Part Number	QTY	Name	New Part Number	Notes
69B55465-7 or 69B55465-9	10	Latch Assembly	(b) . 69B55465-803	(a) . (c) (d)
416U5021-()	10	SLIDE PACK ASSEMBLY	(b)	(a)
(a) Make the change given in this service bulletin.				
(b) There is no equivalent Boeing part number for the changed part. Identify on the part that the change given in this service bulletin was made.				
(c) This is the part number after the change given in this service bulletin.				
(d) This part is used in production.				

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Group 24:

Existing Part Number	QTY	Name	New Part Number	Notes
69B55465-7 or 69B55465-9	10	Latch Assembly	(a) . 69B55465-803	(b) . (c) (d)
416U5021-( )	1	SLIDE PACK ASSEMBLY	(a)	(b)
(a) There is no equivalent Boeing part number for the changed part. Identify on the part that the change given in this service bulletin was made.				
(b) Make the change given in this service bulletin.				
(c) This is the part number after the change given in this service bulletin.				
(d) This part is used in production.				

4. Parts Removed and Not Replaced:

Group 3-4, 9, Configuration 2:
None.

Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-24:
Option 1 - Condition 1: Latch Correctly Assembled (Rework Latch Assembly)

Existing Part Number	Name	QTY	Notes
69B55465-3 OR 69B55465-5 AND -6	RIVET SPACER or DOUBLER and PLATE SPACER	1	

D. Parts Necessary to Change Spares

Kit 015U1922			
New Part Number	QTY -1	Name	Notes
015U1922-1	-	TOP KIT - PACK BOARD & COVER ASSY-SLIDE/RAFT	
69B55465-801	1	LATCH BASEPLATE	
69B55465-802	1	LATCH HANDLE RETENTION CLIP	
BACR15BA4D7C	4	RIVET, 100 DEG	(a)
BACR15BA5D7C	4	RIVET, 100 DEG	(a)
BACR15BA6D7C	4	RIVET, 100 DEG	(a)
NAS514P1032-5	4	MACHINE SCREWS	
(a) There are more parts than are necessary.			

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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.

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:

   – Tolerance on rivet and bolt edge margin is plus or minus 0.05 inch
   – Hole dimensions for standard solid rivets and fasteners are in 747-SP SRM 51-00-00, 747-100/200/300 SRM 51-00-00, and 747-400 SRM 51-00-00.

4. If the length of any fastener specified in this service bulletin does not meet installation standards given in SRM Chapter 51, then a fastener of the same specification, or an approved substitute, with a length which meets the installation standards given in SRM Chapter 51 may be used. In addition, washers may be installed for fastener grip length in accordance with SRM Chapter 51.

5. 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.

B. WORK INSTRUCTIONS

Group 3-4, 9, Configuration 2:
No work is necessary.

Group 1-2:

1. Make the change to the escape slide/raft pack assemblies using one of these two Options.

   Option 1 - Rework/Assemble Latch Assembly

   a. Remove the escape slide/raft pack assembly at Doors 1, 2, 3, and 4 in accordance with FIGURE 1.

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b. Make sure latches are correctly assembled in accordance with APPENDIX A.

c. Remove escape slide/raft latch assembly at Doors 1, 2, 3, and 4 in accordance with FIGURE 6.

Condition 1 - Latch Correctly Assembled (Rework Latch Assembly)

(1) Rework latch assembly in accordance with FIGURE 21.

Condition 2 - Latch Not Correctly Assembled (Assemble Latch Assembly)

(1) Get a correctly assembled latch assembly SS112A12.

(2) Assemble latch assembly in accordance with FIGURE 22.

d. Install escape slide/raft latch assembly at Doors 1, 2, 3, and 4 in accordance with FIGURE 11.

e. Install the escape slide/raft pack assembly at Doors 1, 2, 3, and 4 in accordance with FIGURE 15.

f. Put the airplane back to a serviceable condition.

Option 2 - Replace Latch Assembly

a. Remove the escape slide/raft pack assembly at Doors 1, 2, 3, and 4 in accordance with FIGURE 1.

b. Remove escape slide/raft latch assembly at Doors 1, 2, 3, and 4 in accordance with FIGURE 6.

c. Install escape slide/raft latch assembly at Doors 1, 2, 3, and 4 in accordance with FIGURE 11.

d. Install the escape slide/raft pack assembly at Doors 1, 2, 3, and 4 in accordance with FIGURE 15.

e. Put the airplane back to a serviceable condition.

Group 3-4, 9, Configuration 1:

1. Make the change to the escape slide/raft pack assemblies using one of these two Options.

Option 1 - Rework/Assemble Latch Assembly

a. Remove the escape slide pack assembly at Door 3 in accordance with FIGURE 4.

b. Make sure latches are correctly assembled in accordance with APPENDIX A.

c. Remove escape slide latch assembly at Door 3 in accordance with FIGURE 7.

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Condition 1 - Latch Correctly Assembled (Rework Latch Assembly)

(1) Rework latch assembly in accordance with FIGURE 21.

Condition 2 - Latch Not Correctly Assembled (Assemble Latch Assembly)

(1) Get a correctly assembled latch assembly SS112A12.

(2) Assemble latch assembly in accordance with FIGURE 22.

d. Install escape slide latch assembly at Door 3 in accordance with FIGURE 12.

e. Install the escape slide pack assembly at Door 3 in accordance with FIGURE 18.

f. Put the airplane back to a serviceable condition.

Option 2 - Replace Latch Assembly

a. Remove the escape slide pack assembly at Door 3 in accordance with FIGURE 4.

b. Remove the escape slide latch assembly at Door 3 in accordance with FIGURE 7.

c. Install escape slide latch assembly at Door 3 in accordance with FIGURE 12.

d. Install the escape slide pack assembly at Door 3 in accordance with FIGURE 18.

e. Put the airplane back to a serviceable condition.

Group 3, Configuration 3; Group 5-6, Configuration 1; Group 7; Group 10, 13-17, Configuration 1; Group 18; Group 21-23, Configuration 1:

1. Make the change to the escape slide/raft pack assemblies using one of these two Options.

Option 1 - Rework/Assemble Latch Assembly

a. Remove the escape slide/raft pack assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 2.

b. Remove the escape slide pack assembly at Door 3 in accordance with FIGURE 4.

c. Make sure latches are correctly assembled in accordance with APPENDIX A.

d. Remove escape slide/raft latch assembly at Doors 1, 2, 3, 4, and 5 in accordance with FIGURE 8.

Condition 1 - Latch Correctly Assembled (Rework Latch Assembly)

(1) Rework latch assembly in accordance with FIGURE 21.

Condition 2 - Latch Not Correctly Assembled (Assemble Latch Assembly)

(1) Get a correctly assembled latch assembly SS112A12.

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(2) Assemble latch assembly in accordance with FIGURE 22.

e. Install escape slide/raft and the escape slide latch assembly at Doors 1, 2, 3, 4, and 5 in accordance with FIGURE 13.

f. Install the escape slide/raft pack assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 16.

g. Install the escape slide pack assembly at Door 3 in accordance with FIGURE 18.

h. Put the airplane back to a serviceable condition.

Option 2 - Replace Latch Assembly

a. Remove the escape slide/raft pack assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 2.

b. Remove the escape slide pack assembly at Door 3 in accordance with FIGURE 4.

c. Remove escape slide/raft and escape slide latch assembly at Doors 1, 2, 3, 4, and 5 in accordance with FIGURE 8.

d. Install escape slide/raft and the escape slide latch assemblies at Doors 1, 2, 3, 4, and 5 in accordance with FIGURE 13.

e. Install the escape slide/raft pack assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 16.

f. Install the escape slide pack assembly at Door 3 in accordance with FIGURE 18.

g. Put the airplane back to a serviceable condition.

Group 3, Configuration 4; Group 5-6, 10, Configuration 2; Group 11-12; Group 13-15, Configuration 2; Group 15, Configuration 3; Group 16, Configuration 2-3; Group 17, Configuration 2-3; Group 18-20; Group 21-22, Configuration 2; Group 22, Configuration 3; Group 23, Configuration 2:

1. Make the change to the escape slide/raft pack assemblies using one of these two Options.

Option 1 - Rework/Assemble Latch Assembly

a. Remove the escape slide/raft pack assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 2.

b. Make sure latches are correctly assembled in accordance with APPENDIX A.

c. Remove escape slide/raft latch assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 6.

Condition 1 - Latch Correctly Assembled (Rework Latch Assembly)

(1) Rework latch assembly in accordance with FIGURE 21.

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Condition 2 - Latch Not Correctly Assembled (Assemble Latch Assembly)

(1) Get a correctly assembled latch assembly SS112A12.

(2) Assemble latch assembly in accordance with FIGURE 22.

d. Install escape slide/raft latch assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 11.

e. Install the escape slide pack assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 16.

f. Put the airplane back to a serviceable condition.

Option 2 - Replace Latch Assembly

a. Remove the escape slide/raft pack assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 2.

b. Remove escape slide/raft latch assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 6.

c. Install escape slide/raft latch assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 11.

d. Install the escape slide pack assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 16.

e. Put the airplane back to a serviceable condition.

Group 8:

1. Make the change to the escape slide/raft pack assemblies using one of these three Options.

Option 1 - Rework/Assemble Latch Assembly

a. Remove the escape slide/raft pack assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 3.

b. Remove the escape slide pack assembly at Door 3 in accordance with FIGURE 5.

c. Make sure latches are correctly assembled in accordance with APPENDIX A.

d. Remove escape slide/raft and escape slide latch assemblies at Doors 1, 2, 3, 4, and 5 in accordance with FIGURE 9.

Condition 1 - Latch Correctly Assembled (Rework Latch Assembly)

(1) Rework latch assembly in accordance with FIGURE 21.

Condition 2 - Latch Not Correctly Assembled (Assemble Latch Assembly)

(1) Get a correctly assembled latch assembly SS112A12.

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(2) Assemble latch assembly in accordance with FIGURE 22.

e. Install escape slide/raft and the escape slide latch assembly at Doors 1, 2, 3, 4, and 5 in accordance with FIGURE 14.

f. Install the escape slide/raft pack assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 17.

g. Install the escape slide pack assembly at Door 3 in accordance with FIGURE 19.

h. Put the airplane back to a serviceable condition.

Option 2 - Replace Latch Assembly

a. Remove the escape slide/raft pack assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 3.

b. Remove the escape slide pack assembly at Door 3 in accordance with FIGURE 5.

c. Remove escape slide/raft and escape slide latch assembly at Doors 1, 2, 3, 4, and 5 in accordance with FIGURE 9.

d. Install escape slide/raft and the escape slide latch assembly at Doors 1, 2, 3, 4, and 5 in accordance with FIGURE 14.

e. Install the escape slide/raft pack assembly at Doors 1, 2, 4, and 5 in accordance with FIGURE 17.

f. Install the escape slide pack assembly at Door 3 in accordance with FIGURE 19.

g. Put the airplane back to a serviceable condition.

Group 24:

1. Make the change to the escape slide/raft pack assemblies using one of these three Options.

Option 1 - Rework/Assemble Latch Assembly

a. Rework or replace latch assembly in accordance with FIGURE 23.

b. Put the airplane back to a serviceable condition.

Option 2 - Replace Latch Assembly

a. Replace latch assembly in accordance with FIGURE 24.

b. Put the airplane back to a serviceable condition.

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This Figure applies only to: Group 1-2.

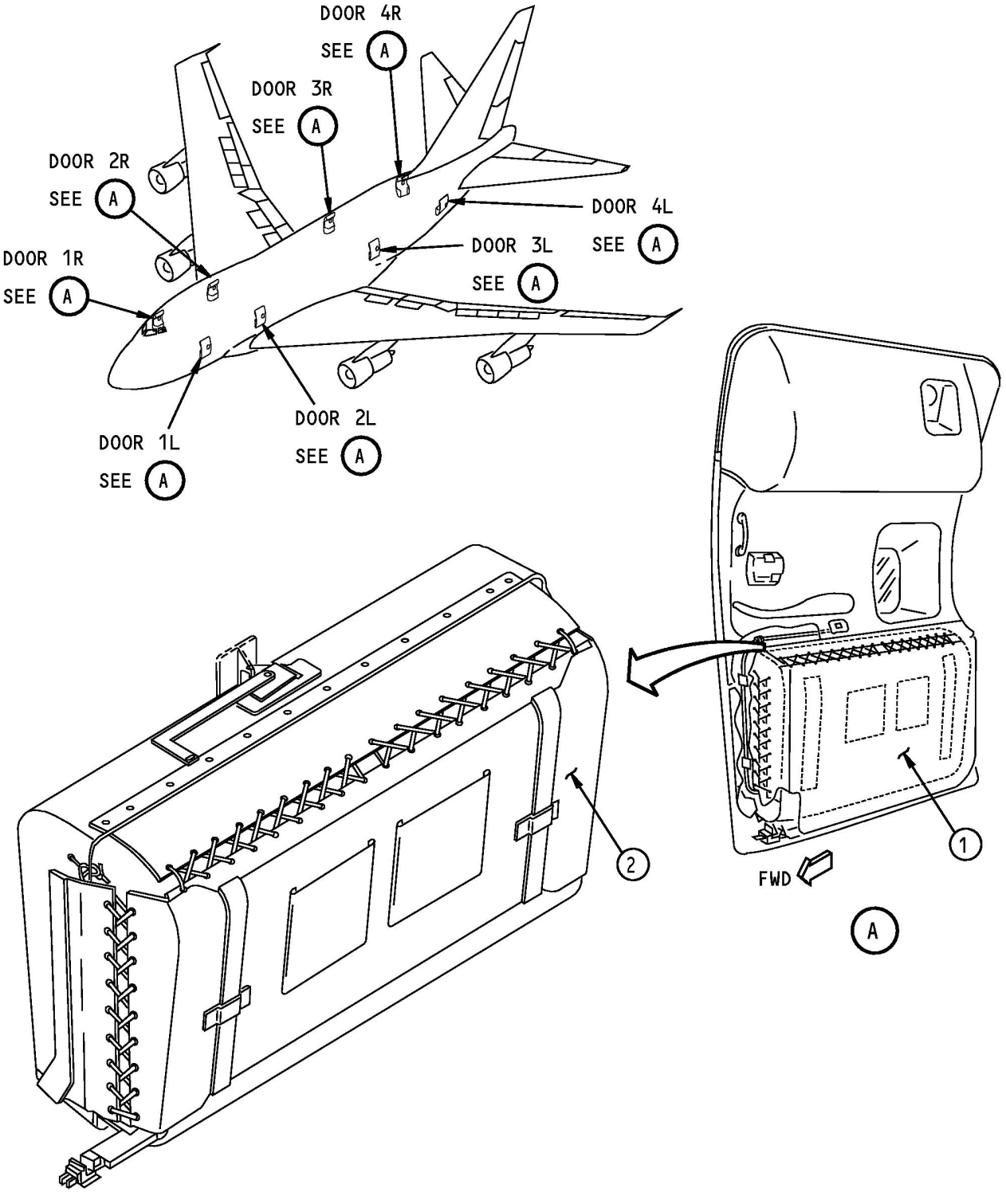


FIGURE 1: DOORS 1, 2, 3, AND 4 ESCAPE SLIDE/RAFT PACK ASSEMBLY REMOVAL (SHEET 1 OF 2)

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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	SLIDE PACK ASSY	65B57391-()	8	Refer to 747-100/200/300 AMM 25-69-01 as an accepted procedure.
2	Loosen	SLIDE/RAFT ASSY	NONE	8	and unpack in accordance with Goodrich Aerospace SB 25-367 Revision 1.

FIGURE 1: DOORS 1, 2, 3, AND 4 ESCAPE SLIDE/RAFT PACK ASSEMBLY REMOVAL (SHEET 2 OF 2)

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This Figure applies only to: Group 3, Configuration 3-4; Group 5-7, 10-23.

