This file contains Appendcies A-E of
Aircraft Aged-Related Degradation Study On Single- and Three-Phase Circuit Breakers,
DOT/FAA/AR-01/118

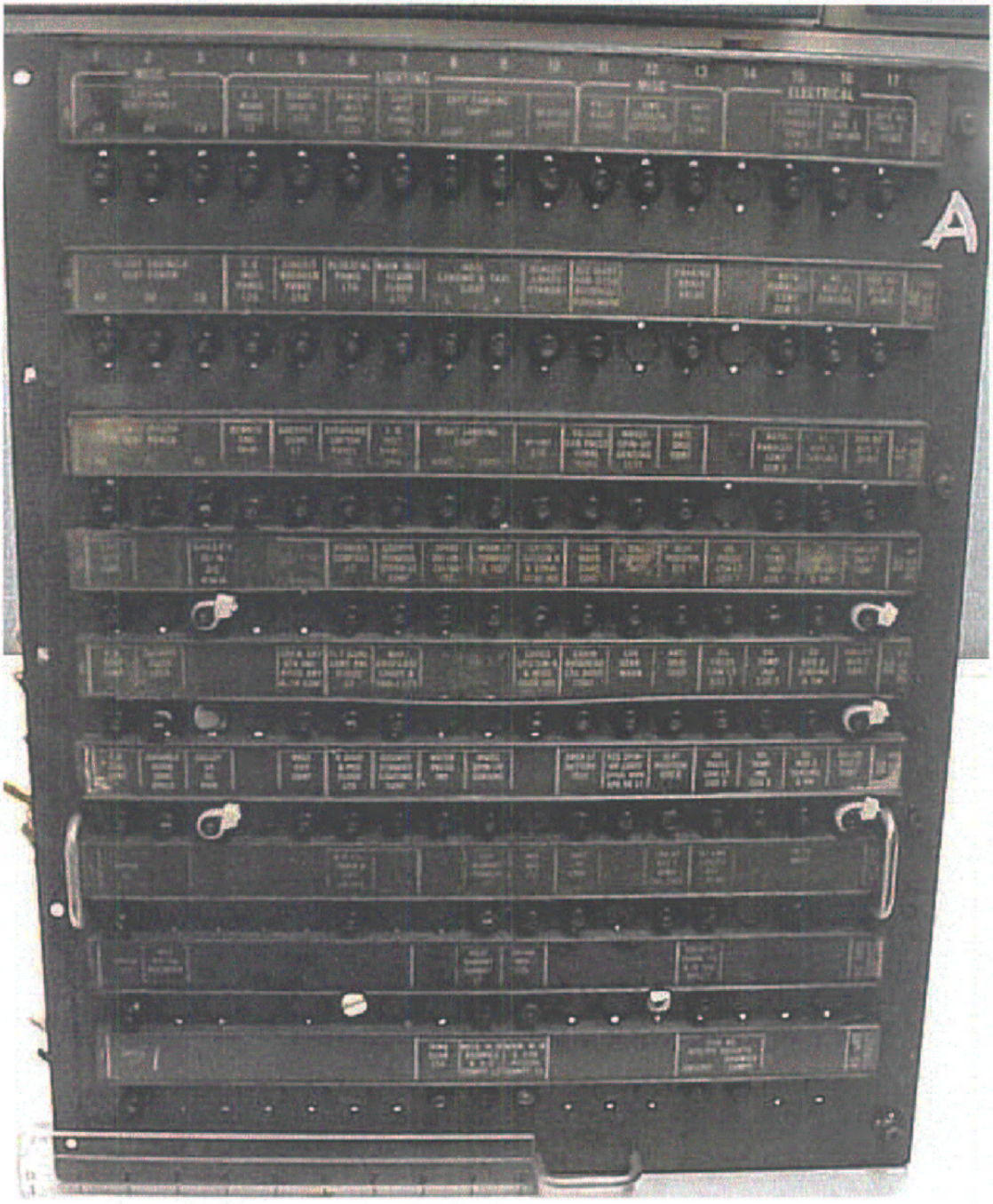
APPENDIX A—AIRCRAFT INFORMATION

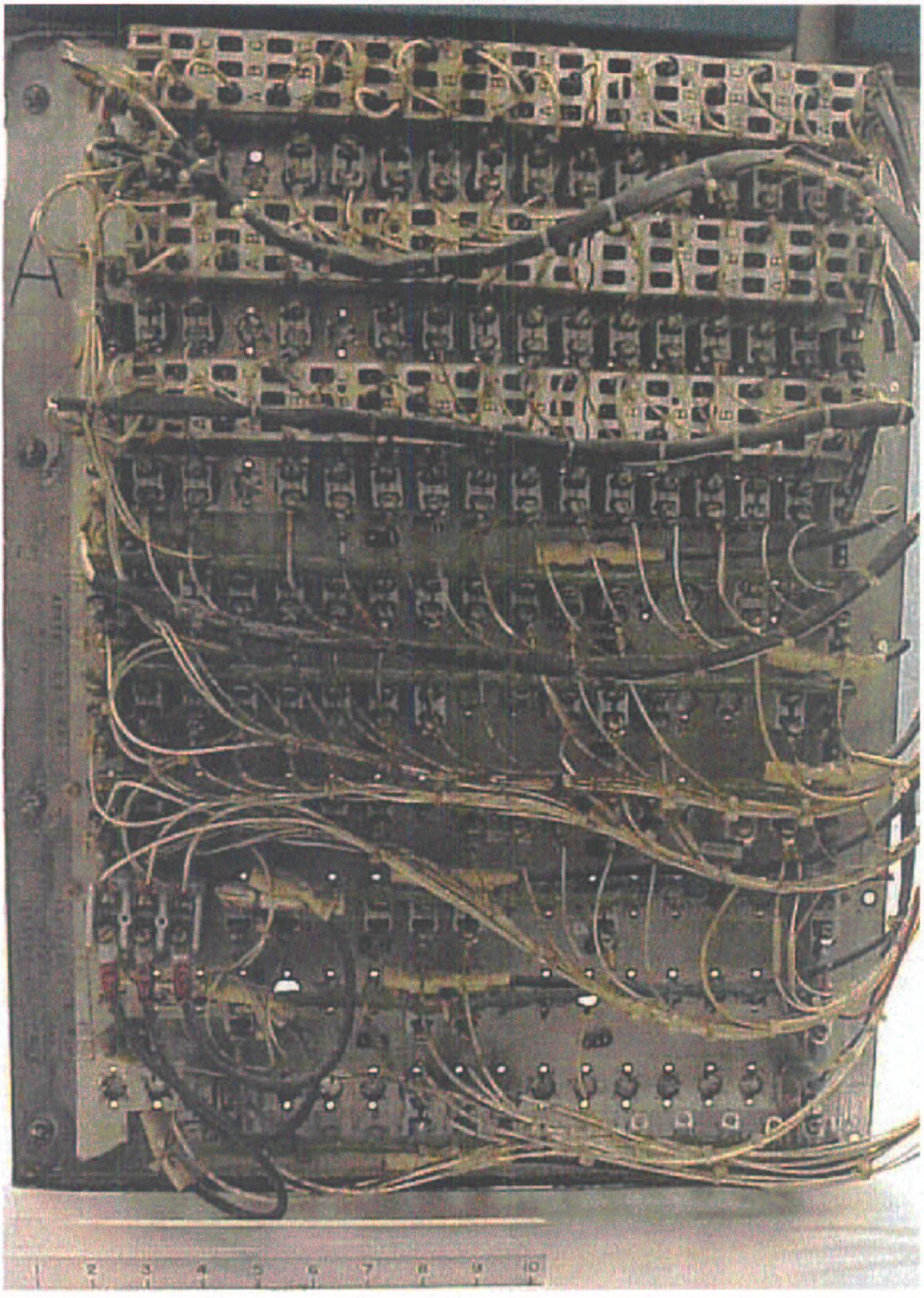
A.1 AIRCRAFT DEPLOYMENT HISTORY.

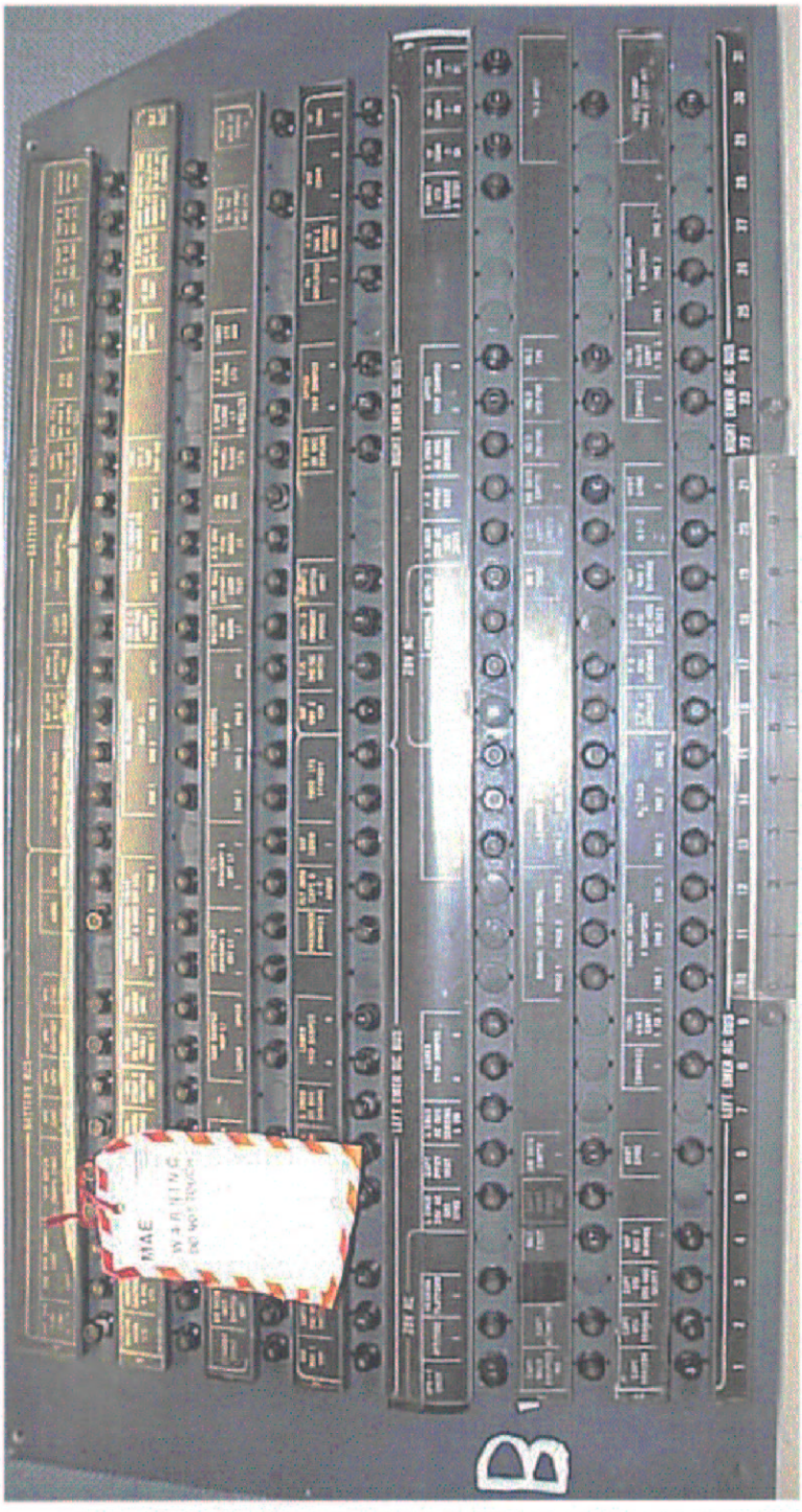
Process 1 And 2 Aircraft Information

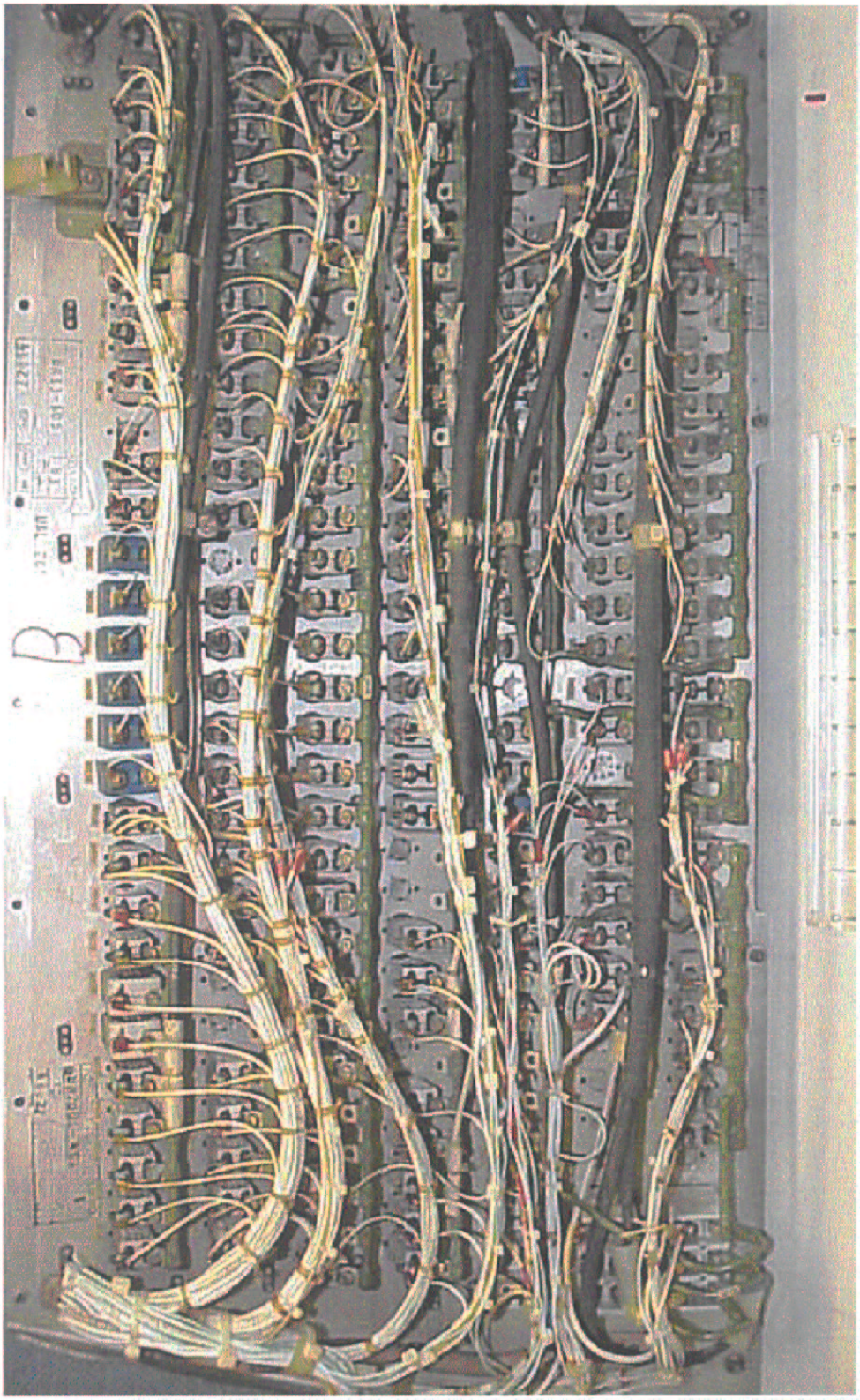
Boeing 727-232	McDonnell-Douglas DC-10
Serial No. 20756	Serial No. 46627
Mode S Code 51361325	
Reg. No. N479DA	Reg. No. N393FE
Line No. 1028	Line No. 205
Engine Type JT8D-15	Engine Type CF6-6D
Variant 200 Advanced (Stage 3 Huskits)	Variant 10F(M)
Minor Variant 232 ADV	Minor Variant 10F(M)
Owner: Airborne Accessory Group Inc.	Owner: Federial Express
Roll-out Date 3/3/74	Roll-out Date 5/16/75
First Flight Date 4/3/74	First Flight 6/6/75
Cumulative Flight Hours 66224	Cumlative Flight Hours 73642
Cumulative Cycles 58831	Cumulative Cycles 25865
Status Permanently Witdrawn Date 10/12/99	Status Still Active
Panel Removed Date Approx 5/01	Panel Removed Date Approx 5/01
Panel Designation E (Serial No.65-55630-4)	Panel Designation A (Serial No. ABN707-3D, ABN7071-IF, ABN7071-1E)
Panel Designation F (Serial No. 65-55630-5)	Panel Designation B (Serial No. BPOOE-418, BN13-405, ABN7004-401)
Panel Designation G (Serial No. 65-65190-15)	Panel Designation C (Serial No. ABN7070-3U, BN12-412, ABN7050-1, BPOOD-402)
Panel Designation H (Serial No. 65-55630-2)	Panel Designation D (Serial No. ABN7069-1)
Panel Designation I (Serial No. 69-47119-1)	
Panel Designation J (Serial No. 65-65192-1)	
Panel Designation K (Serial No. 65-65191-6)	
Panel Designation L (Serial No. 65-55630-3)	
Aircraft History	Aircraft History
9/72: Delta Airlines / 200 advance / 232ADV	6/75: United Airlines / N182BU
11/93: Delta Airline / Stage 3 Huskits / 232ADV	4/86: Leased to World Airlines / N182BU
6/99: Untied Technologies Corp / Parked	11/99: Federial Express / N393FE / Parked For Mod
10/99: Airborne Accessory Group / Parked	
10/99: Republic Advance Frightner Inc / Parked	
10/99: Airborne Accessory Group / Parked	
10/99: Airborne Accessory Group / Withdrawn	

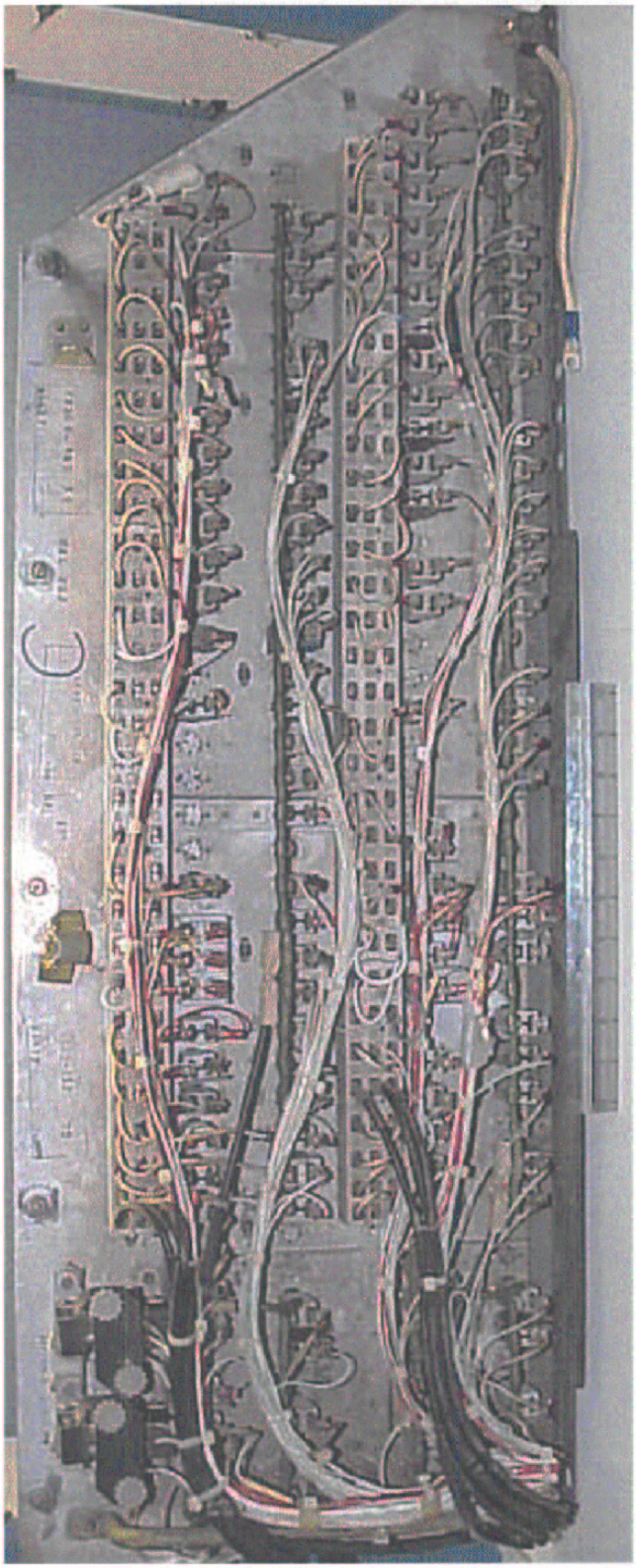
A.2 AIRCRAFT PANEL PHOTOGRAPHS.

