



ENGINE - TRANSFER GEARBOX MODULE (72-62-00) - REPETITIVE INSPECTION OF TGB SCAVENGE SCREENS

SERVICE BULLETIN

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CFM PROPRIETARY INFORMATION

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Reasons for update

Table: Reasons for update

Revision of paragraph 3.A. to update the applicability.
Revision of paragraph 3.C.4. to update the inspection.
Revision of paragraph 3.D. to update description.
Revision of paragraph 3.E. to update the compliance.
Revision of paragraph 3.G. to update the manpower.
Revision of paragraph 3.K. to update the referenced documentation.
Revision of paragraph 3.M. to update the industry support information.
Revision of paragraph 4. to update the list of supplies.
Revision of paragraph 5. to update the accomplishment instructions and the illustration.

References

Table: References

Technical Publication
LEAP-1B-72-00-0002-01A-930A-D
LEAP-1B-72-63-00-20A-53AA-C
LEAP-1B-72-63-00-20A-71AA-C

Management information

Manufacturer recommendation: Recommended

Task type: Inspection

Original issue date: 2018-10-26

1. REVISION INFORMATION

A. Revision information

Not Applicable.

B. Revision reason

Issue number	Revision reason
001	Baseline
002	Revision of paragraph 3.A. to delete engine serial numbers. Revision of paragraph 3.C. to update the inspection. Revision of paragraph 3.E. to update the compliance. Revision of paragraph 3.G. to update the manpower. Revision of paragraph 3.M. to update the industry support information. Revision of paragraph 5.A. to update the flight hours. Revision of figure 1, to update the flight hours.
003	Revision of paragraph 3.C. to update the cause. Revision of paragraph 3.E. to update the compliance.

to be continued ...

Issue number	Revision reason
004	Revision of paragraph 3.C. to update the condition and inspection. Revision of paragraph 3.E. to update the compliance. Revision of paragraph 3.M. to update the industry support information. Revision of paragraph 4. to add the expendable parts. Revision of paragraph 5. to update the accomplishment instructions.
005	Revision of paragraph 3.E. to update the compliance. Revision of paragraph 5. to update the accomplishment instructions to add two notes.
006	Revision of paragraph 3.E. to update the compliance. Revision of paragraph 5. to update the accomplishment instructions.
007	Revision of paragraph 3.A. to update the applicability. Revision of paragraph 3.C.4. to update the inspection. Revision of paragraph 3.D. to update description. Revision of paragraph 3.E. to update the compliance. Revision of paragraph 3.G. to update the manpower. Revision of paragraph 3.K. to update the referenced documentation. Revision of paragraph 3.M. to update the industry support information. Revision of paragraph 4. to update the list of support equipment and the list of supplies. Revision of paragraph 5. to update the accomplishment instructions and the illustration.

C. Revision history

Issue number	Issue date
001	2018-10-26
002	2018-12-19
003	2019-01-21
004	2019-02-01
005	2019-02-13
006	2019-03-22

2. SUMMARY

Not Applicable.

3. PLANNING INFORMATION

A. Applicability

This Service Bulletin is applicable to all CFM LEAP-1B engines: LEAP-1B21, -1B23, -1B25, -1B27, -1B28, -1B28B1, -1B28B2, -1B28B2C, -1B28B3, -1B28BBJ1, -1B28BBJ2.

The Radial Drive Shaft (RDS) bearing (referenced as "RDS bearing" in this Service Bulletin), having Part Number (P/N) 92D08200 or P/N 92D08201, is affected by this Service Bulletin.

B. Concurrent requirements

None.

C. Reason

(1) Objective

To do an inspection.

(2) Condition

Five commanded **In-Flight Shutdown (IFSD)** occurred due to Oil Filter Bypass light indication in the cockpit.

(3) Cause

CFM identified **Radial Drive Shaft (RDS)** bearing cage failure leads to **IFSD**.

(4) Inspection

Repetitive inspection of the **Transfer Gearbox (TGB)** Scavenge Screens and inspection of **RDS** bearing cage with a flexible borescope, with **TGB** installed on wing.

(5) Substantiation

Substantiation is by analysis.

D. Description

This Service Bulletin provides accomplishment instructions to do the inspection of **TGB** Scavenge Screens (refer to **Figure 1**) and to do the borescope inspection of **RDS** bearing cage.

E. Compliance

Category 2:

NOTE: In this Service Bulletin, each time there is an indication of "**Flight Hours (FH)** since new", this applies to the flight hours since new on the **RDS** bearing. As a consequence, this SB applies on new engines delivered from production and also applies on engines that had **RDS** bearing replaced during a shop visit. For better readability, it will be referenced in this service bulletin as "**FH since new**".

NOTE: Some steps in paragraph 5 ACCOMPLISHMENT INSTRUCTIONS are identified as Required for Compliance (RC). If this Service Bulletin is mandated by an Airworthiness Directive (AD), the steps identified

as RC must be done to comply with the AD, except in specific cases as described in steps 3.E.2 and 3.E.3. Steps not identified with RC are recommended and may be deviated from; done as a part of other actions; or done with accepted methods different from those given in SB if the RC steps can be done and the airplane returned to a serviceable condition.

1. Do the repetitive **TGB** screen inspection as per paragraph 5.A. and as follow:
For engines with **Engine Serial Number (ESN)** lower than 602499 (included):

- CFM recommends that you do the first **TGB** screen inspection per this Service Bulletin not later than 250 **FH** since new and not sooner than 50 **FH** since new. Repeat inspection at intervals not exceeding 250 **FH**.

For engines with **ESN** from 602500 (included) and upper:

- CFM recommends that you do the first **TGB** screen inspection per this Service Bulletin not later than 100 **FH** since new and not sooner than 50 **FH** since new. Repeat **TGB** screen inspection at intervals not exceeding 100**FH**.

For engines already above these recommended thresholds since new or since last inspection at the issuance of this Service Bulletin, do the **TGB** screen inspection within 50 **FH**.

2. After cumulating a minimum of 1,000 **FH** since new, you can do a **RDS** bearing borescope inspection as per paragraph 5.B.. Apply the following depending on borescope inspection result:

- 2.1.SATISFACTORY: You can stop repeat **TGB** screen inspection, including RC steps, until the engine reaches 4,250 **FH** since new. When engine reaches 4,250 **FH** since new, resume **TGB** screen repeat inspection until you perform Step 3.E.3.

- 2.2.UNSATISFACTORY: Continue **TGB** screen inspection according to conditions of paragraph 3.E.1.

3. After cumulating a minimum of 3,750 **FH** since new, you can do a **RDS** bearing borescope inspection as per paragraph 5.B. Apply the following depending on borescope inspection result:

- 3.1.SATISFACTORY : **TGB** screen inspection, including RC steps, no longer required.

- 3.2.UNSATISFACTORY : Continue **TGB** screen inspection according to conditions of paragraph 3.E.1.

NOTE: CFM does not recommend performing the **TGB** screen inspection per this Service Bulletin during the aircraft delivery process.

Impact A:

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

NOTE: This Service Bulletin can be done on wing or in shop.

NOTE: Refer to SB: [LEAP-1B-72-00-0002-01A-930A-D](#) for additional information about category compliance and impact statement.

F. Approval

The technical content of this Service Bulletin is approved by the FAA and under the Authority of DOA No. EASA.21J.086.

