COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST

CREW DOOR LATCH ASSEMBLY

PART NUMBER 65C36813–3

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COMPONENT MAINTENANCE MANUAL

Revision No. 8
Jul 01/2009

To: All holders of CREW DOOR LATCH ASSEMBLY 52-51-06.

Attached is the current revision to this COMPONENT MAINTENANCE MANUAL

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TEMPORARY REVISION AND SERVICE BULLETIN RECORD

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVE	DATE OF INCORPORATION INTO MANUAL
		PRR 35005-35	NOV 01/04

All revisions to this manual will be accompanied by transmittal sheet bearing the revision number. Enter the revision number in numerical order, together with the revision date, the date filed and the initials of the person filing.

Revision		Filed		Revision		Filed	
Number	Date	Date	Initials	Number	Date	Date	Initials

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INTRODUCTION

1. General

A. The instructions in this manual supply the data necessary to do the maintenance functions together with the test, fault isolation, repair, and replacement of the defective parts.

B. This manual is divided into different parts:

(1) Title Page

(2) Transmittal Letter

(3) Highlights

(4) List of Effective Pages

(5) Table of Contents

(6) Temporary Revision & Service Bulletin Record

(7) Record of Revisions

(8) Record of Temporary Revisions

(9) Introduction

(10) Procedures & IPL Sections

C. Components that can be repaired have a different repair number for each specified repair. To find the repair number location of a component, look in the Repair-General procedure at the beginning of the REPAIR section. The Repair-General procedure also has an explanation of the True Position Dimension symbols used.

D. All dimensions, measures, quantities and weights included are in English units. When metric equivalents are given they will be in the parentheses that follow the English units.

E. The introduction to the Illustrated Parts List (IPL) shows how the IPL data is used.

F. Design changes, optional parts, configuration differences and Service Bulletin modifications may cause different part numbers. These part numbers are identified in the IPL with an alphabetical letter which is added to the end of the basic item number. This new item number is referred to as an alpha-variant. Throughout the manual, IPL basic item number references also apply to alpha-variants unless shown differently.

G. The tool reference numbers found in the individual procedures and in the Special Tools, Fixtures, and Equipment section are used to identify if a tool is a standard tool (STD-XXXX), a commercial tool (COM-XXXX), or a Special Tool (SPL-XXXX). This reference number is also used to distinguish between tools with similar names in the same procedure. These reference numbers are for use in the documentation only. They are not to be used for ordering tools.

CREW DOOR LATCH ASSEMBLY DESCRIPTION AND OPERATION

1. Description

A. The Door Latch Assembly has an electrically operated strike (hereafter referred to as the strike) (DESCRIPTION AND OPERATION, Figure 1) which is a locking device with controlled breakaway for the interior doors. The strike assembly basically consists of push-type solenoid, plate, strike sub-assembly, return spring, lock assembly, Belleville springs, solenoid pin, and associated hardware.

2. Operation

A. Crew Door Strike Assembly

(1) The strike is a door latch retainer that allows locked interior doors, equipped with latches, to be remotely released from the flight station. When the strike is released by de-energizing the electrical solenoid circuit, a spring keeps the strike against the door latch. A slight force of 2 to 4 pounds against the door will overcome the spring torsion and the door can be opened without retracting the latch bolt in the door. When the solenoid is energized, the solenoid plunger moves the solenoid pin in position to block the rotation of the strike. This keeps the strike in a locked position so that the door can be opened only by retracting the solenoid pin or by force sufficiently high to disengage the latch from the fuse pin. Force between 130 to 200 pounds against the striker will force the lock mechanism to release allowing the door to open without withdrawing the latch bolt.

3. Leading Particulars (Approximate)

A. Door Latch Assembly

(1) Operating mode - Electrical

(2) Plunger travel - 0.18 in.

(3) Continuous operating voltage - 22.0 to 29.5 VDC

(4) Maximum current rating - 0.75 amp

(5) Maximum case temperature - 302°F

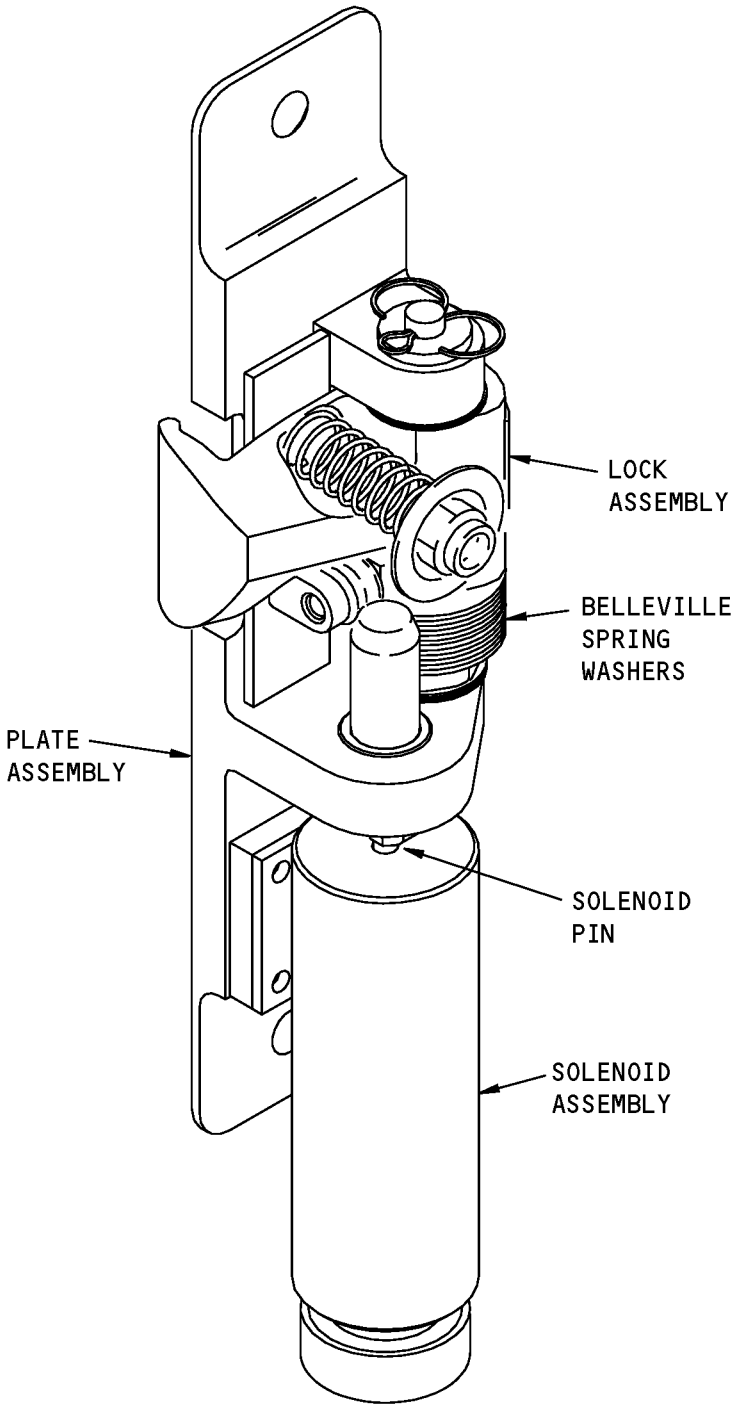
(6) Fuse pin shear load - 130 to 200 lbs

(7) Height (solenoid de-energized) - 7.20 in.