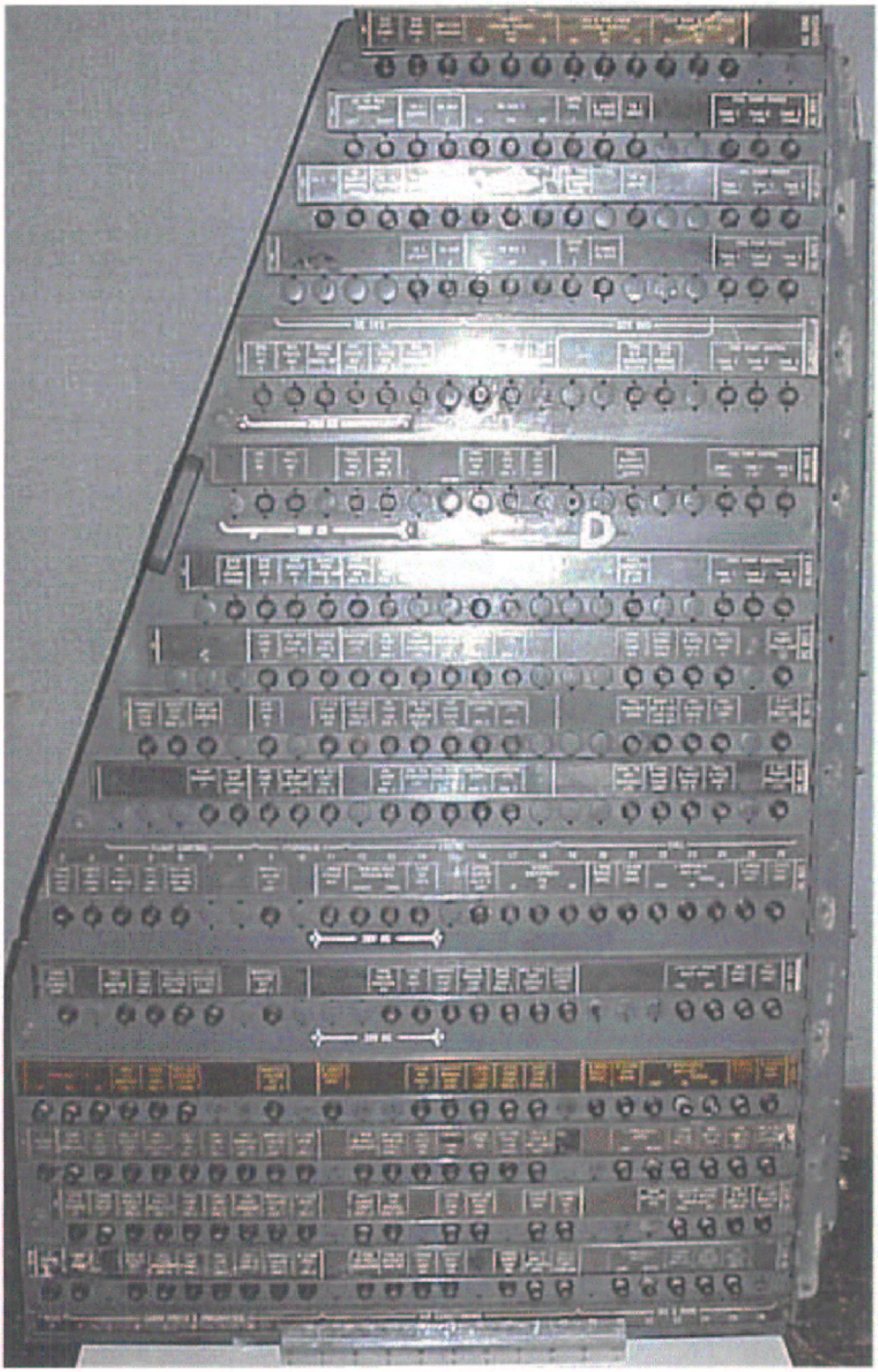


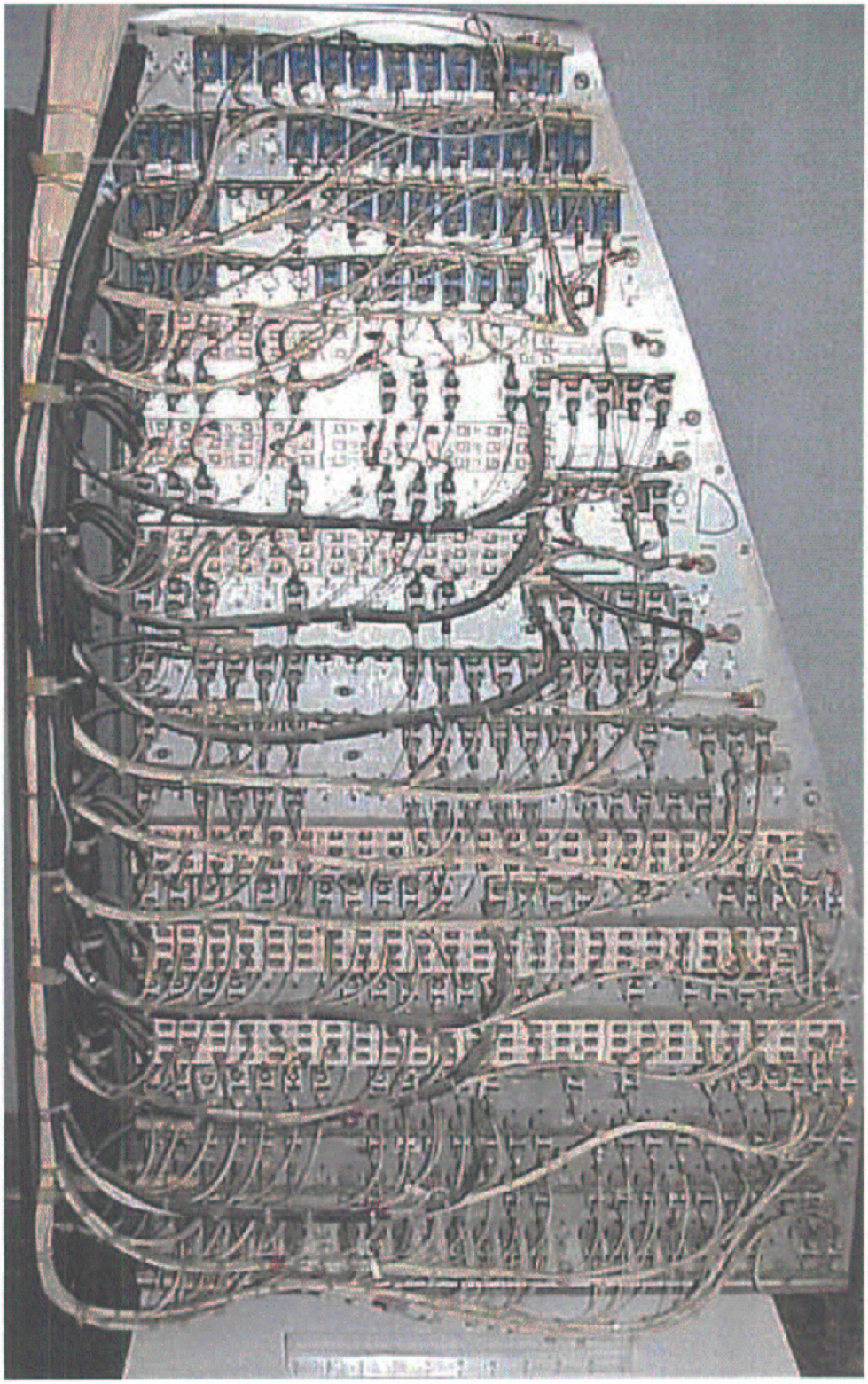



MAE
B-

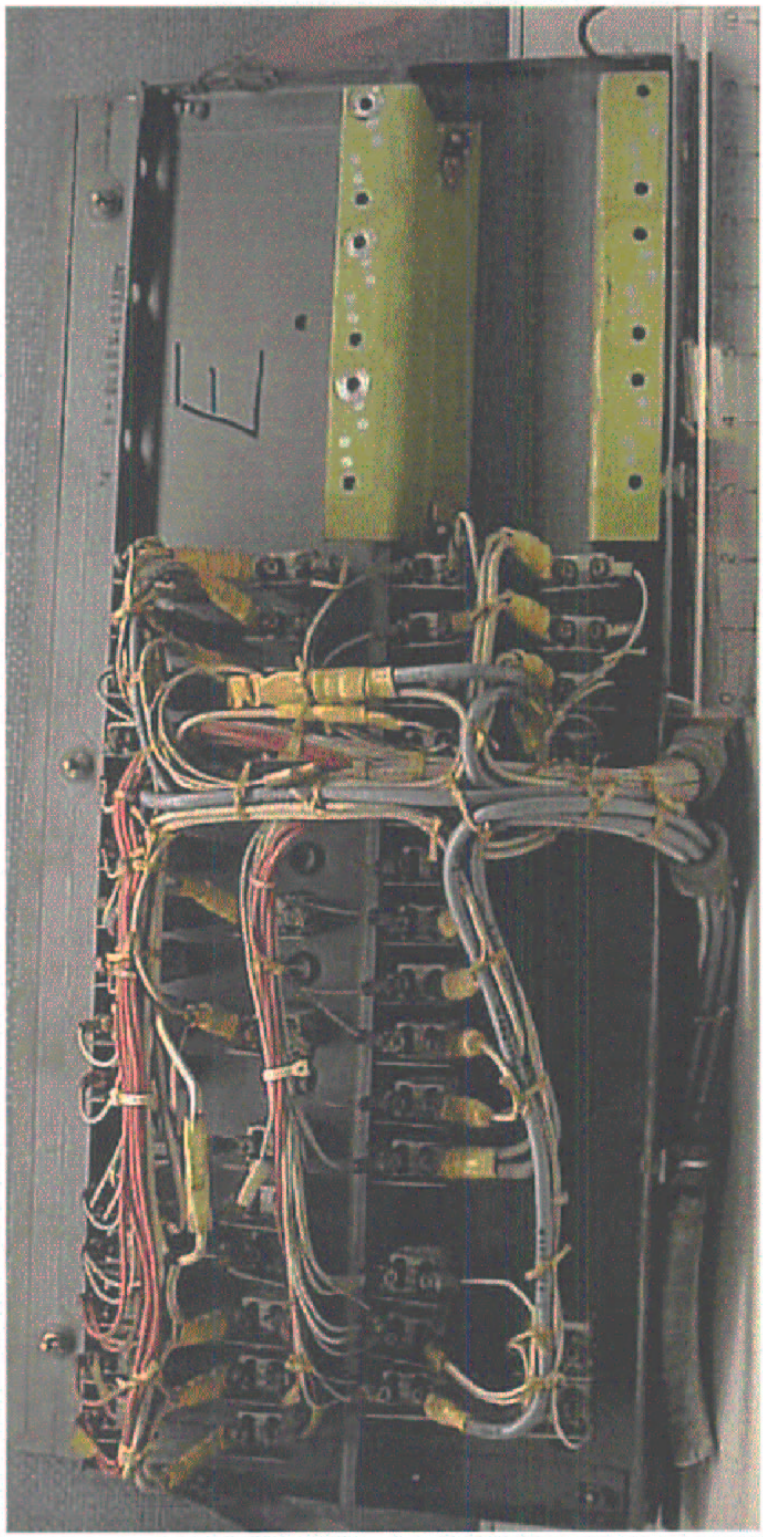


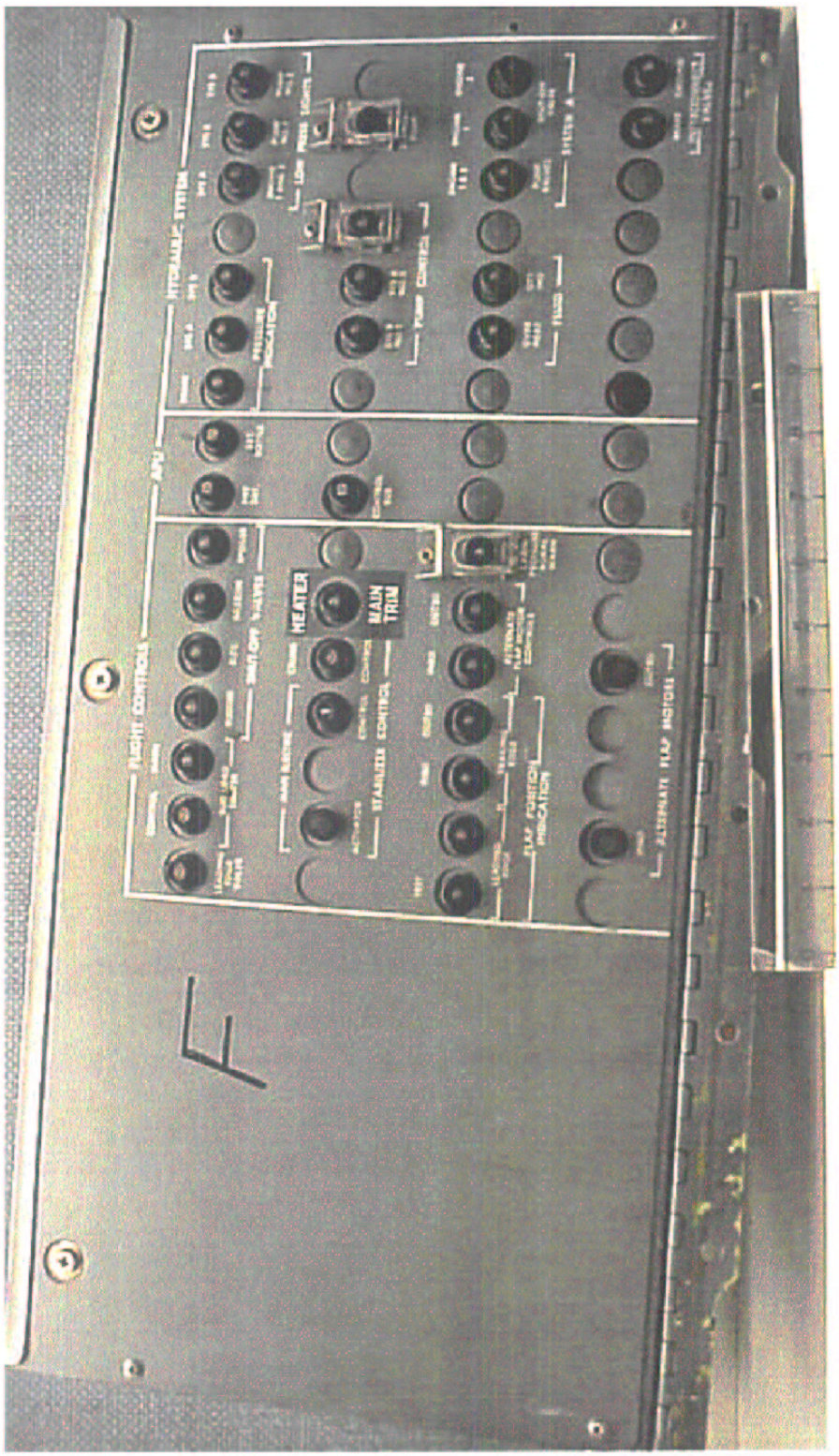


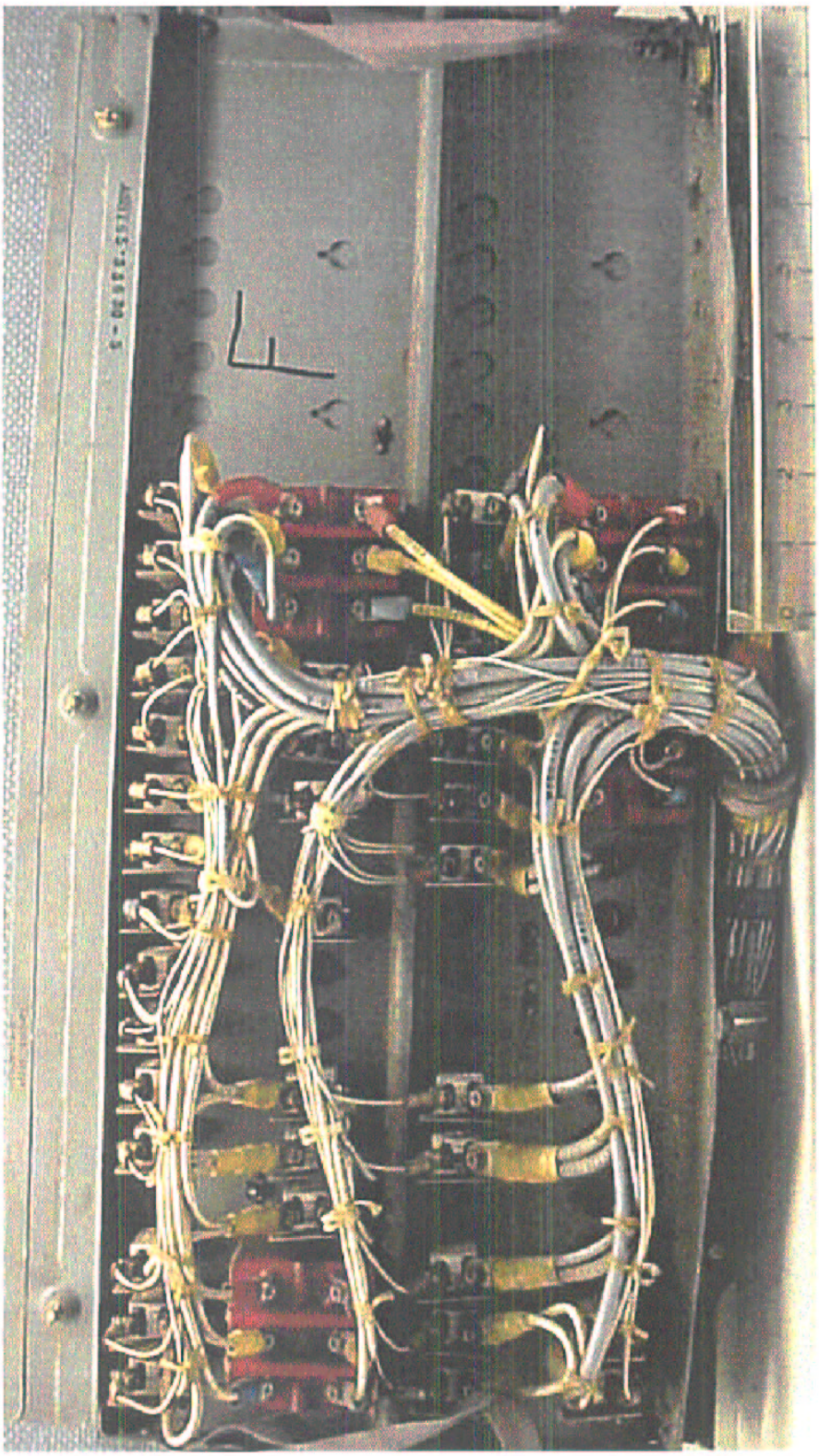


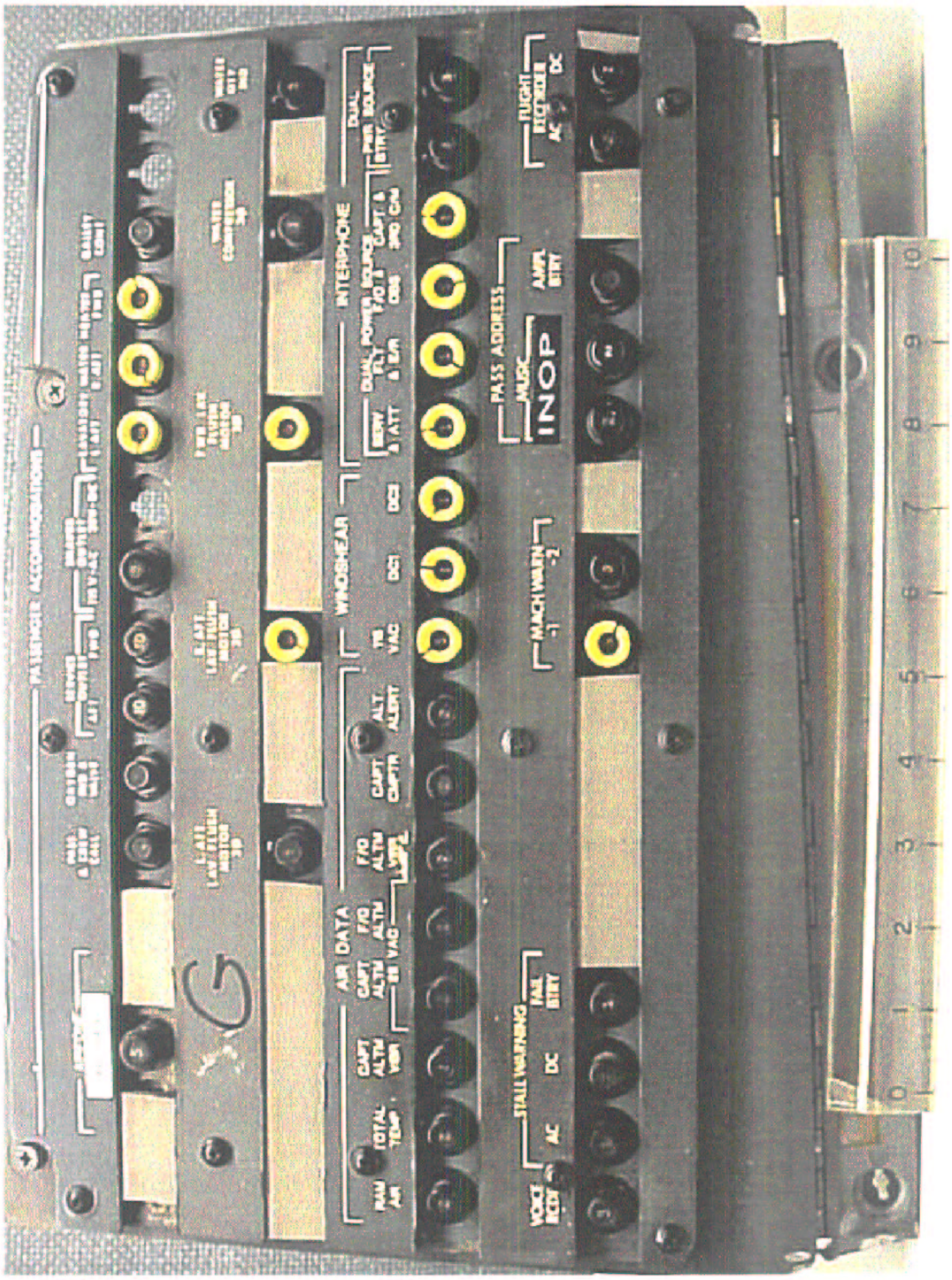


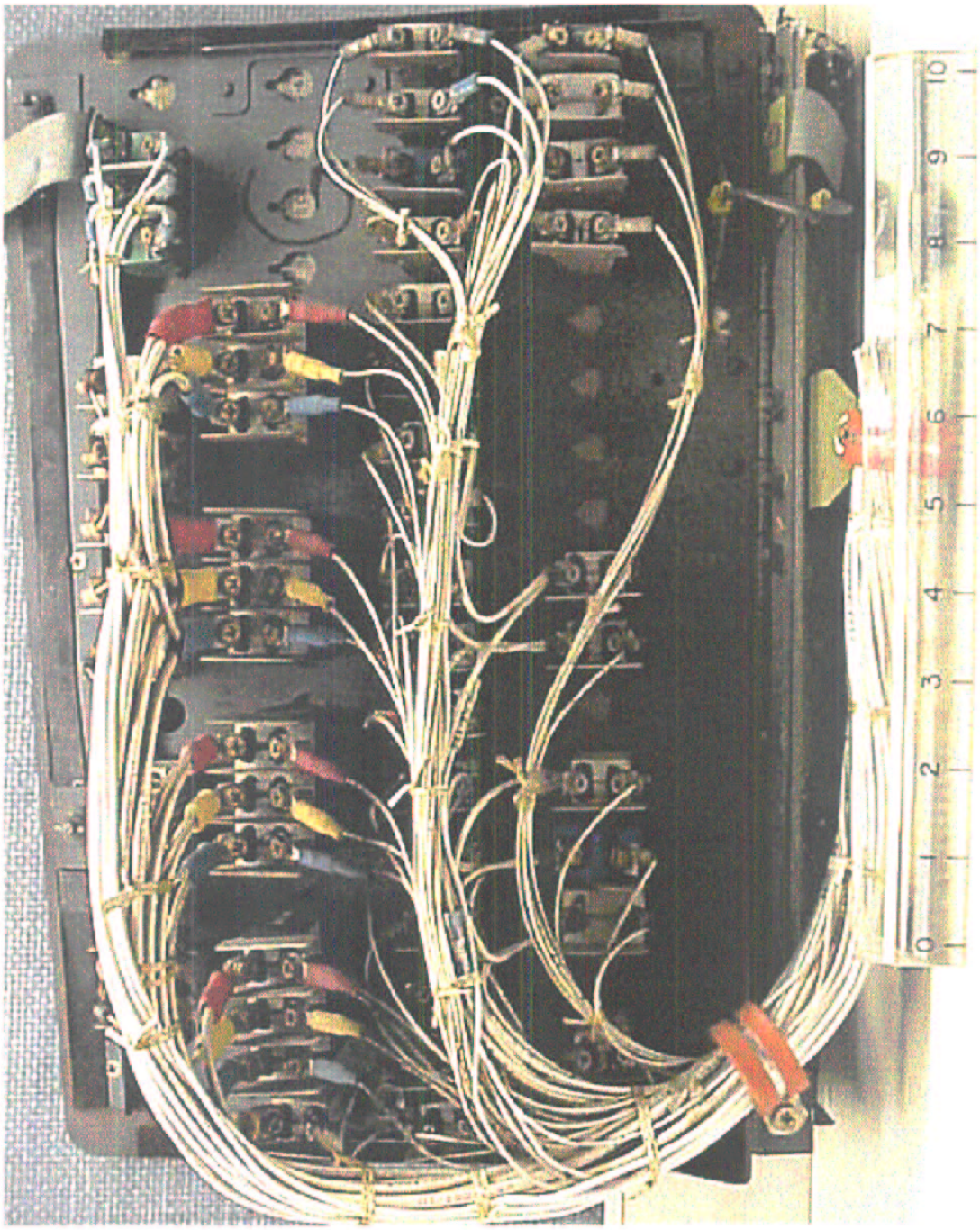

FIRE PROTECTION SYSTEM
LANDING GEAR
ENGINE NO.3
ENGINE NO.2
ENGINE NO.1
ENG
GEN NO.3
GEN NO.2
GEN NO.1

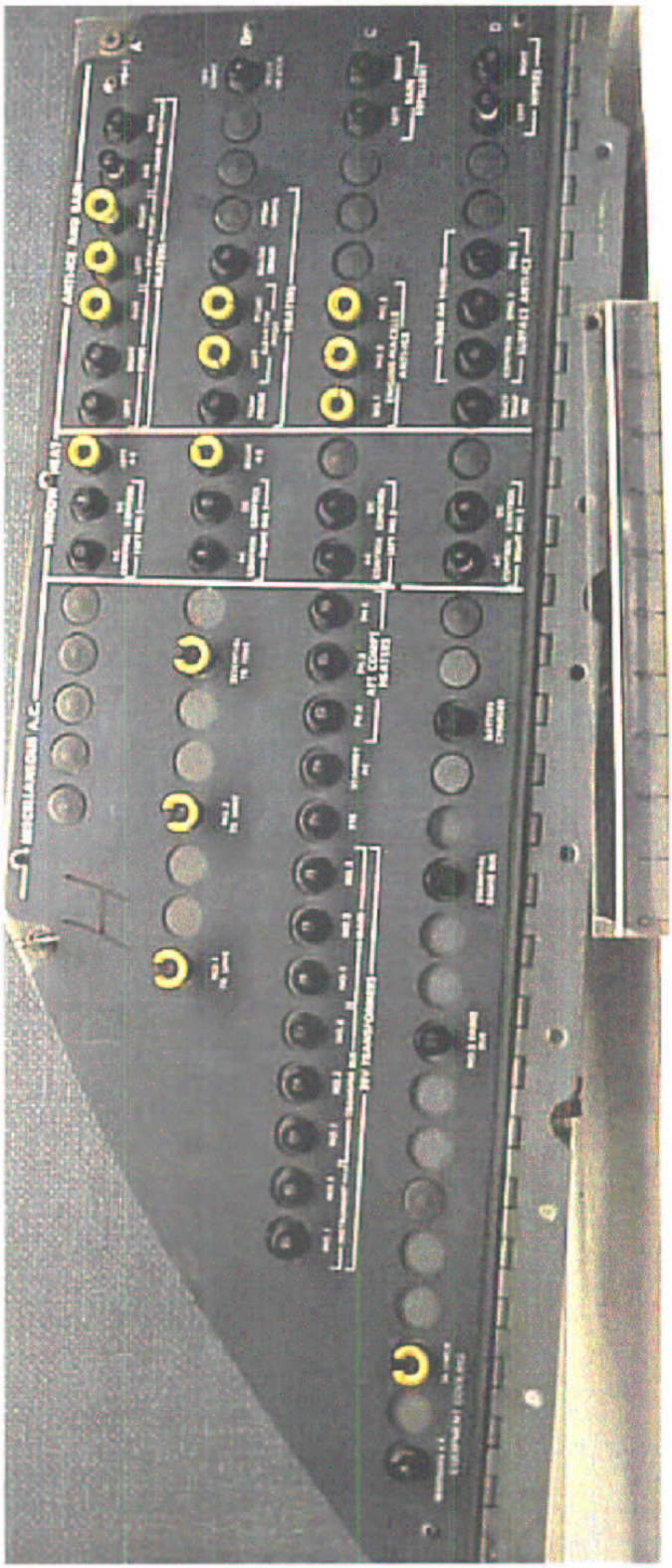


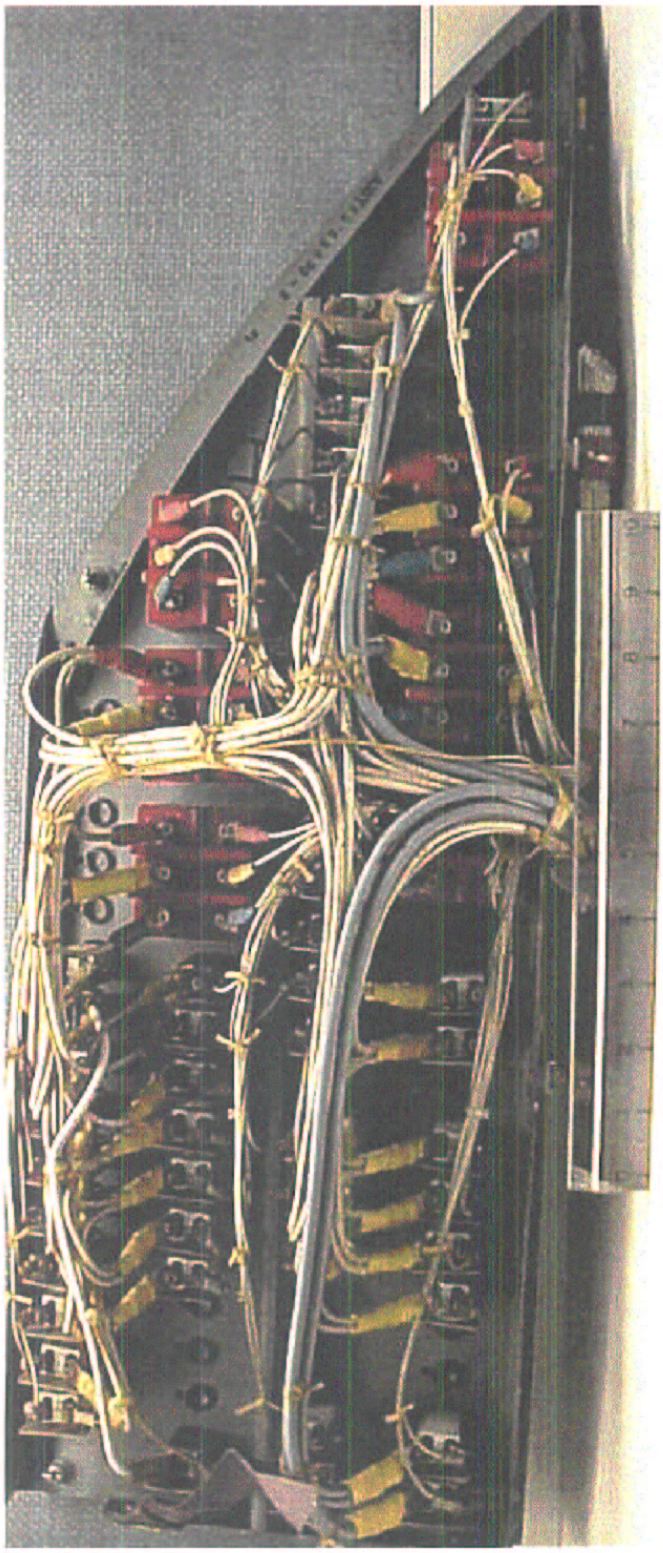

HYDRAULIC SYSTEM
PUMP CONTROL
HEATER
MAIN TRIM
STABILIZER CONTROL
FLAP POSITION INDICATION
ALTERNATE FLAP POSITION

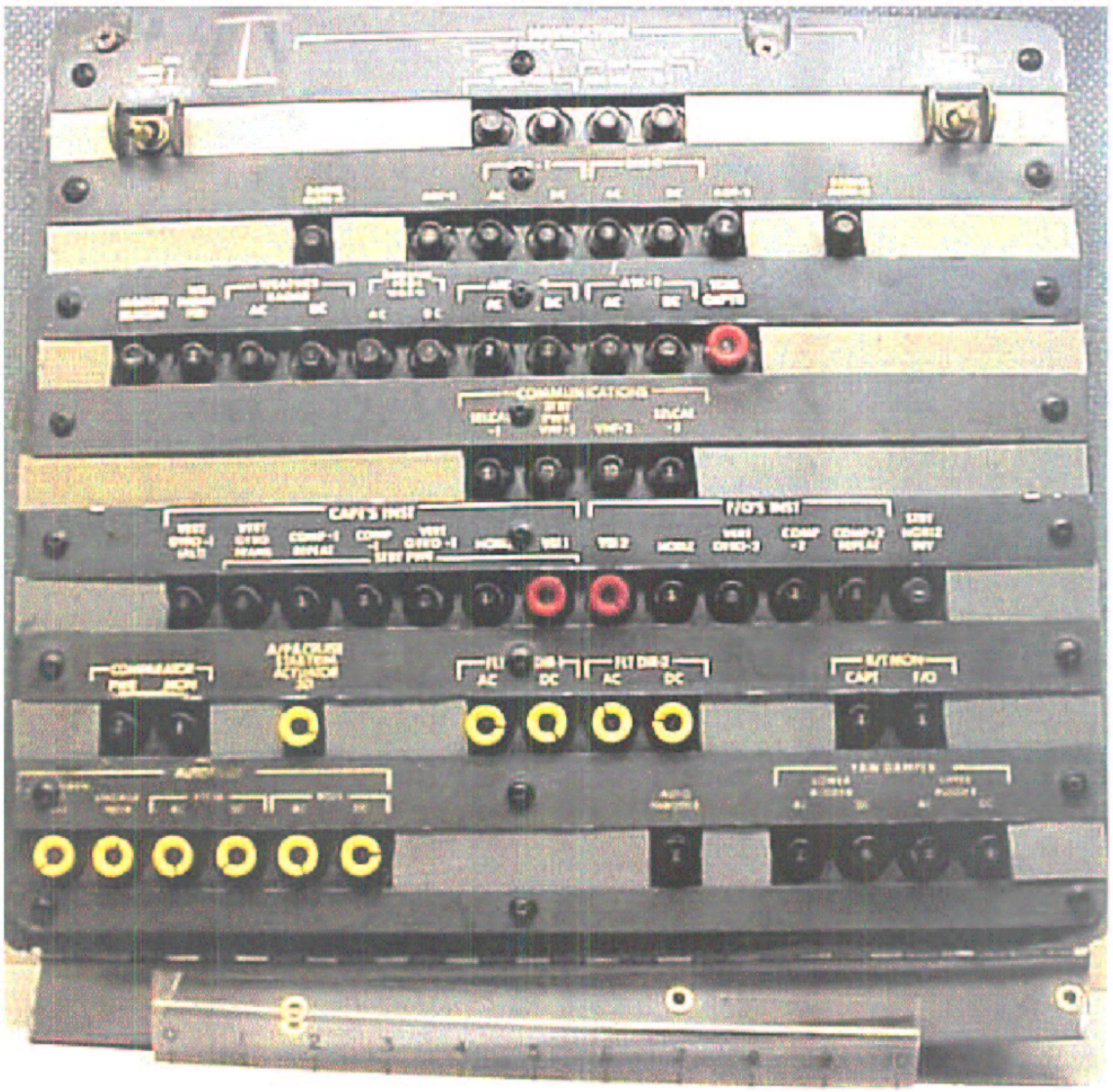


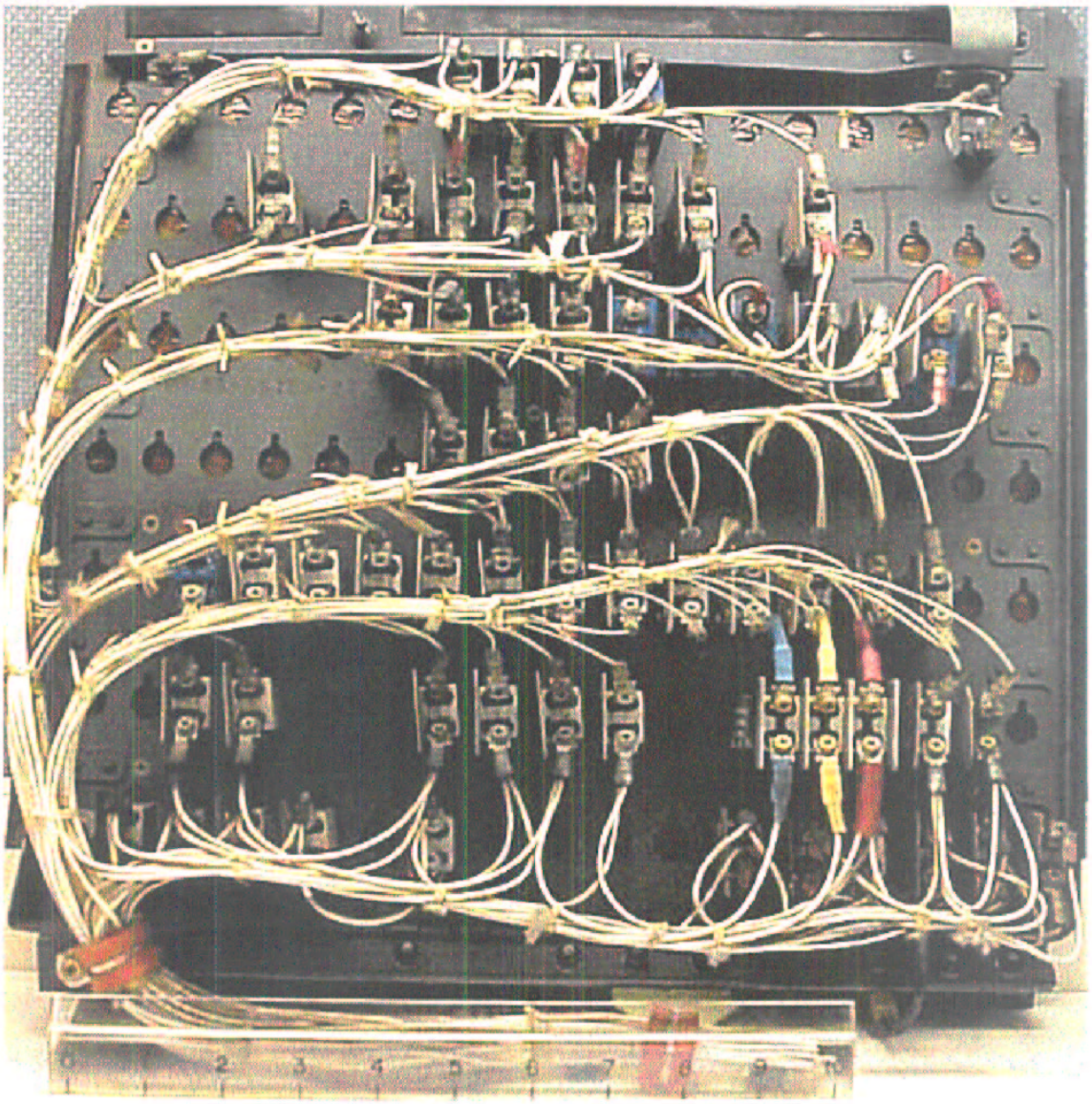

PASSENGER ACCOMMODATIONS
AIR DATA
WINDSHEAR
INTERPHONE
PASS ADDRESS
MUSIC
INOP
STALL WARNING
FLIGHT RECORDER
0
1
2
3
4
5
6
7
8
9
10

