CHAPTER

05

TIME LIMITS/ MAINTENANCE CHECKS

CHAPTER 05
TIME LIMITS/MAINTENANCE CHECKS

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

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05-41-01 (cont)		
276	Oct 10/2003	
277	Feb 15/2009	
278	Jun 10/2007	
279	Feb 15/2009	
280	Jun 10/2007	
R 281	Jun 15/2009	
R 282	Jun 15/2009	
R 283	Jun 15/2009	
R 284	Jun 15/2009	
05-41-02		
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229	Feb 10/2007	

Subject/Page	Date	COC
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R 218	Jun 15/2009	
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Subject/Page	Date	COC
05-41-03 (cont)		
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261	Feb 10/2007	
262	Oct 10/2006	

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Subject/Page	Date	COC
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265	Jun 10/2007	

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Subject/Page	Date	COC
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Subject/Page	Date	COC
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R 206	Jun 15/2009	
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O 204	Jun 15/2009	
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617	Feb 15/2009	
618	Feb 15/2009	
619	Feb 15/2009	
620	Feb 15/2009	

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05-55-26		
601	Feb 15/2009	
602	Feb 15/2009	
603	Oct 10/2004	
604	Oct 10/2004	
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R 610	Jun 15/2009	
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R 616	Jun 15/2009	
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622	Feb 15/2009	
R 623	Jun 15/2009	
R 624	Jun 15/2009	
O 625	Jun 15/2009	
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627	Oct 15/2008	
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631	Feb 15/2009	
632	Feb 15/2009	
05-55-41		
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05-55-41 (cont)		
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608	Feb 15/2009	
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R 610	Jun 15/2009	

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610	Feb 15/2008	
611	Feb 15/2008	

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A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

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TIME LIMITS/MAINTENANCE CHECKS

TIME LIMITS/MAINTENANCE CHECKS - MAINTENANCE PRACTICES

TASK 05-00-00-910-801

1. Airworthiness Limitation Precautions

A. General

(1) Critical Design Configuration Control Limitations (CDCCLs)

(a) All occurrences of CDCCLs found in this chapter of the AMM are identified by this note after each applicable CDCCL design feature:

1) NOTE: CDCCL - Refer to the task: Airworthiness Limitation Precautions (AMM 05-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).

(b) Design features that are CDCCLs are defined and controlled by Special Federal Aviation Regulation (SFAR) 88, and can be found in Section 9 of the Maintenance Planning Data (MPD) document. CDCCLs are a means of identifying certain design configuration features intended to preclude a fuel tank ignition source for the operational life of the airplane. CDCCLs are mandatory and cannot be changed or deleted without the approval of the FAA office that is responsible for the airplane model Type Certificate, or applicable regulatory agency. A critical fuel tank ignition source prevention feature may exist in the fuel system and its related installation or in systems that, if a failure condition were to develop, could interact with the fuel system in such a way that an unsafe condition would develop without this limitation. Strict adherence to configuration, methods, techniques, and practices as prescribed is required to ensure the CDCCL is complied with. Any use of parts, methods, techniques or practices not contained in the applicable CDCCL must be approved by the FAA office that is responsible for the airplane model Type Certificate, or applicable regulatory agency.

(2) Airworthiness Limitation Instructions (ALIs)

(a) All occurrences of fuel tank system ALIs found in this chapter of the AMM are identified by this step after the General section in the applicable ALI inspection task:

1) ALI - Refer to the task: Airworthiness Limitation Precautions (AMM 05-00-00/201), for important information on airworthiness limitation instructions (ALIs).

(b) Inspection tasks that are ALIs are defined and controlled by Special Federal Aviation Regulation (SFAR) 88, and can be found in Section 9 of the Maintenance Planning Data (MPD) document. These ALIs identify inspection tasks related to fuel tank ignition source prevention which must be done to maintain the design level of safety for the operational life of the airplane. These ALIs are mandatory and cannot be changed or deleted without the approval of the FAA office that is responsible for the airplane model Type Certificate, or applicable regulatory agency. Strict adherence to methods, techniques and practices as prescribed is required to ensure the ALI is complied with. Any use of methods, techniques or practices not contained in these ALIs must be approved by the FAA office that is responsible for the airplane model Type Certificate, or applicable regulatory agency.

B. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage
500	Left Wing
600	Right Wing

C. Critical Design Configuration Control Limitations (CDCCLs)

SUBTASK 05-00-00-910-001

WARNING: OBEY THE MANUFACTURER'S PROCEDURES WHEN YOU DO MAINTENANCE THAT HAS AN EFFECT ON A CDCCL. IF YOU DO NOT OBEY THE PROCEDURES, IT CAN INCREASE THE RISK OF A SOURCE OF FUEL TANK IGNITION. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR IF THERE IS A FIRE OR EXPLOSION.

(1) Make sure you follow the procedures for items identified as CDCCLs.

D. Airworthiness Limitation Instructions (ALIs)

SUBTASK 05-00-00-910-002

WARNING: OBEY THE MANUFACTURER'S PROCEDURES WHEN YOU DO ANY MAINTENANCE THAT MAY AFFECT AN ALI. IF YOU DO NOT FOLLOW THE PROCEDURES, IT CAN INCREASE THE RISK OF A FUEL TANK IGNITION SOURCE.

(1) Make sure you follow the procedures for items identified as ALIs.

——————— END OF TASK ———————

ZONE 100 - LOWER FUSELAGE - MAINTENANCE PRACTICES

1. General

A. This procedure contains scheduled maintenance task data.

TASK 05-41-01-210-801

2. EXTERNAL - ZONAL (GV): LOWER FUSELAGE

(Figure 201)

A. General

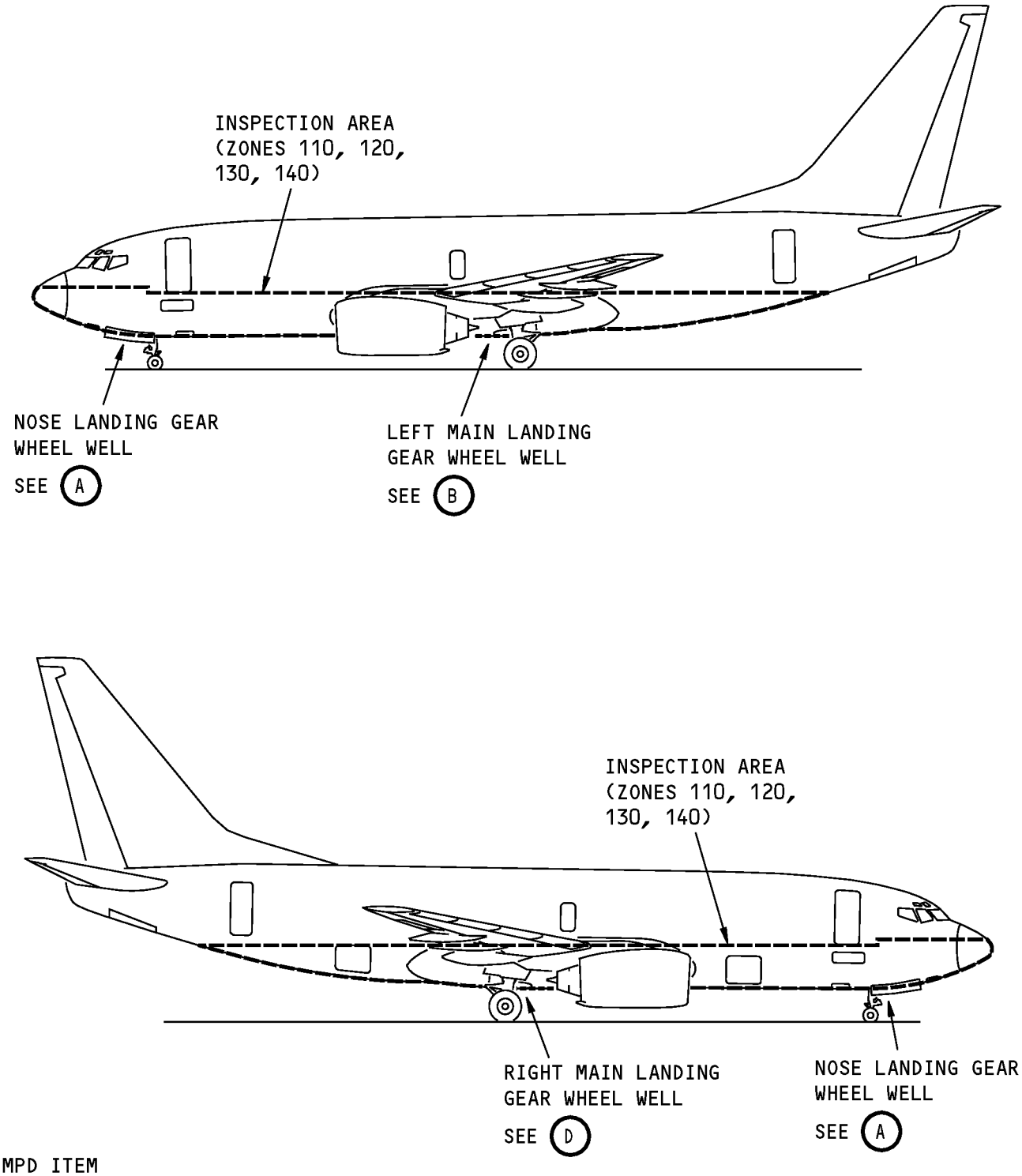
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

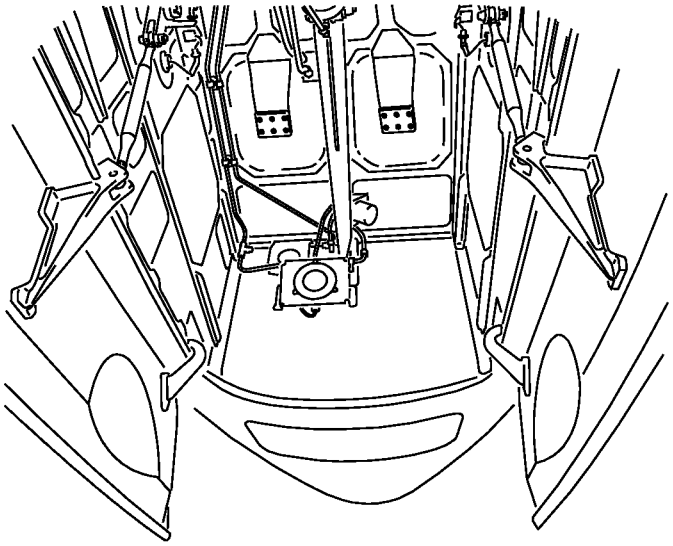
SUBTASK 05-41-01-210-001

(1) Do the zonal inspection.

END OF TASK

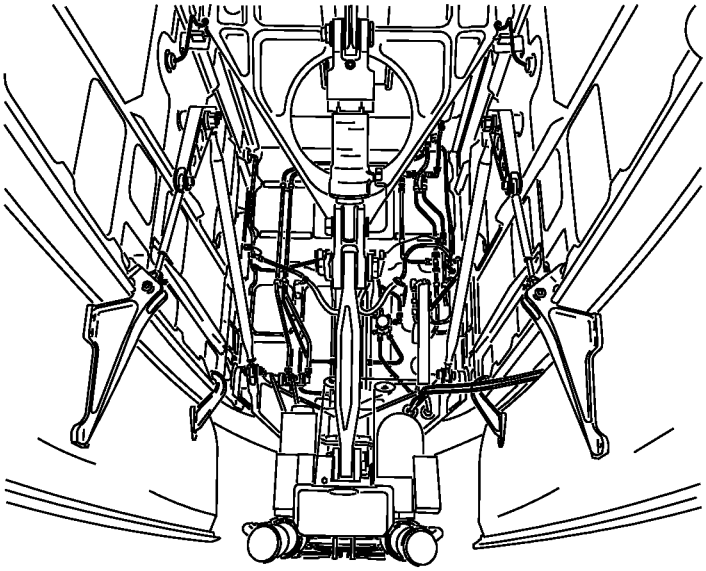


Lower Half of Fuselage General Visual (External)
Figure 201 (Sheet 1 of 4)/05-41-01-990-801



NOSE LANDING GEAR WHELL WELL
(VIEW IN THE FORWARD DIRECTION)

A

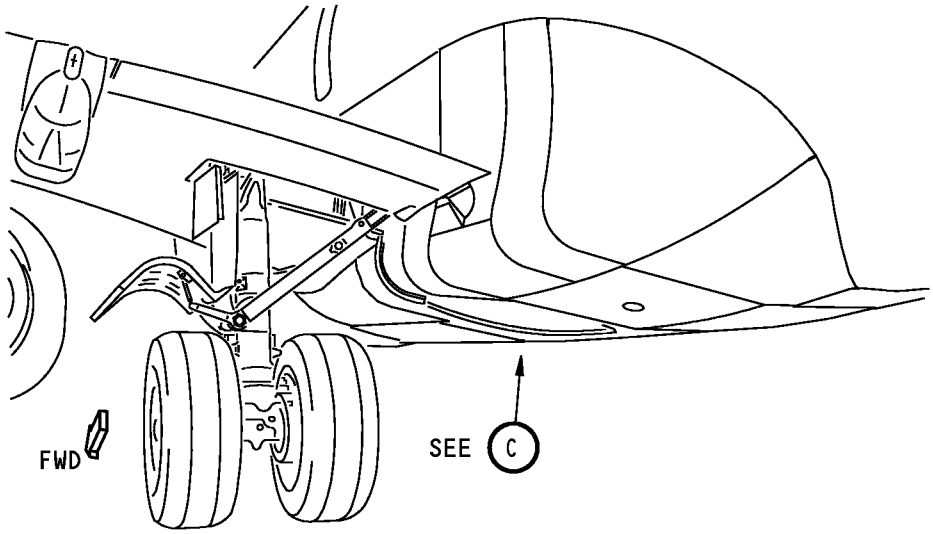


NOSE LANDING GEAR WHELL WELL
(VIEW IN THE AFT DIRECTION)

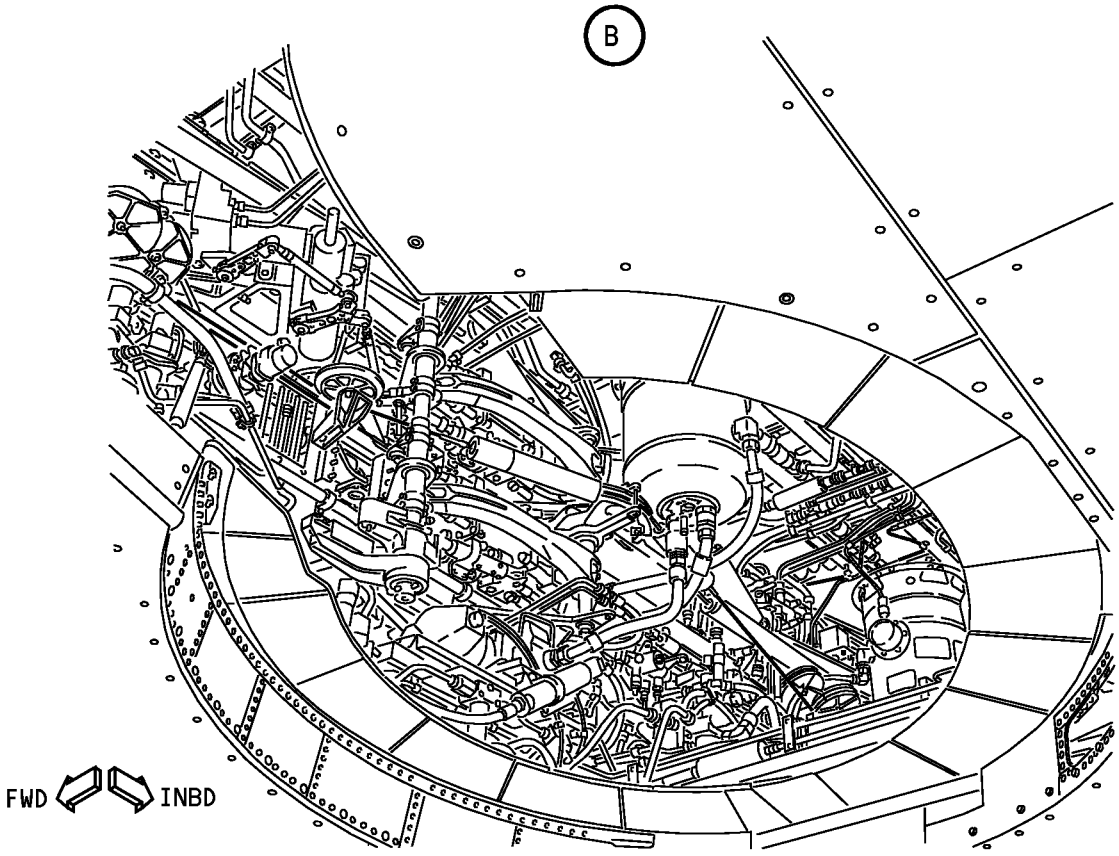
A

MPD ITEM
53-800-00

Lower Half of Fuselage General Visual (External)
Figure 201 (Sheet 2 of 4)/05-41-01-990-801