(8) Housing width - 1.72 in.

(9) Mounting hole spacing - 3.95 in.

(10) Weight (maximum) - 0.8 lbs



Door Latch Assembly
Figure 1

TESTING AND FAULT ISOLATION

1. General

A. This procedure has the data necessary to do a test of the mechanism after an overhaul or for fault isolation.

B. Refer to the Standard Overhaul Practice Manual (SOPM) for the SOPM subjects identified in this procedure.

C. Refer to IPL Figure 1 thru IPL Figure 3 for the item numbers.

2. Testing

A. Procedure

(1) This procedure has the data necessary to test the door latch assembly.

(2) Special Tools and Equipments

(a) Digital Multimeter, 500mv-50v

(b) Insulation resistance tester, 0-500 ohms

(c) Hypot tester, 5000 VAC + 5%

(d) Power source, 0.36VDC, 0-10 amps

(e) Force gauge, 0-30 lbs in 4 ounce increments

(f) Feeler gauge, 0.005 to 0.015 inch

(3) Electrical Test Procedure

(a) Insulation Resistance Test:

1) With the lead wires tied together, using insulation resistance tester, apply 500 VDC between lead wires and solenoid case. Insulation resistance shall be not less than 100 mega-ohms.

(b) Dielectric Withstanding Voltage Test:

1) With the lead wires tied together, using hypot tester, apply voltage at a uniform rate of 250 to 500 volts per second, up to 1200 volts RMS, between the lead wires and the solenoid case. Maintain voltage for one minute.

2) Verify there is no evidence of electrical breakdown, flashing, arcing, spark-over, or current leakage in excess of 2 milli-amperes. Repeat insulation resistance test.

(4) Mechanical Test Procedure

(a) Strike (30, IPL Figure 2) Rotation Force Test

1) Mount strike vertically in a suitable holding fixture. With power source not connected, de-energize solenoid. Apply force at center of strike in direction of arrow; use force gauge and measure force necessary to just start movement of strike.

2) Force required shall be 5 pounds (minimum) to 10 pounds (maximum). Force required to rotate strike 30° shall not exceed 25 pounds.

(5) Solenoid (60, IPL Figure 1) Retraction Force Test.

(a) With strike assembly mounted in holding fixture, energize solenoid (fuse pin in locked position). Apply 30 pound force at center of strike in direction of arrow.

(b) While maintaining this force, de-energize solenoid; the solenoid shall retract the fuse pin and allow strike to rotate.

(c) Repeat procedure for 3 cycles.

3. Fault Isolation

A. Procedure

(1) Fault isolate the door strike assembly operation after assembly (Ref. TESTING AND FAULT ISOLATION, Table 101).

Table 101: Door Latch Assembly Fault Isolation

FAULT	POSSIBLE CAUSE	CORRECTION
Insulation resistance less than 100 megaohms	Defective solenoid	Replace the solenoid (10, IPL Figure 3)
Evidence of electrical breakdown, leakage current is more than 2 milli-amperes	Defective solenoid	Replace the solenoid (10, IPL Figure 3)
Force to start movement of the strike is not as specified	Solenoid pin bind- ing in plate	Replace the solenoid pin (55, IPL Figure 1)
	Solenoid pin bind- ing against strike	Do a check and adjust the strike roller to the sole- noid pin (55, IPL Figure 1)
	Defective return spring at bottom of solenoid	Replace the solenoid (10, IPL Figure 3)
	Voltage to solenoid too low (or no voltage to sole- noid)	Do a check and correct the voltage to the solenoid
Force to turn the strike (after initial start) is not as specified	Strike does not turn freely	Do a check and adjust the quantity of washers (10, IPL Figure 2), so that the strike turns freely
	Clevis pin bent or damaged	Replace the clevis pin (25, IPL Figure 1)
Solenoid fails to retract the solenoid pin with 30 pound force applied to the strike	Defective return spring at bottom of solenoid	Replace the solenoid (10, IPL Figure 3)

Table 101: Door Latch Assembly Fault Isolation (Continued)

FAULT	POSSIBLE CAUSE	CORRECTION
	Solenoid pin bind- in plate	Replace the solenoid pin (55, IPL Figure 1)
	Solenoid pin only partially retract- ing	Do a check and adjust the position of the solenoid pin
	Roller on the strike is too tight against the sole- noid pin	Adjust the position of the lock assembly (5, IPL Figure 1), so that the roller is between 0.005 and 0.015 inch from the solenoid pin

DISASSEMBLY

1. General

A. This procedure has the data necessary to disassemble the crew door latch assembly.

B. Disassemble this component sufficiently to isolate the defects, do the necessary repairs, and put the component back to a serviceable condition.

C. Refer to the Standard Overhaul Practices Manual (SOPM) for details of the SOPM subjects identified in the procedure.

2. Disassembly

A. Procedure

(1) Use standard industry procedures and the steps that follow to disassemble this component.

(2) Disassemble the strike (IPL Figure 1) as follows:

(a) Remove four screws (65, IPL Figure 1) and the solenoid (10, IPL Figure 3) from the plate subassembly.

(b) Remove the pin (5, IPL Figure 3) from the solenoid (10, IPL Figure 3).

(c) Remove the cotter pin (10, IPL Figure 1).

(d) Remove the clevis pin (25, IPL Figure 1), washers (20, IPL Figure 1) and strike subassembly (5, IPL Figure 1). Make a record of the quantity of washers (20, IPL Figure 1) to help during assembly.

(e) Remove the bolt (5, IPL Figure 2) from the catcher (35, IPL Figure 2).

CLEANING

1. General

A. This procedure has the data necessary to clean the crew door latch assembly.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in the procedure.

2. Cleaning

A. Tools/Equipment

NOTE: Equivalent substitutes may be used.

Reference	Description
STD-124	Brush - Stiff Bristle, Non-Metallic

B. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
B00722	Solvent - Stoddard	MIL-PRF-680 Type I or II (Supersedes P-D-680, Type I or II)
G01043	Cloth - Lint-free	

C. References

Reference	Title
SOPM 20-30-03	GENERAL CLEANING PROCEDURES

D. Cleaning Requirements

CAUTION: SOLVENT IS TOXIC AND FLAMMABLE. USE ONLY IN A WELL-VENTILATED AREA. AVOID BREATHING FUMES OR PROLONGED CONTACT WITH SKIN. KEEP SOLVENT AWAY FROM OPEN FLAME.

NOTE: For general cleaning procedures, refer to SOPM 20-30-03.

(1) Wash all parts except solenoid (10, IPL Figure 2) in solvent, B00722. Use a stiff bristle non-metallic brush, STD-124 to remove stubborn accumulations of dirt or other foreign material. Dry parts with a lint-free cloth, G01043 or by blowing with clean, dry, compressed air at 5 to 10 psig.

(2) Use aerosol freon to clean solenoid (10) and solenoid leads. Wipe solenoid with a lint-free cloth, G01043.

CHECK

1. General

A. This procedure has the data necessary to find defects in the material of specified parts.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in the procedure.