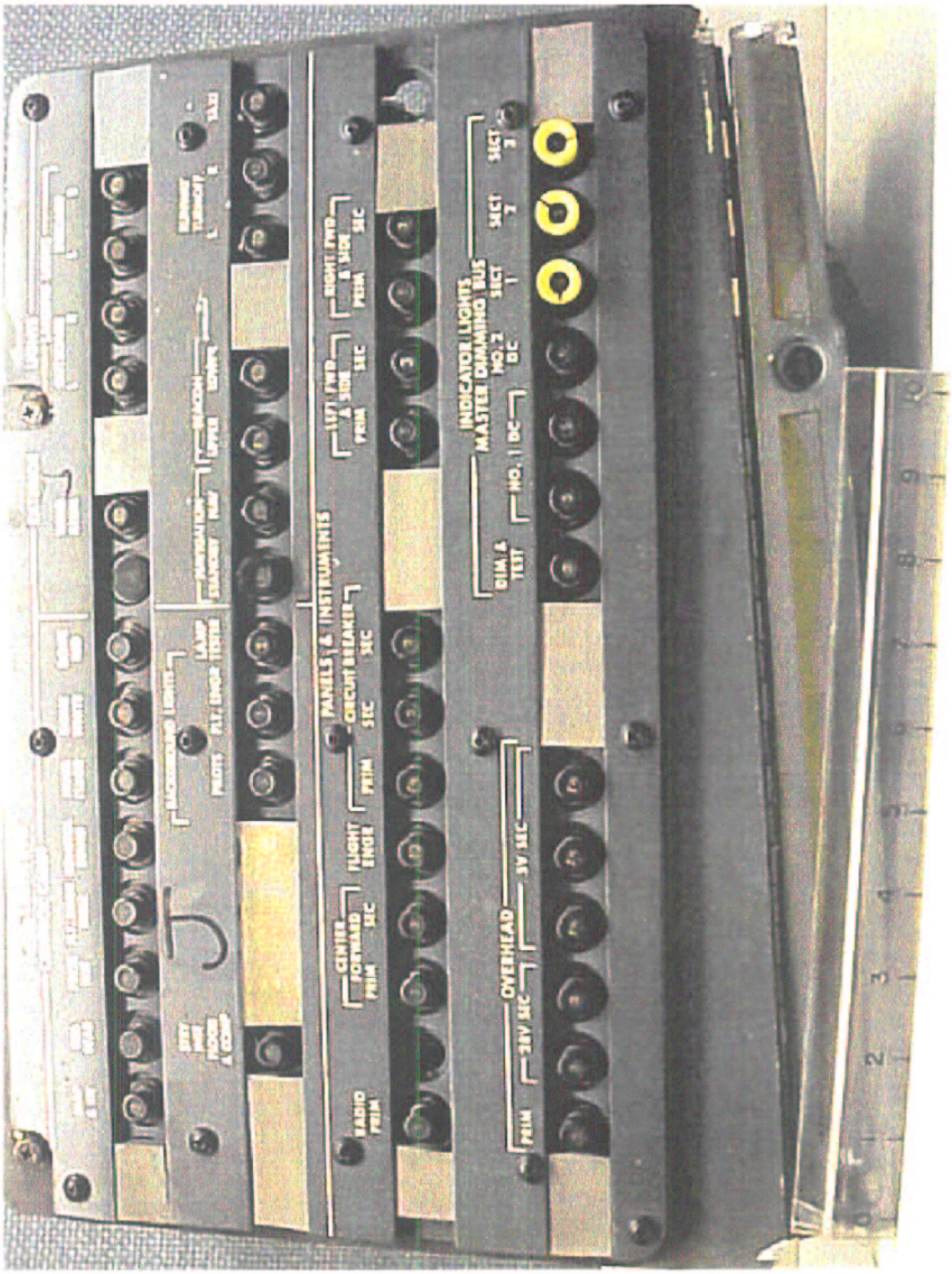


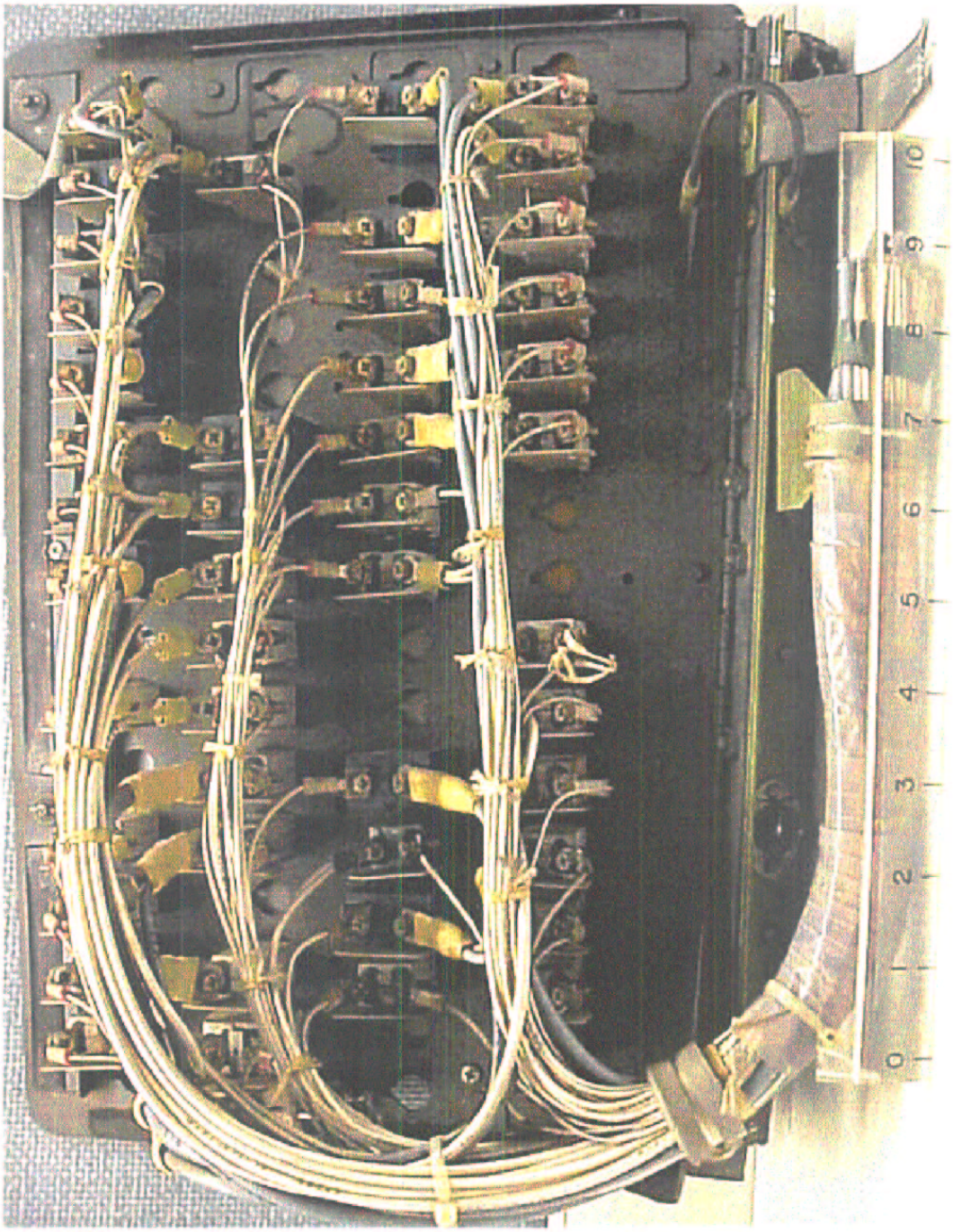


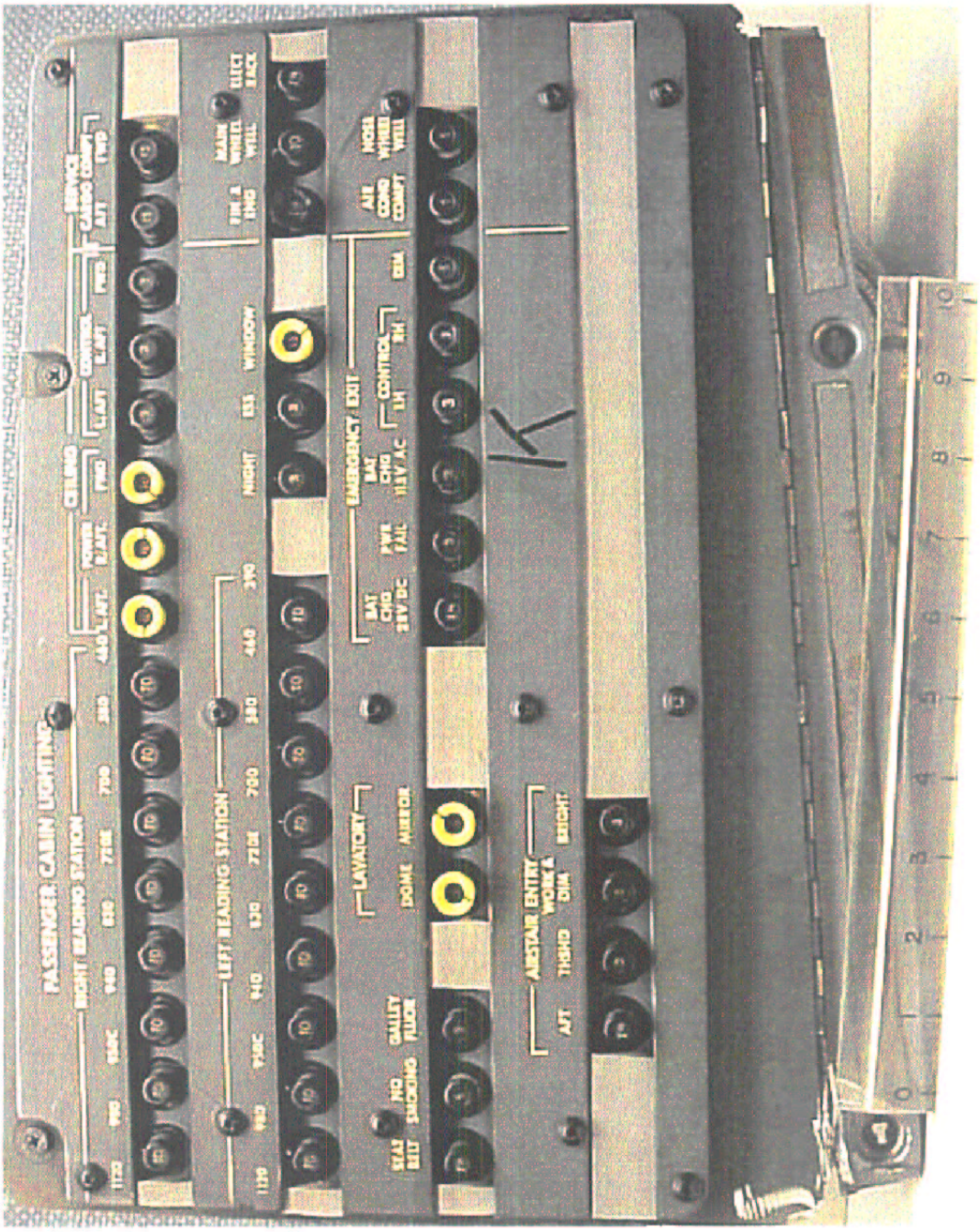


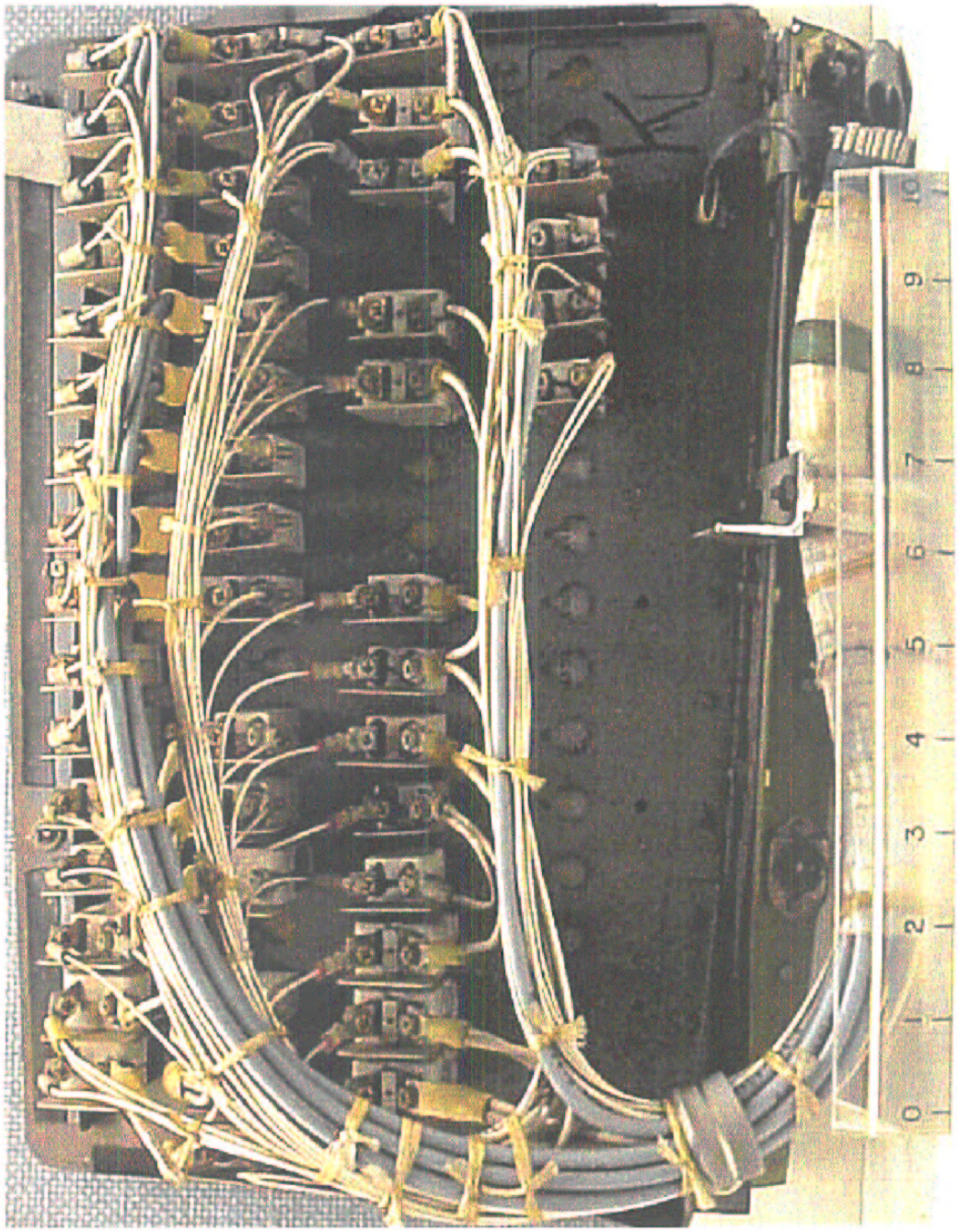

COMMUNICATIONS
CAPT'S INST
F/O'S INST

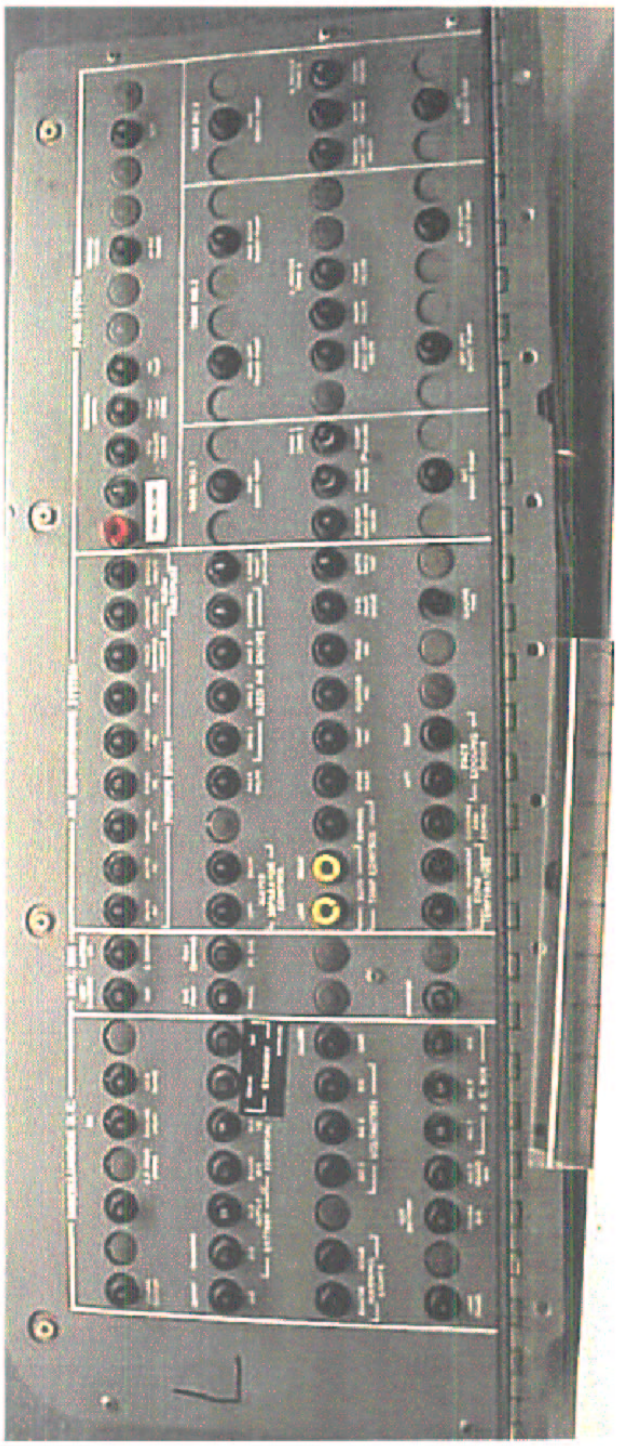


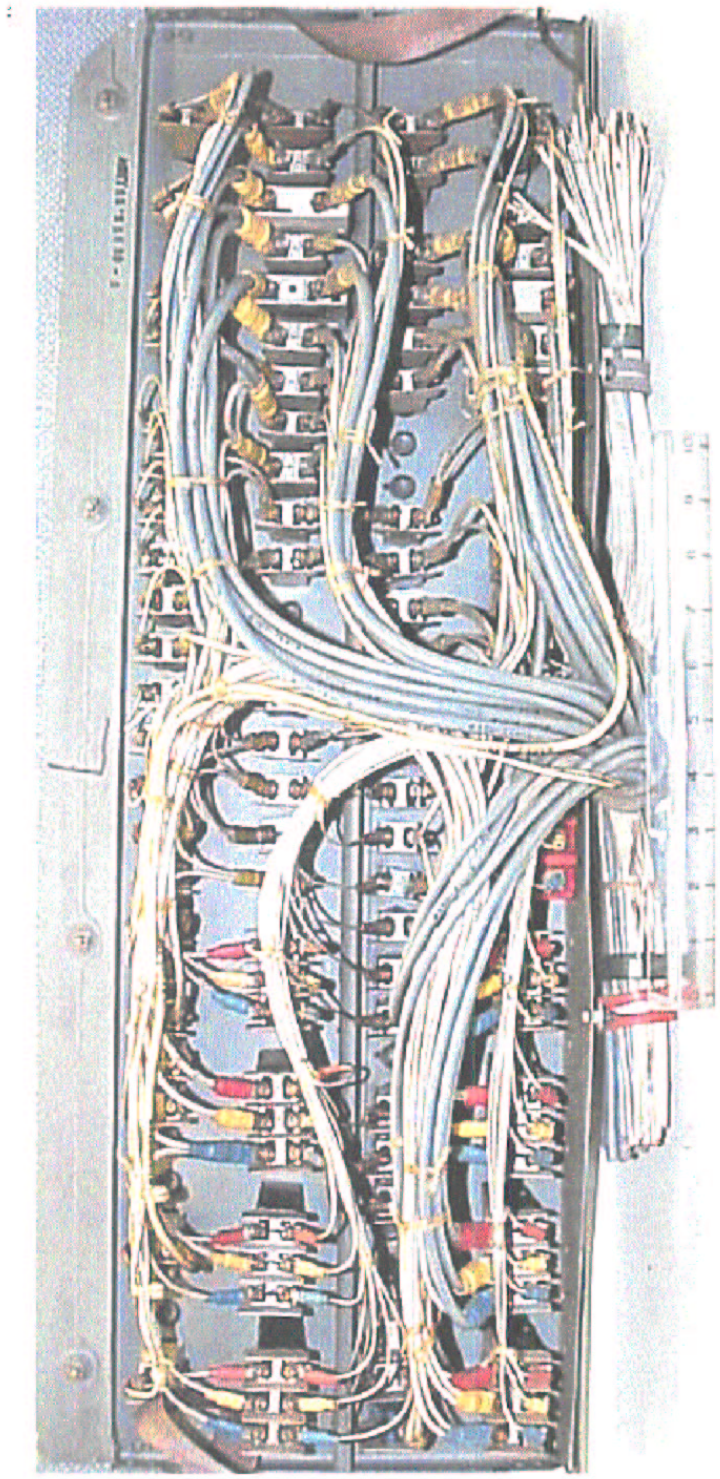

RADIO PRIM
CENTER FORWARD PRIM SEC
FLIGHT ENGR PRIM
PANELS & INSTRUMENTS CIRCUIT BREAKER SEC
LEFT FWD & SIDE PRIM SEC
RIGHT FWD & SIDE PRIM SEC
INDICATOR LIGHTS MASTER DIMMING BUS
DIM & TEST
NO. 1 DC
NO. 2 DC
SECT 1
SECT 2
OVERHEAD
PRIM
28V SEC
3V SEC




PASSENGER CABIN LIGHTING
RIGHT READING STATION
LEFT READING STATION
LAVATORY
ENTRY
AISLE
EMERGENCY EXIT
CONTROL
WINDOW
DOME
MIRROR
GALLEY
CHIME
POWER
CABIN COMP
AFT
FWD
LEFT
RIGHT
MAIN
NIGHT
BAT CHG
STATUS
PWR FAIL
HOUR METER
WHITE
YELLOW
RED
GREEN
BLUE
PINK
ORANGE
VIOLET
BLACK
WHITE







APPENDIX B—CIRCUIT BREAKER SAMPLES AND PHYSICAL INVENTORY

B.1 SAMPLING GUIDELINES.

FAA Circuit Breaker (CB) Sampling Plan

1. Available Specimen information:

a. Breakers from three aircraft submitted. Breakers from only two aircraft are usable.
b. Amp rating range from one-half to 50 Amp.
c. Limited quantity of three phase breakers.
d. In excess of 1000 breakers mounted on 12 panels.
e. Three manufacturers identified. The vast majority of breakers are manufacturer part numbers A though E. A reasonable number are manufacturer part numbers G though N and U. Only a few breakers are manufacturer part numbers P though S.
f. Multiple manufacturer breaker series types. A very high percentage appears to be part numbers A or B(MS22073 type).
g. Amount of lint and dirt varies considerably from panel to panel.
h. Samples of breakers with different date codes for the same manufacturer appears to be available.

2. Assumptions:

a. All CB panels from the same aircraft have similar environmental exposure.
b. The 1.0 Amp breaker and 0.50 breaker have similar applications.
c. The 8.0 Amp, 3-phase breaker and the 7.5 breaker have similar applications.

3. Guidelines for picking samples groups listed below:

a. For each Amp rating group try to pick 10 open breakers.
b. For each Amp rating group try to pick an equal number of breakers from each available manufacturer.
c. For each Amp rating try to pick a random number of circuit types based on the panel information.
d. Do not pick any open breaker with a spacer used to keep it open.

4. Sample Limitations:

a. The results on only two aircraft may not identify breaker trends on all aircraft.
b. Limiting testing to two aircraft improves the sample size for good comparisons
c. Sample details can not be fully obtained until the samples are removed from the panels. Since it is time consuming to record all the installation information for over 1000 breakers, the selection of the 300 breakers (each phase counts as one sample) are based on observations made for each breaker as viewed from the front and back of the panel.
d. To meet the accelerated timeline only single-phase breakers rated with 10 Amperes or less will be submitted to process one testing.

5. Sample Plan:

DC-10 Aircraft:

Amp Rating	Test Sample	Spare Sample	Notes
0.50	32	14	
3.0	31	14	
5.0	37	14	
10.0	2	0	3 phase (6) Mfr. Unknown*
10.0	38	4	
15.0	5	4	
20.0	1	0	

TOTAL:	150	50

727 Aircraft

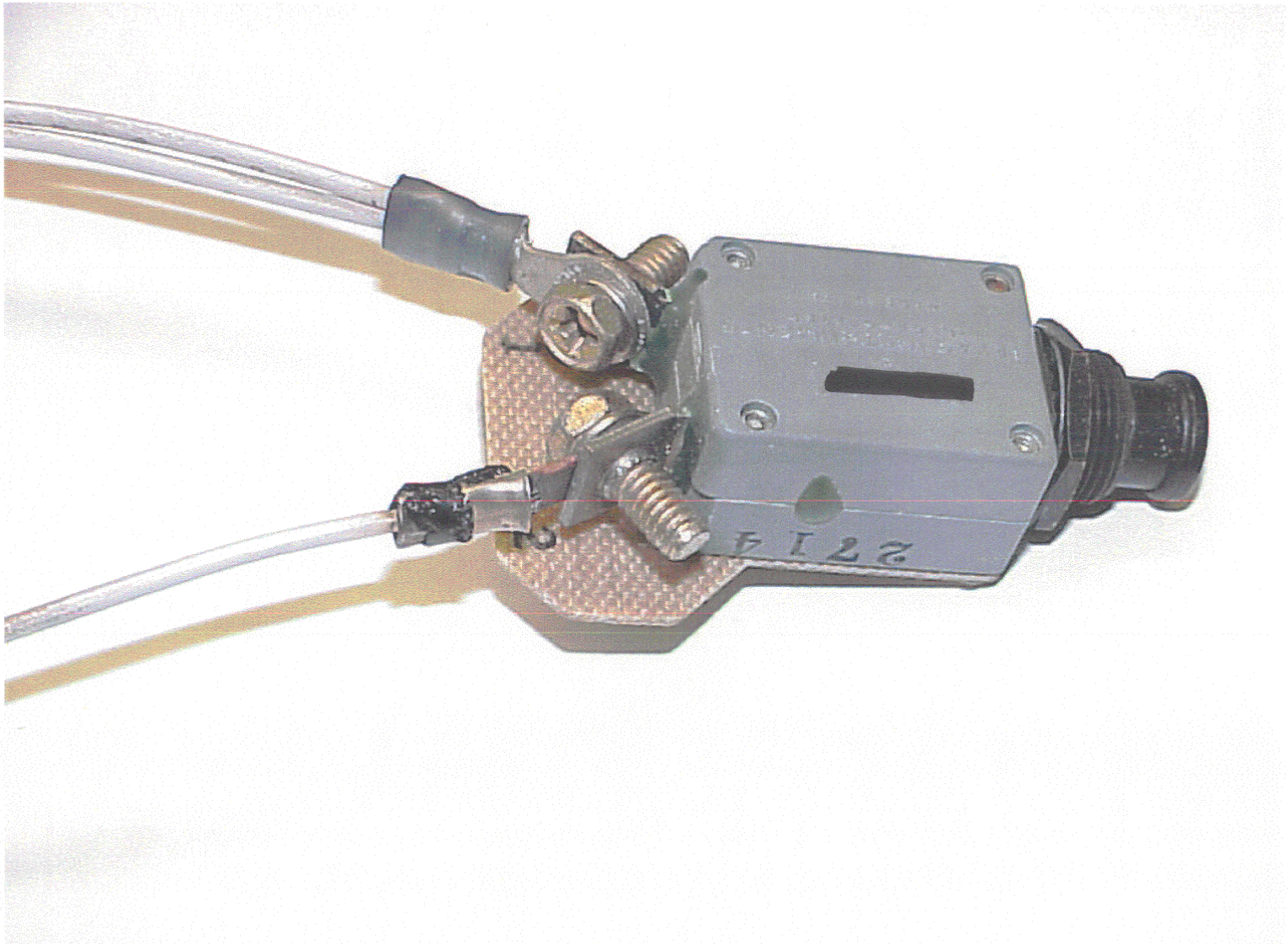
Amp Rating	Test Sample	Spare Sample	Notes
1.0	26	1	
3.0	26	15	
5.0	27	15	
7.5	21	0	3-phase (21)*
8.0	6	0	3-phase (6)*
10.0	30	16	
15.0	5	1	
20.0	4	2	
50.0	5	0	
TOTAL:	150	50	

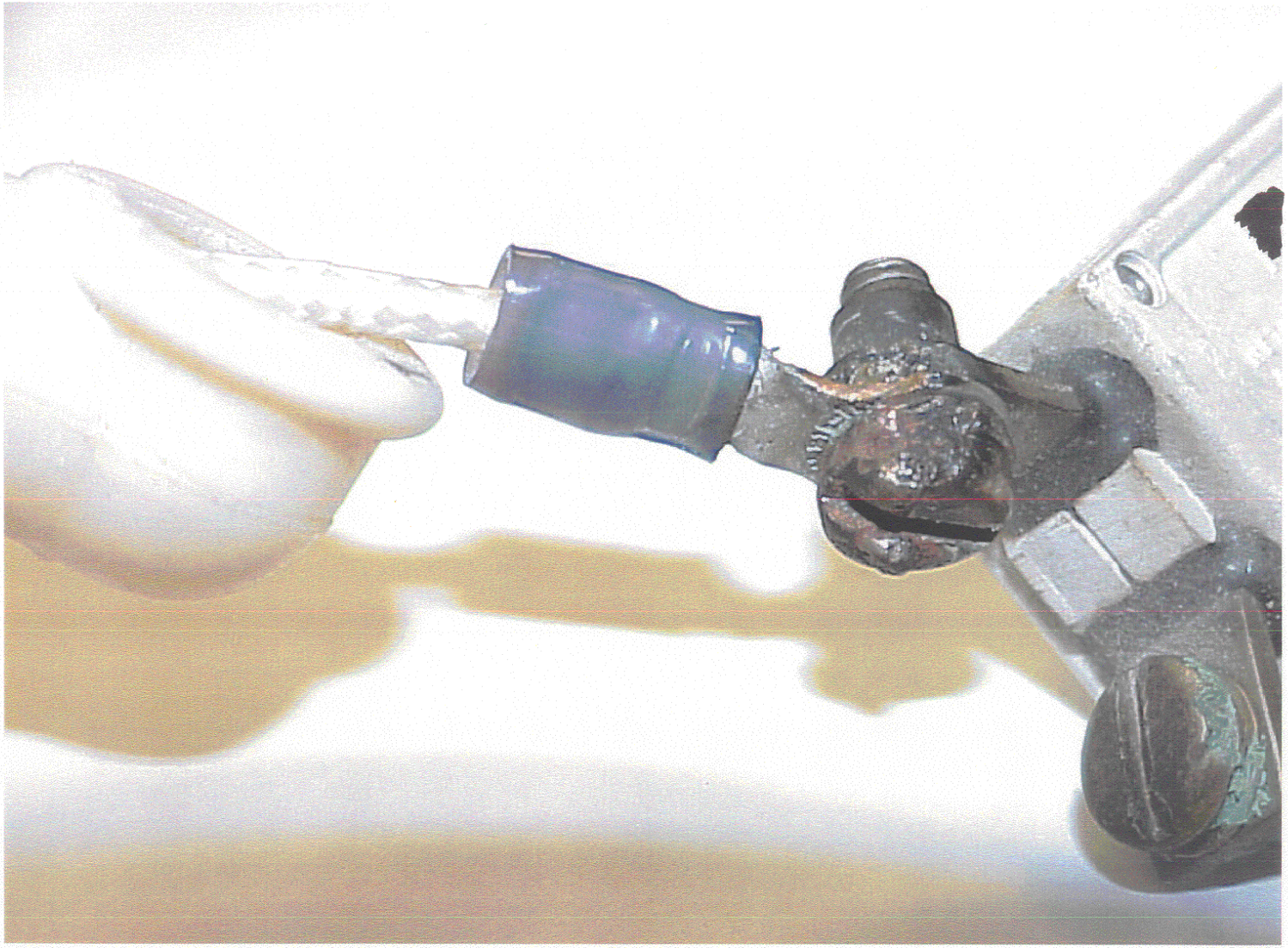
* For the purposes of testing a sample is considered to be one phase. Three phase breakers are counted as 3 single-phase breakers, and are ether a 3 single-phase, integral breaker or a bussed breaker.

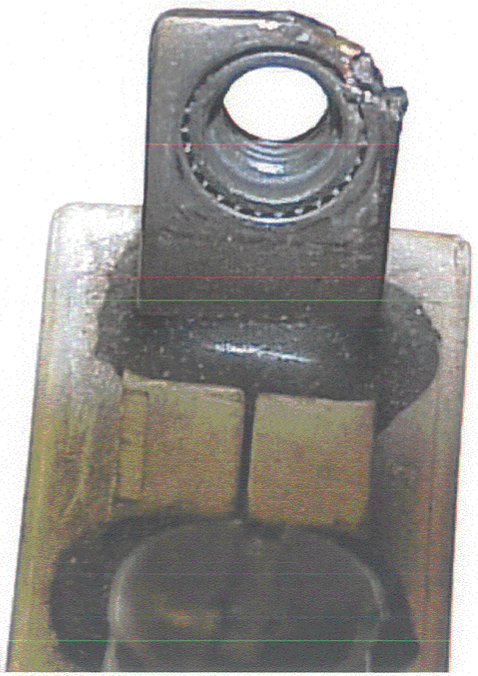
B.2 CIRCUIT BREAKER EXAMPLES.

09/07/2001

file://E:\ASPCLDOC\50-20-011 FAA\Photographs\Inventory iPhotos\HD181V3.jpg







B.3 INVENTORY AND PHYSICAL PROPERTIES.

Circuit Breaker Inventory and Visual Inspection Datasheet

A/C Source	Current Rating: (amps)			
1 - DC-10	A - 1/2	D - 3	G - 8	J - 20
2 - 727-232	B - 1	E - 5	H - 10	K - 50
	C - 2	F - 7.5	I - 15	

Part Numbering Notation	ex: AB103
A (Panel #), B (current rating), 103 (unique specimen #)	
P1 - Prosess 1 Sample	
P2- Process 2 sample	

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
1	1	A	D	001	AC Bus 1 / Electrical/28 V AC Bus 1 Xfmr	A-3		1	0974A	Closed	White	N	N	Y	N	Possible liquid spill on body
1	1	A	D	002	AC Bus 1 /Misc/Anti-Skid Control	A-3		1	0974A	Closed	White	N	N	Y	N	Very Dusty/ Possible spillage
1	2	A	D	003	AC Bus 2/Electrical/28V AC Bus 2 XFMR	A-3		1	0874A	Closed	White	N	N	Y	N	Very Dusty/ Possible spillage
1	2	A	D	004	AC Bus 3/ Electrical/ 28V AC Bus 3 XFMR	A-3		1	0874A	Closed	White	N	N	Y	N	Very Dusty/ Possible spillage
1	2	A	D	005	AC Bus 3/ Misc/ Anti Skid Cont	A-3		1	0874A	Closed	White	N	N	Y	N	Very Dusty
1	2	A	D	006	AC GND Service/ Electrical/ 28V AC Bus 3 XFMR Gnd Service	A-3		1	0974A	Closed	White	N	N	Y	N	Very Dusty
1	1	A	E	007	DC Bus 2/Cockpit Door Lock	A-5		1	1091A	Open	White	N	N	N	N	
1	1	A	E	008	AC Bus 3/First Officers Seat Power/Phase A	A-5		1	0792A	Closed	White	N	N	N	N	Possible spillage
1	2	A	E	009	DC Bus 2/Cabin Overhead Ltg Overhead Cont	A-5		1	0874A	Closed	White	N	N	Y	N	Very Dusty
1	2	A	E	010	DC Bus 1/ Warn Lt Dimming and Test	A-5		1	0874A	Closed	White	N	N	Y	N	Very Dusty
1	2	A	E	011	AC Bus 1/ Lighting/ F E Work Table Lt	A-5		1	0874A	Closed	White	N	N	Y	N	Possible spillage
1	1	A	H	012	AC Buss 2/Nose Landing and Taxi Light Left	A-10		1	0974A	Closed	White	N	N	Y	N	Possible spillage
1	2	A	H	013	AC Bus 2 / Misc / Parking Brake Valve	A-10		1	0974A	Closed	White	N	N	Y	N	Dusty
1	2	A	H	014	AC Bus 2/Lighting/Nose Landing & Taxi Rt	A-10		1	0583A	Closed	White	N	N	Y	N	Dusty/Possible spillage
1	2	A	H	015	AC Ground Service / Electrical / TR-2B Input	M-10		A	8739	Closed	White	N	N	Y	N	Very Dusty
1	2	A	H	015	AC Ground Service / Electrical / TR-2B Input	M-10		B	8739	Closed	White	N	N	Y	N	Very Dusty
1	2	A	H	015	AC Ground Service / Electrical / TR-2B Input	M-10		C	8739	Closed	White	N	N	Y	N	Very Dusty
1	2	A	I	018	AC Ground Service / Electrical / 115V AC Utility Outlets / Cockpit	G-15	BACC18R15B	1	9011	Closed	White	N	N	N	N	Dusty
1	2	A	I	019	AC Ground Service / Electrical / 115V AC Utility Outlets / Avionics Compt	G-15	BACC18R15B	1	9044	Closed	White	N	N	N	N	Dusty
1	1	B	A	020	Battery Direct Bus/Battery Bus Feed/Bat	L-5		1	7207	Closed	Blue	N	N	N	N	
1	1	B	A	021	Battery Direct Bus/Electric Clock	L-5		1	8203	Closed	Blue	N	N	N	N	

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
AD001	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Load wire wrapped back			AAA/1X401A24
AD002	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N				AAA/G51C20
AD003	N	N	N	Inspector's lacquer on one	N	N	N		N	N	N	N				AAA/2X401A24
AD004	N	N	N	Inspector's lacquer on one	N	N	N		N	N	N	N				AAA/3X401B24
AD005	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Extremely Dirty			CCC/G52C20
AD006	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			X351D8A/3X404A 24
AE007	N	N	N	Stainless steel screw on line term	N	N	N		N	N	N	N	Extremely Dirty			Buss Bar/M1149C24
AE008	N	N	N	Both screws stainless steel	N	N	N		N	N	N	N	Dirty			AAA/M6C24A
AE009	N	N	N	Inspector's lacquer on one	N	N	N		N	N	N	N	VERY DIRTY			B7-32/L800A22
AE010	N	N	N	Inspector's lacquer on one	N	N	N		N	N	N	N	VERY DIRTY			P176A8/W475K24
AE011	N	N	N	INSPECTOR'S LACQUER	N	N	N		N	N	N	N				BBB / L725A24
AH012	N	N	N	Both screws stainless steel/Inspector's lacquer	N	N	N		N	N	N	N	Dirty			BBB/1L2408B16
AH013	N	N	N	INSPECTOR'S LACQUER	N	N	N		N	N	N	N	DIRTY			AAA / G50C18
AH014	N	N	N		N	N	N		N	N	N	N	Dirty			BBB/2L2408B16
AH015	N	N	N	Inspector's Lacquer	N	N	N	Very Dusty	N	N	N	N	Gooey/Dirty			X351D8A / X309A16A
AH015	N	N	N	Inspector's Lacquer	N	N	N	Very Dusty	N	N	N	N	Gooey/Dirty			X353D8B / X310A16B
AH015	N	N	N	Inspector's Lacquer	N	N	N	Very Dusty	N	N	N	N	Gooey/Dirty			X353D8C / X311A16C
AI018	N	N	N		N	N	N		N	N	N	N				X353C8C / X426B16
AI019	N	N	N		N	N	N		N	N	N	N				X353C8C / X433A16
BA020	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P27D16N,B759,P 486/P22D22
BA021	N	N	N		N	N	N		N	N	N	N	Dirty			P27D16N,B759,P 486/D1000A22

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
1	2	B	A	022	Battery Bus / ACARS	B-0.5	BACC1 8U-05	1	0569A	Closed	White	N	N	N	N	Cap Broken
1	2	B	A	023	Battery Direct Bus / Battery Bus Feeds / L Tie	L-5		1	7417	Closed	Blue	N	N	N	N	Dusty
1	2	B	A	024	Battery Direct Bus / Battery Bus Feeds / R Tie	L-5		1	7417	Closed	Blue	N	N	N	N	Dusty
1	2	B	A	025	Battery Direct Bus / Bat Dir & Left Emer DC Feed	L-5		1	7408	Closed	Blue	N	N	N	N	Dusty
1	2	B	A	026	Battery Direct Bus / Emer Inverter Pwr	L-5		1	7417	Closed	Blue	N	N	N	N	Dusty
1	1	B	D	027	Left Emer AC Bus/ G/ Capt HSI Heading	A-3		1	0374A	Open	White	N	N	N	N	
1	1	B	D	028	Left Emer DC Bus/VHF NAV 1 VOR	A-3		1	0874A	Closed	White	N	N	N	N	
1	1	B	D	029	Right Emer AC Bus/Compass 2	A-3		1	0374A	Closed	White	N	N	N	N	
1	2	B	D	030	Right Emer DC Bus / Upper Yaw Damper B	A-3		1	0374A	Open	White	N	N	N	N	
1	2	B	D	031	Battery Bus / DB-VG Switch Unit	A-3		1	0374A	Closed	White	N	N	N	N	Dirty
1	2	B	D	032	Left Emer AC Bus / 28V AC / Capt Mach Airspeed Ind	A-3		1	0374A	Closed	White	N	N	N	N	
1	2	B	D	033	Left Emer AC Bus / Lower Yaw Damper A	A-3		1	0374A	Closed	White	N	N	N	N	
1	2	B	D	034	Right Emer AC Bus / 28 V AC / Attitude 2	A-3		1	0374A	Closed	White	N	N	N	N	
1	2	B	D	035	Battery Bus / Standby Horiz	A-3		1	0374A	Closed	White	N	N	N	N	
1	2	B	D	036	Right Emer DC Bus / F/O OBS & Avionic Audio	A-3		1	0374A	Closed	White	N	N	N	N	Dusty
1	2	B	D	037	Right Emer AC Bus / F/O Vert Speed Ind	A-3		1	0374A	Closed	White	N	N	N	N	
1	2	B	D	038	Right Emer AC Bus / 28 V AC / F/O Horizon	B-3	BACC1 8U-3	1	0188A	Closed	White	N	N	N	N	Clean, Looks like new
1	1	B	E	039	Baattery Bus/Aux Hyd Pump Ctl & Lights	B-5		1	0674A	Open	White	N	N	Y	N	
1	1	B	E	040	Battery Direct Bus/Emer & Bat Bus Off Lts	B-5		1	0674A	Closed	White	N	N	N	N	
1	2	B	E	041	Left Emer DC Bus / L Emer DC Bus Sensing	B-5		1	0674A	Open	White	N	N	N	N	
1	2	B	E	042	Right Emer DC Bus / Right Emer DC Bus Sensing	B-5		1	0674A	Closed	White	N	N	N	N	
1	2	B	E	043	Left Emer AC Bus / Capt Pitot Heat	B-5		1	0674A	Closed	White	N	N	N	N	
1	2	B	E	044	Battery Bus / Eng Start & Ignition Cont	B-5		1	0674A	Closed	White	N	N	N	N	

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
BA022	N	N	N		N	N	N		N	N	N	N				RC003-22 / RC062-22
BA023	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N				B7-59, P27D16N, P27C16N / P23B22
BA024	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			B7-59, P27D16N, P27C16N / P24B22
BA025	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			B7-59, P27D16N, P27C16N / P21D22
BA026	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			B7-59, P27D16N, P27C16N / V411D22
BD027	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			B756,1X42DA16/1F2A24
BD028	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			B7-45,P8C10,P8D10/ 1RN4E22
BD029	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			2F1L24
BD030	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N				P7C10 / 2C642AL20
BD031	N	N	N	3 Lugs on load terminal / Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			B7-51 / 3F7001D-22, F501A22, F501F22
BD032	N	N	N		N	N	N		N	N	N	N	Dirty			B7-56, 1X420A16 / 1F1619R24
BD033	N	N	N	Inspector's Lacquer / Load screw appears older	N	N	N		N	N	N	N	Dirty			X326A10 / 1C1017A20
BD034	N	N	N	Inspector's Lacquer / Line screw is hex head and load screw is standard slotted	N	N	N		N	N	N	N	Dirty			2X420A16 / 2F471D24
BD035	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			P6A6 / 3F599D24
BD036	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			P7C10 / R23A24
BD037	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			1F-12948-300 / 2F1710F24
BD038	N	N	N		N	N	N		N	N	N	N	Dirty	Looks like new wire		2X420A16 / 2F443R20
BE039	N	N	N	Inspector's lacquer	N	N	N	2 lugs on load terminal	N	N	N	N	Dirty			P6A6/M1507A18, M1525A24
BE040	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P4A6/P201A24
BE041	N	N	N	Inspector's lacquer	N	N	N	2 lugs on load terminal	N	N	N	N				P8C10, P2D10, B745 / P216G-22, P216A24
BE042	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			P7C10 / P215A24
BE043	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			X326A10 / F2108A22
BE044	N	N	N	Inspector's Lacquer, Line screw darker than load screw	N	N	N		N	N	N	N	Dirty			P6A6 / K201A20

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
1	1	B	H	045	Battery Bus/Hyd Motor Pumps Cont & Lts/1-3	B-10		1	0674A	Open	White	N	N	N	N	
1	1	B	H	046	Battery Bus/APU Gen Cont	B-10		1	0674A	Closed	White	N	N	N	N	
1	1	B	H	047	Left Emer DC Bus/VHF Comm 1	B-10		1	0674A	Closed	White	N	N	N	N	
1	2	B	H	048	Battery Bus / Hyd Motor Pumps cont & Lts / 2-3	B-10		1	0674A	Open	White	N	N	N	N	
1	2	B	H	049	Battery Bus / APU Door Cont	B-10		1	0486A	Closed	White	N	N	N	N	Clean, Looks like new
1	2	B	H	050	Left Emer DC Bus / Cargo Smoke Det & Lts	B-10		1	0785a	Closed	White	N	N	N	N	
1	2	B	H	051	Left Emer DC Bus / Emer Lts Standby	B-10		1	0674A	Closed	White	N	N	N	N	
1	2	B	H	052	Battery Bus / Cargo Fire control / Agent 1	B-10		1	0685A	Closed	White	N	N	N	N	
1	2	B	H	053	Battery Direct Bus / Fire X Control / Agent 1	B-10		1	0674A	Closed	White	N	N	N	N	
1	2	B	H	054	Battery Bus / AC Bus Cont	B-10		1	1184A	Closed	White	N	N	N	N	
1	2	B	H	055	Right Emer DC Bus / VF Comm 2	B-10		1	1185A	Closed	White	N	N	N	N	
1	2	B	H	056	Right Emer AC Bus / INS 2 Pri Pwr	B-10		1	1185A	Closed	White	N	N	N	N	Clean, Looks like new
1	2	B	H	057	Right Emer DC Bus / VHF Comm 3	B-10		1	0674A	Closed	White	N	N	N	N	
1	2	B	H	058	Battery Bus / APU Start Pump	B-10		1	0674A	Closed	White	N	N	N	N	
1	2	B	H	059	Battery Direct Bus / Firex Control / Agent 2	B-10		1	0674A	Closed	White	N	N	N	N	
1	2	B	H	089	Right Emer DC Bus / VHF Comm 1	B-10		1	0574A	Closed	White	N	N	N	N	
1	2	B	H	090	Battery Bus / Cargo Fire Control / Agent 2	B-10		1	0686A	Closed	White	N	N	N	N	
1	2	B	H	060	Right Emer AC Bus / TR-3 Input	M-10		A	7	Closed	White	N	N	N	N	
1	2	B	H	060	Right Emer AC Bus / TR-3 Input	M-10		B	7	Closed	White	N	N	N	N	
1	2	B	H	060	Right Emer AC Bus / TR-3 Input	M-10		C	7	Closed	White	N	N	N	N	
1	2	B	I	063	Battery Bus / APU Cont & Fuel Valve	G-15	BACC18R15B	1	9408	Closed	White	N	N	N	N	
1	2	B	I	064	Battery Direct Bus / CSD Disc	P-15		1	1173	Closed	White	N	N	N	N	Dirty
1	2	B	J	065	Battery Direct Bus / Gnd Fued Inv Pwr & Hi Level Test	P-20		1	374	Closed	White	N	N	N	N	Dirty
1	1	C	D	066	AC Bus 3/Entertainment Tape	A-3		1	0874A	Open	White	N	N	N	N	Dusty

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
BH045	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P6A6/1M1600A16
BH046	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P6A6/4V1A16
BH047	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			PAC10,P7C10,P8D10/1RV1A16
BH048	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P6A6 / 2M1600A16
BH049	N	N	N	Inspector's Lacquer on ring terminal but not on screws	N	N	N	AWG 16 wire in red ring terminal not AWG 18	N	N	N	N	Dirty			P6A6 / K301A16
BH050	N	N	N		N	N	N		N	N	N	N	Dirty	Kapton		P8D10 / W1768Y18
BH051	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			P8C10 / L2711A18
BH052	N	N	N		N	N	N	Plastic ferrule on wire in lug insulation	N	N	N	N	Dirty	Kapton		P6A6 / W225A20
BH053	N	N	N	Inspector's Lacquer / 2 lugs on load terminal	N	N	N		N	N	N	N	Dirty			P4A6, 1F-12948-750 / W201B20, W201A20
BH054	N	N	N		N	N	N		N	N	N	N	Dirty			P6A6 / V126A16
BH055	N	N	N		N	N	N		N	N	N	N		Looks like new wire		P7C10 / 2RL84A-20
BH056	N	N	N		N	N	N		N	N	N	N		Looks like new wire		1F-14830-502 / 2F7095B-16
BH057	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			P7C10 / 3RV1A16
BH058	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			P6A6 / Q653A16
BH059	N	N	N	Inspector's Lacquer / 2 lugs on load and line terminals	N	N	N		N	N	N	N	Dirty			RC062-22, P4A6 / W203B20, W203A20
BH089	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			P7C10 / 2RV1A16
BH090	N	N	N		N	N	N		N	N	N	N	Kapton			P6A6 / W228A20
BH060	N	N	N	Inspector's Lacquer / 2 lugs on line terminals	N	N	N		N	N	N	N	Dirty			X274A8A / X313A16A
BH060	N	N	N	Inspector's Lacquer / 2 lugs on line terminals	N	N	N		N	N	N	N	Dirty			X275A8B / X314A16B
BH060	N	N	N	Inspector's Lacquer / 2 lugs on line terminals	N	N	N		N	N	N	N	Dirty			X276A8C, 1F-14830-502 / X315A16C
BI063	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N				K259D10, K259A18 / P6A6
BI064	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			B7-52, P4A6 / E1050A16
BJ065	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			B7-52, P4A6 / E875A16
CD066	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			AAA, 1X228F8A / RZ600A24

