CT7-2E Service Bulletins (SBs) SB 74-0004 R00 ELECTRICAL SYSTEM - General (74-00-00) - CT7-2E1/AW-189 Electronic Engine Control Unit Software Version 6.00

#### 88 CT7-2E1 SERVICE BULLETIN - 74-0004 R00

 SB 74-0004 R00 ELECTRICAL SYSTEM - GENERAL (74-00-00) - CT7-2E1/AW-189
 03/03/2021

 ELECTRONIC ENGINE CONTROL UNIT SOFTWARE VERSION 6.00
 03/03/2021

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#### 1. PLANNING INFORMATION

#### A. <u>Effectivity</u>

### \* \* \* CT7-2E1

This Service Bulletin is applicable to these CT7-2E1 engines: \*CT7-2E1 engines, serial numbers 780333 and below. This Service Bulletin has been introduced in production to these CT7-2E1 engines: \*CT7-2E1 engines, serial numbers 780334 and above.

These serial numbers are the best available data.

The control unit software P/N 5176T39P03 is affected by this Service Bulletin. B. <u>Description</u>

This Service Bulletin releases new control unit software V6.00 P/N 5176T39P04. The electronic engine control unit (EECU) hardware remains unchanged.

- C. <u>Compliance</u>
  - Category 7

GE recommends that you do this Service Bulletin at customer option.

NOTE: This Service Bulletin can be accomplished on wing and/or in shop.

### Impact E

This recommendation is to improve the cost of ownership, reduce maintenance requirements, or is a product improvement.

### D. <u>Concurrent Requirements</u>

Electronic Engine Control Unit Software V6.00 is compatible with Leonardo Helicopters AW189 Avionic Flight Software Phase 7 or above. Thus, EECU V6.00 must be installed concurrently with Avionic Flight Software Phase 7 or above.

### E. <u>Reason</u>

- (1) Objective:
  - To introduce a new control unit software V6.00 for the CT7-2E1 engines.
- (2) Condition:

The new control unit software V6.00 introduces several functional improvements and is required concurrent to AW189 Avionic Flight Software Phase 7 or above from Leonardo Helicopters.

- (3) Cause:
  - Not applicable.

Revised:

(4) Improvement: The new control unit software V6.00 includes updates: \* Increased T4.5 limits \* Updated PAC logic to reduce pilot workload \*Added logic to calculate time limited dispatch (TLD) \* Updated VG reversionary mode to reduce torque spikes \* Fault annunciation improvements. (5) Substantiation: Substantiation is provided by test, analysis, and comparative analysis. F. <u>Approval</u> The data contained in this Service Bulletin has been reviewed by the FAA or authorized entity representing the FAA and the repair(s) and modification(s) herein comply with the applicable Aviation Regulations and are APPROVED for installation in the model(s) listed in this Service Bulletin. G. Manpower The time required to accomplish this Service Bulletin is approximately 1.0 hours for each EECU. NOTE: The activities associated with reprogramming the EECU can only be performed by personnel authorized by a GE representative. Authorized personnel are personnel working under the guidance of a trained GE representative, or personnel that have been trained by a GE representative. н. <u>Weight and Balance</u> Weight and balance are not changed. I. <u>References (Use the latest version of these documents)</u> CT7 Turboshaft Engine Service Record GEK 112027, CT7 Turboshaft Engine, Electronic Engine Control Unit, Component Maintenance Manual, 73-21-95 GEK 115715 CT7-2E1, Illustrated Parts Catalog (IPC) NOTE: The reference documents listed below are for the engine manufacturer's internal use only: CID: 524798 GE Report Number R2016AE469, CT7-2E1 V6.00 Software Accomplishment Summary J. <u>Publications Affected</u> GEK 115715, CT7-2E1 Turboshaft Engine Illustrated Parts Catalog (IPC) K. <u>Interchangeability</u> One-way interchangeable. The new control unit software V6.00 (P/N 5176T39P04) may be only loaded onto the EECU to replace the old control unit software V5.00 (P/N 5176T39P03). The old control unit software V5.00 or below may not be loaded onto the EECU to replace the new control unit software V6.00. EECUs loaded with new control unit software V6.00 are only interchangeable as a set at the aircraft level with Phase 7 Avionics or above. Both engines must have the same EECU part number installed with the same software control unit part number. V6.00 engine software is only compatible with AW189 Phase 7 Avionics or above, and no prior Avionics configurations. L. Software Accomplishment Summary NOTE: The reference document listed below is for engine manufacturer's internal use only: The software has been developed in accordance with RTCA/DO-178B guidelines for software in the EECU P/N 5158T32P03 with control unit software V6.00 P/N 5176T39P04 and is documented in the FAA approved report titled "CT7-2E1 Software Accomplishment Summary", GE Report Number R2016AE469. MATERIAL INFORMATION A. <u>Material - Price and Availability</u> (1) Parts necessary to do this Service Bulletin: Unit (\$) Lead Time Part Number Qty/ Eng Part Name Price Pkg Qty Days 5176T39P04 (1)Software, Control Unit NP \_ \_ \_ \_ NOTE: Prices are provided for planning purposes and are subject to change. NOTE: Software is installed in the EECU and not provisioned as a separate part. NOTE: The EECU master software V6.00 CD is available from GE Aviation. Contact your Customer Support Manager. (2) Other Spare Parts: None. (3) Consumables: Code Number Description Ballpoint Pen (as required) (commercially available) Tie-on or Wire-on Tag (as required) GE PROPRIETARY INFORMATION - Not to be used, disclosed to others or

