



SERVICE BULLETIN

**TO: ALL HOLDERS OF SERVICE BULLETIN 114122-32-108,
Initial Issue DATED Jun 18/25.**

FROM: Triumph Actuation Products and Services

This page transmits Revision 1 dated Mar 06/26 to Service Bulletin 114122-32-108. Revision 1 replaces Service Bulletin 114122-32-108 initial issue, dated Jun 18/25.

This revision makes these changes:

- (1) Inclusion of a new reference in para 1.K.
- (2) Modify quantity of RING, BACK-UP in para 2.C.(1)
- (3) Inclusion of a new X-Ray procedure affecting para: 1.D.(2)(e), 1.G.(4), 3.C.(5), 3.C.(6)
- (4) Approval paragraph 1.F.
- (5) Man-hours updated in para 1.G.
- (6) Rewording for greater clarity, throughout document.

All technical changes are indicated with revision bars.



ACTUATION PRODUCTS
AND SERVICES

SERVICE BULLETIN

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CAGE CODE: U7388

SERVICE BULLETIN

LANDING GEAR - MAIN LANDING GEAR DOOR ACTUATOR - CHECK OF LOCKING RING IN THE MAIN LANDING GEAR DOOR ACTUATOR 114122015

1. PLANNING INFORMATION

WARNING: FAILURE TO CORRECTLY IMPLEMENT INSTRUCTIONS GIVEN IN THIS SERVICE BULLETIN, AS AMENDED FROM TIME TO TIME BY TRIUMPH ACTUATION PRODUCTS AND SERVICES, CAN ENDANGER HEALTH OR SAFETY.

A. EFFECTIVITY

Unit affected : Main Landing Gear Door Actuator

Part/Type Nos : 114122015

List A

Serial Nos : TA1800947, TA1904781, TA1904786, TA1909576, TA1910476,
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B. CONCURRENT REQUIREMENTS

(1) Not applicable.



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Jurisdiction	USML	ECCN	UKML	UKDUL	Date
Classification	No Jurisdiction	9E991	No Jurisdiction	PL9009.c	Mar 06/26

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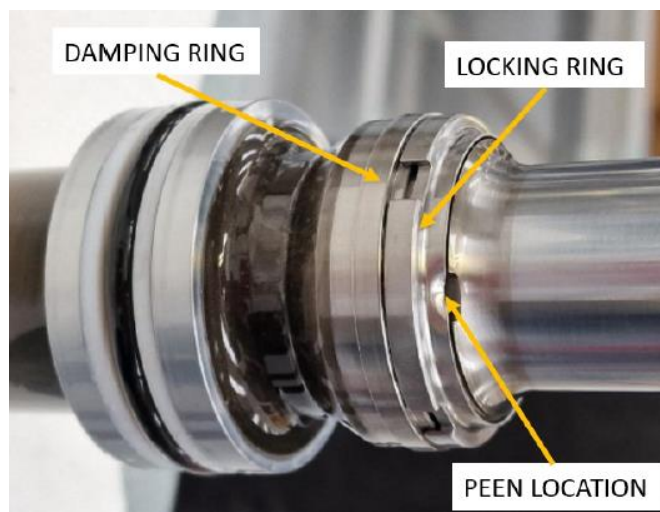
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C. REASON

Several aircraft installed with the Main Landing Gear (MLG) Door Actuator, part number 114122015, were reported having experience issues with the opening of the MLG Door, during maintenance operations. Laboratory investigation of failed MLG Door Actuators showed that the Locking Ring (2-135 of CMM 32-31-35) had not been deformed (peened) as necessary by the assembly process.

The list of suspect actuator serial numbers that may not have been peened properly is defined in paragraph 1.A

Figure 1 below shows a correctly peened Locking Ring (2-135)



NOTE: There are 2 peen locations. 1 as shown above and the second is 180 degrees from the first when the piston rod is turned around its axis.

Figure 1 - Correct peening of Locking Ring (2-135)

D. DESCRIPTION

- (1) The purpose of this Service Bulletin is to assess, record, and repair as necessary, the MLG Door Actuators, part number 114122015, that are suspected of not having the Locking Ring (2-135) locked in place by a deforming (peening) process on the Piston Rod.
- (2) The Operator can do either (a), (b), (c), (d) or (e):
 - (a) For completion of this Service Bulletin, reference Airbus AOT A32N033-24, return affected units to:
Triumph Actuation Products and Services
49 Parkway,
Zone 2,
Deeside Industrial Park East,
Deeside,
CH5 2NS

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Or, unless otherwise directed by Triumph
AAR Corp,
Aircraft Component Services,
Kruisweg 705,
2132 ND Hoofddorp,
The Netherlands

If units are to be return to either of the above facilities quote reference number "MLGDA00124".

- (b) 'X Ray' the actuator off aircraft, to examine the Locking Ring (2-135), in accordance with this Service Bulletin.
- (c) 'CT Scan' the actuator off aircraft, to examine the Locking Ring (2-135), in accordance with this Service Bulletin.
- (d) 'Disassemble' the actuator, to examine the Locking Ring (2-135), in accordance with this Service Bulletin.
- (e) 'X Ray' the actuator on aircraft, to examine the Locking Ring (2-135), in accordance with this Service Bulletin.

E. COMPLIANCE

- (1) Recommended: Service Bulletin recommended to be accomplished to prevent significant operational disruptions.

F. APPROVAL

- (1) The technical content of this document is approved under the authority of the DOA ref. EASA.21J.031.

G. MANPOWER

- (1) Man-hours necessary for off aircraft Inspection (CT scan / X-ray): 1 man-hours
- (2) Man-hours necessary for Inspection (Disassembly / Re-assembly): 3 man-hours
- (3) Man-hours necessary for Test:
 - (a) For units that have been CT scanned or X-rayed off aircraft: 0.5 man-hours
 - (b) For units that have been Disassembled: 1.25 man-hours
- (4) Man-hours necessary for on aircraft Inspection (X-ray): 1 man-hours

H. WEIGHT AND BALANCE

- (1) None.

I. ELECTRICAL LOAD DATA

- (1) Not changed.



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J. SOFTWARE ACCOMPLISHMENT SUMMARY

(1) Not applicable.

K. REFERENCES

- (1) Triumph Actuation Products and Services CMM 32-31-35.
- (2) Triumph Actuation Products and Services SPM 20-00-00.
- (3) Airbus, Alert Operators Transmissions (AOT) A32N033-24 rev 03 or later.

L. PUBLICATIONS AFFECTED

(1) Triumph Actuation Products and Services CMM 32-31-35.

M. INTERCHANGEABILITY

(1) Not applicable.

2. MATERIAL INFORMATION

A. MATERIAL - PRICE AND AVAILABILITY

- (1) Material
The material necessary is detailed in paragraph 2.C.
- (2) Price
Free of charge.
- (3) Availability
The materials will be available from:
TASUKC-Support@triumphgroup.com

B. INDUSTRY SUPPORT INFORMATION

(1) Not applicable.

