



A WENCOR GROUP Company

1625 North 1100 West
Springville, UT 84663
801-489-2000

SERVICE BULLETIN

SB # 180212-974699-9WE

SUBJECT: Incorrect Nut internal threads causing damage during installation.

REVISION HISTORY TABLE

Revision	Change Description	Release Date
A	Original Release	02/19/2018

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1. Planning

a. Effectivity

Wencor P/N	NHA P/N	NHA Description	ATA	Aircraft Application
974699-9WE Nut-Hex	126784-X 3269086-X 3269264-X 3272570-X	Center Drive Unit Actuator or Thrust Reverser Ballscrew Actuator or Actuator- Feedback Subsystem	78-30-29 78-32-23 78-32-39 78-32-41	<u>Airbus</u> A330-203 <u>Boeing</u> B767-200 Series B767-300 series <u>Bombardier, Inc</u> CL-600-2B19 (Regional Jet Series 100 & 440)

2. Reason

The Nut internal threads were incorrectly designed and manufactured with a threads per inch (TPI) of .250-**32** UNJEF-3B. The correct threads per inch is .250-**28** UNJF-3B.

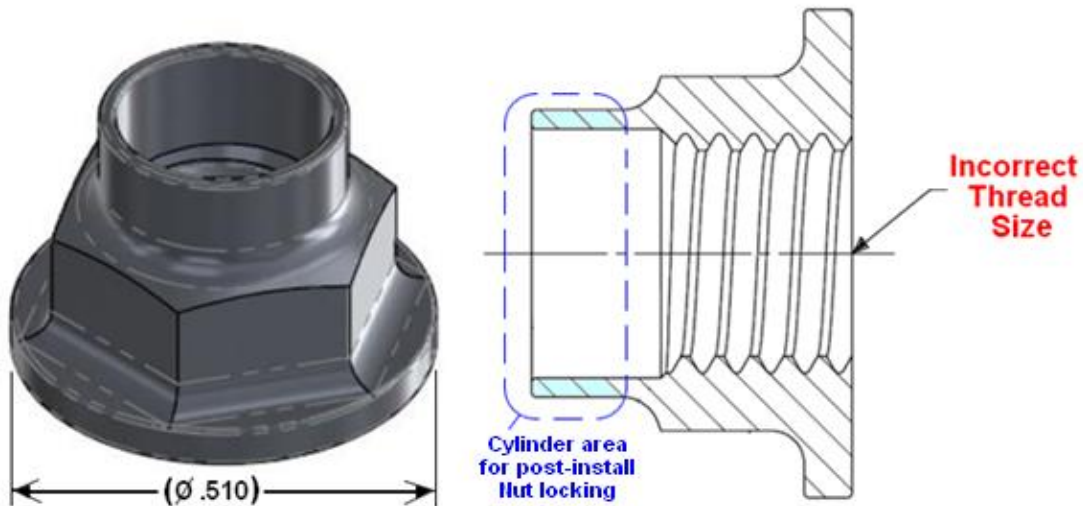


Figure 1, Image of Nut-Hex Showing Incorrect Internal Thread

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3. Background

The Nut-Hex is installed into various NHA's and is used as a typical fastener at the end of a shaft in those locations, see one installed example in figure 2 below. The Nut also incorporates an extended cylinder area that is deformed or crimped after being fully installed to ensure the Nut-Hex will not come off the mating shaft, see figure 1 above.

The incorrect Nut-Hex threads per inch (TPI) would prevent proper installation of the Nut onto the mating shaft of the NHA and the Nut would not be able to be fully installed onto the mating shaft without exceeding the required assembly torque value defined in the NHA CMM. However, if excessive force was used to attempt to fully install the Nut, it would cause thread damage to both the Nut and the mating shaft.

4. Safety

If the Nut-Hex was forcibly installed, the damaged shaft and Nut-Hex threads would weaken the assembly and therefore could shorten the expected service life of the NHA, therefore Wencor recommends the actions described below in section 5.

5. Recommended Actions

a. Line Maintenance

It is recommended that the NHA's where the Wencor Nut-Hex were installed and put into service be removed from the aircraft per the compliance time described in section 6 of this SB. Once the NHA has been removed from the aircraft, follow the requirements of section 5B. If the NHA's where the Wencor Nut-Hex were installed have not yet been put on the aircraft, follow the requirements of section 5B.

b. Repair and Overhaul

Following the applicable NHA CMM instructions, remove the Wencor Nut-Hex and return the removed Nut-Hex to Wencor. Inspect the mating shaft threads for damage, replace the mating shaft if damaged threads are found. Replace the Nut-Hex with an approved Nut-Hex with the proper threads per inch (.250-28) and properly follow the NHA CMM instructions for assembly.