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
1	1	C	D	067	AC Bus 3/ Elev Load Feel & Flap Lim	B-3	BACC1 8U3	1	0489A	Closed	White	N	N	N	N	
1	1	C	D	068	AC Bus 3-TAS/SAT Inc	B-3	BACC1 8U3	1	0887A	Closed	White	N	N	N	N	
1	2	C	D	069	AC Bus 3 / 28V AC/ Capt & F/O RMI VOR Bearing Nav 2	A-3		1	0874A	Open	White	N	N	N	N	Dusty
1	2	C	D	070	AC Bus 3 / Main Multiplexer	A-3		1	0874A	Open	White	N	N	N	N	Dusty
1	2	C	D	071	AC Bus 1 / Misc / Left Avionics 28V AC Bus Xformer	A-3		1	0874A	Closed	White	N	N	N	Y	Dusty
1	2	C	D	072	DC Bus 3 / Hor Stab Trim Rate Cont 2	K-3		1	8713	Closed	Blue	N	N	N	N	
1	2	C	D	073	AC Bus 1 / Misc / Attitude 3	A-3		1	0874A	Closed	White	N	N	N	N	
1	2	C	D	074	AC Bus 1 / Navigation / ILS 1	B-3	BACC1 8U-3	1	1069A	Closed	White	N	N	N	N	Clean, Looks like new
1	2	C	D	075	DC Bus 1 / Elev Load Feel & Flap Lim 1	B-3	BACC1 8U-3	1	0590A	Closed	White	N	N	N	N	Clean, Looks like new
1	2	C	D	076	DC Bus 3 / Standby Altimeter Vibrator	A-3		1	0874A	Closed	White	N	N	N	N	
1	2	C	D	077	AC Bus 1 / Communication / Sel Cal 1	A-3		1	0874A	Closed	White	N	N	N	N	
1	2	C	D	078	DC Bus 3 / Flight Guidance 2 / Control Panel	A-3		1	0874A	Closed	White	N	N	N	N	
1	1	C	E	079	AC Bus 1/Navigation/ATC-1	A-5		1	0289A	Closed	White	N	N	N	N	
1	2	C	E	080	AC Bus 1 / Communication / Service Interphone / Call Reset	A-5		1	0874A	Open	White	N	N	N	N	Dusty
1	2	C	E	081	DC Bus 1 / Flight Guidance 1 / Roll	A-5		1	0674A	Closed	White	N	N	N	N	Dusty
1	2	C	E	082	DC Bus 3 / F/O Stick Shaker	A-5		1	0874A	Closed	White	N	N	N	N	
1	2	C	E	083	AC Bus 1 / Navigation / TCAS	A-5		1	0289A	Closed	White	N	N	N	N	
1	1	C	H	084	AC Bus 1 / Navigation / INS-1 Pri Pwr	H-10		1	7807	Closed	White	N	N	N	N	
1	2	C	H	085	DC Bus 1 / Flight Guidance 1 / Pitch	A-10		1	0974A	Closed	White	N	N	N	N	
1	2	C	H	086	DC Bus 3 / Flight Guidance 2 / Pitch	A-10		1	1087A	Closed	White	N	N	N	N	Clean, Looks like new

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
CD067	N	N	N	Lock washers against lugs/Inspector's lacquer on lug ring	N	N	N		N	N	N	N	Dirty			AAA, 1X228F8A / 2C1218M20
CD068	N	N	N	Both lock washers against lugs/Inspector's lacquer	N	N	N		N	N	N	N	Dirty			28V AC / F1734F22
CD069	N	N	N	nspector's Lacque	N	N	N		N	N	N	N	Dirty			B7-43, 2X417A16 / 2F151A24
CD070	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			AAA, 1X228F8A / RZ650A24
CD071	N	N	N	Inspector's Lacquer / Line terminal blackened from arcing	N	N	N	Indication of arcing	N	N	N	N	Dirty	Buss wire not original		AAA-16, 1X228F8A / 1XL16A22
CD072	N	N	N		N	N	N		N	N	N	N	Dirty			P178D8 / 2C1236A20
CD073	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			1X417A16 / 3F508A22
CD074	N	N	N		N	N	N		N	N	N	N	Dirty			AAA, 1X228F8A / 1RN21D22
CD075	N	N	N	Lock washers against lugs	N	N	N		N	N	N	N	Dirty			P176AD8 / 1C1227L20
CD076	N	N	N	Inspector's Lacquer on line terminal	N	N	N		N	N	N	N	Dirty			P178B8 / F1519A22
CD077	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			AAA, 1X228F8A / RV217A22
CD078	N	N	N	Inspector's Lacquer on line terminal	N	N	N		N	N	N	N	Dirty			P178D8 / 2C1812E20
CE079	N	N	N		N	N	N		N	N	N	N	Dirty		CD071V1, CD071V2, CD071V3, CD071V4	AAA, 1X228F8A / 1SX36A-22
CE080	N	N	N	Inspector's Lacquer / 2 lugs on load terminal	N	N	N		N	N	N	N	Dirty			P176D8 / RZ901G18, RZ901A22
CE081	N	N	N	Inspector's Lacquer on load terminal	N	N	N		N	N	N	N	Dirty			P176D8 / 1C703A20
CE082	N	N	N	Inspector's Lacquer / 2 terminals on load terminal	N	N	N		N	N	N	N	Dirty			P178D8 / 2F2001A20, 2F2001K20
CE083	N	N	N		N	N	N		N	N	N	N	Dirty	Red		AAA, 1X228F8A / TQ7000A-20
CH084	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			1F-9327-2,BBB/1F7095B16
CH085	N	N	N	Inspector's Lacquer / 2 lugs on Load terminal	N	N	N		N	N	N	N	Dirty			P178D8 / 1C702A16, 1C702B16
CH086	N	N	N	Inspector's Lacquer on ring terminals only / 2 lugs on load terminal	N	N	N		N	N	N	N	Dirty			P178D8 / 2C102A16, 2C102B16

Panel Info		Circuit Breaker Information								Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
1	2	C	H	087	DC Bus 1 / Communication / HF Comm 1	A-10		1	1185A	Closed	White	N	N	N	N	
1	2	C	H	088	AC Bus 3/ Weather Rader 2 / Xcvr	A-10		1	0974A	Closed	White	N	N	N	N	
1	1	D	A	091	DC Sys / Aux Hyd Pump 1	L-5		1	9346	Closed	Blue	N	N	N	N	
1	1	D	A	092	DC Sys / DC X Tie	L-5		1	7417	Closed	Blue	N	N	N	N	
1	1	D	A	093	DC Sys / TR 3 Output	L-5		1	7425	Closed	Blue	N	N	N	N	Very Dusty
1	1	D	A	094	Fuel / Gen Bus / AC Bus 1 / Fuel Pump Power / Tank 3 Trans	L-5		1	7408	Closed	Blue	N	N	N	N	Very Dirty
1	1	D	A	095	Fuel / Gen Bus / AC Bus 2 / Fuel Pump Power / Tank 3 Aft	L-5		1	7439	Closed	Blue	N	N	N	N	Very Dusty
1	2	D	A	096	AC Gnd Service / Aux Hyd Pump 2	L-5		1	9350	Open	Blue	N	N	Y	N	Very Dusty
1	2	D	A	097	AC Gnd Service / Cockpit Ground Service Bus / A Phase	L-5		1	9137	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	098	AC Gnd Service / Cockpit Ground Service Bus / C Phase	L-5		1	9137	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	099	AC Gnd Service / Fwd & Mid Cabin Gnd Service Bus / B Phase	L-5		1	8823	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	100	AC Gnd Service / Over Wing & Aft Cabin Gnd Service Bus / A Phase	L-5		1	7425	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	101	AC Gnd Service / Over Wing & Aft Cabin Gnd Service Bus / C Phase	L-5		1	9211	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	102	AC Bus 1 / DC Sys / DC Bus Tie Sensing / Right	L-5		1	7425	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	103	AC Bus 1 / DC Sys / DC Bus 1	L-5		1	7425	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	104	AC Bus 1 / Gen Bus / AC Bus 1 / B Phase	L-5		1	7423	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	105	AC Bus 1 / Gen Bus / Cabin Bus 1	L-5		1	7425	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	106	AC Bus 1 / Gen Bus / TR 1 Input	L-5		1	7425	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	107	AC Bus 1 / Gen Bus / Fuel / Fuel Pump Power / Tank 2 Fwd	L-5		1	7408	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	108	AC Bus 2 / DC Sys / TR 2A Output	L-5		1	7417	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	109	AC Bus 2 / DC Sys / DC Bus 2	L-5		1	7445	Closed	Blue	N	N	Y	N	Very Dusty

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
CH087	N	N	N		N	N	N		N	N	N	N	New			P176D8 / 1RL84A-20 / B1-1227
CH088	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			AAA, 3X228F8A / 2SS20E18
DA091	N	N	N	Screws are too short	N	N	N		N	N	N	N	Dirty			V354B16N,V354A16N/M1404D22
DA092	N	N	N	2 wires in load lug/Inspector's lacquer	N	N	N		N	N	N	N	Dirty			V380B16N,V380A16N/P161D22
DA093	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			V382B16N,V382A16/P88A22
DA094	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			1V57A16N/3Q376D22
DA095	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			2V57616N/3Q371D22
DA096	N	N	N	Inspector's Lacquer on ring terminal but not on screws	N	N	N		N	N	N	N	Dirty			V354B16N,V354A16N / M1402D22
DA097	N	N	N	Inspector's Lacquer on ring terminal but not on screws	N	N	N		N	N	N	N	Dirty			V354B16N, V354A16N / V351D22
DA098	N	N	N	Inspector's Lacquer on ring terminal but not on screws	N	N	N		N	N	N	N	Dirty			V354B16N, V354A16N / V353D22
DA099	N	N	N	Inspector's Lacquer on ring terminal but not on screws	N	N	N		N	N	N	N	Dirty			V354B16N, V354A16N / V452A22
DA100	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			V354B16N, V354A16N / V457A22
DA101	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			V354B16N, V354A16N / V459A22
DA102	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			V381A16N, V381B16N / P34B22
DA103	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			V381A16N, V381B16N / P182B22
DA104	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			1V57A16N, 1V57B16N / 1V52D22
DA105	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			1V57A16N, 1V57B16N / V470E22
DA106	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			1V57A16N, 1V57B16N / V376A22
DA107	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			1V57A16N, 1V57B16N / 2Q371D22
DA108	Y	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			V380B16N, V380A16N / P86A22
DA109	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			V380B16N, V380A16N / P184B22

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
1	2	D	A	110	AC Bus 2 / Gen Bus / AC Bus 2 / B Phase	L-5		1	9129	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	111	AC Bus 2 / Gen Bus / Gnd Service Tie Relay Cont	L-5		1	7417	Closed	Blue	N	N	N	N	
1	2	D	A	112	AC Bus 2 / Gen Bus / Fuel / Fuel Pump Power / Tank 1 Trans	L-5		1	7423	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	113	AC Bus 3 / Gen Sys / AC Bus 3 / B Phase	L-5		1	7423	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	114	Ac Bus 3 / Gen sys / Cabin Bus 3	L-5		1	7408	Closed	Blue	N	N	Y	N	Very Dusty
1	2	D	A	115	AC Bus 3 / Gen Sys / Fuel / Fuel Pump Power / Tank 3 Fwd	L-5		1	7425	Closed	Blue	N	N	Y	N	Very Dusty
1	1	D	E	116	Ice & Rain / AC Bus 2 / Tap Probe Heat	TI		1	0874A	Open	White	N	N	Y	N	Very Dusty
1	1	D	E	117	Ice & Rain / AC Bus 3 / R Angle Attack Heat	A-5		1	0874A	Open	White	N	N	Y	N	Very Dusty
1	1	D	E	118	Cabin Press & Pneumatics / Ac Bus 2 / Cabin Pass Auto Cont	A-5		1	0996	Closed	White	N	N	Y	N	Very Dusty
1	2	D	E	119	AC Bus 1 / 28 V AC / Air Conditioning / Left Angle Attack / Heat	A-5		1	0874A	Open	White	N	N	Y	N	Very Dusty
1	2	D	E	120	AC Bus 2 / Air Conditioning / Cabin Manual Temp Cont	A-5		1	0674A	Open	White	N	N	Y	N	Very Dusty
1	2	D	E	121	AC Bus 2 / Ice & Rain / Lavatory Drain Mast Heat / Fwd	A-5		1	0874A	Open	White	N	N	Y	N	Very Dusty
1	2	D	E	122	AC Bus 3 / Air Conditioning / Auto Temp Cont Pack 1	A-5		1	0874A	Open	White	N	N	Y	N	Very Dusty
1	2	D	E	123	DC Bus 1 / Air Conditioning / Cabin Temp Ind	A-5		1	0674A	Open	White	N	N	Y	N	Very Dusty
1	2	D	E	124	DC Bus 1 / Ice & Rain / L Windshield Anti-Ice	A-5		1	0874A	Open	White	N	N	Y	N	Very Dusty
1	2	D	E	125	AC Bus 3 / Cabin Press & Pneumatics / Pass Oxy Release L/R Aft Cabin	A-5		1	0674A	Open	White	N	N	Y	N	Very Dusty
1	2	D	E	126	DC Bus 2 / Cabin Pres & Pneumatics / Cabin Pres Relief Lt	A-5		1	0874A	Open	White	N	N	Y	N	Very Dusty
1	2	D	E	127	DC Bus 2 / Air Conditioning / Duct Avionic Compt Overht Lt	A-5		1	0874A	Open	White	N	N	Y	N	Very Dusty

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
DA110	N	N	N	Inspector's Lacquer on ring terminal but not on screws	N	N	N		N	N	N	N	Dirty			2V57B16N, 2V57A16N / 2V52D22
DA111	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			2V57B16N, 2V57A16N / V624E22
DA112	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			2V57B16N, 2V57A16N / 1Q381D22
DA113	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			3V57B16N, 3V57A16N / 3V52D22
DA114	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			3V57B16N, 3V57A16N / V474E22
DA115	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			3V57B16N, 3V57A16N / 3Q381D22
DE116	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			CCC / F2132C20
DE117	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			BBB / 3F2140A20
DE118	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			CCC / H250E24
DE119	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			1X403B16 / 1F2141A20
DE120	N	N	N	Inspector's lacquer / 3 lugs on load terminal	N	N	N		N	N	N	N	Dirty			2X229D8B / 3H650A22, 4H650A22, 5H650A22
DE121	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			2X229D8B / H1400A22
DE122	N	N	N	Inspector's Lacquer	N	N	N		N	N	N	N	Dirty			AAA, 3X228D8A / 1H857A22
DE123	N	N	N	Inspector's lacquer / 3 lugs on load terminal	N	N	N		N	N	N	N	Dirty			P176B8 / D318B24, D318C24, D318E24
DE124	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P176B8 / 1H1102E22
DE125	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			CCC, 3X230D8C / W329R18
DE126	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P177B8 / D125C24
DE127	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P177B8 / H500E22

Panel Info		Circuit Breaker Information								Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
1	2	D	E	128	DC Bus 2 / Air Conditioning / Trim Air Manual Shutoff	A-5		1	0874A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	E	129	DC Bus 2 / Cabin Pres & Pneumatics / Pneu Temp Hi Lt Eng 2	A-5		1	0291A	Closed	White	N	N	Y	N	Very Dusty / Blue printing
1	2	D	E	130	DC Bus 3 / Cabin Pres & Pneumatics / Hi Stage Open Lt / Eng 3	A-5		1	0874A	Closed	White	N	N	Y	N	Evidence of spillage / Very Dusty
1	2	D	E	131	DC Bus 3 / Cabin Pres & Pneumatics / Manifold Failure Det Lt Loop 3	A-5		1	0874A	Closed	White	N	N	Y	N	Evidence of spillage / Very Dusty
1	2	D	E	132	AC Bus 3 / 28 V AC / Air Conditioning / R Angle Attack Heat	A-5		1	0874A	Closed	White	N	N	Y	N	Evidence of water spillage / Very Dusty
1	2	D	E	133	AC Bus 2 / Air Conditioning / Cockpit Auto Temp Cont	A-5		1	0874A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	E	134	AC Bus 1 / Cabin Pres & Pneumatics / Pneu Sys Cont Eng 1	A-5		1	0874A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	E	135	DC Bus 3 / Engine / Oil Temp Ind / Eng 3	A-5		1	0674A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	E	136	DC Bus 1 / Hydraulic / Hyd Temp Ind 1	A-5		1	0874A	Closed	White	N	N	Y	N	Very Dusty
1	1	D	H	137	AC Bus 3/Radio Rack Fan/ A Phase	A-10		1	1274A	Closed	White	N	N	Y	N	Very Dusty
1	1	D	H	138	AC Bus 3/Static Port Heat	A-10		1	0974A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	H	139	AC Bus 3 / Cabin Press & Pneumatics / Radio Rack Fan / Phase B	A-10		1	0974A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	H	140	AC Bus 3 / Cabin Press & Pneumatics / Radio Rack Fan / Phase C	A-10		1	1274A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	H	141	AC Bus 3 / Ice & Rain / R Windshield Defog	A-10		1	0974A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	H	142	AC Bus 3 / Ice & Rain / R Clearview Defog	A-10		1	0991A	Closed	White	N	N	Y	N	Very Dusty / Blue printing
1	2	D	H	143	AC Bus 3 / Ice & Rain / R Windshield Anti-ice / Cont	A-10		1	0974A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	H	144	AC Bus 1 / Air Conditioning / Avionic Compartment Fan / Phase A	A-10		1	0974A	Closed	White	N	N	Y	N	Very Dusty

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
DE128	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P177B8 / H523A22
DE129	N	N	N	Inspector's lacquer on ring terminals only	N	N	N		N	N	N	N	Dirty			P177B8 / 2H2050C24
DE130	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty	Only 3 strands holding wire in bus lug		P178B8 / 3H1950C24
DE131	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P178B8 / 3H1800A22
DE132	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			3X403B16 / 3F2141A20
DE133	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			BBB, 2X229D8B / 1H655A22
DE134	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			AAA, 1X228D8A / 1D1250E22
DE135	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P178C8 / 3E551B22
DE136	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P176C8 / 1D900B22
DH137	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			AAA/H121A20A
DH138	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			CCC/3F2132D18
DH139	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			BBB, 3X229D8B / H122A20B
DH140	N	N	N		N	N	N		N	N	N	N	Dirty			CCC, 3X230D8C / H123A20C
DH141	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			BBB, 3X229D8B / 3H1201C20
DH142	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			CCC, 3X230D8C / 3H1200C20
DH143	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			AAA, 3X228D8A / 3H1100C20
DH144	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			AAA, 1X228D8A / H106B20A

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
1	2	D	H	145	AC Bus 1 / Air Conditioning / Avionic Compartment Fan / Phase C	A-10		1	0974A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	H	146	AC Bus 1 / Ice & Rain / L Windshield Defog	A-10		1	0974A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	H	147	AC Bus 3 / Ice & Rain / L Clearview Defog	A-10		1	0974A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	H	148	AC Bus 3 / Ice & Rain / L Windshield Anti-ice / Cont	A-10		1	0974A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	H	149	AC Bus 1 / Ice & Rain / L Static Port Heat	A-10		1	0974A	Closed	White	N	N	Y	N	Very Dusty
1	2	D	I	150	DC Bus 1 / Ice & Rain / L Windshield Wiper / Motor	H-15		1	7413	Open	White	N	N	Y	N	Very Dusty
2	1	E	B	192	Engine #3 / xfmr ind lts / oil temp / press	B-1	BACC1 8U-1	1	1268A	Closed	White	N	N	Dusty	N	
2	2	E	B	151	Fire Protection System / Ovht Lwr Aft Body / Struts W Well	B-1	BACC1 8U-1	1	1168A	Closed	White	N	N	Y	N	Very Dusty
2	2	E	B	152	Engine No. 1 / Xfmr / Ind Lts Oil Temp & Press	B-1	BACC1 8U-1	1	0569A	Closed	White	N	N	Y	N	Very Dusty
2	2	E	D	153	Landing Gear / Aural Warn	C-3	BACC1 8Z3R	1	9548	Closed	Aqua	N	N	Y	N	Discolored line terminal
2	2	E	D	154	Eng / Cooler Valve Control	B-3	BACC1 8U-3	1	0569A	Closed	White	N	N	Y	N	Very Dusty
2	2	E	D	155	Fire Protection System / Engine Detection A / No. 2	B-3	BACC1 8U-3	1	0569A	Closed	White	N	N	Y	N	Very Dusty
2	1	E	E	191	Extinguisher Sys / Rt bottles	G-5	BAC-C18R5B	1	7350	Closed	White	N	N	Y	N	
2	2	E	E	156	Gen No. 2 / Cooler Shutoff	B-5	CC18U-	1	1173A	Closed	White	N	N	Y	N	Very Dusty
2	2	E	E	157	Landing Gear / Anti-skid / Parking Brake / outbd	B-5	CC18U-	1	1173A	Closed	White	N	N	Y	N	Very Dusty
2	2	E	E	158	Eng / Trim	B-5	BACC1 8U-5	1	1173A	Closed	White	N	N	Y	N	Very Dusty
2	1	E	H	184	Engine No.3/ Ignition/ Start	B-10	BACC1 8U10	1	0575A	Closed	White	N	N	Clean	N	Yellow cap on button
2	2	E	H	159	Engine No. 1 / Ignition / Start	B-10	BACC1 8U10	1	0873A	Closed	White	N	N	Y	N	Very Dusty
2	2	E	H	160	Engine No. 2 / Ignition / Start	B-10	BACC1 8U10	1	0873A	Closed	White	N	N	Y	N	Very Dusty

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
DH145	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			CCC, 1X230D8C / H110B20C
DH146	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			BBB, 1X229D8B / 1H1201C20
DH147	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			CCC, 1X230D8C / 1H1200C20
DH148	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			AAA, 1X228D8A / 1H1100C20
DH149	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			CCC, 1X230D8C / 1F2132D18
DI150	N	N	N	Inspector's lacquer	N	N	N		N	N	N	N	Dirty			P176B8 / 1M1175A12
EB192	N	N	N		N	N	N	Lock washer against load lug, 2 wires in line lug	N	N	N	N				W480-231-12, W480-232-12 / W484-047-22 AG
EB151	N	N	N	Lock washer is against the lug	N	N	N	2 lugs on load terminal / 2 wires in one of the lugs	N	N	N	N	Dirty			W480-154-8 / W484-053-22 AG, W484-051-22 AG, W484-052-22 AG
EB152	N	N	N	Lock washer is against the lug	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-201-12, W480-202-12 / W484-046-22 AG
ED153	N	N	N	Lock washer is against the lug on both teminals / Line screw is golden colored	N	N	N		N	N	N	N	Dirty			W480-487-10 / W484-106-22 AG
ED154	N	N	N	Lock washer is against the lug on both terminals	N	N	N		N	N	N	N	Dirty			W480-550-10 / W484-276-22 AF
ED155	N	N	N	Lock washer is against the load lug only	N	N	N	2 lugs on load terminal	N	N	N	N	Dirty			W480-482-10, W480-481-10 / W484-791-22 C, W484-785-22 AF
EE191	N	N	N	Lock washer against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-416-14 AJ, W480-403-14 AJ / W484-131-20 AH
EE156	N	N	N	asher against bot	N	N	N		N	N	N	N	Dirty			W480-196-12 / W484-169-22 AF
EE157	N	N	N	asher against bot	N	N	N	2 wires in load lug	N	N	N	N	Dirty			W480-330-10 / W484-111-22 AF, W484-108-22 AF
EE158	N	N	N	Lock washer against load lug	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-304-8, W480-338-8 / W484-119-22 AH
EH184	N	N	N		N	N	Y	Lock washers on both lugs, 2 wires in load lug	N	N	N	N	Dirty			W484-043-18 AF/w480-409-10W480-408-10
EH159	N	N	N	Lock washer against load lug	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-394-8, W480-407-10 / W484-039-18 AF
EH160	N	N	N	Lock washer against load lug	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-407-10, W480-408-10 / W484-041-18 AF

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection							
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition					
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments	
2	2	E	H	161	Gen No. 1 / DC / Control	B-10	BACC1 8U10	1	0873A	Closed	White	N	N	Y	N	Very Dusty	
2	2	F	D	162	Flight Controls / T/O and Cabin Pressure Aural Warn	B-3	BACC1 8U-3	1	0569A	Closed	White	N	N	Y	N	Very Dusty	
2	1	F	E	188	Flight Controls / Stabilizer Control / Cruise Control	B-5	BACC1 8U-5	1	1173A	Closed	White	N	N	Y	N		
2	1	F	E	190	Hyd Sys / Pmp Cntrl / Sys B #2	B-5	BACC1 8U-5	1	1173A	Closed	White	N	N	Y	N		
2	2	F	E	163	Flight Controls / Leading Edge Valve	B-5	BACC1 8U-5	1	1173A	Closed	White	N	N	Y	N		
2	2	F	E	164	Hydraulic System/ Low Press Lights / Sys B / Pump No. 2	B-5	B ACC18 U-5	1	1173A	Closed	White	N	N	Y	N		
2	1	F	H	189	APU / Cntl Bus	B-10	BACC1 8U10	1	0873A	Closed	White	N	N	Y	N		
2	2	F	H	165	APU / Fire Det.	B-10	BACC1 8U10	1	0873A	Closed	White	N	N	Y	N		
2	1	G	B	199	Windshear / DC1	B-1	BAC-C18U-1	1	1087A	Closed	White	N	N	N	N		
2	2	G	B	166	Stall Warning / Fail Btry	B-1	BACC1 8U-1	1	0569A	Closed	White	N	N	N	N		
2	2	G	B	167	Interphone / Dual Power Source / Serv & Att	B-1	BACC1 8U-1	1	0968A	Closed	White	N	N	N	N		
2	2	G	B	168	Interphone / Dual Power Source / Flt & E/R	B-1	BACC1 8U-1	1	0769A	Closed	White	N	N	N	N		
2	2	G	B	169	Interphone / Dual Power Source / F/O & OBS	B-1	BACC1 8U-1	1	0569A	Closed	White	N	N	N	N		
2	2	G	B	170	Interphone / Dual Power Source / Capt & 3rd C/M	B-1	BACC1 8U-1	1	0769A	Closed	White	N	N	N	N		
2	1	G	D	198	Mach Warning	B-3	BAC-C18U-3	1	0369A	Open	White	N	N	Dusty	N		
2	2	G	D	171	Voice RCDR	C-3	BACC1 8Z3R	1	9242	Closed	Green	N	N	N	N	Line Term. Black in color	
2	2	G	D	172	Mach Warn -1	B-3	BACC1 8U-3	1	0369A	Closed	White	N	N	Y	N	Yellow cap on button, Slightly Dirty	
2	2	G	D	173	Passenger Accomodations / Water Qty ind	B-3	BACC1 8U-3	1	0569A	Closed	White	N	N	Y	N	Slightly Dirty	
2	1	G	E	200	Stall Warning / DC	G-5	BAC-C18R5B	1	7349	Closed	White	N	N	Dirty	N		

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
EH161	N	N	N	Lock washer against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-418-14, W480-405-16 / W484-231-18 AF
FD162	N	N	N	2 lugs on load terminal / lockwasher on load terminal	N	N	N	2 wires in both load lugs	N	N	N	N	Dirty			W480-353-8, W480-729-10 / W484-186-20 AM, W484-143-20 AM, W484-27R-22, W484-27D-22
FE188	N	N	N		N	N	N		N	N	N	N	Dirty			W480-367-10,W98-002-20
FE190	N	N	N	Lock washer against load lug	N	N	N	2 lugs on load side / 2 wires in lug on line	N	N	N	N	Dirty			W480-363-10,W480-370-10,W484-181-22 AM,W480-813-22
FE163	N	N	N	Lock washer against load lug	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-300-10, W480-379-10 / W484-207-20 AI
FE164	N	N	N	Lock washer against both lugs	N	N	N		N	N	N	N	Dirty			W480-342-10 / W484-113-20 AL
FH189	N	N	N		N	N	N	2Wires in each lug	N	N	N	N	Dirty			W480-506-14,W480-508-16,W484-570-18 Y,W484-188-18 AM
FH165	N	N	N	Lock washers against both lugs	N	N	N	2 wires in each lug	N	N	N	N	Dirty			W480-508-16, W480-509-16 / W484-554-18 AL, W484-589-18 Y
GB199	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W033-9019-20,W033-164-22
GB166	N	N	N	Lock washers against both lugs / Lock washer broken	N	N	N		N	N	N	N	Dirty			W33-077-16 / W33-720-22 K
GB167	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W33-140-22 AC, W33-141-22 AA / W033-164-22
GB168	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W33-140-22 AC, W33-139-22 AC / W33-702-22 D
GB169	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W33-139-22 AC, W33-138-22 AC / W33-597-22 D
GB170	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W33-138-22 AC, W33-137-22 AA / W33-596-22 D
GD198	N	N	N	Lock washers against both terminals	N	N	N	2 wires in line lug	N	N	N	N				W33-073-16,W33-069-16,W33-571-22 AA
GD171	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W33-143-16 / W33-704-22 D
GD172	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Slightly Dirty			W33-074-16, W33-075-16 / W33-198-22 F
GD173	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Slightly Dirty			W508-058-8, W508-041-10 / W508-152-20
GE200	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			WW33-075-16,W33-066-16/W33-721-22

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
2	2	G	E	174	Passenger Accommodations / Oxygen Ind & Valve	G-5	BAC-C18R5B	1	7349	Closed	White	N	N	Y	N	Slightly Dirty
2	2	G	E	175	Passenger Accommodations / Galley Cont	G-5	BAC-C18R5B	1	7349	Closed	White	N	N	Y	N	Slightly Dirty
2	2	G	E	176	Windshear / 115 AC	B-5	BACC18U-5	1	0987A	Closed	White	N	N	N	N	Yellow cap on button, Terminals black in color
2	2	G	E	177	Stall Warning / AC	R-5	BAC-C18R-5B	1	0369	Closed	White	N	N	Y	N	Slightly Dirty
2	2	G	E	178	Pass Address / Ampl Btry	R-5	BAC-C18R-5B	1	0160	Closed	White	N	N	Y	N	Slightly Dirty
2	2	G	H	179	Passenger Accommodations / Service Outlet / Aft	B-10	BACC18U10	1	0373A	Closed	White	N	N	Y	N	Slightly Dirty / Terminals have black speckles
2	1	H	D	213	Window Heat/Right #2/AC Control	B-3	BAC-C18U-3	1	0569A	Open	White	N	N	Dirty/ Dusty	N	Yellow cap on button
2	2	H	D	181	Window Heat / Left No. 1 / DC Control	N-3	BACC18Z 3R	1	9014	Closed	Black	N	N	N	N	Terminals have black speckles
2	2	H	D	182	Window Heat / Right No. 1 / AC Control	C-3	BACC18Z3R	1	7851, 1278	Closed	Gray	N	N	N	N	Green dot on body above 1278 date code / Line terminal black
2	2	H	D	183	Miscellaneous A.C. / Equipment Cooling / Warning Lt.	B-3	BACC18U-3	1	0569A	Closed	White	N	N	Y	N	Very dusty
2	1	H	E	217	Anti-ice and rain/Heaters/Pitot/Right	B-5	BAC-C18U-5	1	1173A	Closed	White	N	N	Dirty/ Dusty	N	
2	2	H	E	180	Anti-Ice and Rain / Pitot Heater/ Off Light	C-5	BACC18Z5R	1	7922	Closed	Gray	N	N	Y	N	Green dot on body on same side as CAGE Code / Very dusty
2	2	H	E	185	Window Heat / Right 4-5	B-5	BACC18U5	1	1173A	Closed	White	N	N	Y	N	Very Dusty
2	2	H	F	201	Miscellaneous A.C. / Equipment Cooling / Blower	D-7.5	B.A.C.10-60806-7	A	1173A	Closed	Red	N	N	Y	N	Very Dusty / Yellow cap on button
2	2	H	F	201	Miscellaneous A.C. / Equipment Cooling / Blower	D-7.5	B.A.C.10-60806-7	B	1173A	Closed	Red	N	N	Y	N	Very Dusty / Yellow cap on button
2	2	H	F	201	Miscellaneous A.C. / Equipment Cooling / Blower	D-7.5	B.A.C.10-60806-7	C	1173A	Closed	Red	N	N	Y	N	Very Dusty / Yellow cap on button
2	2	H	F	204	Miscellaneous A.C. / Battery Charger	D-7	B.A.C.10-60806-7	A	0275A	Closed	Red	N	N	Y	N	Very Dusty / Copper dust on breaker body
2	2	H	F	204	Miscellaneous A.C. / Battery Charger	D-7	B.A.C.10-60806-7	B	0275A	Closed	Red	N	N	Y	N	Very Dusty / Copper dust on breaker body

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
GE174	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Slightly Dirty			W508-059-10 / W508-154-20
GE175	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Slightly Dirty			W508-074-10, W508-041-10 / W508-139-16
GE176	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Line wire transluscent gray in color			W033-9018-20 / W33-553-22
GE177	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W33-076-16, W33-722-22 K
GE178	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-146-16, W33-077-16 / W33-703-22 D
GH179	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-077-12, W508-079-12 / W508-581-18
HD213	N	N	N		N	N	N	Lock washers against both lugs/2 wires in line lug	N	N	N	N	Dirty			W480-193-12,W480-169-12 AA/WW484-724-22 AB
HD181	N	N	N	Lock washers against both lugs / Lock washer under load lug	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-362-10, W480-19A-10 / W484-014-22 AA
HD182	Y	N	Maybe	Lock washers against both lugs / Screw inserted crossthreadded	N	N	N		N	N	N	N	Dirty		HD181V2, HD182V2, HD182V3	W480-156-12 AA / W484-010-22 AA
HD183	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W480-285-10 / W484-234-22 AB
HE217	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W484-065-20 AA/W480-188-12
HE180	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Kapton / SS 92607			W480-19A-10 / No marking on load wire
HE185	N	N	N	Lock washers against both lugs / Flat washer on line lug	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-224-12 AA / W480-736-12 AA / W484-007-20 AA
HF201	N	N	N	Lock washers against all lugs	N	N	N		N	N	N	N	Dirty			W480-233-14 AB / W484-235-18 AB
HF201	N	N	N	Lock washers against all lugs	N	N	N	Load lock washer broken	N	N	N	N	Dirty			W480-234-14 AB / W484-236-18 AB
HF201	N	N	N	Lock washers against all lugs	N	N	N		N	N	N	N	Dirty			W480-235-14 AB / W484-237-18 AB
HF204	N	N	N	Lock washers against all lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-248-12 AB, W480-245-10 / W484-301-20 AB
HF204	N	N	N	Lock washers against all lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-249-12 AB, W480-246-10 / W484-302-20 AB

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
2	2	H	F	204	Miscellaneous A.C. / Battery Charger	D-7	B.A.C.1 0-60806-7	C	0275A	Closed	Red	N	N	Y	N	Very Dusty / Copper dust on breaker body
2	2	H	F	207	Miscellaneous A.C. / No. 1 TR. Unit	D-7.5	B.A.C.1 0-60806-7	A	1173A	Closed	Red	N	N	Y	N	Very Dusty
2	2	H	F	207	Miscellaneous A.C. / No. 1 TR. Unit	D-7.5	B.A.C.1 0-60806-7	B	1173A	Closed	Red	N	N	Y	N	Very Dusty
2	2	H	F	207	Miscellaneous A.C. / No. 1 TR. Unit	D-7.5	B.A.C.1 0-60806-7	C	1173A	Closed	Red	N	N	Y	N	Very Dusty
2	2	H	F	210	Miscellaneous A.C. / No.2 TR. Unit	D-7.5	B.A.C.1 0-60806-7	A	1173A	Closed	Red	N	N	Y	N	Very Dusty / Yellow cap on button
2	2	H	F	210	Miscellaneous A.C. / No.2 TR. Unit	D-7.5	B.A.C.1 0-60806-7	B	1173A	Closed	Red	N	N	Y	N	Very Dusty / Yellow cap on button
2	2	H	F	210	Miscellaneous A.C. / No.2 TR. Unit	D-7.5	B.A.C.1 0-60806-7	C	1173A	Closed	Red	N	N	Y	N	Very Dusty / Yellow cap on button
2	2	H	F	214	Miscellaneous A.C. / Essential TR. Unit	D-7.5	B.A.C.1 0-60806-7	A	1173A	Closed	Red	N	N	Y	N	Very Dusty
2	2	H	F	214	Miscellaneous A.C. / Essential TR. Unit	D-7.5	B.A.C.1 0-60806-7	B	1173A	Closed	Red	N	N	Y	N	Very Dusty
2	2	H	F	214	Miscellaneous A.C. / Essential TR. Unit	D-7.5	B.A.C.1 0-60806-7	C	1173A	Closed	Red	N	N	Y	N	Very Dusty
2	1	H	H	221	Anti-ice and rain/Wipers/Left	B-10	BACC1 8U10	1	0873A	Open	White	N	N	Dirty	N	
2	2	H	H	186	Miscellaneous A.C. / 28V Transformers / Instrument / No.1	B-10	BACC1 8U10	1	0873A	Closed	White	N	N	Dirty	N	
2	2	H	H	187	Miscellaneous A.C. / Atr Compt Heaters / Ph. B	B-10	BACC1 8U10	1	0873A	Closed	White	N	N	Dirty	N	Both terminals partially black
2	2	H	H	193	Anti-Ice and Rain / Wipers / Right	B-10	BACC1 8U10	1	0873A	Closed	White	N	N	Dirty	N	Both terminals partially black
2	2	H	I	194	Miscellaneous A.C. / 28V Transformers / Main / No. 1	P-15	BAC-C18R-15B	1	0773	Closed	White	N	N	Dirty	N	Both terminals partially black / Both terminals are loose
2	2	H	I	195	Miscellaneous A.C. / 28V Transformers / Main / No. 3	P-15	BAC-C18R-15B	1	0873	Closed	White	N	N	Y	N	Both terminals partially black / Both terminals are loose