2.

(commercially available)

B. <u>Industry Support Information</u> Contact your Customer Support Manager

	Contact your Customer Support Manager.						
С.	C. <u>Configuration Chart</u>						
New		Qty/		Old Part Number/	Qty/	Op	Chg/ Sprt
Part	: Number	Eng	Part Name	IPC Location	Eng	Code	Code
513(	)T67G01	(X)	Engine Assembly, CT7-2E1	5130T67G01	(X)	RM	-/-
. 51	L76T39P04	(1)	Software, Control Unit	. 5176T39P03 01-040B,74-00-00	(1)	RE	1/A
	Operation (	<u>Codes</u>					
	RE=Replace						
	RM=Remains						
	Change Code	es					
	1=One-way	interchang	geable.				
	Support Co	des					
	A=Old parts	s will no	longer be supplie	ed.			
D.	Parts Disp	osition					
	None.						
Е.	Tooling -	Price and	Availability				
	(1) The EECU master software V6.00 CD is available from GE Aviation. Contact your Customer						ustomer
	Support Manager.						
	(2) A Portable Maintenance Access Terminal (PMAT) 2000 will be provided by GE Aviation for use at no cost to the customer.						
	(3) PMAT 200	0 FADEC loa	d cables (P/N 2C9001)	3G01 for aircraft load,	P/N 2C900	)15G01 f	or bench
	load), o	r equivalen	t, will be provided I	by GE Aviation for use	at no cost	to the	customer.
ACC	OMPLISHMENT	INSTRUCT	IONS				
Α.	Procedure :	<u>for Reproc</u>	ramming the EECU	<u>Using a PMAT.</u>			
<u>CAUT</u>	ION: BEFORE BE	EGINNING THE	E ACCOMPLISHMENT INSI	RUCTIONS, VERIFY THAT	THE CURREN	TLY INST	TALLED AW189
	AMS SOFT	WARE IS PHAS	SE 7.0 OR ABOVE, OTHE	RWISE, DO NOT COMPLETE	THE ACCOM	PLISHMEN	11
	INSTRUCT	LONS OF THIS	SERVICE BULLETIN.				
	(I) LOADING	Sollware to	PMAI.				
	(b) Conn	ect the CD	drive USB plug to a	USB port on the back of	F the PMAT		
	(c) Load	the V6.00	disk (P/N 5176T39P04	) into the CD drive.		•	
	(d) Star	ting at the	PMAT 2000 Main Menu	, click the ARCHIVED DA	ATA button	(Figur	e 1).
	(e) Clic	k the GE EC	U FADEC PART NUMBER	MAINTENANCE button (Fi	gure 2).	( <b>)</b>	, .
	(f) In t	he large Tr	ansfer block on the	bottom of the screen.	click the (	CDROM P/	N TO HARD
	DRIV	'E radio but	ton (Figure 3). To	the right, click the 1	FRANSFER bi	utton.	
	(g) When bloc TRAN Fig	software h k, there wi SFER COMPLE ure 4).	as been loaded, the ll be a new line: T7 TE window, the RUN A	TRANSFER COMPLETE windo 00_CT7_AS6_00B_OS1_10A UTOMATIC VERIFY box sho	ow will app , for V6.00 ould be ch	pear. In ) softwa ecked. C	the upper re. In the lick OK (

