



ENGINE - General (72-00-00) - Fuel manifolds coupling nuts re-torque for containment action

Service bulletin

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 DM Status

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Responsible Company: GE Passport LLC (80NQ3)
Originator: GE Passport LLC (80NQ3)
Applicability: EngineRating All

GE Designated: -CONFIDENTIAL-

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Table of contents:

1. [References](#)
2. [Revision Information](#)
 - A. [Revision information](#)
3. [Summary](#)
 - A. [Summary](#)
4. [Planning Information](#)
 - A. [Applicability](#)
 - B. [Concurrent requirements](#)
 - C. [Reason](#)
 - D. [Description](#)
 - E. [Compliance](#)
 - F. [Approval](#)
 - G. [Manpower](#)
 - H. [Weight and balance](#)
 - I. [Electrical load data](#)
 - J. [Software accomplishment summary](#)
 - K. [Referenced documentation](#)
 - L. [Documentation affected](#)
 - M. [Industry support information](#)
 - N. [Interchangeability](#)
5. [Material Information](#)
6. [Accomplishment Instructions](#)
7. [Additional Information](#)

List of figures:

- 1 Fuel nozzle area
- 2 Fuel nozzle locations, ALF
- 3 Initial coupling nut to nozzle position - line mark examples
- 4 Final coupling nut to nozzle position - line mark example

1. References

Table: References

Data Module/Technical Publication	Title
PASSPORT20-A-71-00-00-00A-040A-D	Inspection definitions - Description
PASSPORT20-A-72-00-00-00A-345A-D	Engine (on-wing) - System test
PASSPORT20-A-72-00-0141-00A-930A-D	ENGINE - General (72-00-00) - Visual Inspection of the core compartment with a borescope - Service bulletin
PASSPORT20-A-72-71-01-01A-520A-D	Core cowl - Upper outboard panel - Left-hand engine - Remove procedure
PASSPORT20-A-72-71-01-01A-720A-D	Core cowl - Upper outboard panel - Left-hand engine - Install procedure
PASSPORT20-A-72-71-01-02A-520A-D	Core cowl - Upper inboard panel - Left hand engine - Remove procedure
PASSPORT20-A-72-71-01-02A-720A-D	Core cowl - Upper inboard panel - Left-hand engine - Install procedure
PASSPORT20-A-72-71-01-03A-520A-D	Core cowl - Lower inboard panel - Left-hand engine - Remove procedure
PASSPORT20-A-72-71-01-03A-720A-D	Core cowl - Lower inboard panel - Left-hand engine - Install procedure
PASSPORT20-A-72-71-01-04A-520A-D	Core cowl - Lower outboard panel - Left-hand engine - Remove procedure
PASSPORT20-A-72-71-01-04A-720A-D	Core cowl - Lower outboard panel - Left hand engine - Install procedure
PASSPORT20-A-72-71-02-01A-520A-D	Core cowl - Upper inboard panel - Right hand engine - Remove procedure
PASSPORT20-A-72-71-02-01A-720A-D	Core cowl - Upper inboard panel - Right hand engine - Install procedure
PASSPORT20-A-72-71-02-02A-520A-D	Core cowl - Upper outboard panel - Right hand engine - Remove procedure
PASSPORT20-A-72-71-02-02A-720A-D	Core cowl - Upper outboard panel - Right hand engine - Install procedure
PASSPORT20-A-72-71-02-03A-520A-D	Core cowl - Lower outboard panel - Right hand engine - Remove procedure
PASSPORT20-A-72-71-02-03A-720A-D	Core cowl - Lower outboard panel - Right hand engine - Install procedure
PASSPORT20-A-72-71-02-04A-520A-D	Core cowl - Lower inboard panel - Right hand engine - Remove procedure
PASSPORT20-A-72-71-02-04A-720A-D	Core cowl - Lower inboard panel - Right hand engine - Install procedure
PASSPORT20-A-72-72-01-01A-520A-D	Fixed fan duct - Upper outboard panel - Left-hand engine - Remove procedure
PASSPORT20-A-72-72-01-01A-720A-D	Fixed fan duct - Upper outboard panel - Left hand engine - Install procedure
PASSPORT20-A-72-72-02-02A-520A-D	Fixed fan duct - Upper outboard panel - Right hand engine - Remove procedure
PASSPORT20-A-72-72-02-02A-720A-D	Fixed fan duct - Upper outboard panel - Right-hand engine - Install procedure
PASSPORT20-A-74-21-01-01A-520A-D	Igniter - Remove procedure
PASSPORT20-A-74-21-01-01A-720A-D	Igniter - Install procedure
PASSPORT20-A-78-10-01-01A-720A-D	Mixer assembly - Install procedure
PASSPORT20-A-78-10-01-01A-520A-D	Mixer assembly - Remove procedure
BD700-A-J71-12-01-00AAA-540A-A	Upper fan cowls (432AT/442AT) - Open for Access Procedure
BD700-A-J71-12-01-00AAA-740A-A	Upper fan cowls (432AT/442AT) - Close After Access Procedure
BD700-A-J71-13-01-00AAA-540A-A	Lower Fan Cowl (432AB/442AB) - Open for Access Procedure
BD700-A-J71-13-01-00AAA-740A-A	Lower Fan Cowl (432AB/442AB) - Close After Access Procedure
BD700-A-J78-30-00-00AAA-560A-A	Thrust Reverser (for Maintenance) - Deactivation procedure

BD700-A-J78-30-00-00AAA-760A-A	Thrust Reverser (for Maintenance) - Reactivation procedure
SPM TASK 70-11-01-400-005	Safety wire procedure
SPM TASK 70-11-02-400-006	Safety cable procedure
SPM TASK 70-16-02-350-017	Temporary marking
SPM TASK 70-30-00-200-001	Inspection methods
SPM TASK 70-51-00-400-004	Tightening practices and torque values

Management Information

Manufacturer recommendation:	Recommended
Task Type	Inspection
Original issue date	2022/05/11

2. Revision Information

A. Revision information

Original issue.

3. Summary

A. Summary

This service bulletin gives the instructions to do a re-torque on the coupling nuts of the fuel manifolds in the core compartment of the engine. These accomplishment steps are being provided as a containment action for suspected fuel leaks in the core compartment.

4. Planning Information

A. Applicability

This service bulletin is applicable to ESNs 904104, 904108, 904117, 904118, 904123 through 904222, 904224 through 904345, 904349, 904352, 904354, 904356, 904357, 904359 through 904371, and 904373 through 904375.

This service bulletin has been introduced into production to these engines: 904346, 904347, 904348, 904350, 904351, 904353, 904355, 904358, 904372, 904376, and up.

These serial numbers are the best available data.

B. Concurrent requirements

None.

C. Reason

- Objective:
To reduce the potential for significant events by re-torquing the fuel manifold coupling nuts that connect to the fuel nozzles and to the fuel supply tube, and the coupling nut that connects the two manifolds together.
- Condition:
Two instances of core compartment fuel leaks have been experienced in the field.
- Cause:
Root Cause is currently under investigation and accomplishment instructions in this service bulletin are part of the containment plan.
- Improvement:
This is a re-torque on the coupling nuts of the fuel manifolds to ensure that the fuel manifold coupling nuts meet the design intended torque and confirm no fuel leaks after engine run.
- Substantiation:
Comparative analysis.