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
HF204	N	N	N	Lock washers against all lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-250-12 AB, W480-247-10 / W484-303-20 AB
HF207	N	N	N	Lock washers against all lugs	N	N	N		N	N	N	N	Dirty			W480-170-14 / W484-295-16 AA
HF207	N	N	N	Lock washers against both lugs / Load lock washer broken	N	N	N		N	N	N	N	Dirty			W480-171-14 AA / W484-296-16 AA
HF207	N	N	N	Lock washers against all lugs	N	N	N		N	N	N	N	Dirty			W480-172-14 AA / W484-297-16 AA
HF210	N	N	N	Lock washers against all lugs / Flat washer against terminal	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-190-10, W480-187-12 AA / W484-298-16 AA
HF210	N	N	N	Lock washers against all lugs / Flat washer against terminal	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-191-10, W480-188-12 AA / W484-299-16 AA
HF210	N	N	N	Lock washers against all lugs / Flat washer against terminal	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-192-10, W480189-12 AA / W484-300-16 AA
HF214	N	N	N	Lock washers against all lugs / Flat washer against line terminal	N	N	N		N	N	N	N	Dirty			W480-261-10 / W484-304-16 AB
HF214	N	N	N	Lock washers against all lugs / Flat washer against line terminal	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-262-10, W480-252-10 / W484-305-16 AB
HF214	N	N	N	Lock washers against all lugs / Flat washer against line terminal	N	N	N		N	N	N	N	Dirty			W480-263-10 / W484-306-16 AB
HH221	N	N	N		N	N	N	Lock washers against both lugs/2 wires on line lug	N	N	N	N	Dirty			W480-354-10,W480-350-6/W484-067-18 AB
HH186	N	N	N	Lock washers against all lugs / Flat washer against line terminal	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-288-8, W480-285-10 / W480-289-18
HH187	N	N	N	Lock washers against all lugs	N	N	N		N	N	N	N	Dirty			W480-736-12 AA / W484-736-16 AA
HH193	N	N	N	Lock washers against all lugs / Flat washer against line terminal	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-302-8, W480-423-10 / W484-068-18 AB
HI194	N	N	N	Lock washers against all lugs / Flat washer against line terminal	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-158-12 AA, W480-159-10 / W480-451-14
HI195	N	N	N	Lock washers against all lugs	N	N	N		N	N	N	N	Dirty			W480-162-12 AB / W480-453-14

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
2	1	I	B	230	Autopilot/Engage Intlk	B-1	BACC1 8U-1	1	1168A	Closed	White	N	N	Y	N	Yellow cap on button
2	1	I	B	231	STBY Horiz Inv	K-1		1	9043	Closed	Blue	N	N	N	N	
2	1	I	B	232	Comparator Monitor	B-1	BACC1 8U1	1	9128	Closed	White	N	N	N	N	
2	2	I	B	196	Navigation / VHS NAV-1 / VOR Loc / Stby Pwr	B-1	BACC1 8U-1	1	0769A	Closed	White	N	N	N	N	
2	2	I	B	197	Navigation /VHS NAV-2 / GS	B-1	BACC1 8U-1	1	0569A	Closed	White	N	N	N	N	
2	2	I	B	218	Communications / SELCAL-1	B-1	BACC1 8U-1	1	0968A	Closed	White	N	N	N	N	Load clinch nut broke loose from terminal
2	2	I	B	219	Capt's Inst / Stby Pwr / Comp-1	B-1	BACC1 8U-1	1	0269A	Closed	White	N	N	N	N	
2	2	I	B	220	Capt's Inst / Stby Pwr / Horiz	B-1	BACC1 8U-1	1	0269A	Closed	White	N	N	N	N	
2	2	I	B	222	F/O's Inst / Horiz	B-1	BACC1 8U-1	1	0768A	Closed	White	N	N	N	N	
2	2	I	B	223	F/O's Inst / Comp-2	B-1	BACC1 8U-1	1	0269A	Closed	White	N	N	N	N	
2	2	I	B	224	R/T MON / CAPT	B-1	BACC1 8U-1	1	0469A	Closed	White	N	N	N	N	
2	2	I	B	225	R/T MON / F/O	B-1	BACC1 8U-1	1	0968A	Closed	White	N	N	N	N	
2	2	I	B	226	FLT DIR-1	B-1	BACC1 8U-1	1	0768A	Closed	White	N	N	N	N	Yellow cap on button
2	2	I	B	227	FLT DIR-2	B-1	BACC1 8U-1	1	768	Closed	White	N	N	N	N	Yellow cap on button
2	1	I	D	237	Navigation/DME-1/AC	B-3	BACC1 8U-3	1	0569A	Closed	White	N	N	Dirty/ Dusty	N	
2	2	I	D	228	DME-2 / DC	B-3	BACC1 8U-3	1	0569A	Closed	White	N	N	N	N	
2	2	I	E	229	TCAS CMPTR	B-5	BACC1 8U-5	1	9103	Closed	White	N	N	N	N	Looks new, Red cap on button
2	2	I	E	236	Autopilot / Roll / AC	B-5	BACC1 8U-5	1	1173A	Closed	White	N	N	N	N	Yellow cap on button
2	2	I	E	238	Yaw Damper / Upper Rudder / DC	B-5	BACC1 8U-5	1	1173A	Open	White	N	N	Y	N	Dirty
2	2	I	F	233	A/P & Cruise Stab Trim Actuator 3 Phase	E-7.5	BACC1 8W7	A	9302	Closed	Black	N	N	Y	N	Yellow cap on button
2	2	I	F	233	A/P & Cruise Stab Trim Actuator 3 Phase	E-7.5	BACC1 8W7	B	9302	Closed	Black	N	N	Y	N	Yellow cap on button
2	2	I	F	233	A/P & Cruise Stab Trim Actuator 3 Phase	E-7.5	BACC1 8W7	C	9302	Closed	Black	N	N	Y	N	Yellow cap on button
2	2	I	H	239	Communications / VHF - 2	B-10	BACC1 8U10	1	0873A	Closed	White	N	N	Y	N	Terminals are partially black
2	2	J	B	240	Lighting / Control Cabin / Background Lights / Lamp Tester	B-1	BACC1 8U-1	1	0269A	Closed	White	N	N	Y	N	

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
IB230	N	N	N		N	N	N	Lock washers against both lugs/2 wires on line lug	N	N	N	N	Dirty			W33-101-16,W33-008-16/W33-507-22 E
IB231	N	N	N		N	N	N	Lock washers against both lugs	N	N	N	N	Dirty			W33-098-20/W33-197-22 F
IB232	N	N	N		N	N	N	Lock washers on both lugs/2 wires on load lug	N	N	N	N	Dirty			W33-015-16,W33-091-16/W33-186-22 E
IB196	N	N	N	Lock washers against all lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-133-16, W33-134-16 / W33-430-22 G
IB197	N	N	N	Lock washers against all lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-055-16, W33-056-16 / W33-184-22 E
IB218	N	N	N	Lock washers against all lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-029-16, W33-037-16 / W33-719-22 D
IB219	N	N	N	Lock washers against all lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-022-20, W33-023-20 / W33-158-22 E
IB220	N	N	N	Lock washers against all lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-058-20, W33-021-20 / W33-160-22 E
IB222	N	N	N	Lock washers against all lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-101-16, W33-102-16 / W33-525-22 G
IB223	N	N	N	Lock washers against all lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-099-16, W33-100-16 / W33-522-22 G
IB224	N	N	N	Lock washers against all lugs	N	N	N		N	N	N	N	Dirty			W33-016-16 / W33-177-22 E
IB225	N	N	N	Lock washers against all lugs	N	N	N		N	N	N	N	Dirty			W33-085-16 / W33-535-22 G
IB226	N	N	N	Lock washers against all lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-011-16, W33-019-16 / W33-174-22 E
IB227	N	N	N	Lock washers against all lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-095-16, W33-103-16 / W33-530-22 G
ID237	N	N	N		N	N	N	Lock washers against both lugs	N	N	N	N	Dirty			W33-732-22 C/W33-047-16
ID228	N	N	N	2 lugs on load terminal / lockwasher against lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty, One clean and looks new			W33-125-16, W33-126-16 / W33-575-22 G, W9035-9001-20
IE229	N	N	N	Lock washers against all lugs	N	N	N		N	N	N	N	Clean, look new			W033-9021-20 / W033-9024-20
IE236	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-004-16, W33-006-16 / W33-511-22 F
IE238	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-081-16, W33-094-16 / W33-548-22 J
IF233	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-015-16, W33-011-16 / W33-501-22 F
IF233	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W33-014-16 / W33-502-22 F
IF233	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W33-013-16 / W33-502-22 F
IH239	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W33-111-16, W33-110-16 / W33-562-16
JB240	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W508-083-12 / W508-199-20

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
2	1	J	D	244	Lighting/ Panels & Instruments/ Radio Primary	J-3	BACC1 8R-3A	1	7333	Closed	Blue	N	N	Y	N	
2	1	J	D	245	Lighting/Control Cabin/Dome White	B-3	BACC1 8U3	1	0673A	Closed	White	N	N	Y	N	
2	2	J	D	241	Lighting / Control Cabin / OBS Read	J-3	BAC-C18R-3A	1	7333	Closed	Blue	N	N	Y	N	
2	2	J	D	242	Lighting / Control Cabin / Flt. Engr Table	J-3	BAC-C18R-3A	1	7333	Closed	Blue	N	N	Y	N	
2	2	J	D	243	Lighting / Control Cabin / Control Stand	J-3	BAC-C18R-3A	1	7333	Closed	Blue	N	N	Y	N	
2	2	J	D	246	Lighting / Control Cabin / Background Lights / Pilots	J-3	BAC-C18R-3A	1	7333	Closed	Blue	N	N	Y	N	
2	2	J	D	247	Lights / Exterior Lights / Left / FWD & Side / Sec	C-3	BACC1 8Z3R	1	8828	Closed	Gray	N	N	Y	Y	Green dot on side of body Terminals are partially black / Missing wafer board
2	2	J	D	248	Lights / Exterior Lights / Left / FWD & Side / Prim	J-3	BAC-C18R-3A	1	Jan-69	Closed	Blue	N	N	Y	N	
2	1	J	E	253	Lighting/ Indicator Lights/ Master Dimming Bus/ No.1 DC	B-5	BACC1 8U5	1	1268A	Closed	White	N	N	Y	N	
2	2	J	E	249	Exterior Lights / Navigation / Standby	B-5	BACC1 8U-5	1	1068A	Closed	White	N	N	Y	N	
2	1	J	H	255	Lighting/ Runway Turnoff/ Right	G-10	BACC1 8R10B	1	8045	Closed	White	N	N	Y	N	
2	2	J	H	250	Lighting / Exterior Lights / Wing Illum	B-10	BACC1 8U10	1	0373A	Closed	White	N	N	Y	N	
2	2	J	H	251	Lighting / Panels & Instruments / Flight Engr	B-10	BACC1 8U10	1	0373A	Closed	White	N	N	Y	N	
2	1	K	D	258	Passenger Cabin Lighting/Airstair Entry/Bright	B-3	BACC1 8U3	1	1083A	Closed	White	N	N	N	N	
2	1	K	D	259	Passenger Cabin Lighting/ Galley Fluor	B-3	BACC1 8U3	1	0369A	Closed	White	N	N	Y	N	
2	2	K	D	252	Passenger Cabin Lighting / Emergency Exit / Bat Chg / 115V AC	B-3	BACC1 8U-3	1	0369A	Closed	White	N	N	Y	N	
2	1	K	E	262	Service/Nose Wheel Well	G-5	BACC1 8R5B	1	7350	Closed	White	N	N	N	N	Dusty
2	2	K	E	254	Passenger Cabin Lighting / Service / Air Cond Compt	G-5	BACC1 8R5B	1	7348	Closed	White	N	N	Y	N	Line terminal is slightly black

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
JD244	N	N	N	Lock washers against both lugs	N	N	N	Lock washers against both lugs/1 wire per lug	N	N	N	N	Dirty			W508-115-20/W508-015-12 AH
JD245	N	N	N	Lock washers against both lugs	N	N	N	Lock washers against both lugs/1 wire per lug	N	N	N	N	Dirty			W508-030-14/W508-131-20
JD241	N	N	N	Lock washers against both lugs / Line clinch nut has white oxidation	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-004-12 AG, W508-530-12 / W508-104-20
JD242	N	N	N	Lock washers against both lugs / Line clinch nut has white oxidation	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-004-12 AG, W508-501-12 AG / W508-101-20
JD243	N	N	N	Lock washers against both lugs / Line clinch nut has white oxidation	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-501-12 AG, W508-005-12 AG / W508-102-20
JD246	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W508-542-12 / W508-541-20
JD247	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	Y	Dirty		JD247V1, JD247V2	W508-080-18, W508-636-18 / W508-099-18
JD248	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-018-12 AH, W508-020-10 / W508-120-18
JE253	N	N	N	Lock washers against both lugs	N	N	N	Lock washers against both lugs/1 wire per lug	N	N	N	N	Dirty			W508-619-22/W508-002-10
JE249	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W508-026-12 / W508-108-18
JH255	N	N	N	Lock washers against both lugs	N	N	N	Lock washers against both lugs/2 wires in line lug	N	N	N	N	Dirty			W508-072-10,W508-016-8/W508-127-18
JH250	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W508-024-12 / W508-125-18
JH251	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-072-10, W508-017-10 / W508-117-18
KD258	N	N	N	Lock washers against both lugs	N	N	N	Lock washers against both lugs/2 wires in both lugs	N	N	N	N	Dirty			W508-089-12,W508-023-12/W508-509-22,W508-510-22
KD259	N	N	N	Lock washers against both lugs	N	N	N	Lock washers against both lugs/2 wires in load lug	N	N	N	N	Dirty			W508-190-20,W508-559-20/W508-083-12
KD252	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W508-095-12 / W508-192-20
KE262	N	N	N	Lock washers against both lugs	N	N	N	Lock washers against both lugs/2 wires in line lug	N	N	N	N				W508-022-10,W508-007-10/W508-107-20
KE254	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-021-12, W508-006-12 / W508-106-20

Panel Info		Circuit Breaker Information								Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
2	2	K	E	256	Passenger Cabin Lighting / Lavatory / Dome	G-5	BACC18R5B	1	7348	Closed	White	N	N	Y	N	Yellow cap on button / Black speckles on load terminal
2	1	K	H	265	Passenger Cabin Lighting/ Right Reading Station/1120	B-10	BACC18U10	1	0373A	Closed	White	N	N	Y	N	Dusty
2	1	K	H	266	Passenger Cabin Lighting/ Left Reading Station/1120	B-10	BACC18U10	1	0973A	Closed	White	N	N	Y	N	Dusty
2	2	K	H	257	Passenger Cabin Lighting / Right Reading Station / 950C - 940	B-10	BACC18U10	1	0373A	Closed	White	N	N	Y	N	
2	2	K	H	260	Passenger Cabin Lighting / Right Reading Station / 830 - 720E	B-10	BACC18U10	1	0373A	Closed	White	N	N	Y	N	Line terminal is slightly black
2	2	K	H	261	Passenger Cabin Lighting / Right Reading Station / 700 - 580	B-10	BACC18U10	1	0373A	Closed	White	N	N	Y	N	
2	2	K	H	263	Passenger Lighting / Ceiling / Power / L. Aft	B-10	BACC18U10	1	0373A	Closed	White	N	N	Y	N	Yellow cap on button / Black speckles on line terminal
2	2	K	H	264	Passenger Lighting / Ceiling / Power / R. Aft	B-10	BACC18U10	1	0373A	Closed	White	N	N	Y	N	Yellow cap on button / Black speckles on line terminal
2	2	K	H	267	Passenger Lighting / Ceiling / Power / Fwd	B-10	BACC18U10	1	0973A	Closed	White	N	N	Y	N	Yellow cap on button / Black speckles on line terminal
2	2	K	H	268	Passenger Cabin Lighting / Left Reading Station / 980 - 950C	B-10	BACC18U10	1	0373A	Closed	White	N	N	Y	N	
2	2	K	H	269	Passenger Cabin Lighting / Left Reading Station / 940 - 830	B-10	BACC18U10	1	0373A	Closed	White	N	N	Y	N	
2	2	K	H	271	Passenger Cabin Lighting / Left Reading Station / 720E - 700	B-10	BACC18U10	1	0373A	Closed	White	N	N	Y	N	
2	2	K	H	272	Passenger Cabin Lighting / Service / Main Wheel Well	B-10	BACC18U10	1	0973A	Closed	White	N	N	Y	N	
2	2	K	I	273	Passenger Cabin Lighting / Service / Cargo Compt / Aft	R-15	BAC-C18R-15B	1	0873	Closed	White	N	N	Y	N	Both terminals are loose
2	2	K	I	274	Passenger Cabin Lighting / Service / Cargo Compt / Fwd	R-15	BAC-C18R-15B	1	0873	Closed	White	N	N	Y	N	Both terminals are loose and have black speckles
2	2	K	I	275	Passenger Cabin Lighting / Ceiling / Window	R-15	BAC-C18R-15B	1	0873	Closed	White	N	N	Y	N	Yellow cap on button / Both terminals are loose and have black speckles
2	1	L	B	270	Fuel System/ Warning Lights/ Ind Temp	B-1	BACC18U1	1	0569A	Closed	White	N	N	Y	N	Very Dirty
2	2	L	B	276	Fuel System / Qty	B-1	BACC18U-1	1	0569A	Closed	White	N	N	Y	N	Very Dirty

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
KE256	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W508-031-14 / W508-187-22
KH265	N	N	N	Lock washers against both lugs	N	N	N	Lock washers against both lugs/2 wires in line lug	N	N	N	N	Dirty			W508-163-12 AC,W508-176-12/WW508-196-16
KH266	N	N	N	Lock washers against both lugs	N	N	N	Lock washers against both lugs/1 wire per lug	N	N	N	N	Dirty			W508-522-12/W508-172-16
KH257	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-159-10, W508-084-10 / W508-186-16
KH260	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-328-10, W508-088-10 / W508-184-16
KH261	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-086-10, W508-527-12 / W508-182-18
KH263	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-051-10, W508-081-10 / W508-451-18
KH264	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-095-12, W508-062-10 / W508-454-18
KH267	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W508-052-10 / W508-455-18
KH268	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W508-163-12 AC / W508-171-16
KH269	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-522-12 AC, W508-073-12 AC / W508-169-16
KH271	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-084-10, W508-185-10 / W508-167-18
KH272	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-032-12, W508-008-10 / W508-122-18
KI273	N	N	N	Lock washers against both lugs	N	N	N	2 wires in load lug	N	N	N	N	Dirty			W508-032-12 / W508-655-16, W508-133-16
KI274	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-023-10, W508-637-12 / W508-134-16
KI275	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-033-12 , W508-081-10 / W508-040-16
LB270	N	N	N	Lock washers against both lugs	N	N	N	Lock washers against both lugs/1 wire per lug	N	N	N	N	Very Dirty			W480-291-18/W484-084-22 AC
LB276	N	N	N	Lock washers against both lugs / 2 wires on load terminal	N	N	N		N	N	N	N	Very Dirty			W480-272-10 / W484-901-20, W484-117-22 AC

Panel Info		Circuit Breaker Information								Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
2	1	L	D	279	Air Conditioning System/ Auto AC	B-3	BACC1 8U3	1	0569A	Closed	White	N	N	Y	N	Very Dusty
2	2	L	D	277	Air Conditioning System / Auto Pack Trip	C-3	BACC1 8Z3R	1	8842	Closed	White	N	N	Y	N	Very Dusty / Load terminal is black
2	1	L	E	281	Air Conditioning System/ Zone Temperature/ Control	B-5	BACC1 8U5	1	1173A	Closed	White	N	N	Y	N	Very Dirty/Button Edges Broken
2	1	L	E	282	Air Conditioning System/ Zone Temperature/ Overheat	B-5	BACC1 8U5	1	1173A	Open	White	N	N	Y	N	Very Dirty
2	2	L	F	283	Air Conditioning System / Gasper Fan	D-7.5	B.A.C.1 0-60806-7	A	1173A	Closed	Red	N	N	Y	N	Very Dirty / Phase B load washer broke
2	2	L	F	283	Air Conditioning System / Gasper Fan	D-7.5	B.A.C.1 0-60806-7	B	1173A	Closed	Red	N	N	Y	N	Very Dirty / Phase B load washer broke
2	2	L	F	283	Air Conditioning System / Gasper Fan	D-7.5	B.A.C.1 0-60806-7	C	1173A	Closed	Red	N	N	Y	N	Very Dirty / Phase B load washer broke
2	2	L	G	288	Fuel System / Tank No. 2 / Fwd Left Boost Pump	E-8		A	1273A	Closed	White	N	N	Y	N	Very Dirty
2	2	L	G	288	Fuel System / Tank No. 2 / Fwd Left Boost Pump	E-8		B	1273A	Closed	White	N	N	Y	N	Very Dirty
2	2	L	G	288	Fuel System / Tank No. 2 / Fwd Left Boost Pump	E-8		C	1273A	Closed	White	N	N	Y	N	Very Dirty
2	2	L	G	291	Fuel System / Tank No. 2 / Aft Right Boost Pump	E-8		A	0389A	Closed	White	N	N	Y	N	Very Dirty / Load terminal is black
2	2	L	G	291	Fuel System / Tank No. 2 / Aft Right Boost Pump	E-8		B	0389A	Closed	White	N	N	Y	N	Load terminal is black
2	2	L	G	291	Fuel System / Tank No. 2 / Aft Right Boost Pump	E-8		C	0389A	Closed	White	N	N	Y	N	Load terminal is black
2	1	L	H	287	Fuel System/Fueling Valves/In-Flight Close	B-10	BACC1 8U10	1	0873A	Closed	White	N	N	Y	N	Very Dirty
2	2	L	H	278	Bat. Bus / Hot Battery / Bus	B-10	BACC1 8U10	1	0873A	Closed	White	N	N	Y	N	Very Dirty

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
LD279	N	N	N	Lock washers against both lugs	N	N	N	Lock washers against both lugs/2 wires in line lug	N	N	N	N	Very Dirty			W480-100-14 AE, W480-102-14 AE/W484-720-20 AC
LD277	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Very Dirty			W480-728-16, W480-446-16 / W484-725-20 AD
LE281	N	N	N	Lock washers against both lugs	N	N	N	Lock washers on both lugs/Flat washer on line terminal/2 wires in line lug	N	N	N	N	Very Dirty			W480-080-12,W480-087-12/W484-056-20 AF
LE282	N	N	N	Lock washers against both lugs	N	N	N	Lock washers on both lugs/Flat washer on line terminal/2 wires in line lug	N	N	N	N	Very Dirty			W480-366-10,W480-331-10/W484-057-22 AF
LF283	N	N	N	Lock washers against both lugs / Flat washer on line lug	N	N	N	2 wires in line lug	N	N	N	N	Very Dirty			W480-433-12, W480-242-12 / W484-029-20 AE
LF283	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Very Dirty			W480-432-14 AD, W480-243-12 / W484-030-20 AE
LF283	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Very Dirty			W480-432-14 AD, W480-244-12 / W484-031-20 AE
LG288	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Very Dirty			W480-269-10 / W484-151-18 AD
LG288	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Very Dirty			W480-281-10 / W484-152-18 AD
LG288	N	N	N	Lock washers against both lugs / Flat washer on line lug	N	N	N	2 wires in line lug	N	N	N	N	Very Dirty			W480-272-10, W480-273-10 / W484-153-18 AD
LG291	N	N	N	Lock washers against both lugs / Flat washer on line lug	N	N	N	2 wires in line lug	N	N	N	N	Very Dirty			W480-151-8, W480-269-10 / W484-154-18 AE
LG291	N	N	N	Lock washers against both lugs / Flat washer on line lug	N	N	N	2 wires in line lug	N	N	N	N	Very Dirty			W480-152-8, W480-281-10 / W484155-18 AE
LG291	N	N	N	Lock washers against both lugs / Flat washer on line lug	N	N	N	2 wires in line lug	N	N	N	N	Very Dirty			W480-153-8, W480-271-10 / W484-156-18 AE
LH287	N	N	N	Lock washers against both lugs	N	N	N	Lock washers on both lugs/2 wires in load lug	N	N	N	N	Dirty			W480-901-10/W484-903-18,W484-120-18
LH278	N	N	N	Lock washers against both lugs / Flat washer on line terminal / 2 lugs on line terminal	N	N	N		N	N	N	N	Dirty			W480-585-8 / W484-703-18 AG / No marking on second line wire

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
2	2	L	J	280	Miscellaneous D.C. / Battery / Transfer Bus	G-20	BAC-C18R20B	1	7341	Closed	White	N	N	Y	N	Very Dirty
2	2	L	J	286	Miscellaneous D.C. / Essential / Radio Bus	G-20	BAC-C18R20B	1	7349	Closed	White	N	N	Y	N	Very Dirty
2	2	L	J	294	Miscellaneous D.C. / Standby Ess DC	G-20	BAC-C18R20B	1	7343	Closed	White	N	N	Y	N	Very Dirty
2	2	L	J	295	Bat. Bus / Gen Control / DC Bus	G-20	BAC-C18R20B	1	7338	Closed	White	N	N	Y	N	Very Dirty
2	2	L	K	296	Miscellaneous D.C. / Battery / Bus Supply	S-50	BAC-C18R-50C	1	0869	Closed	White	N	N	Y	N	Very Dirty
2	2	L	K	297	Miscellaneous D.C. / Essential / Bus Tie	U-50	BAC-C18X-50	1	8911	Closed	White	N	N	Y	N	Very Dirty
2	2	L	K	298	Miscellaneous D.C. / D.C. Bus / No. 1	S-50	BAC-C18R-50C	1	0869	Closed	White	N	N	Y	N	Very Dirty
2	2	L	K	299	Miscellaneous D.C. / D.C. Bus / No. 2	S-50	BAC-C18R-50C	1	0869	Closed	White	N	N	Y	N	Very Dirty / Both terminals are blackened
2	2	L	K	300	Miscellaneous D.C. / D.C. Bus / Ess	S-50	BAC-C18R-50C	1	0869	Closed	White	N	N	Y	N	Very Dirty / Both terminals are blackened
2	1	G	B	301	Windshear / DC2	B-1	BACC18U-1	1	1185A	Closed	White	N	N	N	N	
2	1	I	B	302	F/O's Inst / Comp-2	B-1	BACC18U-1	1	0569A	Closed	White	N	N	N	N	
1	1	B	D	303	L Emer AC Bus / Compass 1	A-3		1	0374A	Closed	White	N	N	N	N	
1	1	C	D	304	AC Bus 3 / ADF-2	B-3	CC18U-	1	9138	Closed	White	N	N	N	N	Slight residue / Yellow cap
1	1	A	E	305	AC Bus 1 / Misc / Captain Seat Power / Phase C	A-5		1	0874A	Closed	White	N	N	Y	N	
1	1	B	E	306	Battery Direct Bus / Battery Relay	A-5		1	0674A	Closed	White	N	N	N	N	

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
LJ280	N	N	N	Lock washers against both lugs / Flat washer under line lug	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-414-10, W480-373-10 / W480-425-14 AE
LJ286	N	N	N	Lock washers against both lugs / Flat washer under line lug	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-375-8, W480-442-8 / W484-393-12
LJ294	N	N	N	Lock washers against both lugs / Flat washer under line lug	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-500-10, W480-442-8 / W484-578-10
LJ295	N	N	N	Lock washers against both lugs / Flat washer under line lug	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-586-10, W480-588-10 / W480-727-14 AD
LK296	N	N	N	Lock washers against both lugs / Flat washer under both lugs	N	N	N		N	N	N	N	Dirty			W480-371-6 / W480-427-8
LK297	Y	N	N	Lock washers against both lugs / Flat washer under both lugs / Load screw loose	N	N	N		N	N	N	N	Dirty			W480-303-6 / W480-424-6
LK298	N	N	N	Lock washers against both lugs / Flat washer under line lug	N	N	N		N	N	N	N	Dirty			W480-611-6 / W480-614-10
LK299	N	N	N	Lock washers against both lugs / Flat washer under line lug	N	N	N		N	N	N	N	Dirty			W480-612-6 / W480-615-10
LK300	N	N	N	Lock washers against both lugs / Flat washer under line lug	N	N	N		N	N	N	N	Dirty			W480-613-6 / W480-616-10
GB301	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W033-9820-20 / W033-188-22
IB302	N	N	N	Lock washers against both lugs Inspector's lacquer / Flat washers on both lugs	N	N	N		N	N	N	N	Dirty			W33-039-16 / W33-523-22 G
BD303	N	N	N		N	N	N		N	N	N	N	Dirty			1F12948-300, X326A10 / 1F1A24
CD304	N	N	N	Lock washers against both lubs Inspector's lacquer / Flat washers on both lugs	N	N	N		N	N	N	N	Dirty			B7-43, 2X411A16 / 2RD31C22
AE305	N	N	N		N	N	N		N	N	N	N	Dirty			CCC, 1X230C8C1 / M13C24C
BE306	N	N	N	Inspector's lacquer / Flat washers on both lugs	N	N	N		N	N	N	N	Dirty			B7-52, P4A6 / P10A20

Panel Info	Circuit Breaker Information									Circuit Breaker Visual Inspection						
A/C	P1 or P2	Sample Number			Panel Notation for Breaker	Mfr. Code	Boeing Spec No.	Phases	Date Code	Breaker Description		Breaker Condition				
		Panel #	Current Rating	Specimen Number						Open/ Closed?	Body Color	Corroded ?	Cracked ?	Dirty ?	Indication of High Temp?	Other Visual Comments
1	1	D	E	307	DC Bus 3 / Ice & Rain / Eng Anti-Ice Valve / Eng 3	A-5		1	0874A	Open	White	N	N	Y	N	Very Dirty
1	1	B	H	308	Left Emer DC Bus / Emer Lights / Standby	A-10		1	0674A	Closed	White	N	N	Y	N	
1	1	D	H	309	AC Bus 1 / Air Conditioning / Avionics Compartment Fan / Phase B	A-10		1	0974A	Closed	White	N	N	N	N	Evidence of spillage
2	1	E	D	310	Landing Gear / Indication / Lever Latch / Lights	B-3	BACC18U-3	1	0569A	Closed	White	N	N	Y	N	Very Dirty
2	1	J	D	311	Lighting / Overhead / 28 V / Sec	B-3	BACC18U-3	1	0973A	Closed	White	N	N	Y	N	
2	1	E	E	312	Engine No. 3 / Fuel De-Ice	B-5	BACC18U-5	1	1173A	Closed	White	N	N	Y	N	Yellow Cap
2	1	L	E	313	Fuel System / Warning Lights / Pump Low Press	B-5	BACC18U-5	1	1173A	Closed	White	N	N	Y	N	Very Dirty
2	1	J	H	314	Lighting / Exterior Lights / Taxi	B-10	BACC18U10	1	1273A	Closed	White	N	N	Y	N	
2	1	K	H	315	Passenger Cabin Lighting / Left Reading Station / 580 - 460	B-10	BACC18U10	1	0973A	Closed	White	N	N	Y	N	
2	2	L	J	316	Miscellaneous D.C. / Standby / Bat	G-20	BAC-C18R20B	1	7314	Closed	White	N	N	Y	N	Very Dusty / Black residue on load terminal

	Circuit Breaker Visual Inspection															
	Terminal Screw Condition				Terminal Lug Condition				Wire Condition					Comments	Sample Photo	Circuit ID Number
Sample Number	Loose ?	Corroded ?	Damage Thread?	Other Visual comments	Poor Crimp ?	Sharp Bends ?	Corroded ?	Other Visual Comments	Corroded ?	Split Insulation ?	Discolor ation?	High Temp Expos?	Other Visual Comments			
DE307	N	N	N	Inspector's lacquer / Flat washers on both lugs	N	N	N		N	N	N	N				B7-30, P178B8 / 3H1059C16
BH308	N	N	N	Inspector's lacquer / Flat washers on both lugs	N	N	N	2 lugs on load	N	N	N	N	Dirty			B7-45, P8C10 / L2701D18, L2701C20
DH309	N	N	N	Inspector's lacquer / Flat washers on both lugs	N	N	N		N	N	N	N	Dirty			BBB, 1X229D8B / H108B20B
ED310	N	N	N	Lock washers against both lugs	N	N	N	4 wires in load lug	N	N	N	N	Dirty			W480-336-16, W480-438-16 / W484-093-22 AG, W484-094-22 AG, W484-095-22 AG, W484-107-22 AG
JD311	N	N	Y	Lock washers against both lugs / Load screw cross threaded	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-635-16, W508-0520-16 / W508-116-20
EE312	N	N	N	Flat washer on line terminal only / Brass screw on load terminal only	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W480-229-12 AD, W480-232-12 / W484-104-20 AG
LE313	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W480-286-12 AD / W484-128-22 AC
JH314	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-001-8, W508-027-10 / W508-505-18
KH315	N	N	N	Lock washers against both lugs	N	N	N	2 wires in line lug	N	N	N	N	Dirty			W508-525-8, W508-526-10 / W508-165-18
LJ316	N	N	N	Lock washers against both lugs	N	N	N		N	N	N	N	Dirty			W480-351-10 / W484-577-10

APPENDIX C—CIRCUIT BREAKER PERFORMANCE REQUIREMENTS

FAA CIRCUIT BREAKER MANUFACTURER SAMPLE TEST PARAMETERS

MFR	Mfr part number code (- Amp rating)	Test Process 1 or 2	Min. trip %	Min. trip time (sec)	Max. trip %	Max. trip time (sec)	Percent overload 1	Percent overload 1 time (sec)	Percent overloa d 2	Percent overload 2 time (sec)	Max. pull-out force (lbs)	Max. reset force (lbs)	Foot notes
TI	A -	1&2	115	3600	145	3600	200	2-20	500	0.16-1.0	5	5	
	B -	1&2	115	3600	145	3600	200	2-20	500	0.16-1.0	5	5	
	C-	2	115	3600	138	3600	200	5-20	500	.5-2.0	5	5	
	D-	2	105	3600	140	3600	200	12-65	400	2.3-1.0	14	23	Note 1
	E-7.5	2	105	3600	145	3600	200	2-20	500	.16-1.0	3	15	Note 1
	E-8	2	115	3600	145	3600	200	6-35	400	.65-1.8	3	15	Note 1
MP	G -	1	115	3600	138	3600	200	15-55	600	1-3.5	2*-8	4*12	* Note 2
	H -	1/2	115	3600	138	3600	200	15-55	N/A	N/A	8	12	Note 3
	I -	1/2	115	3600	138	3600	200	15-55	N/A	N/A	8	12	Note 3
	J -	1	110	3600	138	3600	200	0.3-1.8	600	.045-0.2	2*-8	4*-12	* Note 2
	K -	1	115	3600	145	3600	200	2-20	500	0.16-2.0	5	5	
	L -	1	115	3600	138	300	150	1-8	N/A	N/A	8	6	
	M -	2	105	3600	145	3600	200	10-70	400	2-15	12	16	
	N -	2	115	3600	138	3600	200	5-20	500	0.5-2	1.5*-5	1*-5	*Note 2
	U-	2	115	3600	138	3600	200	30-65	400	3-9	.35*-12	2*-16	Note 8, *Note 2
WE	P - 15	2	115	3600	138	3600	200	15-55	600	1-3.5	8	12	Note 4
	P - 20	2	115	3600	138	3600	200	15-55	600	1-3.5	8	12	Note 4
	P - 5	2	115	3600	138	3600	200	15-55	600	1-3.5	2-8	4-12	Note 5
	R - 15	2	115	3600	138	3600	200	15-55	600	1-3.5	2-8	4-12	Note 6
	S - 50	2	115	3600	138	3600	200	30-65	600	1-3.5	2-8	4-16	Note 7

Note 1: 105% each phase 145% on one phase and 100% on two phases
Note 2: Minimum pull out force
Note 3: 700-30- and 700-066 are the same circuit breaker. Dual marking may occur.
Note 4: Similar to thr MS25244-
Note 5: Similar to the BACC18R5B
Note 6: Similar to the BACC18R15B
Note 7: Similar to the BACC18R50C
Note 8: Similar to the BACC18X50

APPENDIX D—FAA CIRCUIT BREAKER TEST PROCEDURE

D.1 LVCR ALTERNATIVE.

