



One-Piece HP2 Duct Assembly
Boeing P/N 312N5306-1
Eaton P/N 14J98-1

Two-Piece HP2 Duct Assembly
Duct Assembly
Boeing P/N 312N5306-20
Eaton P/N 14J98-2

Elbow
Boeing P/N 312N5306-18
Eaton P/N 22J4-1

Boeing released Service Letter (757-SL-35-021) in April 2010, recommending that the HP2 and HP6 duct flexible joints installed on all 757 airplanes equipped with Rolls Royce RB211-535C and RB211-535E4 Series engines be repaired or replaced between 10,000 to 12,000 flight hours.

Replacement of the HP2 duct is difficult with the engine installed, due to the inaccessibility of the 11 bolts that attach the HP2 duct to the engine compressor. Access to the bolts is blocked by the fan stream splitter fairing installed around the HP2 duct. To encourage operators to adopt an overhaul program for the HP2/HP6 ducts, Boeing developed a modification that added one additional joint to the HP2 duct to make it a two-piece duct. The additional joint makes it easier to remove the HP2 duct section with the flexible slide joint by removing two clamps (one on each side of the flexible slide joint), rather than having to remove the 11 bolts that attach the duct to the engine compressor case. The two-piece HP2 duct was introduced in production beginning with Line Number 1015, which was delivered in June 2002. Any 757 aircraft still in service with a line number

lower than 1015, that has not already upgraded from the one-piece HP2 to the two-piece configuration, would benefit from the upgrade.

When removing HP2 ducts for overhaul, Boeing recommends that operators modify any one-piece HP2 ducts to the two-piece configuration to make it easier to remove the HP2 duct with the engine installed. According to operators, the replacement time for the one-piece HP2 Duct and the HP6 Duct can be 24 man hours per engine. Boeing estimates it will require only 3 man hours per engine to replace the HP2 and HP6 Ducts on airplanes fitted with the two-piece HP2 Duct.

The one-piece HP2 ducts (Boeing P/N 312N5306-1) can be modified to the two-piece configuration (Boeing P/N 312N5306-20 and 312N5306-18) per Boeing Service Bulletins (SB) 757-36-0028, dated 20 June 2002 and (SB) 757-36-0029, dated 27 June 2002.

The two-piece HP2 Duct Assembly is made from a one-piece HP2 assembly. The one piece unit is cut into two pieces, trimmed and a flange is added on each piece. Reference Boeing Service Bulletins 75-36-0028 and 757-36-0029 for installation instructions.



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