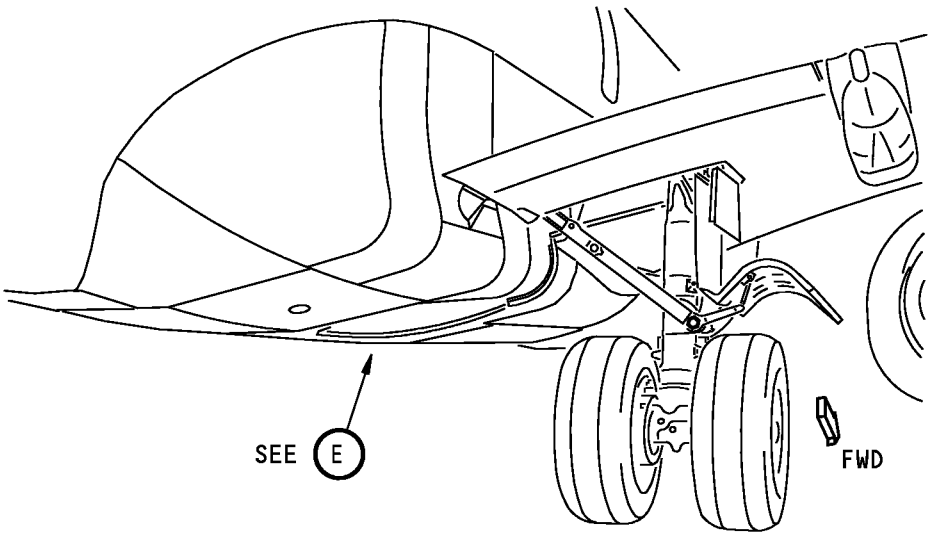


LEFT MAIN LANDING GEAR WHEEL WELL



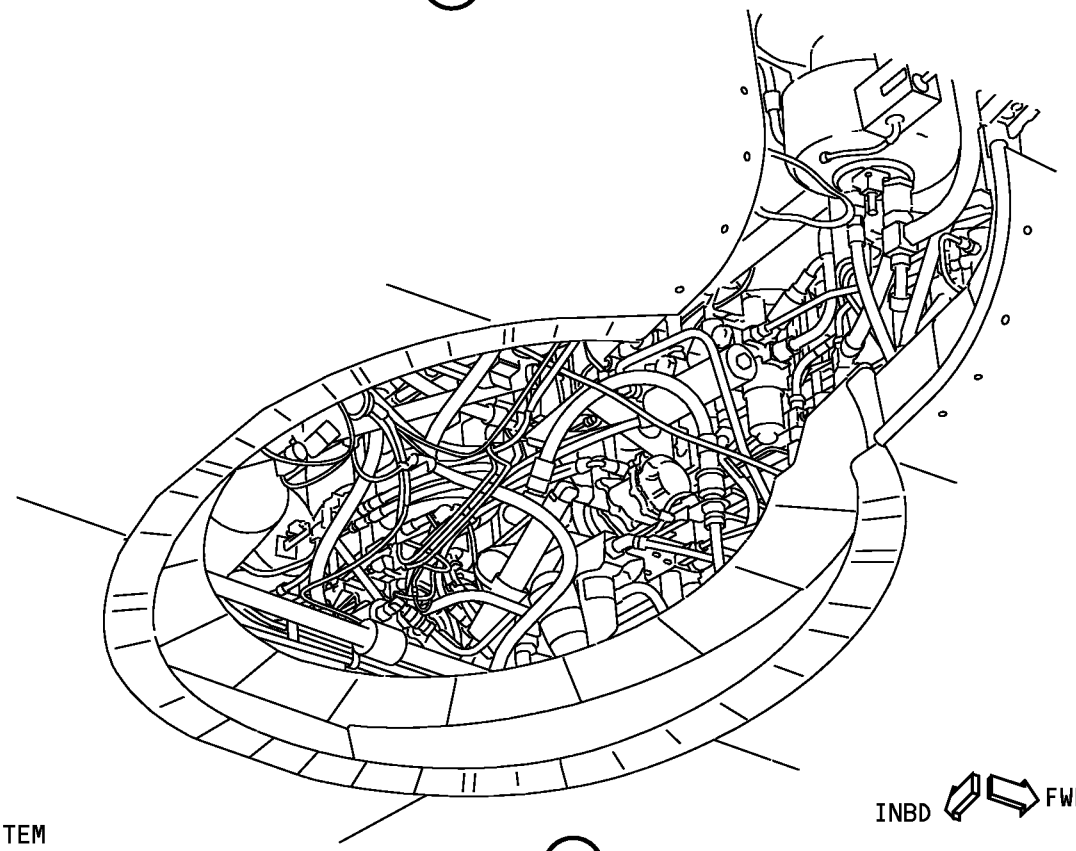
MPD ITEM
53-800-00

Lower Half of Fuselage General Visual (External)
Figure 201 (Sheet 3 of 4)/05-41-01-990-801



RIGHT MAIN LANDING GEAR WHEEL WELL

D



MPD ITEM
53-800-00

E

Lower Half of Fuselage General Visual (External)
Figure 201 (Sheet 4 of 4)/05-41-01-990-801

TASK 05-41-01-210-802

3. INTERNAL - ZONAL (GV): RADOME

(Figure 202)

A. General

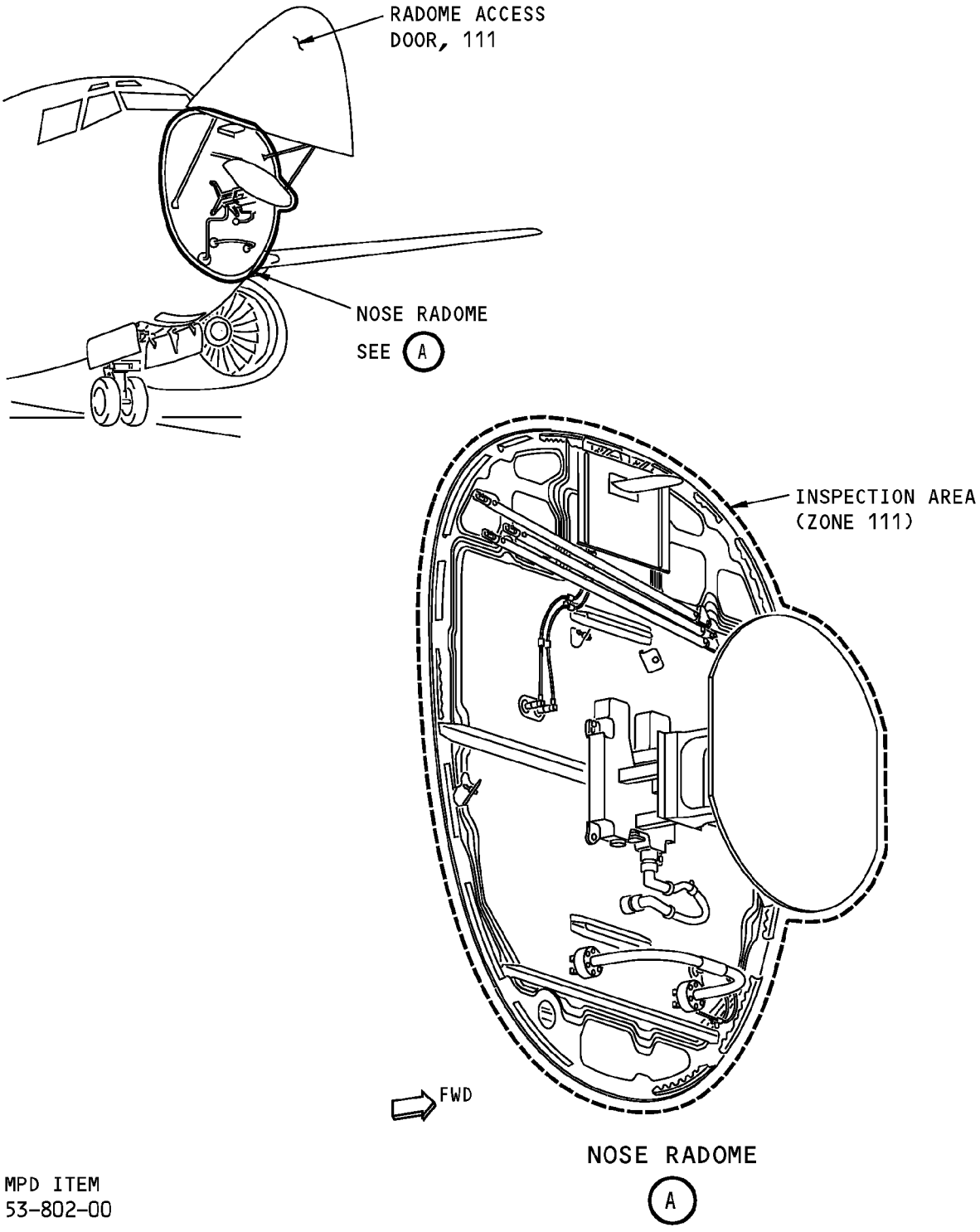
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-01-210-002

(1) Do the zonal inspection.

END OF TASK



Nose Radome General Visual (Internal)
Figure 202/05-41-01-990-802

TASK 05-41-01-210-803

4. INTERNAL - ZONAL (GV): AREA FORWARD OF NOSE WHEEL WELL

(Figure 203)

A. General

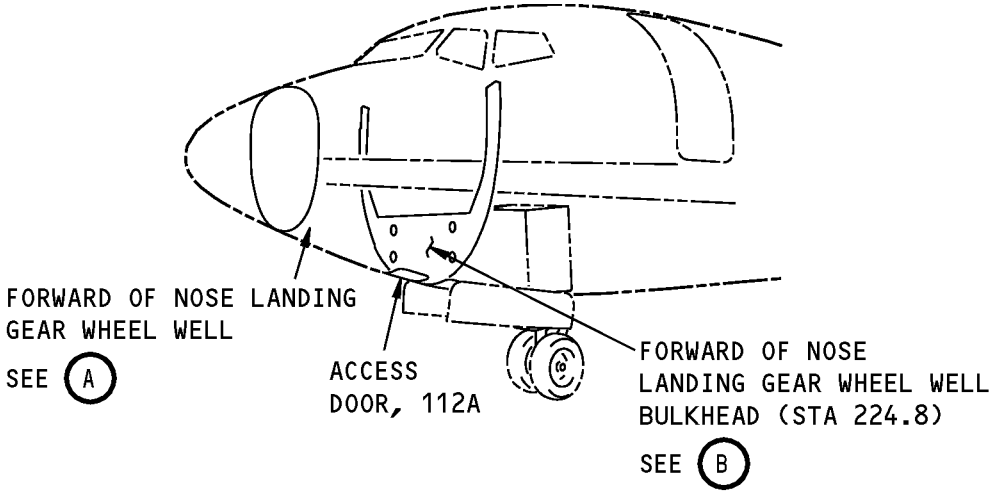
(1) This procedure is a scheduled maintenance task.

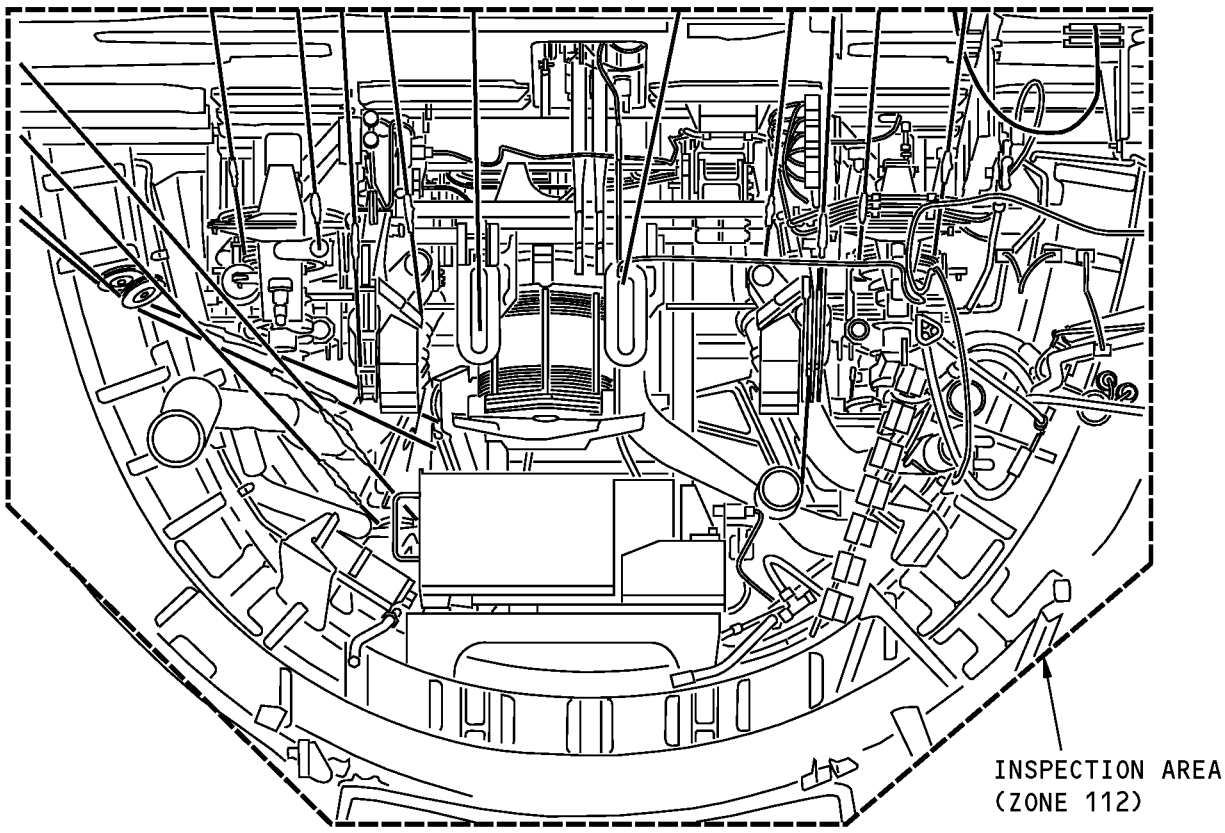
B. Zonal Inspection

SUBTASK 05-41-01-210-003

(1) Do the zonal inspection.

——————— END OF TASK ———————



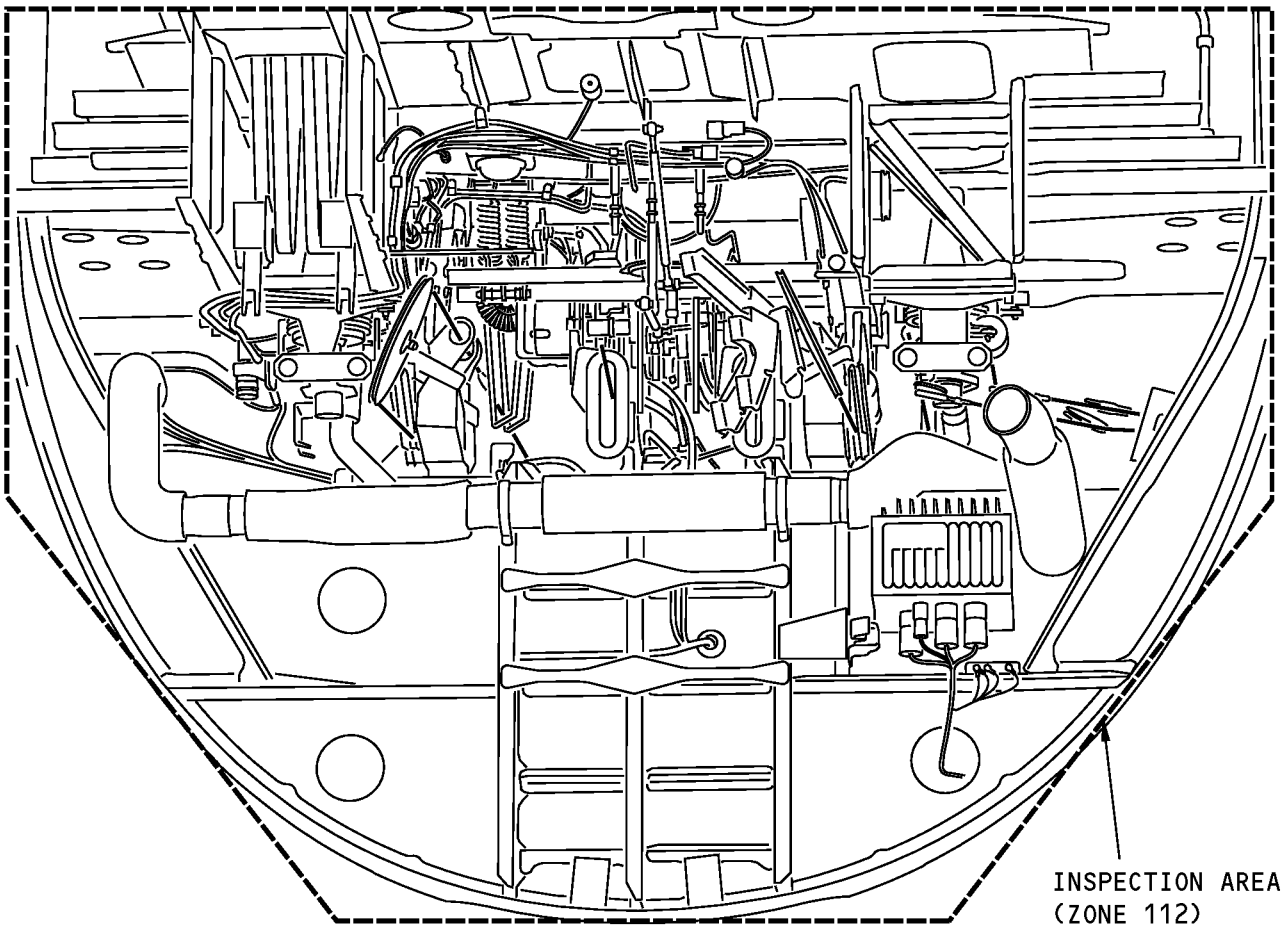


FORWARD OF NOSE LANDING GEAR WHEEL WELL
(VIEW IN THE FORWARD DIRECTION)

A

MPD ITEM
53-804-00

Forward of Nose Landing Gear Wheel Well General Visual (Internal)
Figure 203 (Sheet 1 of 2)/05-41-01-990-803



FORWARD OF NOSE LANDING GEAR WHEEL WELL BULKHEAD (STA 224.8)
(VIEW IN THE AFT DIRECTION)

B

MPD ITEM
53-804-00

Forward of Nose Landing Gear Wheel Well General Visual (Internal)
Figure 203 (Sheet 2 of 2)/05-41-01-990-803

TASK 05-41-01-210-804

5. INTERNAL - ZONAL (GV): AREA ABOVE AND OUTBOARD OF NOSE WHEEL WELL

(Figure 204)

A. General

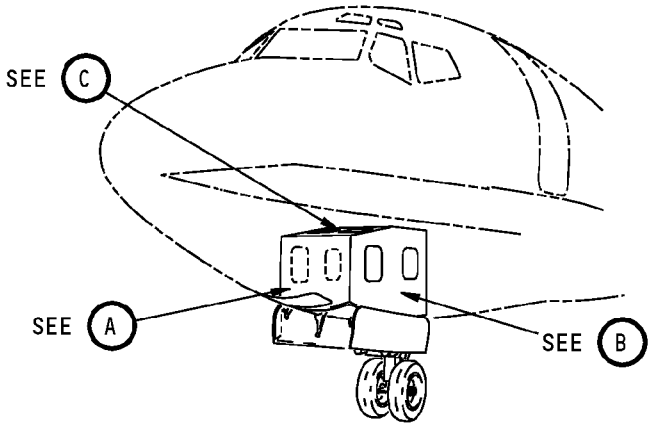
(1) This procedure is a scheduled maintenance task.