D. Description

This service bulletin gives instructions to complete a re-torque on the coupling nuts of the fuel manifolds (34400) (34401) that connect to the fuel nozzles (12500) (12501), on the coupling nut that connects LH and RH manifolds together, and on the coupling nut that connects the fuel supply tube (34402) to the LH manifold (34401), in the core compartment of the engine. Also, gives instructions to do a high power engine run followed by visual inspection of the core compartment with a borescope to look for fuel leaks.

E. Compliance

Category 2

GE recommends that you do this service bulletin under the conditions as follows:

- For engine serial numbers 904257 and up, GE recommends that you do this service bulletin as soon as possible without effect on revenue service but before 30 flight cycles or 12 months from the issue date of this service bulletin.
- For engine serial numbers 904256 and lower, GE recommends that you do this service bulletin as soon as possible without effect on revenue service but before 100 flight cycles or 12 months from the issue date of this service bulletin.

Impact A

This recommendation is to address a condition that may affect Flight Safety.

Note: GE will first focus on engine serial numbers 904257 and up installed on aircraft with the highest usage rates.

Note: This service bulletin can be done on wing.

F. Approval

The data contained in this service bulletin has been reviewed by the FAA or authorized entity representing the FAA and repair(s) and modification(s) herein comply with the applicable aviation regulations and are APPROVED for installation in the model(s) listed in this service bulletin.

G. Manpower

To complete the accomplishment instructions given below, you will need approximately:

- Man hours to access the engine core: 12 (3 people x 4 hours)
- Hours to retorque: 4 (2 people X 2 hours)
- Hours to close core compartment: 15 (3 people x 5 hours)
- Hours to do engine high-power run: 2
- Hours do to the borescope inspection: 2
- Total hours for each engine: 35 Man hours.

H. Weight and balance

Weight and balance are not affected by this service bulletin.

I. Electrical load data

Not applicable.

J. Software accomplishment summary

Not applicable.

K. Referenced documentation

GEK 112062, GE Line Maintenance Manual (LMM)

GEK 9250, GE Commercial Engine Standard Practices Manual (SPM)

BD700-3AB48-10200-00 Bombardier Aircraft Maintenance Publication (AMP)

L. Documentation affected

Not applicable.

M. Industry support information

GE is pleased to offer support for incorporation of this service bulletin. Contact your GE Aviation regional account leader for details of the support.

N. Interchangeability

Not applicable.

5. Material Information

List of material sets

None

List of support equipment

Table: Support equipment

Name	Identification/Reference	Quantity	Remark
<u>Standard Tools</u>			
3 inch extension	Local purchase	A/R	extension
4 inch extension	Local purchase	A/R	extension
6 inch extension	Local purchase	A/R	extension
90 degree adaptors	Local purchase	A/R	90 degree adaptors
Conventional Torque Wrench	Local purchase	ALT	torque wrench
Electronic (Dial) Torque Wrench	Local purchase	A/R	torque wrench
Fixture, Fixed Fan Duct Lift	18C1314G05 or 18C1360G02	1	fixed fan duct lift fixture
Fixture, Core Support Strut	18C1628G01	1	core support strut fixture
Flex Crowfoot Wrench (Astro or equivalent)	Local purchase	A/R	crowfoot wrench
Flexible borescope; 6 mm dia x 1 m long (or			

equivalent)	Local purchase	A/R	borescope
Guide tube (or equivalent)	Local purchase	A/R	guide tube
Mirror	Local purchase	A/R	mirror
Photographic camera and equipment to attach it to the borescope (optional)	Local purchase	A/R	camera
Thrust reverser protective mat (or equivalent protective mat)	BGV4013-00-0	A/R	mat
Video/digital/recording system (optional)	Local purchase	A/R	recording system

List of supplies

Table: Supplies

Name	Identification/Reference	Quantity	Remark
Engine oil	C02-023	A/R	
Lubricant, Anti-Seize Compound	C02-097	A/R	
Primer, Paint, Zinc-Molybdate, Alkyd Type (TT-P645)	C03-100, SPM TASK 70-80-03-800-801	A/R	
Primer, Zinc Chromate (TT-P-1757 Type 1 or 2, Class C or Class N; AMS 3110, Color Y; P6TF14)	C03-001, SPM TASK 70-80-03-800-801	A/R	
Cloth, Cleaning For Aircraft Structural (SAE-AMS 3819, BMS 15-5)	C10-182 A/R SPM TASK 70-80-10-800-801 lint-free cloth	A/R	
Safety Cable	SPM TASK 70-11-01-400-005 or 70-11-02-400-006	A/R	
Safety Cable	SPM TASK 70-11-01-400-005 or 70-11-02-400-006	A/R	

List of spares

None

List of removed spares

None

6. Accomplishment Instructions

A. General

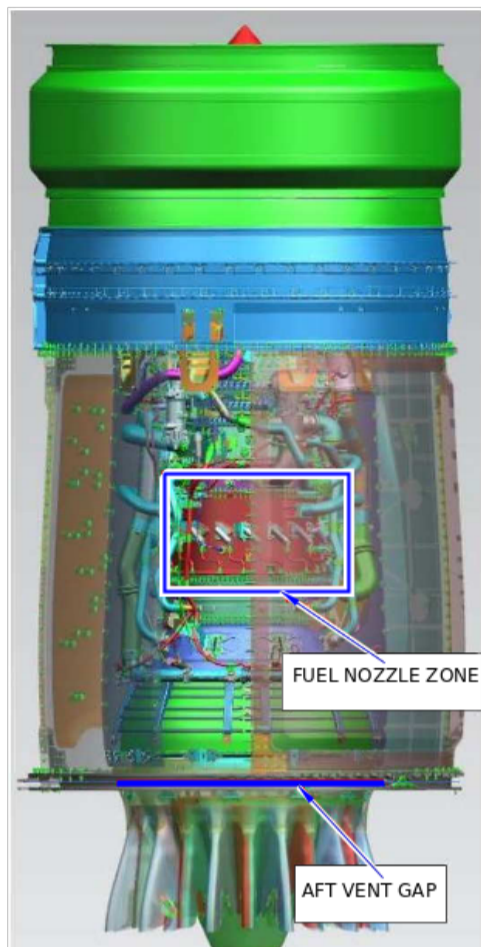
- (1) This procedure gives instructions to torque the fuel manifold coupling nuts (34400) and (34401) to fuel nozzles (12500) and (12501), the coupling nut that connects left-hand and right-hand manifolds together, and the coupling nut that connects the fuel supply tube (34402) to the left-hand manifold (34401), in the core compartment in the tightening direction. This procedure also gives Instructions to do a high power engine run followed by visual inspection of the core compartment with a borescope to look for fuel leaks.
- (2) Do not do this procedure unless you are suitable qualified personnel.
- (3) Before you do this procedure, refer to [SPM TASK 70-30-00-200-001 \(Inspection methods\)](#).

B. Procedure

WARNING

SURFACES OF RECENTLY OPERATED ENGINES ARE EXTREMELY HOT. DO NOT TOUCH SURFACES OF RECENTLY OPERATED ENGINES UNTIL THEY HAVE COOLED.

