

FIG. 1: FULL SCALE

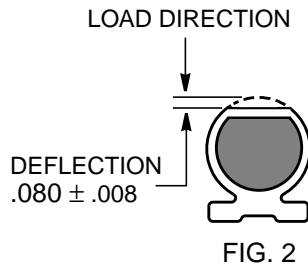


FIG. 2

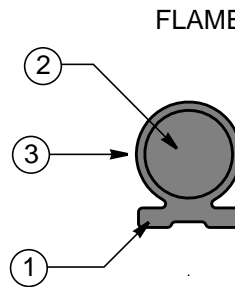


FIG. 3

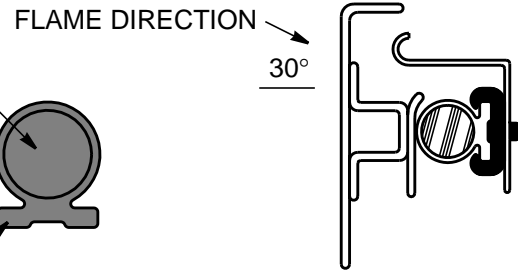


FIG. 4: STRUCTURE (REF)

MATERIAL:

OUTER BODY: SILICONE RUBBER, AR514C(3) FR

CENTRE CORE: SILICONE FOAM, AR271S FR

OUTER COVER: NOMEX FABRIC, 911S

- NOTES:**
1. OPERATING TEMPERATURE RANGE FROM -65°F TO +500°F.
 2. THE NOMEX FABRIC SHALL BE LAID UP ON A BIAS AND FIRMLY BONDED TO THE SEAL WITH NO STRIKE THROUGH.
 3. WITH THE SEAL LOADED TO 18 LBS ± 2 LBS. OVER A 1 FT. LENGTH IN THE PLANE SHOWN, THE SEAL WILL DEFLECT .080" AND RETURN TO 75% OF THE DEFLECTION WITHIN 22 HRS. OF THE LOAD BEING REMOVED IN ACCORDANCE WITH ASTM 1056, FIG. 2.
 4. MINIMUM LENGTH : 36" OR INCREMENTS THEREOF.
 5. ENGINEERING APPROVAL IS REQUIRED PRIOR TO EACH VENDORS FIRST PRODUCTION RUN.
 6. SEAL SHALL BE RESISTANT TO 2000°F FOR 15 MINUTES TO THE REQUIREMENTS OF FAA FLIGHT SERVICE RELEASE #453 FIREPROOF MATERIALS. SEAL TO BE TESTED AS INSTALLED ON THE AIRCRAFT, FIG. 4.
 7. ALL TOLERANCES PER AMS 2279.

SEE ENGINEERING STANDARDS APPROVAL RECORD FOR ORIGINAL SIGNATURES AND CHANGE SUMMARY

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REINSTATED FIG. 4 and NOTE 6.,
FLAME DIRECTION CHANGED TO 30°.

REV:

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REV: B 17 JUNE 2003

REV: A, 15 MAY 98

APPROVED: 24 SEPT. 82