G. Manpower

You need approximately one man-hour to do the inspection of **TGB** Scavenge Screens and two man-hours to do the Borescope Inspection of **RDS** bearing cage.

H. Weight and balance

Weight and balance are not changed.

I. Electrical load data

Not Applicable.

J. Software accomplishment summary

Not Applicable.

K. Referenced documentation

CFM LEAP-1B S/B 72-0002, ENGINE ASSEMBLY - GENERAL (72-00-00) - COMPLIANCE AND INTERCHANGEABILITY STATEMENTS USED IN LEAP SERVICE BULLETINS.

CFM LEAP-1B **Engine Shop Manual (ESM)** , CFM-TP-620 SM.21

Boeing 737-7/8/8200/9 **Aircraft Maintenance Manual (AMM)**

L. Documentation affected

Not Applicable.

M. Industry support information

CFM is pleased to offer the following support for the incorporation of this Service Bulletin:

TGB Scavenge Screens inspection:

- CFM will fully reimburse the Customers for the purchase of the following spare parts (O-ring **SIN:** 40400100 and **SIN:** 40400103) and laboratory analyses by issuing equivalent backend spare part credit for each inspection if this Service Bulletin is done per the recommended compliance.

Borescope Inspection (BSI) Completion:

- CFM will fully reimburse the Customers for the purchase of the following spare part : Ball Joint Seal P/N 91D11700 (**SIN:** 03255) (One per engine **BSI**) by issuing equivalent backend spare part credit
- **BSI** completion will be compensated by CFM into the form of man-hour credit capped to two hours per engine

On-Wing Support (OWS) On-site **BSI** Training/Assist:

- Customer is eligible for 1 (one) support as long as at least one of their LEAP-1B engines is above 1000 **Flight Hours (FH)** since new at the time of requested inspection. This support is limited to one location only (at Mainbase if possible), and it is not to exceed 8 labor hours.

For each engine that has complied with this Service Bulletin:

- Support is available for work completed by December 31th, 2019. All Warranty Claims must be submitted on a per engine basis, unless otherwise agreed to in writing by CFM and submitted within 3 months from the time of completion, but no later than March 31th, 2020.
- Please file Warranty Claims via my CFMportal.com, or send claims with the required information, **Engine Serial Number (ESN)** , date the work was completed, Service Bulletin number, and D-0303 customer dispensation reference to your CFM Warranty Administrator.



The support offered in this Service Bulletin is contingent on Customer having an active **General Terms Agreement (GTA)** for the applicable model LEAP engine. This offer may not be assigned or otherwise transferred to any other party without the written consent of CFM, which consent shall be in the sole and complete discretion of CFM. The offer is extended to Customer based on unique facts and circumstances which Customer hereby acknowledges to be non-precedent setting between Customer and CFM. The commitment is subject to the terms and conditions of the current **GTA** between Customer and CFM for the applicable engine model Customer and its officers, agents, partners, subsidiaries, affiliates successors, and assigns forever release, waive, and discharge CFM, its officers, directors, parents, partners, affiliates, subsidiaries, employees, successors, and assigns from any and all liability solely with respect to this commitment offer. The parties agree that the terms of the Customer **GTA** are incorporated herein by reference.

N. Interchangeability
Not Applicable.

4. MATERIAL INFORMATION

List of material sets
Not Applicable.

List of support equipment

Support equipment

Name	Tool Number	Reference	(Qty)	MFR	Unit \$ Price	(Pkg Qty)	L/T
Special Tools							
FLEXIBLE BORESCOPE	-	-	(1)	-	-	(-)	-
TGB NUT RETAINER INSTALL FIXTURE	956A8684	LEAP-00-GH-31-13-00A-066A-D	(1)	9M323 F4590 5QE71	QUOTE	(-)	-
TGB SLIDE REMOVE/INSTALL FIXTURE	956A8685	LEAP-00-GH-31-14-00A-066A-D	(1)	9M323 F4590 5QE71	QUOTE	(-)	-
CORE ENGINE LOCK ADAPTER	956A8679	LEAP-00-GH-31-12-00A-066A-D	(1)	9M323 F4590 5QE71	QUOTE	(-)	-

Note: For purchasing details, contact CFM LEAP tooling licensees: 9M323-AGSE, F4590-Dedienne, or 5QE71-Rhinestahl.

NOTE: Replenishment Lead Time (L/T) in days.

NOTE: Prices are provided for planning purposes and are subject to change.



List of supplies

Consumables products, solutions and expendables parts

Name	Qty	Supply Number	Unit \$ Price	Pkg Qty	L/T	Reference
Consumable Products						
ENGINE OIL	AR	CP2442				LEAP-00-70-80-24-42A-077A-D
GRAPHITE MINERAL VASELINE	AR	CP2101				LEAP-00-70-80-21-01A-077A-D
Expendable Parts						
O-RING SIN: 40400100	1	(10 -230 , 79-21-05)				Not Applicable
O-RING SIN: 40400103	1	(10 -240 , 79-21-05)				Not Applicable
BALL JOINT SEAL SIN: 03255	1	(39 -310 , 72-00-00)				Not Applicable
O-RING SIN: 038N0	1	(01 -180 , 72-63-00)				Not Applicable

List of spares
Not Applicable.

List of removed spares
Not Applicable.

5. ACCOMPLISHMENT INSTRUCTIONS

A. Inspection of TGB Scavenge Screens: on wing or in shop:

- (1) Perform repetitive inspection of TGB1 and TGB2 scavenge screens. Refer to **AMM**, TASK 79-00-00-210-806.
- (a) RC - Do only the inspection of TGB1 & TGB2 Scavenge Screens from **AMM**, TASK 79-00-00-210-806. It is not necessary to inspect ODMS sensor nor other sumps scavenge screens.
- (b) When you do this Service Bulletin, it is allowed to temporarily reuse the 2 O-rings installed on **TGB** scavenge screen provided that you perform a visual inspection of the O-rings (no damage allowed) and you do the test given in **AMM**, TASK 71-00-00-800-804.
 Replace these 2 O-rings at the next maintenance opportunity.
 Do not re-use these O-rings more than 10 times.
- (c) When you do this Service Bulletin it is not necessary to drain the lubrication unit prior removal of **TGB** scavenge screens.

- (2) RC - If metallic particles are found, other than normal fuzz (Any quantity of material that is less than or equal to 0.004 in (0.1 mm)) or machining curls, identify the nature of the particles and send the particles for laboratory analysis, if necessary.

NOTE: It is not necessary to send the particles to laboratory for analysis if there are:
Non-magnetic particles - checked with magnet.
Evidence of silver particles.

- (3) RC - Continue engine in service operation for a maximum of three days until you have identified the nature of particles. If during these three days the oil chips Cockpit alarm is reached, apply the **AMM**, TASK 79-00-00-220-801.

- (4) RC - As soon as the particles nature is identified, follow these steps for the material you find: Refer to **Figure 1**.

(a) Silver Particles: Serviceable.

(b) AISI4340 or AISI4340 Silver Plated (magnetic): Remove the engine.

(c) Other: Refer to **AMM**, TASK 79-00-00-220-801.

- (5) If nothing is found during TGB1 & TGB2 Scavenge Screens inspection, release engine to operation.

- (6) Report inspection results to your **CFM** Field Representative.

WARNING: REFER TO THE PRODUCT LABEL AND THE MANUFACTURER'S (MATERIAL) SAFETY DATA SHEET (SDS) FOR INSTRUCTIONS ON THE HAZARDS, STORAGE, SAFE HANDLING AND PROPER USE OF CONSUMABLE PRODUCTS.