LOW VOLTAGE CONTACT RESISTANCE TEST METHOD ALTERNATIVE

The Low Voltage Contact Resistance (LVCR) test method is specified in blocks 5, 11, and 16 of Process 1 and blocks 19, 21, 31, 47b, 54b, 58b, and 64 of Process 2. The LVCR method requires a Direct Current (DC) resistive load of 200 Milli-amps at 26 +/- 2 volts in series with a switch and the Circuit Breaker (CB) being tested.

A constant current across the CB is essential to provide comparable LVCR results from breaker to breaker. To maintain constant current in the DC resistive load circuit described above, Raytheon Technical Service Company (RTSC) expected to make continuous adjustments in the circuit resistor or the driving voltage as the resistive elements in the circuit changed. RTSC would by necessity have to constantly monitor and record the current. To eliminate this variable, RTSC choose to use a constant current power supply method rather than a resistive load method to generate a constant 200 Milli-amps. The open circuit 26 Volts DC was maintained.

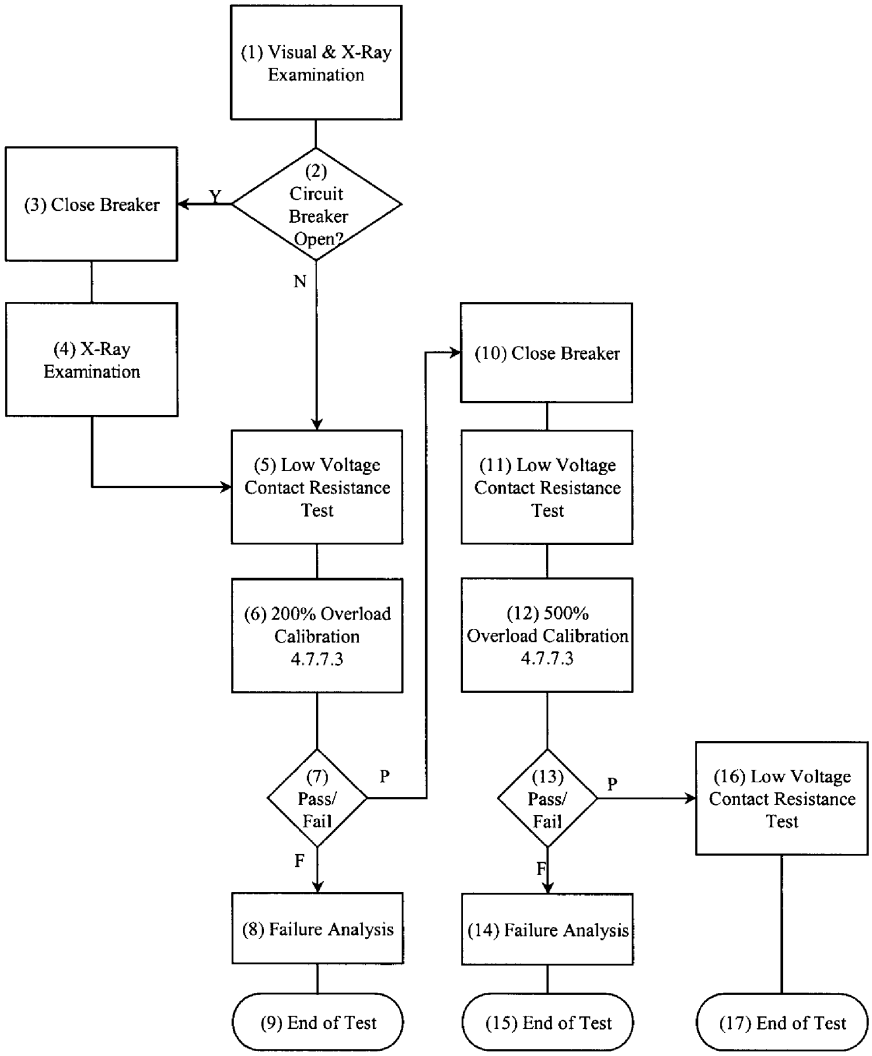
Ohm's Law states that a voltage drop across a resistance is equal to the current flowing though the resistor, in this case the CB, multiplied by the resistance of that resistor. The open circuit voltage, in this case 26 Volts DC, does not affect this law. The required driving voltage only ensures that a constant current, in this case 200 Milli-amps, is maintained. Ohm's law demonstrates that a constant current power supply approach provides the same result as a resistive load circuit approach.

However, RTSC noted during the switching operation that current surges were occurring when the switch closed the circuit. The surges were caused by the power supply adjusting, at the high 26 Volt value, for the changes in circuit resistance. Although the surges did not seem to cause any significant changes in the various LVCR values across the CB, which might occur due to a temperature rise, it will cause a low amp rated breaker to open.

Typically the driving voltage for LVCR tests are maintained at low values to prevent current surges that may cause temperature rises that do affect the LVCR value. To prevent the current surges in the CB, RTSC recommends the open circuit voltage be maintained at one Volt, not 26 Volts.

It is RTSC's technical opinion that the constant current power supply LVCR test method at one Volt yields the same result as the resistive load method at 26 Volts, minimizes the number of circuit variables that may be required to be controlled, and reduces the time required to perform the test.

D.2 PROCESS 1 TEST PLAN.



TEST PROCESS NUMBER 1 FLOWCHART BLOCK DEFINITIONS

The chart above contains the Test Process Number 1 Flowchart. The flowchart illustrates the sequence of tests to be performed on the breakers designated for test. Each block in the flowchart is numbered. Complete descriptions of each block are provided below. To avoid repetition, blocks containing the same process are grouped together.

Block 1: **Visual & X-Ray Examination**

MIL-C-5809 Test Number: NA

Special Instructions: Each circuit breaker shall be examined visually and radiographically to record the initial condition of the breaker. Each sample will be x-rayed once in each axis. Check with OEM possible circuit breaker type specific x-ray requirements.

Block 2: **Circuit Breaker Open (Y/N)**

MIL-C-5809 Test Number: NA

Special Instructions: Record the state of the circuit breaker as either OPEN or CLOSED. If OPEN proceed to block 3. If CLOSED proceed to block 5. Do not change the state of the breaker.

Block 3, 10: **Close Breaker**

MIL-C-5809 Test Number:

Special Instructions: Breaker shall only be closed once. DO NOT cycle the breaker.

Block 4: **X-Ray Examination**

MIL-C-5809 Test Number:

Special Instructions: Generally, each sample will be x-rayed once in each axis. Check with OEM possible circuit breaker type specific x-ray requirements.

Block 5, 11, 16: **Low Voltage Contact Resistance Test**

MIL-C-5809 Test Number: 4.7.17.1 (see special instructions)

Special Instructions: 4.7.17.1 is normally performed in conjunction with Moisture Resistance tests (4.7.17). Moisture resistance is not part of this evaluation. However, the low voltage contact resistance measurement procedures described in 4.7.17.1 will be followed with the following deviations. Each CB will be operated in a circuit containing a dc resistive load of 200 milliamps at 26 ±2 volts. In series with the load shall be a manually operated switch (not the CB) to control power on/off. The contact resistance (specified as millivolt drop) shall be computed by averaging the result of 10 measurements. Each measurement shall be taken after a consecutive switch closure. All measurements shall be made across the CB external electrical

terminals. (Note: The circuit breaker shall not be exercised on/off during this test) Soak (no load) at ambient for one-hour minimum before test.

Block 6: **200% Overload Calibration**

MIL-C-5809 Test Number: 4.7.7.3
Special Instructions: Test at 200% of rated current only. Do not test at higher currents. Soak (no load) at ambient for one-hour minimum before test, breaker in the open position, if possible. Do not open the breaker if it is already in a closed position. Voltage drop from circuit breaker terminal-to-terminal will be monitored at all times. The temperature rise of the breaker terminals shall be obtained by the use of a suitable thermocouple.

Block 7: **Pass/fail (200% Overload Calibration)**

MIL-C-5809 Test Number: 4.7.7.3

Special Instructions: NA

Block 8: **Failure Analysis (200% Overload Calibration)**

MIL-C-5809 Test Number: 4.7.7.3

Special Instructions: As the first step in the failure analysis, the OEM will repeat test 6 after the breaker has been cycled off/on five times with no power applied. A low voltage contact resistance measurement will be obtained before the first and after each of the five-off/on cycles. After the cycling process is complete, test 55 will be repeated. Regardless of the outcome of this test, a failure analysis will be performed to determine the cause of the first failure or both failures as applicable. The failure analysis will be conducted by the circuit breaker OEM. The OEM will follow approved, company standard operating procedures (SOP) to conduct the analysis. When the SOP is inadequate for the complete determination of the failure or degradation causal factors, it shall be supplemented with additional procedures necessary to do so. For example, such procedures might include chemical analysis, optical microscopy, electron microscopy, and others.

Block 12: **500% Overload Calibration**

MIL-C-5809 Test Number: 4.7.7.3
Special Instructions: Test at 500% of rated current only. Do not test at higher currents. Soak (no load) at ambient for one-hour minimum before test, breaker in the open position, if possible. Do not open the breaker if it is already in a closed position. Voltage drop from circuit breaker terminal-to-terminal will be monitored at all times. The temperature rise of the breaker terminals shall be obtained by the use of a suitable thermocouple.

Block 13: **Pass/fail (500% Overload Calibration)**

MIL-C-5809 Test Number: 4.7.7.3

Special Instructions: NA

Block 14: **Failure Analysis (500% Overload Calibration)**

MIL-C-5809 Test Number: 4.7.7.3

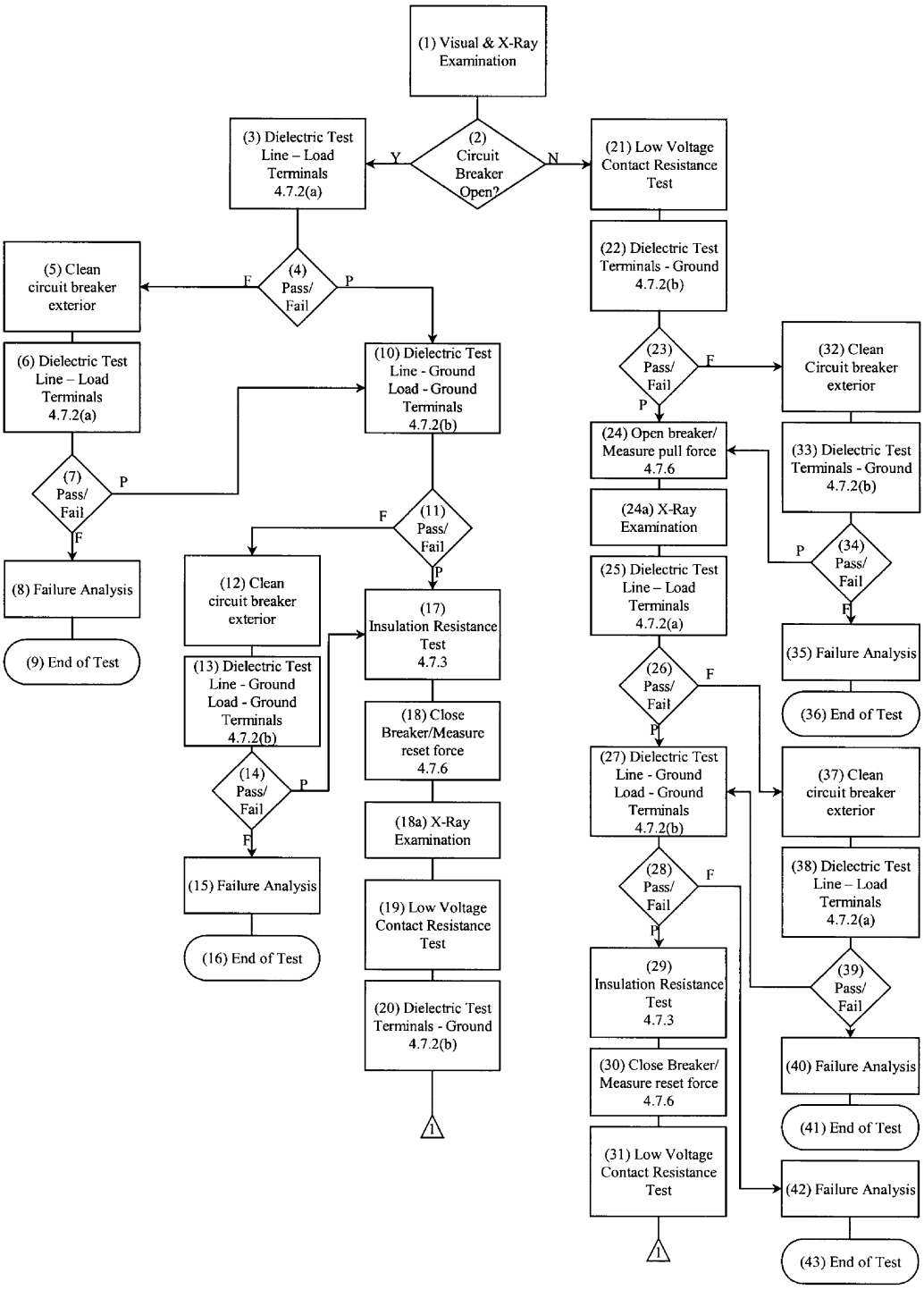
Special Instructions: As the first step in the failure analysis, the OEM will repeat test 59 after the breaker has been cycled off/on five times with no power applied. A low voltage contact resistance measurement will be obtained before the first and after each of the five-off/on cycles. After the cycling process is complete, test 59 will be repeated. Regardless of the outcome of this test, a failure analysis will be performed to determine the cause of the first failure or both failures as applicable. The failure analysis will be conducted by the circuit breaker OEM. The OEM will follow approved, company standard operating procedures (SOP) to conduct the analysis. When the SOP is inadequate for the complete determination of the failure or degradation causal factors, it shall be supplemented with additional procedures necessary to do so. For example, such procedures might include chemical analysis, optical microscopy, electron microscopy, and others.

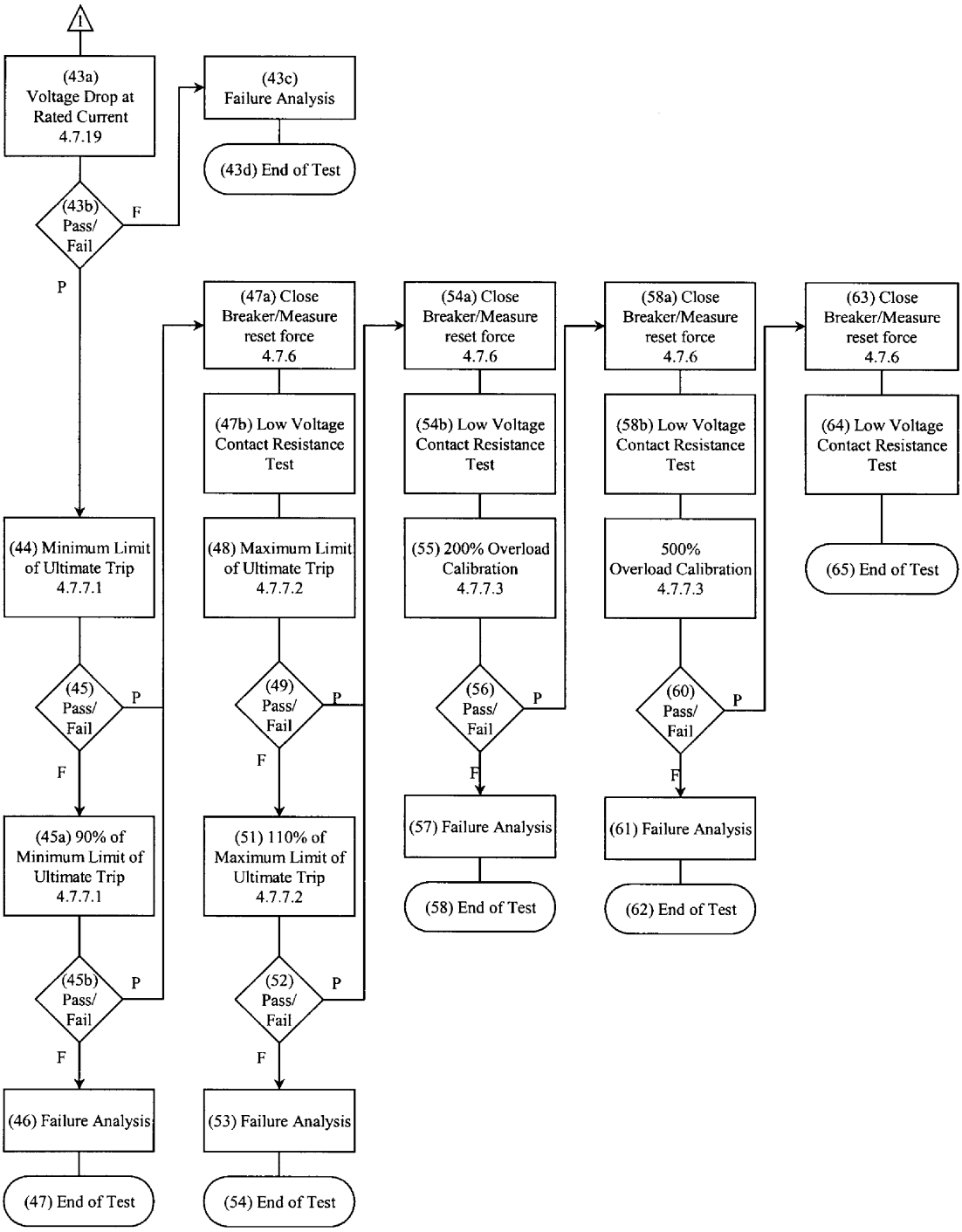
Block 17: **End of Test**

MIL-C-5809 Test Number: NA

Special Instructions: Safely store the CB in a suitable container that will protect the CB from physical or chemical damage. Insure that the breaker is properly labeled. Store the CB in its end of test state. Do not close or open the CB switch, or manipulate the CB in any way. If the circuit breaker has been disassembled, collect and properly store all remaining parts.

D.3 PROCESS 2 TEST PLAN.




1
(43a) Voltage Drop at Rated Current 4.7.19
(43b) Pass/ Fail
F
P
(43c) Failure Analysis
(43d) End of Test
(44) Minimum Limit of Ultimate Trip 4.7.7.1
(45) Pass/ Fail
P
F
(45a) 90% of Minimum Limit of Ultimate Trip 4.7.7.1
(45b) Pass/ Fail
P
F
(46) Failure Analysis
(47) End of Test
(47a) Close Breaker/Measure reset force 4.7.6
(47b) Low Voltage Contact Resistance Test
(48) Maximum Limit of Ultimate Trip 4.7.7.2
(49) Pass/ Fail
P
F
(51) 110% of Maximum Limit of Ultimate Trip 4.7.7.2
(52) Pass/ Fail
P
F
(53) Failure Analysis
(54) End of Test
(54a) Close Breaker/Measure reset force 4.7.6
(54b) Low Voltage Contact Resistance Test
(55) 200% Overload Calibration 4.7.7.3
(56) Pass/ Fail
P
F
(57) Failure Analysis
(58) End of Test
(58a) Close Breaker/Measure reset force 4.7.6
(58b) Low Voltage Contact Resistance Test
500% Overload Calibration 4.7.7.3
(60) Pass/ Fail
P
F
(61) Failure Analysis
(62) End of Test
(63) Close Breaker/Measure reset force 4.7.6
(64) Low Voltage Contact Resistance Test
(65) End of Test

TEST PROCESS NUMBER 2 FLOWCHART BLOCK DEFINITIONS

The chart above contains the Test Process Number 2 Flowchart. The flowchart illustrates the sequence of tests to be performed on the breakers designated for test. Each block in the flowchart is numbered. Complete descriptions of each block are provided below. To avoid repetition, blocks containing the same process are grouped together.

Block 1: **Visual & X-Ray Examination**

MIL-C-5809 Test Number: NA

Special Instructions: Each circuit breaker shall be examined visually and radiographically to record the initial condition of the breaker. Each sample will be x-rayed once in each axis. Check with OEM possible circuit breaker type specific x-ray requirements.

Block 2: **Circuit Breaker Open (Y/N)**

MIL-C-5809 Test Number: NA

Special Instructions: Record the state of the circuit breaker as either OPEN or CLOSED. If OPEN proceed to block 3. If CLOSED proceed to block 21. Do not change the state of the breaker.

Block 3, 6, 25, 38: **Dielectric Withstanding Voltage, Line - Load Terminals**

MIL-C-5809 Test Number: 4.7.2(a)

Special Instructions: None.

Block 4, 7, 11, 14, 23, 26, 28, 34, 39: **Pass/Fail**

MIL-C-5809 Test Number: NA

Special Instructions: Pass/Fail criteria specified in MIL-C-5809 paragraph 4.7.2.

Block 5, 12, 32, 37: **Clean CB Exterior**

MIL-C-5809 Test Number: NA

Special Instructions: Gently clean the exterior of the CB, removing any light contamination that may be present. Cleaning shall be performed with a clean, soft, nylon brush; and a clean, soft, cotton rag. Under no circumstances shall cleaning solutions or other materials be used. If the contamination is not removed using the prescribed method, do not attempt further cleaning. Proceed to the next step as prescribed in the process flow chart. If any unusual contamination is present record the characteristics and collect a sample of the contaminants in a specimen bag and proceed to the next step in the test process.

Block 8, 15, 35, 40, 42: **Failure Analysis**

MIL-C-5809 Test Number: NA

Special Instructions: Failure analysis will be conducted by the circuit breaker OEM. The OEM will follow approved, company standard operating procedures (SOP) to conduct the analysis. When the SOP is inadequate for the complete determination of the failure or degradation causal factors, it shall be supplemented with additional procedures necessary to do so. For example, such procedures might include chemical analysis, optical microscopy, electron microscopy, and others.

Block 9, 16, 36, 41, 43, 43d, 47, 54, 58, 62, 65: **End of Test**

MIL-C-5809 Test Number: NA

Special Instructions: Safely store the CB in a suitable container that will protect the CB from physical or chemical damage. Insure that the breaker is properly labeled. Store the CB in its end of test state. Do not close or open the CB switch, or manipulate the CB in any way. If the circuit breaker has been disassembled, collect and properly store all remaining parts.

Block 10, 13, 27: **Dielectric Withstanding Voltage; Line - Ground, Load - Ground**

MIL-C-5809 Test Number: 4.7.2(b)

Special Instructions: CB shall remain in the open position for these tests. DO NOT close the CB to conduct these tests in the closed position as specified in 4.7.2(b).

Block 17, 29: **Insulation Resistance Test**

MIL-C-5809 Test Number: 4.7.3

Special Instructions: Circuit breaker shall remain in the open position. Do not close the breaker when performing this test. Points of measurement shall be specified by the OEM for each CB type and shall be the same as when the CB was qualified.

Block 18, 30, 47a, 54a, 58a, 63: **Close Breaker, Measure reset force**

MIL-C-5809 Test Number: 4.7.6

Special Instructions: Breaker shall only be closed once. DO NOT cycle the breaker to get multiple readings.

Block 18a, 24a: **X-Ray Examination**

MIL-C-5809 Test Number:

Special Instructions: Generally, each sample will be x-rayed once in each axis. Check with OEM possible circuit breaker type specific x-ray requirements.

Block 19, 21, 31, 47b, 54b, 58b, 64: **Low Voltage Contact Resistance Test**

MIL-C-5809 Test Number: 4.7.17.1 (see special instructions)

Special Instructions: 4.7.17.1 is normally performed in conjunction with Moisture Resistance tests (4.7.17). Moisture resistance is not part of this evaluation. However, the low voltage contact resistance measurement procedures described in 4.7.17.1 will be followed with the following deviations. Each CB will be operated in a circuit containing a dc resistive load of 200 milliamps at 26 ±2 volts. In series with the load shall be a manually operated switch (not the CB) to control power on/off. The

contact resistance (specified as millivolt drop) shall be computed by averaging the result of 10 measurements. Each measurement shall be taken after a consecutive switch closure. All measurements shall be made across the CB external electrical terminals. (Note: The circuit breaker shall not be exercised on/off during this test) Soak (no load) at ambient for one-hour minimum before test.

Block 20, 22, 33: **Dielectric Withstanding Voltage; Terminals - Ground**

MIL-C-5809 Test Number: 4.7.2(b)

Special Instructions: CB shall remain in the closed position for these tests. Do not open the CB to conduct these tests in the open position as specified in 4.7.2(b).

Block 24: **Open CB, Measure Pull Force**

MIL-C-5809 Test Number: 4.7.6

Special Instructions: Breaker shall only be opened once. DO NOT cycle the breaker to get multiple readings.

Block 43a: **Voltage Drop at Rated Current**

MIL-C-5809 Test Number: 4.7.19.1

Special Instructions: NA.

Block 43b: **Pass/Fail: Voltage Drop at Rated Current**

MIL-C-5809 Test Number: 4.7.19.1

Special Instructions: Pass/Fail criteria specified in MIL-C-5809 paragraph 4.7.19.1.

Block 43c: **Failure Analysis: Voltage Drop at Rated Current**

MIL-C-5809 Test Number:

Special Instructions: As the first step in the failure analysis, the OEM will repeat test 43a after the breaker has been cycled off/on five times with no power applied. A low voltage contact resistance measurement will be obtained before the first and after each of the five-off/on cycles. After the cycling process is complete, test 43a will be repeated. Regardless of the outcome of this test, a failure analysis will be performed to determine the cause of the first failure or both failures as applicable. The failure analysis will be conducted by the circuit breaker OEM. The OEM will follow approved, company standard operating procedures (SOP) to conduct the analysis. When the SOP is inadequate for the complete determination of the failure or degradation causal factors, it shall be supplemented with additional procedures necessary to do so. For example, such procedures might include chemical analysis, optical microscopy, electron microscopy, and others.

Block 44: **Minimum Limit of Ultimate Trip**

MIL-C-5809 Test Number: 4.7.7.1
Special Instructions: Soak (no load) at ambient for one-hour minimum before test, breaker in the open position, if possible. Do not open the breaker if it is already in a closed position. Voltage drop from circuit breaker terminal-to-terminal will be

monitored at all times. The temperature rise of the breaker terminals shall be obtained by the use of a suitable thermocouple.

Block 45: **Pass/Fail (Minimum Limit of Ultimate Trip)**

MIL-C-5809 Test Number: 4.7.7.1

Special Instructions: The breaker shall not trip and the temperature rise shall not exceed 75°C as specified in 4.7.7.1.

Block 45a: **90% of Minimum Limit of Ultimate Trip**

MIL-C-5809 Test Number: 4.7.7.1
Special Instructions: Soak (no load) at ambient for one-hour minimum before test, breaker in the open position, if possible. Do not open the breaker if it is already in a closed position. Voltage drop from circuit breaker terminal-to-terminal will be monitored at all times. The temperature rise of the breaker terminals shall be obtained by the use of a suitable thermocouple.

Block 45b: **Pass/Fail (90% of Minimum Limit of Ultimate Trip)**

MIL-C-5809 Test Number: 4.7.7.1

Special Instructions: NA.

Block 46: **Failure Analysis (90% of Minimum Limit of Ultimate Trip)**

MIL-C-5809 Test Number: 4.7.7.1

Special Instructions: As the first step in the failure analysis, the OEM will repeat test 45a after the breaker has been cycled off/on five times with no power applied. A low voltage contact resistance measurement will be obtained before the first and after each of the five-off/on cycles. After the cycling process is complete, test 45a will be repeated. Regardless of the outcome of this test, a failure analysis will be performed to determine the cause of the first failure or both failures as applicable. The failure analysis will be conducted by the circuit breaker OEM. The OEM will follow approved, company standard operating procedures (SOP) to conduct the analysis. When the SOP is inadequate for the complete determination of the failure or degradation causal factors, it shall be supplemented with additional procedures necessary to do so. For example, such procedures might include chemical analysis, optical microscopy, electron microscopy, and others.

Block 48: **Maximum Limit of Ultimate Trip**

MIL-C-5809 Test Number: 4.7.7.2
Special Instructions: Soak (no load) at ambient for one-hour minimum before test, breaker in the open position, if possible. Do not open the breaker if it is already in a closed position. Voltage drop from circuit breaker terminal-to-terminal will be monitored at all times. The temperature rise of the breaker terminals shall be obtained by the use of a suitable thermocouple.

Block 49: **Pass/fail (Maximum Limit of Ultimate Trip)**

MIL-C-5809 Test Number: 4.7.7.2

Special Instructions: NA

Block 51: **110% of Maximum Limit of Ultimate Trip**

MIL-C-5809 Test Number: 4.7.7.2
Special Instructions: Soak (no load) at ambient for one-hour minimum before test, breaker in the open position, if possible. Do not open the breaker if it is already in a closed position. Voltage drop from circuit breaker terminal-to-terminal will be monitored at all times. The temperature rise of the breaker terminals shall be obtained by the use of a suitable thermocouple.

Block 52: **Pass/fail (110% of Maximum Limit of Ultimate Trip)**

MIL-C-5809 Test Number: 4.7.7.2

Special Instructions: NA

Block 53: **Failure Analysis (110% of Maximum Limit of Ultimate Trip)**

MIL-C-5809 Test Number: 4.7.7.2

Special Instructions: As the first step in the failure analysis, the OEM will repeat test 51 after the breaker has been cycled off/on five times with no power applied. A low voltage contact resistance measurement will be obtained before the first and after each of the five-off/on cycles. After the cycling process is complete, test 51 will be repeated. Regardless of the outcome of this test, a failure analysis will be performed to determine the cause of the first failure or both failures as applicable. The failure analysis will be conducted by the circuit breaker OEM. The OEM will follow approved, company standard operating procedures (SOP) to conduct the analysis. When the SOP is inadequate for the complete determination of the failure or degradation causal factors, it shall be supplemented with additional procedures necessary to do so. For example, such procedures might include chemical analysis, optical microscopy, electron microscopy, and others.

Block 55: **200% Overload Calibration**

MIL-C-5809 Test Number: 4.7.7.3
Special Instructions: Test at 200% of rated current only. Do not test at higher currents. Soak (no load) at ambient for one-hour minimum before test, breaker in the open position, if possible. Do not open the breaker if it is already in a closed position. Voltage drop from circuit breaker terminal-to-terminal will be monitored at all times. The temperature rise of the breaker terminals shall be obtained by the use of a suitable thermocouple.

Block 56: **Pass/fail (200% Overload Calibration)**

MIL-C-5809 Test Number: 4.7.7.3

Special Instructions: NA

Block 57: **Failure Analysis (200% Overload Calibration)**

MIL-C-5809 Test Number: 4.7.7.3

Special Instructions: As the first step in the failure analysis, the OEM will repeat test 55 after the breaker has been cycled off/on five times with no power applied. A low voltage contact resistance measurement will be obtained before the first and after

each of the five-off/on cycles. After the cycling process is complete, test 55 will be repeated. Regardless of the outcome of this test, a failure analysis will be performed to determine the cause of the first failure or both failures as applicable. The failure analysis will be conducted by the circuit breaker OEM. The OEM will follow approved, company standard operating procedures (SOP) to conduct the analysis. When the SOP is inadequate for the complete determination of the failure or degradation causal factors, it shall be supplemented with additional procedures necessary to do so. For example, such procedures might include chemical analysis, optical microscopy, electron microscopy, and others.

Block 59: **500% Overload Calibration**

MIL-C-5809 Test Number: 4.7.7.3
Special Instructions: Test at 500% of rated current only. Do not test at higher currents. Soak (no load) at ambient for one-hour minimum before test, breaker in the open position, if possible. Do not open the breaker if it is already in a closed position. Voltage drop from circuit breaker terminal-to-terminal will be monitored at all times. The temperature rise of the breaker terminals shall be obtained by the use of a suitable thermocouple.

Block 60: **Pass/fail (500% Overload Calibration)**

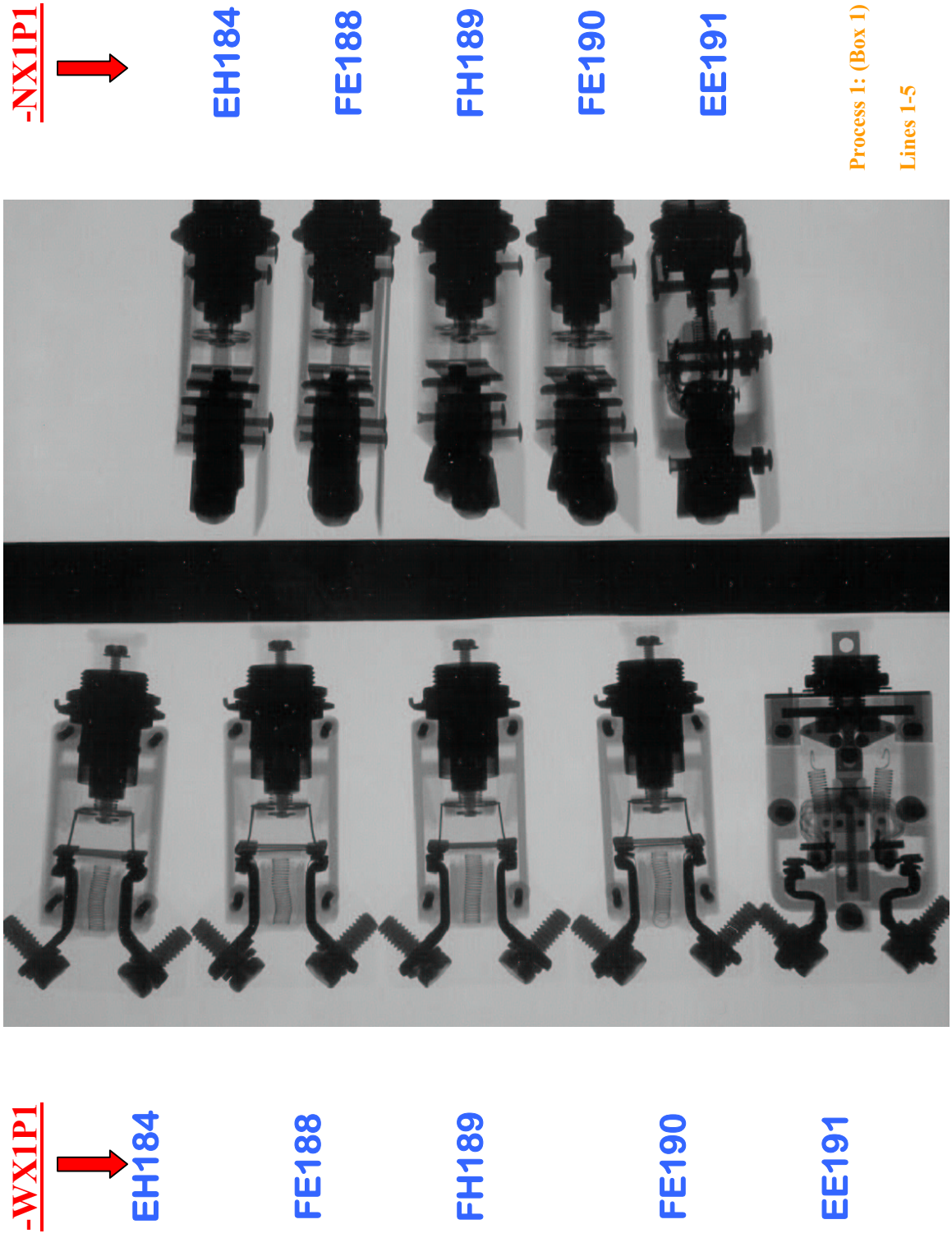
MIL-C-5809 Test Number: 4.7.7.3

Special Instructions: NA

Block 61: **Failure Analysis (500% Overload Calibration)**

MIL-C-5809 Test Number: 4.7.7.3

Special Instructions: As the first step in the failure analysis, the OEM will repeat test 59 after the breaker has been cycled off/on five times with no power applied. A low voltage contact resistance measurement will be obtained before the first and after each of the five-off/on cycles. After the cycling process is complete, test 59 will be repeated. Regardless of the outcome of this test, a failure analysis will be performed to determine the cause of the first failure or both failures as applicable. The failure analysis will be conducted by the circuit breaker OEM. The OEM will follow approved, company standard operating procedures (SOP) to conduct the analysis. When the SOP is inadequate for the complete determination of the failure or degradation causal factors, it shall be supplemented with additional procedures necessary to do so. For example, such procedures might include chemical analysis, optical microscopy, electron microscopy, and others.