C. LIST OF COMPONENTS

(1) Materials are only applicable to Scenario 1 only, reference paragraph 3.C.(7).

NEW PNR (CMM IPL Ref.)	PART NUMBER	QTY	KEYWORD	OLD PNR (CMM IPL Ref.)	INST. DISP.
2-90	P801851	1	RING, SCRAPER	2-90	REPLACE
2-100	NAS1611-225A	1	SEAL, O-RING	2-100	REPLACE
2-110	MS27595-225	2	RING, BACK-UP	2-110	REPLACE
2-120	P337915	1	SEAL ASSEMBLY	2-120	REPLACE
2-200	P800073	1	SEAL ASSEMBLY	2-200	REPLACE

(2) Material to be Purchased



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- (a) Refer to the CMM 32-31-35 for consumables.
- D. SUBCOMPONENTS TO BE RE-IDENTIFIED
 - (1) None.
- E. TOOLING
 - (1) Refer to the CMM 32-31-35 for tools necessary.
- F. SPECIAL TOOLS
 - (1) Not applicable

3. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL

- (1) Refer to the CMM 32-31-35 for DISASSEMBLY and ASSEMBLY procedures. Item numbers used within this document are the same as those used in the IPL of the CMM 32-31-35.

B. PREPARATION

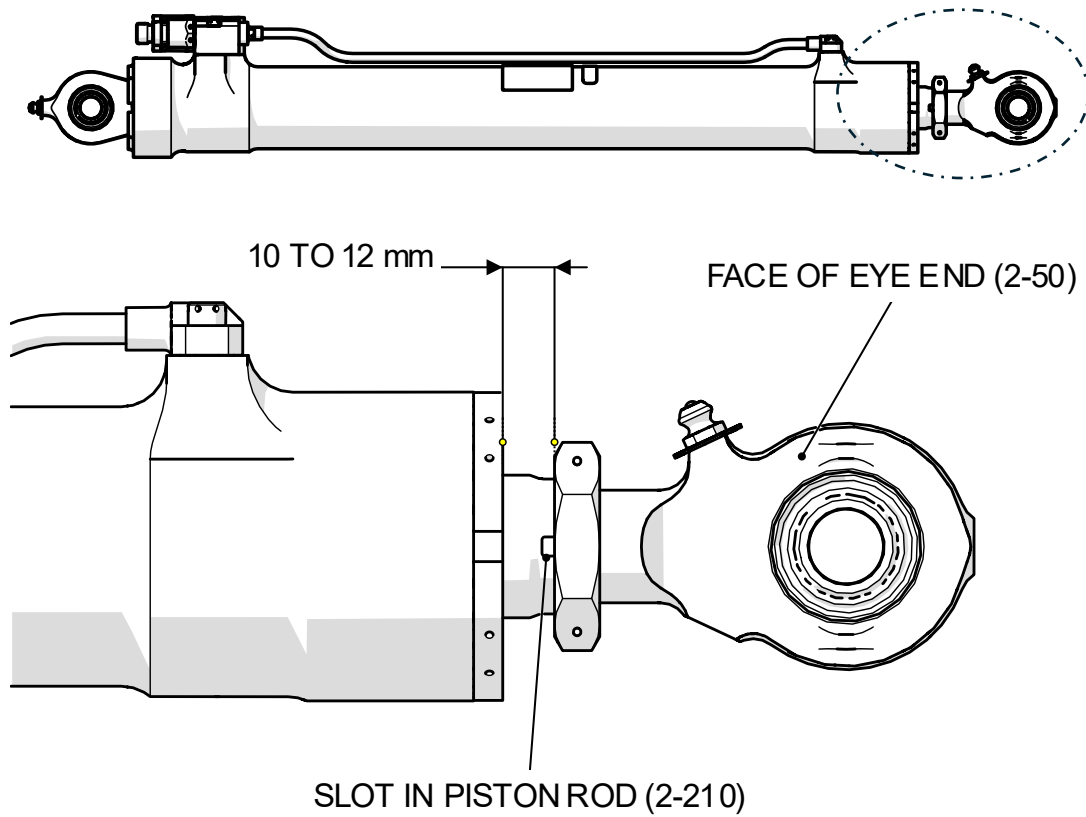
- (1) Inspect unit to examine if Service Bulletin has already been done. Do unit Inspection.
 - (a) Inspect Amendment Plate (2-220) reference Figure 17. If the text 'PINSP' is scribed, email a completed 'Reporting Sheet', reference Figure 18, to TASUKC-Support@triumphgroup.com, to confirm PINSP is scribed on Amendment Plate (2-220). No more work is necessary for this Service Bulletin.
 - (b) Inspect the Unit. Examine Parts Visually as per CMM 32-31-35, CHECK section 2.A.

C. PROCEDURE

- (1) To inspect the Unit to examine if the Locking Ring (2-135) is correctly installed, the unit can either be:
 - (a) Do Special Detailed Inspection (SDI), 'X-Rayed' (off aircraft) per paragraph 3.C.(2).
 - (b) Do Special Detailed Inspection (SDI), 'CT Scanned' (off aircraft) per paragraph 3.C.(3).
 - (c) Disassembled as per paragraph 3.C.(4).
 - (d) Do Special Detailed Inspection (SDI), 'X-Rayed' on aircraft per paragraph 3.C.(5)
- (2) Unit can be 'X-Rayed' off aircraft to verify if the Locking Ring (2-135) is deformed into the two Grooves. Do Special Detailed Inspection (SDI), 'X-Rayed' with a Varian X-ray Tube NDI-320-23 or similar, Gulmay controller MP1 or similar, set to 320 kV, 45 uA. 120 seconds exposure time.
- (3) NOTE: If the operators test facilities require clarifications or support, please contact TASUKC Support@triumphgroup.com, stating this VSB number and a Problem summary. Include the make and model of machine used and the settings used. Attach X-ray images if available.

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- (a) The Unit must be fully retracted. If necessary, manually retract the Piston Rod (2-210). The Unit is to be orientated so that the face of the Eye End (2-50) and the slot in Piston Rod (2-210) are on top, reference Figure 2. The unit is to be 'X-Rayed' in this direction, from the top.



Orientation of the Unit off aircraft

Figure 2

- (b) The area to be 'X-Rayed' off aircraft as defined in Figure 3.