- (1) Deactivate the thrust reverser for maintenance. Refer to BD700-AJ78-30-00-00AAA-560A-A (Thrust Reverser (for Maintenance) - Deactivation procedure).
- (2) Open the upper fan cowl (432AT)/(442AT). Refer to BD700-AJ71-12-01-00AAA-540A-A (Upper fan cowls (432AT/442AT) - Open for Access Procedure).
- (3) Open the lower fan cowl (432AB)/(442AB). Refer to BD700-A-J71-13-01-00AAA-540A-A (Lower Fan Cowl (432AB/442AB) - Open for Access Procedure).
- (4) If necessary, remove the mixer assembly. Refer to [Mixer assembly - Remove procedure \(DMC-PASSPORT20-A-78-10-01-01A-520A-D\)](#)
- (5) For the right-hand engine, do as follows: Refer to [Figure 1](#)



ICN-07482-0006035012-000-01

Figure 1: Fuel nozzle area

- (a) Remove the upper outboard fixed fan duct (98003). Refer to [Fixed fan duct - Upper outboard panel - Right hand engine - Remove procedure \(DMC-PASSPORT20-A-72-72-02-02A-520A-D\)](#).
- (b) Remove the upper outboard core cowl panel (98102). Refer to [Core cowl - Upper outboard panel - Right hand engine - Remove procedure \(DMC-PASSPORT20-A-72-71-02-02A-520A-D\)](#).
- (c) Remove the lower outboard core cowl panel (98100). Refer to [Core cowl - Lower outboard panel - Right hand engine - Remove procedure \(DMC-PASSPORT20-A-72-71-02-03A-520A-D\)](#).
- (d) Remove the upper inboard core cowl panel (98101). Refer to [Core cowl - Upper inboard panel - Right hand engine - Remove procedure \(DMC-PASSPORT20-A-72-71-02-01A-520A-D\)](#).
- (e) Remove the lower inboard core cowl panel (98103). Refer to [Core cowl - Lower inboard panel - Right hand engine - Remove procedure \(DMC-PASSPORT20-A-72-71-02-04A-520A-D\)](#).

Note: No other fixed fan duct other than the upper outboard (98003) needs to be removed.

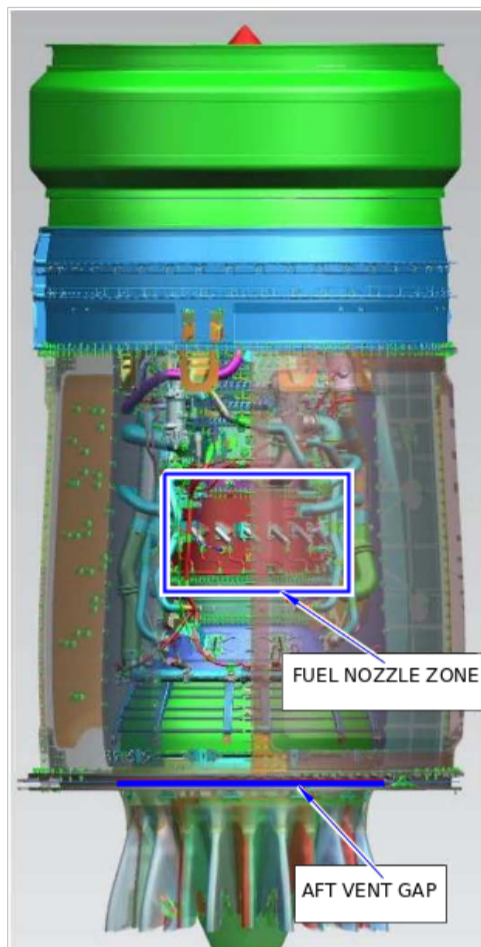
(6) For the left-hand engine, do as follows:

- (a) Remove the upper outboard fixed fan duct (98000). Refer to [Fixed fan duct - Upper outboard panel - Left-hand engine - Remove procedure \(DMC-PASSPORT20-A-72-72-01-01A-520A-D\)](#).
- (b) Remove the upper outboard core cowl panel (98101). Refer to [Core cowl - Upper outboard panel - Left-hand engine - Remove procedure \(DMC-PASSPORT20-A-72-71-01-01A-520A-D\)](#).
- (c) Remove the upper inboard core cowl panel (98102). Refer to [Core cowl - Upper inboard panel - Left hand engine - Remove procedure \(DMC-PASSPORT20-A-72-71-01-02A-520A-D\)](#).
- (d) Remove the lower outboard core cowl panel (98103). Refer to [Core cowl - Lower outboard panel - Left-hand engine - Remove procedure \(DMC-PASSPORT20-A-72-71-01-04A-520A-D\)](#).
- (e) Remove the lower inboard core cowl panel (98100). Refer to [Core cowl - Lower inboard panel - Left-hand engine - Remove procedure \(DMC-PASSPORT20-A-72-71-01-03A-520A-D\)](#).

Note: No other fixed fan duct other than the upper outboard (98000) needs to be removed.

(7) Do a general visual inspection (GVI) of all exposed hardware, refer to [Inspection definitions - Description \(DMC-PASSPORT20-A-71-00-00-00A-040A-D\)](#).

(8) Access the fuel nozzle zone where the fuel manifolds (34400) and (34401) connect to the fuel nozzles (12500) and (12501). Refer to [Figure 1](#)

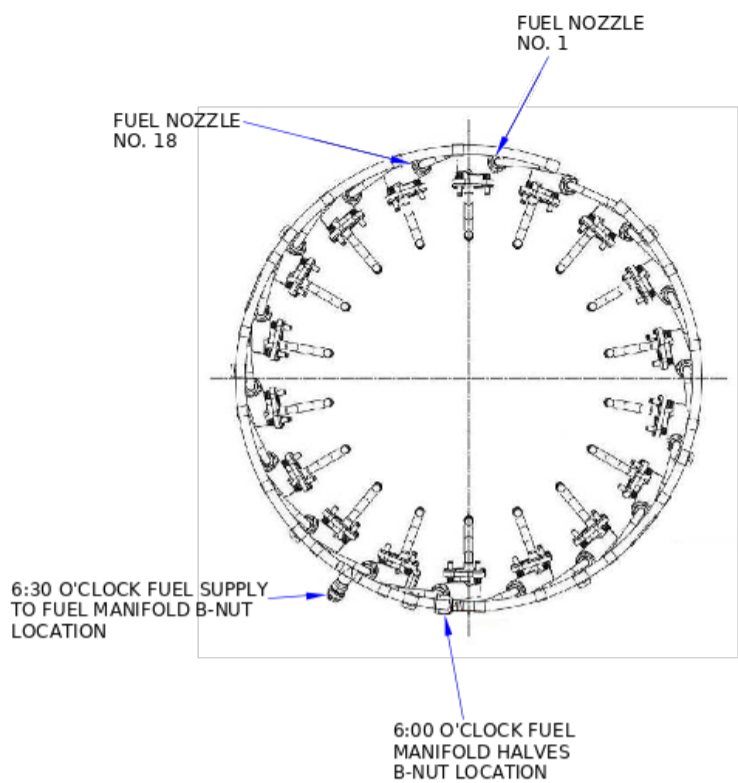


ICN-07482-0006035012-000-01

Figure 1: Fuel nozzle area

(9) Identify fuel nozzle No. 1 at 12 o'clock position aft looking forward (ALF) .