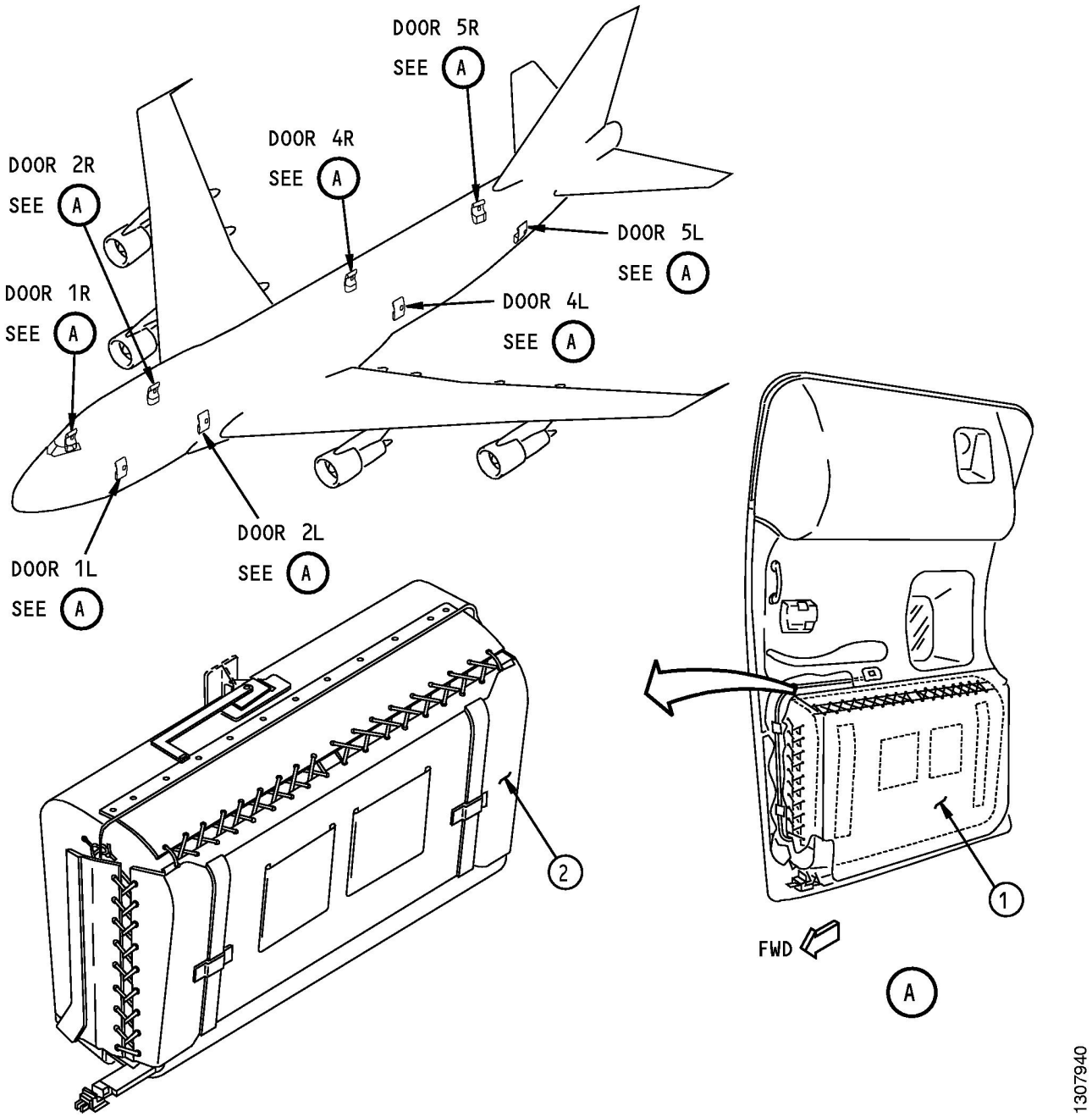


FIGURE 2: DOORS 1, 2, 4, AND 5 ESCAPE SLIDE/RAFT PACK ASSEMBLY REMOVAL (SHEET 1 OF 2)

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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	SLIDE PACK ASSY	65B57391-()	8	Refer to 747-100/200/300 AMM 25-69-01 as an accepted procedure.
2	Loosen	SLIDE/RAFT ASSY	NONE	8	and unpack in accordance with Goodrich Aerospace SB 25-367 Revision 1.

FIGURE 2: DOORS 1, 2, 4, AND 5 ESCAPE SLIDE/RAFT PACK ASSEMBLY REMOVAL (SHEET 2 OF 2)

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This Figure applies only to: Group 8.

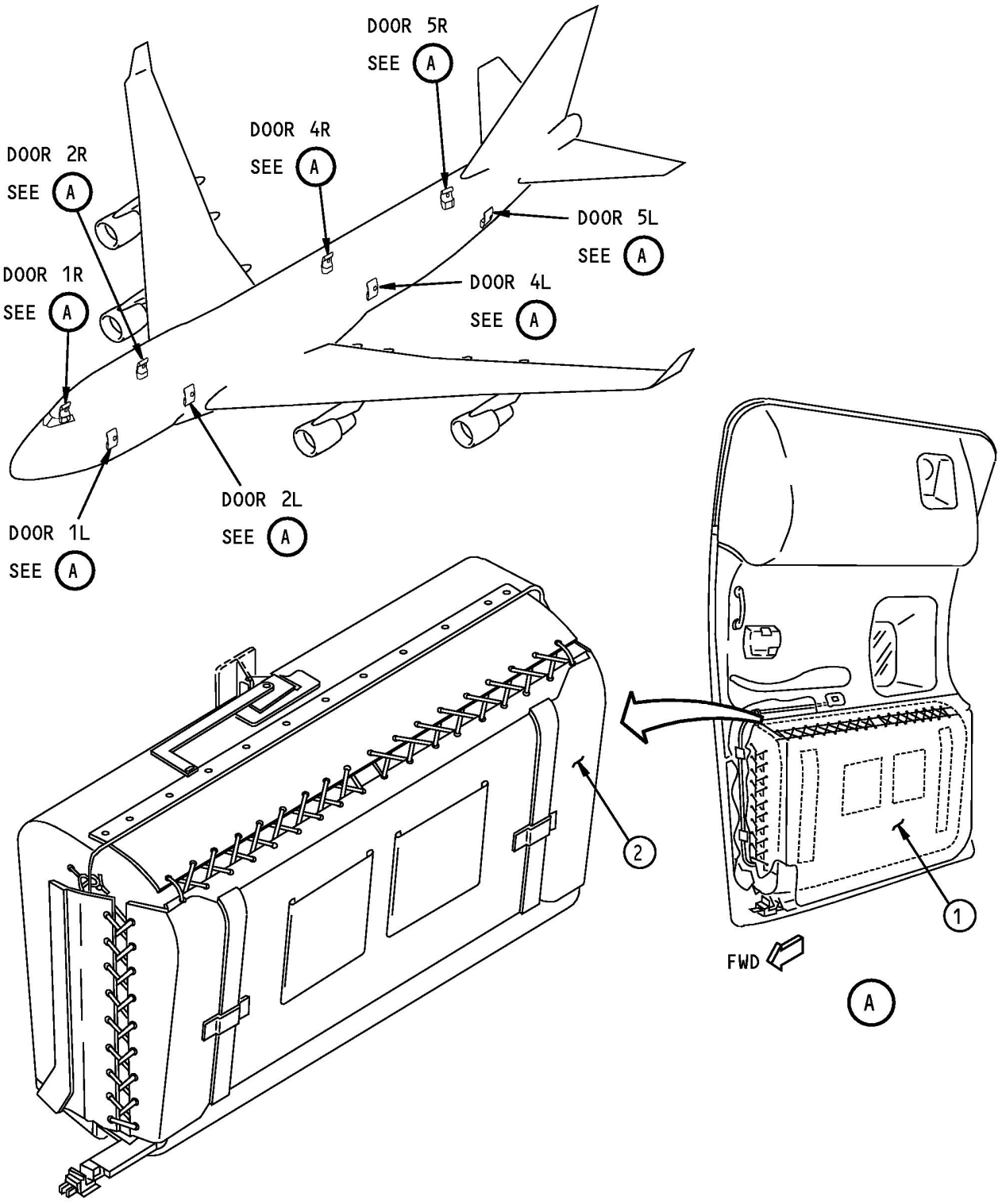


FIGURE 3: DOORS 1, 2, 4, AND 5 ESCAPE SLIDE/RAFT PACK ASSEMBLY REMOVAL (SHEET 1 OF 2)

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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	SLIDE PACK AS-SY	416U5021-()	8	Refer to 747-400 AMM 25-69-01 as an accepted procedure.
2	Loosen	SLIDE/RAFT ASSY	NONE	8	and unpack in accordance with Goodrich Aerospace SB 25-367 Revision 1.

FIGURE 3: DOORS 1, 2, 4, AND 5 ESCAPE SLIDE/RAFT PACK ASSEMBLY REMOVAL (SHEET 2 OF 2)

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This Figure applies only to: Group 3, Configuration 1, 3; Group 4-6, Configuration 1; Group 7; Group 9-10, 13-17, 21-23, Configuration 1.

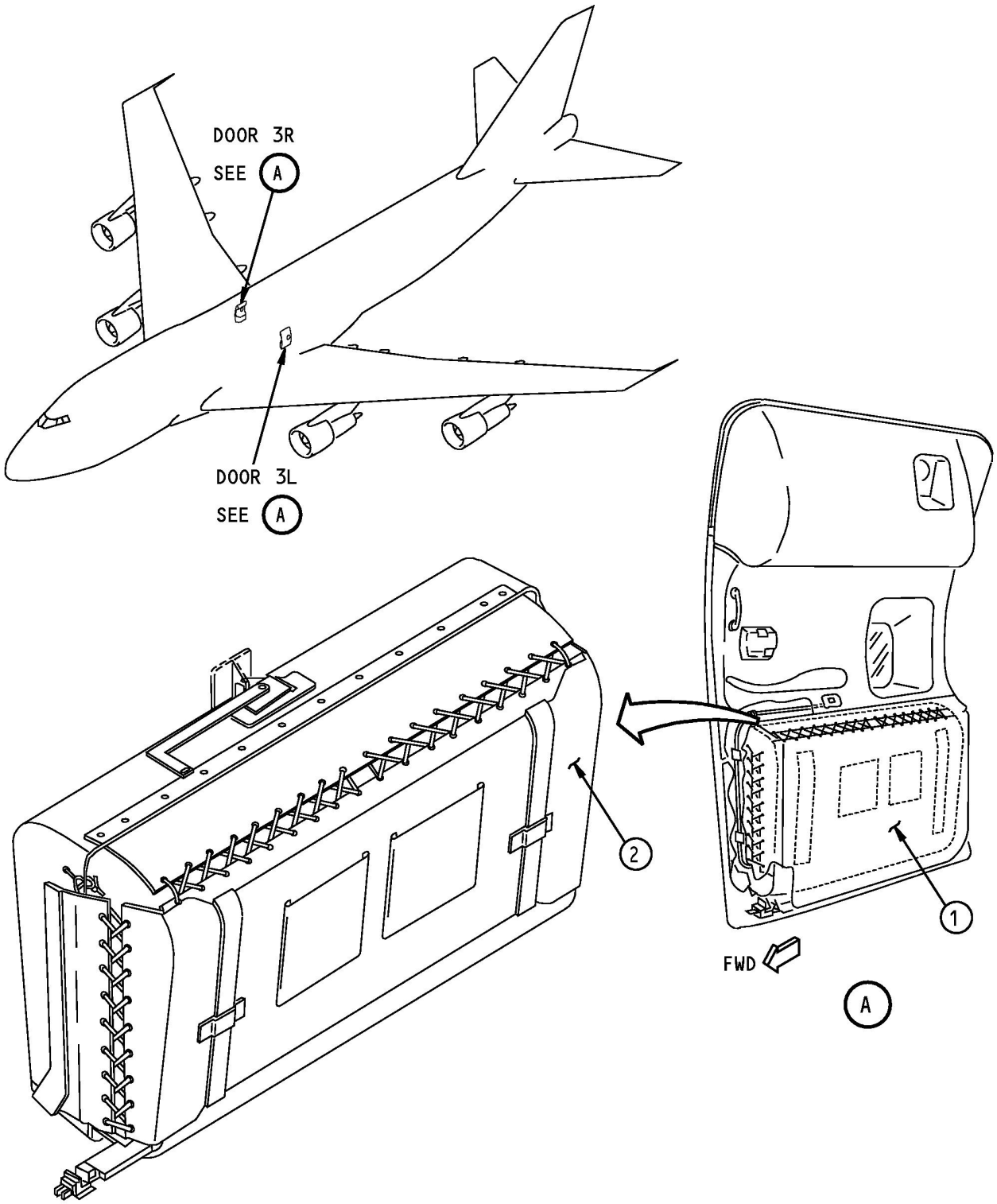


FIGURE 4: DOOR 3 ESCAPE SLIDE PACK ASSEMBLY REMOVAL (SHEET 1 OF 2)

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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	SLIDE PACK ASSY	65B57391-()	2	Refer to 747-100/200/300 AMM 25-65-16 as an accepted procedure.
2	Loosen	SLIDE ASSY	NONE	2	and unpack in accordance with Goodrich Aerospace SB 25-367 Revision 1.

FIGURE 4: DOOR 3 ESCAPE SLIDE PACK ASSEMBLY REMOVAL (SHEET 2 OF 2)

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This Figure applies only to: Group 8.

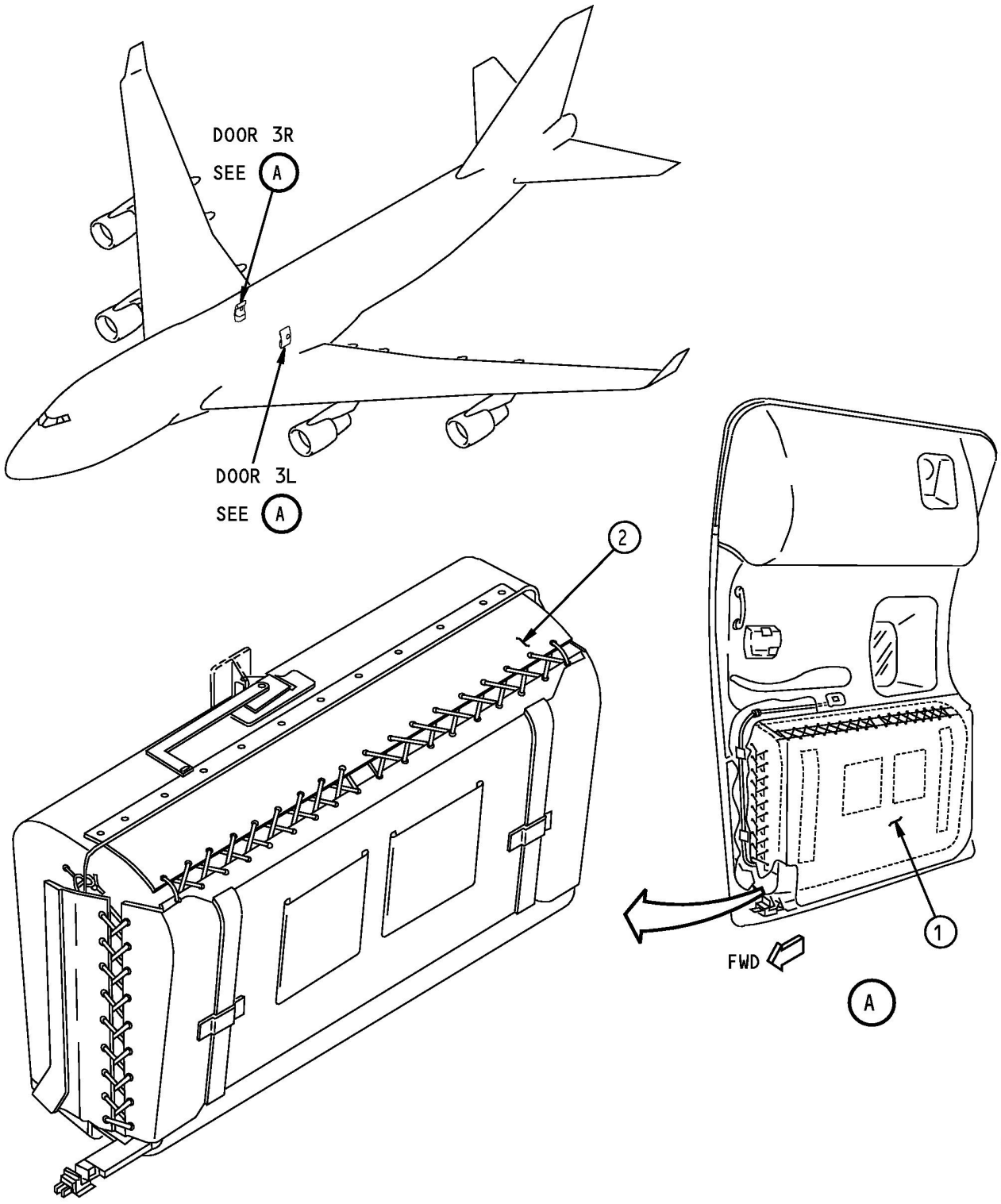


FIGURE 5: DOOR 3 ESCAPE SLIDE PACK ASSEMBLY REMOVAL (SHEET 1 OF 2)

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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	SLIDE PACK ASSY	416U5021-()	2	Refer to 747-400 AMM 25-65-16 as an accepted procedure.
2	Loosen	SLIDE ASSY	NONE	2	and unpack in accordance with Goodrich Aerospace SB 25-367 Revision 1.