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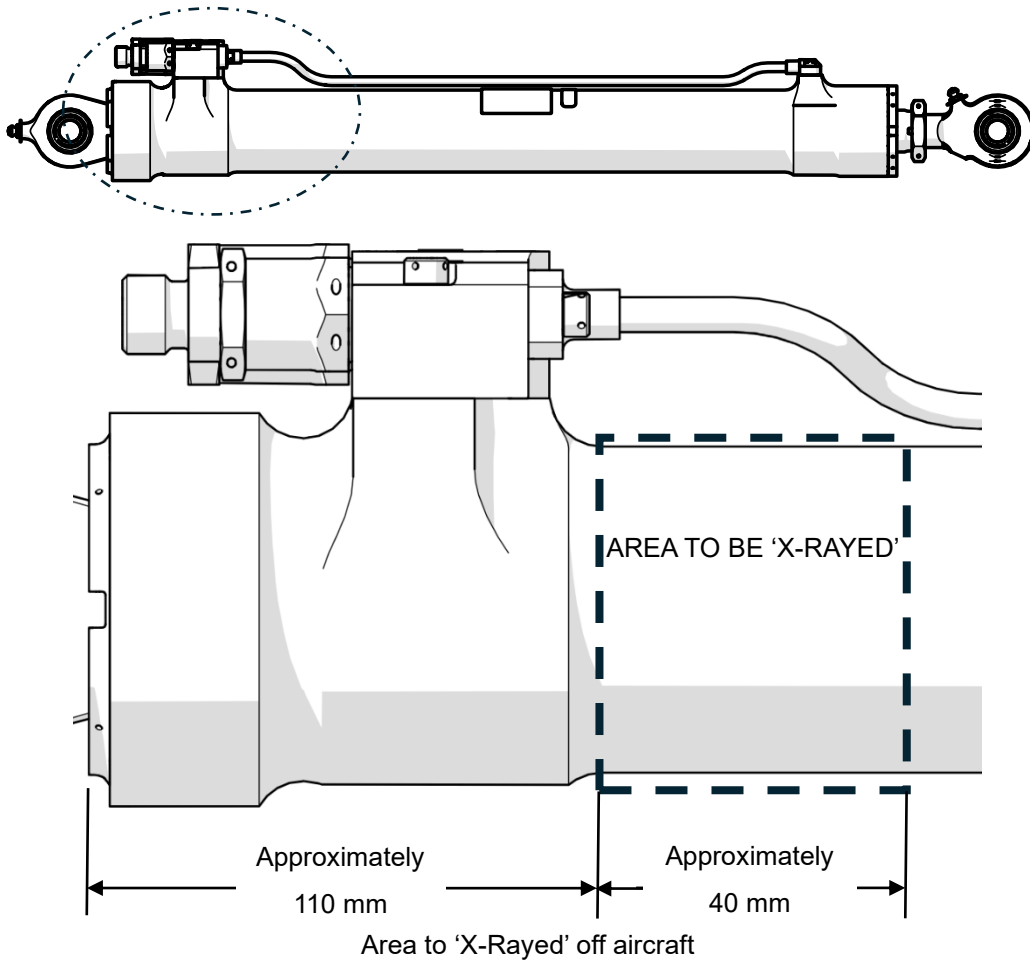
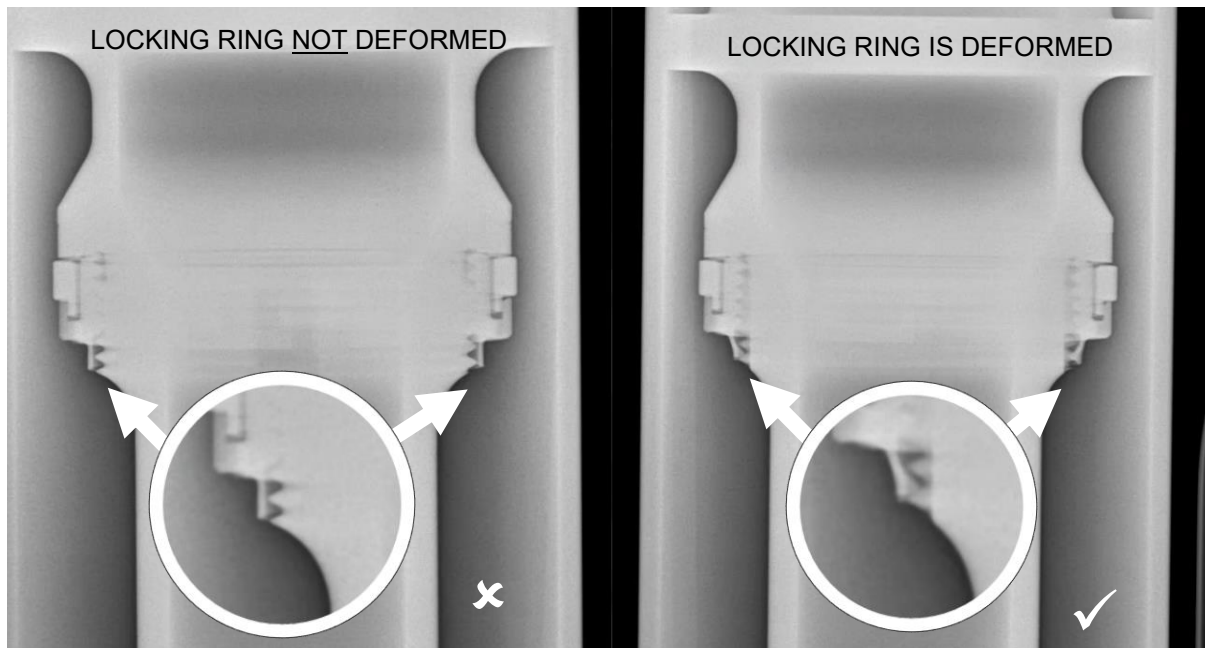


Figure 3

- (c) The 'X-Ray' image must show all component edges clearly. Locking ring (2-135) must be clearly visible. Evidence of Locking Ring (2-135) being deformed into the two grooves can be seen in Figure 4.

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View of Locking Ring (2-135) deformed into the two Grooves