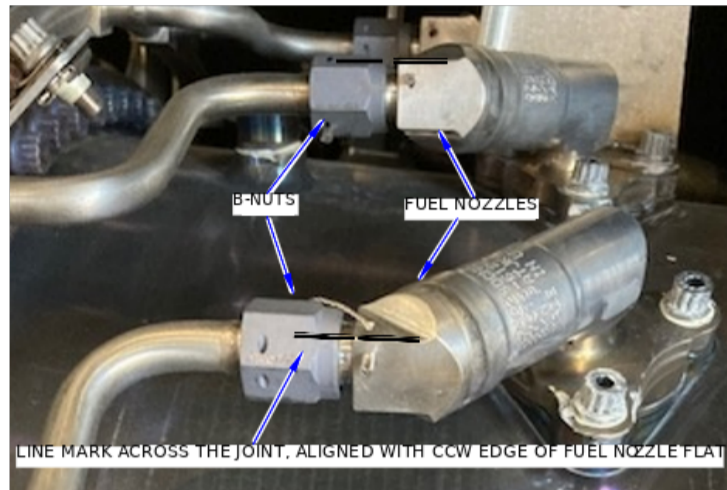
Note: Fuel nozzle No. 1 starts on fuel nozzle located at 12 o'clock and continues in a clockwise direction ALF. Refer to [Figure 2](#)



ICN-07482-0006035011-000-01

Figure 2: Fuel nozzle locations, ALF

- (10) Visually examine the fuel nozzle to fuel manifold coupling nuts at all 18 locations for evidence of fuel wetting.
- (11) If fuel indications are observed, contact your GE field service engineer or 24/7 Business Aviation Support. Refer to step (40) at the end of this document for details.
- (12) With an approved marker, draw a line across the joint to mark the coupling nut to nozzle position at all 18 locations. Align mark with the ALF counter clockwise (CCW), edge of the fuel nozzle flat. Refer to [SPM TASK 70-16-02-350-017 \(Temporary Marking\)](#). Refer to [Figure 3](#)



ICN-07482-0006035277-000-01

Figure 3: Initial coupling nut to nozzle position - line mark examples

(13)

CAUTION

DO NOT REMOVE THE IGNITER ADAPTER (66290) AND/OR BUSHING (66240) TO PREVENT COMPROMISING THE INTEGRITY OF THE SHIMS WITHIN THIS ASSEMBLY.

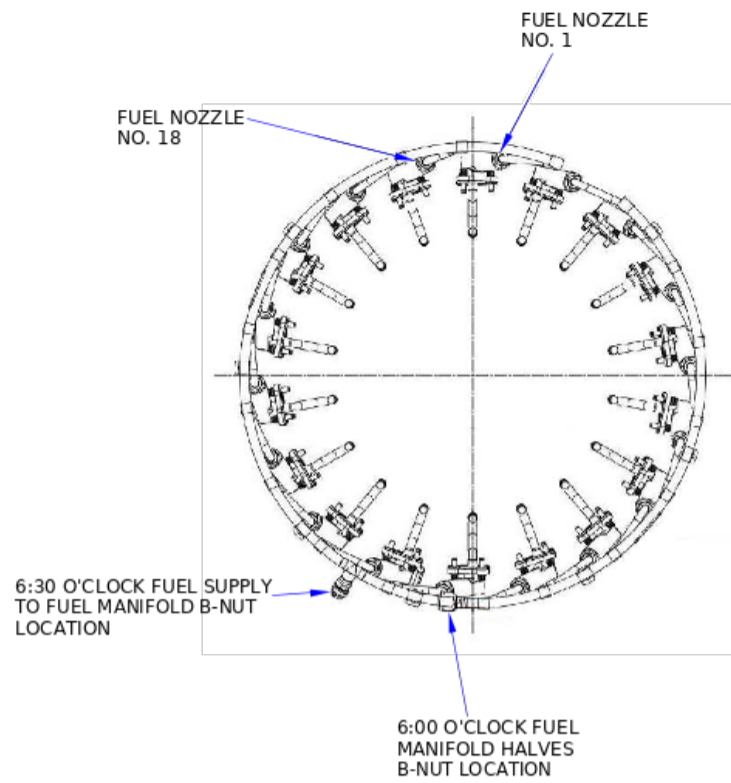
CAUTION

PAY ATTENTION TO TORQUE CALCULATIONS AND/OR CONVERSION THAT MAY BE NECESSARY BASED UPON THE EXTENSIONS, CROW FOOT AND/OR ADAPTORS THAT ARE USED AND THE WAY THE TORQUE WRENCH IS ORIENTED TO THE FITTING. OTHERWISE, THE TORQUE APPLIED MAY BE INCORRECT. REFER TO SPM TASK 70-51-00-400-004 (TIGHTENING PRACTICES AND TORQUE VALUES).

Torque to the coupling nuts as follows:

Note: Fuel manifold (34400) connects to fuel nozzles No. 2 through No. 9. Fuel manifold (34401) connects to fuel nozzles No. 1 and No. 10 through No. 18. The torque value is the same for all.

Note: On fuel nozzles No. 7 and No. 9, ALF, ([Figure 2](#)



ICN-07482-0006035011-000-01

Figure 2: Fuel nozzle locations, ALF

), accessibility may be limited. If necessary, remove the igniter shrouds (66291) and the engine igniters (66200) for better accessibility without removing igniting adapter (66290) and/or bushing (66240). Refer to [Igniter - Remove procedure \(DMC-PASSPORT20-A-74-21-01-01A-520A-D\)](#).

Note: 90-degree adaptors, flex crowfoot wrenches from Astro, and 3, 4, and 6 inch extensions are recommended for better accessibility at some locations.

- (a) If necessary, remove the safety cable to access the coupling nut for tool clearance.
- (b) Set the torque wrench to get 285 lb in. (32.2 Nm).
- (c) Torque the coupling nut to get 285 lb in. (32.2 Nm) +/- 8 percent.
- (d) If the coupling nut turns before get the set torque, remove the safety cable and complete the torquing process. Use the line marks added in step (12) to measure the angular rotation of the coupling nut after you get the 285 lb in. torque. Refer to [Figure 4](#)