FIGURE 5: DOOR 3 ESCAPE SLIDE PACK ASSEMBLY REMOVAL (SHEET 2 OF 2)

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This Figure applies only to: Group 1-2; Group 3, Configuration 4; Group 5-6, 10, Configuration 2; Group 11-12; Group 13-15, Configuration 2; Group 15, Configuration 3; Group 16, Configuration 2-3; Group 17, Configuration 2-3; Group 18-20; Group 21-22, Configuration 2; Group 22, Configuration 3; Group 23, Configuration 2.

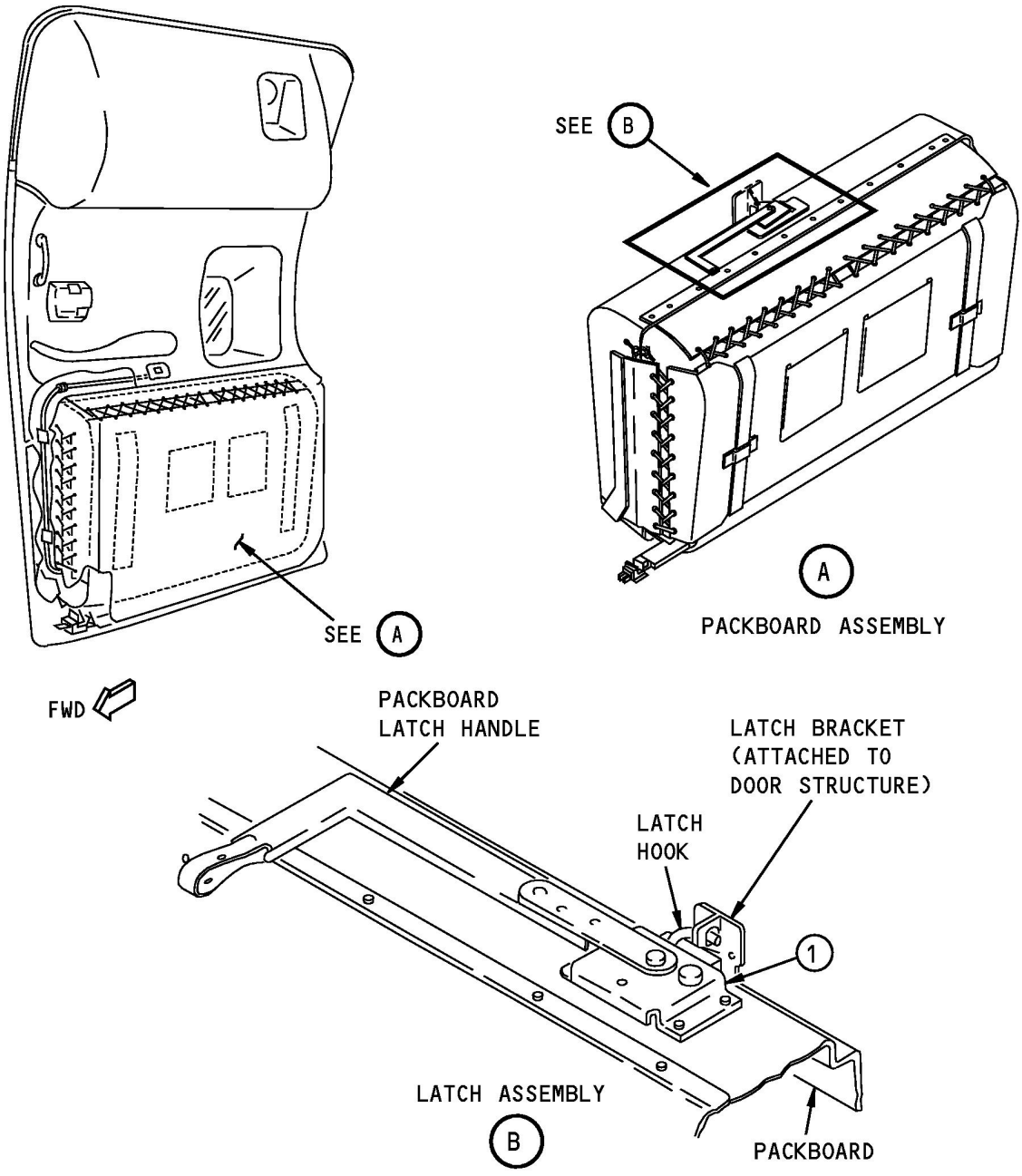


FIGURE 6: ESCAPE SLIDE/RAFT LATCH ASSEMBLY REMOVAL (SHEET 1 OF 2)

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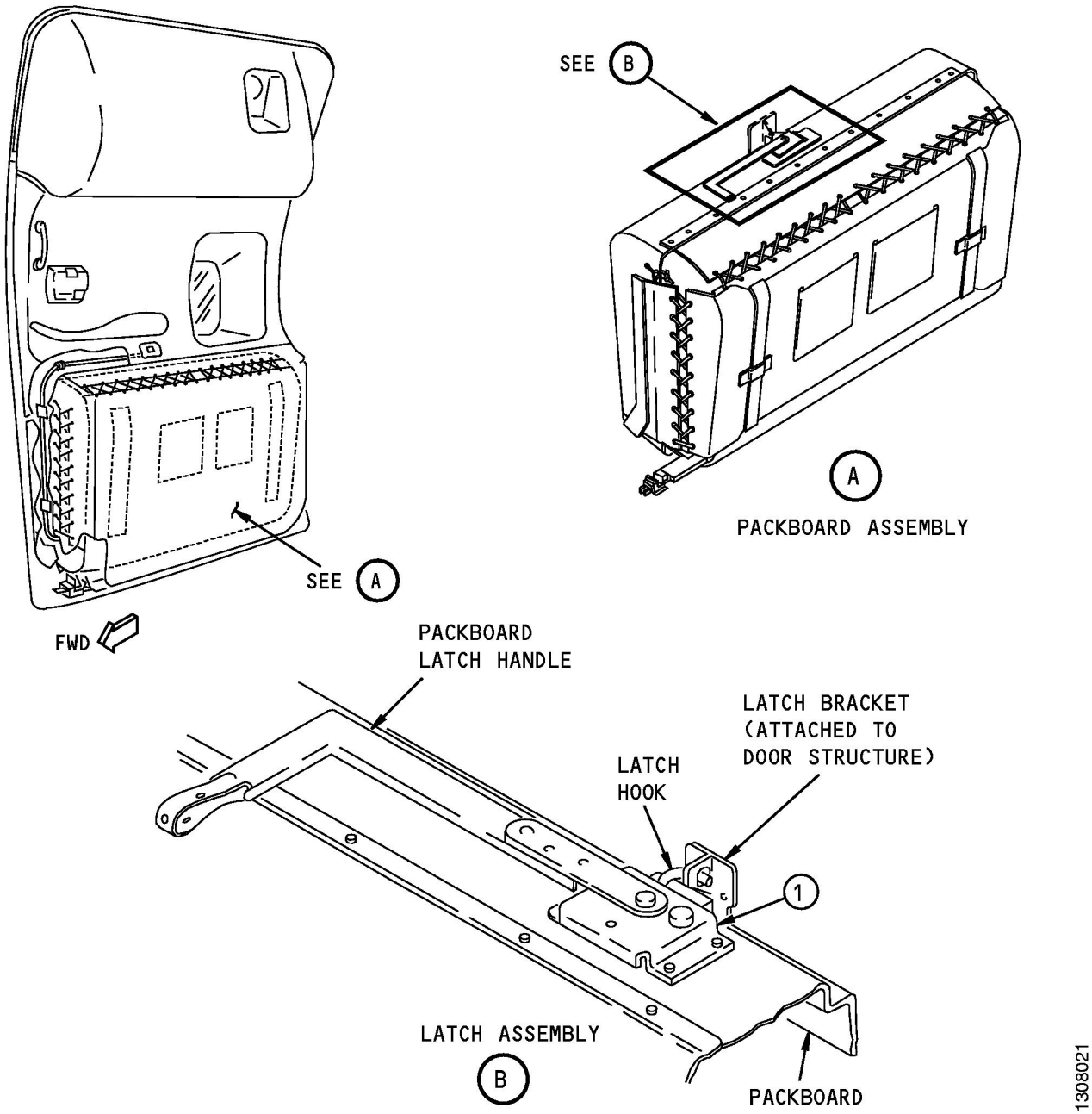
The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for each airplane.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Remove/Keep	LATCH ASSY	69B55465-()	8	Refer to CMM 25-65-17 as an accepted procedure.

FIGURE 6: ESCAPE SLIDE/RAFT LATCH ASSEMBLY REMOVAL (SHEET 2 OF 2)

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This Figure applies only to: Group 3-4, 9, Configuration 1.



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	LATCH ASSY	69B55465-()	2	Refer to CMM 25-65-17 as an accepted procedure.

FIGURE 7: ESCAPE SLIDE LATCH ASSEMBLY REMOVAL
(SHEET 1 OF 1)

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This Figure applies only to: Group 3, Configuration 3; Group 5-6, Configuration 1; Group 7; Group 10, 13-17, 21-23, Configuration 1.

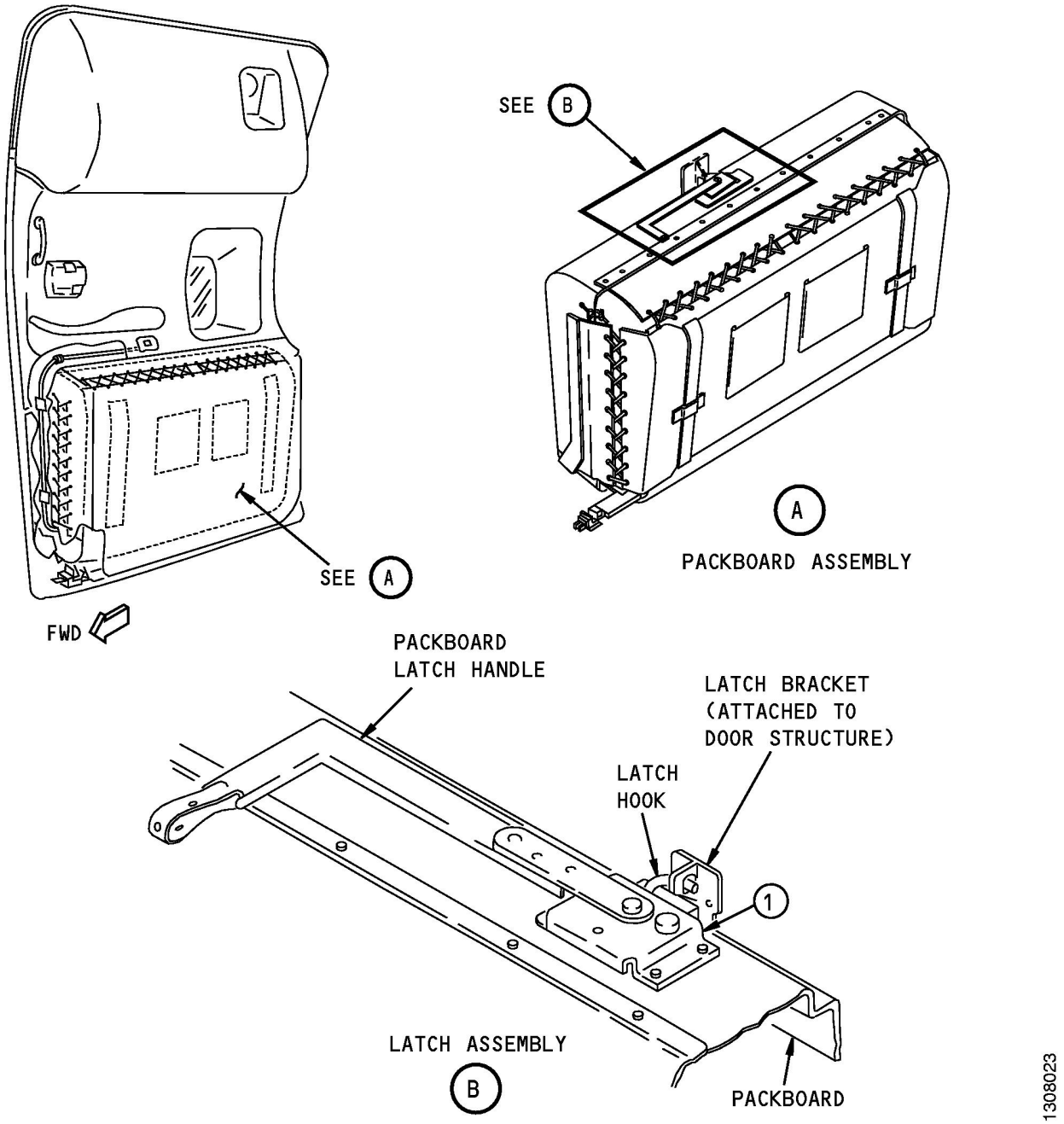


FIGURE 8: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH ASSEMBLY REMOVAL (SHEET 1 OF 2)

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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	LATCH ASSY	69B55465-()	10	(a)
(a) Refer to CMM 25-65-17 as an accepted procedure.					

FIGURE 8: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH ASSEMBLY REMOVAL (SHEET 2 OF 2)

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This Figure applies only to: Group 8.

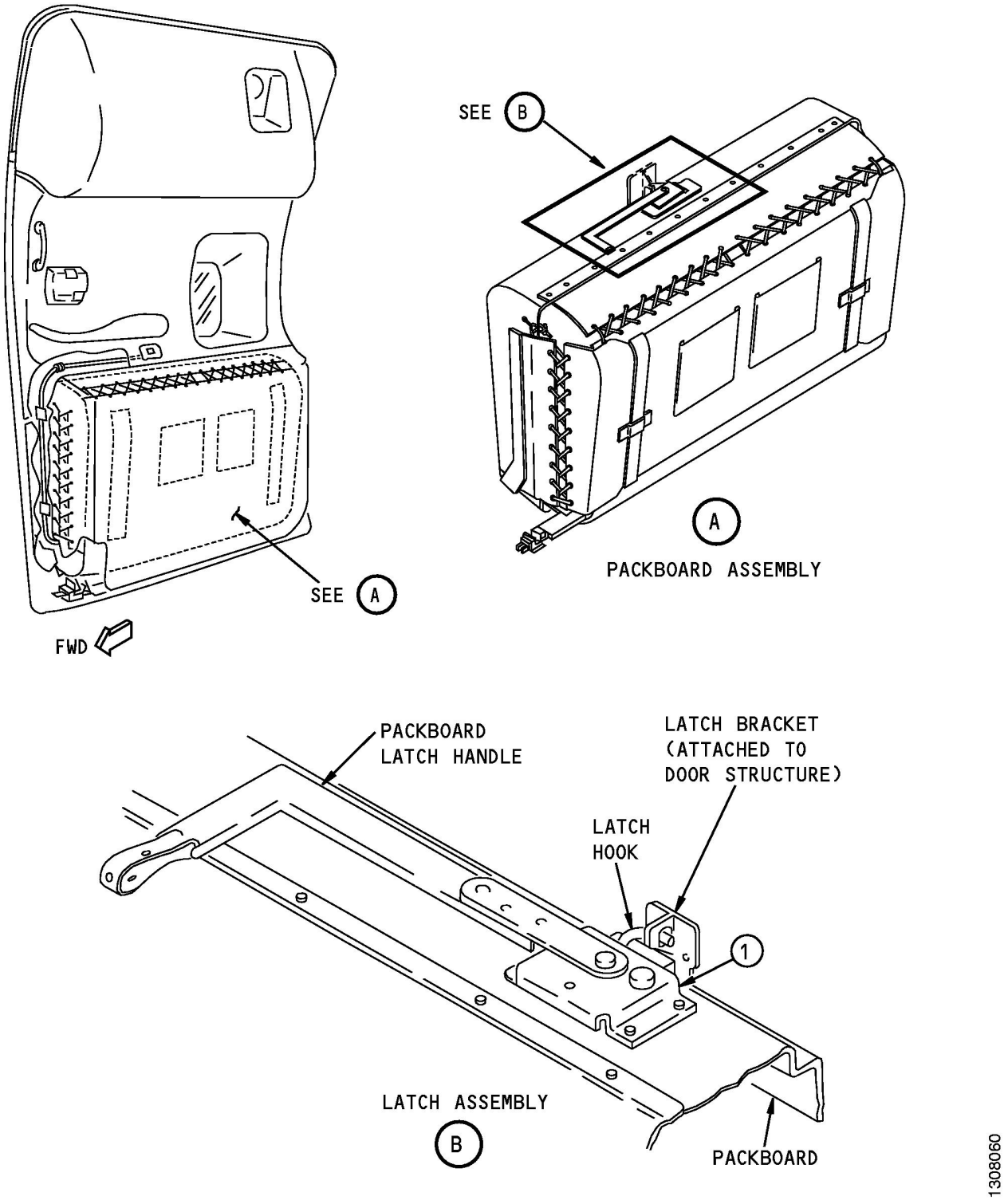


FIGURE 9: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH ASSEMBLY REMOVAL (SHEET 1 OF 2)

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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	LATCH ASSY	69B55465-()	10	Refer to CMM 25-65-24 as an accepted procedure.