Figure 4

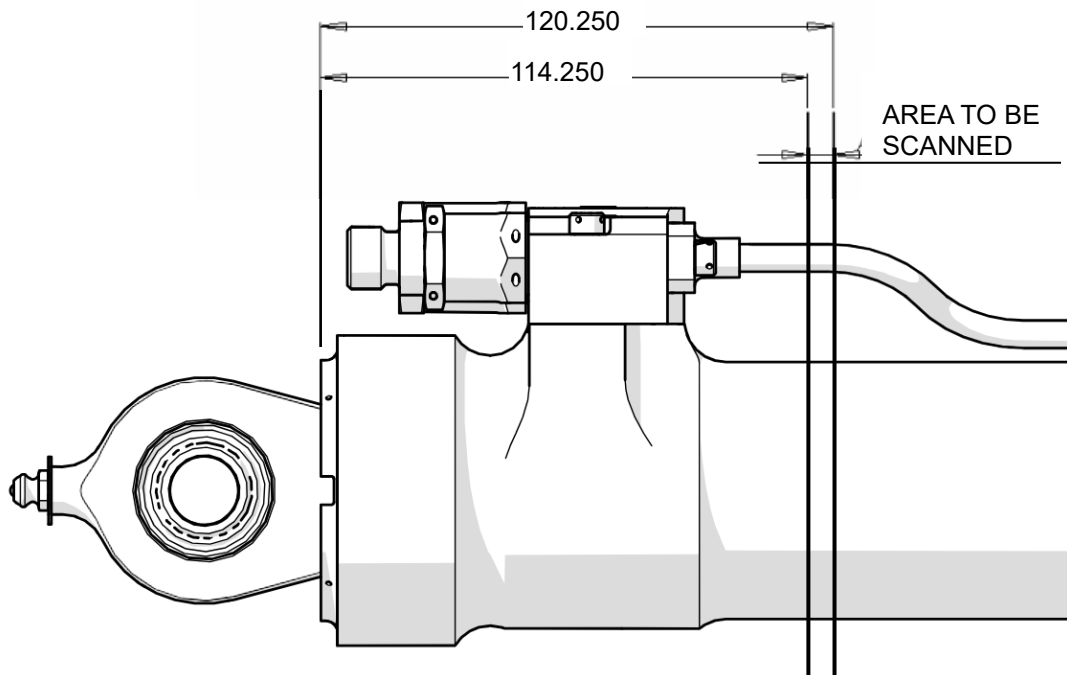
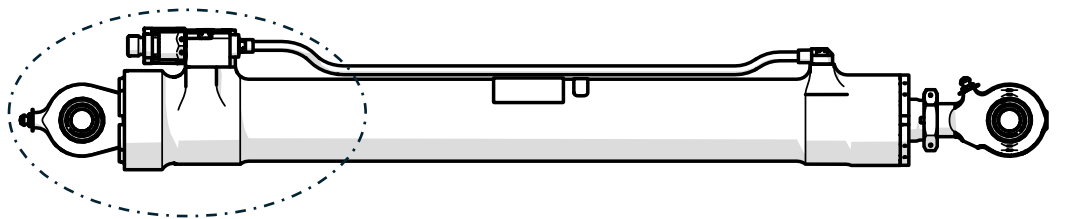
- (d) If evidence of Locking Ring (2-135) peening can not be seen, turn the Unit through 90 degrees around its longitudinal axis, and do the 'X-Ray' again.
 - (e) If the Locking Ring (2-135) is deformed into the two Grooves, Amendment Plate (2-220) to be scribed with the text "PINSP" in accordance with PS405-3, reference Figure 17. Email a completed 'Reporting Sheet', reference Figure 18, to TASUKC-Support@triumphgroup.com, to confirm the Locking Ring (2-135) IS Peened.
 - (f) Do a test on the unit per paragraph 3.E, and then no more work is necessary.
 - (g) If the Locking Ring (2-135) is not deformed into the two Grooves, or if there is doubt, continue to paragraph 3.C.(4).
- (4) Unit can be 'CT Scanned' off aircraft to verify if the Locking Ring (2-135) is deformed into the two Grooves. Do Special Detailed Inspection (SDI), 'CT Scanned' with a Nikon C2 LES, or similar, set to 440 kV, 624 uA.

NOTE: If the operators test facilities require clarifications or support please contact TASUKC-Support@triumphgroup.com Stating this VSB number and a Problem summary, include the make and model of machine used and the settings used. Attach CT Scan images if available.

- (a) The Unit must be fully retracted as per Figure 2.
- (b) Area to be Scanned between as defined in Figure 5. Starting from the 120.25 mm position and moving towards the 114.25 mm position, review the CT scan images for Locking Ring (2-135) deformation, as defined in Figure 6.

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- (c) If the Locking Ring (2-135) is deformed into the two Grooves, then the Amendment Plate (2-220) is to be scribed with the text "PINSP" in accordance with PS405-3, reference Figure 17. Email a completed 'Reporting Sheet', reference Figure 18, to TASUKC-Support@triumphgroup.com to confirm Locking Ring (2-135) IS Peened.
- (d) Do a test on the unit per paragraph 3.E.(1) and 3.E.(2) only, then no more work is necessary.
- (e) If the Locking Ring (2-135) is not deformed into the two Grooves, or if there is doubt, continue to paragraph 3.C.(4).

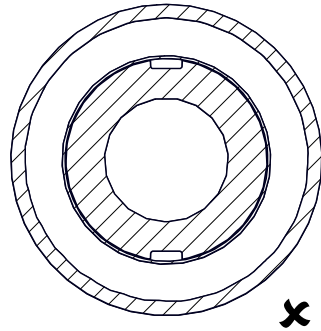


Area to be 'CT Scanned' off aircraft

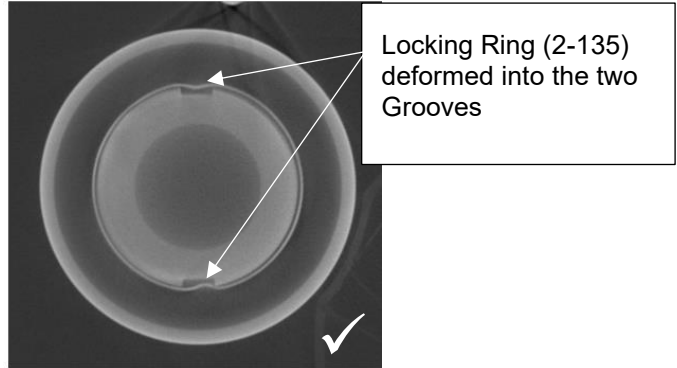
Figure 5

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LOCKING RING NOT DEFORMED



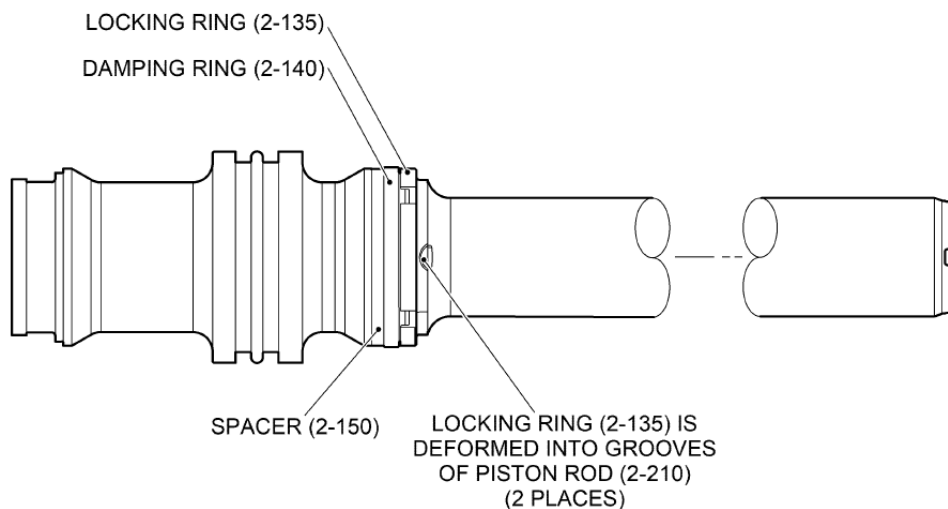
LOCKING RING DEFORMED



'CT Scan' to verify if Locking Ring (2-135) deformed into the two Grooves

Figure 6

- (5) Disassemble the unit. Refer to the CMM 32-31-35, DISASSEMBLY.
 - (a) Remove the Damping Housing (2-80) and extract the Rod (2-210) from the Cylinder, reference CMM 32-31-35, DISASSEMBLY sections 2.C.(1) to 2.C.(6)
 - (b) Inspect the Locking Ring (2-135). Verify if the Locking Ring (2-135) is deformed into the two Grooves.
 - (c) If the Locking Ring (2-135) is deformed into the two Grooves, reference Figure 7, do 'Scenario 1' in paragraph 3.C.(7).
 - (d) If the Locking Ring (2-135) is not deformed into the two Grooves, do Scenario 2, reference paragraphs 3.C.(8).