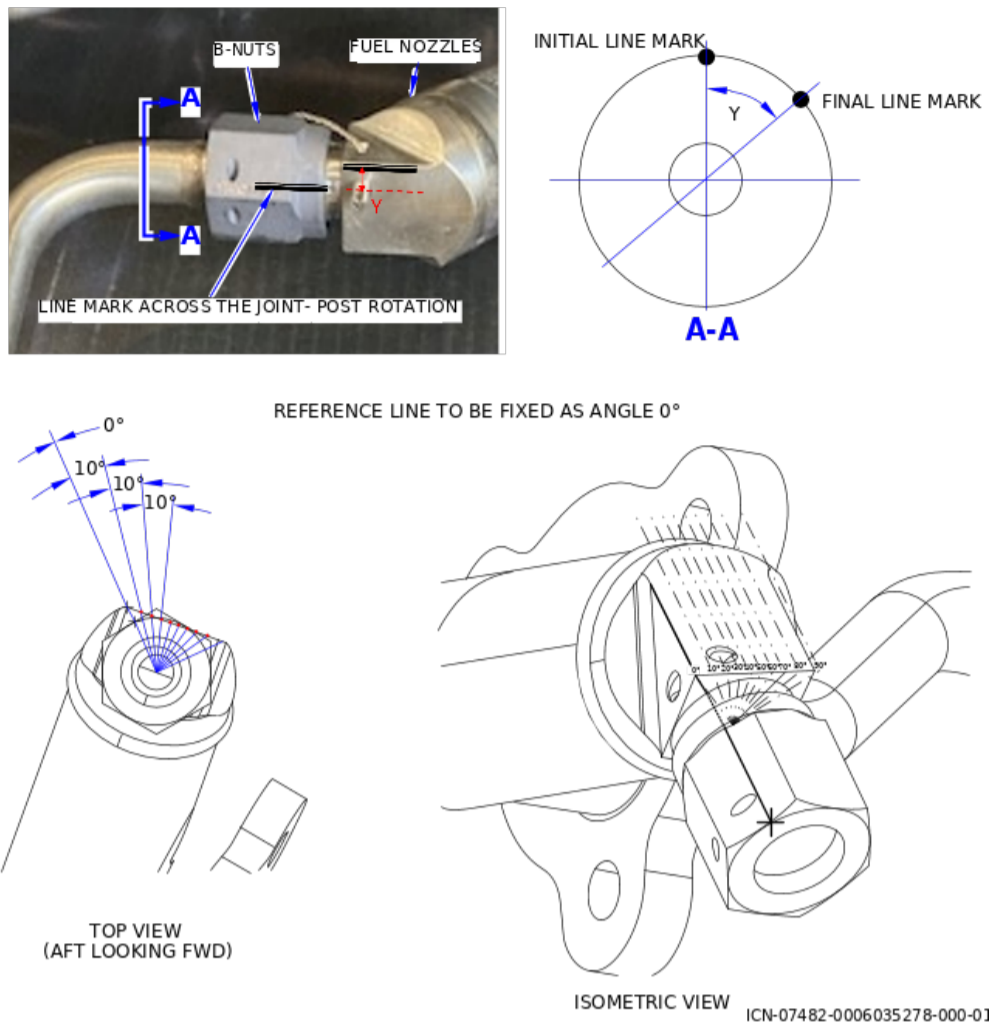
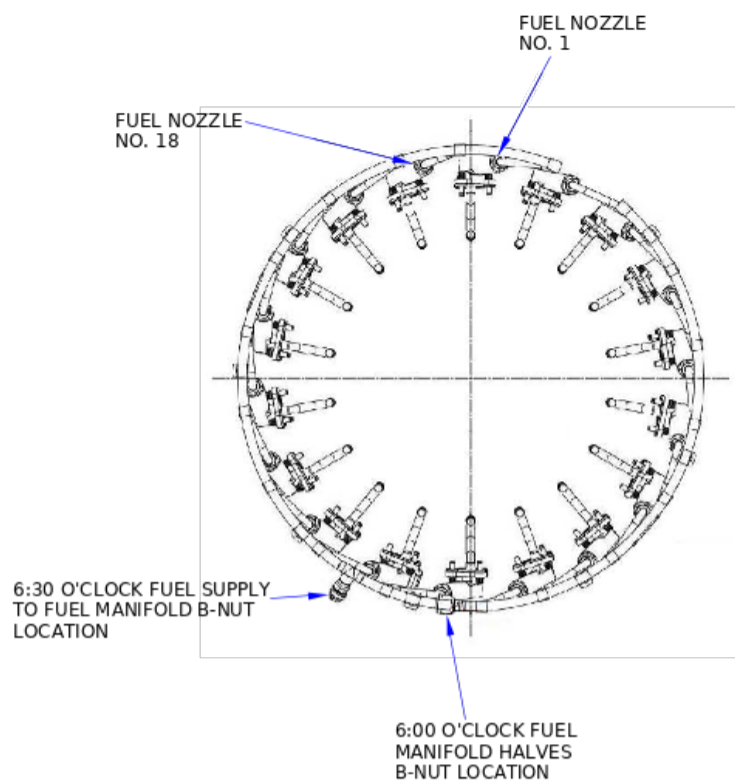


Figure 4: Final coupling nut to nozzle position - line mark example

. (If accessibility makes it difficult to view the line mark displacement, the inspector can count the number of B-nut flats of rotation to estimate the angular rotation, i.e. 1/3 of flat, 1 flat, etc., or use a mirror or borescope camera if necessary).

- (e) Clean the coupling joints and surrounding areas with a lint-free cloth.
 - (f) If necessary, safety the coupling nut on the fuel manifold to the fuel nozzle with safety wire or safety cable. Refer to [SPM TASK 70-11-01-400-005 \(Safety wire procedure\)](#) or [SPM TASK 70-11-02-400-006 \(Safety cable procedure\)](#).
- (14) Report findings and photos of the coupling nut showing final position of the line marks back to GE via 24/7 Business Aviation Support. Refer to step (40) at the end of this document for details.
- (15) Visually make sure that all safety wire or safety cable is present on the coupling nuts before proceeding to the next step.
- (16) Identify the 6:30 o'clock fuel supply tube (34402) to fuel manifold (34401) B-nut location. Refer to [Figure 2](#)



ICN-07482-0006035011-000-01

Figure 2: Fuel nozzle locations, ALF

- (17) Visually examine the fuel supply tube to fuel manifold coupling nut location for evidence of fuel wetting.
- (18) If fuel indications are observed, contact your GE field service engineer or 24/7 Business Aviation Support. Refer to step (40) at the end of this document for details.
- (19) Torque the coupling nut as follows:
 - (a) Make a line across the joint to identify the coupling nut to fuel manifold port position. Similar to step (12) within this document.
 - (b) If necessary, remove the safety cable to access the coupling nut for tool clearance.
 - (c) Set the torque wrench to 720 lb in. (81.4 Nm). Note: Equivalent to 60 lb ft.
 - (d) Torque the coupling nut to achieve 720 lb in. (81.4 Nm) +/- 8 percent.
 - (e) If the coupling nut turns before you get the set torque, remove the safety cable and complete the torquing process. Use the line marks added in step (a) to measure the angular rotation of the coupling nut after you get the 720 lb in. torque. Refer to [Figure 4](#)