B. Borescope inspection of **RDS** bearing cage: on wing or in shop:

- (1) Get Access (On Wing)

(a) Open the fan cowl doors. Refer to the **AMM**, 71-11-04, TASK 71-11-04-010-803-G00.

(b) Deactivate the thrust reverser system for ground maintenance. Refer to the **AMM**, 78-31-00, TASK 78-31-00-040-801-G00.

(c) Open the thrust reverser cowl doors. Refer to the **AMM**, 78-31-00, TASK 78-31-00-010-801-G00.

- (2) Disengagement of the slider (See **Figure 2** and **Figure 3**):

(a) Remove the four Bolts P/N AS3237-08 (**SIN**: 03221) that attach the slider to the **TGB**.

(b) Remove the two Retainer Segments P/N 92D01701 (**SIN**: 03210).

(c) Move the slider towards the **AGB** transfer tube to disengage the slider.

NOTE: You can use the 956A8685G02 tool to ease the slide.

(d) When the slider is disengaged, push the slider to the fully open position.

- (3) Insert the **BSI** cable into the locally manufactured guide tube with **BSI** probe tip slightly out of end of guide tube (See **Figure 4**).

NOTE: Use a **BSI** cable with a 4 mm diameter or less and a flexible tip. The cable has to be at least 2m long and have a forward looking lens.

NOTE: The use of a Guide Tube is a good help for the inspection, but it is not mandatory. The Guide Tube should have the following characteristics, slightly different guide tube may also work:

- Outer Diameter < 10 mm
- Inner Diameter > 5 mm
- Length ~ 500 mm, J shape with handle

(4) Insert the **BSI** cable and the guide tube together from the top of the slider opening to the **TGB** side (See **Figure 5**).

(5) Route the guide tube with **BSI** cable through the two layers of openings of the horizontal **TGB** housing (See **Figure 6**).

(a) You may need to rotate the **BSI** cable to pass through the two openings.

(b) After passing the two openings, slightly rotate the **BSI** cable to have it pointing to the top **RDS** direction.

(6) Find and approach **RDS** Bearing scavenge hole (See **Figure 7**).

(a) Insert and route the **BSI** lens to the back of the vertical gear oil baffle.

(b) Point the **BSI** lens towards the vertical window one and pass through it.

(c) Point the **BSI** lens towards the **RDS** bearing scavenge hole.

(d) Make sure that the **BSI** cable is as straight as possible before passing through the **RDS** bearing scavenge hole or it will be easily buckled.

(e) Approach the **RDS** bearing scavenge hole and make the **BSI** lens enter in it.

(f) Slowly and slightly rotate and insert the **BSI** cable to go through the **RDS** scavenge hole (approximately 500 mm long).

NOTE: Fraction will increase with cable going deep.

If inserted a little of cable but lens did not move forward, rotate the cable back and forth.

If lens still not going forward, it may be buckled inside the **TGB**. Pull the cable a little bit back until the lens go backward to get the cable straight again then insert with rotate.

(g) Once the **BSI** lens has gone all the way until the end of the **RDS** scavenge hole, it will reach the **RDS** bearing (See **Figure 8**). Do the inspection of the **RDS** bearing as follows. Rotate the N2 rotor while you do the inspection in order to have a 360° view of **RDS** bearing cage. Refer to the **AMM**, 72-00-00, TASK 72-00-00-910-801-G00.

1 SATISFACTORY condition (See **Figure 9**):

Oil coke traces are not visible on the cage.

AND

Burrs or missing material is not visible on the cage inner diameter.

2 UNSATISFACTORY condition (See **Figure 9**):

Any of the following indication is visible:

- Oil coke traces on the cage.

- Burrs or missing material on cage inner diameter.

Refer to paragraph 3.E. for further instructions.

(7) Slowly pull the **BSI** cable out of the **TGB**.

(8) Remove the **BSI** cable from the Guide Tube.

(9) Alternative Procedure Available.

Replace the Ball Joint Seal P/N 91D11700 (**SIN:** 03255) from the groove of the slider as follows:

(a) Remove the **Accessory Gearbox (AGB)** Manual Control Cover:

1 In Shop: Remove the **AGB** Manual Control Cover. Refer to: [LEAP-1B-72-63-00-20A-53AA-C](#).

2 Remove the **Accessory Gearbox (AGB)** Manual Control Cover:

(b) Disconnect the transfer gearbox shaft from the transfer gearbox assembly.

1 Install the Engine core lock adapter 956A8679 on the **AGB** manual control cover to lock the N2 rotor.

2 Loosen the locknut that attaches the **TGB** transfer shaft to the **TGB** with the shaft nut wrench 956A8684.

3 Move the locknut and **TGB** transfer shaft towards the **AGB** transfer tube.

4 Remove and discard the Ball Joint Seal P/N 91D11700 (**SIN:** 03255) from the groove of the slider.

(c) Attach the **TGB** transfer shaft to the **TGB** as follows:

1 Lubricate the locknut with **ENGINE OIL (CP2442)**.

2 Lubricate the groove and the entry chamfer of the slider with **ENGINE OIL (CP2442)**.

3 Install the new Ball Joint Seal P/N 91D11700 (**SIN:** 03255) onto the groove of the slider.

CAUTION: DE-TWIST THE BALL JOINT SEAL BEFORE CLOSING THE SLIDER TO AVOID TO DAMAGE IT.

4 Lubricate the new Ball Joint Seal P/N 91D11700 (**SIN:** 03255) with **ENGINE OIL (CP2442)**.

5 Move the **TGB** transfer shaft towards the **TGB**.

6 Use the shaft nut wrench 956A8684 to tighten the locknut to 1387.4 lbf.in (156.75 N.m) - 1533.4 lbf.in (173.25 N.m).

(d) Remove the Engine core lock adapter 956A8679 from **AGB** manual control cover.

(10) Alternative Procedure.

Inspect the Ball Joint Seal P/N 91D11700 (**SIN:** 03255) as follows:

(a) Clean the outer diameter of the Ball Joint Seal P/N 91D11700 (**SIN:** 03255) with cotton cloth or equivalent.

(b) Visually check that the outer diameter of the Ball Joint Seal P/N 91D11700 (**SIN:** 03255) is free of damages and cuts.

(c) Visually check that the outer bump of the Ball Joint Seal P/N 91D11700 (**SIN:** 03255) is visible all around its perimeter.

(d) If the seal is damaged or twisted, replace the Ball Joint Seal P/N 91D11700 (SIN: 03255). Refer to paragraph 5.A.(9).

(e) Lubricate the Ball Joint Seal P/N 91D11700 (SIN: 03255) with **ENGINE OIL (CP2442)**.

(11) Engagement of the Slider:

(a) Lubricate the **AGB** inner bore with **ENGINE OIL (CP2442)** before closing the slider.

NOTE: You can have a gap between the slider and the **TGB** transfer tube after the retainer installation. It is normal condition.

(b) Move the slider towards the **TGB** assembly with the **TGB** R/I fixture, SPL-14919.

(c) Lubricate the threads of the four bolts with **GRAPHITE MINERAL VASELINE (CP2101)**.

(d) Install the two Retainer Segments P/N 92D01701 (SIN: 03210) in a correct position.