- (h) When verification is complete, a window displaying "VERIFY OF TRANSFER PASSED FOR PART NUMBER T700\_CT7\_AS6\_00B\_OS1\_10A" will appear. Software has been successfully loaded into the PMAT. Click OK (Figure 5). Click the GO BACK button in the lower right corner two times.
- (i) Remove the CD from the drive. Disconnect the CD drive from the PMAT.
- NOTE: As long as the line T700\_CT7\_AS6\_00B\_OS1\_10A is shown in the FADEC PART NUMBER MAINTENANCE window, the software does not need to be loaded from the disk (unless there is reason to suspect it is the cause of a failed EECU load).
- (2) Connect the PMAT to the EECU and Establish Communication. <u>NOTE:</u> This Service Bulletin applies to CT7-2E1 FADEC unit P/N 5158T32P03 that is installed
  - on AW189 A/C utilizing AMS V7.0 software or above. This Service Bulletin also applies to all uninstalled spare FADEC units P/N 5158T32P03.
  - <u>NOTE:</u> The activities associated with reprogramming the FADEC can only be performed by personnel authorized by a GE representative. Authorized personnel are personnel working under the guidance of a trained GE representative, or personnel that have been trained by a qualified GE representative.
  - (a) For engines installed in an aircraft, do as follows:
    - <u>NOTE:</u>Only one engine's EECU must be powered at a time during the loading procedure. Also, the aircraft battery power will only give a single channel power so, it is necessary to use external power to give 28 volts DC to both EECU channels, as both channels are loaded concurrently.
    - <u>1</u> Using cable 2C90013G01 (one switch on connection box), place the BOOT switch in the OFF position (white OFF lettering, on the switch itself, must be showing ( Figure 6)).
    - 2 Connect the smaller cable connector (labeled SIL/GSE) to the aircraft EECU connector (J353 for engine 1, J355 for engine 2) and connect the larger cable

3.

connector (labeled PMAT) to the PMAT. (Connectors are keyed to assure proper assembly.)