C. Refer to IPL Figure 1 for the item numbers.

2. Check

A. References

Reference	Title
SOPM 20-20-01	MAGNETIC PARTICLE INSPECTION
SOPM 20-20-02	PENETRANT METHODS OF INSPECTION

B. Procedure

(1) Use standard industry practices to do a visual check of all the parts for defects. Do a penetrant check on the parts that follow if a visual check shows possible damage or if you think there is possible damage:

(a) Do a magnetic particle check (SOPM 20-20-01) of these parts:

1) Solenoid Pin (55)

(b) Do a penetrant check (SOPM 20-20-02) of these parts:

1) Plate Assembly (75)

(c) Visually check electrical leads for wear, breaks, fraying or evidence of overheating.

REPAIR

1. General

A. Instructions for repair, refinish, and replacement of the specified subassembly parts are included in each REPAIR when applicable:

Table 601:

PART NUMBER	NAME	REPAIR
—	REFINISH OF OTHER PARTS	1-1
65C36814	PLATE ASSEMBLY	2-1

REFINISHING OF OTHER PARTS - REPAIR 1-1

1. General

A. This procedure has the data necessary to refinish the parts, which are not given in the specified repairs.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in the procedure.

C. Refer to IPL Figure 1, IPL Figure 2 and IPL Figure 3 for item numbers.

2. Refinish of Other Parts

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
A00195	Adhesive - Corrosion Inhibiting Coating, Adhesive Primer	BMS5-89
C00259	Primer - Chemical And Solvent Resistant Finish, Epoxy Resin	BMS10-11, Type I

B. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-60-02	FINISHING MATERIALS

C. General

(1) Instructions for the repair of the parts identified in REPAIR 1-1, Table 601 are for the repair of the initial finish.

D. Procedure

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02. For decoding table for Boeing finish codes, refer to SOPM 20-41-01. For finishing materials, refer to SOPM 20-60-02.

(1) Refer to REPAIR 1-1, Table 601 for refinish details.

Table 601: Refinish Details

IPL FIG. & ITEM	MATERIAL	FINISH
Fig. 1		
Washer-Teflon (20)	Rubber	Passivate (F-17.13).
Hook (40)	Steel	Passivate (F-17.13).
Solenoid (70)	Al alloy	Boric acid-sulfuric acid anodize or chromic acid anodize (F-17.31). Apply primer, C00259 (F-20.02) OR Phosphoric acid anodize (F-20.31). Apply adhesive, A00195 primer (F-20.26).
Fig. 2		
Bolt (5)	15-5PH (AMS 5659)	Passivate (F-17.13).

Table 601: Refinish Details (Continued)

IPL FIG. & ITEM	MATERIAL	FINISH
Roller (20,25)	17-4PH (AMS 5643) HT TR H900	Passivate (F-17.13).
Lock (30)	17-4PH (AMS 5643) HT TR H900	Passivate (F-17.13).
Catcher (35)	Steel	Passivate (F-17.13).
Solenoid pin (55)	17-4PH (AMS 5643) HT TR H900	Passivate (F-17.13).
Fig. 3		
Pin pusher (5)	17-4PH (AMS 5643) HT TR H900	Passivate (F-17.13).

PLATE ASSEMBLY - REPAIR 2-1

65C36814–3

1. General

A. This procedure has the data necessary to repair and refinish the plate assembly (75).

B. Refer to the standard overhaul practices manual (SOPM) for the SOPM subjects identified in this procedure.

C. Refer to IPL Figure 1 for the item numbers.

2. Bushing (80) Replacement

A. References

Reference	Title
SOPM 20-50-03	BEARING AND BUSHING REPLACEMENT

B. Procedure

(1) Press the bushing (80) from the plate (75).

(2) Install the new bushing (80) as specified in SOPM 20-50-03 and REPAIR 2-1, Figure 601.

3. Refinish

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
A00195	Adhesive - Corrosion Inhibiting Coating, Adhesive Primer	BMS5-89

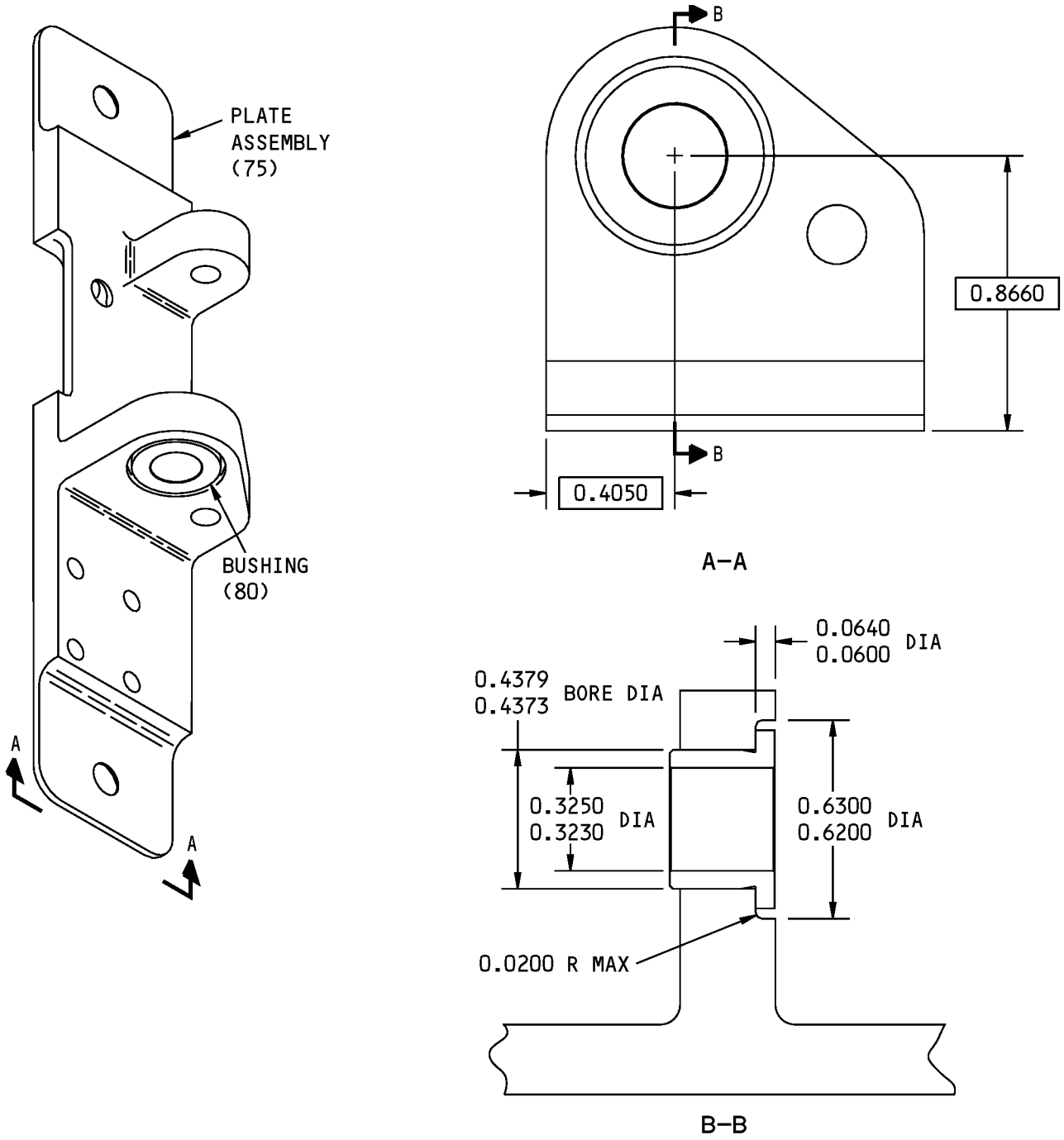
B. References

Reference	Title
SOPM 20-30-02	STRIPPING OF PROTECTIVE FINISHES
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-60-02	FINISHING MATERIALS

C. Procedure

NOTE: For stripping of protective finishes, refer to SOPM 20-30-02. For decoding table for Boeing finish codes, refer to SOPM 20-41-01. For finishing materials, refer to SOPM 20-60-02.