(e) Install the four Bolts P/N AS3237-08 (SIN: 03221) that attach the slider to the **TGB** transfer tube.

(f) Tighten by hand the four Bolts P/N AS3237-08 (SIN: 03221) until the retainer segments are in contact with the **TGB** transfer tube.

(g) Tighten the Bolts P/N AS3237-08 (SIN: 03221) to 100.7 lbf.in (11.4 N.m) - 111.3 lbf.in (12.6 N.m).

(12) Close-up (On Wing):

(a) Install the **AGB** Manual Control Cover, Refer to the **AMM**, 72-63-04, TASK 72-63-04-400-801-G00.

(b) Do the tests that are given in the Power Plant Test Reference Table. Refer to the **AMM**, 71-00-00, TASK 71-00-00-800-804.

(c) Close the thrust reverser cowl doors. Refer to **AMM** 78-31-00, TASK 78-31-00-010-802-G00.

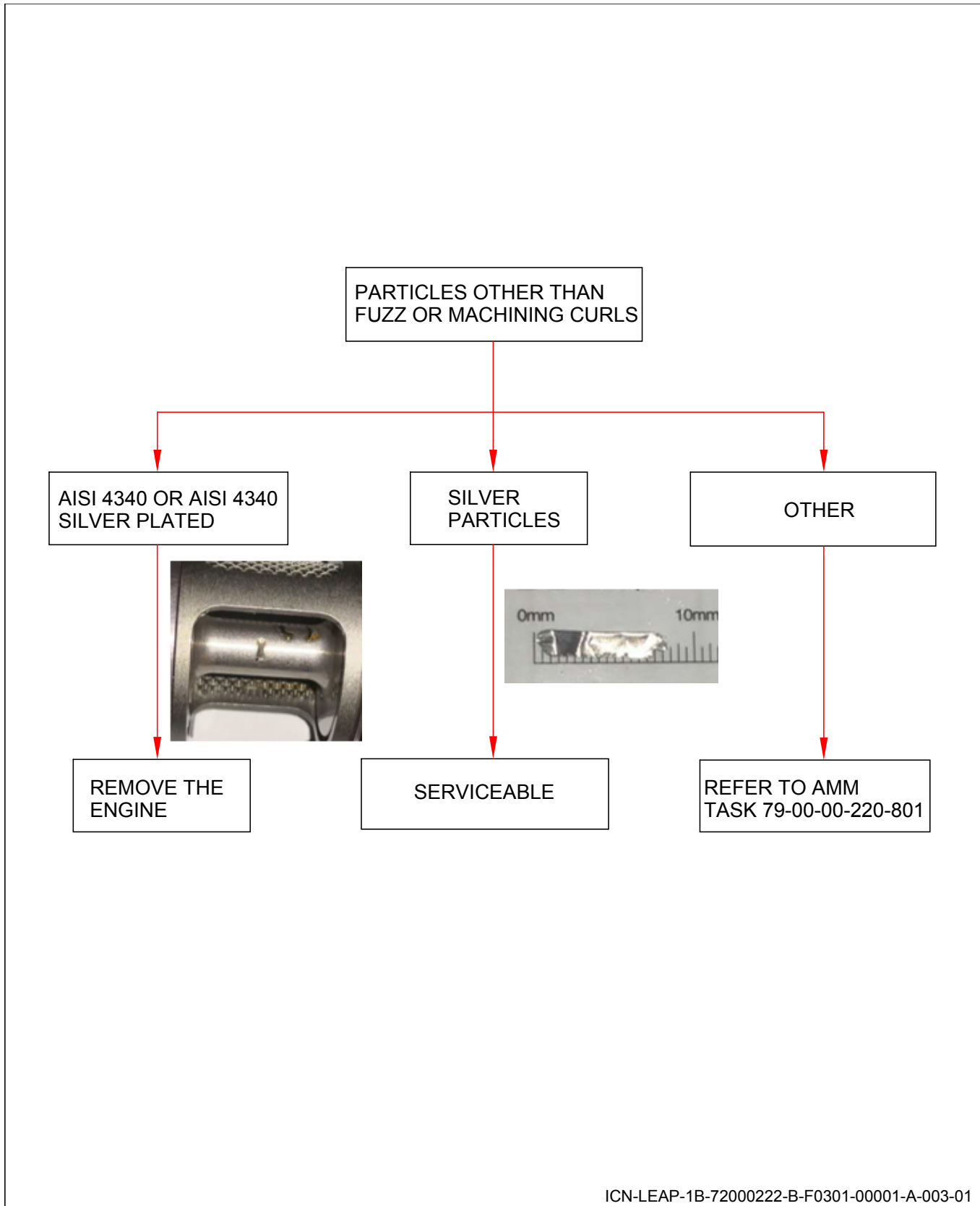
(d) Reactivate the thrust reverser after ground maintenance. Refer to **AMM** 78-31-00, Maintenance Practices, TASK 78-31-00-440-801-G00.

(e) Close the fan cowl doors. Refer to **AMM** 71-11-04, TASK 71-11-04-410-801-G00.

(13) Close-up (On Shop):

(a) Install the **AGB** Manual Control Cover. Refer to: **LEAP-1B-72-63-00-20A-71AA-C**.

(b) Do the tests that are given in the Power Plant Test Reference Table. Refer to the **AMM**, 71-00-00, TASK 71-00-00-800-804.