- If not done already, power up the PMAT. The PMAT 2000 Main Menu should be 3 displayed.
- On the cable switch box, slide the BOOT switch to the ON position (white ON 4 lettering, on the switch itself, must be showing).
- If currently OFF, turn ON the power to the EECU via the aircraft breaker panel. If 5 ON, cycle the EECU power OFF, then back ON.
- (b) For engines not installed in aircraft (or EECU's not installed on engines), do as follows:
  - Using cable 2C90015G01 (two switches on connection box), place the two switches in 1 the OFF position (white OFF lettering, on the switch itself, must be showing ( Figure 7)).
  - Connect the E1 and E2 connectors to the EECU and connect the PMAT connector to the 2 PMAT.
  - 3 If not done already, power up the PMAT. The PMAT 2000 Main Menu should be displayed.
  - Connect the switch box power supply to the box and the outside power. On the cable 4 switch box, slide the BOOT switch to the ON position (white ON lettering, on the switch itself, must be showing). Slide the 28 VDC switch to the ON position.
- (3) Upload of the New Software to the EECU.
  - (a) PMAT must be powered on and at the PMAT 2000 Main Menu. Paragraph 3.A.(2) must be completed to establish communication between the PMAT and the EECU.
  - (b) Click the ECU TERMINAL LOADER button (Figure 8).
  - (c) In the upper SELECT ENGINE TYPE window (Figure 9), click CT7-2E1 FADEC. Verify that CT7-2E1 FADEC is displayed in the lower SELECT ENGINE INFORMATION window. Click NEXT. If you advance to the "Load Information" screen (Figure 10), the PMAT and EECU have established communication.
  - (d) Enter the load specific data in the four LOAD INFORMATION blocks at the top of the next screen. For a bench load, enter n/a in the TAIL NUMBER field and, if the EECU is not installed on an engine, the ENGINE SERIAL NUMBER field. In the OPERATOR NAME field, enter the name of the person doing the load. The current date and time, separated by 2-3 spaces, may also be entered in this field. (In Figure 10, dummy data is shown.) Click NEXT.
  - (e) Highlight T700\_CT7\_AS6\_00B\_OS1\_10A in the PART NUMBER window on the lower half of the screen (Figure 11). Click NEXT.
  - (f) Confirm the entry of the load specific data at the top of the screen. Confirm the following 5 FILES TO BE LOADED on the bottom of the screen are as follows (Figure 12):
    - T700\_OS\_V1\_10.SREC CT7\_2E1\_AS\_V6\_00B.SREC CT7\_2E1\_ADJ\_TBL\_V6\_00B.SREC CT7\_2E1\_ADJ\_V6\_00B.SREC
    - CT7\_2E1\_NVM\_NFL\_V6\_00B.SREC
  - (g) Click START. Both Channels will now load concurrently, with progress displayed on the PMAT. Load time is about 15 minutes. When load is complete, the Load Results screen is displayed (Figure 13). Verify five green checkmarks under each channel, one for each file loaded. The Expected, FADEC and Memory check sums should match for a given file.
  - (h) Click View Receipt (Figure 14 and Figure 15). If connected to a printer via USB, click FILE and PRINT from the pull-down menu to get a hard copy.
  - (i) Edit upload date and time, if required, and sign.
  - (j) On the cable connection box (for either cable), slide all switches to the OFF position (white OFF lettering, on the switch itself, must be showing) prior to disconnecting either end of the cable.
  - (k) Load receipts are automatically stored on the PMAT and are accessed from the PMAT MAIN MENU by clicking the ARCHIVED DATA button, then the FADEC LOGS button. Each load produces two files. Click on the one with RECEIPT in the name. You can VIEW FILE, TRANSFER TO REMOVABLE MEDIA, DELETE or PRINT using the buttons on the bottom of the screen.
  - (1) Once printed and signed off, place the Load Receipt in the appropriate Service Record Loqbook.
- (4) Tag the EECU (Uninstalled EECU's Only).
  - If the EECU is not installed on an engine, use a ballpoint pen to mark a tie-on or wire-on tag with the software version and attach the tag to the EECU.

B. Procedure for Reprogramming at EECU Service Shop (Alternate to Paragraph 3.A.).

- (1) Reprogram the EECU. Use automated test equipment, defined in GEK 112027, CT7 Turboshaft Engine, Electronic Engine Control Unit, Component Maintenance Manual, 73-21-95, to load files from programming disk P/N 89954-364A5189P3 (GEAE P/N 5176T39P04).
- (2) Perform Checksum validation using automated test equipment. Refer to GEK 112027, CT7 Turboshaft Engine, Electronic Engine Control Unit, Component Maintenance Manual, 73-21-95.
- (3) Prepare new software identification tag and attach to EECU. Refer to GEK 112027, CT7 Turboshaft Engine, Electronic Engine Control Unit, Component Maintenance Manual, 73-21-95.

C. <u>Service Record Entry</u> Record compliance with this Service Bulletin in the appropriate CT7 Turboshaft Engine Service Record.



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# PMAT 2000 MAIN MENU

LOADSTAR	PDL615 DATALOADING	BOEING NFS	ARINC 615A DATALOADER
EEC700 CONFIGURATION CHECK	EEC700 FADEC LOADER	EEC700 NVM DOWNLOADER	SECURITY
USER GUIDES		ECU TERMINAL LOADER	MCDP REMOTE PANEL



5037287-00

Archived Data Button Figure 1

## ARCHIVED DATA

615A LOGS	AV LOGS	EEC700 FADEC LOGS	EEC700 FADEC CONFIGURATION LOGS
EEC700 FADEC RECEIPTS	EEC700 NVM DOWNLOAD LOG LOGS	FADEC LOGS	LOADSTAR LOGS
MENU BUTTON MANAGER LOGS	PMAT 2000 LOGS	GE ECU FADEC PART NUMBER MAINTENANCE	MCDP FAULT FILES
615A DOWNLOADS			