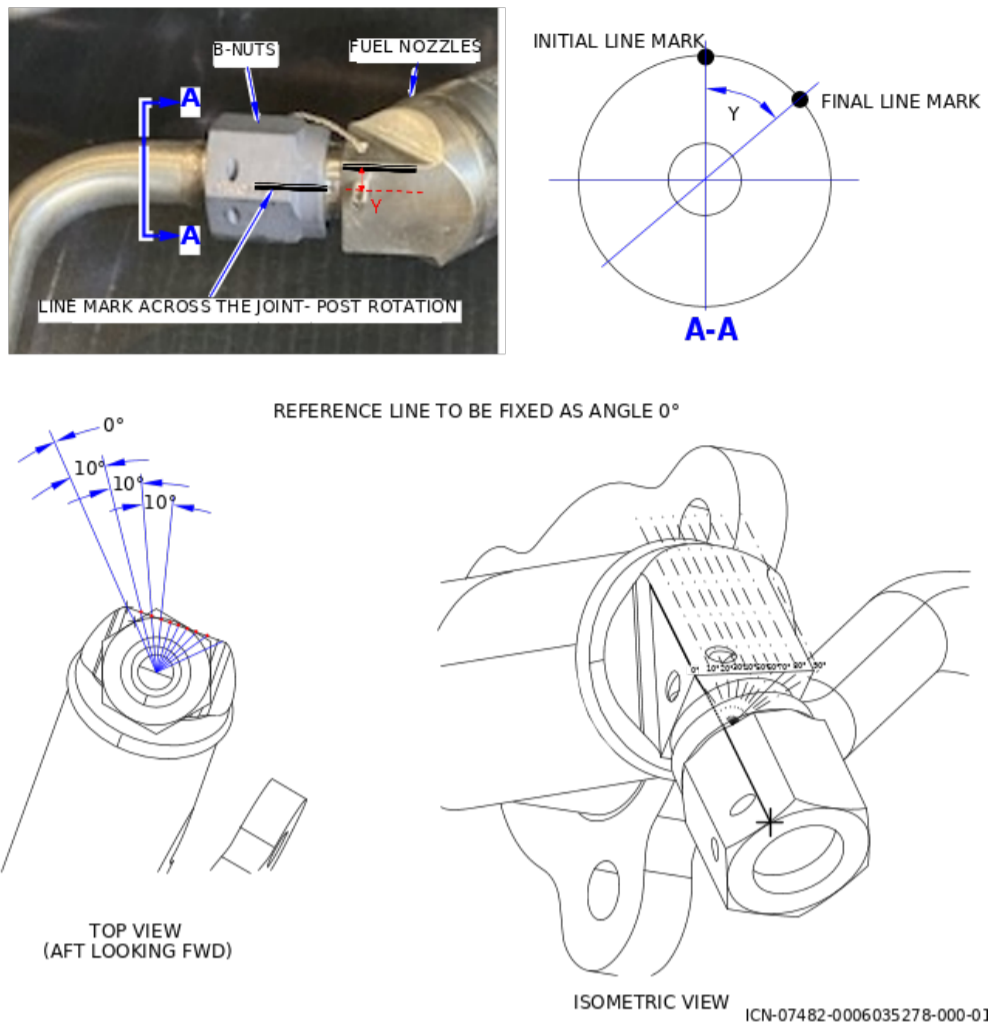


Figure 4: Final coupling nut to nozzle position - line mark example

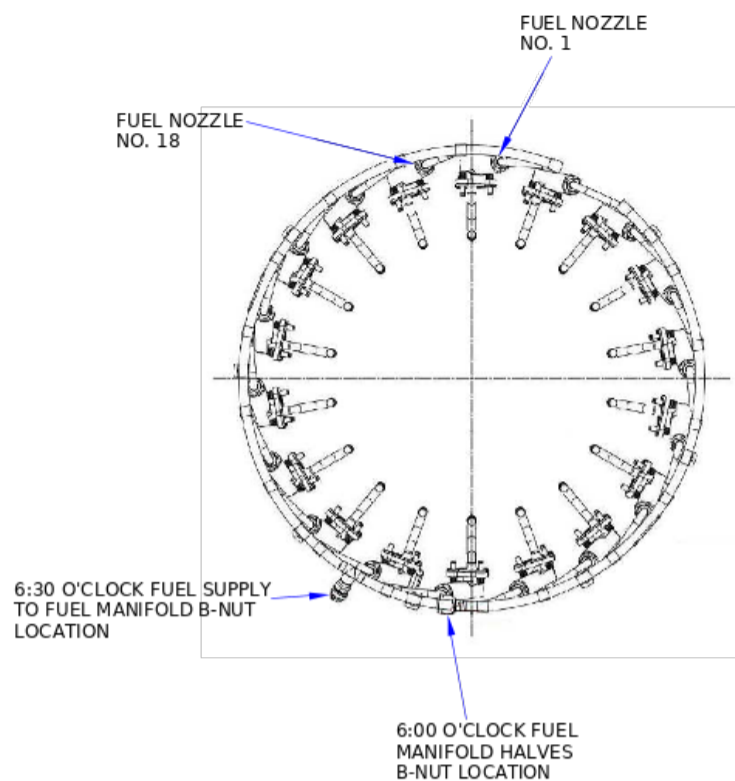
. (If accessibility makes it difficult to view the line mark displacement, the inspector can count the number of B-nut flats of rotation to estimate the angular rotation, i.e. 1/3 of flat, 1 flat, etc., or use a mirror or borescope camera if necessary).

(f) Clean the coupling joints and surrounding areas with a lint-free cloth.

(g) If necessary, safety the coupling nut of the fuel tube with safety cable (34999). Refer to [SPM TASK 70-11-02-400-006 \(Safety cable procedure\)](#).

(20) Report findings and photos of the coupling nut showing final position of the line marks back to GE via 24/7 Business Aviation Support. Refer to Step (40) at the end of this document for details.

(21) Identify the 6:00 o'clock fuel manifold halves (34400) and (34401) B-nut location. Refer to [Figure 2](#)



ICN-07482-0006035011-000-01

Figure 2: Fuel nozzle locations, ALF

- (22) Visually examine the coupling nut location for evidence of fuel wetting.
- (23) If fuel indications are observed, contact your GE field service engineer or 24/7 Business Aviation Support. Refer to step (40) at the end of this document for details.
- (24) Torque the coupling nut as follows:
 - (a) Make a line across the joint to identify the coupling nut initial position. Similar to step (12) within this document.
 - (b) If necessary, remove the safety cable to access the coupling nut for tool clearance.
 - (c) Set the torque wrench to 500 lb in. (56.5 Nm).
 - (d) Torque the coupling nut to get 500 lb in. (56.5 Nm) +/- 8 percent.
 - (e) If the coupling nut turns before you get the set torque, remove the safety cable and complete the torquing process. Use the line marks added in step (a) to measure the angular rotation of the coupling nut after you get the 500 lb in. torque. Refer to [Figure 4](#)