FIGURE 9: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH ASSEMBLY REMOVAL (SHEET 2 OF 2)

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THIS FIGURE IS DELETED.

D38438

This illustration removed at Revision 3.

FIGURE 10: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH REPLACEMENT (SHEET 1 OF 1)

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This Figure applies only to: Group 1-2; Group 3, Configuration 4; Group 5-6, 10, Configuration 2; Group 11-12; Group 13-15, Configuration 2; Group 15, Configuration 3; Group 16, Configuration 2-3; Group 17, Configuration 2-3; Group 18-20; Group 21-22, Configuration 2; Group 22, Configuration 3; Group 23, Configuration 2.

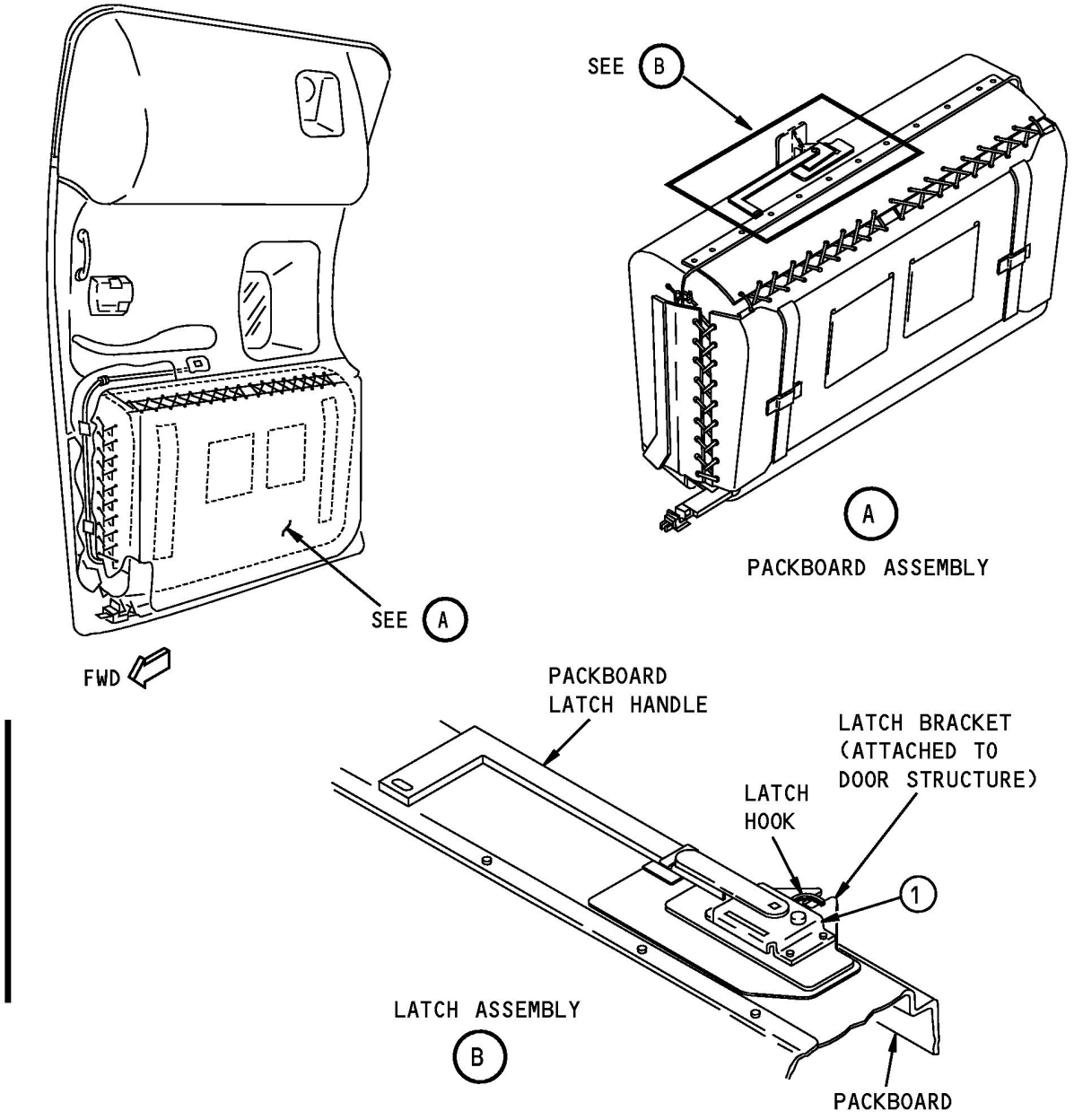


FIGURE 11: ESCAPE SLIDE/RAFT LATCH ASSEMBLY INSTALLATION (SHEET 1 OF 2)

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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	Install (Changed) OR Install (New)	LATCH ASSY	69B55465-( ) SB 747-25-3428 R3 OR 69B55465-803	8	Refer to CMM 25-65-24 as an accepted procedure.

FIGURE 11: ESCAPE SLIDE/RAFT LATCH ASSEMBLY INSTALLATION (SHEET 2 OF 2)

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This Figure applies only to: Group 3-4, 9, Configuration 1.

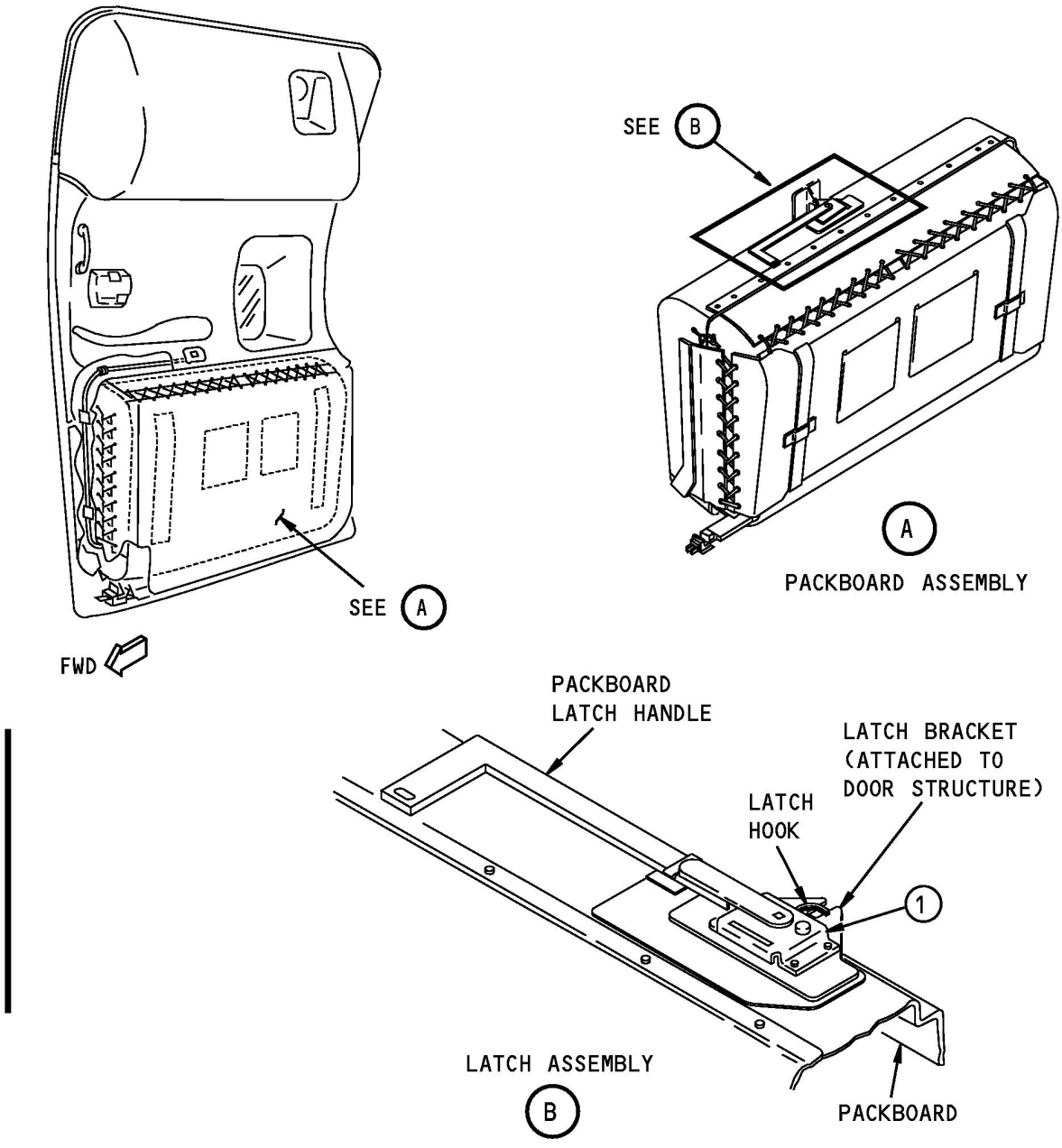


FIGURE 12: ESCAPE SLIDE LATCH ASSEMBLY INSTALLATION (SHEET 1 OF 2)

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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	Install (Changed) OR Install (New)	LATCH ASSY	69B55465-9 SB 747-25-3428 R3 OR 69B55465-803	2	Refer to CMM 25-65-17 as an accepted procedure.

FIGURE 12: ESCAPE SLIDE LATCH ASSEMBLY INSTALLATION (SHEET 2 OF 2)

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This Figure applies only to: Group 3, Configuration 3; Group 5-6, Configuration 1; Group 7; Group 10, 13-17, 21-23, Configuration 1.

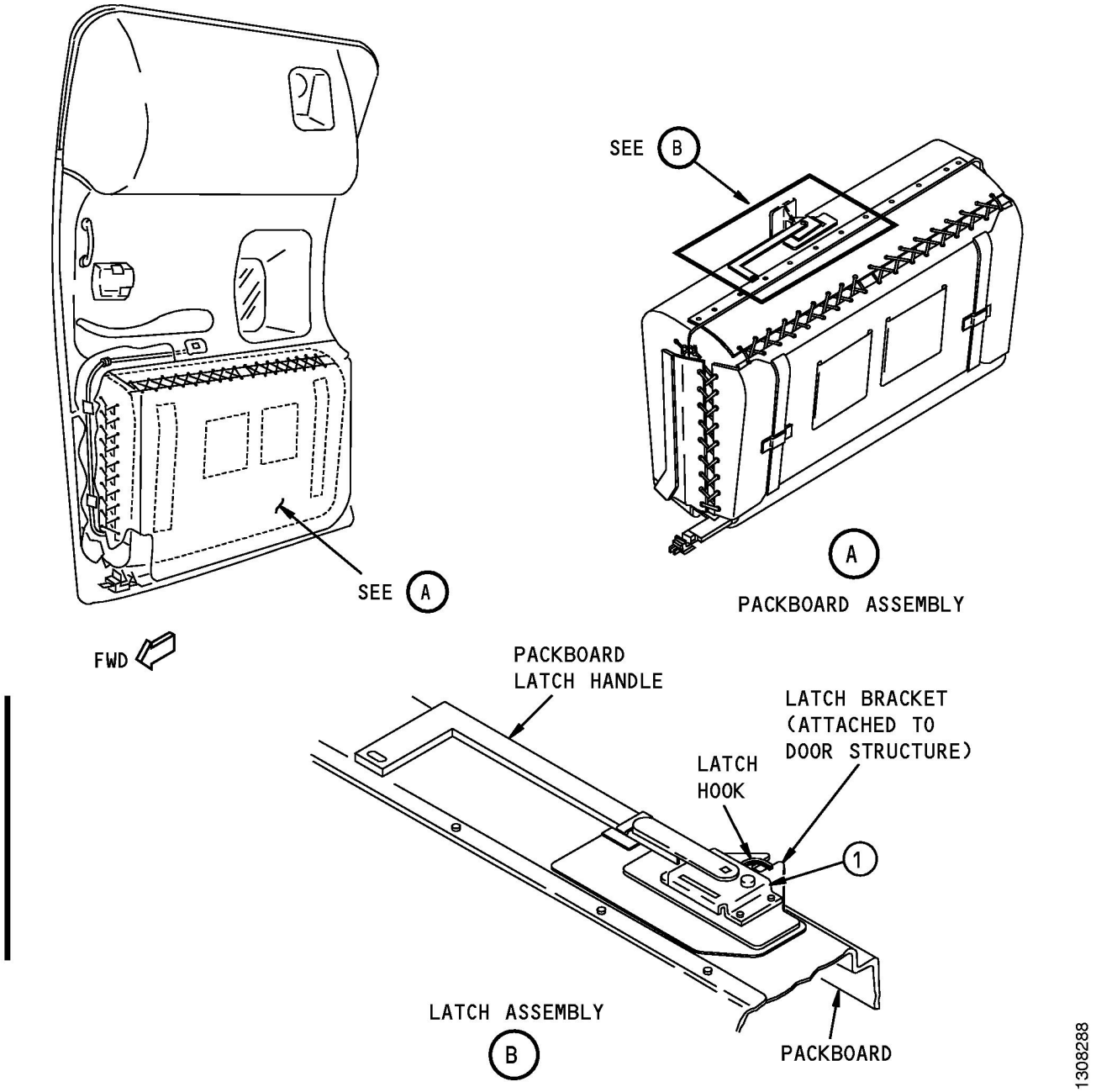


FIGURE 13: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH ASSEMBLY INSTALLATION (SHEET 1 OF 2)

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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	Install (Changed) OR Install (New)	LATCH ASSY	69B55465-( ) SB 747-25-3428 R3 OR 69B55465-803	10	Refer to CMM 25-65-17 as an accepted procedure.

FIGURE 13: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH ASSEMBLY INSTALLATION (SHEET 2 OF 2)

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This Figure applies only to: Group 8.

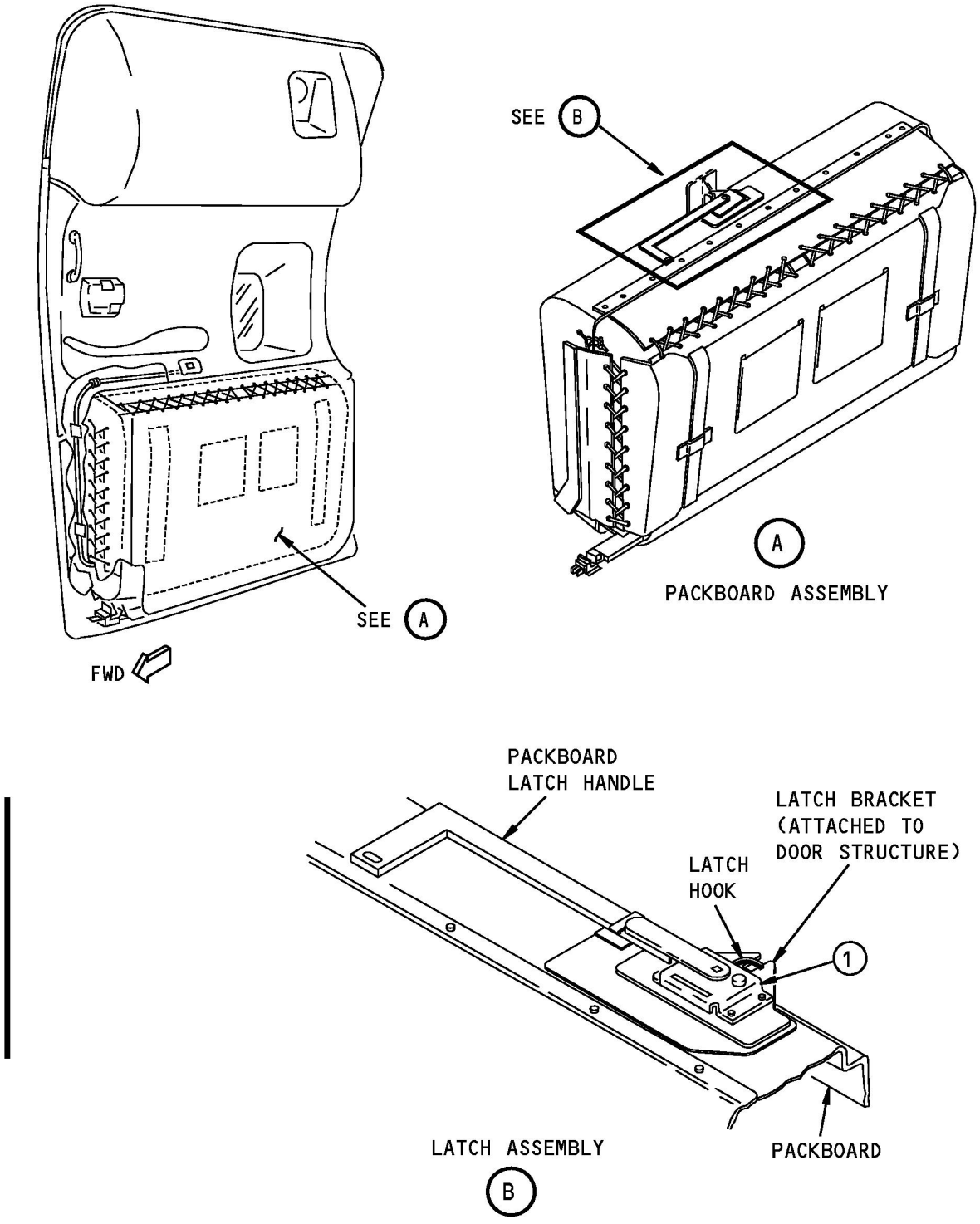


FIGURE 14: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH ASSEMBLY INSTALLATION (SHEET 1 OF 2)

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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	Install (Changed) OR Install (New)	LATCH ASSY	69B55465-9 SB 747-25-3428 R3 OR 69B55465-803	10	Refer to CMM 25-65-17 as an accepted procedure.