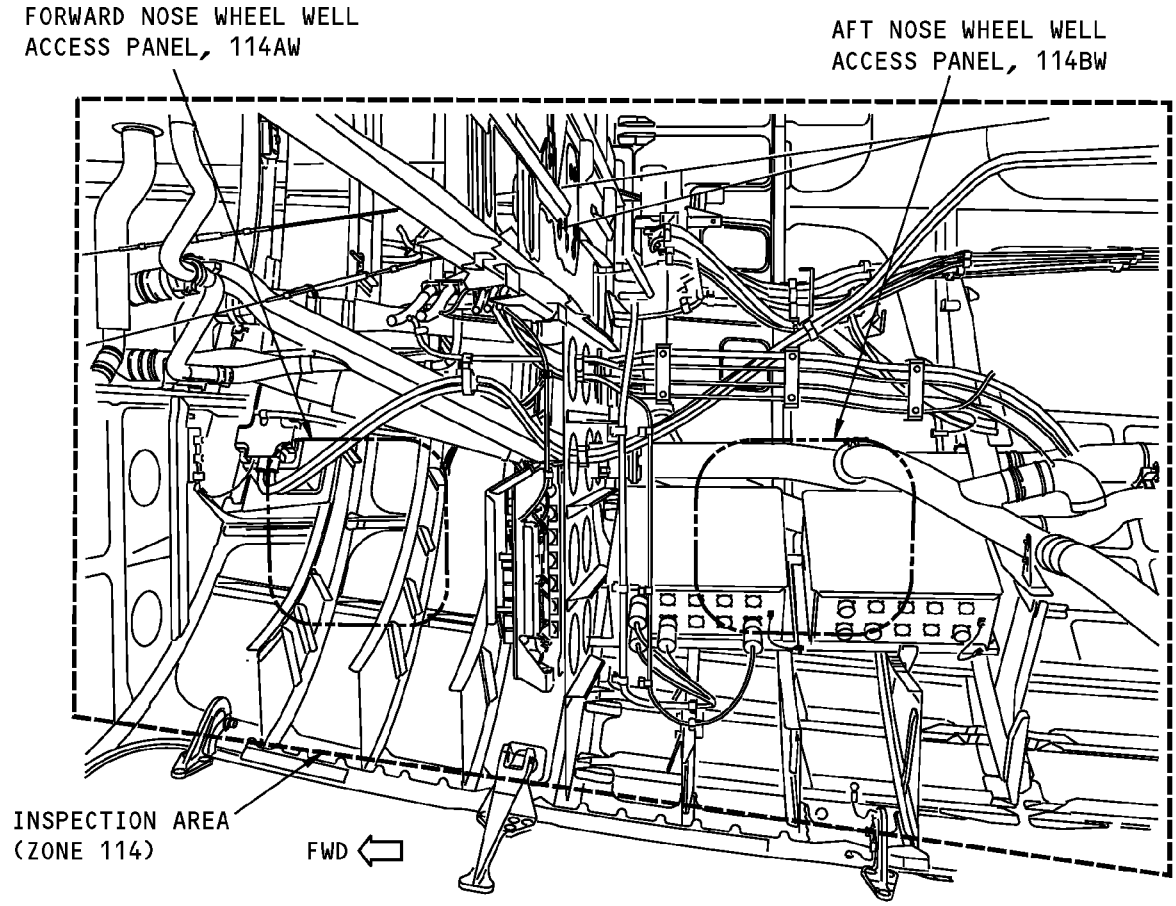
B. Zonal Inspection

SUBTASK 05-41-01-210-004

(1) Do the zonal inspection.

——————— END OF TASK ———————



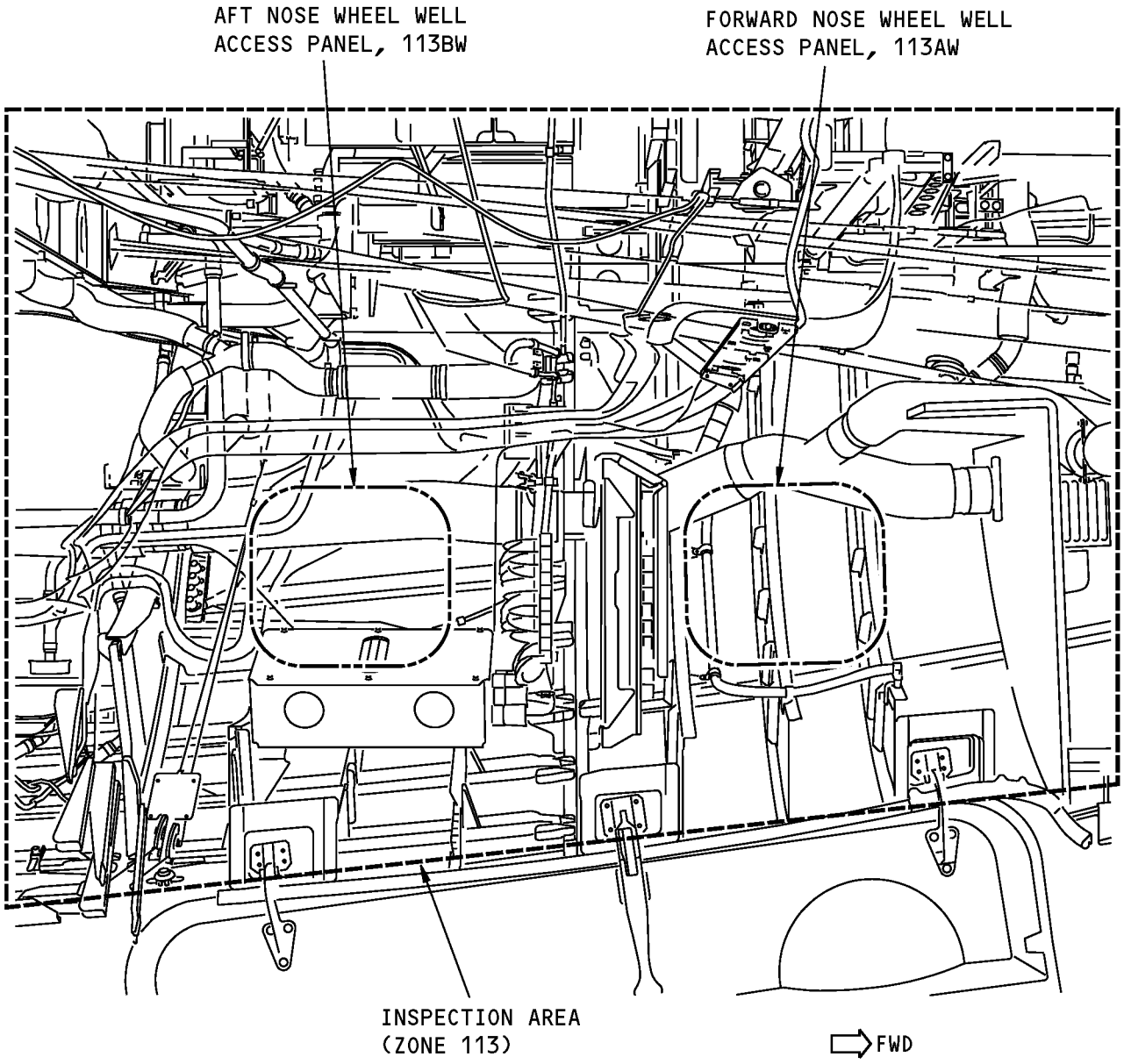


NOSE LANDING GEAR WHEEL WELL
(OUTBOARD, RIGHT SIDE)

MPD ITEM
53-806-00

A

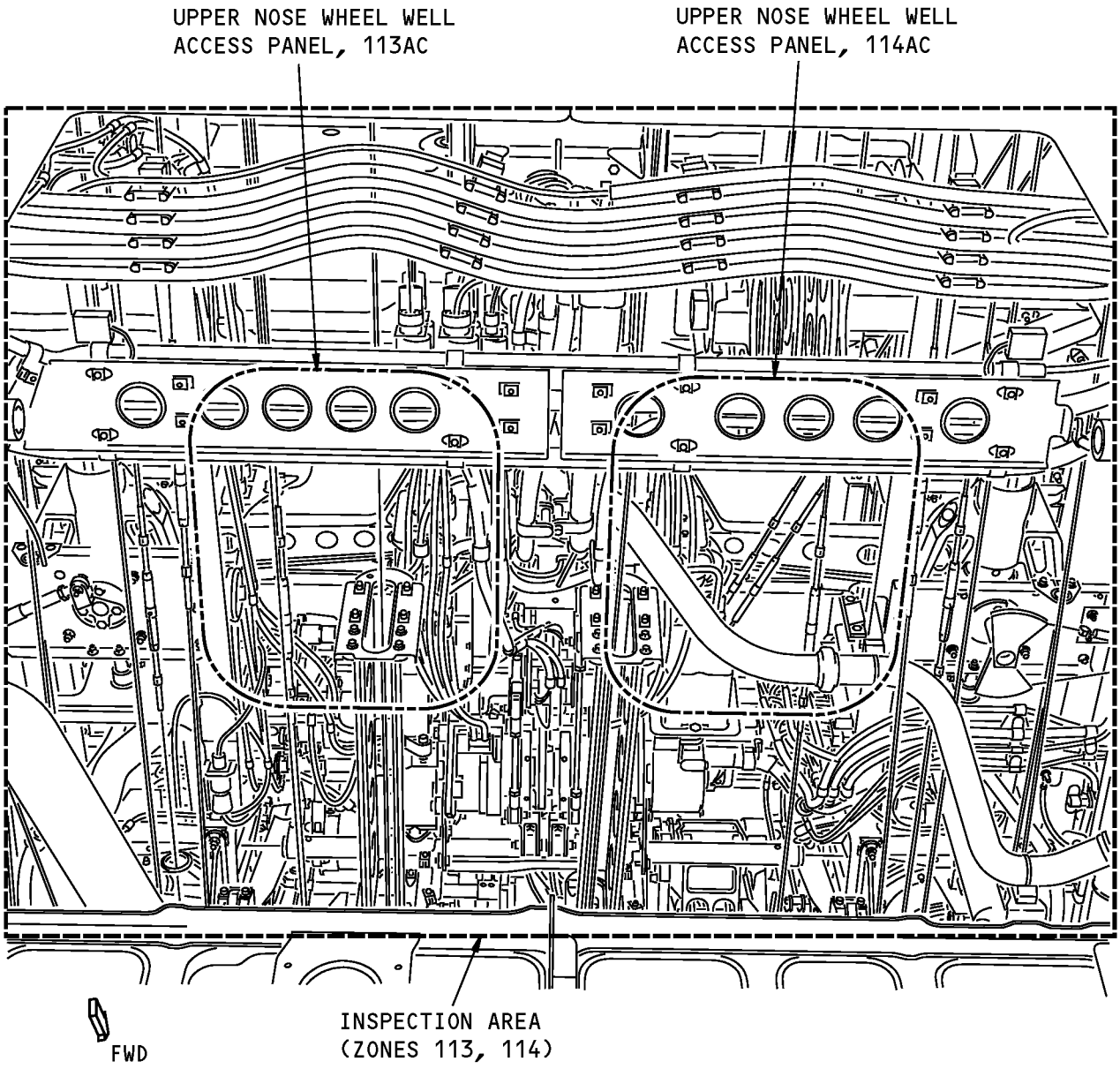
Above and Outboard of the Nose Landing Gear Wheel Well General Visual (Internal)
Figure 204 (Sheet 1 of 3)/05-41-01-990-804



NOSE LANDING GEAR WHEEL WELL
(OUTBOARD, LEFT SIDE)

B

Above and Outboard of the Nose Landing Gear Wheel Well General Visual (Internal)
Figure 204 (Sheet 2 of 3)/05-41-01-990-804



ABOVE THE NOSE LANDING GEAR WHEEL WELL
(VIEW IN THE UP DIRECTION)

C

Above and Outboard of the Nose Landing Gear Wheel Well General Visual (Internal)
Figure 204 (Sheet 3 of 3)/05-41-01-990-804

TASK 05-41-01-210-805

6. INTERNAL - ZONAL (GV): ELECTRICAL AND ELECTRONICS COMPARTMENT

(Figure 205)

A. General

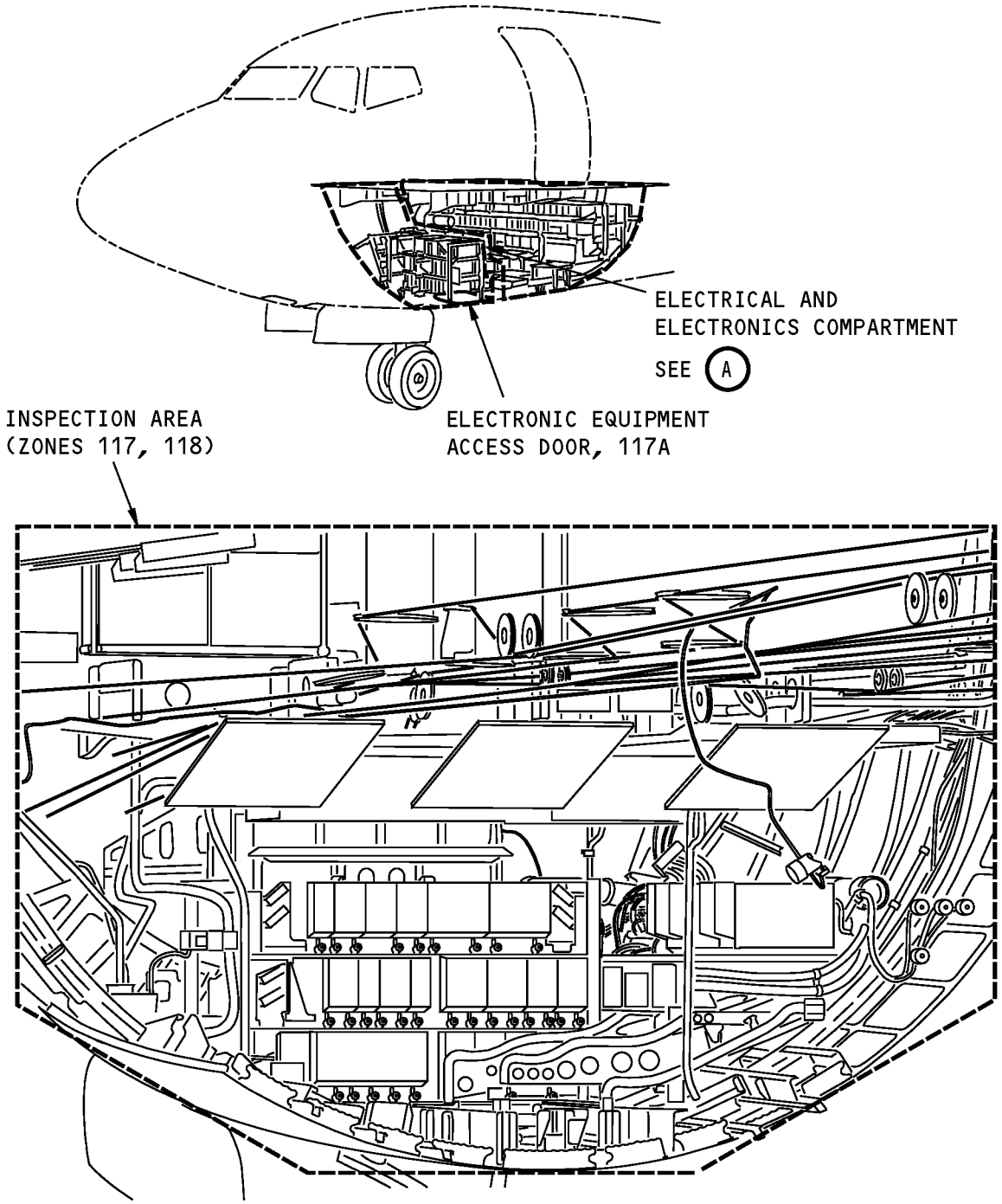
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

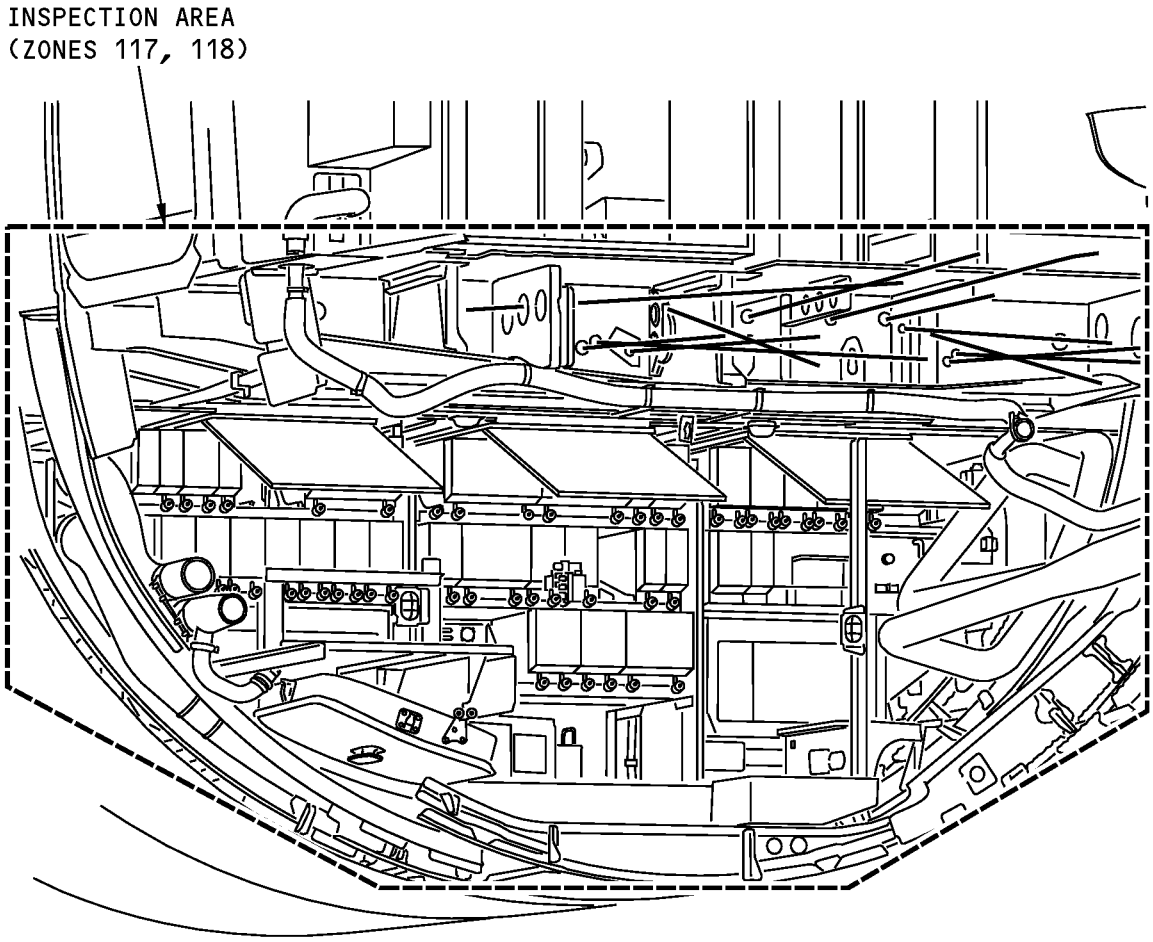
SUBTASK 05-41-01-210-005

(1) Do the zonal inspection.