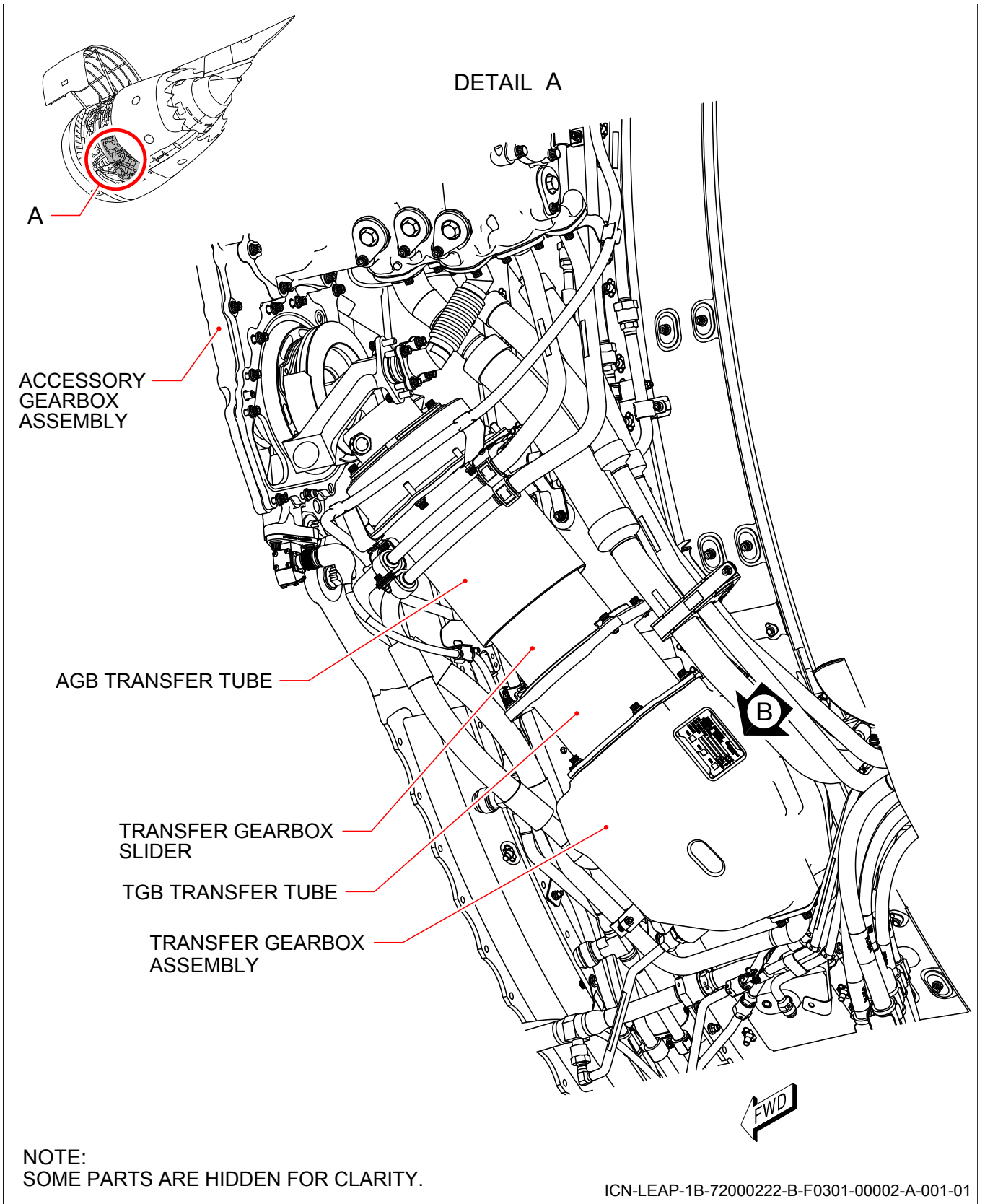


ICN-LEAP-1B-72000222-B-F0301-00001-A-003-01

TGB Screen Decision
Figure 1

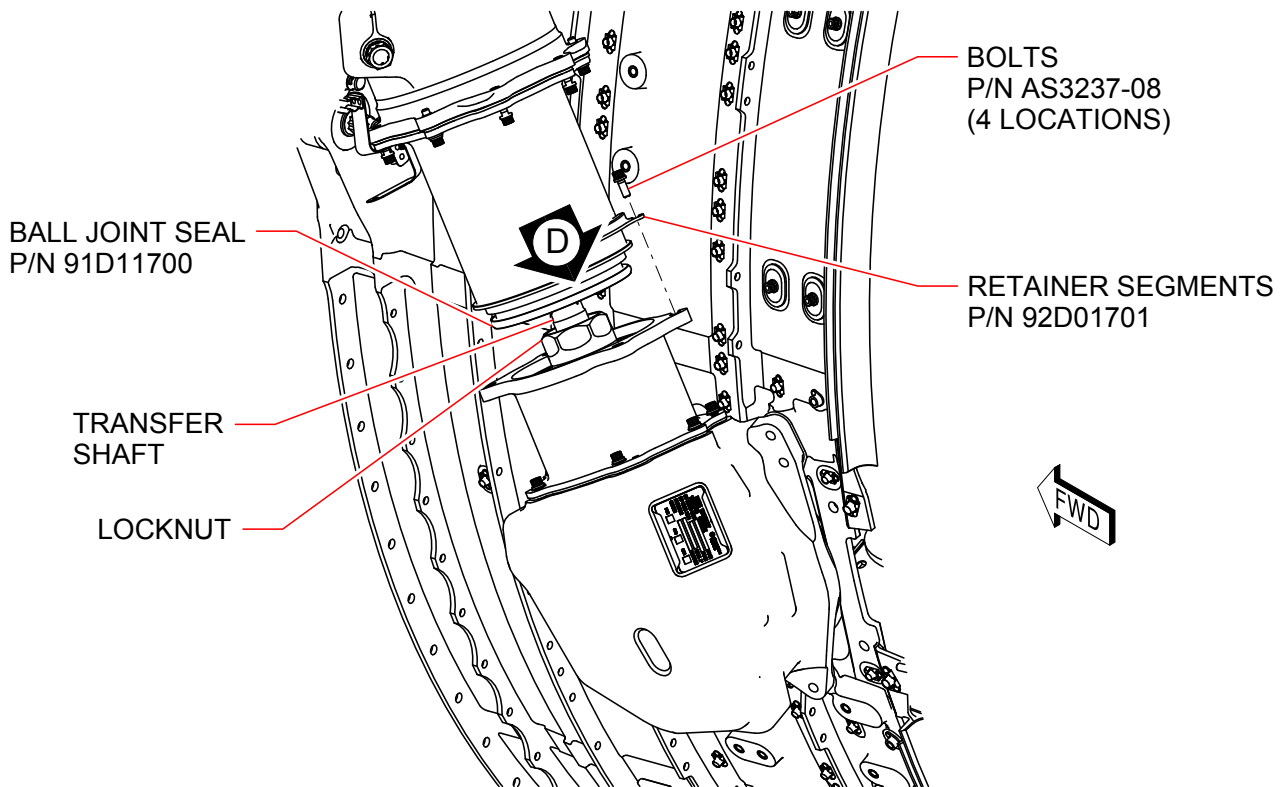


The Power of Flight



Slider
Figure 2

VIEW B

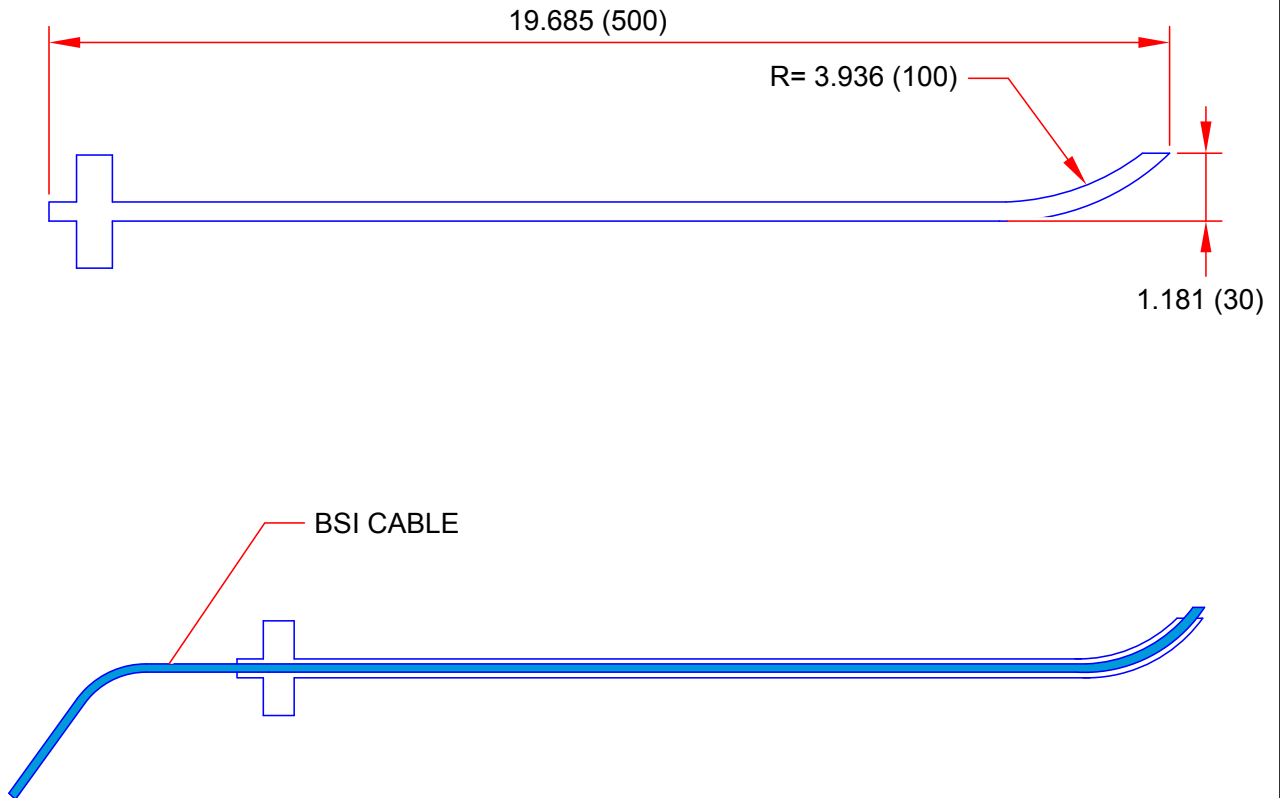


NOTE:
SOME PARTS ARE HIDDEN FOR CLARITY.

ICN-LEAP-1B-7200222-B-F0301-00003-A-001-01