FIGURE 14: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH ASSEMBLY INSTALLATION (SHEET 2 OF 2)

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This Figure applies only to: Group 1-2.

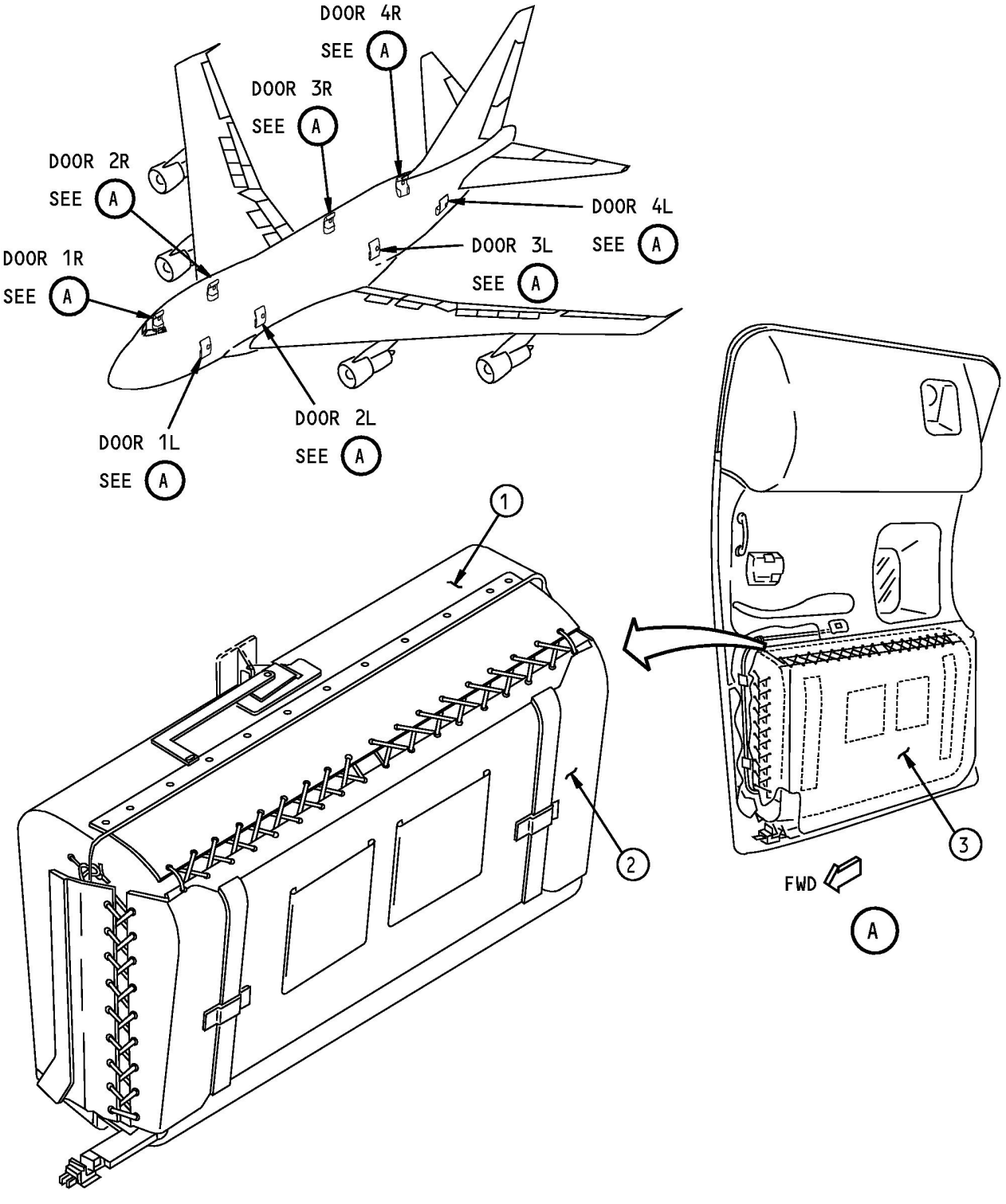


FIGURE 15: DOORS 1, 2, 3, AND 4 ESCAPE SLIDE/RAFT PACK ASSEMBLY INSTALLATION (SHEET 1 OF 2)

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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	Identify (changed)	SLIDE PACK ASSY	65B57391-()	8	with SB 747-25-3428 R3 incorporation in vicinity of part number. Refer to SOPM 20-50-10 as an accepted procedure.
2	Tighten (changed)	SLIDE/RAFT ASSY	NONE	8	in accordance with Goodrich Aerospace SB 25-367 Revision 1.
3	Install (changed)	SLIDE PACK ASSY	65B57391-()	8	Refer to 747-100/200/300 AMM 25-69-01 as an accepted procedure.

FIGURE 15: DOORS 1, 2, 3, AND 4 ESCAPE SLIDE/RAFT PACK ASSEMBLY INSTALLATION (SHEET 2 OF 2)

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This Figure applies only to: Group 3, Configuration 3-4; Group 5-7, 10-23.

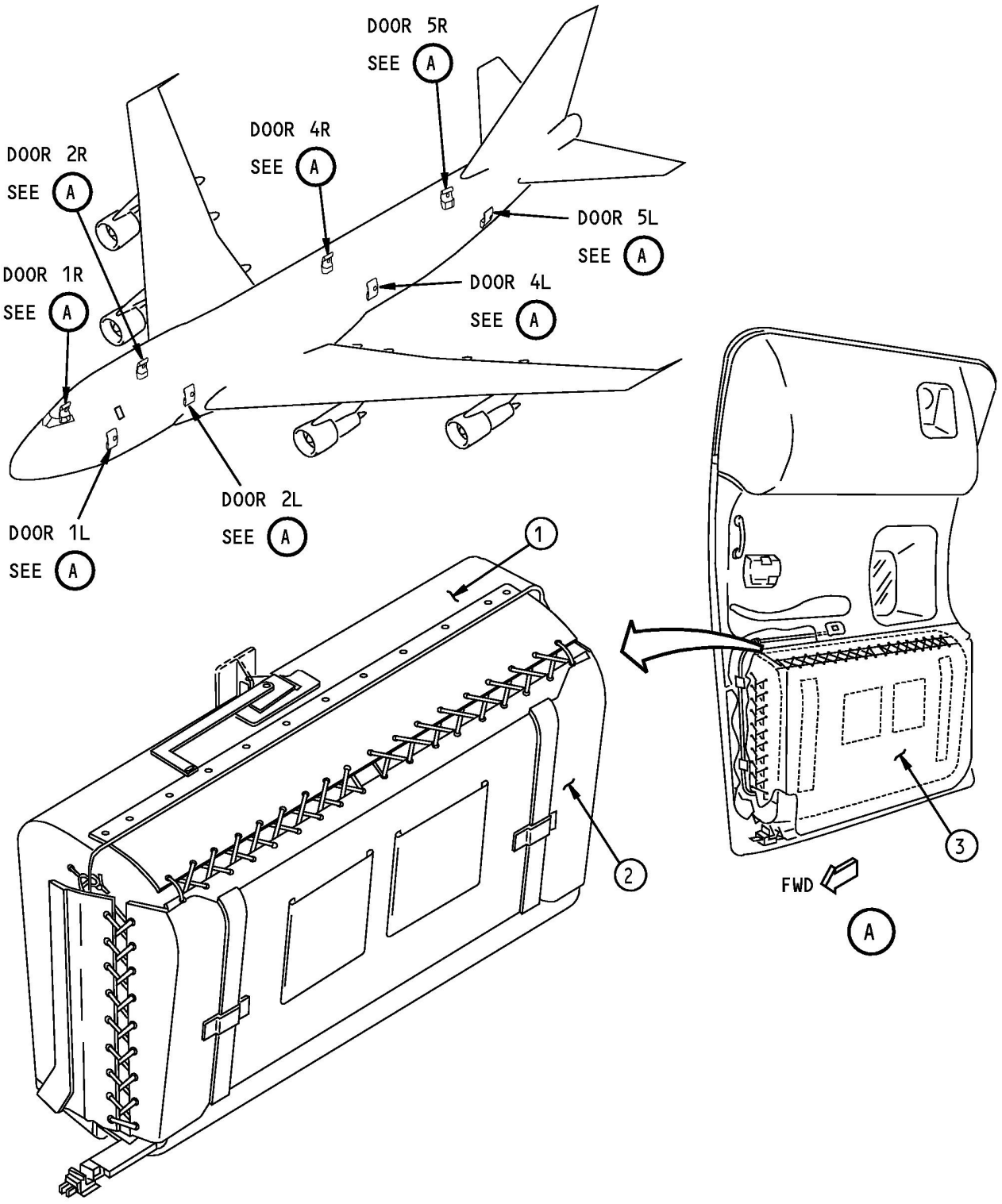


FIGURE 16: DOORS 1, 2, 4, AND 5 ESCAPE SLIDE/RAFT PACK ASSEMBLY INSTALLATION (SHEET 1 OF 2)

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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	Identify (changed)	SLIDE PACK ASSY	65B57391-()	8	with SB 747-25-3428 R3 incorporation in vicinity of part number. Refer to SOPM 20-50-10 as an accepted procedure.
2	Tighten (changed)	SLIDE/RAFT ASSY	NONE	8	in accordance with Goodrich Aerospace SB 25-367 Revision 1.
3	Install (Changed)	SLIDE PACK ASSY	65B57391-()	8	Refer to 747-100/200/300 AMM 25-69-01 as an accepted procedure.

FIGURE 16: DOORS 1, 2, 4, AND 5 ESCAPE SLIDE/RAFT PACK ASSEMBLY INSTALLATION (SHEET 2 OF 2)

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This Figure applies only to: Group 8.

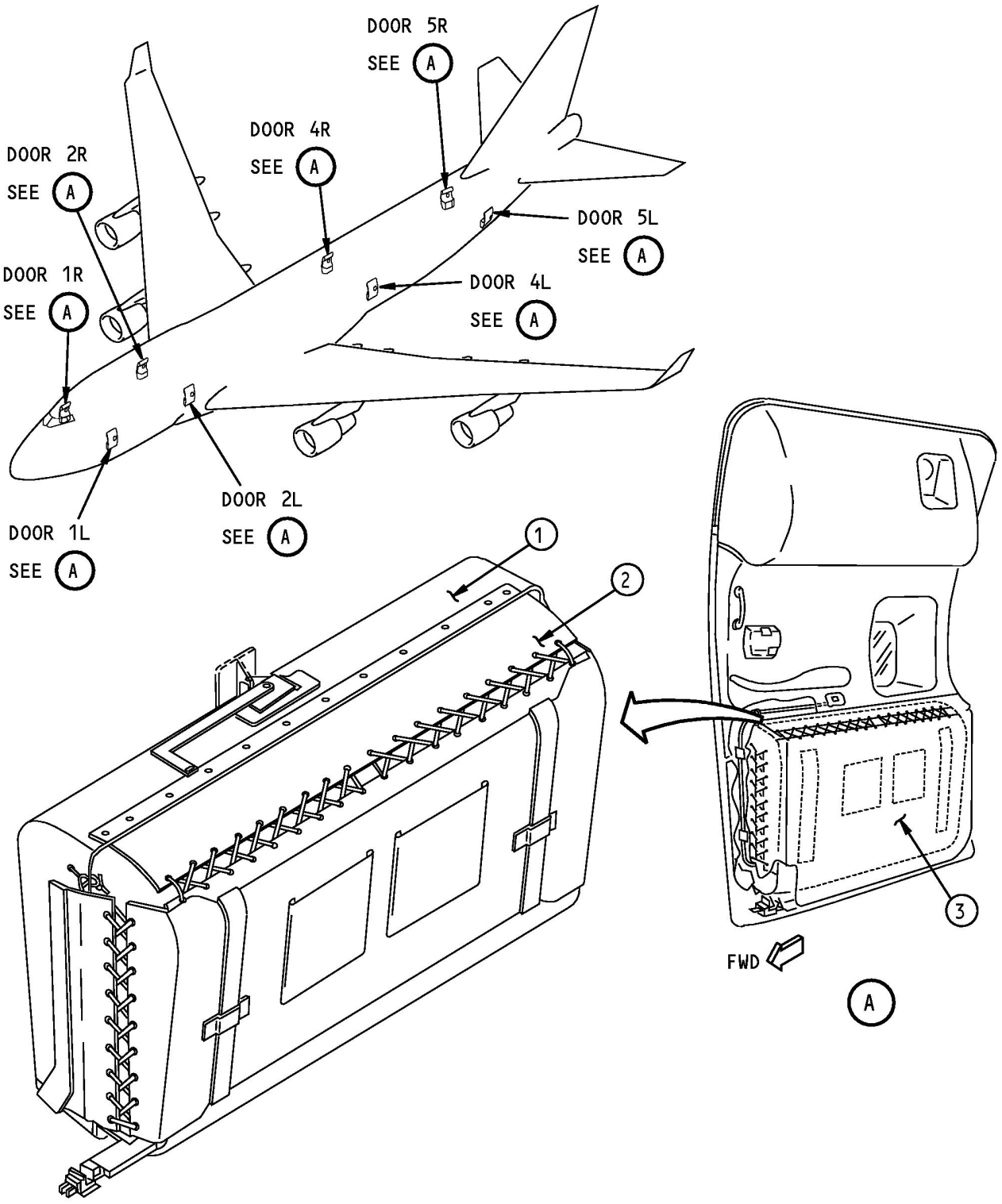


FIGURE 17: DOORS 1, 2, 4, AND 5 ESCAPE SLIDE/RAFT PACK ASSEMBLY INSTALLATION (SHEET 1 OF 2)

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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 left and right sides of the airplane.

STEP	TASK	NAME	IDENTIFICATION	QTY	MORE DATA
1	Identify (changed)	SLIDE PACK ASSY	416U5021-( )	8	Identify that SB 747-25-3428 R3 has been done in vicinity of existing part number. Refer to SOPM 20-50-10 as an accepted procedure.
2	Tighten (changed)	SLIDE/RAFT ASSY	NONE	8	in accordance with Goodrich Aerospace SB 25-367 Revision 1.
3	Install (Changed)	SLIDE PACK ASSY	416U5021-()	8	Refer to 747-400 AMM 25-69-01 as an accepted procedure.

FIGURE 17: DOORS 1, 2, 4, AND 5 ESCAPE SLIDE/RAFT PACK ASSEMBLY INSTALLATION (SHEET 2 OF 2)

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This Figure applies only to: Group 3, Configuration 1, 3; Group 4-6, Configuration 1; Group 7; Group 9-10, 13-17, 21-23, Configuration 1.