(1) Plate (75) – Phosphoric acid anodize (F-20.31). Apply adhesive, A00195 primer (F-20.26). Material: Aluminum Alloy



ITEM NUMBERS REFER TO IPL FIG. 1

ALL DIMENSIONS ARE IN INCHES

65C36814-3 Plate Assembly Bushing Repair
Figure 601

ASSEMBLY

1. General

A. This procedure has the data necessary to assemble the Door Latch Assembly and the Manual Override Latch Assembly.

B. Refer to the Standard Overhaul Practices Manual (SOPM) for the SOPM subjects identified in the procedure.

2. Assembly

A. Consumable Materials

NOTE: Equivalent substitutes may be used.

Reference	Description	Specification
A00270	Compound - Threadlocking, Low-strength - Loctite 222	
A00648	Compound - Retaining - Loctite 242	
D00015	Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24)	BMS3-24 (Superseded by BMS 3-33)

B. References

Reference	Title
SOPM 20-41-01	DECODING TABLE FOR BOEING FINISH CODES
SOPM 20-41-05	APPLICATION OF CORROSION INHIBITING COMPOUNDS
SOPM 20-50-01	BOLT AND NUT INSTALLATION
SOPM 20-60-02	FINISHING MATERIALS
SOPM 20-60-03	LUBRICANTS
SOPM 20-60-04	MISCELLANEOUS MATERIALS

C. Procedure

NOTE: For the decoding table for Boeing finish codes, refer to SOPM 20-41-01. For application of corrosion inhibiting compound, refer to SOPM 20-41-05. For bolt and nut installation, refer to SOPM 20-50-01. For finishing materials, refer to SOPM 20-60-02. For lubricants, refer to SOPM 20-60-03. For miscellaneous materials , refer to SOPM 20-60-04.

(1) Use standard industry procedures and the steps that follow to assemble this component.

(a) Assemble the latch assembly as follows:

1) Place pin (15, IPL Figure 2) into the hole in strike (30, IPL Figure 2). Pin (15, IPL Figure 2) inserts a roller (20, IPL Figure 2). Place washer stack (10, IPL Figure 2) into the bolt (5, IPL Figure 2).

2) Capture rollers (25, IPL Figure 2) and install bolt (5, IPL Figure 2) into the catcher (35, IPL Figure 2) to assemble the lock assembly (001A, IPL Figure 2).

3) Insert washers (20, IPL Figure 1) between each support of plate assembly (75, IPL Figure 1) and lock assembly (5, IPL Figure 1). Insert clevis pin (25, IPL Figure 1).

4) Install bushing (80, IPL Figure 1) in the plate assembly (75, IPL Figure 1).

5) Apply Loctite 222 compound, A00270 or Loctite 242 compound, A00648 as specified in the manufacturer's instructions, to the threads of the pin pusher (5, IPL Figure 3) of the solenoid assembly (1A, IPL Figure 3). Lubricate pin pusher with grease, D00015.

6) Attach solenoid pin (55, IPL Figure 1) to the shaft of solenoid (60, IPL Figure 1).

CAUTION: DO NOT APPLY LOCTITE ON THE SCREWS (65, IPL FIG. 1) AT THIS POINT.

7) Lubricate solenoid pin with grease, D00015. Install solenoid pin (55, IPL Figure 1) with solenoid attached in opening in the plate assembly (75, IPL Figure 1).

8) Orient the strike (30, IPL Figure 2) so the solenoid (60, IPL Figure 1) pushes up as shown in View A-A, ASSEMBLY, Figure 701. Unscrew the spring tension screw (65, IPL Figure 1) far enough so the spring (45, IPL Figure 1) will not be compressed by pushing the solenoid (60, IPL Figure 1) up. Push solenoid up until it contacts its internal stop.

9) Verify that a 0.0005-0.0050 gap exist between the solenoid pin (55, IPL Figure 1) and the bushing (80, IPL Figure 1) in the plate assembly (75, IPL Figure 1) as shown in View C-C, ASSEMBLY, Figure 701. Adjust the gap if required, by pushing the pin pusher (5, IPL Figure 3) IN or OUT.

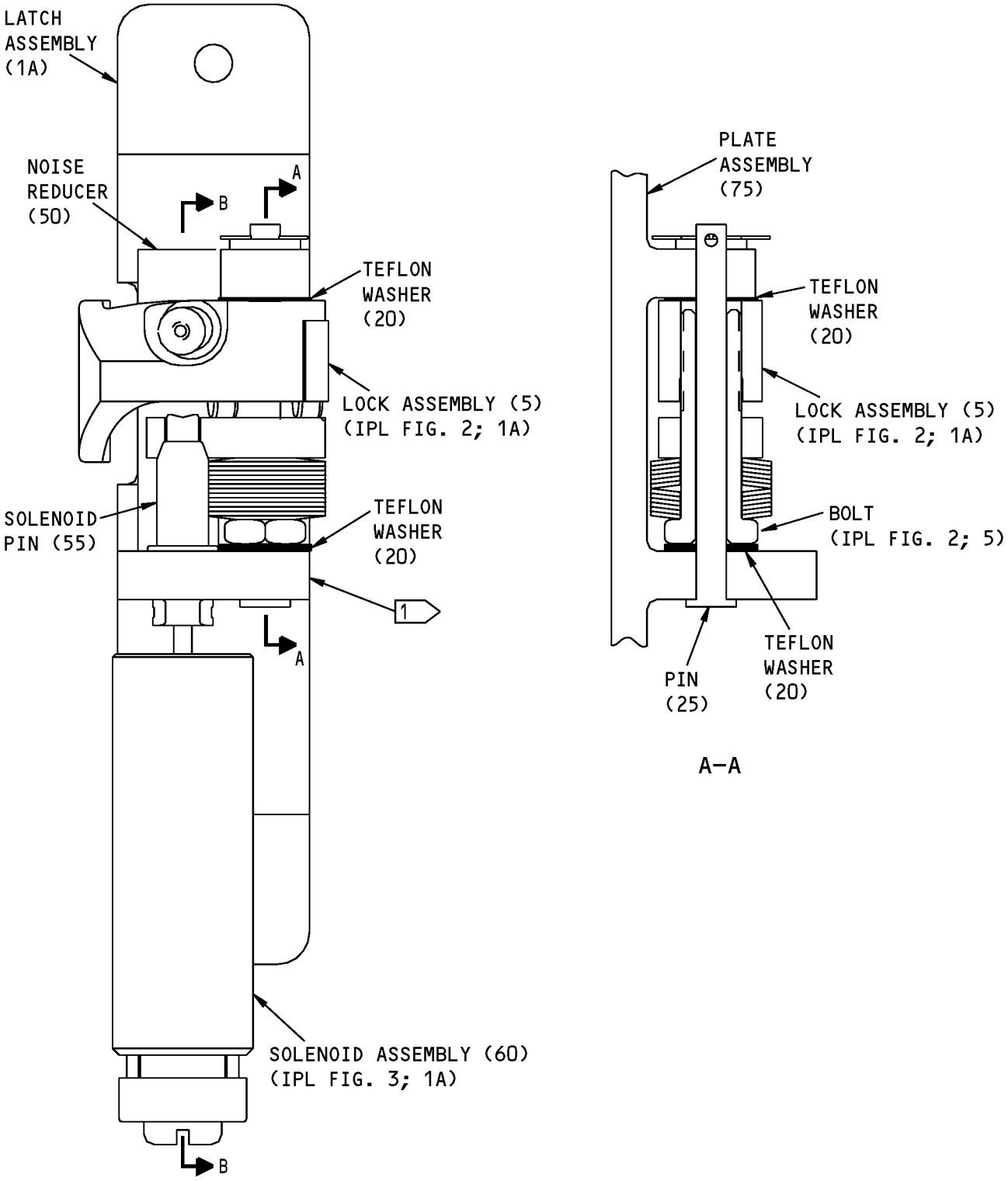
10) Connect the solenoid (60, IPL Figure 1) to a 16.0-16.5 volt DC power supply. Keep power off as much as possible to avoid heating the solenoid.