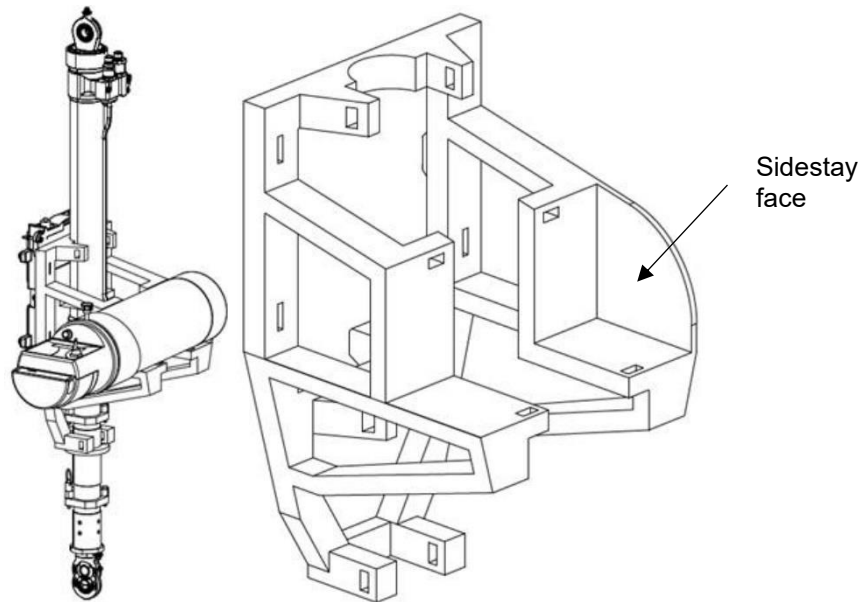


Locking Ring (2-135) deformed into the two Grooves

Figure 7

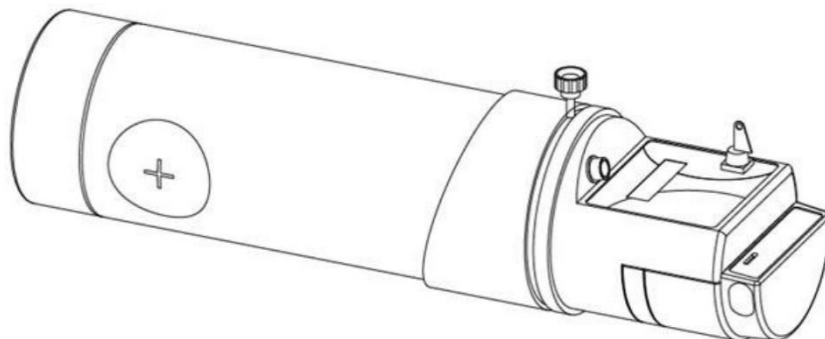
SERVICE BULLETIN

- (6) Unit can be 'X-Rayed' on aircraft to verify if the Locking Ring (2-135) is deformed into the two Grooves. Do Special Detailed Inspection (SDI), 'X-Rayed' on aircraft. Use a Teledyne CPBattery X-Ray Generator or equivalent (refer to Figure 9) and a Teledyne 1510XR Digital Radiography Detector or equivalent (refer to Figure 10). The equipment used must have voltage set to 160 kV, focal spot size of 0.8 mm, 80 W, 0.5 mA, spatial resolution of 10.1 lp/mm, digitalisation depth of 14 bits, and 80 seconds exposure time. The image generated must have edges clearly visible and the Locking Ring (2-135) clearly visible. An example of the settings can be seen in Radiographic Technique Sheet (refer to Figure 16). The positioning and alignment of the Generator and Detector is important and therefore can be positioned with the use of a Support Bracket (refer to Figure 8) and Setting Strut (refer to Figure 11).



Support Bracket

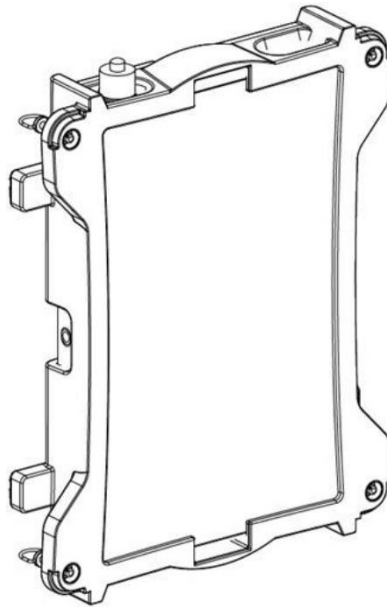
Figure 8



X-Ray Generator

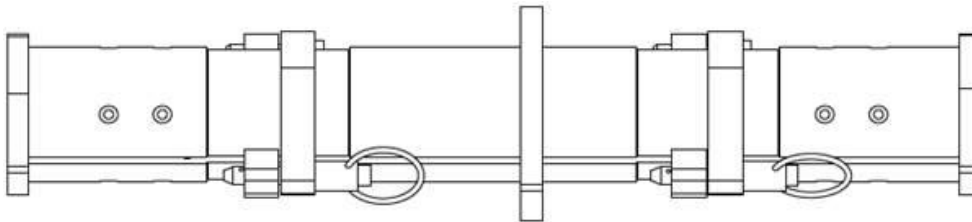
Figure 9

SERVICE BULLETIN



[Digital Radiography] Detector

Figure 10



Setting Strut DAH610079

Figure 11

- (7) The Support Bracket, Teledyne CPBattery X-Ray, Teledyne 1510XR Digital Radiography Detector and Setting Strut DAH610079 can be purchased by contacting – Metrology Engineering Services, GCC Building 232, St. Athan, UK, CF62 4AF.

