Magnus VLF

Replacing the Registration Probe Assembly and Contact Pad

19 Oct 2006

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Revision History

Revision	Date	Author	Comments
1		Chris Bradley	Initial draft
2	19 Oct 2006	A.Blignaut	Edited and put into correct template

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1. OVERVIEW

The *Magnus* VLF registration probe assembly (500-02855A) has been assembled and supplied to manufacturing and to service stock with incorrect spring pins. As a result, devices MT169 through MT234 may be equipped with incorrect registration probe assemblies from manufacturing. This may also affect any devices in the field that have had the registration probe replaced from service stock after March, 2006.
The tips of the spring pins should have pointed tips not flat.



Due to the improper wear and contact between the registration probe and the registration contact pad (50-2643B), both parts must be ordered and replaced as soon as possible on devices that are found defective.

2. PARTS/TOOLS REQUIRED

- Registration probe assembly (500-02855A)
- Registration contact pad assembly (50-2643B)
- Metric socket or nut drivers (7 mm required)
- Metric hex keys (3 mm required)

3. REPLACING THE REGISTRATION COMPONENTS

1. In Service Shell, type the following commands:

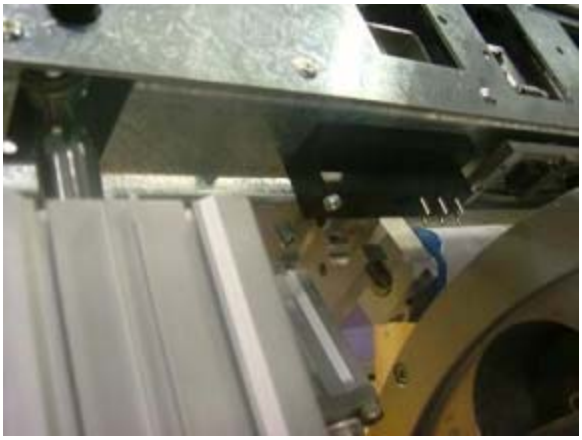
```
>>lec off
>>roller off
>>drum idle
>>door unlock
```

2. Open the rear hood.
3. Turn the power and compressed air supply to the device OFF.
4. Locate the drum registration contact pad on the side of the drum.



5. Remove the contact pad assembly, be VERY careful with the small wires connected inside the block—do not strain these wires.
6. Remove the contact block assembly bottom access cover.
7. Label each wire individually to ensure they do not get incorrectly connected. Remove the wires from the old contact block assembly and transfer them to the new contact block (6 x M4 nut).
8. Tuck excess wire length into the contact block assembly.
9. Carefully reattach the contact block to the side of the drum, ensuring that the wiring is not pinched or sticking out.

10. Locate the registration probe assembly on the LEC backbone.



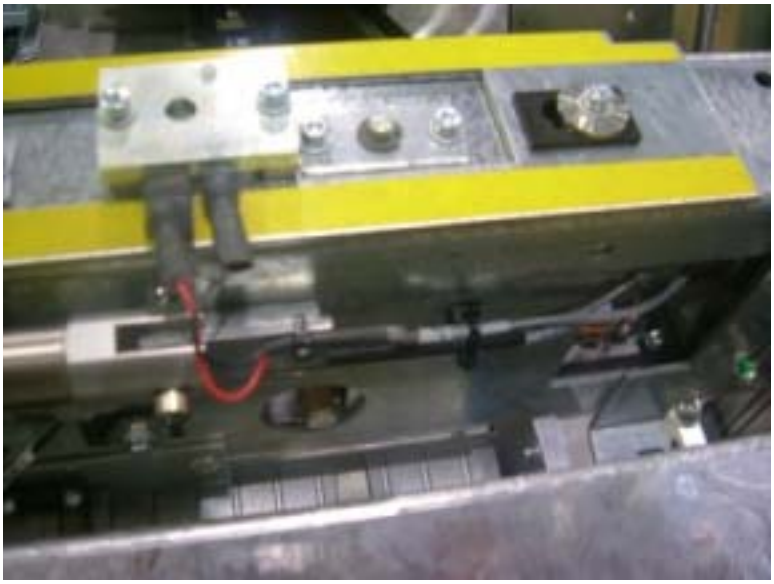
11. Remove the registration probe assembly by removing the single screw on the bottom of the LEC.



12. Lower the probe assembly slightly out of the LEC & unclip the cable.



13. Trace the remaining cable up to the registration continuity switch on top of the LEC.



14. Remove the registration continuity switch from the top of the LEC, be extra careful not to drop any of the shims.

15. Route the continuity switch through the bottom of the LEC and reattach it to the top of the LEC. Ensure the shims are properly installed.



16. Reinstall the registration probe assembly into the LEC. Reconnect the cable connector before sliding the probe assembly back into position.

4. FINAL TEST

1. Take a piece of paper or masking tape and place it over the registration contact pads (photo 7). Take a pencil, and lightly rub the pencil over the paper/masking tape to help "mark" the pads.



2. Turn the power and compressed air supply to the device on.
3. Turn the SIO key to **Interlock Override** and initialize the device with the rear hood open.
4. With the engine initialized, cycle the LEC backbone up and down 5 to 6 times.
5. In Service Shell, type:

```
>>lec off

>>drum idle
```

6. Remove the masking tape from the contact block and inspect the contact area of the pad to see a) the location of the pin contact, and b) that the pin is not dragging along the pad during the LEC on cycle. The pin mark should not be dragging, it should be a defined point, and not touching the edge of the pads in any location. If any of the pin markings are on the edge of the pads, try to realign the block and/or probe assembly as best you can. If the pin markings appear to be dragging across the pad, inspect the alignment of the backbone assembly and drum lock assembly.
   Refer to the **Backbone Alignment Procedure** (719-00533A-B), available on the Magnus VLF TechPlanet procedure page, engine area.
7. Inspect the registration continuity switch to make sure the heat shrink is not rubbing on the backbone. If the heat shrink is touching, bend the connection up to allow clearance. In the photo the red wire has proper clearance and the black wire will eventually fail.