11) Orient the strike (30, IPL Figure 2) so that the solenoid (60, IPL Figure 1) pushes up. Adjust the spring (45, IPL Figure 1) compression by turning the spring tension screw (65, IPL Figure 1). Apply and remove power while observing the solenoid pin (55, IPL Figure 1). Turn the screw IN as much as possible while checking that applying power pushes the solenoid pin fully up to a position shown in View A-A, ASSEMBLY, Figure 701.

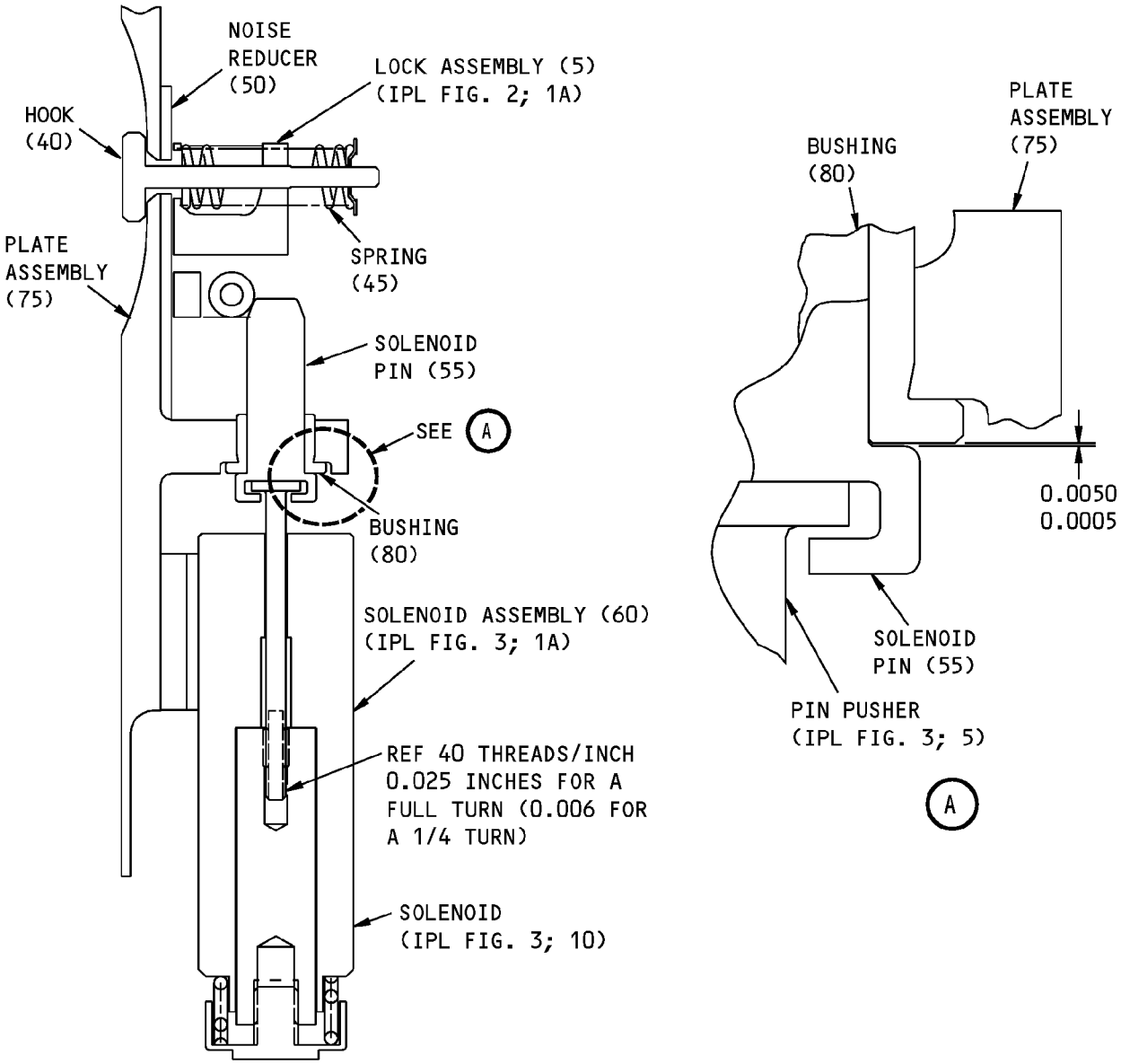
12) Verify again that 0.0005-0.0050 gap exists between the solenoid pin (55, IPL Figure 1) and the bushing on the plate assembly.

13) Use Teflon washers (20, IPL Figure 1) at the top and the bottom of the lock assembly (5, IPL Figure 1) to maintain a gap of 0.0010-0.0050 between rollers (25, IPL Figure 2) of lock assembly and solenoid pin (55, IPL Figure 1) with no load applied to the lock assembly (5, IPL Figure 1). Removal of pin (25, IPL Figure 1) may be required.

14) Apply Loctite 222 compound, A00270 or Loctite 242 compound, A00648 to the screws (65, IPL Figure 1) after the pin (25, IPL Figure 1) is in place. Secure solenoid assembly (1A, IPL Figure 3) to the plate assembly (75, IPL Figure 1) with screws (65, IPL Figure 1). Cut length of the screws as required to avoid contact with the solenoid.