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6. Compliance

The recommended actions described in section 5a of this SB should be completed within 90 days of the release date of this Service Bulletin.

The recommended actions described in section 5B of this SB should be completed within 180 days of the release date of this Service Bulletin.

7. Material

Wencor Nut-Hex, PN 974699-9WE, and any damaged mating shafts that are removed from service as a result of this Service Bulletin will be covered free of charge under the Wencor material warranty. The removed Wencor Nut-Hex must be returned to Wencor.

If there are any questions regarding this Service Bulletin, please contact the applicable Wencor representative by calling 801-489-2000 or email: sales@wencor.com. For technical questions regarding this SB please contact Jon Bies at jbies@wencor.com.

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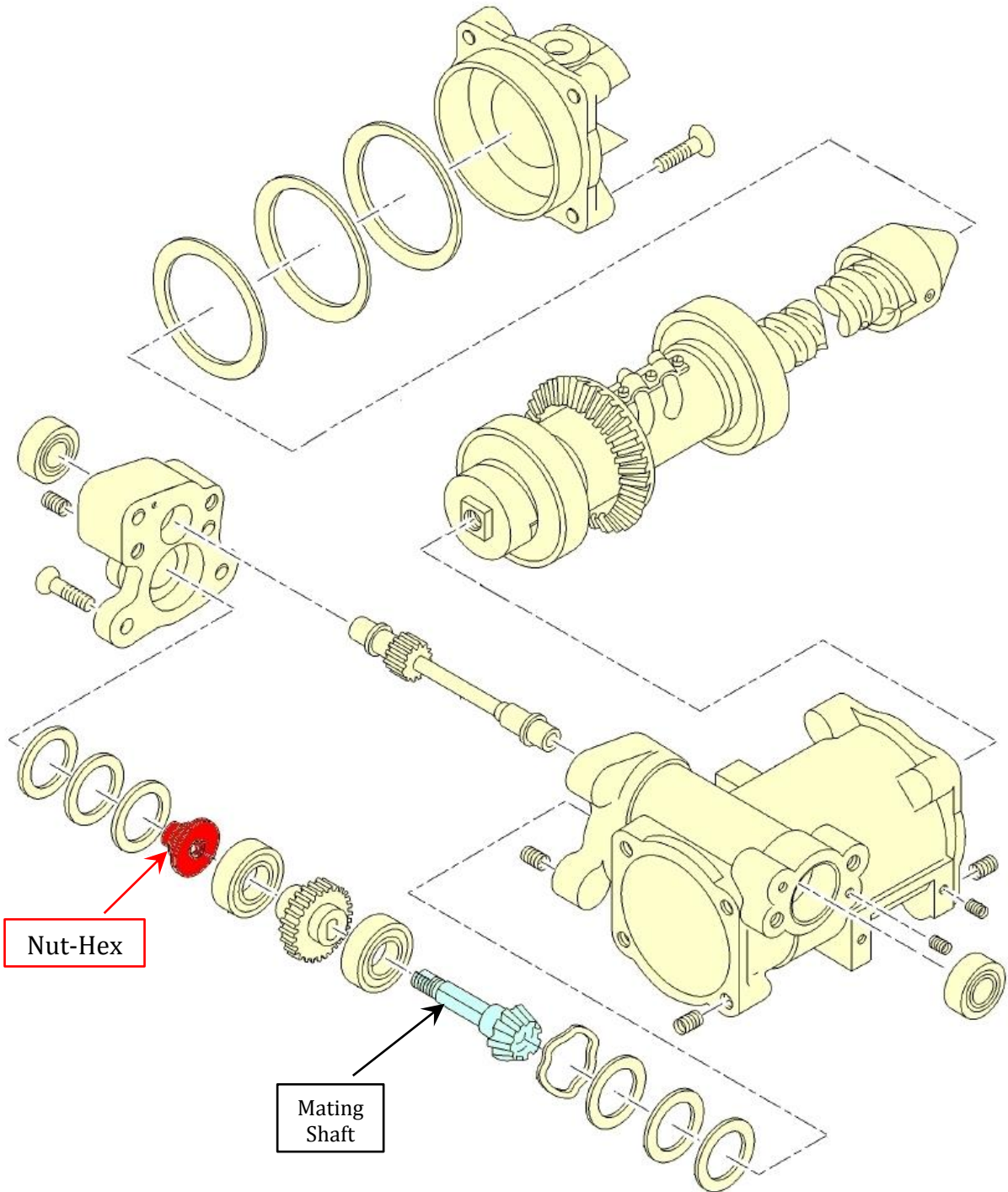


Figure 2: Example of Nut-Hex Installed into NHA