

As of June 2, 2016, the following PPS's have been released, having been revised as noted below:

PPS 9.04, Issue 47 – Assembly and Installation of Electrical and Electronic Wire Assemblies

- Clarified reference to MS21266 caterpillar grommet to specify MS21266-(*)N caterpillar grommet.
- Added “band clamps as specified by the engineering drawing” to the Materials section along with Tinel-Lock rings.
- Replaced reference to use of AN960-D3 washers for ensuring metal to metal contact when terminating terminal lugs at strain relief clamps with reference to use of NAS1149DN332J washers.
- Revised/clarified band clamp installation tools which may be used and band clamp installation tool calibration kits which must be used to calibrate the installation tools.
- Revised interval of ties installed on wire bundles for secondary support to specify a spacing of approximately 4” – 6”.
- Clarified exception to the spacing of ties installed on wire bundles for secondary support which allows that additional ties may be installed if necessary to keep the wire assembly together for installation in the aircraft.
- Revised instructions regarding placement of the first secondary support tie relative to the rear of the connector backshell or strain relief, if any, to specify a distance of no more than 3”.
- Added instruction that the wires of wire assemblies terminating at a connector be combed out parallel to each other for approximately 3” and run directly to their termination cavity.
- Added clarification of procedure for stowing wires and wire bundles.

PPS 9.22, Issue 27 – Assembly of Connectors

- Revised reference to tamper proof sealant to remove Bombardier Toronto (de Havilland) specific instruction to use 3M EC1252 only to the depletion of existing stock.
- Added a new section (5.2) regarding routing of wires terminating at connectors and associated requirements to Section 6 (Requirements).
- Added a new section (9) regarding special points to note emphasizing the importance of ensuring that all provisions of PPS 9.22 be observed when assembling connectors, especially aircraft feeder cable connector terminations.

This revision notice lists brief summaries of technical changes introduced for each of the revised PPS's. Please note that these summaries are not detailed and are intended only to assist in alerting PPS users to changes which may affect them; refer to the applicable PPS for authorized, detailed procedure and requirements.

PPS 15.02, Issue 20 – Identification Coding of Electrical and Electronic Wires and Cables

- Replaced reference to use of B637 identification tape with use of BACT19B-T identification tape or B-437 identification tape.
- Specified applicable printers and ribbon to be used for marking identification codes on BACT19B-T identification tape.
- Added applicable printer and ribbon to be used for marking identification codes on B-437 identification tape.
- Removed provision for using an alternative thermal transfer printer to the Raychem TMS-101TT for marking identification codes on HT-SCE sleeves.
- Added instruction to use a Raychem TMS-101-RIBBON-4HT with the TMS-101TT thermal transfer printer for marking the identification code on HT-SCE sleeves
- Added a cross-reference to PPS 9.22 for placement of connector identification sleeves or cable markers.
- Clarified placement/positioning of indirect code markings for wires, multi-conductor assemblies and pre-twisted wires within conduit or overbraid to specify such code markings be applied directly to the wires, multi-conductor assemblies or pre-twisted wires (i.e., within the conduit or overbraid).
- Added cross reference to PPS 15.01 for part marking of an overall assembly which includes an overbraid shield or non-conductive conduit placed on the outside of the overbraid shield or non-conductive conduit.
- Replaced reference to use of MS3367 cable ties with reference to cable ties as specified by PPS 9.04.
- Added to the Safety Precautions section a statement regarding the safety precautions in general, explaining that the safety precautions specified are specific to Bombardier Toronto (de Havilland) to meet Canadian Federal and Provincial government environmental, health and safety regulations and that suppliers, subcontractors and partners are responsible for ensuring that their own environmental, health and safety precautions satisfy the appropriate local government regulations. Note: This paragraph is taken, with a little modification, from PPS 13.26 (para. 3.6) and has been added to this PPS to highlight this provision.

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