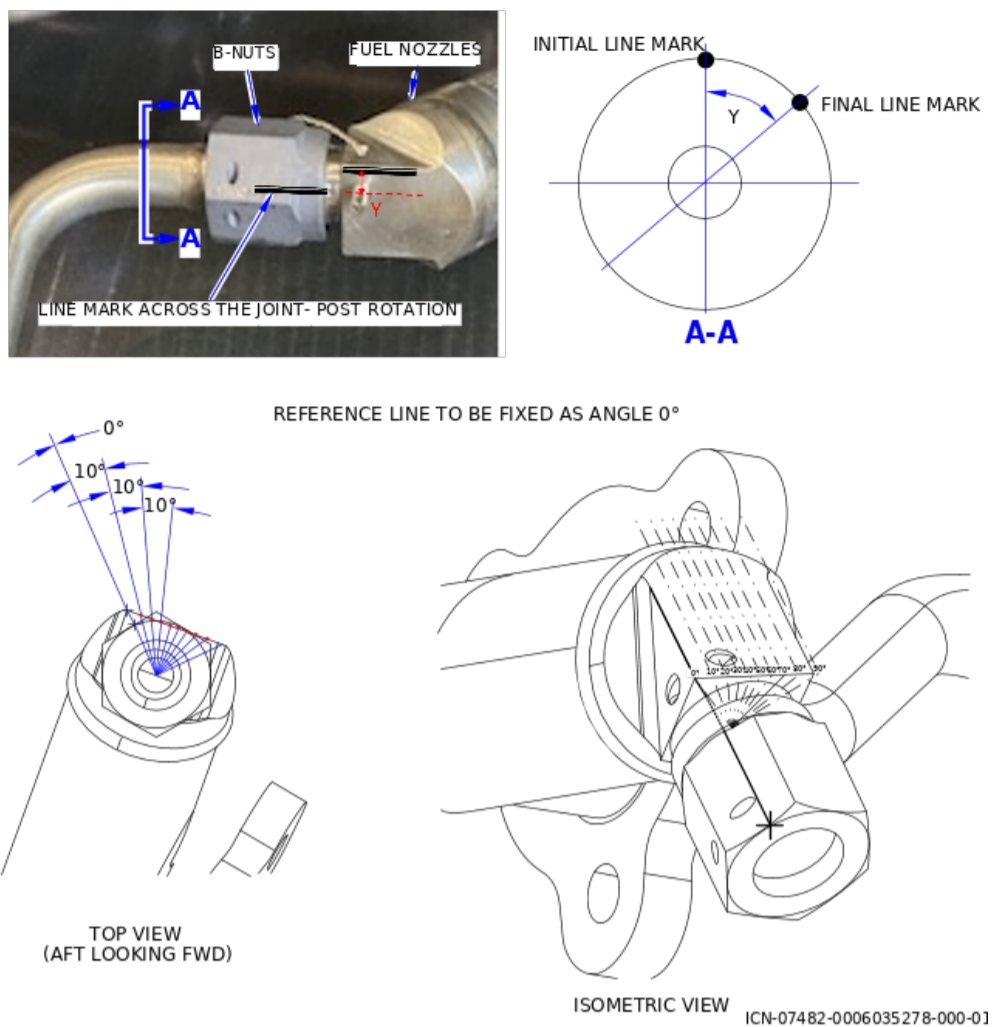


Figure 4: Final coupling nut to nozzle position - line mark example

- . (If accessibility makes it difficult to view the line mark displacement, the inspector can count the number of B-nut flats of rotation to estimate the angular rotation, i.e. 1/3 of flat, 1 flat, etc., or use a mirror or borescope camera if necessary).
- (f) Clean the coupling joint and surrounding area with a lint-free cloth.
- (g) If necessary, safety the coupling nut between the fuel manifolds with safety cable. Refer to [SPM TASK 70-11-02-400-006 \(Safety cable procedure\)](#).
- (25) Report findings back and photos of the coupling nut showing final position of the line marks back to GE via 24/7 Business Aviation Support. Refer to Step (40) at the end of this document for details.
- (26) If removed, install the engine igniters (66200) and igniter shrouds (66291) back. Refer to [Igniter - Install procedure \(DMC-PASSPORT20-A-74-21-01-01A-720A-D\)](#).
- (27) For the right-hand engine, do as follows:
- Install the lower inboard core cowl panel (98103). Refer to [Core cowl - Lower inboard panel - Right hand engine - Install procedure \(DMC-PASSPORT20-A-72-71-02-04A-720A-D\)](#).
 - Install the upper inboard core cowl panel (98101). Refer to [Core cowl - Upper inboard panel - Right hand engine - Install procedure \(DMC-PASSPORT20-A-72-71-02-01A-720A-D\)](#).
 - Install the lower outboard core cowl panel (98100). Refer to [Core cowl - Lower outboard panel - Right hand engine - Install procedure \(DMC-PASSPORT20-A-72-71-02-03A-720A-D\)](#).
 - Install the upper outboard core cowl panel (98102). Refer to [Core cowl - Upper outboard panel - Right hand engine - Install procedure \(DMC-PASSPORT20-A-72-71-02-02A-720A-D\)](#).
 - Install the upper outboard fixed fan duct (98003). Refer to [Fixed fan duct - Upper outboard panel - Right-hand engine - Install procedure \(DMC-PASSPORT20-A-72-72-02-02A-720A-D\)](#).
- (28) For the left-hand engine, do as follows:
- Install the lower inboard core cowl panel (98100). Refer to [Core cowl - Lower inboard panel - Left-hand engine - Install procedure \(DMC-PASSPORT20-A-72-71-01-03A-720A-D\)](#).
 - Install the lower outboard core cowl panel (98103). Refer to [Core cowl - Lower outboard panel - Left hand engine - Install procedure \(DMC-PASSPORT20-A-72-71-01-04A-720A-D\)](#).
 - Install the upper inboard core cowl panel (98102). Refer to [Core cowl - Upper inboard panel - Left-hand engine - Install procedure \(DMC-PASSPORT20-A-72-71-01-02A-720A-D\)](#).
 - Install the upper outboard core cowl panel (98101). Refer to [Core cowl - Upper outboard panel - Left-hand engine - Install procedure \(DMC-PASSPORT20-A-72-71-01-01A-720A-D\)](#).
 - Install the upper outboard fixed fan duct (98000). Refer to [Fixed fan duct - Upper outboard panel - Left hand engine - Install procedure \(DMC-PASSPORT20-A-72-72-01-01A-720A-D\)](#).
- (29) If removed, install the mixer assembly. Refer to [Mixer assembly - Install procedure \(DMC-PASSPORT20-A-78-10-01-01A-720A-D\)](#).
- (30) Close the upper fan cowl (432AT)/(442AT). Refer to [BD700-A-J71-12-01-00AAA-740A-A \(Upper fan cowls \(432AT/442AT\) - Close After Access Procedure\)](#).
- (31) Close the lower fan cowl (432AB)/(442AB). Refer to [BD700-A-J71-13-01-00AAA-740A-A \(Lower Fan Cowl \(432AB/442AB\) - Close After Access Procedure\)](#).
- (32) Do an engine high-power run. Refer to [Engine \(on-wing\) - System test \(DMC-PASSPORT20-A-72-00-00-00A-345A-D\)](#), Section 7.B.D. Procedure for engine ground power assurance check.

(33)

CAUTION

MAKE SURE THE INTER TURBINE TEMPERATURE (ITT) IS LESS THAN 122°F (50.0°C) BEFORE YOU START THE BORESCOPE INSPECTION PROCEDURE. IF THE ITT IS MORE THAN 122°F (50.0°C), DAMAGE TO THE BORESCOPE CAN OCCUR.

Allow engine to cool down until the inlet turbine temperature (ITT) is less than 122°F (50°C).

- (34) Insert a borescope through the aft vent gap and do a 360-degree inspection of the core compartment areas for new evidence of fuel leak and/or fuel wetting indications. Refer to procedures of [ENGINE - General \(72-00-00\) - Visual Inspection of the core compartment with a borescope - Service bulletin \(DMC-PASSPORT20-A-72-00-0141-00A-930A-D\)](#) for detailed completion instructions.
- (35) If no indications are found, no more maintenance beyond return to service (RTS) activities are necessary. Refer to step (42).
- (36) If there are possible indications, contact your GE field service engineer or 24/7 Business Aviation Support. Refer to step (40) for details.
- (37) Get engine core access and do an inspection of the suspect area.
- (38) If no new fuel leak or wetting is confirmed, do steps (26) - (31) again to reassemble and continue RTS from step (41).
- (39) If fuel leakage is confirmed, remove the engine from the aircraft.
- (40) To report findings back, contact your GE Field Service Engineer or 24/7 Business Aviation Support. Identify your report as 'AOG' for further action, and include the information that follows:
- aircraft serial number
 - engine serial number
 - ETSN/ECSN
 - Photos & Videos.

24/7 Business Aviation Support
Toll-free in the U.S.: 1 877 456-5387
Phone: +1 513 552 5387
China & Asia: +86 400 820 6208
Aviation.fleetsupport@ge.com.

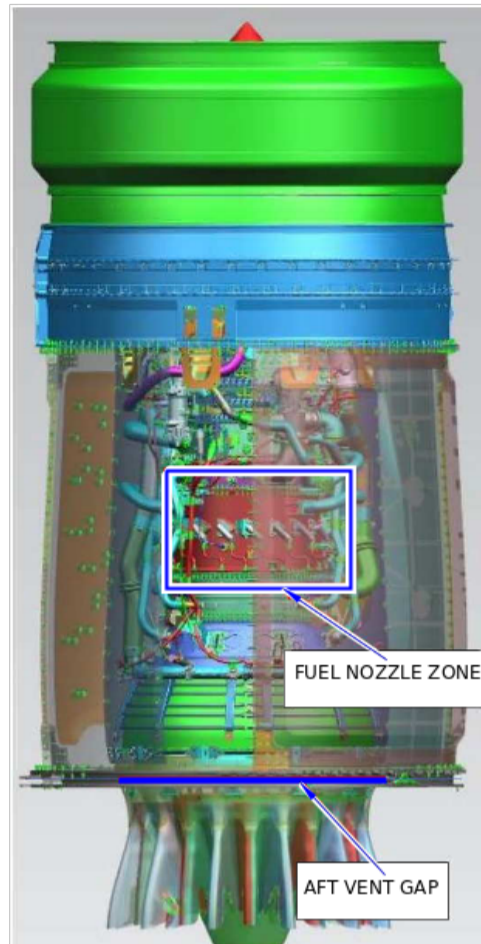
- (41) Reactivate the thrust reverser for maintenance. Refer to [BD700-AJ78-30-00-00AAA-760A-A \(Thrust Reverser \(for Maintenance\) - Reactivation procedure\)](#).