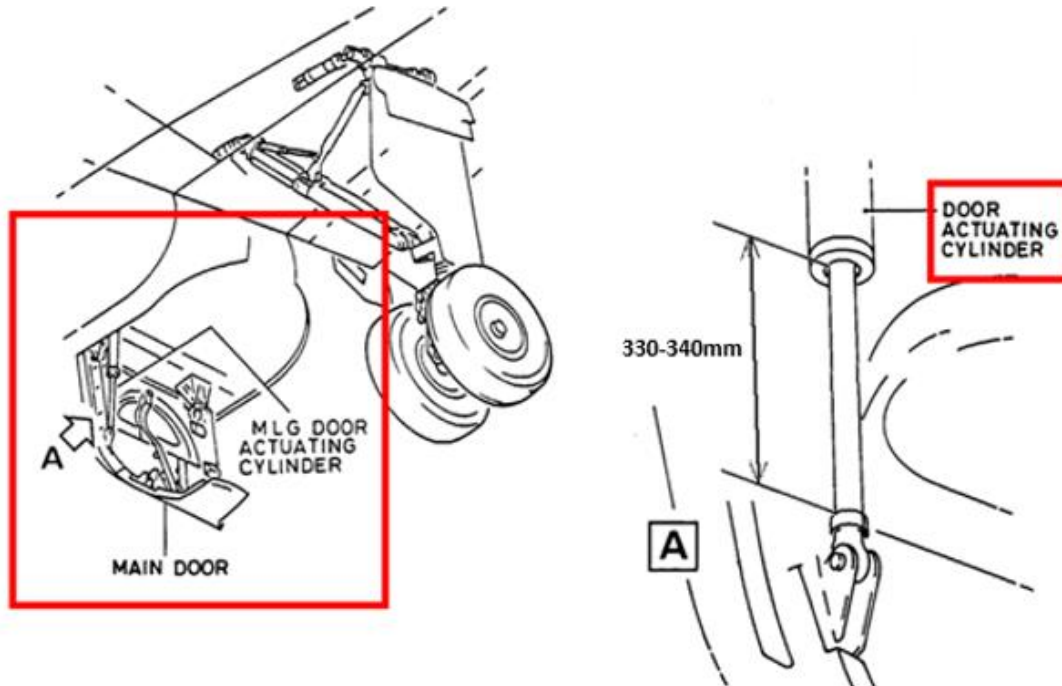
NOTE: If the operators test facilities require clarifications or support, please contact [TASUKC Support@triumphgroup.com](mailto:TASUKC.Support@triumphgroup.com) stating this VSB number and a Problem summary, include the make and model of machine used and the settings used. Attach X-ray images if available.

NOTE: This procedure must be done by personal with the appropriate Radiation Protection Supervisor (RPS) training and approval.

WARNING: MAKE SURE THAT ALL PERSONS ARE EVACUATED TO A SAFE PLACE OR DISTANCE FROM THE X-RAY AND OBEY ALL LOCAL AND REGULATORY SAFETY REQUIREMENTS. PLACE WARNING NOTICES AT SUITABLE LOCATIONS. IONISING RADIATION CAN CAUSE INJURY AND LONGTERM HEALTH PROBLEMS TO PERSONS.

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- (a) The aircraft door must be opened to achieve the dimension shown in Figure 12. Refer to Airbus AOT A32N033-24 rev 03 or later.

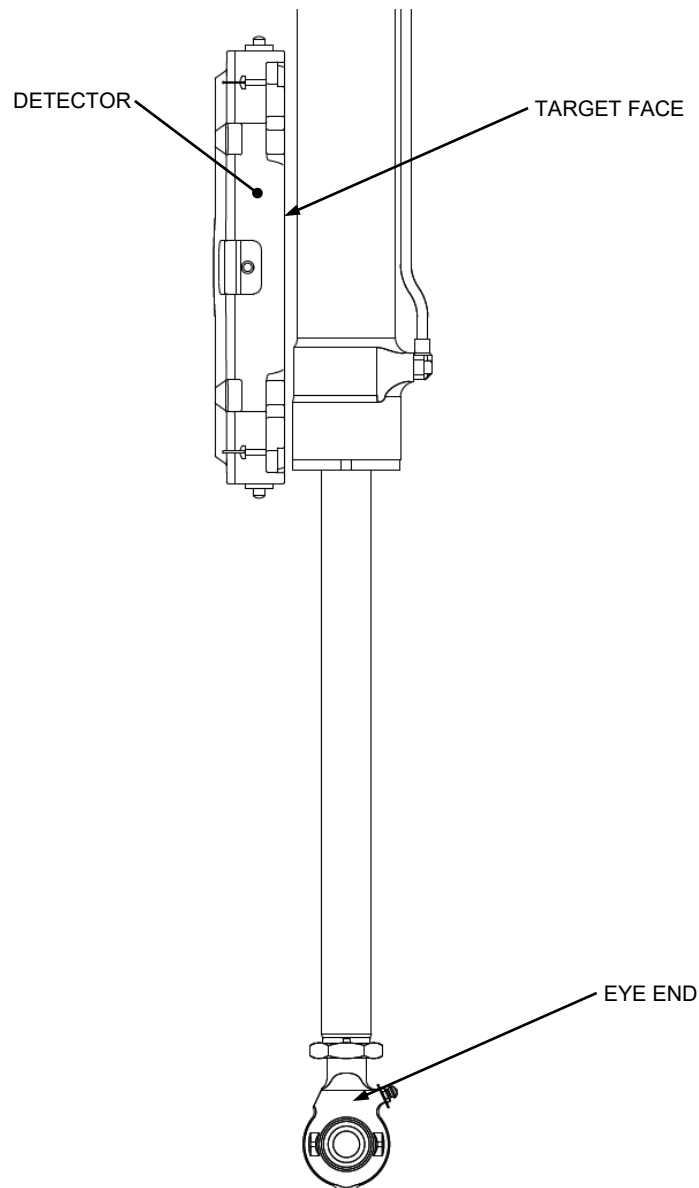


Orientation of the Unit for the On Aircraft Inspection

Figure 12

- (b) If the Support Bracket is being used.
- 1 Install a Setting Strut of length 340 to 350 mm in length. Setting Strut DAH610079 or similar can be used. Note, Safety Strut 460005835 cannot be used whilst doing this inspection.
 - 2 Install Support Bracket, refer to Figure 15. Support Bracket is put on the Setting Strut. Hold the Support Bracket in position with straps.
 - 3 Place the Generator on the Support Bracket, make sure the X-Ray Generator is against the Sidestay face (refer to Figure 8) and hold in position with straps.
 - 4 Install the Detector on the Support Bracket and hold in position with straps.
- (c) If the Support Bracket and Setting Strut are NOT being used.
- 1 Install the Generator perpendicular to the actuator pointing at the area defined in Figure 14.
 - 2 Install the Detector and hold in position with straps.
- (d) Position the Detector with the target area perpendicular to the face of the Eye End (2-50), refer to Figure 13.