——————— END OF TASK ———————



Electrical and Electronics Compartment General Visual (Internal)
Figure 205 (Sheet 1 of 2)/05-41-01-990-805



ELECTRICAL AND ELECTRONICS COMPARTMENT
(VIEW IN THE AFT DIRECTION)

A

Electrical and Electronics Compartment General Visual (Internal)
Figure 205 (Sheet 2 of 2)/05-41-01-990-805

TASK 05-41-01-210-806

7. INTERNAL - ZONAL (GV): ELECTRICAL AND ELECTRONICS COMPARTMENT ACCESS DOOR

(Figure 206)

A. General

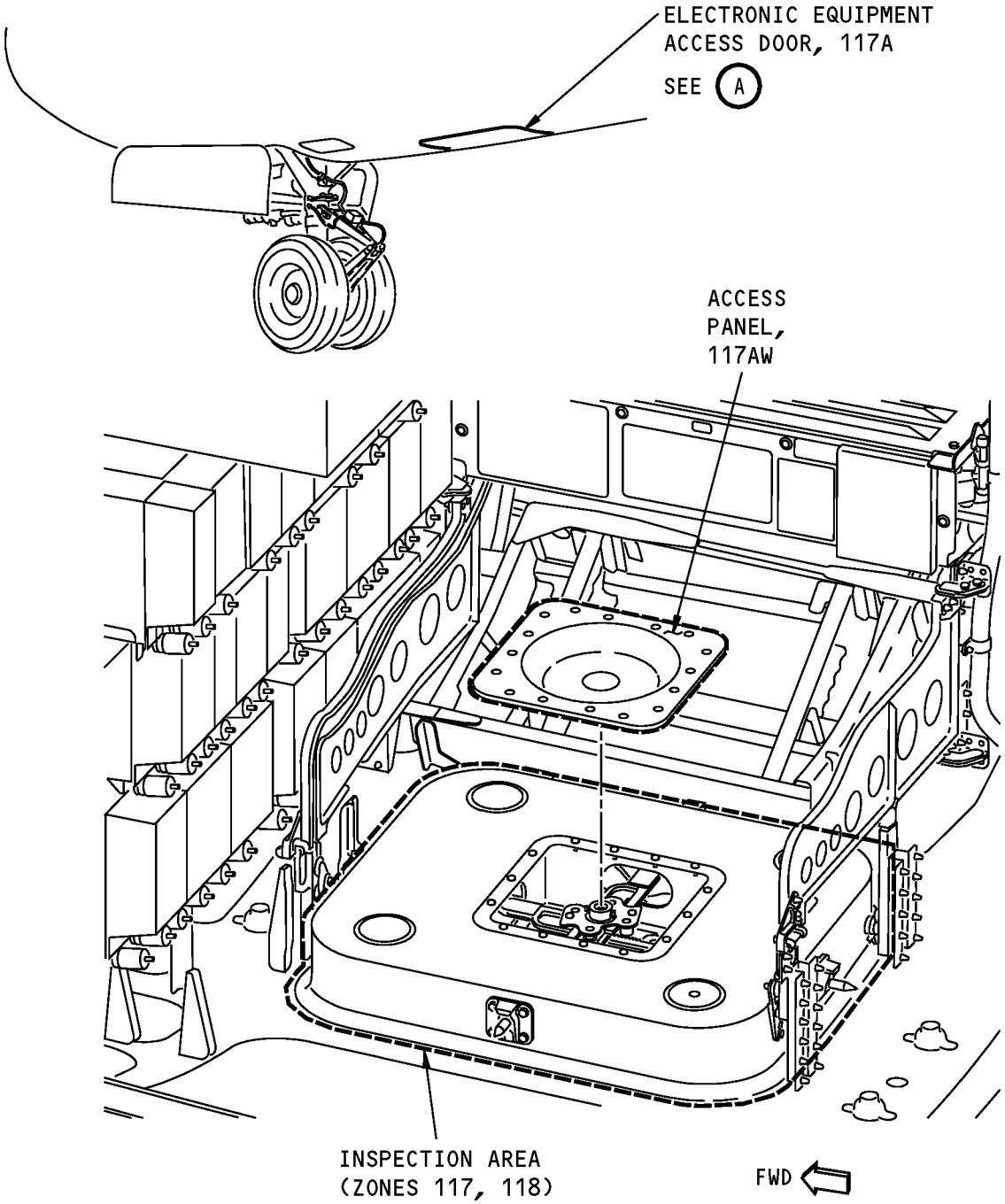
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-01-210-006

(1) Do the zonal inspection.

——————— END OF TASK ———————



ELECTRICAL EQUIPMENT ACCESS DOOR, 117A

A

MPD ITEM
53-810-00

Electrical Equipment Access Door General Visual (Internal)
Figure 206/05-41-01-990-806

TASK 05-41-01-210-807

8. INTERNAL - ZONAL (GV): FORWARD CARGO COMPARTMENT

(Figure 207)

A. General

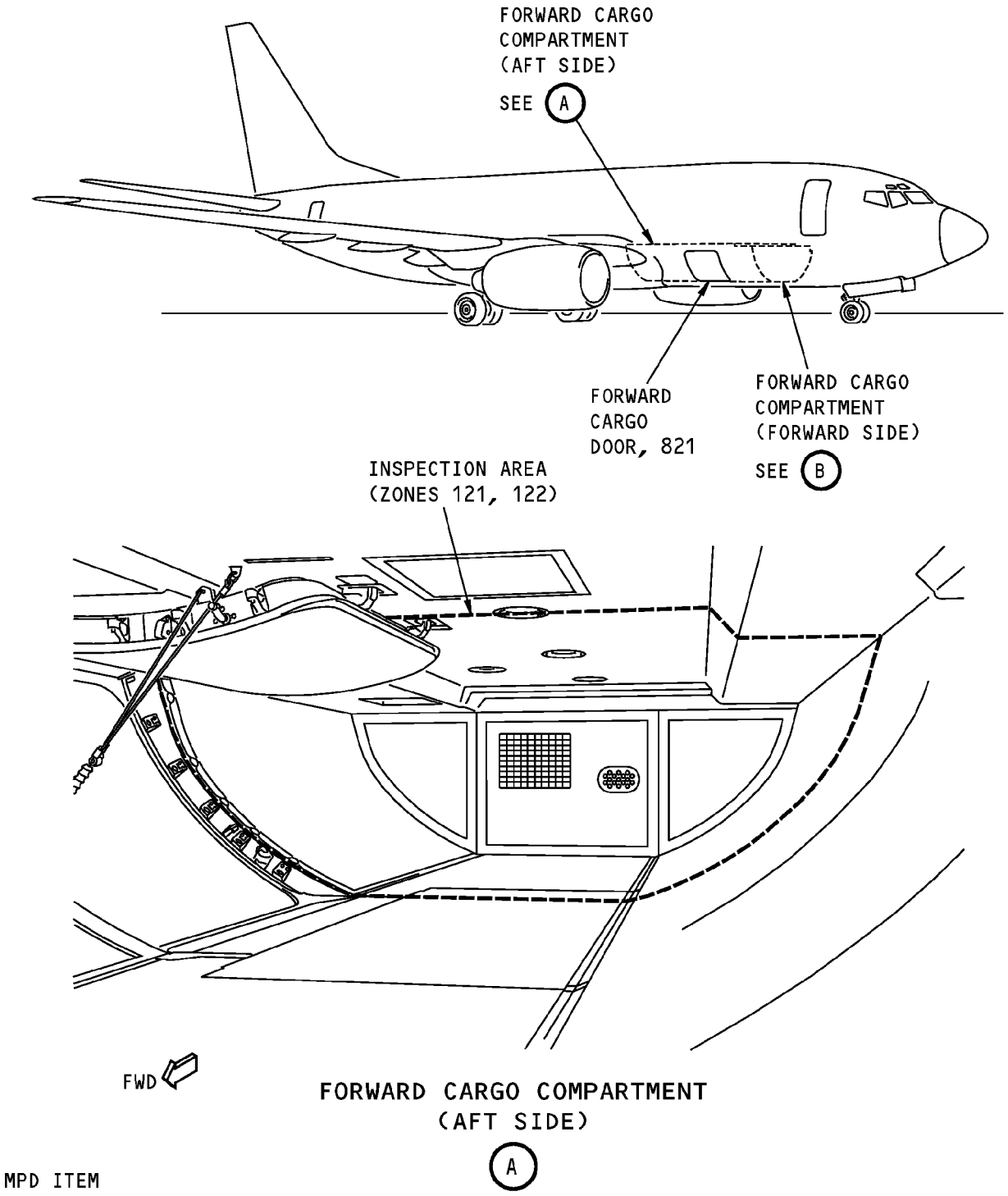
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

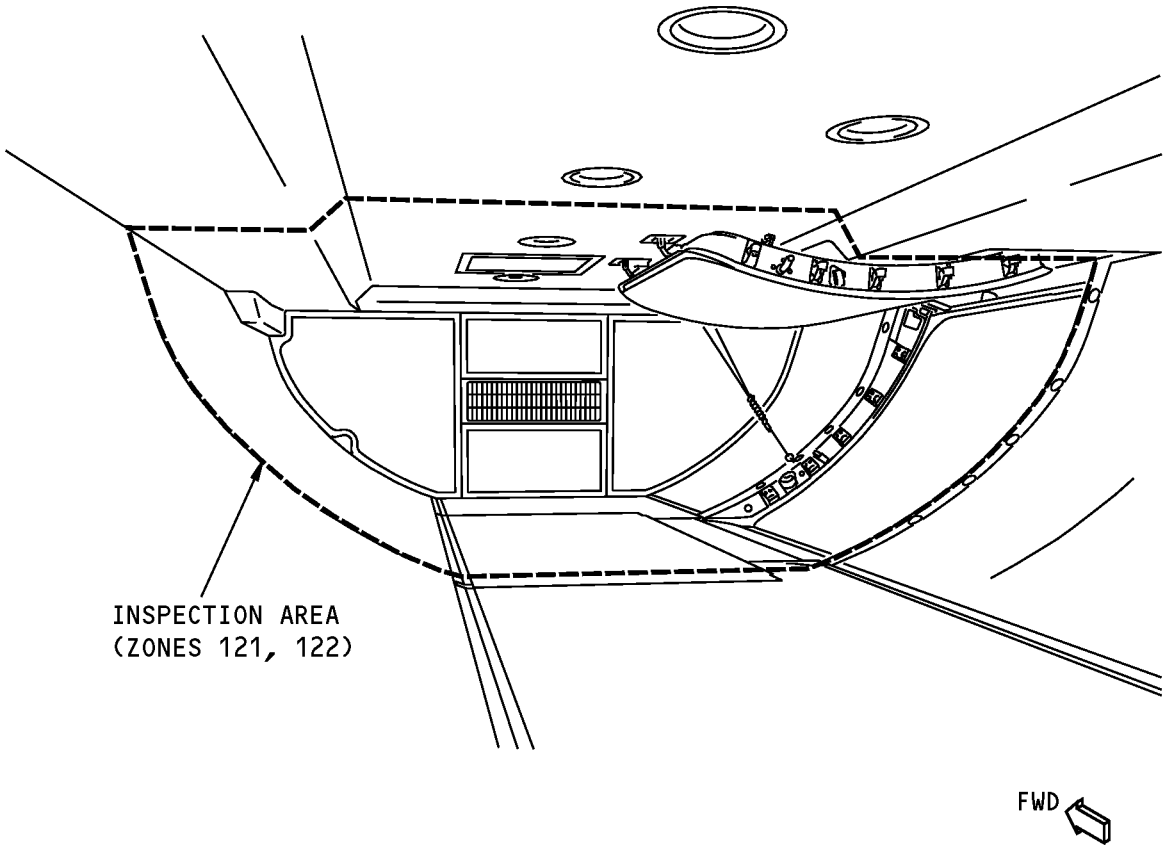
SUBTASK 05-41-01-210-007

(1) Do the zonal inspection.

END OF TASK



Forward Cargo Compartment General Visual (Internal)
Figure 207 (Sheet 1 of 2)/05-41-01-990-807



FORWARD CARGO COMPARTMENT
(FORWARD SIDE)

B

MPD ITEM
53-812-00

Forward Cargo Compartment General Visual (Internal)
Figure 207 (Sheet 2 of 2)/05-41-01-990-807

TASK 05-41-01-210-808

9. INTERNAL - ZONAL (GV): FORWARD CARGO COMPARTMENT

(Figure 208)

A. General

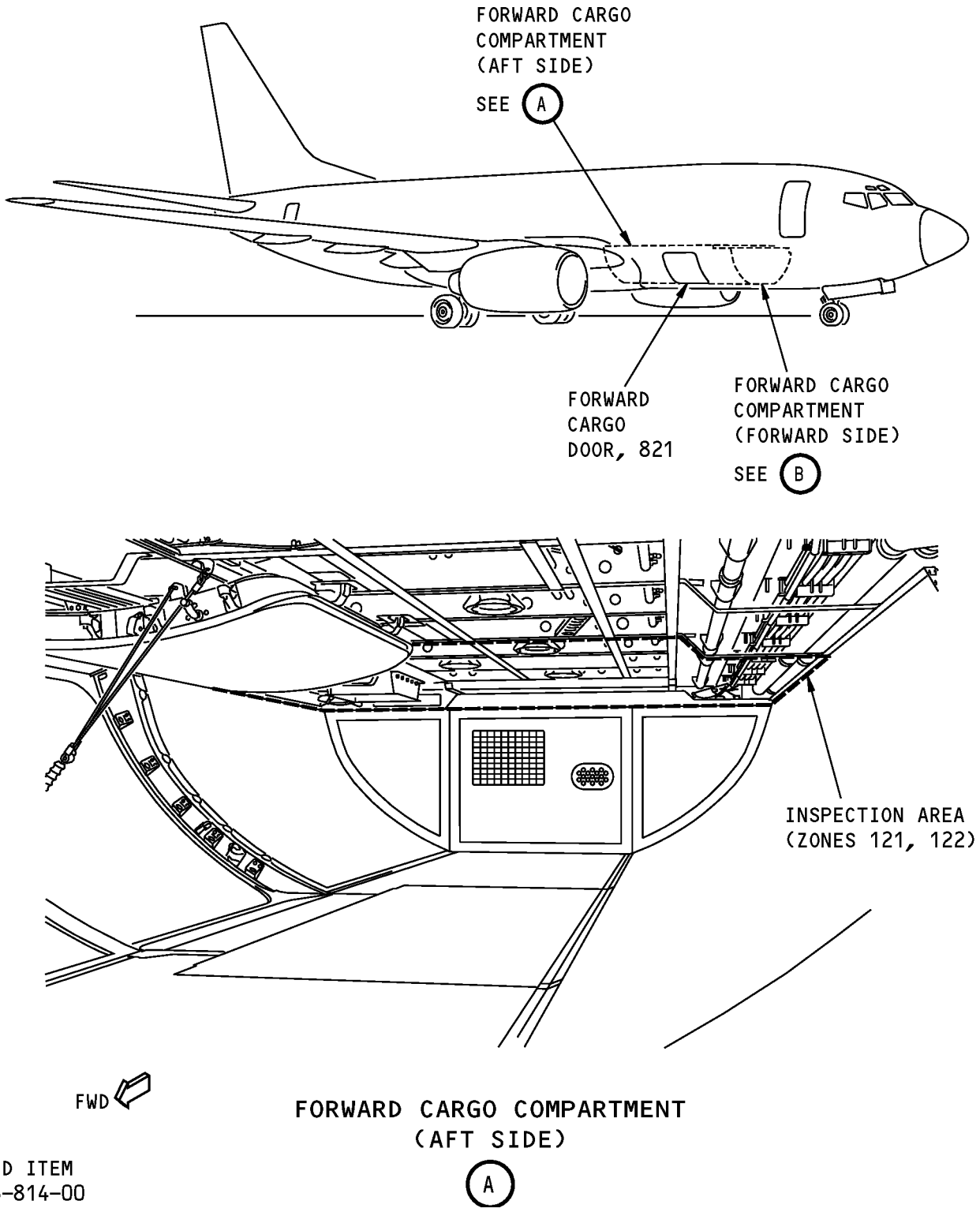
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

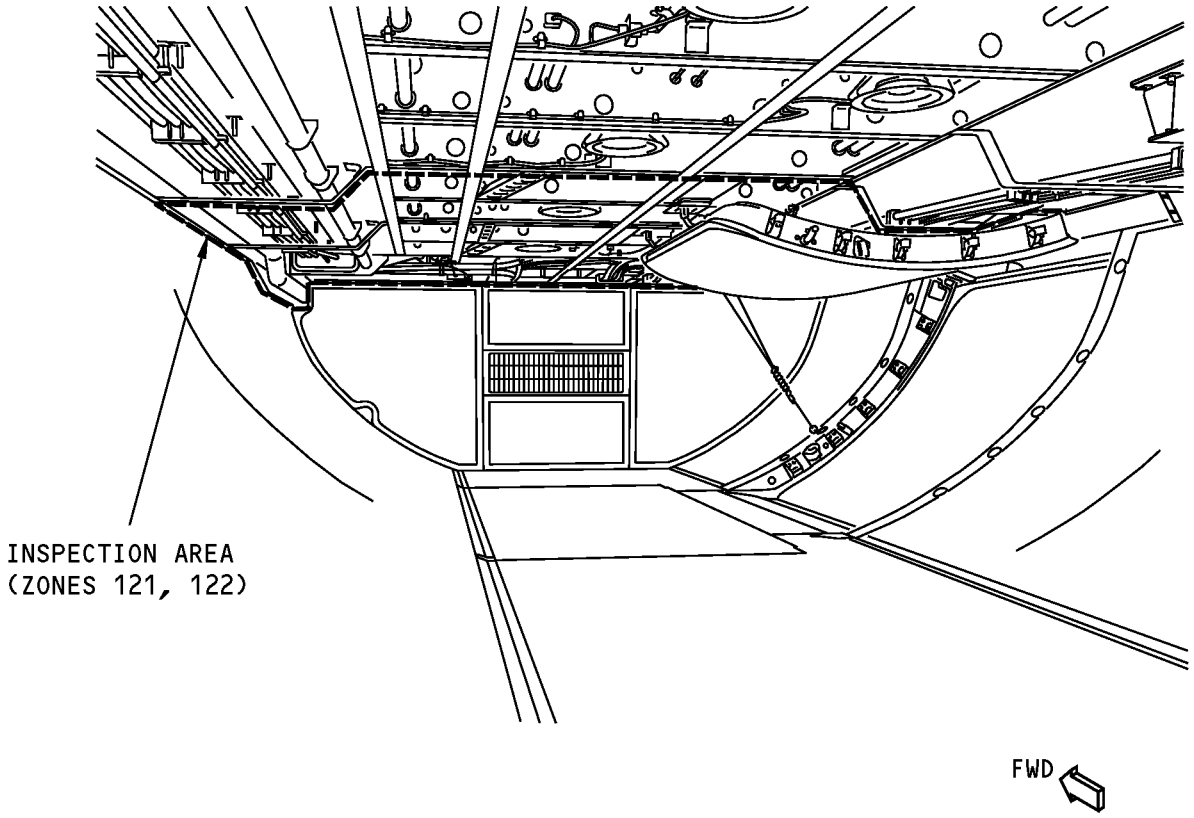
SUBTASK 05-41-01-210-008

(1) Do the zonal inspection.