TGB
Figure 3

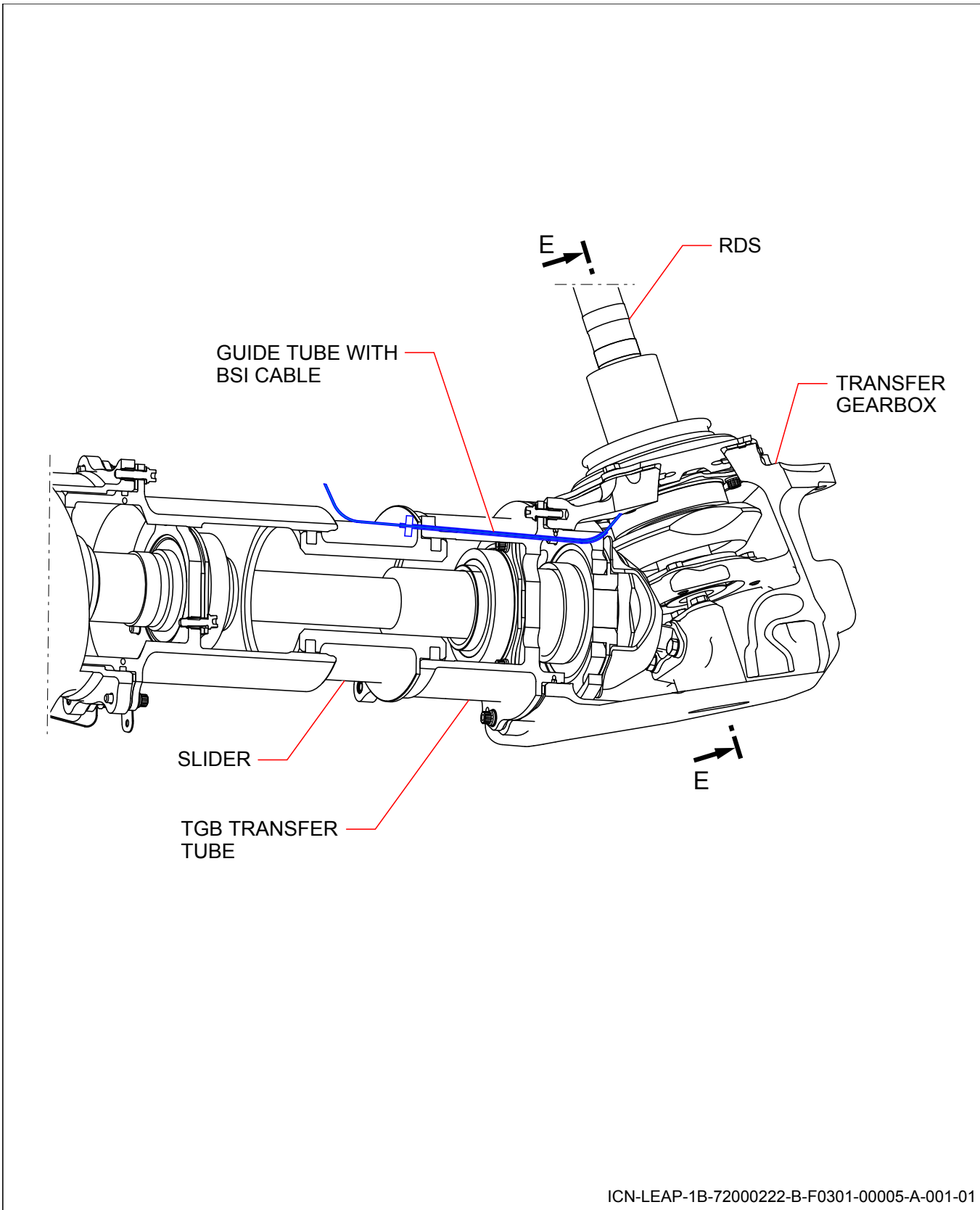
LOCALLY MANUFACTURED
GUIDE TUBE



NOTE:
DIMENSIONS ARE GIVEN IN INCHES
WITH MILLIMETERS IN PARENTHESES

ICN-LEAP-1B-72000222-B-F0301-00004-A-001-01

Guide Tube
Figure 4



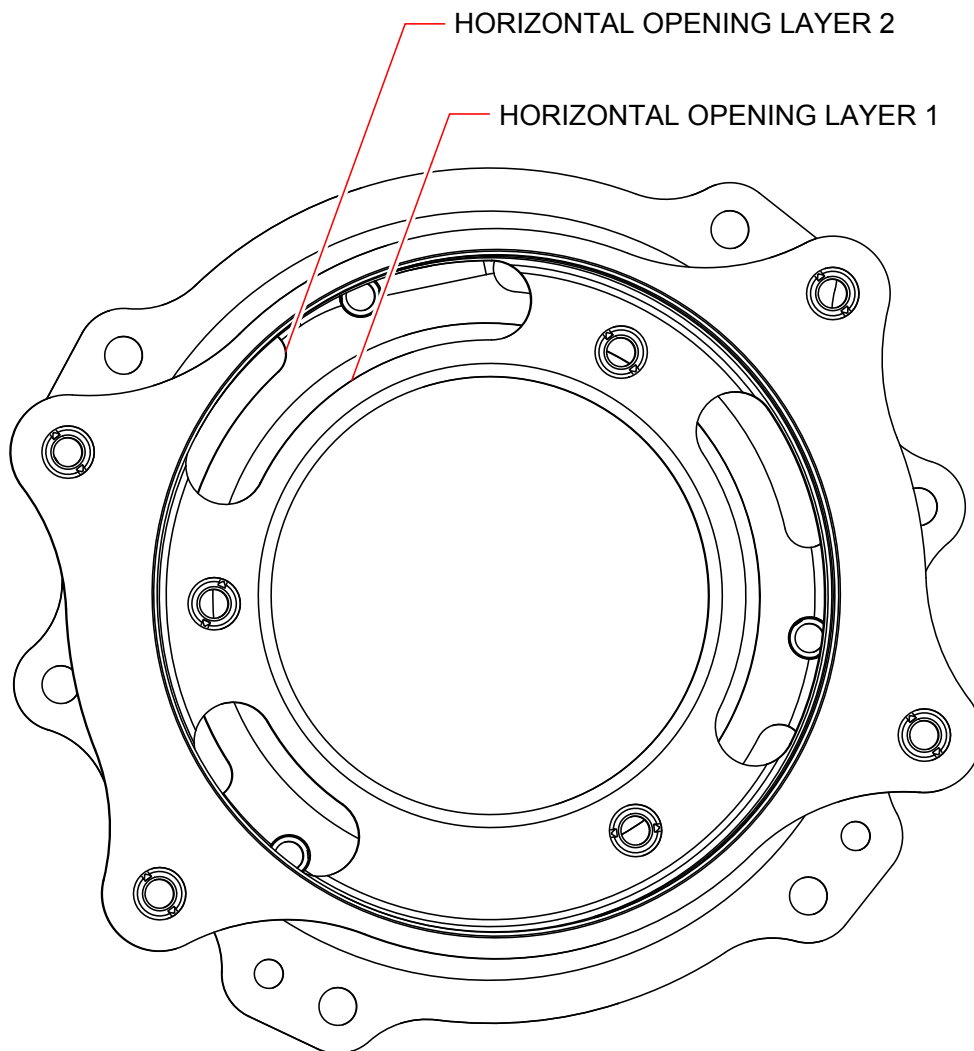
ICN-LEAP-1B-72000222-B-F0301-00005-A-001-01