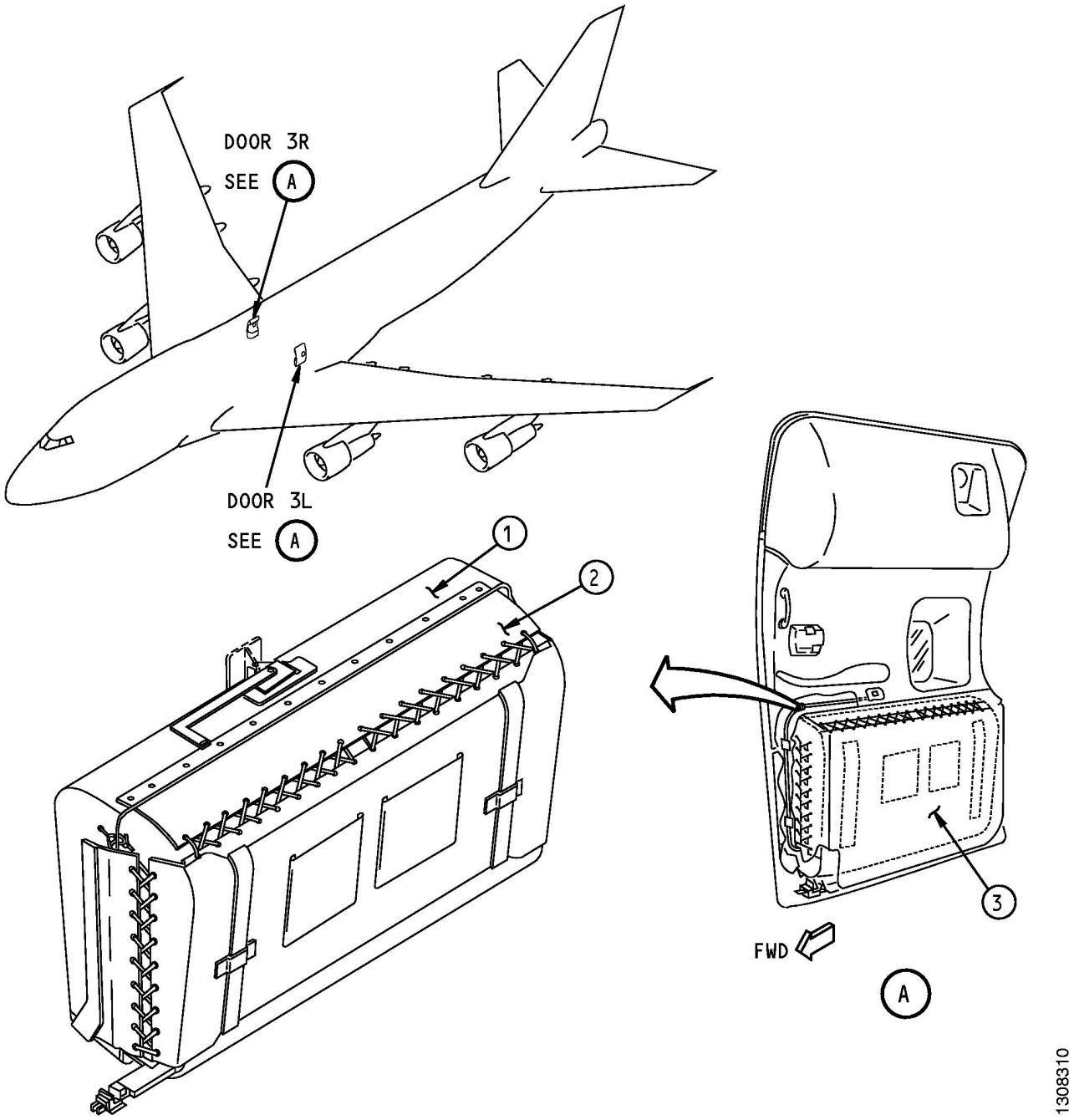


FIGURE 18: DOOR 3 ESCAPE SLIDE PACK ASSEMBLY INSTALLATION (SHEET 1 OF 2)

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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	Identify (changed)	SLIDE PACK ASSY	65B57391-()	2	with SB 747-25-3428 R3 incorporation in vicinity of part number. Refer to SOPM 20-50-10 as an accepted procedure.
2	Tighten (changed)	SLIDE ASSY	NONE	2	in accordance with Goodrich Aerospace SB 25-367 Revision 1.
3	Install (changed)	SLIDE PACK ASSY	65B57391-()	2	Refer to 747-100/200/300 AMM 25-65-16 as an accepted procedure.

FIGURE 18: DOOR 3 ESCAPE SLIDE PACK ASSEMBLY INSTALLATION (SHEET 2 OF 2)

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This Figure applies only to: Group 8.

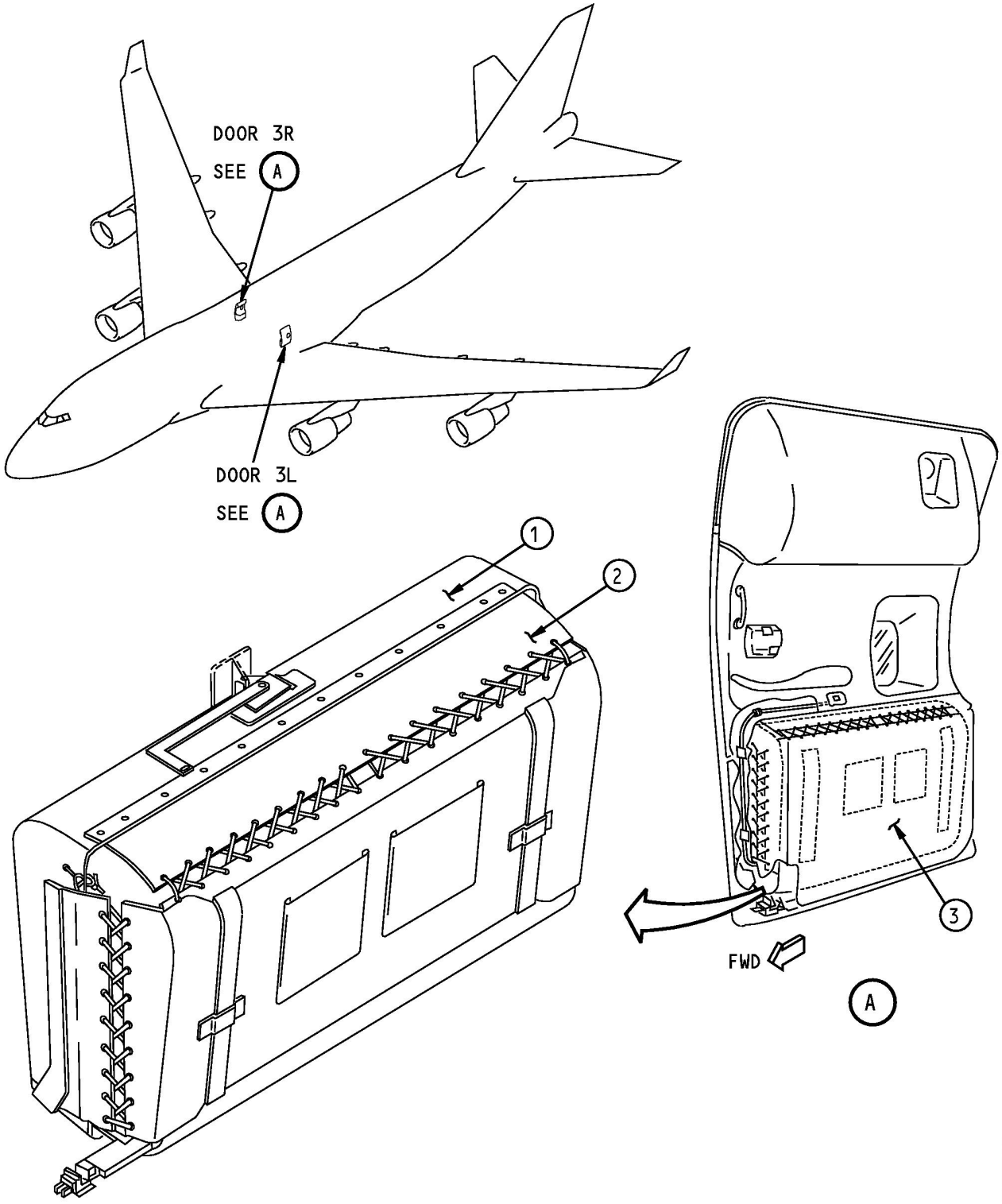


FIGURE 19: DOOR 3 ESCAPE SLIDE PACK ASSEMBLY INSTALLATION (SHEET 1 OF 2)

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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	Identify (changed)	SLIDE PACK ASSY	416U5021-( )	2	Identify that SB 747-25-3428 R3 has been done in vicinity of existing part number. Refer to SOPM 20-50-10 as an accepted procedure.
2	Tighten (changed)	SLIDE ASSY	NONE	2	in accordance with Goodrich Aerospace SB 25-367 Revision 1.
3	Install (Changed)	SLIDE PACK ASSY	416U5021-()	2	Refer to 747-400 AMM 25-65-16 as an accepted procedure.

FIGURE 19: DOOR 3 ESCAPE SLIDE PACK ASSEMBLY INSTALLATION (SHEET 2 OF 2)

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THIS FIGURE IS DELETED.

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This illustration removed at Revision 3.

FIGURE 20: ESCAPE SLIDE/RAFT AND ESCAPE SLIDE LATCH REPLACEMENT (SHEET 1 OF 1)

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This Figure applies only to: Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-23.

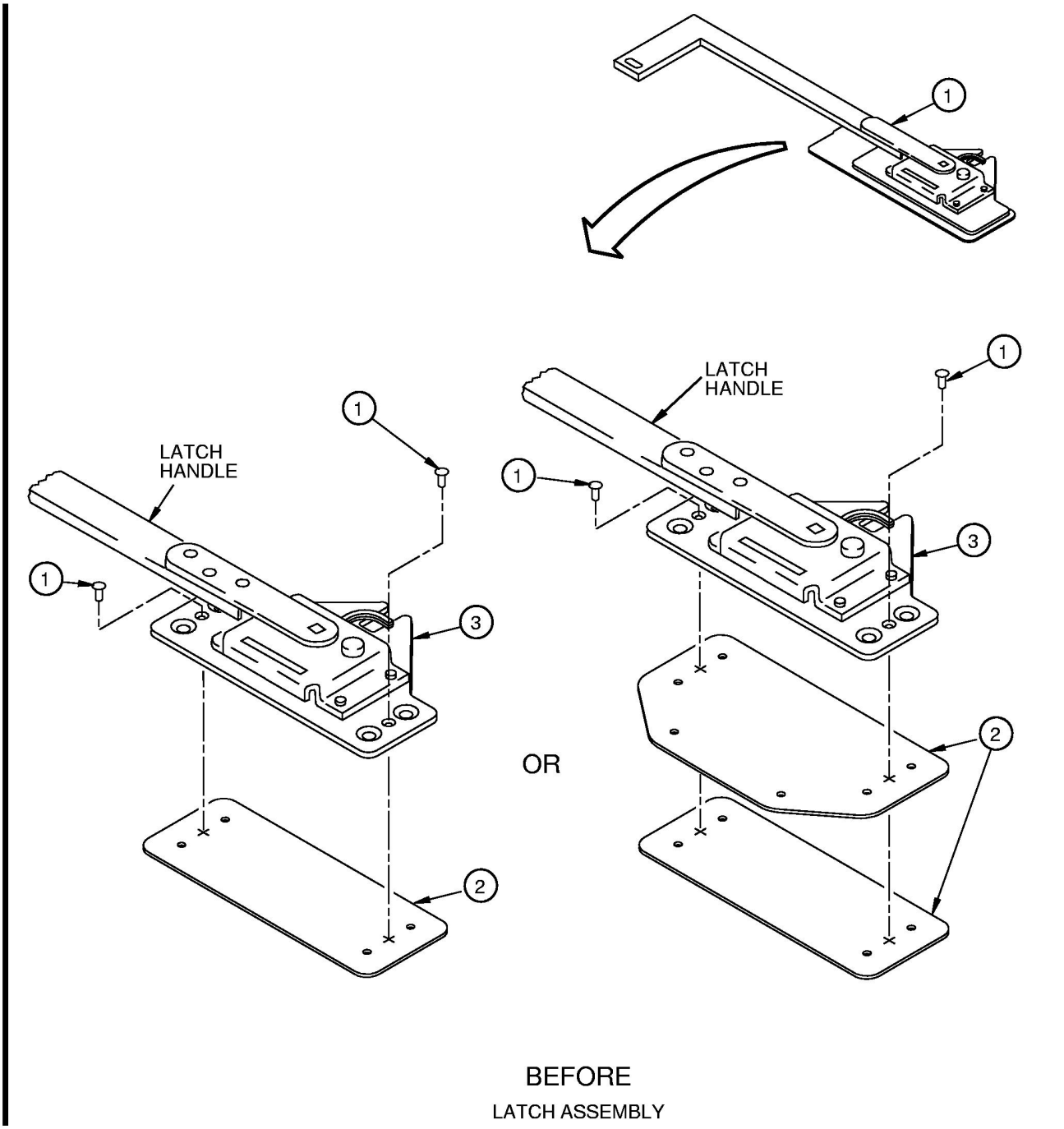
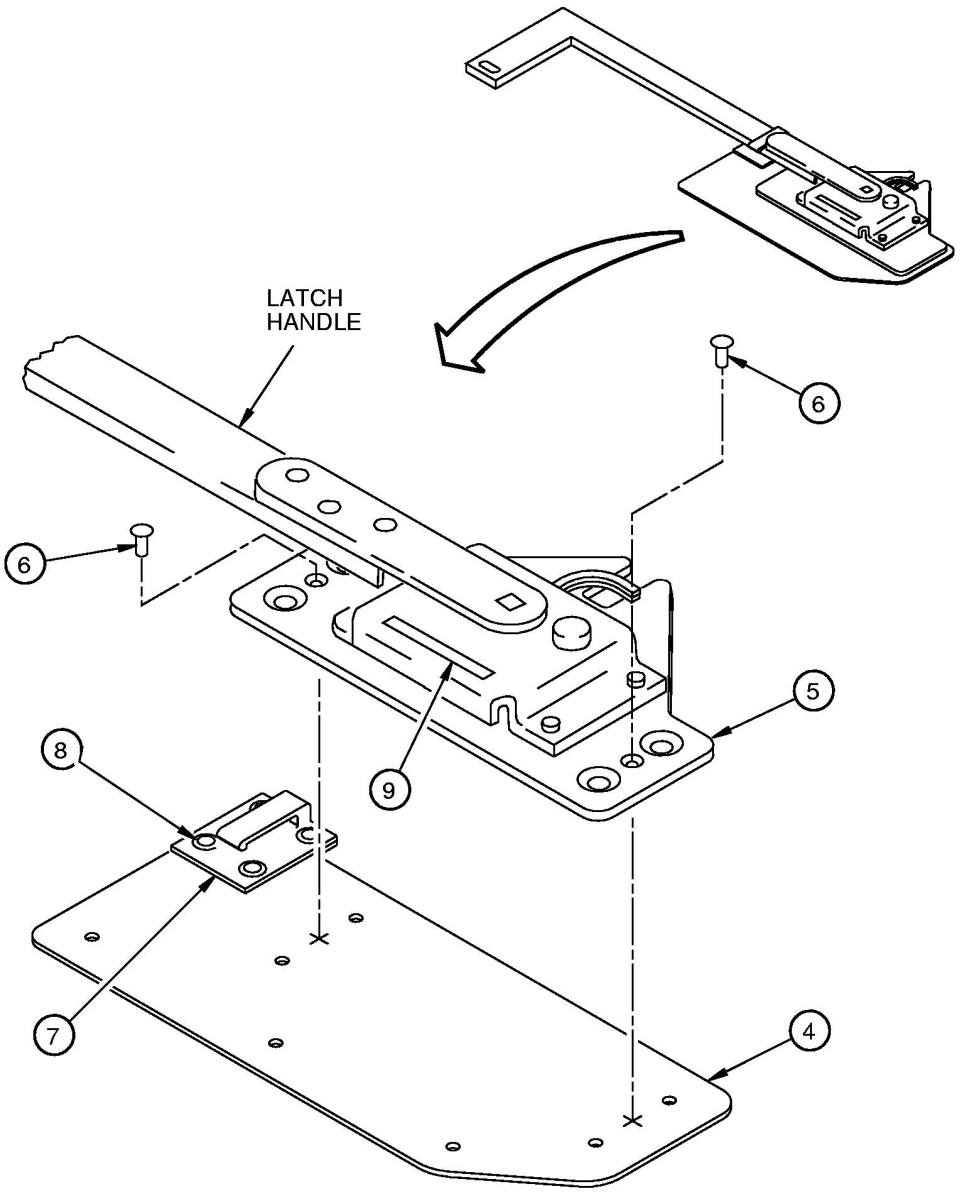


FIGURE 21: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REWORK (SHEET 1 OF 4)

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AFTER
LATCH ASSEMBLY

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FIGURE 21: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REWORK (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 escape slide/raft.

NOTE: Uses one Kit 015U1922-1 for each door.

Step	Task	Name	Identification	Qty	More Data
1	Disassemble	LATCH ASSEMBLY	69B55465-( )	1	
	Remove	RIVET	BACR15BA4D( )	2	
2	Remove	RIVET SPACER or DOUBLER and PLATE SPACER	65B55465-3 OR 65B55465-5 AND -6	1	
3	Remove / Keep	LATCH	SS112A( )	1	
4	Locate	LATCH BASEPLATE	69B55465-801	1	
5	Install (Kept)	LATCH	SS112A( )	1	(a)
6	Install (New)	RIVET, 100 DEG	BACR15BA4D7C (BACR15BA5D7C or BACR15BA6D7C optional)	2	(b)
7	Locate	LATCH HANDLE RETENTION CLIP	69B55465-802	1	
8	Install (New)	MACHINE SCREWS	NAS514P1032-5	4	(c)
	Apply	LOCTITE	222MS (MIL-S-46163A TYPE II GRADE M)	1 Oz	
9	Identify	LATCH ASSEMBLY	-	1	(d)

(a) Locate four holes to match holes in 69B55465-801.

