



EASA Safety Information Bulletin

SIB No.: 2014-05
Issued: 10 February 2014

- Subject:** **Hydraulic Pump Electrical Motor Connectors Incorrect Installation**
- Ref. Publication:** Airbus Service Bulletin (SB) A330-92-3088, SB A340-92-4081 and SB A340-92-5053; Airbus Electrical Standard Practices Manual (ESPM) 20-48-23.
 EASA AD [2010-0086R1](#) dated 16 June 2010.
- Applicability:** Airbus A330-201, A330-202, A330-203, A330-223, 330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, and Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes.
- Description:** Several operators reported in-service occurrences of internal arcing of hydraulic pump electrical motor connectors. To address these occurrences, Airbus published 3 different SB (referenced above) and EASA issued AD 2010-0086 (later revised) to require modification of the three hydraulic pump electrical motor connectors associated to the Blue, Yellow and Green hydraulic systems (introduction of sealing plugs on the connectors).
- Since that AD was issued, two additional in-service events (burnt marks on connectors) have been reported on aeroplanes modified as required by EASA AD 2010-0086R1. The results of the analyses conducted on these events concluded that the sealing plug might be missing because a black/white deposit has been found in the connector cavity leading to a fluid ingress. It is highly likely that the sealing plug was not installed on this cavity, contrary to the instructions of the Airbus SB.
- In addition, during Final Assembly Line (FAL) inspection, an incorrect installation of a sleeve was found, such that harnesses in contact with an edge of the backshell could lead to chafing. It has been confirmed that the installation drawing is correct.

This is information only. Recommendations are not mandatory.

Based on those findings and investigation results, it has been concluded that the events were caused by human error during electrical hydraulic pump connector installation.

Prompted by the FAL event, Airbus has implemented several corrective actions on the FAL to improve the installation.

In addition, Airbus revised the applicable SBs (referenced above) to provide operators with better instructions, directly coming from the applicable Airbus ESPM.

This SIB is issued to raise the awareness of operators and Maintenance and Repair Organisations (MRO)s of the good maintenance practices as described in the applicable Airbus SBs and Airbus ESPM. The use of those documents minimises the risk of human error during hydraulic pump electrical motor connection installation.

Recommendation(s): EASA recommends that operators and MROs follow Airbus maintenance documentation related to hydraulic pump electrical motor connector installations as specified in Airbus ESPM.

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For copies of the referenced documents, or technical assistance or advice, contact AIRBUS – Airworthiness Office – EIAL, E-mail: airworthiness.A330-A340@airbus.com.

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