

Boeing 767 Series Aeroplanes

AD/B767/62 Thrust Reverser System Control Wiring Separation 11/92
Amdt 2

Applicability: All Boeing 767 series aircraft equipped with General Electric CF6-80C2 engines.

Requirement: Action in accordance with Boeing Alert Service Bulletin 767-78A0052 Revision 2. Procedures that were accomplished previously in accordance with Revision 1 of the Service Bulletin, and that have not changed in Revision 2 of the Service Bulletin, need not be repeated.

Note: FAA AD 92-16-02 Amdt 39-8311 refers.

Compliance: Prior to 15 December 1992.

Background: The present CF6-80C2 engine thrust reverser wiring has the Pressure Regulating Shutoff Valve (PRSOV) and the Directional Pilot Valve (DPV) control wires in adjacent pins of several wire bundles disconnects. These wires should have a pin separation such that the DPV will not have power on adjacent pins. A bent pin in a wire bundle disconnect could contribute to an inadvertent deployment of the thrust reverser during an 'auto-restow' event. Amendment 1 was issued to align with FAA AD 92-06-13. This amendment is issued following the release of Revision 2 to the Requirement Document and the subsequent promulgation of a superseding FAA AD. The compliance date for Australian registered aircraft is extended by approximately two months.