-NX1P1
EH184
FE188
FH189
FE190
EE191
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Lines 1-5
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EH184
FE188
FH189
FE190
EE191

-WX1P1

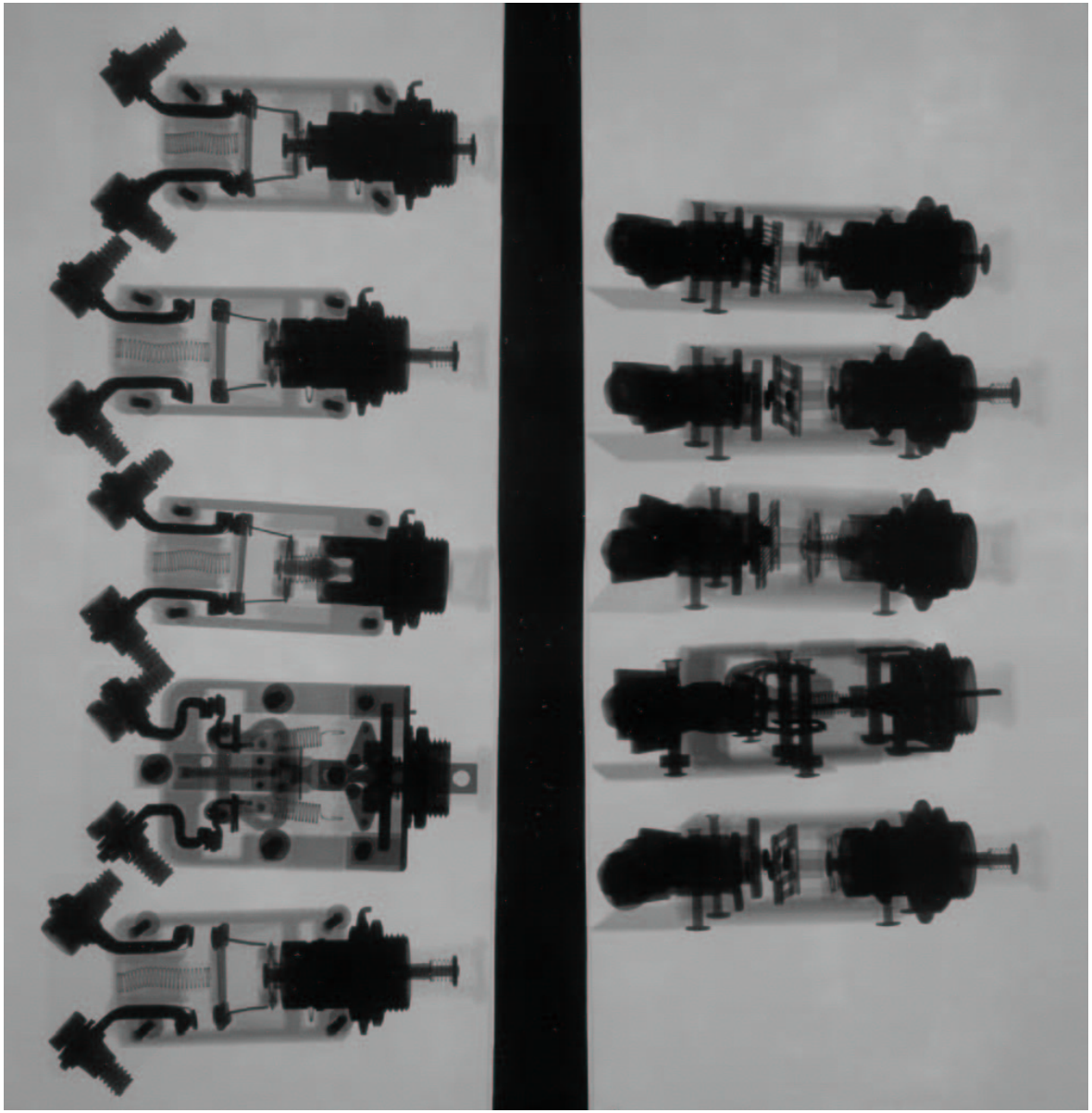
EB192

GD198

GB199

GE200

HD213



-NX1P1

EB192

GD198

GB199

GE200

HD213

Process 1: (Box 1)

Lines 6-10

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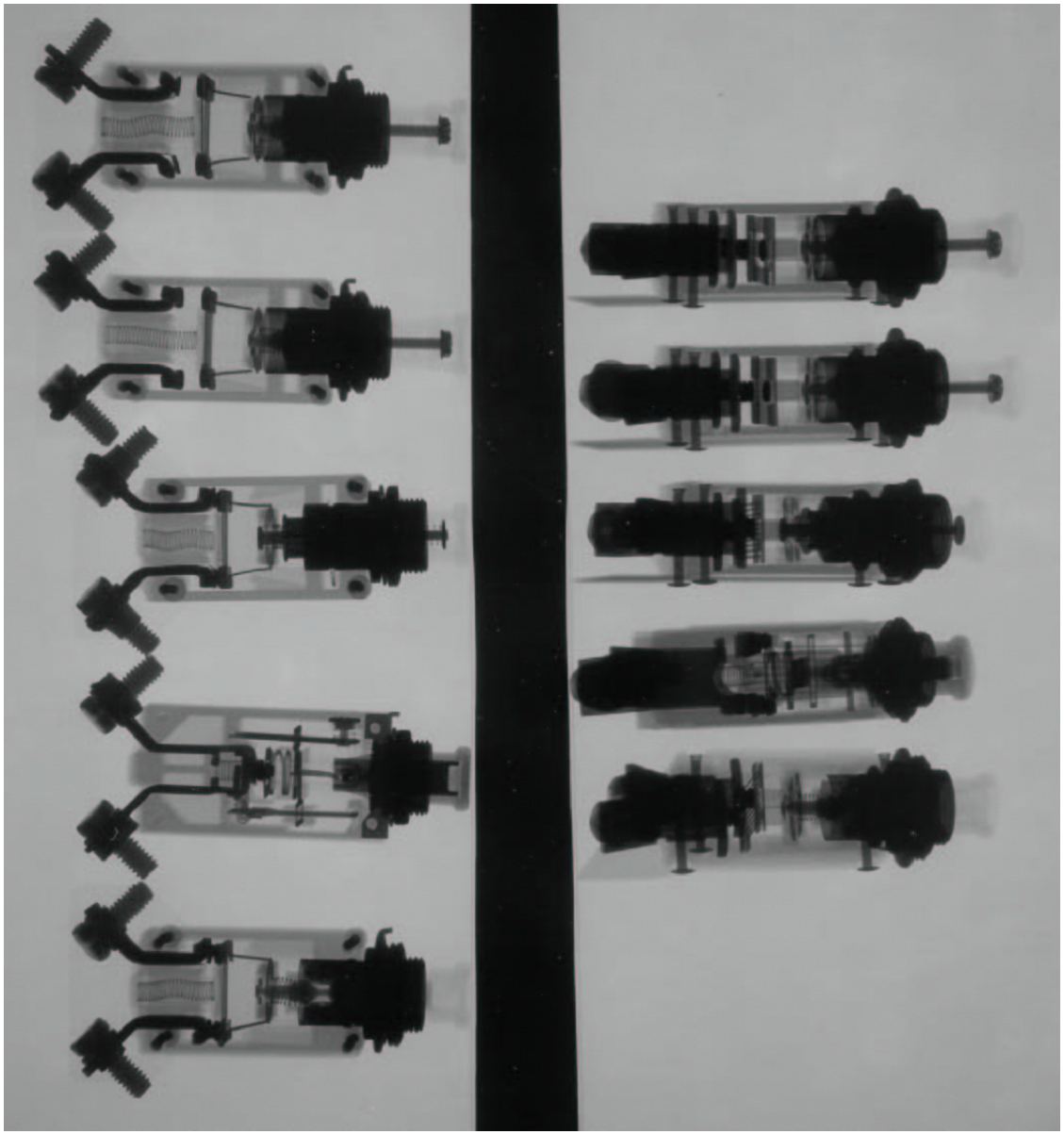
HH221

IB230

IB231

IB232



-NX1P1

HE217

HH221

IB230

IB231

IB232

Process 1: (Box 1)

Lines 11-15

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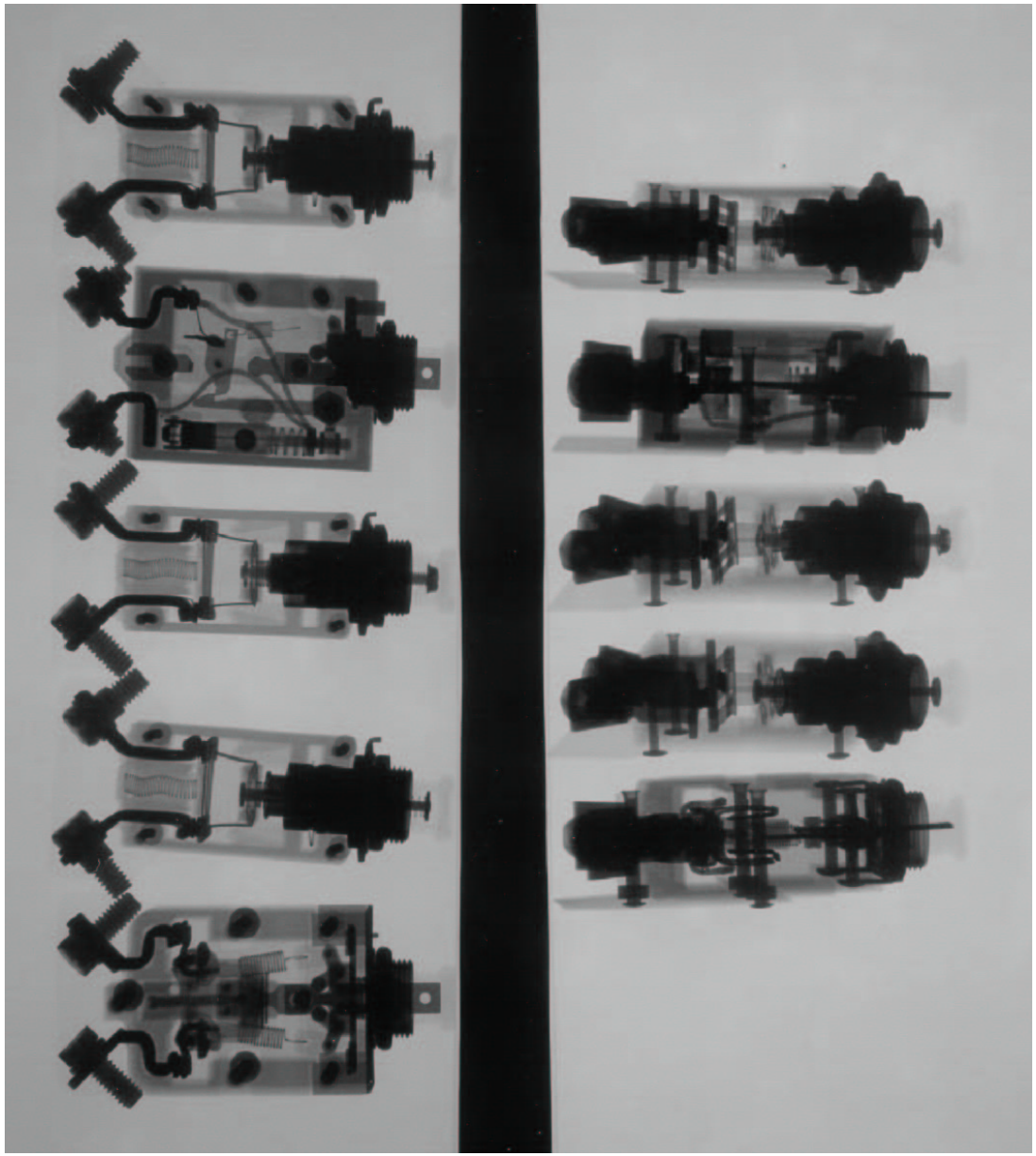
ID237

JD244

JD245

JE253

JH255



-NX1P1

ID237

JD244

JD245

JE253

JH255

Process 1: (Box 1)

Lines 16-20

-WX1P1

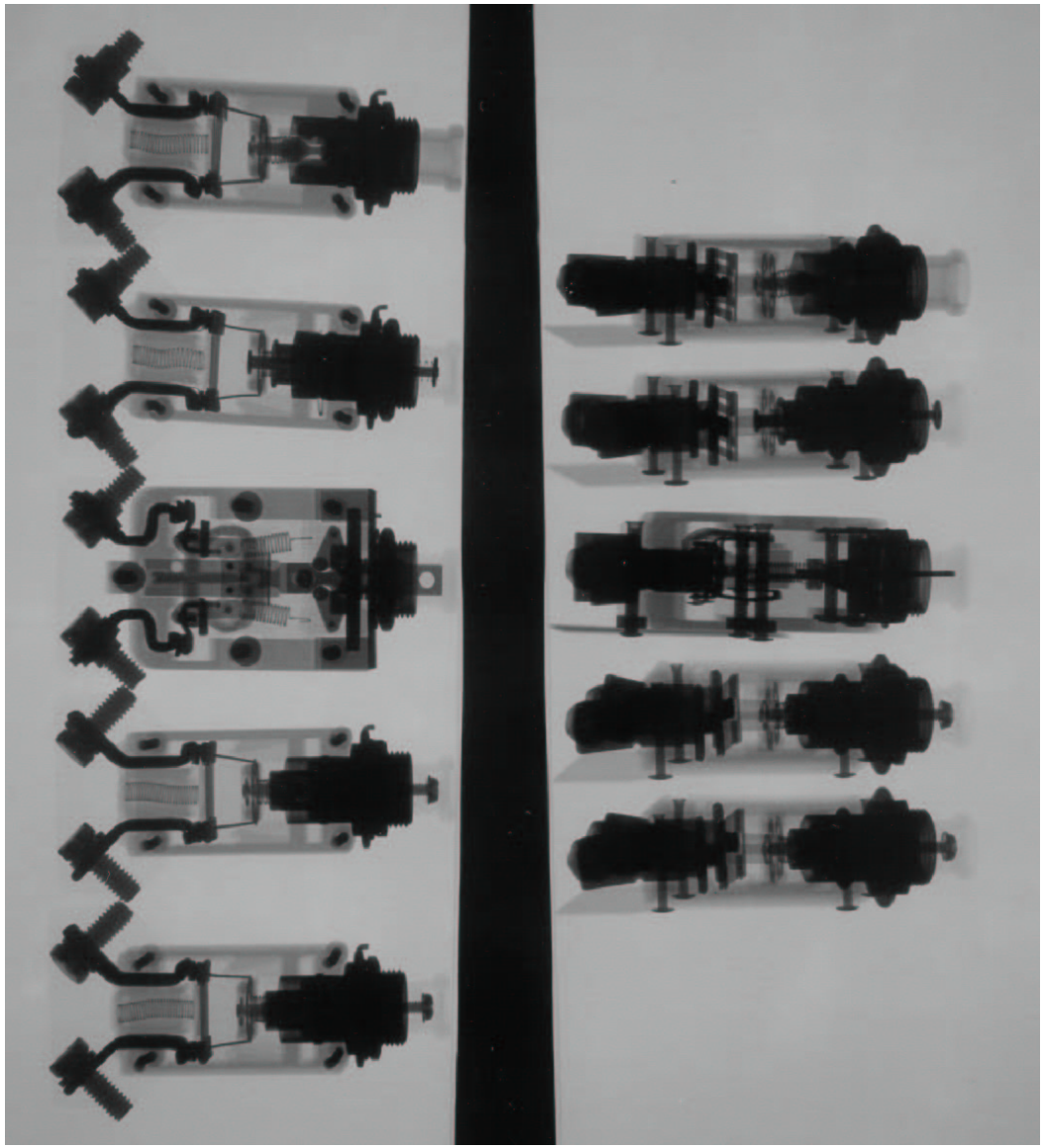
KD258

KD259

KE262

KH265

KH266



-NX1P1

KD258

KD259

KE262

KH265

KH266

Process 1: (Box 1)

Lines 21-25

-WX1P1

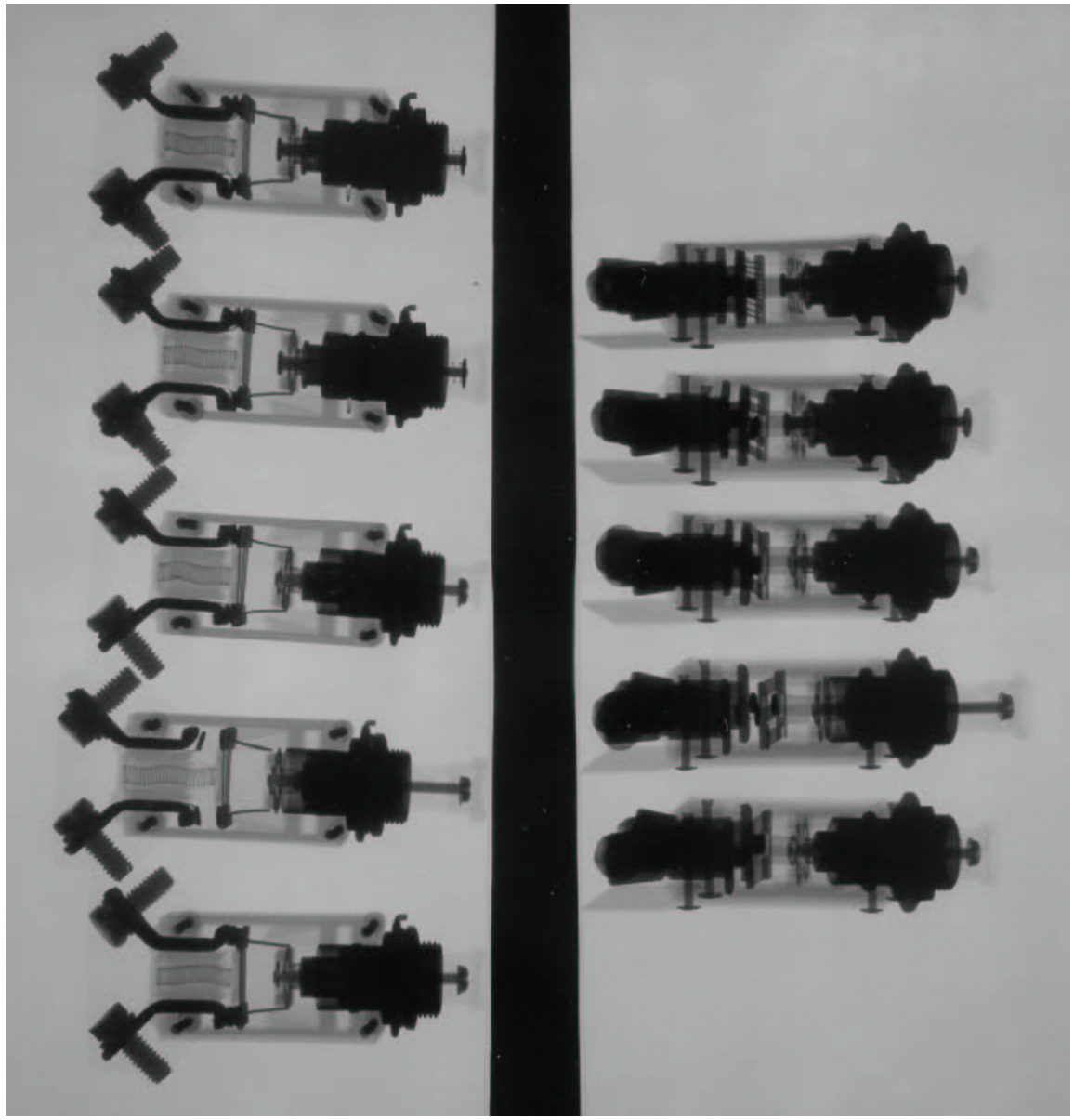
LB277

LD279

LE281

LE282

LH287



-NX1P1

LB277

LD279

LE281

LE282

LH287

Process 1: (Box 1)

Lines 26-30

-WX1P1

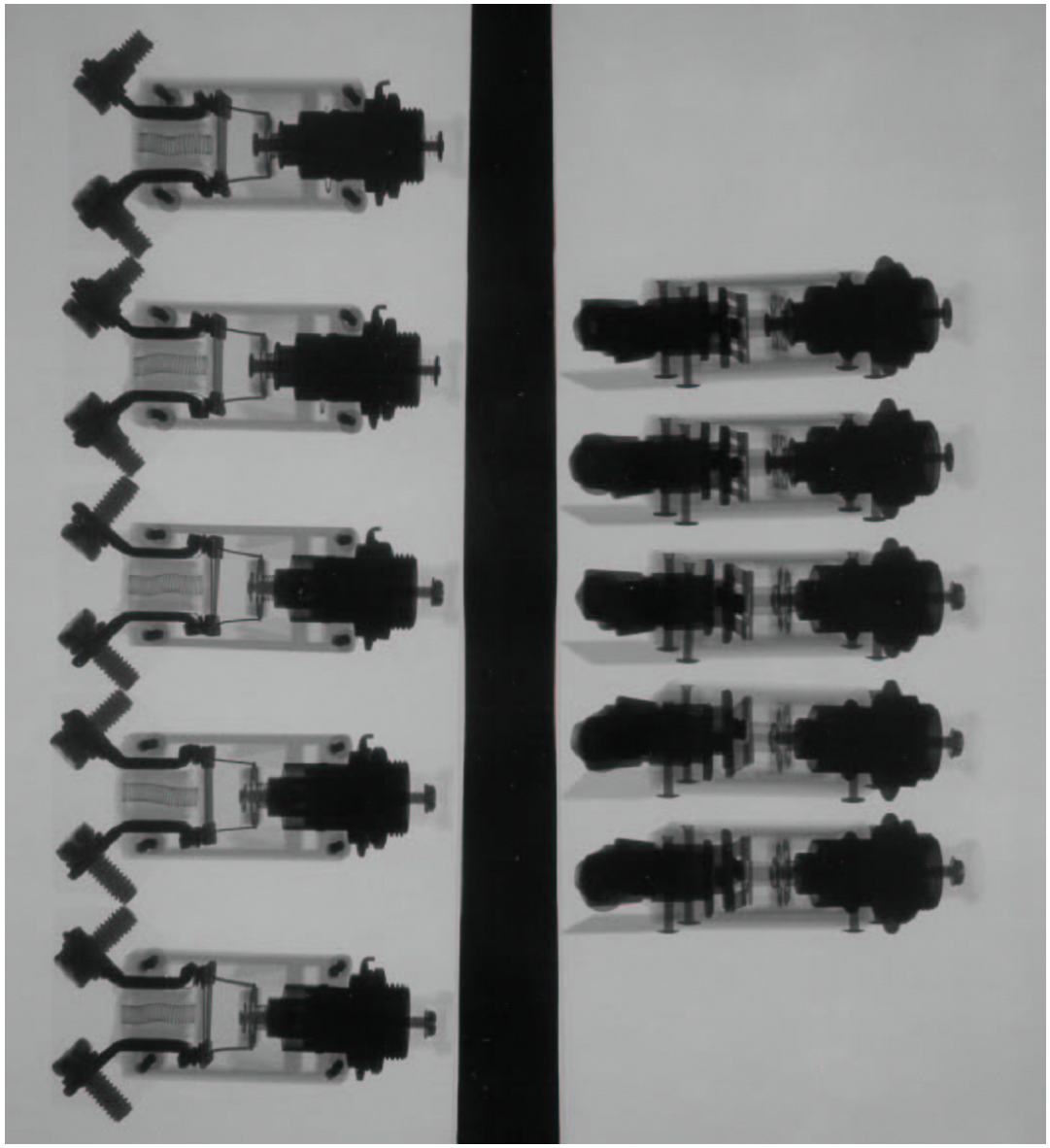
GD198

HD213

HE217

HH221

LE282



-NX1P4

GD198

HD213

HE217

HH221

LE282

Process 1: (Box 4)

Lines 7, 10-12, 29

-WX1P1

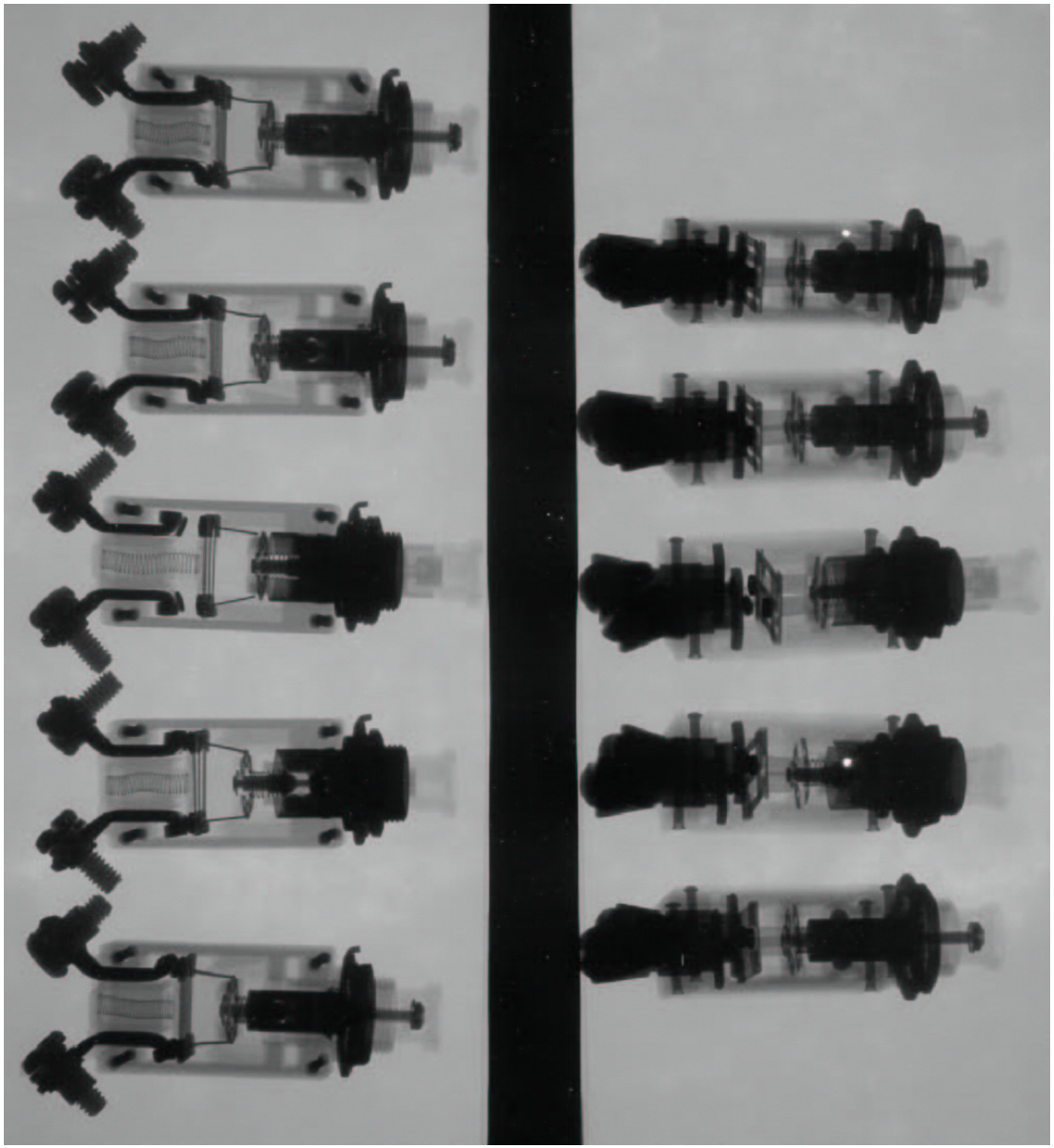
AD001

AD002

AE007

AE008

AH012



-NX1P1

AD001

AD002

AE007

AE008

AH012

Process 1: (Box 1)

Lines 31-35

-WX1P1

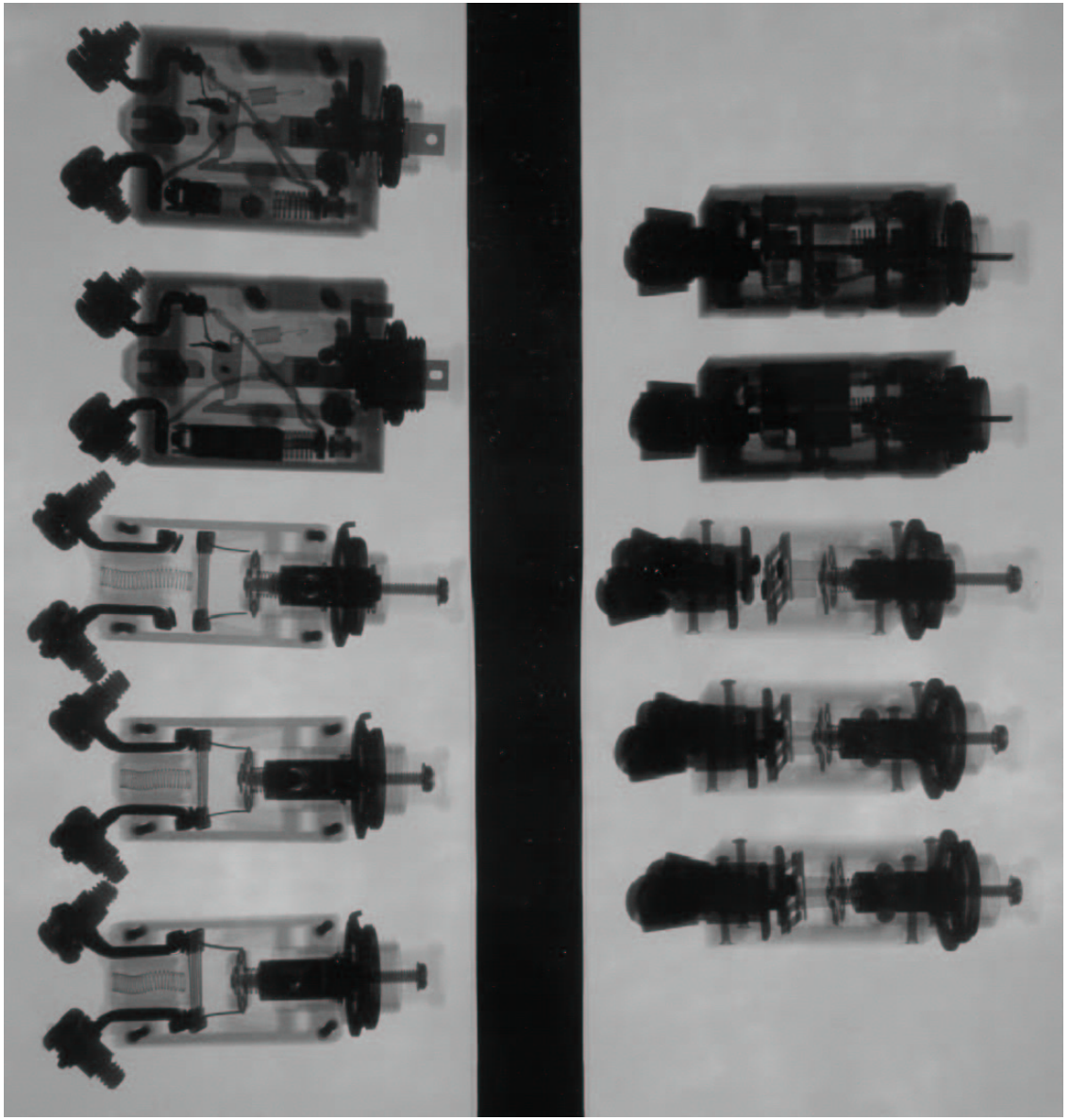
BA020

BA021

BD027

BD028

BD029



-NX1P1

BA020

BA021

BD027

BD028

BD029

Process 1: (Box 1)

Lines 36-40

-WX1P1

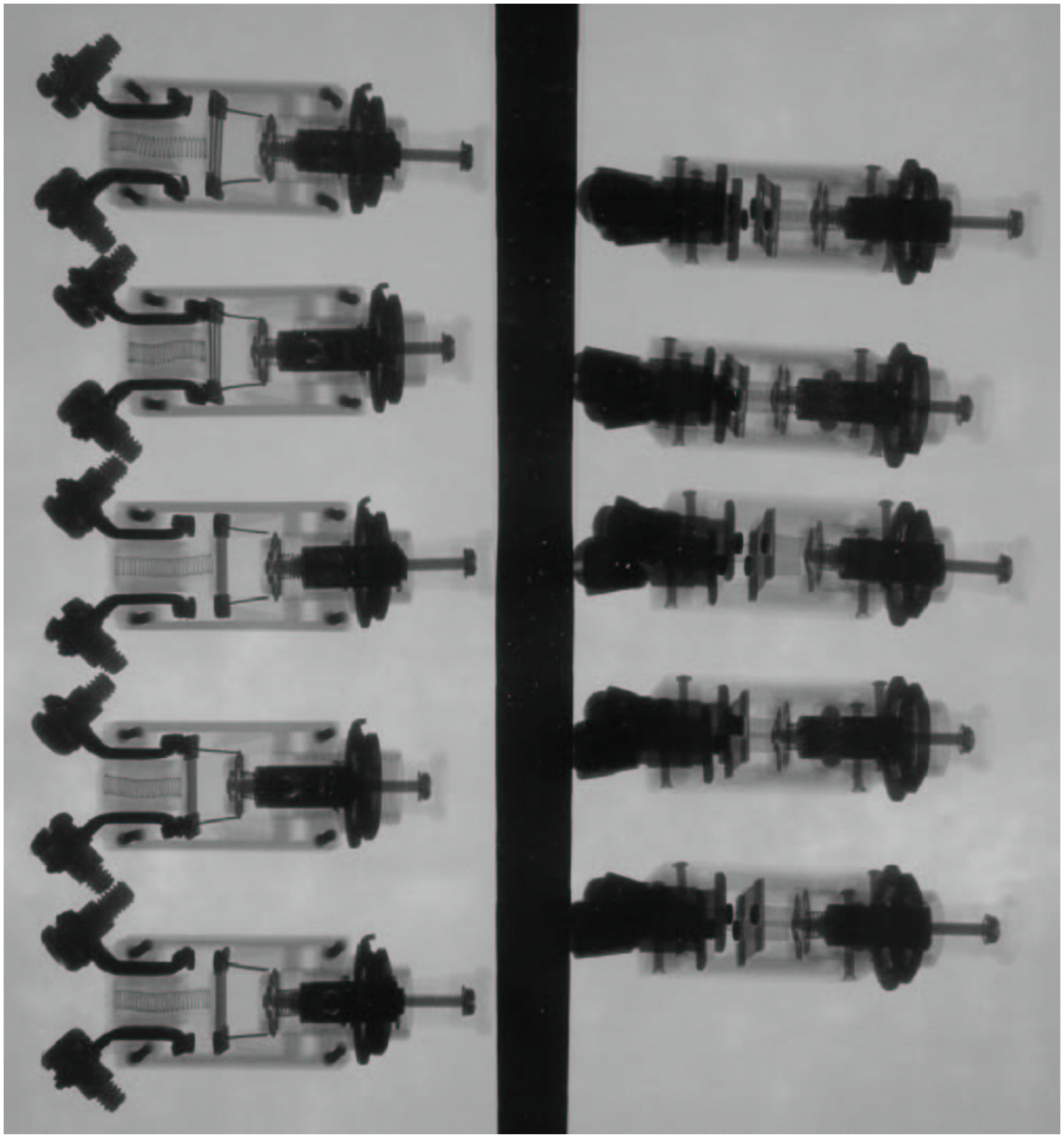
BE039

BE040

BH045

BH046

BH047



-NX1P1

BE039

BE040

BH045

BH046

BH047

Process 1: (Box 1)

Lines 41-45

-WX1P1

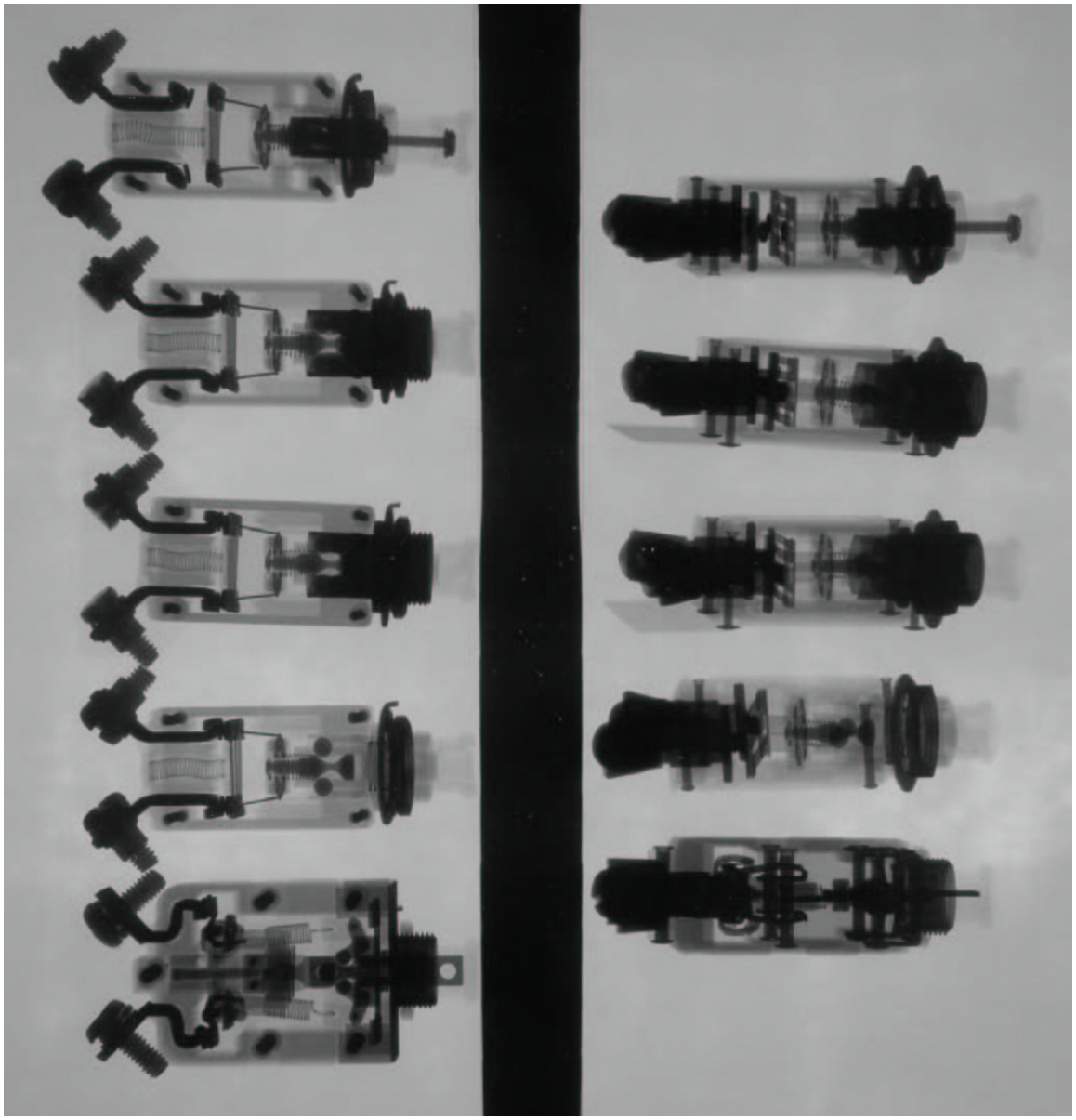
CD066

CD067

CD0668

CE079

CH084



-NX1P1

CD066

CD067

CD068

CE079

CH084

Process 1: (Box 1)

