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March 1998

Fleet Issues Summary Report (FISR)

SRP Number: 747-SRP-23-0057 Model: 747-400 ATA: 2334-03

Title: Passenger Seat Wiring Chafing and Arcing

Problem Statement: Passenger seat ACCESS Kapton wiring can chafe, short and arc.

References: The following documentation has been published

 Alert Service Bulletin 747-23A2241, Rev. 4 DTD 19 Nov 92
 Service Bulletin 747-23-2339, NSC 2 DTD 27 April 95

Status: The SRP team has developed the SRP problem statement and defined a root cause. Boeing received customer concurrence on the SRP problem statement and root cause.

 The scope of this SRP is limited to potential retrofit activities of in-service airplanes 747-400 line position 696 through 870. Current production airplanes are not affected by this specific issue due 747-400 line position 871 and later have Tefzel insulated wiring (BMS13-48) incorporated in the ACCESS wire bundles as a prior design improvement.

 This SRP is in the solution developing phase of the SRP process.

Resolution -

Interim: No interim solution has been identified.

Production: The scope of this SRP is limited to potential retrofit activities of in-service airplanes. Current production airplanes are not affected by this specific issue because 747-400 line position 871 and later have Tefzel insulated wiring (BMS13-48) incorporated in the ACCESS wire bundles as a prior design improvement.

Retrofit: The preliminary SRP solution plan includes revising Alert Service Bulletin 747-23A2241 (ACCESS Wiring Inspection and Routing Instructions) to recommend accomplishment of applicable sections of the alert service bulletin instruction when seats are removed/installed or reconfigured. The preliminary solution plan also includes an alternate solution of suggesting accomplishment of Service Bulletin 747-23-2339 to introduce Tefzel wiring on airplanes currently equipped with ACCESS wire bundles containing Kapton insulated wires.

SRP Acceptance Date: 14-AUG-97

Current ECD: 30-APR-98