END OF TASK



Forward Cargo Compartment General Visual (Internal) (Ceiling Liners Removed)
Figure 208 (Sheet 1 of 2)/05-41-01-990-808



FORWARD CARGO COMPARTMENT
(FORWARD SIDE)

B

MPD ITEM
53-814-00

Forward Cargo Compartment General Visual (Internal) (Ceiling Liners Removed)
Figure 208 (Sheet 2 of 2)/05-41-01-990-808

TASK 05-41-01-210-809

10. INTERNAL - ZONAL (GV): FORWARD CARGO COMPARTMENT

(Figure 209)

A. General

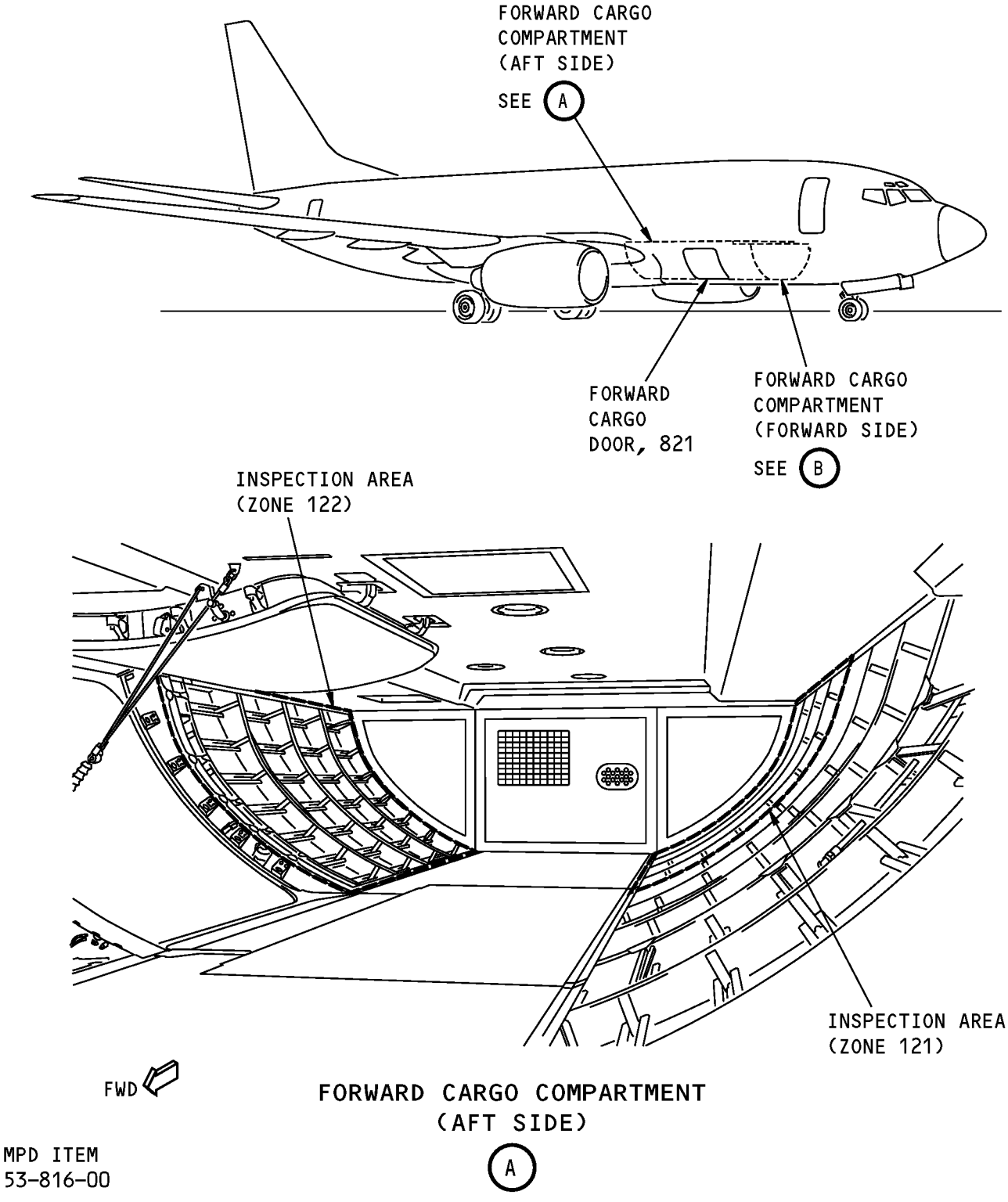
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

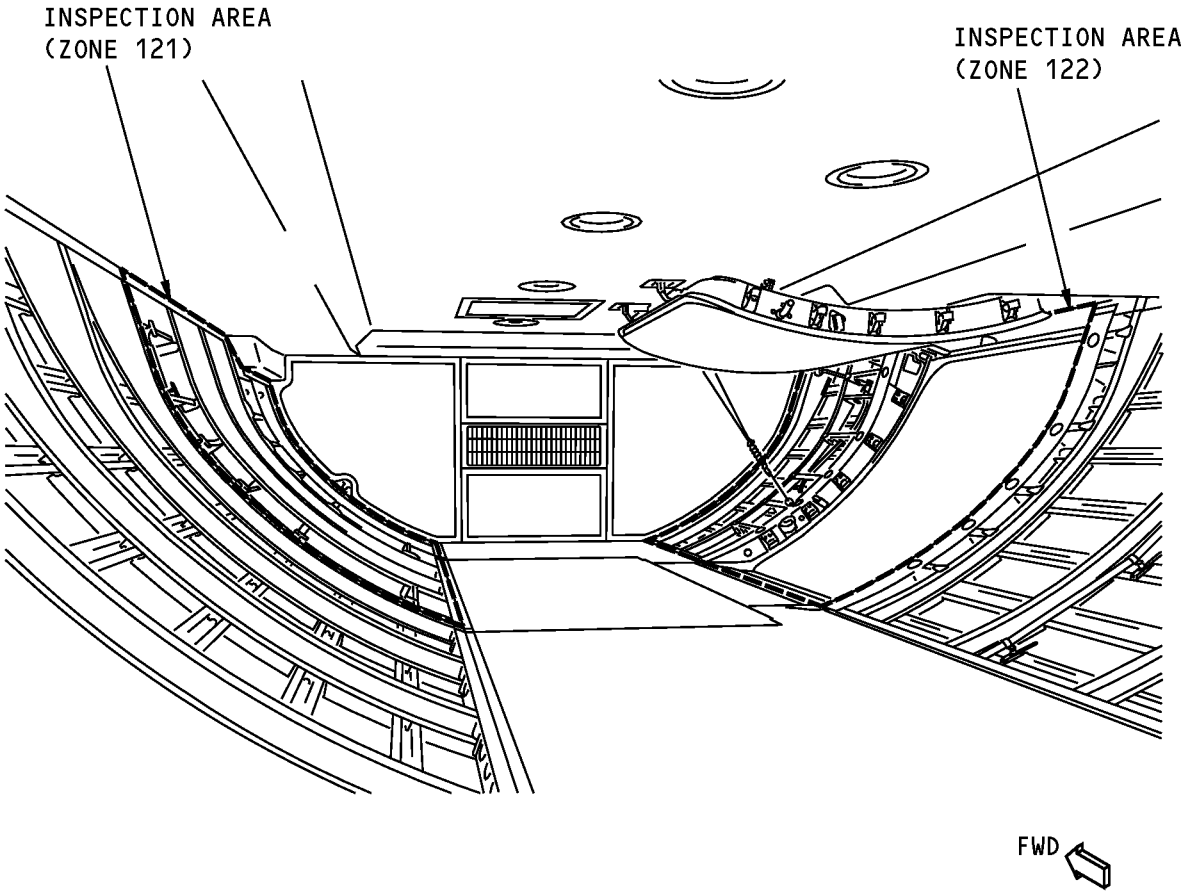
SUBTASK 05-41-01-210-009

(1) Do the zonal inspection.

——————— END OF TASK ———————



Forward Cargo Compartment General Visual (Internal) (Sidewall Liners and Insulation Removed)
Figure 209 (Sheet 1 of 2)/05-41-01-990-809



MPD ITEM
53-816-00

Forward Cargo Compartment General Visual (Internal) (Sidewall Liners and Insulation Removed)
Figure 209 (Sheet 2 of 2)/05-41-01-990-809

TASK 05-41-01-210-810

11. EXTERNAL - ZONAL (GV): FORWARD CARGO DOOR SURROUND STRUCTURE FITTINGS AND STOPS

(Figure 210)

A. General

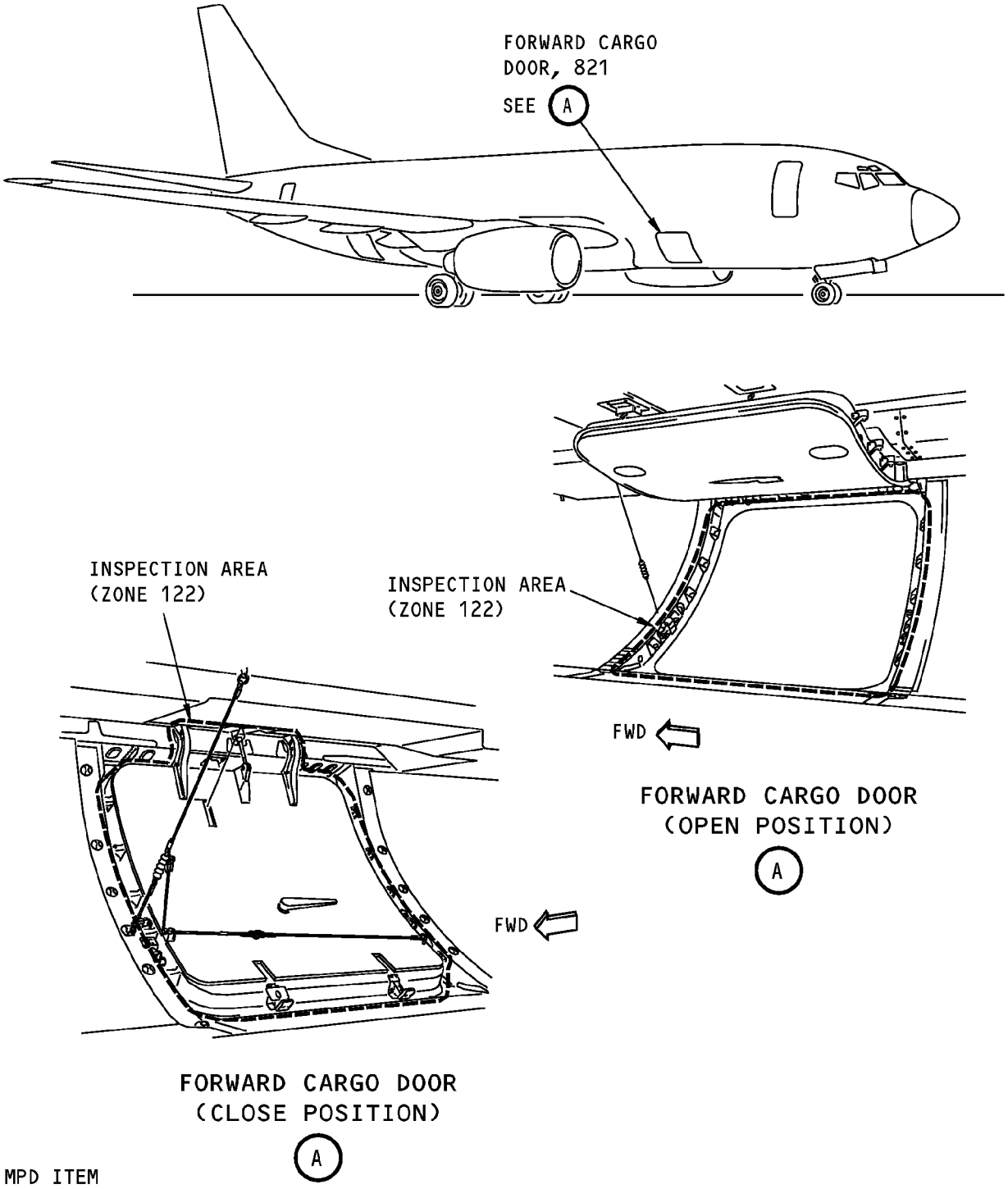
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-01-210-010

(1) Do the zonal inspection.

END OF TASK



Fittings and Stops - Forward Cargo Door Surround Structure General Visual (External)
Figure 210/05-41-01-990-810

TASK 05-41-01-210-811

12. INTERNAL - ZONAL (GV): AREA BELOW FORWARD CARGO COMPARTMENT

(Figure 211)

A. General

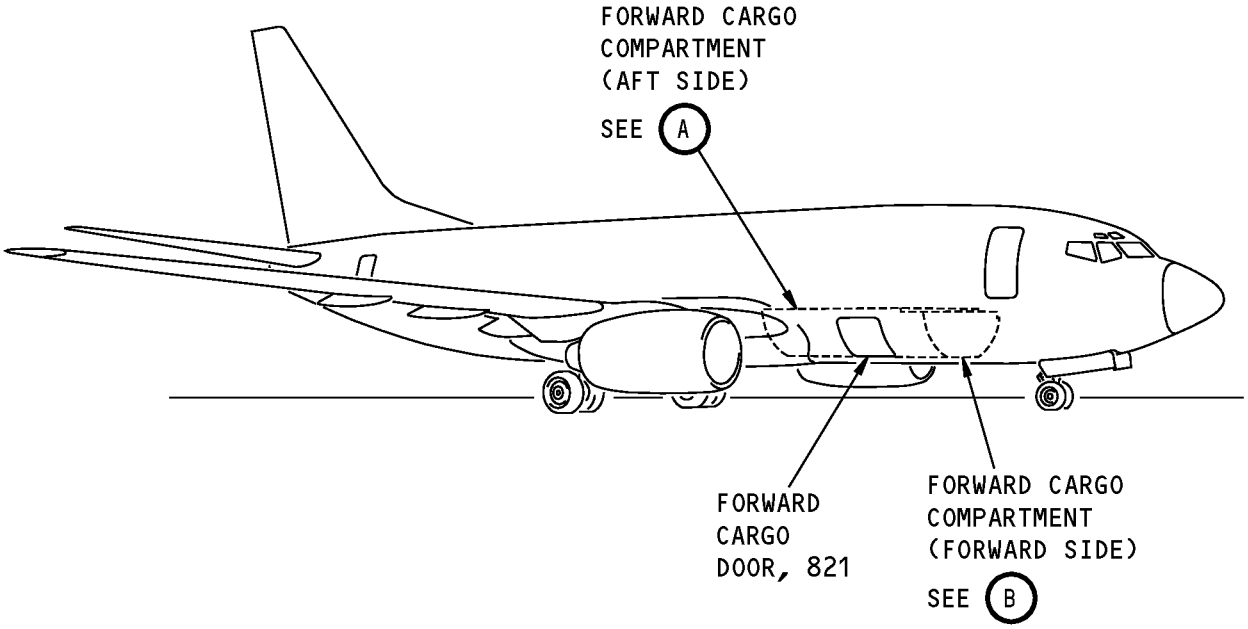
(1) This procedure is a scheduled maintenance task.

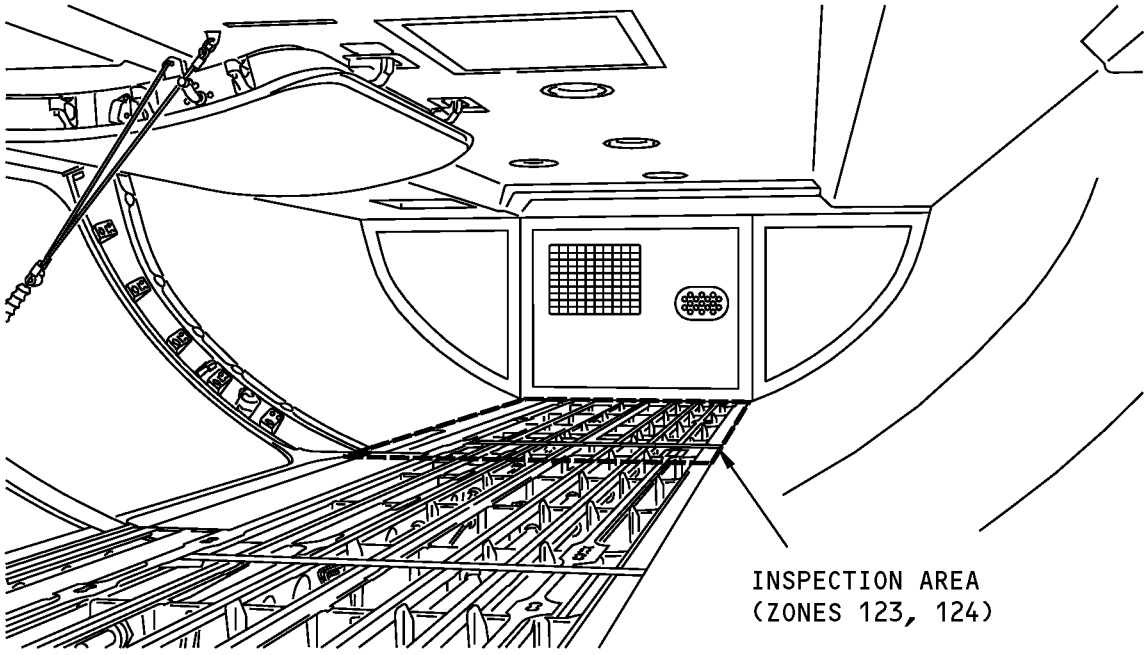
B. Zonal Inspection

SUBTASK 05-41-01-210-011

(1) Do the zonal inspection.