(b) Optional parts for oversize holes are BACR15BA5D7C or BACR15BA6D7C.

(c) Torque 15-20 in-lbs. Install Fasteners using MIL-S-46163A Type II Grade M (Loctite 222MS) Thread Retaining Compound. Refer to SOPM 20-50-12 as an accepted procedure. Use caution not to allow excessive migration of thread retaining compound onto 69B55465-802 Nylon part during assembly.

(d) Identify on this part that the change in this service bulletin was made. Refer to SOPM 20-50-10 as an accepted procedure.

Name	Identification	Qty	More Data
RIVET, 100 DEG	BACR15BA4D7C (BACR15BA5D7C or BACR15BA6D7C optional)	2	

FIGURE 21: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REWORK (SHEET 3 OF 4)

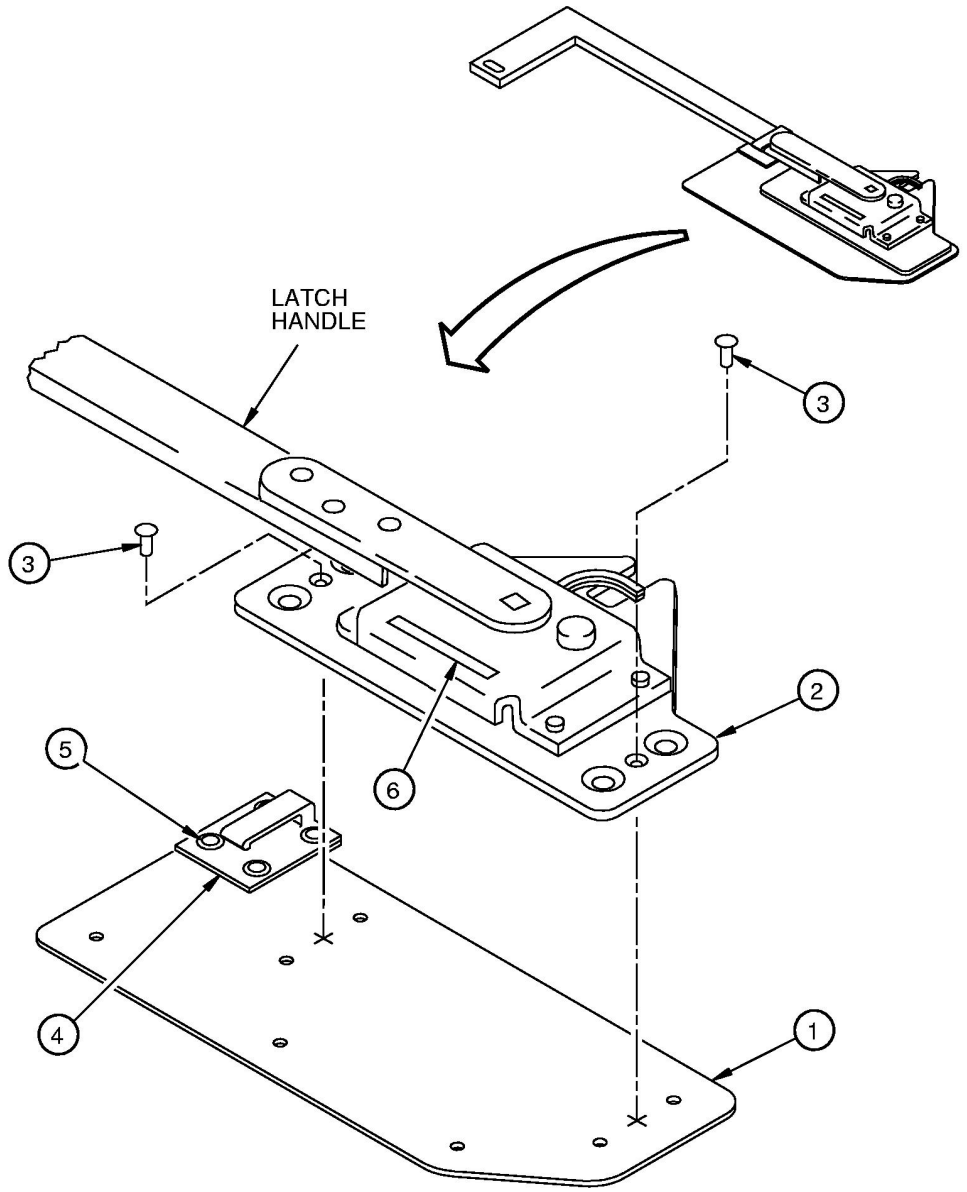
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Name	Identification	Qty	More Data
RIVET	BACR15BA5D7C (BACR15BA6D7C or BACR15BA4D7C optional)	4	
RIVET, 100 DEG	BACR15BA6D7C (BACR15BA4D7C or BACR15BA5D7C optional)	4	

FIGURE 21: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REWORK (SHEET 4 OF 4)

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This Figure applies only to: Group 1-2; Group 3, Configuration 1, 3-4; Group 4, Configuration 1; Group 5-8; Group 9, Configuration 1; Group 10-23.



LATCH ASSEMBLY

2134335

FIGURE 22: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REPLACE (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 escape slide/raft.

NOTE: Uses one Kit 015U1922-1 for each door.

Step	Task	Name	Identification	Qty	More Data
1	Locate	LATCH BASEPLATE	69B55465-801	1	
2	Install (New)	LATCH	SS112A12	1	(a)
3	Install (New)	RIVET, 100 DEG	BACR15BA4D7C	2	
4	Locate	LATCH HANDLE RETENTION CLIP	69B55465-802	1	
5	Install (New)	MACHINE SCREWS	NAS514P1032-5	4	(b)
	Apply	LOCTITE	222MS (MIL-S-46163A TYPE II GRADE M)	1 Oz	
6	Identify	LATCH ASSEMBLY	69B55465-803	1	(c)
(a) Locate four holes to match holes in 69B55465-801.					
(b) Torque 15-20 in-lbs. Install Fasteners using MIL-S-46163A Type II Grade M (Loctite 222MS) Thread Retaining Compound. Refer to SOPM 20-50-12 as an accepted procedure. Use caution not to allow excessive migration of thread retaining compound onto 69B55465-802 Nylon part during assembly.					
(c) Refer to SOPM 20-50-10 as an accepted procedure.					

Name	Identification	Qty	More Data
RIVET, 100 DEG	BACR15BA4D7C (BACR15BA5D7C or BACR15BA6D7C optional)	2	
RIVET	BACR15BA5D7C (BACR15BA6D7C or BACR15BA4D7C optional)	4	
RIVET, 100 DEG	BACR15BA6D7C (BACR15BA4D7C or BACR15BA5D7C optional)	4	

FIGURE 22: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REPLACE (SHEET 2 OF 2)

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This Figure applies only to: Group 24.

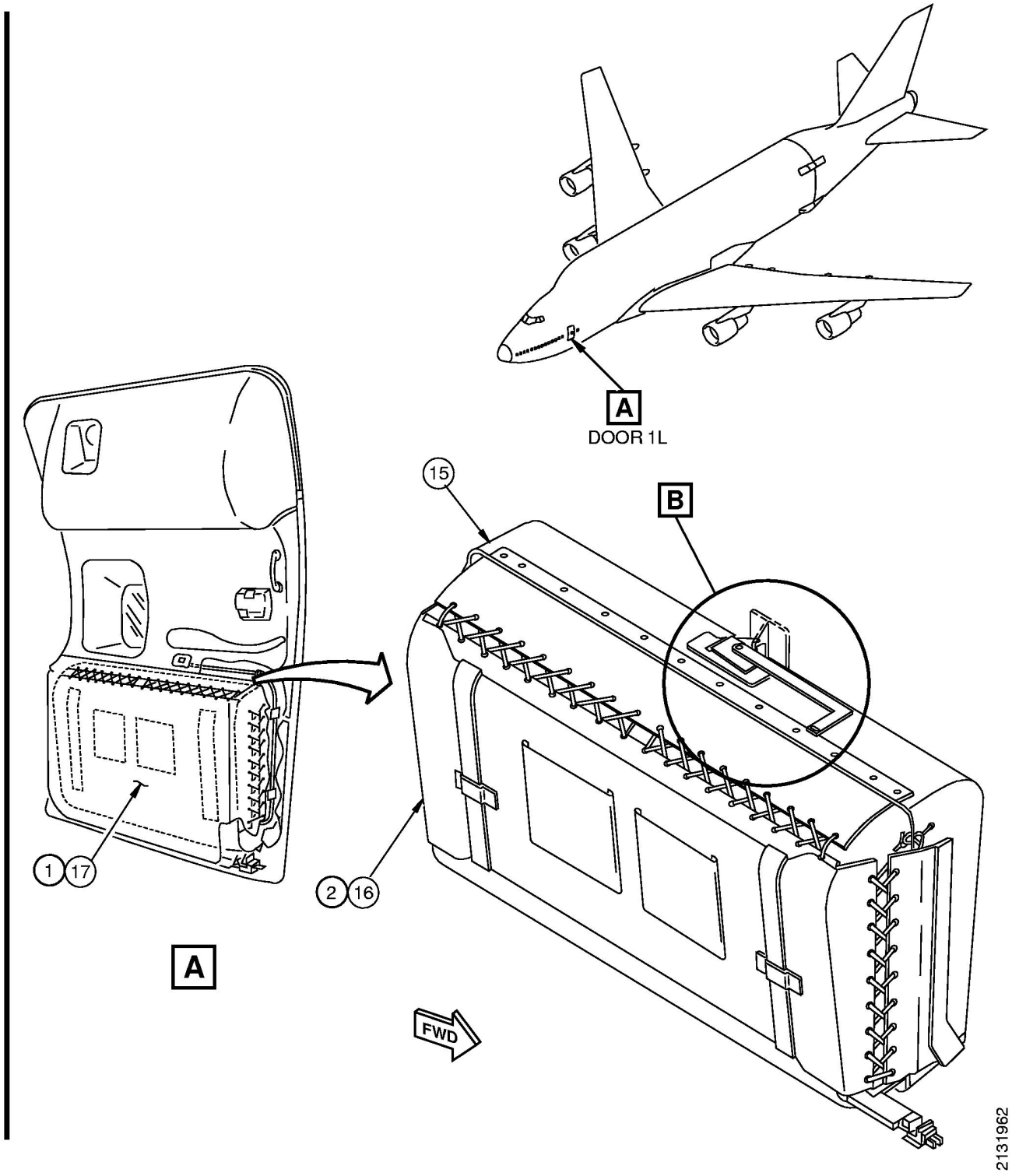
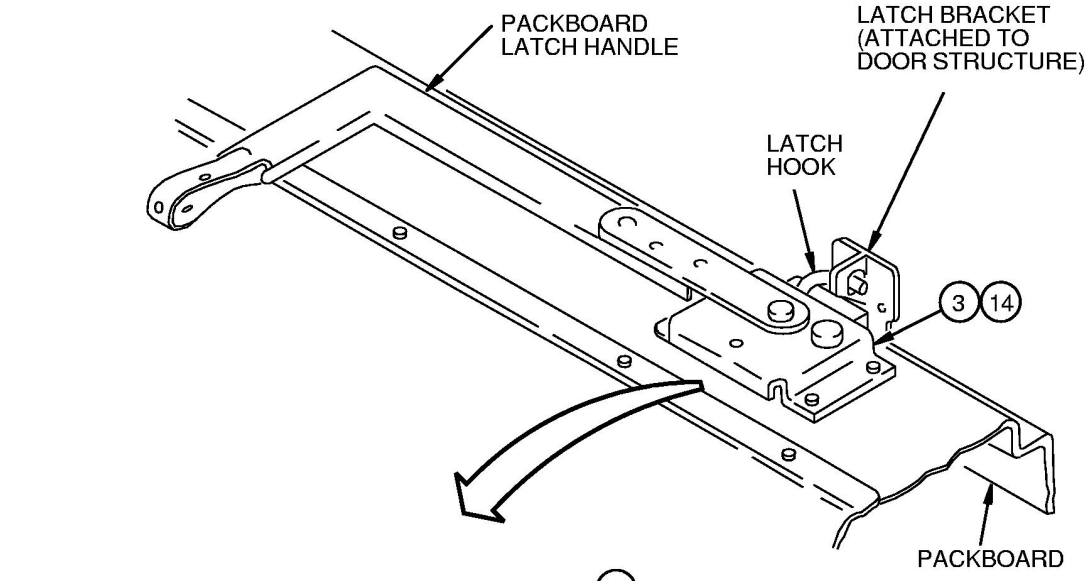
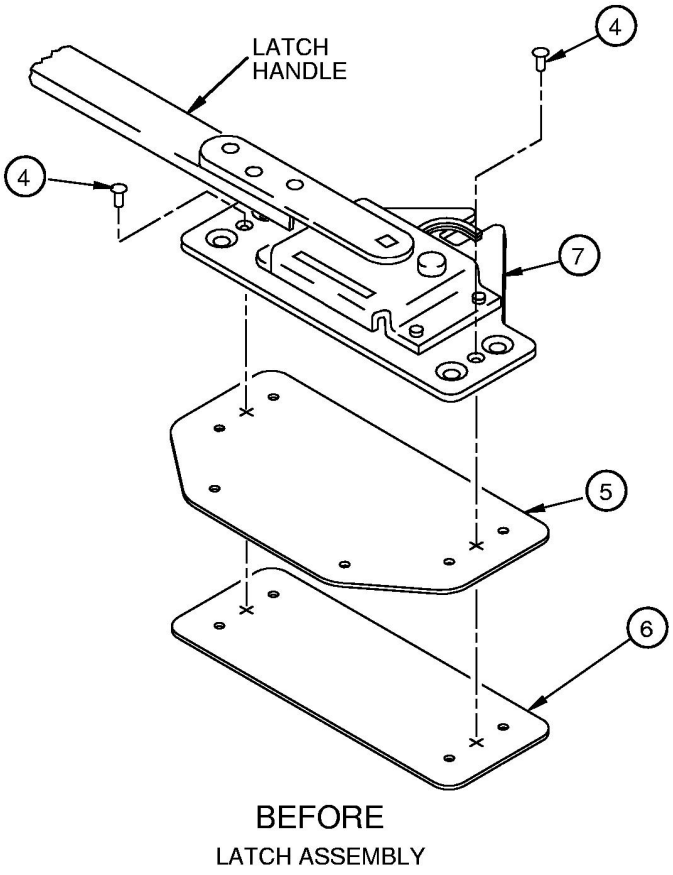


FIGURE 23: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REWORK OR REPLACE (SHEET 1 OF 5)

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B

LATCH ASSEMBLY

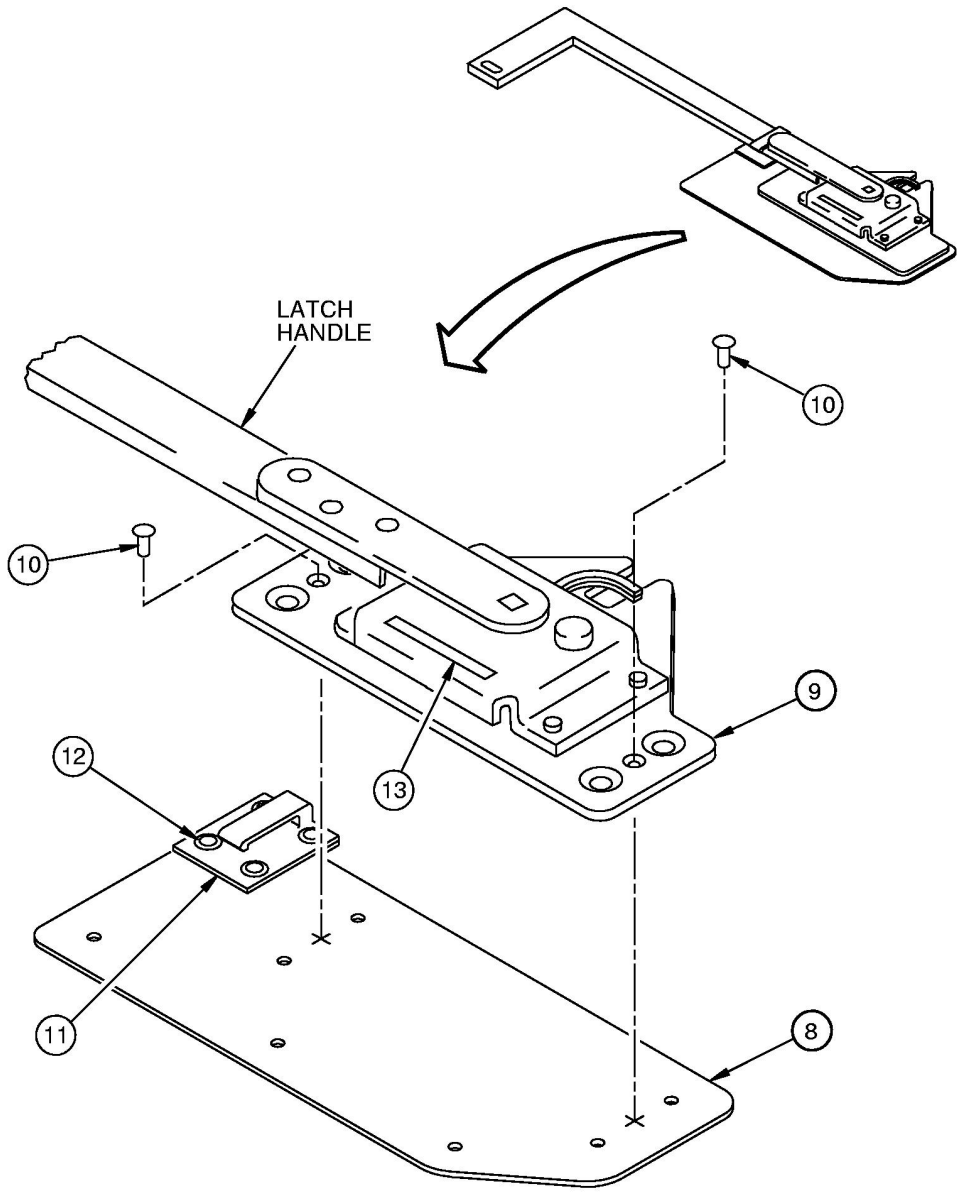
BEFORE

LATCH ASSEMBLY

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FIGURE 23: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REWORK OR REPLACE (SHEET 2 OF 5)

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AFTER
LATCH ASSEMBLY

2132344

FIGURE 23: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REWORK OR REPLACE (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 each escape slide/raft.