Latch Assembly
Figure 701 (Sheet 1 of 2)



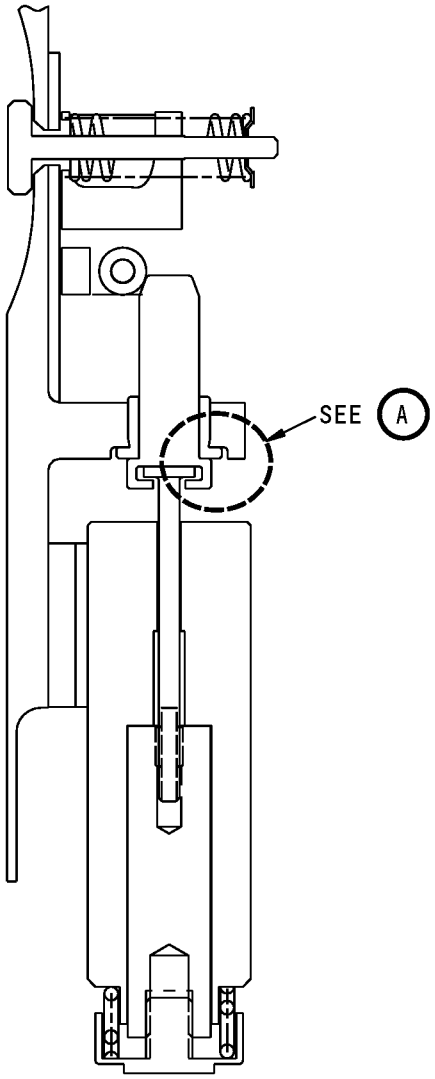
1 RUBBER STAMP PART NUMBER ON THIS SIDE OF THE PLATE

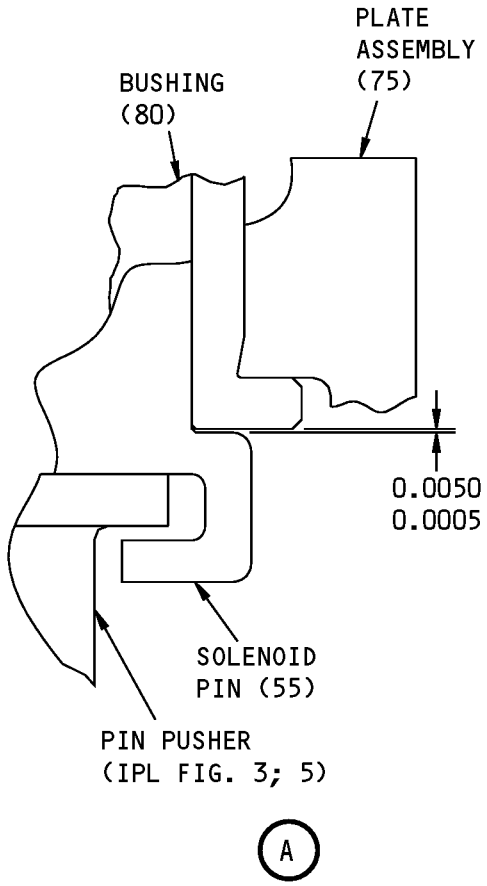
ITEM NUMBERS REFER TO IPL FIG. 1 UNLESS SHOWN DIFFERENTLY

ALL DIMENSIONS ARE IN INCHES

Latch Assembly
Figure 701 (Sheet 2 of 2)

FITS AND CLEARANCES





FIT BETWEEN PARTS	DIAMETRICAL CLEARANCES	
	MINIMUM	MAXIMUM
GAP BETWEEN SOLENOID PIN (55) AND BUSHING (80) IN THE PLATE ASSEMBLY (75)	0.0005	0.0050

ITEM NUMBERS REFER TO IPL FIG. 1
UNLESS SHOWN DIFFERENTLY

ALL DIMENSIONS ARE IN INCHES

CREW DOOR LATCH ASSEMBLY

Fits and Clearances
Figure 801

COMPONENT MAINTENANCE MANUAL

SPECIAL TOOLS, FIXTURES, AND EQUIPMENT

(NOT APPLICABLE)

ILLUSTRATED PARTS LIST

1. Introduction

A. The Illustrated Parts List (IPL) contains an illustration and a list of component parts you can repair or replace. The Illustrated Parts Catalog (IPC) shows how to use the Boeing part number system.

B. This shows how parts are related: The relation of each item to its next higher assembly (NHA) is shown in the NOMENCLATURE column. Use the indenture system that follows:

1 2 3 4 5 6 7

. Assembly

. Attaching parts for assembly

. . Detail parts for assembly

. . Subassembly

. . Attaching parts for subassembly

. . . Detail parts for subassembly

. . . Sub-subassembly

. . . Attaching parts for subassembly

. . . . . Details parts for sub-subassembly

Detail Installation Parts (Included only if installation parts may be sent to the shop as part of assembly)

C. Each top assembly is given one use code letter (A, B, C, etc.) in the USAGE CODE column. All subsequent component parts in the list can have one or more of the use code letters to show effectivity to top assemblies. A component part without a use code applies to all top assemblies.

D. An alphabetical letter is added after the item number for optional parts, parts changed by a Service Bulletin, configuration differences (except left-handed and right-handed parts), last engineering releases, and parts added between item numbers in a sequence. The alphabetical letter will not be shown on the illustration for equivalent parts of the same part number.

E. Color-coded parts are identified with a single digit alpha following the dash number or with ''SP'' suffix. If the ''SP'' suffix is used, it represents consolidation of all color codes applicable for a given usage which are not separately listed. Orders for color-coded parts should include the registry number of the airplane for which the parts are ordered.

F. If a part number is 15 characters long but will not fit in the part number column, the part number will be displayed with a ''~'' at the end of the line and will be continued on the next line. The ''~'' denotes that the part number continues on the next line.

G. Parts changed by a Service Bulletin are shown by PRE SB XXXX and POST SB XXXX added to the NOMENCLATURE column.

(1) When a new top assembly is added by a Service Bulletin, PRE SB XXXX and POST SB XXXX will be added at the top assembly level only. The configuration differences at the detail part level are shown by use code letters.

(2) When the top assembly part number is not changed by the Service Bulletin, PRE SB XXXX and POST SB XXXX will be added at the detail level.

H. Interchangeable Parts

Optional (OPT)	The part is optional to and interchangeable with other parts that have the same item number.
Replaces, Replaced by and not interchangeable with (REPLACES, REPLACED BY AND NOT INTCHG/W)	The part replaces and is not interchangeable with the initial part.
Replaces, Replaced by (REPLACES, REPLACED BY)	The part replaces and is interchangeable with, or is an alternative to, the initial part.