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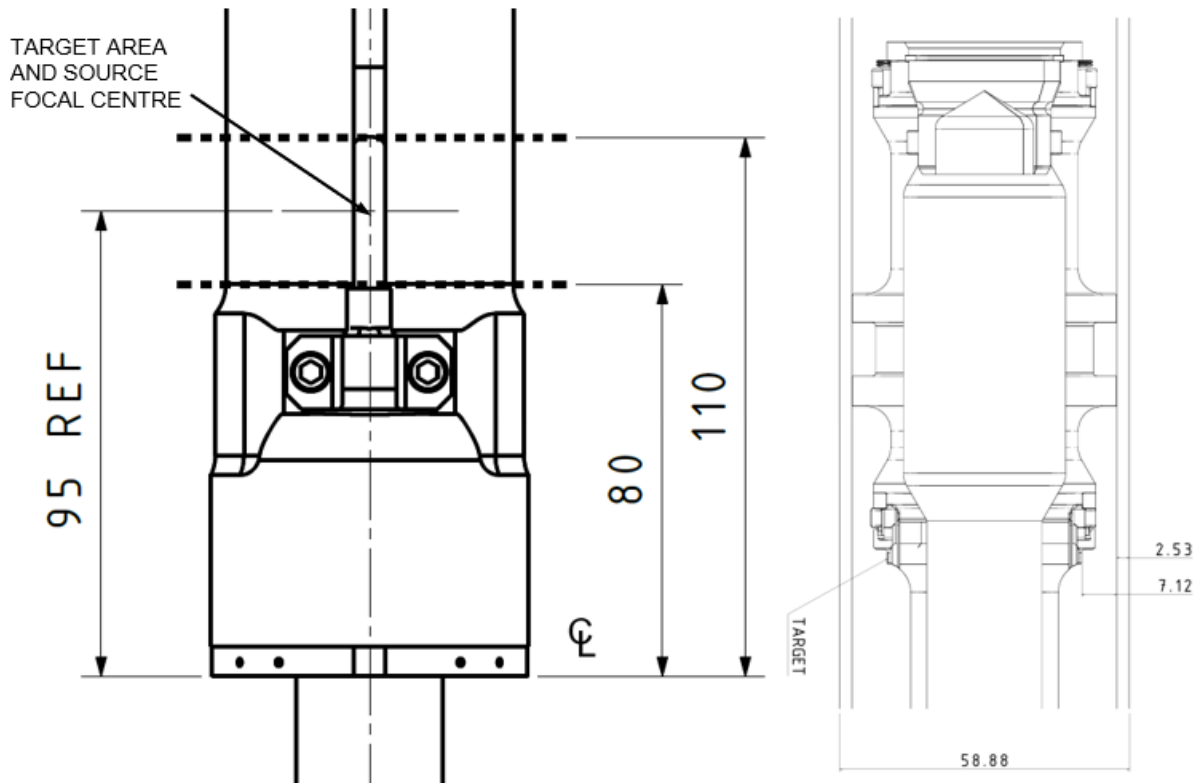


Detector Orientation for the Unit on Aircraft Inspection (Teledyne equipment per paragraph 3.C(1)(b) shown for reference) (Detector Perpendicular to Eye End)

Figure 13

- (e) Position the Detector and X-ray generator so that the Detector's target area centre and the generator's focal spot are aligned on the actuator centreline, between 70 mm to 100 mm from the end of the unit as shown in Figure 14. The inspection target area is 60 mm (w) x 30 mm (h), with a wall thickness of 2.53 mm and 7.12 mm of fluid as shown in Figure 14.

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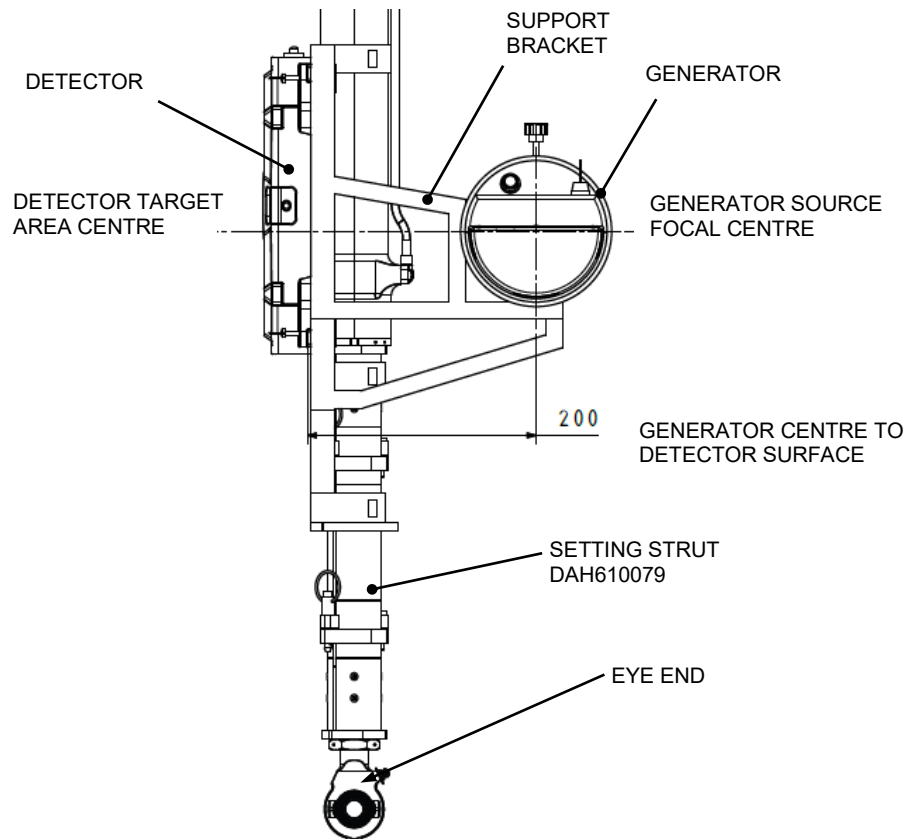


Equipment target area for the Unit on Aircraft Inspection

Figure 14

- (f) Comply with the X-ray equipment manufacturers specifications for optimum Detector and Generator relative positions. Figure 15 shows the positioning of the Teledyne equipment per paragraph 3.C(1)(d) with Setting Strut DAH610079 and an alignment fixture.

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Teledyne Equipment Set Up for On Aircraft Inspection (Detector Perpendicular to Eye End)

Figure 15

- (g) An X-Ray will be performed with the Detector perpendicular to the face of eye-end (2-50). If evidence cannot be found, the Detector will be placed Parallel to the face of the eye-end (2-50) and the X-Ray repeated.
- (h) Input the identification information into the X-Ray software:
 - 1 MSN number
 - 2 Location: LH or RH
 - 3 Actuator serial number
 - 4 Detector orientation: Perpendicular to face of eye end (2-50) or Parallel to face of eye end (2-50)
- (i) Do the X-Ray in accordance with the instructions (or similar) and procedures (or similar) outlined in the Technical Sheet shown in Figure 16.