END OF TASK





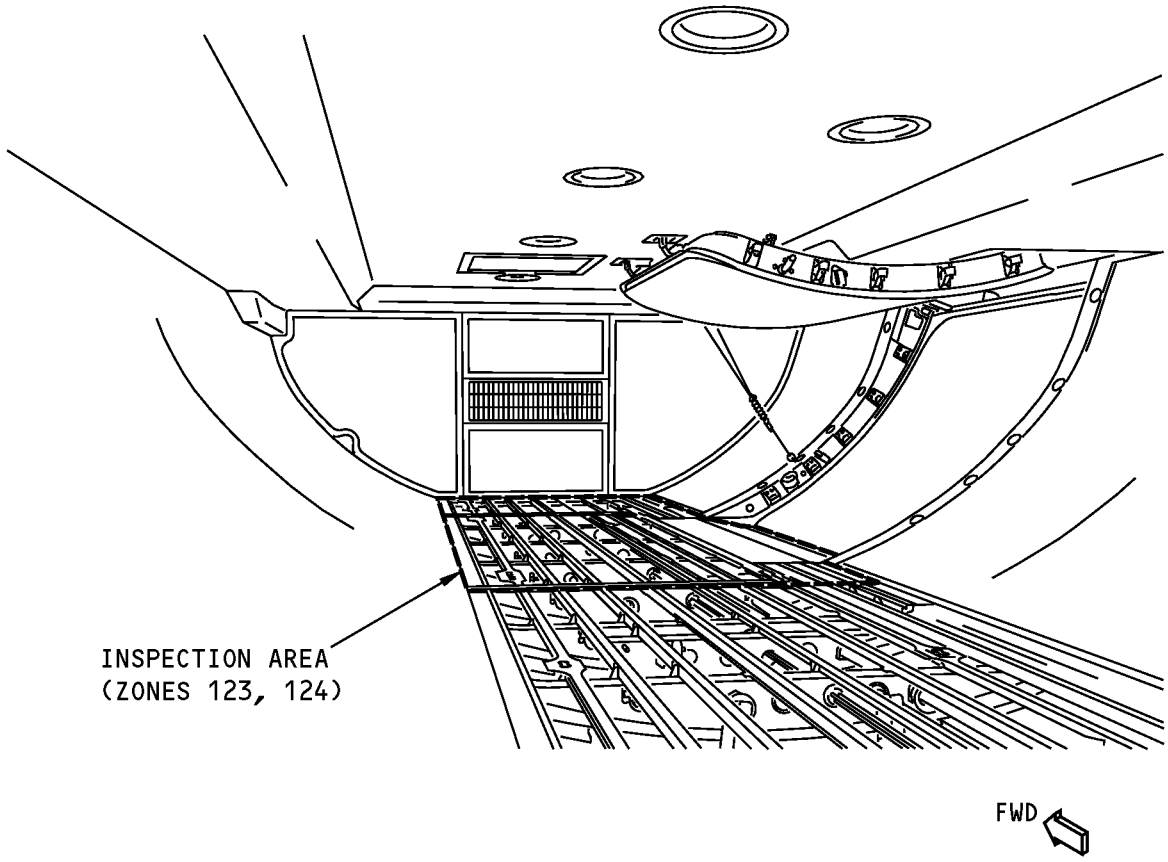
FWD

FORWARD CARGO COMPARTMENT
(AFT SIDE)

A

MPD ITEM
53-820-00

Below the Forward Cargo Compartment General Visual (Internal) (Floor Panels Removed)
Figure 211 (Sheet 1 of 2)/05-41-01-990-811



FORWARD CARGO COMPARTMENT
(FORWARD SIDE)

B

MPD ITEM
53-820-00

Below the Forward Cargo Compartment General Visual (Internal) (Floor Panels Removed)
Figure 211 (Sheet 2 of 2)/05-41-01-990-811

TASK 05-41-01-210-812

13. INTERNAL - ZONAL (GV): AIR CONDITIONING DISTRIBUTION BAY

(Figure 212)

A. General

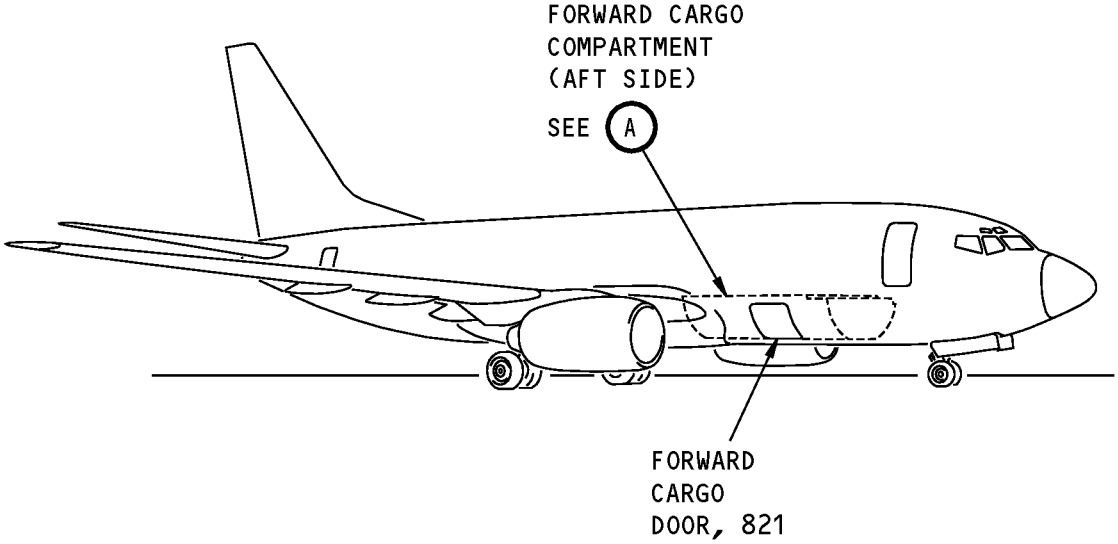
(1) This procedure is a scheduled maintenance task.

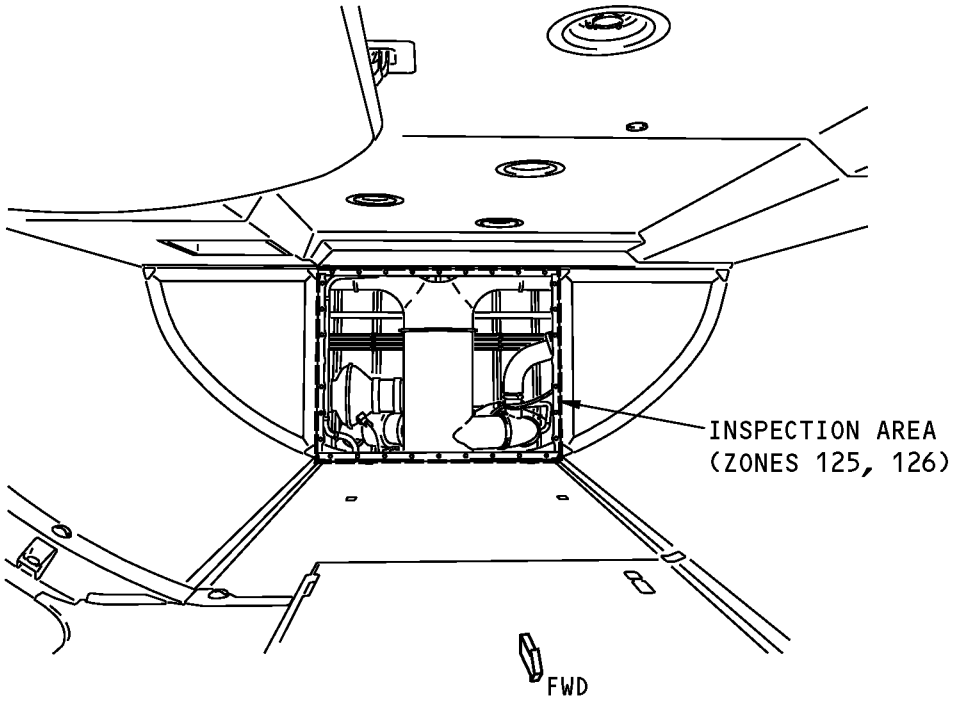
B. Zonal Inspection

SUBTASK 05-41-01-210-012

(1) Do the zonal inspection.

END OF TASK





FORWARD CARGO COMPARTMENT
(AFT SIDE)

A

MPD ITEM
53-822-00

Aft of Forward Cargo Compartment General Visual (Internal) (Aft Bulkhead Center Panel Removed)
Figure 212/05-41-01-990-812

TASK 05-41-01-210-813

14. INTERNAL - ZONAL (GV): AREA ABOVE CENTER SECTION WING BOX

A. General

(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-01-210-013

(1) Do the zonal inspection.

———————— END OF TASK ————————

TASK 05-41-01-210-814

15. INTERNAL - ZONAL (GV): PRESSURE DECK ABOVE MAIN LANDING GEAR WHEEL WELL

(Figure 213)

A. General

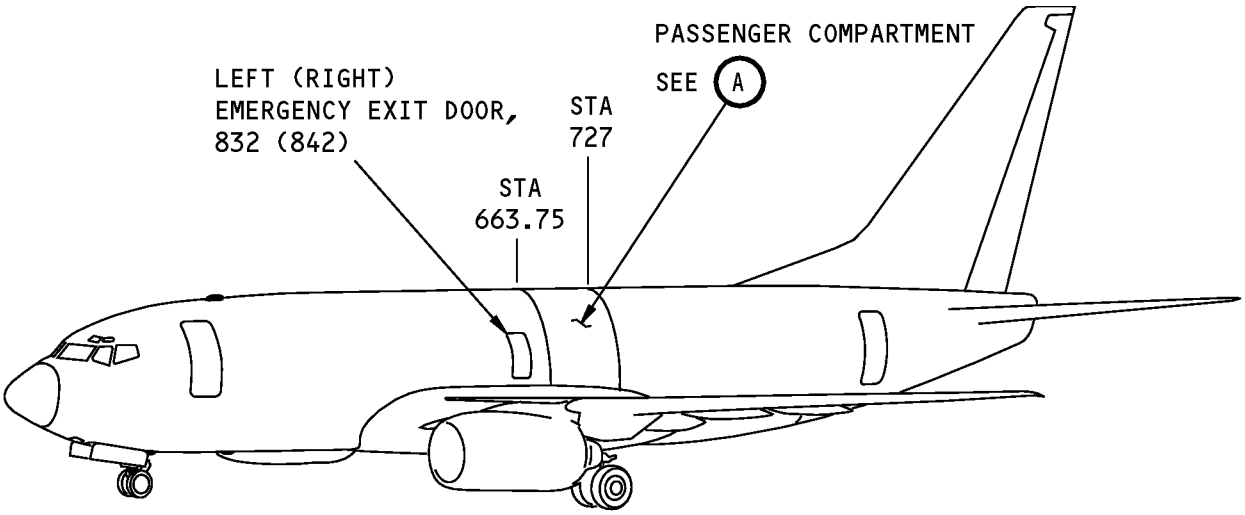
(1) This procedure is a scheduled maintenance task.

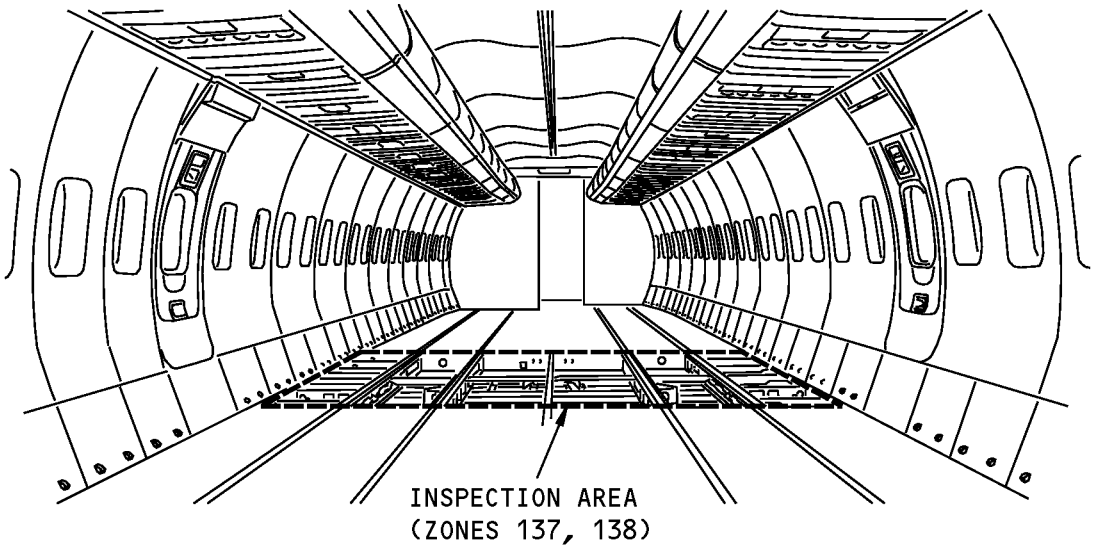
B. Zonal Inspection

SUBTASK 05-41-01-210-014

(1) Do the zonal inspection.

———————— END OF TASK ————————





PASSENGER COMPARTMENT

A

MPD ITEM
53-826-00

Passenger Compartment (Sta 663.75-727) General Visual (Internal) (Floor Panels and Insulation Removed)
Figure 213/05-41-01-990-813

TASK 05-41-01-210-815

16. INTERNAL - ZONAL (GV): KEEL BEAM (PART) STA 540 TO 727

(Figure 214)

A. General

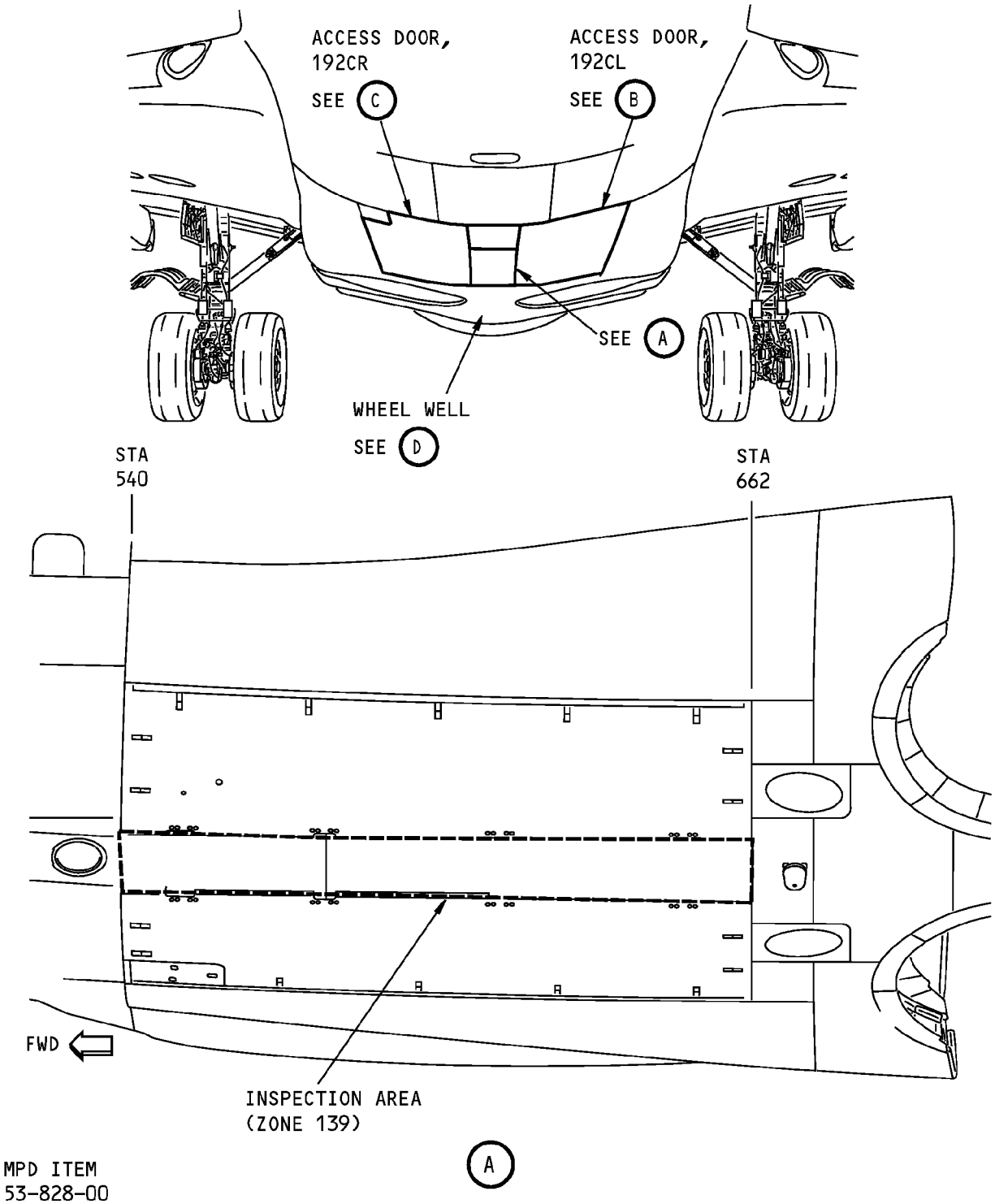
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