TGB Housing
Figure 5



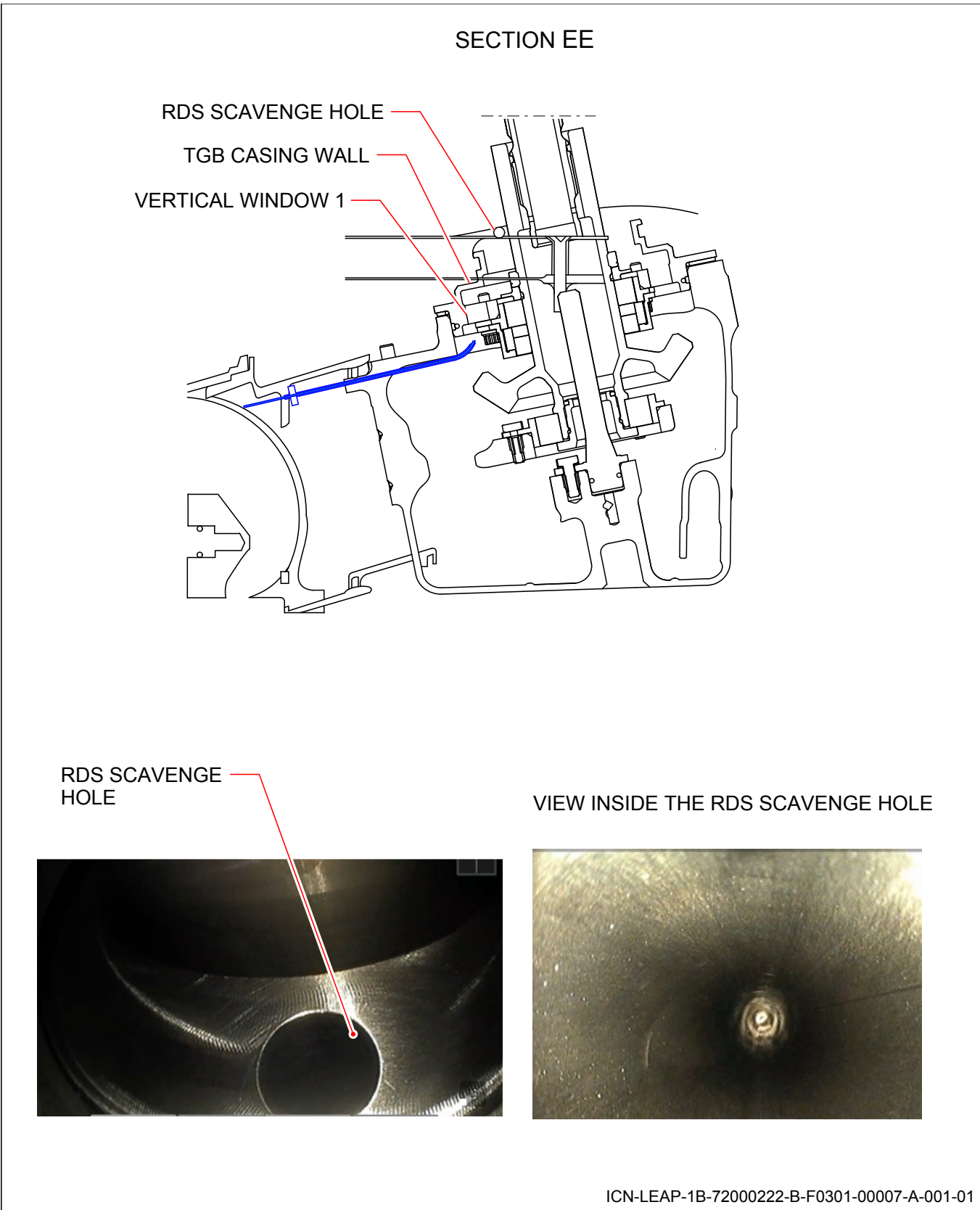
The Power of Flight

VIEW D



ICN-LEAP-1B-72000222-B-F0301-00006-A-001-01

*Horizontal TGB Housing
Figure 6*

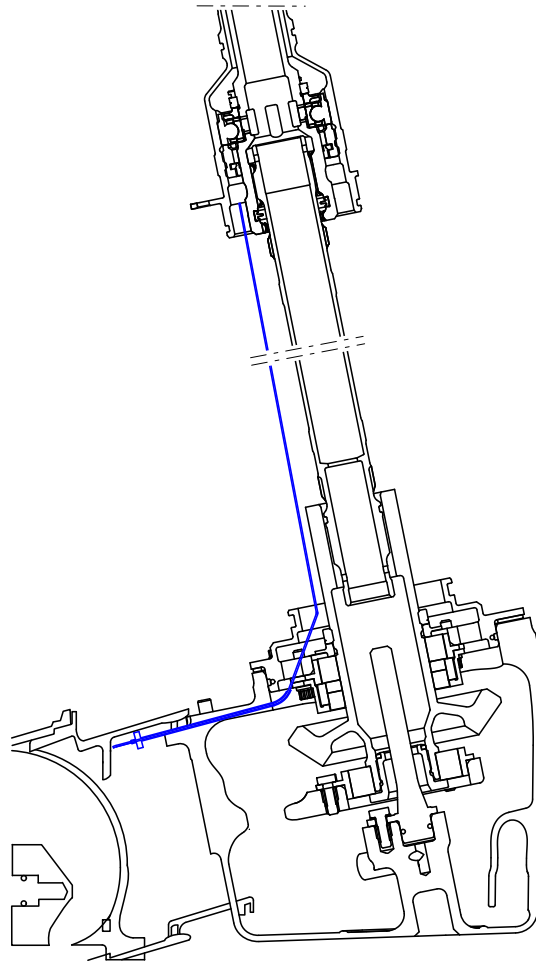


RDS Bearing Scavenge Hole
Figure 7



The Power of Flight

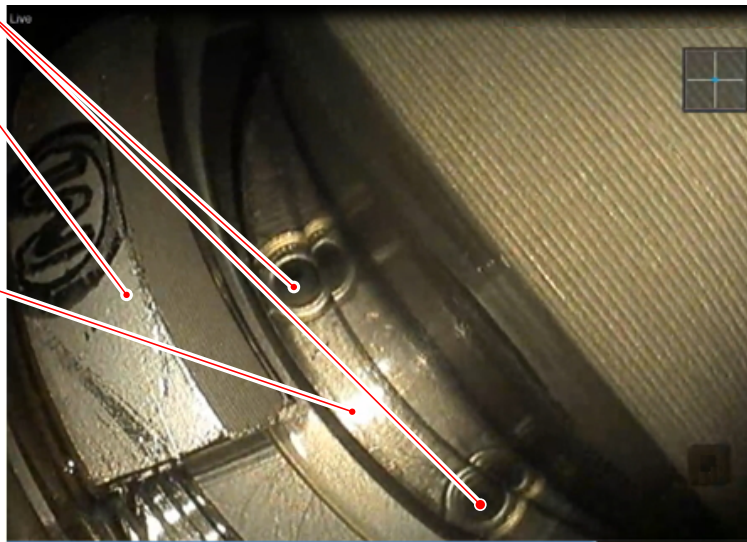
SECTION EE



RIVETS

LOCKING NUT

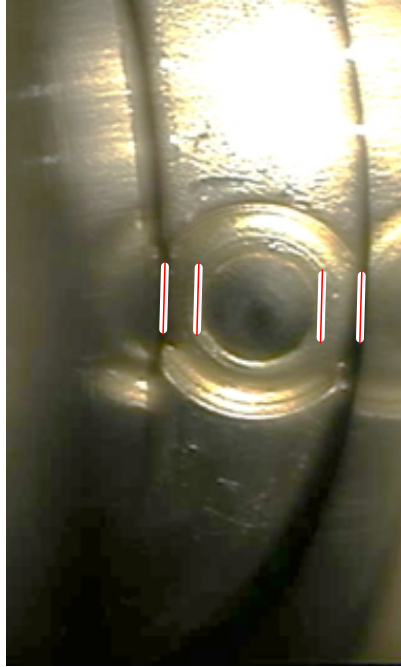
RDS BEARING CAGE



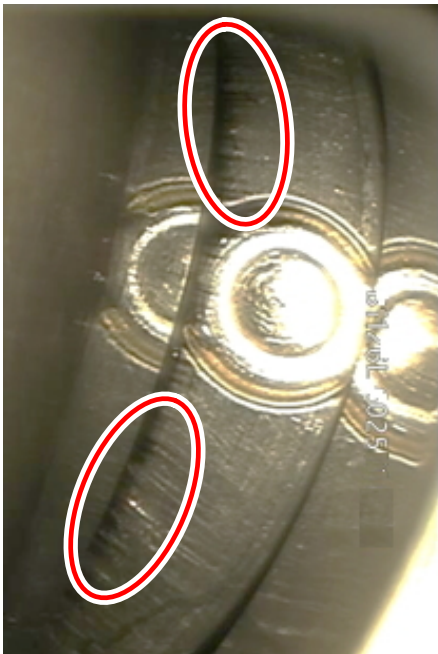
ICN-LEAP-1B-72000222-B-F0301-00008-A-001-01

RDS Bearing
Figure 8

SATISFACTORY
RIVET CENTERED ON THE
CAGE - NO OIL COCKING



UNSATISFACTORY - DARK TRACES

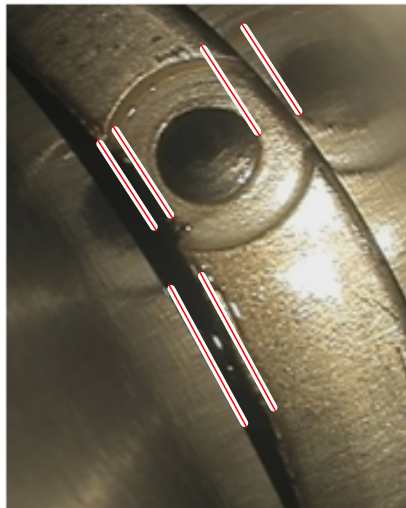
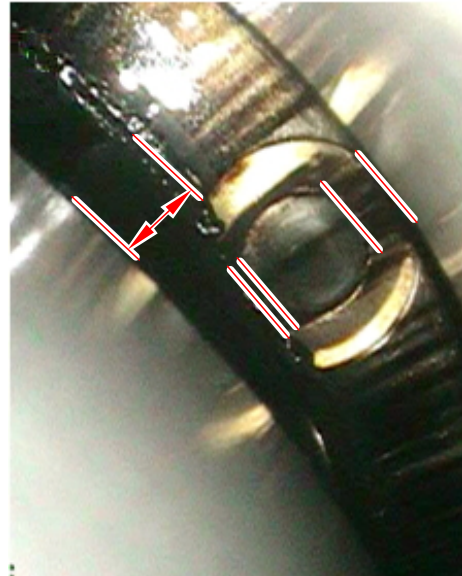
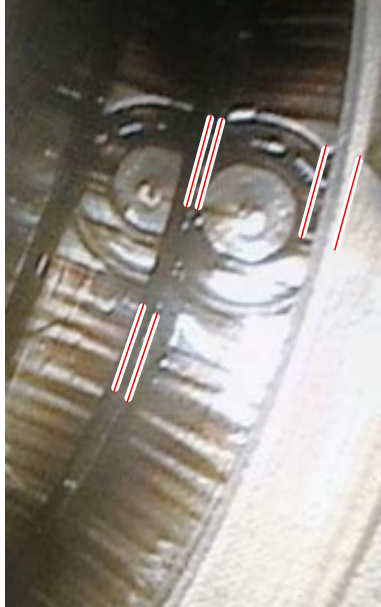


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*RDS Bearing Inspection
Figure 9 (Sheet 1 of 2)*

UNSATISFACTORY - MISSING MATERIAL

CLEARANCE ON CAGE INNER
DIAMETER - RIVET DECENTERED



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*RDS Bearing Inspection
Figure 9 (Sheet 2 of 2)*

6. ADDITIONAL INFORMATION

A. Additional information

(1) All communications relative to this Service Bulletin must be directed to:

Table 1: CFM Contact Information

CFM SA ZONE	CFM Inc. Zone
<p>Customer Support Center: http://mycfmportal.com Widget AskCFM</p> <p>OR</p> <p>E-mail: cfm.csc@safrangroup.com</p> <p>OR</p> <p>PSE CFM SAFRAN Aircraft Engines Site de MELUN MONTEREAU BP 1936 - 77019 Melun Cedex FRANCE</p> <p>OR</p> <p>Phone: +33 1 64 14 88 66 Fax: +33 1 64 14 87 65</p>	<p>GE Aviation Fleet Support: http://www.geaviation.com/support</p> <p>OR</p> <p>E-mail (USA): aviation.fleetsupport@ge.com E-mail (China and Asia): aviation.fleetsupport.cn@ge.com</p> <p>OR</p> <p>GE Aviation M/D Rm. 285 One Neumann Way OH 45215 USA</p> <p>OR</p> <p>USA Phone: 877-432-3272 International Phone: (513) 552-3272 China and Asia Phone: + 86 21 38777666</p>