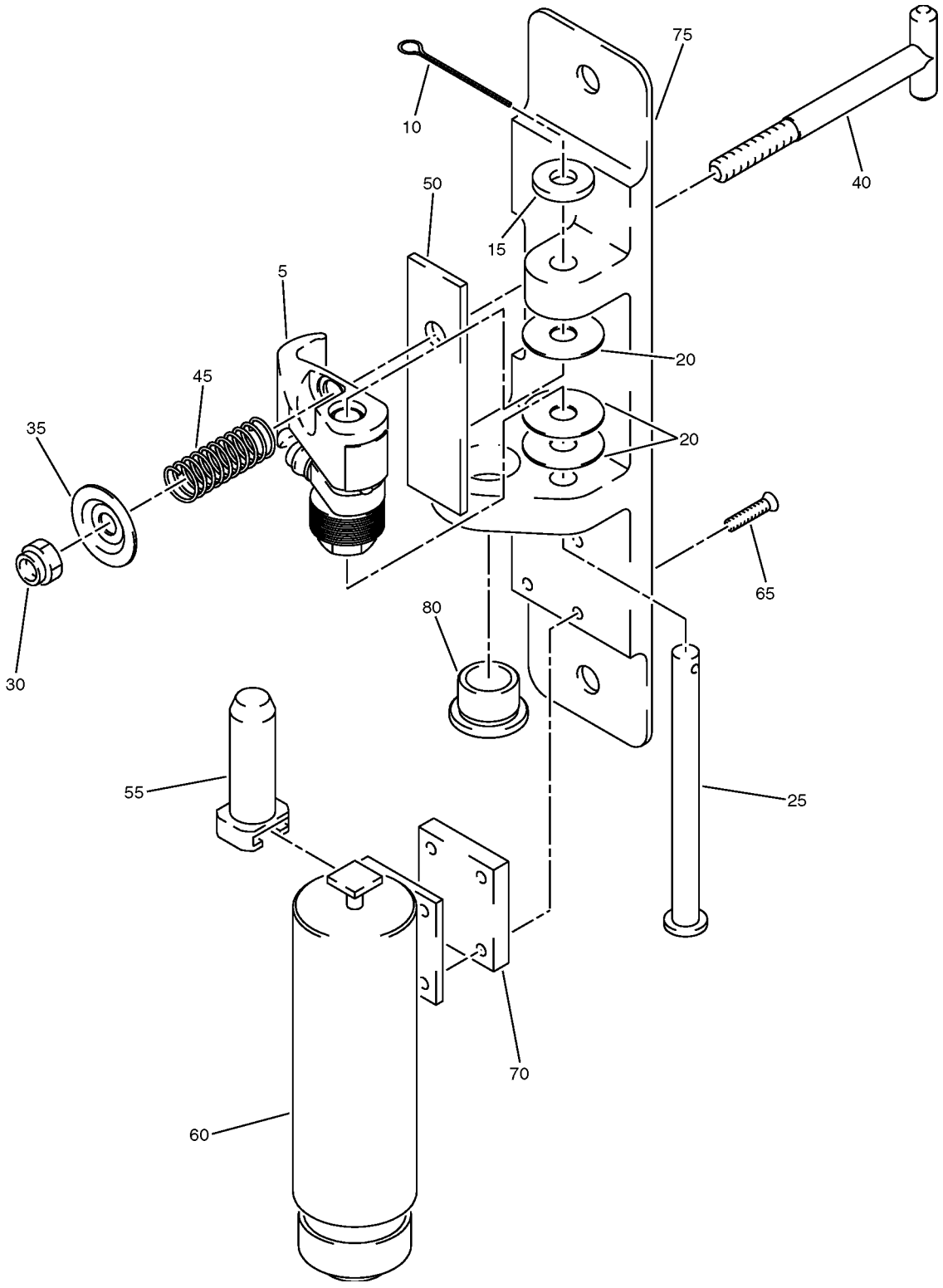
VENDOR CODES

Code	Name
11815	CHERRY AEROSPACE FASTENERS DIV OF TEXTRON 1224 EAST WARNER AVENUE PO BOX 2157 SANTA ANA, CALIFORNIA 92707-0157 FORMERLY IN LOS ANGELES, CALIF , FORMERLY CHERRY FASTENERS TOWNSEND DIV OF TEXTRON INC V71087
15653	ALCOA GLOBAL FASTENERS INC DIV KAYNAR PRODUCTS 800 S STATE COLLEGE BLVD FULLERTON, CALIFORNIA 92831-3001 FORMERLY VK6405 MICRODOT AEROSP LTD; FORMERLY KAYNAR TECH FORMERLY FAIRCHILD FASTENERS KAYNAR DIV
52828	REPUBLIC FASTENER MFG CORP 1300 RANCHO CONEJO BLVD NEWBURY PARK, CALIFORNIA 91320-1405 FORMERLY IN SYLMAR, CALIFORNIA
72962	HARVARD INDUSTRIES INC 3 WERNER WAY SUITE 210 LEBANON, NEW JERSEY 08833 FORMERLY ESNA V7A079 FORMERLY ELASTIC STOP NUT IN UNION, NJ
80477	ADAMS RITE AEROSPACE INC 4141 N PALM ST FULLERTON, CALIFORNIA 92835-1025 FORMERLY V00163 REID METAL PARTS; FORMERLY ADAMS RITE SABRE INTL IN GLENDALE, CA

Code	Name
80539	SPS TECHNOLOGIES INC DIV AERPSOACE - SANTA ANA 2701 SOUTH HARBOR BOULEVARD SANTA ANA, CALIFORNIA 92704-5803 FORMERLY NUTT-SHEL DIV OF SPC WESTERN CO V80539 AND STANDARD PRESSED STEEL WESTERN DIV V17279
83553	ASSOCIATED SPRING CORP BARNES GROUP 15001 SOUTH BROADWAY PO BOX 231 GARDENA, CALIFORNIA 90248-1819 FORMERLY V0389B