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RADIOGRAPHIC TECHNIQUE SHEET

RADIOGRAPHIC TECHNIQUE SHEET													
Set used: - Teledyne CPBattery CP160B X-Ray Generator - Teledyne 1510XR Digital Radiography Detector (Or Equivalent)				Description: X-Ray inspection performed with the source positioned using a dedicated support jig to ensure consistent alignment and proper source-to-object distance.						Part No.: 114122015		Material: Steel Thickness: 60mm	
Type of radiation:	X-Ray – Constant Potential			Purpose of inspection:		To verify the peening of the locking ring within the actuator cylinder							
Focal Spot size:	0.8mm			Area to be inspected:		MLG Door Actuator between end of damping housing and actuator bearing jam nut							
Film processing:	Direct Digital Radiography (DDR)			Acceptance standard:		Per BS M34							
Preparation: Ensure MLG doors are opened Verify that all required shielding & safety signage are in place Confirm detector condition & calibration of digital panel				Associated Docs:		Prepared by:		Date:					
				BS M.34, VSB 114122-32-108		Approved by:		Date:					
Exposure details						Filters							
Aspect or position	Angle of beam to detector	S.O.D.	kV	mA	Time	On tube	On film	Screens	Ug	Film	Size and pattern	Radiograph No.	Figure Ref.
Perpendicular or Parallel to face of actuator eye end	90 (+/- 5)	200mm (+/- 25mm)	160	0.5	01:20	3.5mm Aluminium	Teledyne Filter						
NOTES: - Carry out inspection in accordance with BS M.34, AITM7002, AITM7006 and local regulatory requirements													

Radiographic Technique Sheet

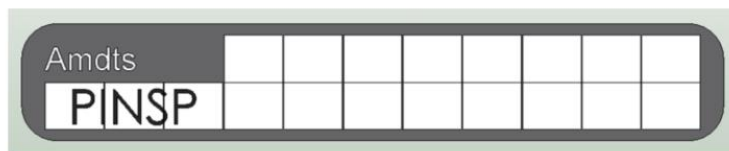
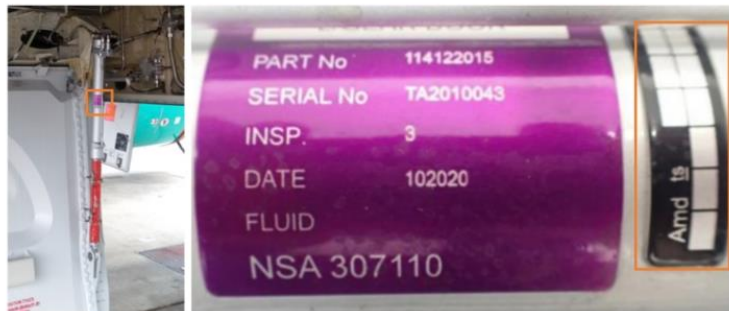
Figure 16

- (j) Determine if there is evidence of Locking Ring (2-135) being deformed into the two grooves as shown in Figure 4.
- (k) If evidence of Locking Ring (2-135) peening is NOT evident, position the Detector and the X-Ray Generator Parallel to the face of the eye end (2-50), maintaining all the relative positions for the test equipment to the Unit.
- (l) Do the X-Ray in accordance with the instructions (or similar) and procedures (or similar) outlined in the Technical Sheet shown in Figure 16.
- (m) Determine if there is evidence of Locking Ring (2-135) being deformed into the two grooves as shown in Figure 4.
- (n) If the Locking Ring (2-135) is deformed into the two Grooves, Amendment Plate (2-220) to be scribed with the text “PINSP” in accordance with PS405-3, reference Figure 17. Email a completed ‘Reporting Sheet’, reference Figure 18, to TASUKC-Support@triumphgroup.com, to confirm the Locking Ring (2-135) IS Peened.
- (o) If the Locking Ring (2-135) is not deformed into the two Grooves, or if there is doubt, continue to paragraph 3.C.(4).
- (p) Remove all X-Ray equipment from the aircraft.
- (q) Release the MLG door support and fully extend to the open position.

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- (r) Remove Setting Strut (DAH610079 or similar), if it is used.

- (8) Scenario 1 – Locking Ring (2-135) IS Peened.
 - (a) Photograph the Locking Ring (2-135) that has been deformed into the two Grooves.
 - (b) Inspect Backing Ring (2-110) (2 off) and O-Ring (2-100) that is assembled to the Damping Housing (2-80). If damaged, replace, reference CMM 32-31-35, ASSEMBLY section 2.C.(13) to 2.C.(14).
 - (c) Inspect Seal Assembly (2-200) that is assembled to the Piston Rod (2-210). If damaged, replace, reference CMM 32-31-35, ASSEMBLY section 2.C.(5)
 - (d) Reassemble Piston Rod (2-210) assembly and Damping Housing (2-80), reference CMM 32-31-35, ASSEMBLY section 3.C.(16) to 3.C.(19).
 - (e) Do a test on the unit per paragraph 3.E.
 - (f) Amendment Plate (2-220) to be scribed with the text “PINSP” in accordance with PS405-3, reference Figure 17.
 - (g) Do CMM 32-31-35, ASSEMBLY section 2.E (Final Assembly) to replace Lockwire, Sealant and Paint (consumable items).
 - (h) Email a completed ‘Reporting Sheet’, reference Figure 18, to TASUKC-Support@triumphgroup.com to confirm Locking Ring (2-135) is Peened.



Scribed Amendment Plate (2-220)

Figure 17

- (9) Scenario 2 - The Locking Ring (2-135) is NOT peened.
 - (a) Email a completed ‘Reporting Sheet’, reference Figure 18, to TASUKC-Support@triumphgroup.com.
 - (b) Return the unit to Triumph, quoting reference number “MLGDA00124”.



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Unit Serial Number:	
Date of Inspection (dd MMM yyyy):	
Inspection Method (Delete as appropriate)	PINSP present / X-Ray / CT Scan / Disassembly
Scenario completed (Delete as appropriate)	PINSP present on Amendment Plate 1 Locking Ring (2-135) IS Peened 2 Locking Ring (2-135) was NOT Peened and unit will be returned to Triumph
Attach photograph of the Nameplate (2-240)	
Attach photographs of the Locking Ring (2-135) that has been deformed into the two Grooves. (After completed Service Bulletin)	
Attach photograph of Amendment Plate (2-220) with scribed text "PINSP". (After completed Service Bulletin)	

Reporting Sheet

Figure 18

D. RE-IDENTIFICATION OF EQUIPMENT

- (1) Refer to paragraph 3.C.

E. TEST

- (1) Timing Test, in accordance with CMM 32-31-35, TESTING AND FAULT ISOLATION section 3.A.
- (2) Operation and Leakage Test, in accordance with CMM 32-31-35, TESTING AND FAULT ISOLATION section 3.C.
- (3) Static Leak Test, in accordance with CMM 32-31-35, TESTING AND FAULT ISOLATION section 3.D.
 - (a) For 3.D.(5), 3.D.(6), 3.D.(13) and 3.D.(14) only hold the pressure for 2 minutes not the 5 minutes stated in the CMM.

F. CLOSE-UP

- (1) Not applicable.