<u>G</u>O BACK

5037288-00

Part Number Maintenance Button Figure 2 CT7-2E Service Bulletins (SBs) SB 74-0004 R00 ELECTRICAL SYSTEM - General (74-00-00) - CT7-2E1/AW-189 Electronic Engine Control Unit Software Version 6.00

### FADEC PART NUMBER MAINTENANCE



5037289-00

CDROM P/N to Hard Drive Figure 3

### FADEC PART NUMBER MAINTENANCE



6018311-00

Transfer Complete Window Figure 4

### FADEC PART NUMBER MAINTENANCE



	<ul> <li>○ HARD DRIVE AND FLOPPY</li> <li>● HARD DRIVE AND CDROM</li> </ul>	VERIFY TRANSFER	
BEFEILLIN	○ FLOPPY P/N TO HARD DRIVE ● CDROM P/N TO HARD DRIVE		<u>G</u> O BACK

6018310-00

Verification of Successful Software Load to PMAT Figure 5



Aircraft Cable with Boot Switch in OFF Position Figure 6



Bench Load Cable with Switches in OFF Position Figure 7

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# PMAT 2000 MAIN MENU

LOADSTAR	PDL615 DATALOADING	BOEING NFS	ARINC 615A DATALOADER
EEC700 CONFIGURATION CHECK	EEC700 FADEC LOADER	EEC700 NVM DOWNLOADER	SECURITY
USER GUIDES	ARCHIVED DATA	ECU TERMINAL LOADER	MCDP REMOTE PANEL



5037297-00

ECU Terminal Loader Button Figure 8

712717 ECU Terminal Loader	Version A
Select Engine > Information > Select Load > Confirm Load > Loading > Review Load	1 closen /
Select Engine Type:	
CT7_2E1 FADEC	
CT7-2F1 FADEC	
Select Engine Information	
CT7_2E1 FADEC	
Exit Previous No	ext

Select Engine Type Figure 9

712717 ECU Terminal	Loader	Version A
Select Engine > Information > 3	Select Load > Confirm Load > Loading > Review Load	
Load Information (Option	nai)	
Tail Number:	a	
FADEC Serial Number:	b	
Engine Serial Number:	C	
Operator Name:	bk	
Exit	Previous 1	lext

Load Specific Data Input Screen Figure 10

712717 ECU Terminal Loader	Version A
Select Engine > Information > Select Load > Confirm Load > Loading > Review Load	
Select Engine Family:	
CT7	
Select Load:	
PART NUMBER	Create Date
CT7-8F5_V625	8/31/2016 1:55:59 PM
	1/1/1989 8:47.20 PW
Exit Previous	Next

Select Software to Load Figure 11



Confirm Load Detail Data Figure 12



Successful Load Result Figure 13

1969-01-01_12.28_RECEIPT.txt - No	otepad	_ <b>6</b> ×
File Edit Format View Help		
ECU Terminel Loeder LCAD RECEIPT C1/DataFiles/Logs/FADEC/1969-01-01_12.2	8_RECEIPT.txt	<u>^</u>
Engine Name: CT7-2E1 FADE0 Software Part Number: T700_CT7_AS6 Tail Number: a Engine Serial Number: c FADEC Serial Number: b Operator Name: bk Channel A OSPM Load Status OSPM Load Status OSPM Load File OSPM Load Expected Checksum OSPM Load FADEC Checksum	2 _00B_051_10A SUCCESS File Load T700_0S_V1_10.SREC 00BF2A97 00BEFCE7 00BEF252 00BF88AB 00BF2A97 00BEFCE7 00BEF252 00BF88AB	
OSPM Load Memory Check	008F2A97 008EFCE7 008EF252 008F68A8 SUCCESS File Losd CT7 2E1 AS V5 008.SREC 028FFF1B 028E5479 028BE61A 02B9F8FE 028FFF1B 028E5479 028BE81A 0269F8FE 028FFF1B 028E5479 028BE81A 0269F8FE	
ADTX Load Status ADTX Operation ADTX Load File ADTX Load File ADTX Load FADEC Checksum ADTX Load FADEC Checksum ADTX Load Memory Check	SUCCESS File Load CT7_2E1_ADJ_TBL_V6_00B.SREC DD3FCD25 003FBBEF 002FE618 003FE163 003FCD25 003FBBEF 002FE618 003FE163 003FCD25 003FBBEF 002FE618 003FE163	
BNVMO Load Status BNVMO Operation BNVMO Load File BNVMO Load Expected Checksum BNVMO Load FADEC Checksum BNVMO Load Memory Check	SUCCESS File Load CT7_2E1_ADJ_V6_C0B.SREC 000FF27F-0010235B-000FC180-0010086C 000FF27F-0010235B-000FC180-0010086C 000FF27F-0010235B-000FC180-0010086C	
BNVM8 Loed Status BNVM8 Operation BNVM8 Loed File BNVM8 Loed Expected Checksum BNVM8 Loed FADEC Checksum BNVM8 Loed Memory Check	SUCCESS File Load CT7_2E1_NVM_NFL_V6_00B.SREC 0003EBE4 0003F418 0003F050 0004041C 0003EBE4 0003F418 0003F050 0004041C 0003EBE4 0003F418 0003F050 0004041C	
CHANNEL B		*
1		•