NUMERICAL INDEX

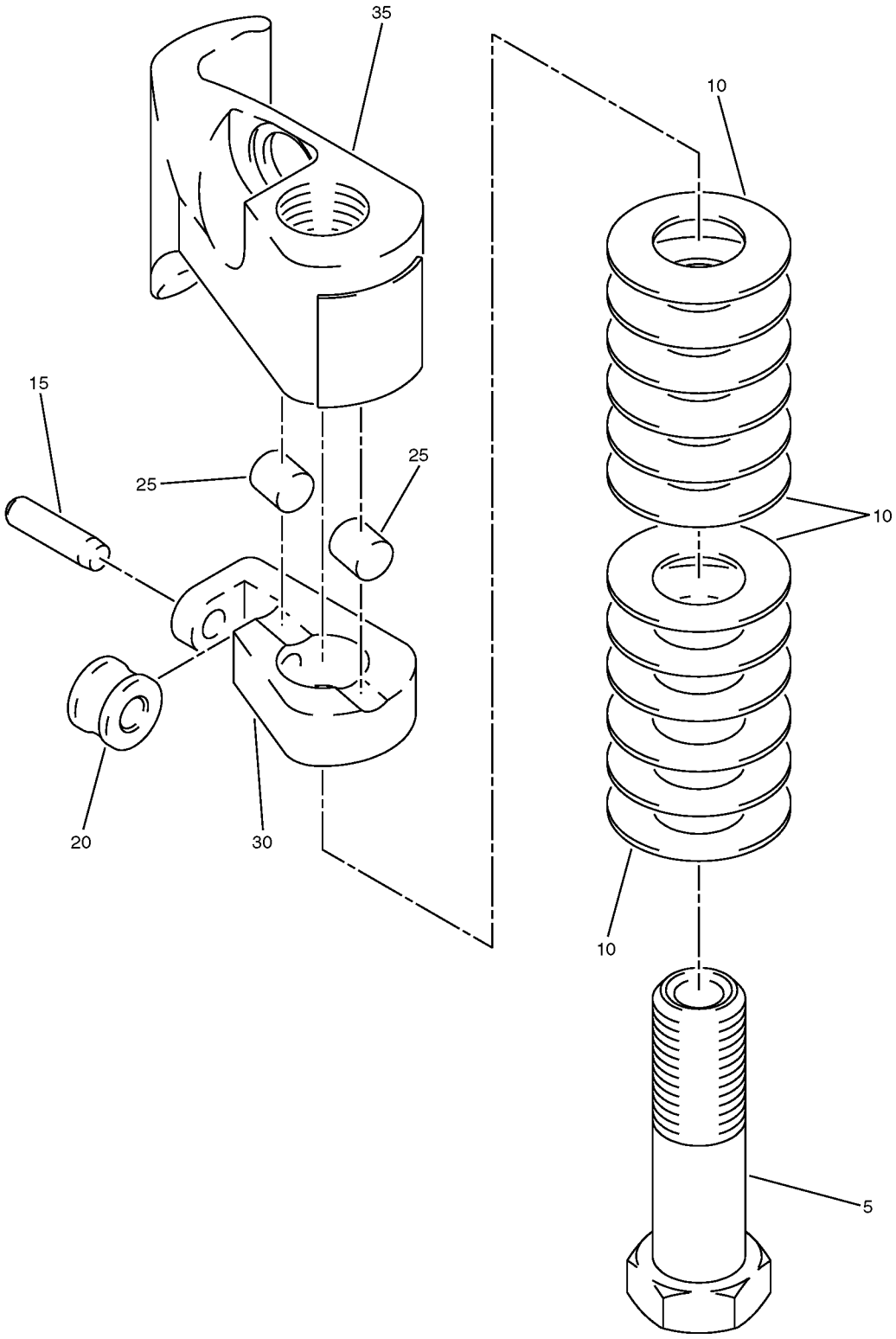
PART NUMBER	AIRLINE PART NUMBER	FIGURE	ITEM	UNITS PER ASSEMBLY
102LH9075-40W		1	30	1
31684		3	10	1
65C36813-2		1	5	1
		2	1A	RF
65C36813-3		1	1A	RF
65C36814-1		2	35	1
65C36814-10		2	5	1
65C36814-11		1	40	1
65C36814-16		1	20	AR
65C36814-2		2	30	1
65C36814-3		1	75	1
65C36814-4		1	55	1
65C36814-5		3	5	1
65C36814-6		2	20	1
65C36814-7		2	25	2
65C36814-8		1	50	1
65C36814-9		1	70	1
65C36815-2		1	60	1
		3	1A	RF
B0750028S0		2	10	12
BACB28X5C033		1	80	1
BACN10JC04CD		1	30	1
BACP18BC02A06P		1	10	1
BACP18BD2C73		1	25	1
BACS12ER04K8		1	65	4
BACW10UC10		1	35	1
BRH10C04D		1	30	1
H51650-04BAC		1	30	1
MS24585C279		1	45	1
NAS1149C0363R		1	15	1
NAS607-2-4		2	15	1
NS202486-40		1	30	1
T6C440CD		1	30	1
T6C440JCD		1	30	1



Latch Assembly
IPL Figure 1

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
1–					
–1A	65C36813-3		LATCH ASSY		RF
5	65C36813-2		. LOCK ASSY (FOR DETAILS SEE IPL Figure 2)		1
			ATTACHING PARTS		
10	BACP18BC02A06P		. PIN		1
15	NAS1149C0363R		. WASHER		1
20	65C36814-16		. WASHER-TEFLON		AR
25	BACP18BD2C73		. PIN		1
30	BRH10C04D		. NUT (V52828) (SPEC BACN10JC04CD) (OPT H51650-04BAC (V15653)) (OPT 102LH9075-40W (V72962)) (OPT NS202486-40 (V80539)) (OPT T6C440CD (V11815)) (OPT T6C440JCD (V11815))		1
35	BACW10UC10		. WASHER		1
40	65C36814-11		. HOOK		1
			- - - - - - - * - - - - - - -		
45	MS24585C279		. SPRING		1
50	65C36814-8		. REDUCER-NOISE		1
55	65C36814-4		. PIN-SOLENOID		1
60	65C36815-2		. SOLENOID ASSY (FOR DETAILS SEE IPL Figure 3)		1
			ATTACHING PARTS		
65	BACS12ER04K8		. SCREW		4
70	65C36814-9		. SPACER		1
			- - - - - - - * - - - - - - -		
75	65C36814-3		. PLATE ASSY		1
80	BACB28X5C033		. . BUSHING		1

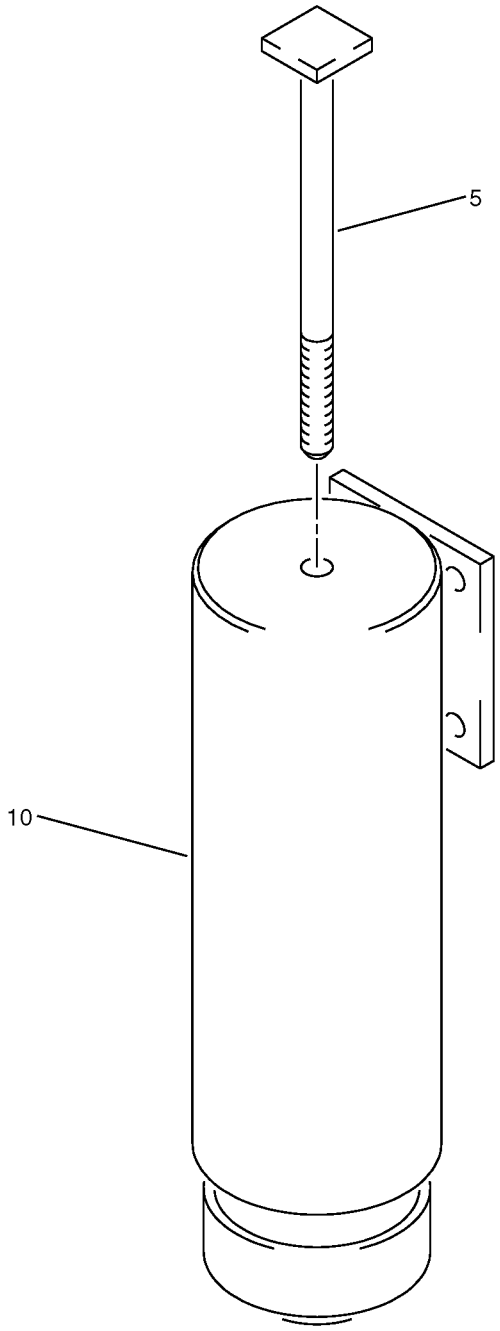
–Item not Illustrated



Lock Assembly
IPL Figure 2

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
2–					
–1A	65C36813-2		LOCK ASSY		RF
5	65C36814-10		. BOLT		1
10	B0750028S0		. WASHER (V83553)		12
15	NAS607-2-4		. PIN-DOWEL		1
20	65C36814-6		. ROLLER		1
25	65C36814-7		. ROLLER		2
30	65C36814-2		. LOCK		1
35	65C36814-1		. CATCHER		1

–Item not Illustrated



Solenoid Assembly
IPL Figure 3

FIG/ ITEM	PART NUMBER	AIRLINE PART NUMBER	NOMENCLATURE 1 2 3 4 5 6 7	USAGE CODE	UNITS PER ASSY
3–					
–1A	65C36815-2		SOLENOID ASSY		RF
5	65C36814-5		. PIN PUSHER		1
10	31684		. SOLENOID (V80477)		1

–Item not Illustrated