Lines 46-50

-WX1P1

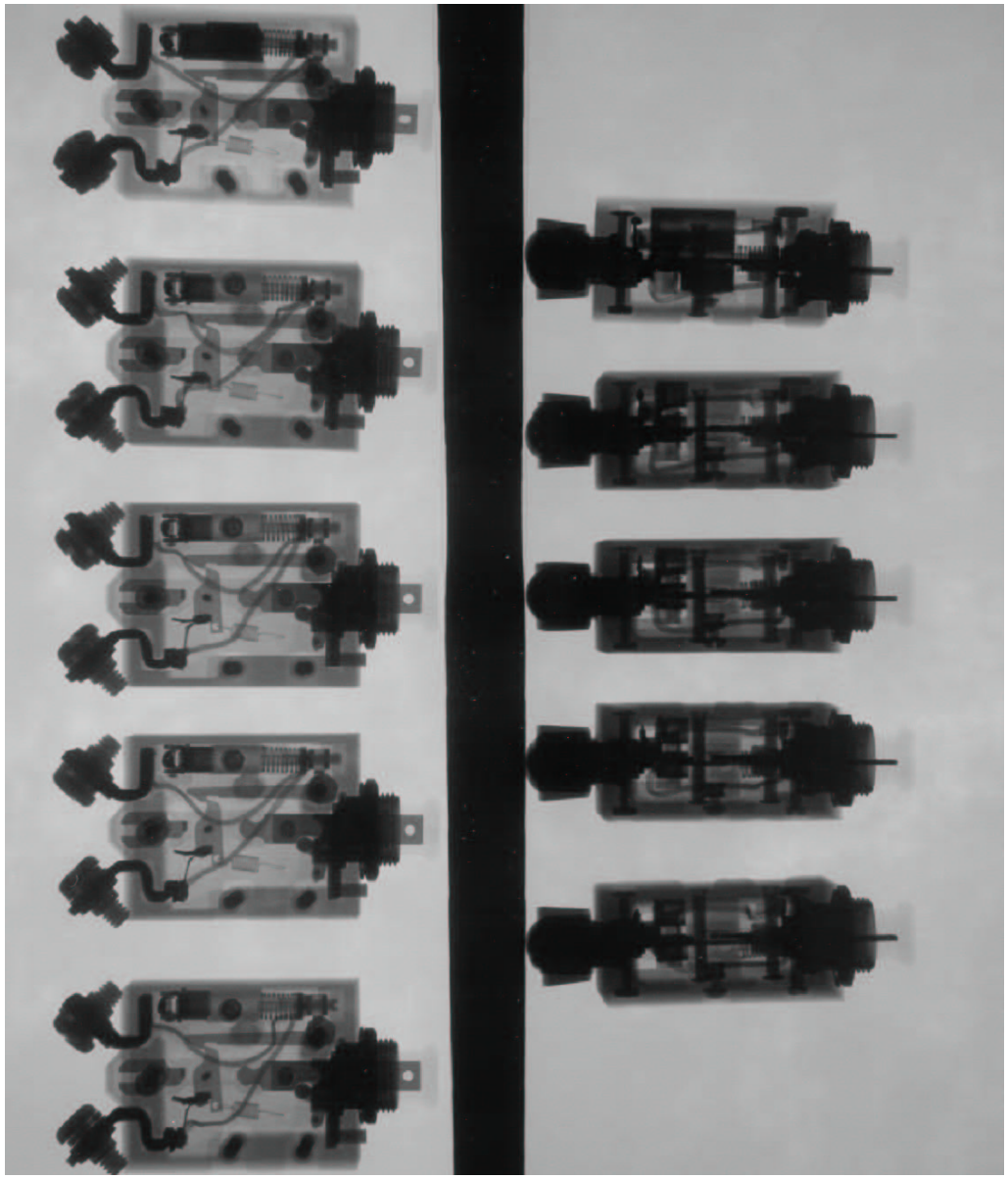
DA091

DA092

DA093

DA094

DA095



-NX1P1

DA091

DA092

DA093

DA094

DA095

Process 1: (Box 1)

Lines 51-55

-WX1P1

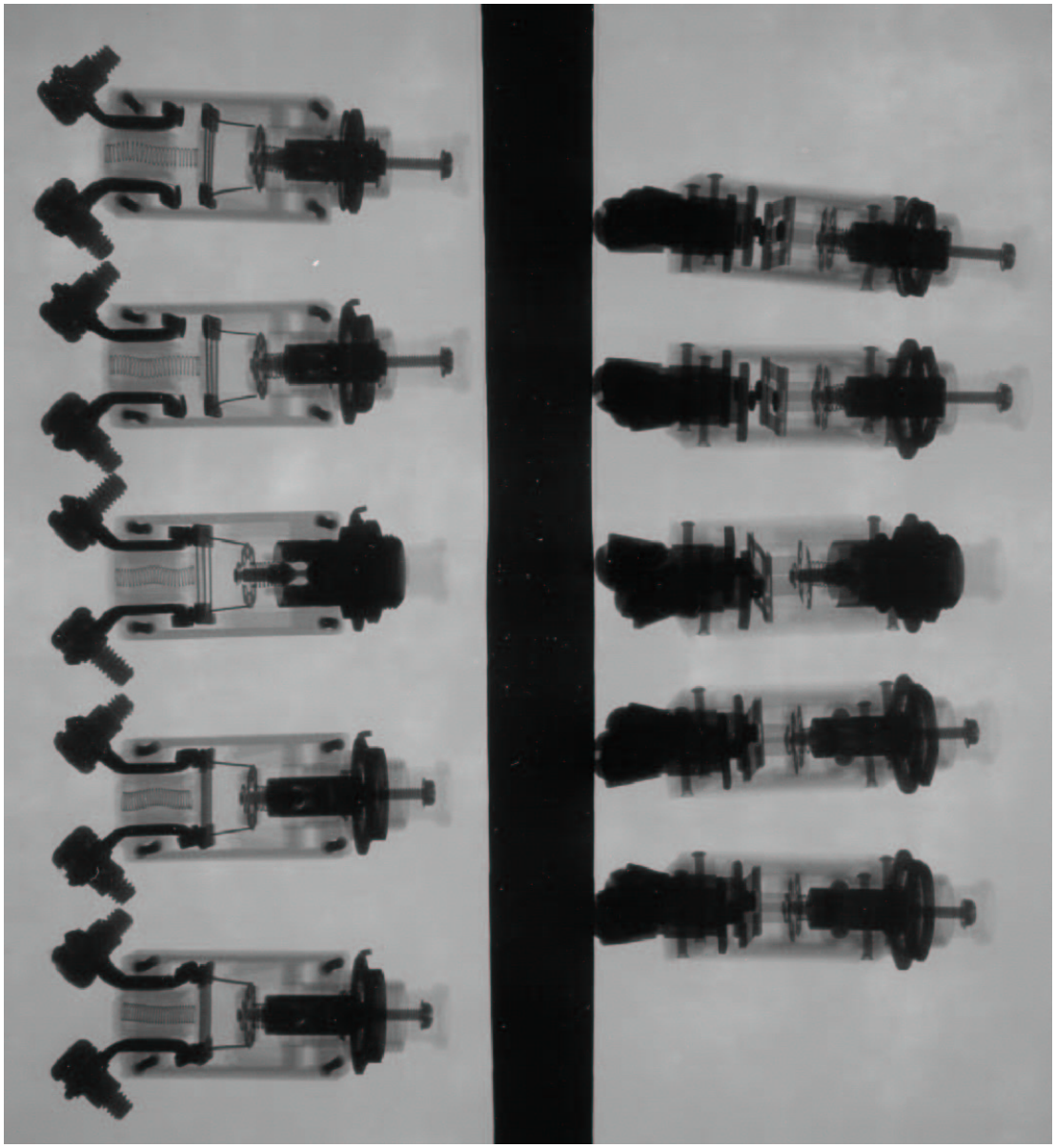
DE116

DE117

DE118

DH137

DH138



-NX1P1

DE116

DE117

DE118

DH137

DH138

Process 1: (Box 1)

Lines 56-60

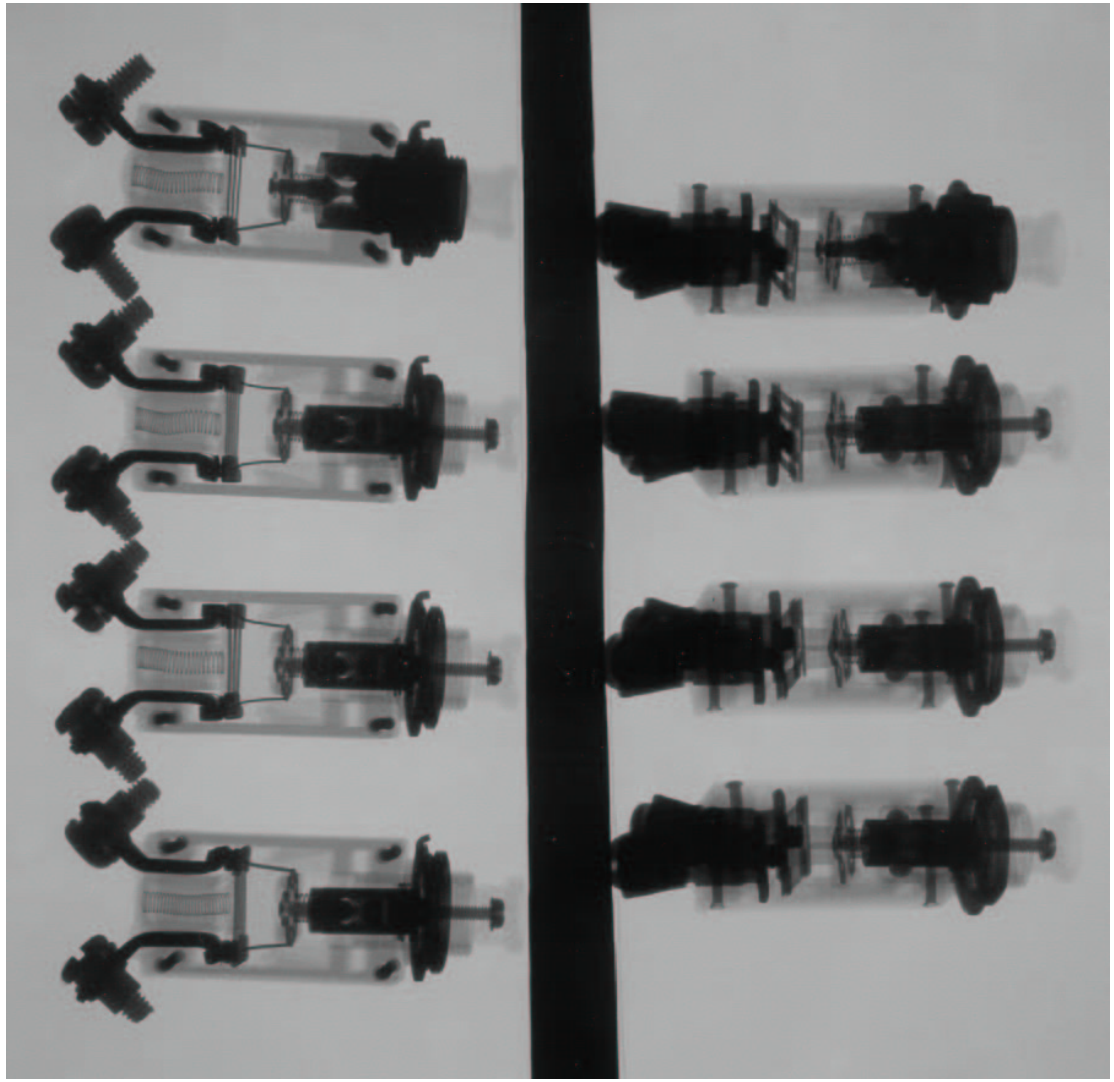
-WX1P4

AE007

BD027

BE039

BH045



-NX1P4

AE007

BD027

BE039

BH045

Process 1: (Box 4)

Lines 33, 38, 41, 43

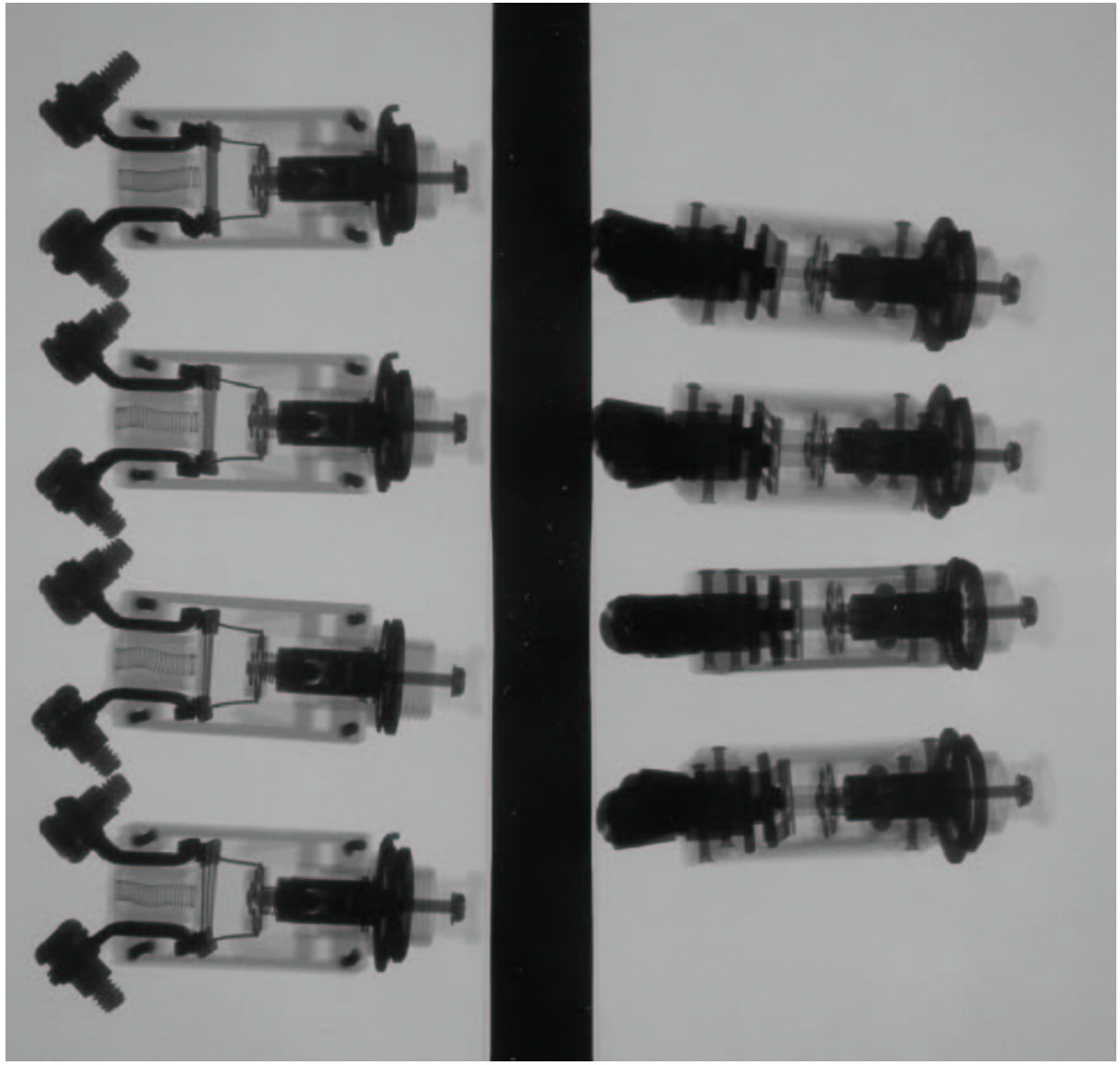
-WX1P4

BH047

CD066

DE116

DE117



-NX1P4

BH047

CD066

DE116

DE117

Process 1: (Box 4)

Lines 45, 46, 56, 57

-WX1P1

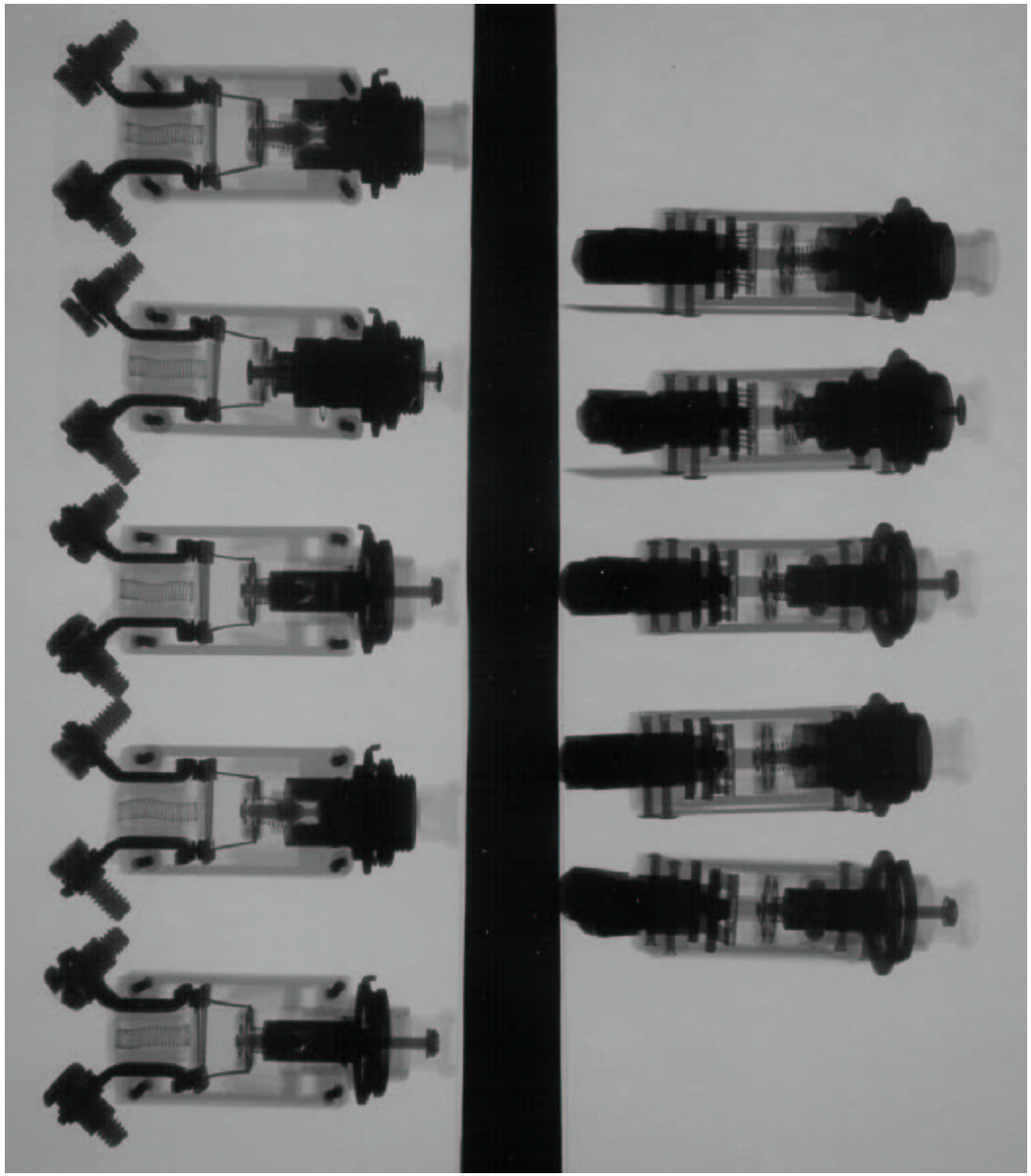
GB301

IB302

BD303

CD304

AE305



-NX1P1

GB301

IB302

BD303

CD304

AE305

Process 1: (Box 1)

Lines 278-282

-WX1P1

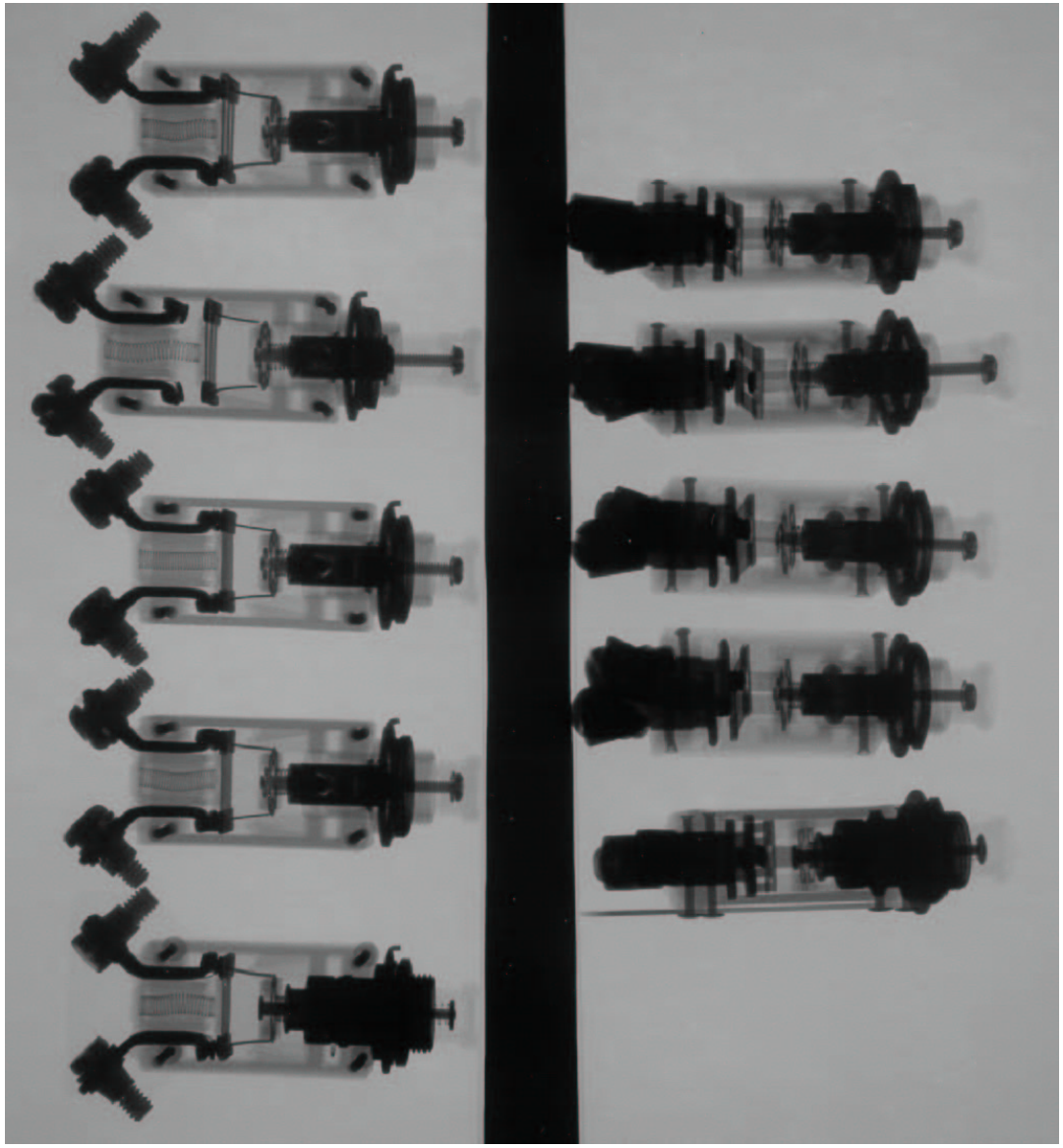
BE306

DE307

BH308

DH309

ED310



-NX1P1

BE306

DE307

BH308

DH309

ED310

Process 1: (Box 1)
Lines 283-287

-WX1P1

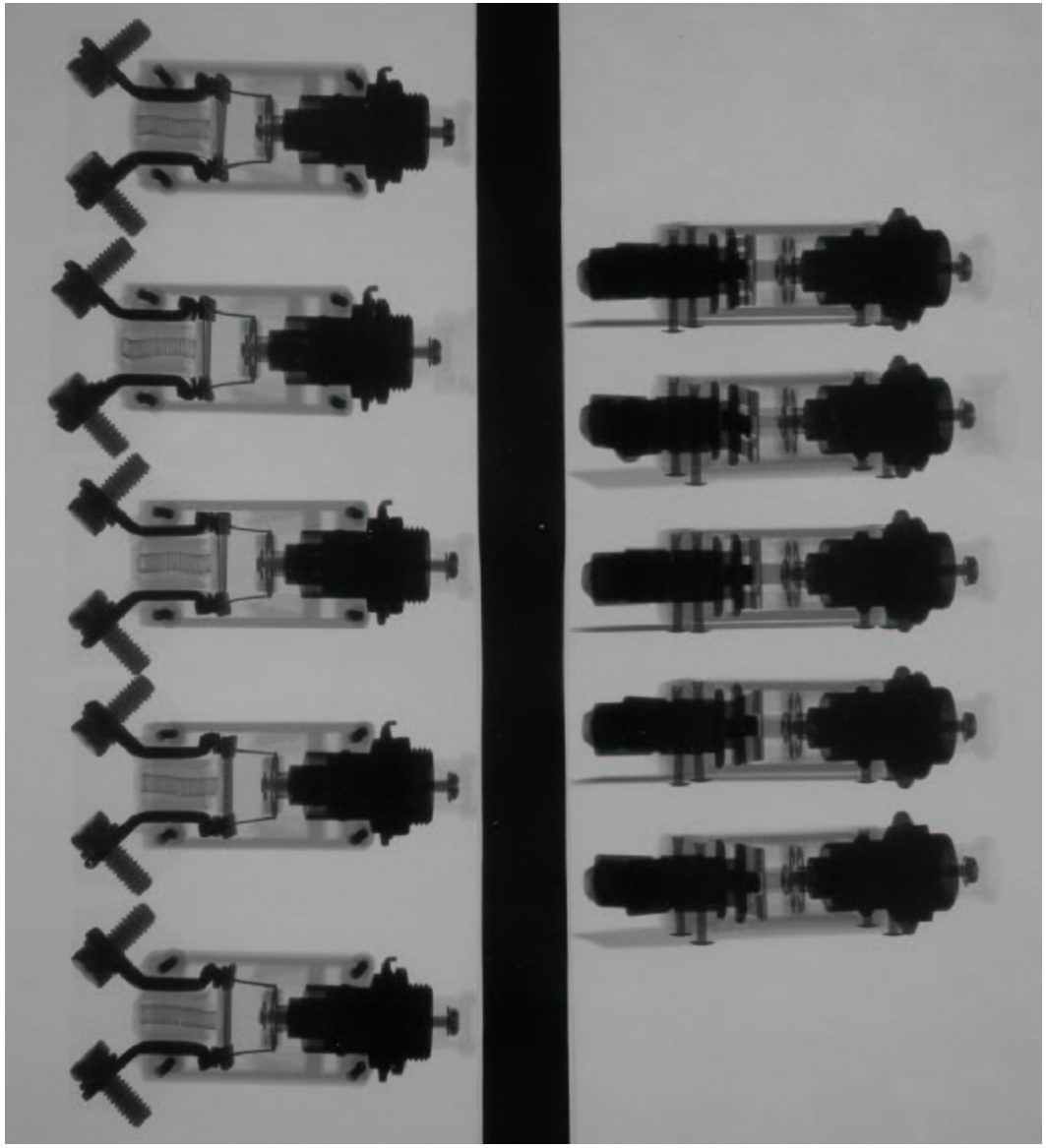
JD311

EE312

LE313

JH314

KH315



-NX1P1

JD311

EE312

LE313

JH314

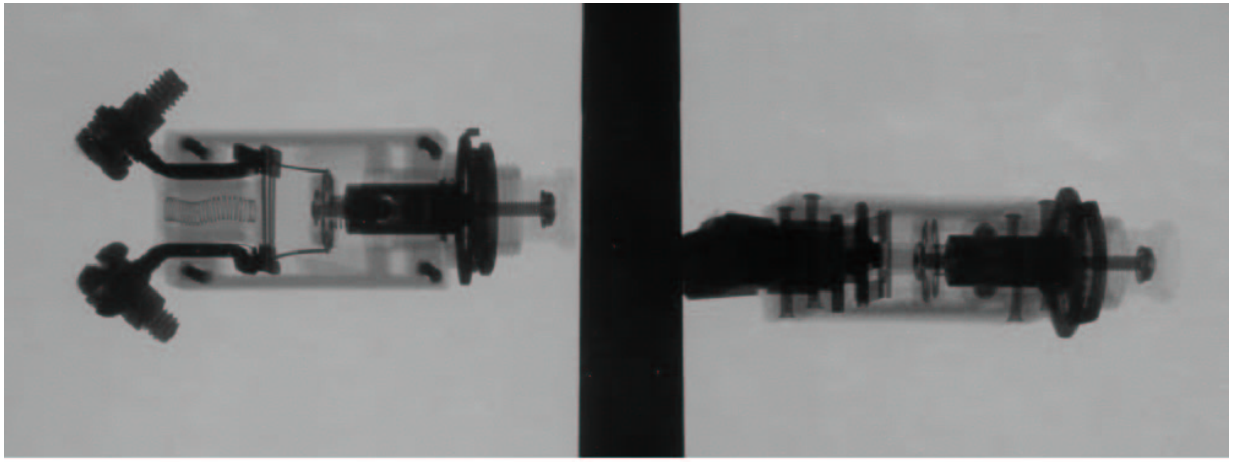
KH315

Process 1: (Box 1)

Lines 288-292

-WX1P4

DE307



-NX1P4

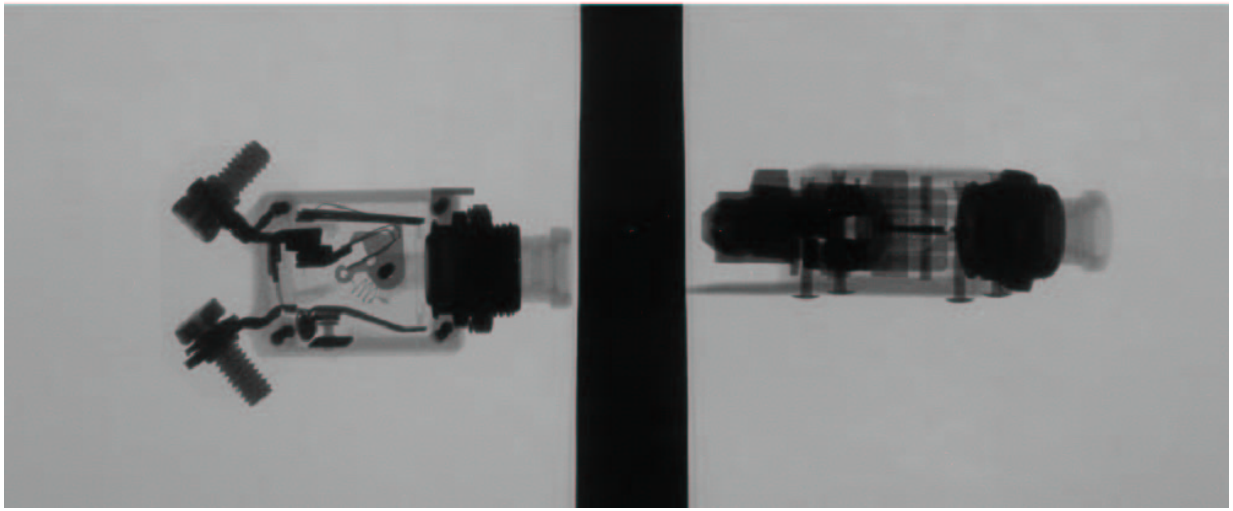
DE307

Process 1: (Box 4)

Lines 284

-WX2P1

ED153



-NX2P1

ED153

Process 2: (Box 1)

Lines 293

-WX2P1

LJ316

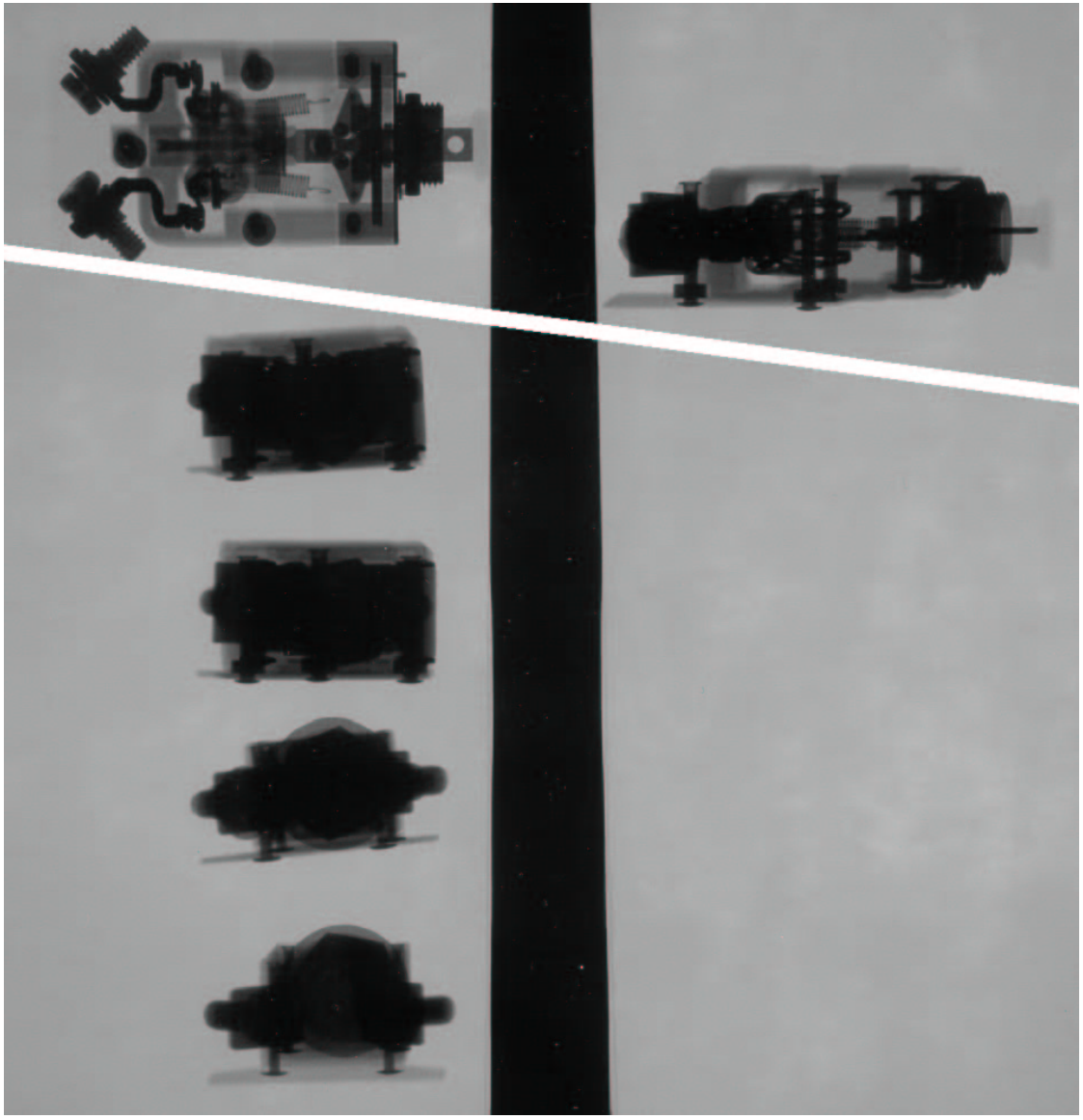
-BX1P8

EE191

GE200

HD213

EE312



-NX1P1

LJ316

Process 2: (Box 1)

Line 294

Process 1: (Box 8)

Lines 295-298