(42) For any components removed, refer to the AMP for requirements after job completion and for additional return to service (RTS) procedures.

7. Additional Information

None

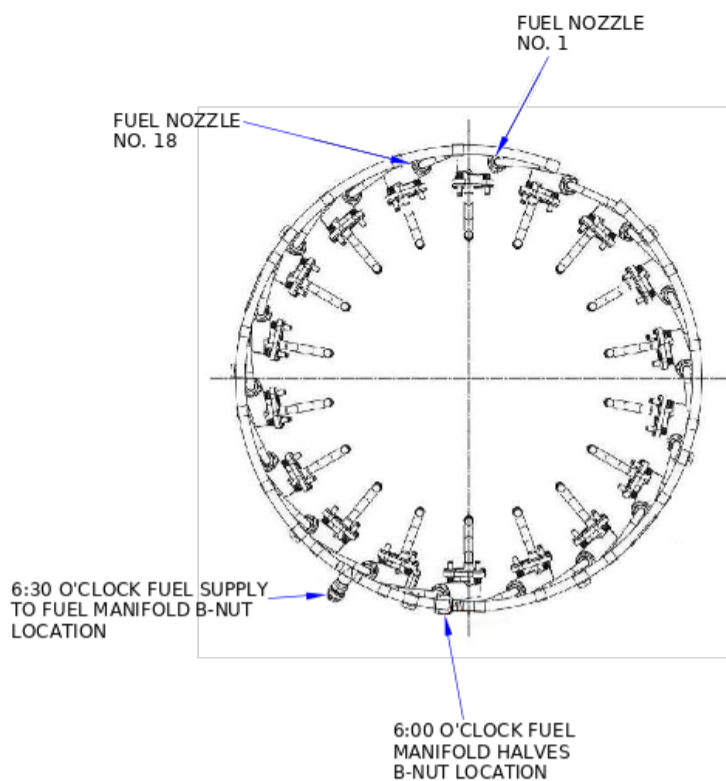
Figure 1 - Fuel nozzle area



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Figure 1 - Fuel nozzle area: Fuel nozzle area

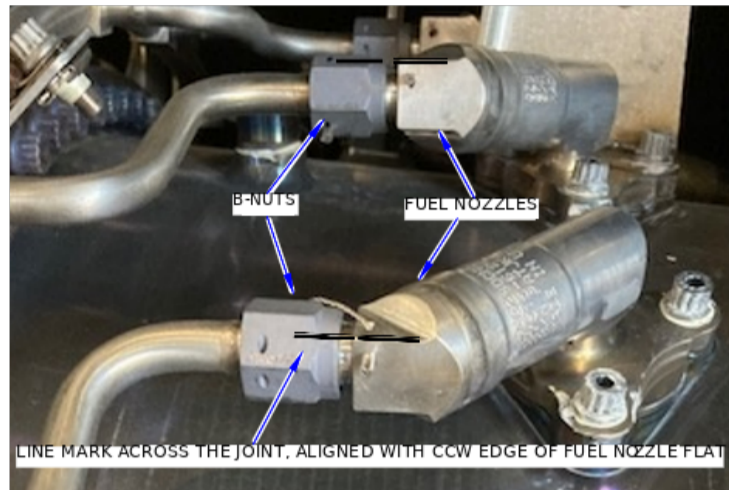
Figure 2 - Fuel nozzle locations, ALF



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Figure 2 - Fuel nozzle locations, ALF: Fuel nozzle locations, ALF

Figure 3 - Initial coupling nut to nozzle position - line mark examples



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Figure 3 - Initial coupling nut to nozzle position - line mark examples: Initial coupling nut to nozzle position - line mark examples

Figure 4 - Final coupling nut to nozzle position - line mark example

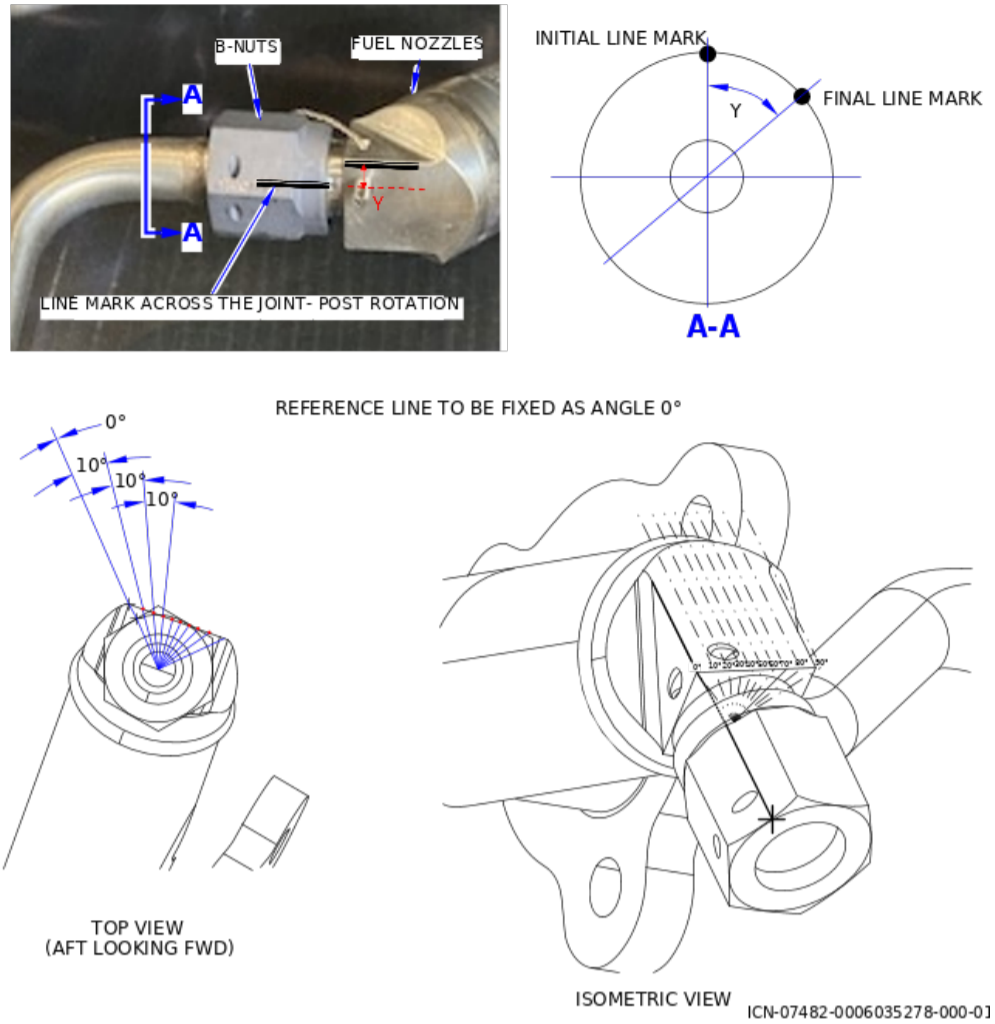


Figure 4 - Final coupling nut to nozzle position - line mark example: Final coupling nut to nozzle position - line mark example

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Subject to the restrictions on the media

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