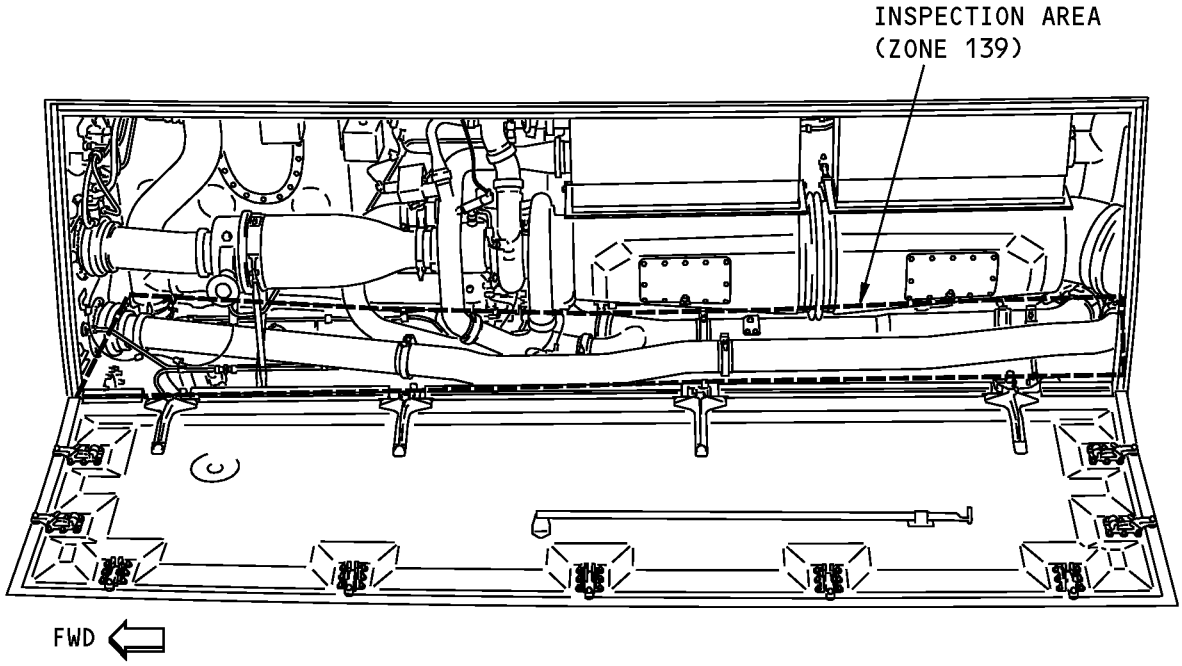
SUBTASK 05-41-01-210-015

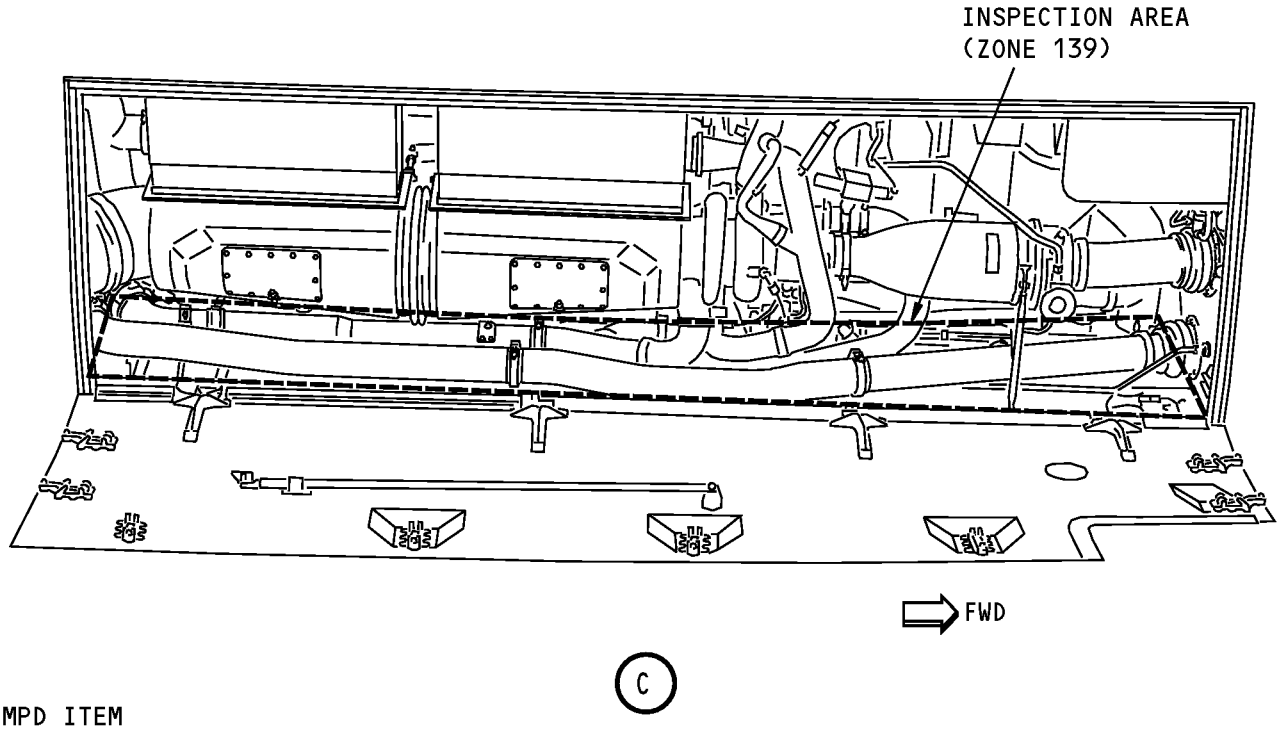
(1) Do the zonal inspection.

END OF TASK



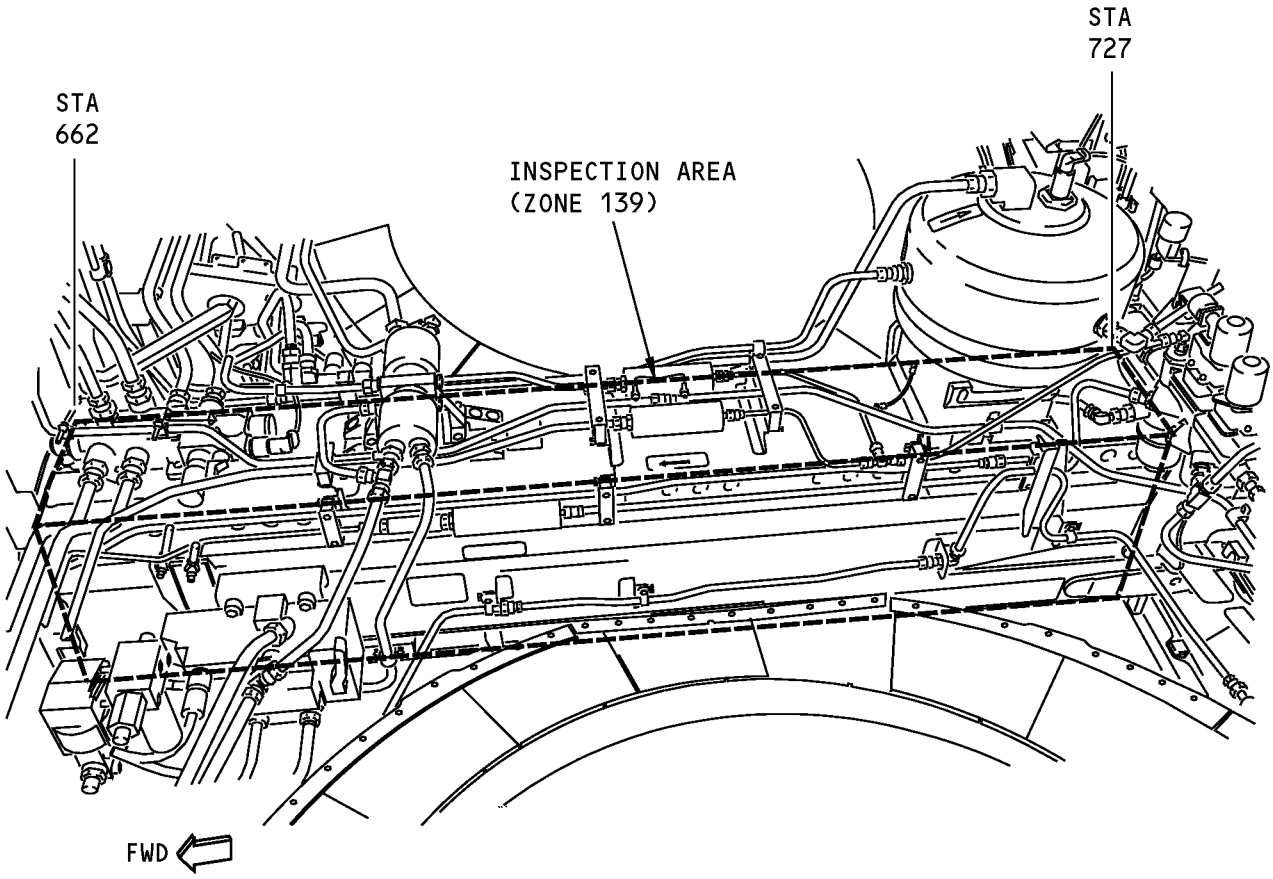
Keel Beam (Sta 540-727) General Visual (Internal)
Figure 214 (Sheet 1 of 3)/05-41-01-990-814





MPD ITEM
53-828-00

Keel Beam (Sta 540-727) General Visual (Internal)
Figure 214 (Sheet 2 of 3)/05-41-01-990-814



MPD ITEM
53-828-00

Keel Beam (Sta 540-727) General Visual (Internal)
Figure 214 (Sheet 3 of 3)/05-41-01-990-814

TASK 05-41-01-210-816

17. INTERNAL - ZONAL (GV): CENTER SECTION WING BOX

(Figure 215)

A. General

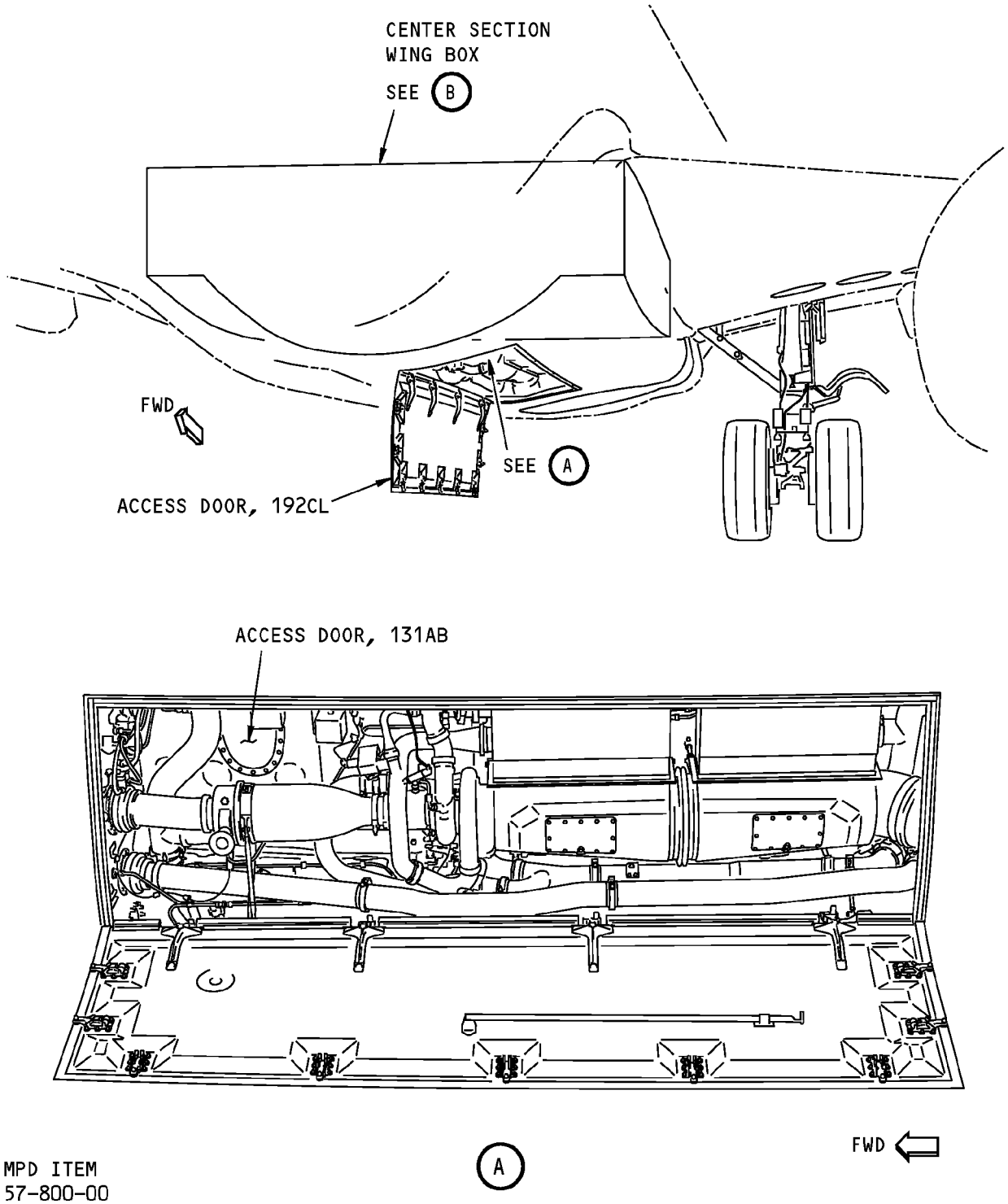
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

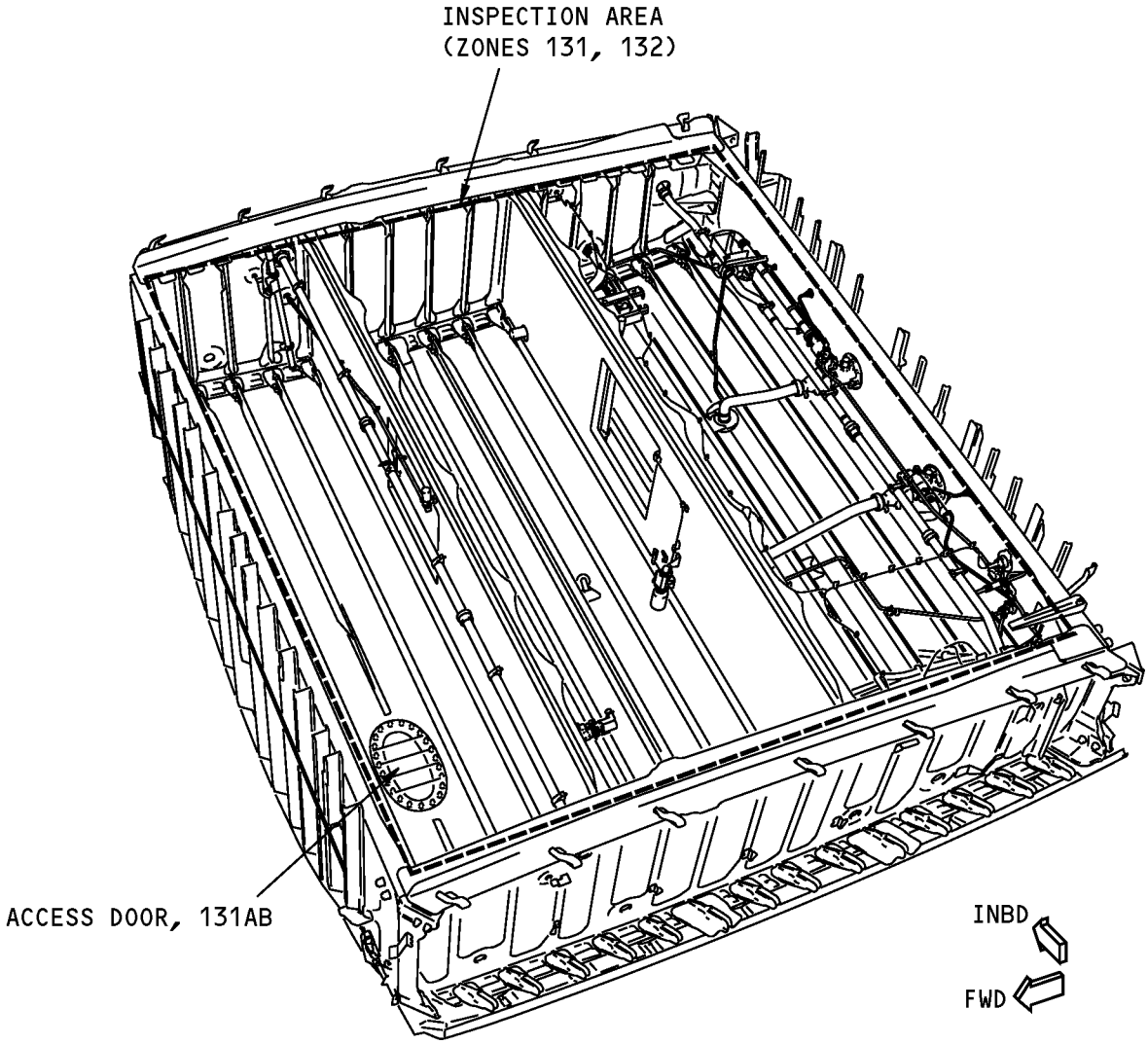
SUBTASK 05-41-01-210-016

(1) Do the zonal inspection.

END OF TASK



Center Section Wing Box General Visual (Internal)
Figure 215 (Sheet 1 of 2)/05-41-01-990-815



CENTER SECTION WING BOX

B

MPD ITEM
57-800-00

Center Section Wing Box General Visual (Internal)
Figure 215 (Sheet 2 of 2)/05-41-01-990-815

TASK 05-41-01-210-817

18. INTERNAL - ZONAL (GV): AFT CARGO COMPARTMENT

(Figure 216)

A. General

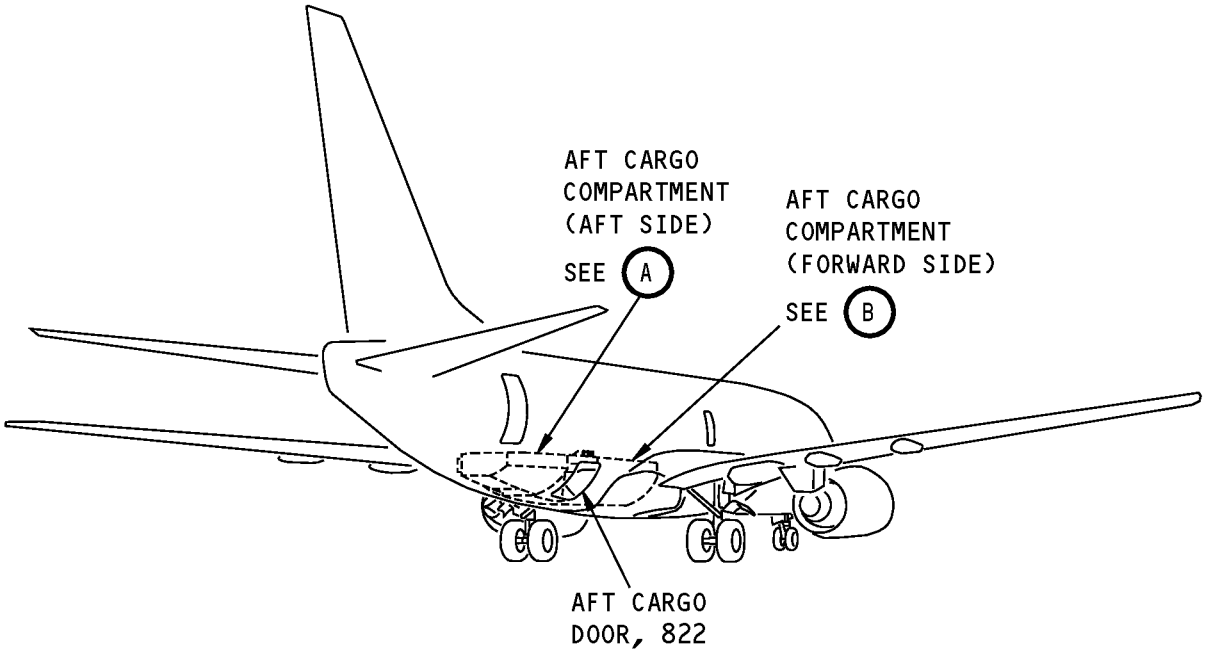
(1) This procedure is a scheduled maintenance task.