Step	Task	Name	Identification	Qty	More Data
1	Remove / Keep	SLIDE PACK ASSY	416U5021-()	1	Refer to 747-400 AMM 25-69-01 as an accepted procedure.
2	Loosen	SLIDE/RAFT ASSY	-	1	in accordance with Goodrich Aerospace SB 25-367 Revision 1.
3	Operate	LATCH ASSEMBLY	69B55465-( )	1	(a)
	Remove / Keep	LATCH ASSEMBLY	69B55465-( )	1	(b)
	Remove	LATCH ASSEMBLY	69B55465-( )	1	(b)
4	Remove	RIVET	BACR15BA4D( )	2	(c)
5	Remove	DOUBLER	69B55465-5 (69B55465-8 optional)	1	(c)
6	Remove	PLATE SPACER	69B55465-6	1	(c)
7	Remove / Keep	LATCH	SS112A( )	1	(c) (b)
8	Locate	LATCH BASEPLATE	69B55465-801	1	
9	Install (Kept)	LATCH	SS112A( )	1	(d) Kept or New
10	Install (New)	RIVET, 100 DEG	BACR15BA4D7C	2	
11	Locate	LATCH HANDLE RETENTION CLIP	69B55465-802	1	
12	Install (New)	MACHINE SCREWS	NAS514P1032-5	4	(e)
	Apply	LOCTITE	222MS (MIL-S-46163A TYPE II GRADE M)	1 Oz	(e)
13	Identify	LATCH ASSEMBLY	SB 747-25-3428 R3	1	(f) (h)
	Identify	LATCH ASSEMBLY	69B55465-803	1	(g)
14	Install (Changed)	LATCH ASSEMBLY	SB 747-25-3428 R3	1	(f) (h)
	Install (New)	LATCH ASSEMBLY	69B55465-803	1	(g)
15	Identify	PACKBOARD ASSY	-	1	(h)
	Identify	SLIDE PACK ASSY	-	1	(h)
16	Tighten	SLIDE/RAFT ASSY	-	1	in accordance with Goodrich Aerospace SB 25-367 Revision 1.

FIGURE 23: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REWORK OR REPLACE (SHEET 4 OF 5)

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Step	Task	Name	Identification	Qty	More Data
17	Install (Changed)	SLIDE PACK ASSY	-	1	Refer to 747-400 AMM 25-69-01 as an accepted procedure.
(a) Make sure latch is correctly assembled in accordance with APPENDIX A.					
(b) If latch is correctly assembled, keep and continue. If latch is not correctly assembled, get a new latch and continue with bubble step 8.					
(c) Bubble steps 4, 5, 6 and 7 are optional steps based on condition of latch.					
(d) A new SS112A12 Latch may be used if it was determined that the removed latch was not correctly assembled.					
(e) Torque 15-20 in-lbs. Install Fasteners using MIL-S-46163A Type II Grade M (Loctite 222MS) Thread Retaining Compound. Refer to SOPM 20-50-12 as an accepted procedure. Use caution not to allow excessive migration of thread retaining compound onto 69B55465-802 Nylon part during assembly.					
(f) If existing latch SS112 A1 or SS112A11 was used.					
(g) If latch SS112A12 was used.					
(h) Identify on this part that the change in this service bulletin was made. Refer to SOPM 20-50-10 as an accepted procedure.					

Name	Identification	Qty	More Data
RIVET, 100 DEG	BACR15BA4D7C (BACR15BA5D7C or BACR15BA6D7C optional)	2	
RIVET	BACR15BA5D7C (BACR15BA6D7C or BACR15BA4D7C optional)	4	
RIVET, 100 DEG	BACR15BA6D7C (BACR15BA4D7C or BACR15BA5D7C optional)	4	

FIGURE 23: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REWORK OR REPLACE (SHEET 5 OF 5)

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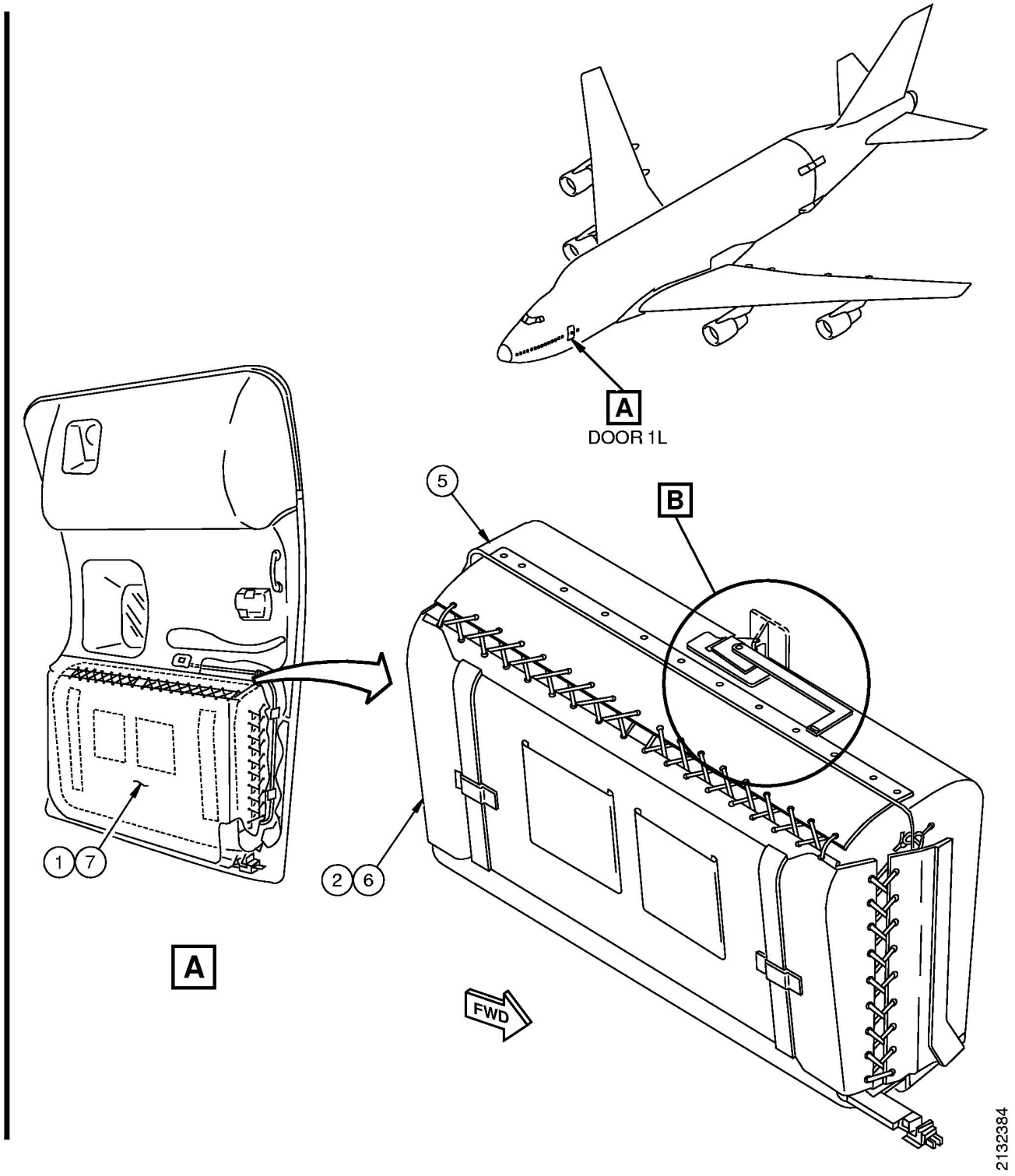
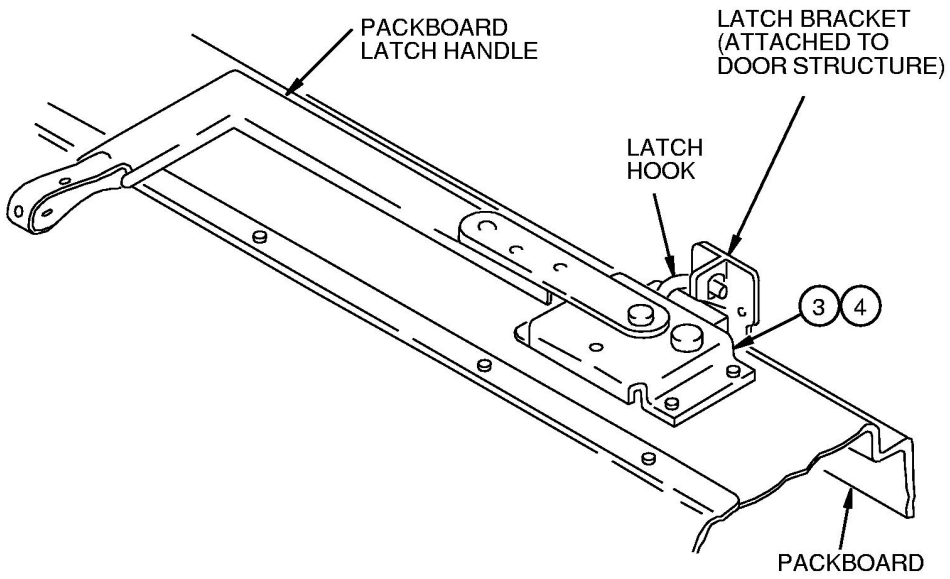


FIGURE 24: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REPLACE (SHEET 1 OF 3)

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B

LATCH ASSEMBLY

2132385

FIGURE 24: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REPLACE (SHEET 2 OF 3)

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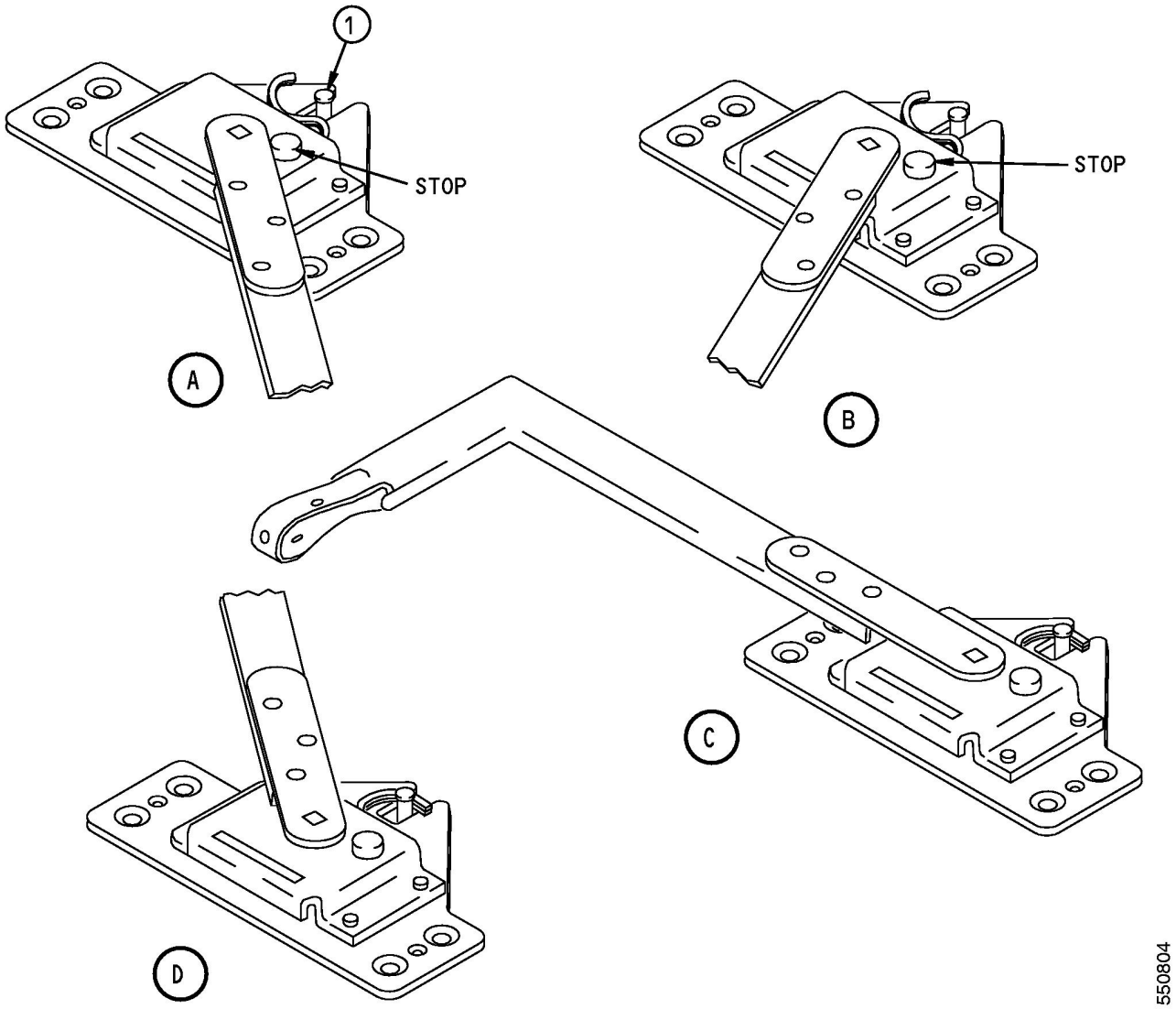
The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the number of parts necessary for each escape slide/raft.

Step	Task	Name	Identification	Qty	More Data
1	Remove / Keep	SLIDE PACK ASSY	416U5021-()	1	Refer to 747-400 AMM 25-69-01 as an accepted procedure.
2	Loosen	SLIDE/RAFT ASSY	-	1	in accordance with Goodrich Aerospace SB 25-367 Revision 1.
3	Remove	LATCH ASSEMBLY	69B55465-( )	1	
4	Install (New)	LATCH ASSEMBLY	69B55465-803	1	
5	Identify	SLIDE PACK ASSY	416U5021-()	1	(a)
	Identify	PACKBOARD ASSY	-	1	(a)
6	Tighten	SLIDE/RAFT ASSY	-	1	in accordance with Goodrich Aerospace SB 25-367 Revision 1.
7	Install (Changed)	SLIDE PACK ASSY	416U5021-()	1	Refer to 747-400 AMM 25-69-01 as an accepted procedure.

(a) Identify on this part that the change in this service bulletin was made. Refer to SOPM 20-50-10 as an accepted procedure.

FIGURE 24: ESCAPE SLIDE/RAFT LATCH ASSEMBLY - REPLACE (SHEET 3 OF 3)

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How to determine if a latch is not correctly assembled.

1. Insert a 0.36 diameter shaft vertically in the slot to simulate the latch bracket.
   a. Rotate latch handle counter clock wise. It should touch the stop.
   b. If the latch handle stops before reaching the stop it is not correctly assembled.
   c. Rotate the latch handle clock wise. It should stop at the 9 0'clock position.
   d. If the latch handle rotates past the 11 0'clock position it is not correctly assembled.

Appendix A: CORRECTLY ASSEMBLED SS112A1, SS112A11 OR SS112A12 LATCH DETERMINATION. (SHEET 1 OF 1)

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