Load Receipt (Top Half) Figure 14

1969-01-01_12.28_RECEIPT.txt -	Notepad	_ 8 ×
<u>File Edit Format View Help</u>		
BNVM8 Operation SNVM8 Load File BNVM8 Load Expected Checksum SNVM8 Load FADEC Checksum BNVM8 Load Memory Check	File Load CT7_2E1_NVM_NFL_V6_00B.SREC 0003EBE4 0003F41B 0003FC60 0004041C 0003EBE4 0003F41B 0003FC60 0004041C 0003EBE4 0003F41B 0003FC60 0004041C	<u>*</u>
CHANNEL B		
OSPM Load Status OSPM Operation OSPM Load File OSPM Load Expected Checksum OSPM Load FADEC Checksum OSPM Load Memory Check	SUCCESS File Load T700_06_V1_10.8REC 008F2A97 00BEFCE7 00BEF252 00BF38A8 008F2A97 00BEFCE7 00BEF252 00BF38A8 008F2A97 00BEFCE7 00BEF252 00BF58A8	
ASCM Load Status ASCM Operation ASCM Load File ASCM Load Expected Checksum ASCM Load FADEC Checksum ASCM Load Memory Check	- SUCCESS File Load - CT7_2E1_AS_V6_009.SREC - 028FFF1B 028E5478 0288E01A 0289F8FE - 028FFF1B 028E5478 0288E01A 0289F8FE - 028FFF1B 028E5478 0288E01A 0289F8FE	
ADTX Load Status ADTX Operation ADTX Load File ADTX Load Expected Checksum ADTX Load FADEC Checksum ADTX Load Memory Check	SUCCESS File Load CT7_2E1_ADJ_TBL_V6_00B.SREC 003FCD26 003FDBEF 003FE618 003FE153 003FCD26 003FBBEF 003FE618 003FE153 003FCD26 003FBBEF 003FE618 003FE153	
BNVMO Load Status BNVMO Operation BNVMO Load File BNVMO Load Expected Checksum BNVMO Load FADEC Checksum BNVMO Load Memory Check	SUCCESS File 1, oad CT7_2E1_ADJ_V6_D0B.SREC C00FF27F D010235B D00FC18D 0010085G C00FF27F D010235B D00FC18D 0010085C C00FF27F D010235B D00FC18D 0010085C	
BNVM6 Load Status BNVM6 Operation BNVM8 Load Fife BNVM8 Load Expected Checksum DNVM6 Load FADEC Checksum BNVM8 Load Memory Check	SUCCESS File Load CT7_2E1_NVM_NFL_V6_00B.SREC 0003EBE4 0003F41B 0003FC60 0004041C 0003EBE4 0003F41B 0003FC60 0004041C 0003EBE4 0003F41B 0003FC60 0004041C	
Operator Signature	ec FADEC on 01/01/1989 00:28	*
•		•

Load Receipt (Bottom Half) Figure 15

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