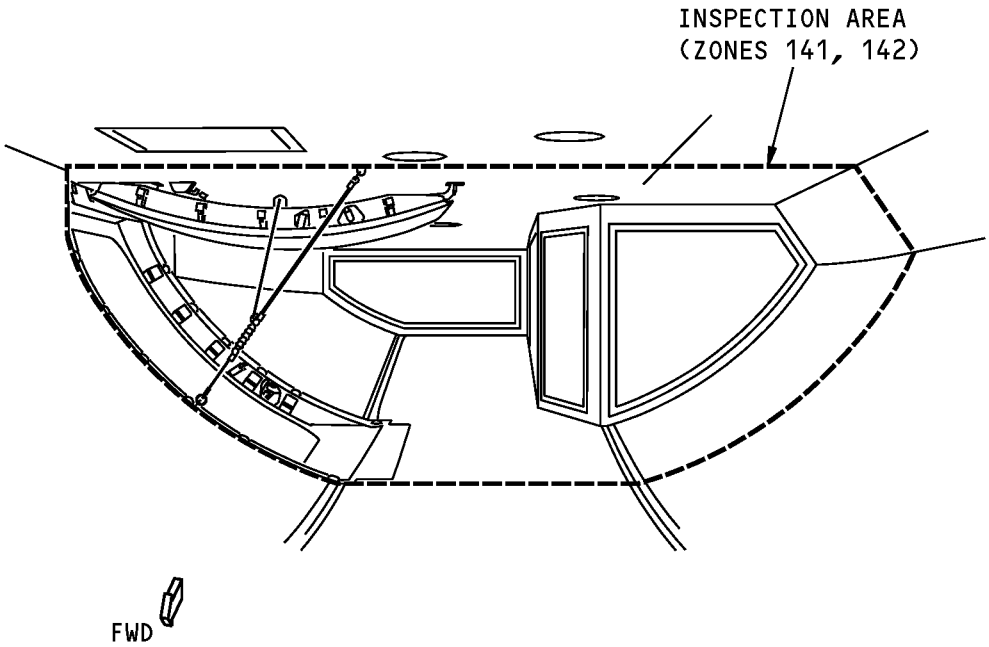
B. Zonal Inspection

SUBTASK 05-41-01-210-017

(1) Do the zonal inspection.

END OF TASK



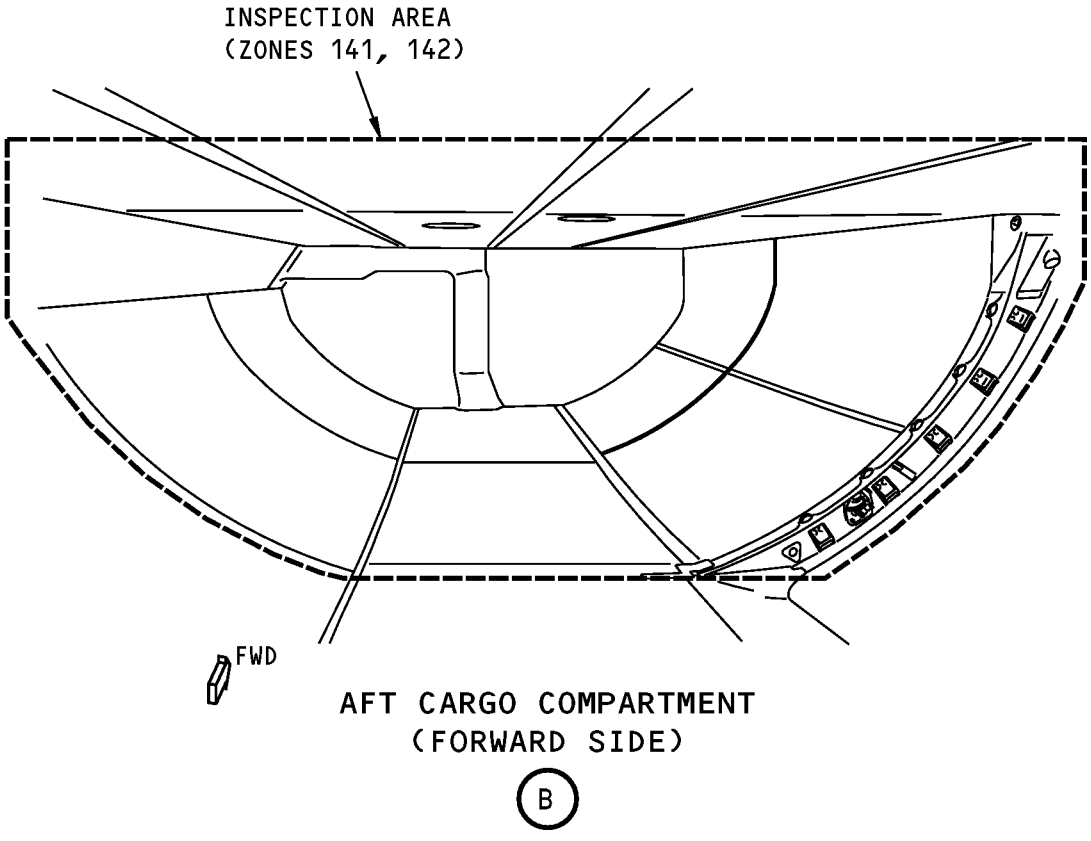


AFT CARGO COMPARTMENT
(AFT SIDE)

A

MPD ITEM
53-830-00

Aft Cargo Compartment General Visual (Internal)
Figure 216 (Sheet 1 of 2)/05-41-01-990-816



MPD ITEM
53-830-00

Aft Cargo Compartment General Visual (Internal)
Figure 216 (Sheet 2 of 2)/05-41-01-990-816

TASK 05-41-01-210-818

19. INTERNAL - ZONAL (GV): AFT CARGO COMPARTMENT

(Figure 217)

A. General

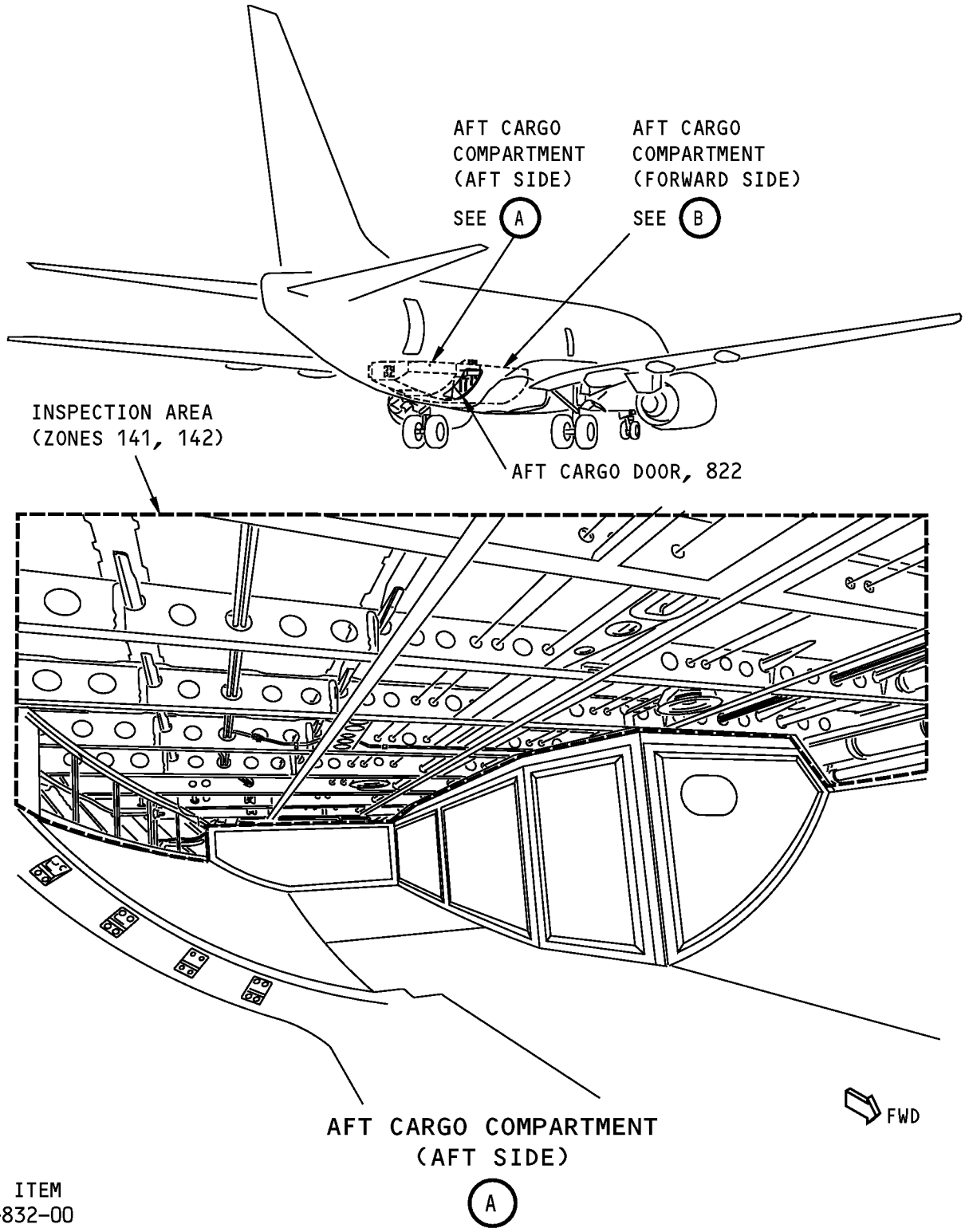
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

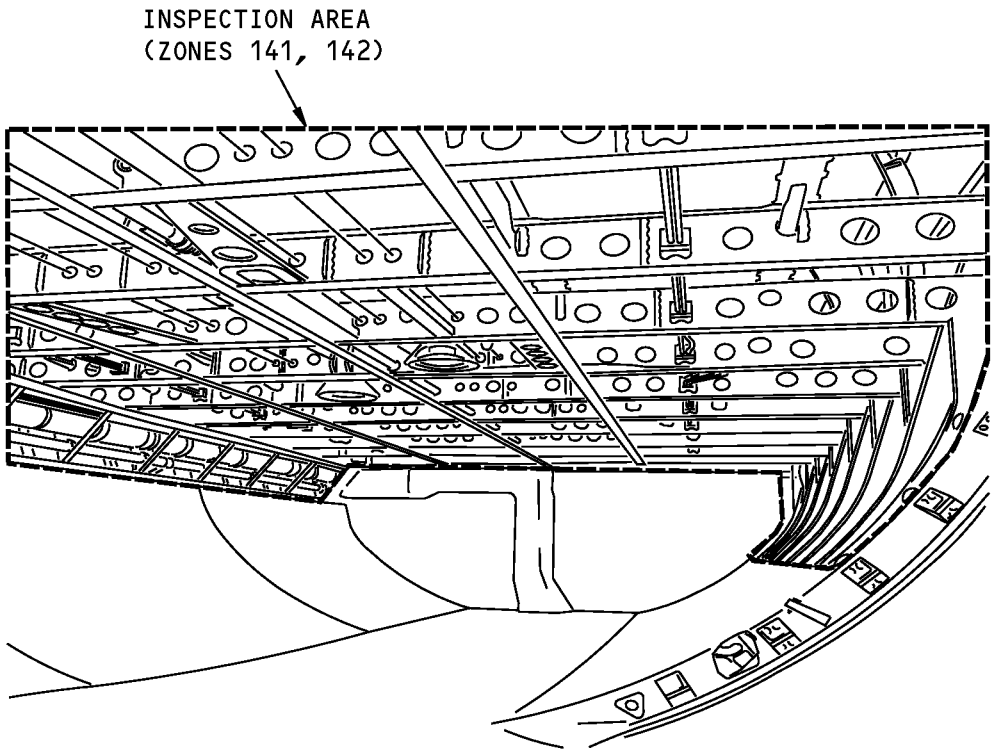
SUBTASK 05-41-01-210-018

(1) Do the zonal inspection.

——————— END OF TASK ———————



Aft Cargo Compartment General Visual (Internal) (Upper Angled Sidewall and Ceiling Panels Removed)
Figure 217 (Sheet 1 of 2)/05-41-01-990-817



MPD ITEM
53-832-00

Aft Cargo Compartment General Visual (Internal) (Upper Angled Sidewall and Ceiling Panels Removed)
Figure 217 (Sheet 2 of 2)/05-41-01-990-817

TASK 05-41-01-210-819

20. INTERNAL - ZONAL (GV): AFT CARGO COMPARTMENT

(Figure 218)

A. General

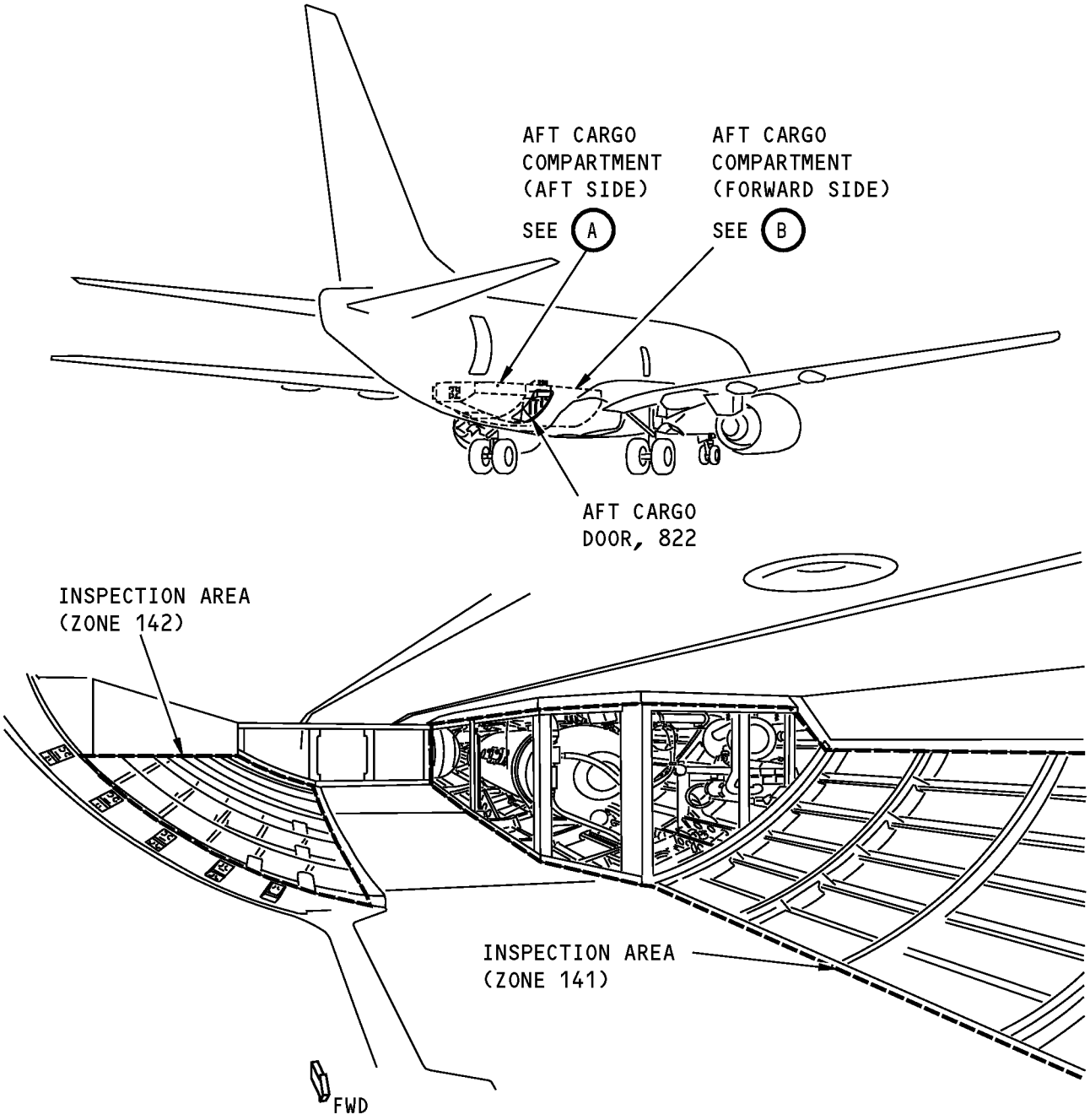
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

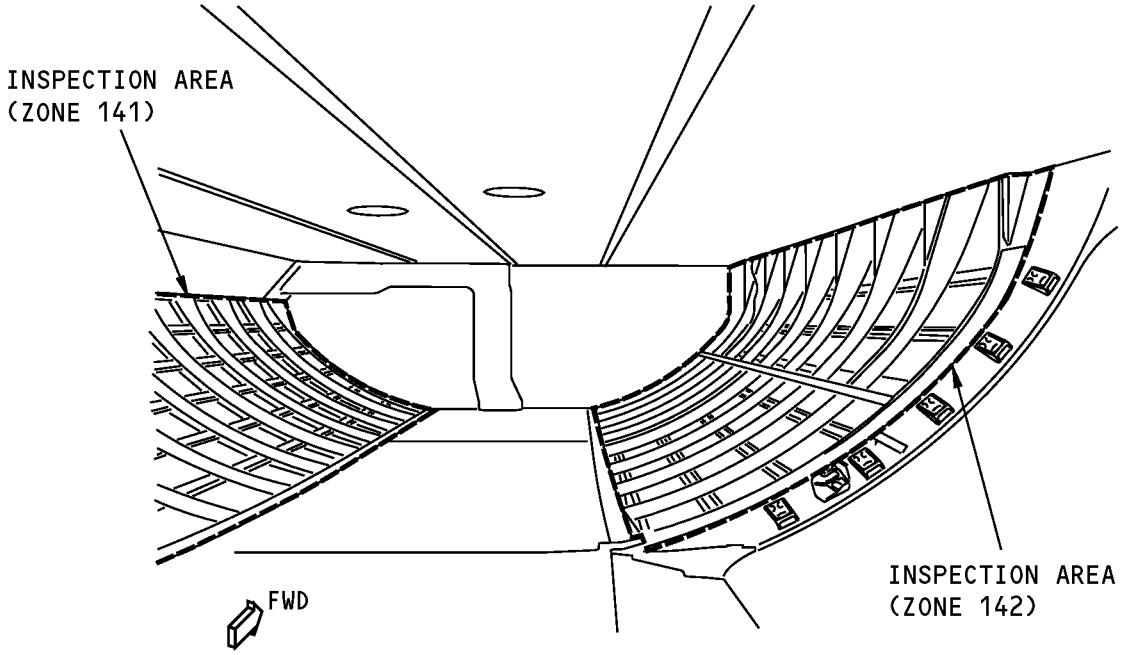
SUBTASK 05-41-01-210-019

(1) Do the zonal inspection.

END OF TASK



Aft Cargo Compartment General Visual (Internal) (Insulation and Sidewall Liners Removed)
Figure 218 (Sheet 1 of 2)/05-41-01-990-818



AFT CARGO COMPARTMENT
(FORWARD SIDE)

B

MPD ITEM
53-834-00

Aft Cargo Compartment General Visual (Internal) (Insulation and Sidewall Liners Removed)
Figure 218 (Sheet 2 of 2)/05-41-01-990-818

TASK 05-41-01-210-820

21. EXTERNAL - ZONAL (GV): AFT CARGO DOOR SURROUND STRUCTURE FITTINGS AND STOPS

(Figure 219)

A. General

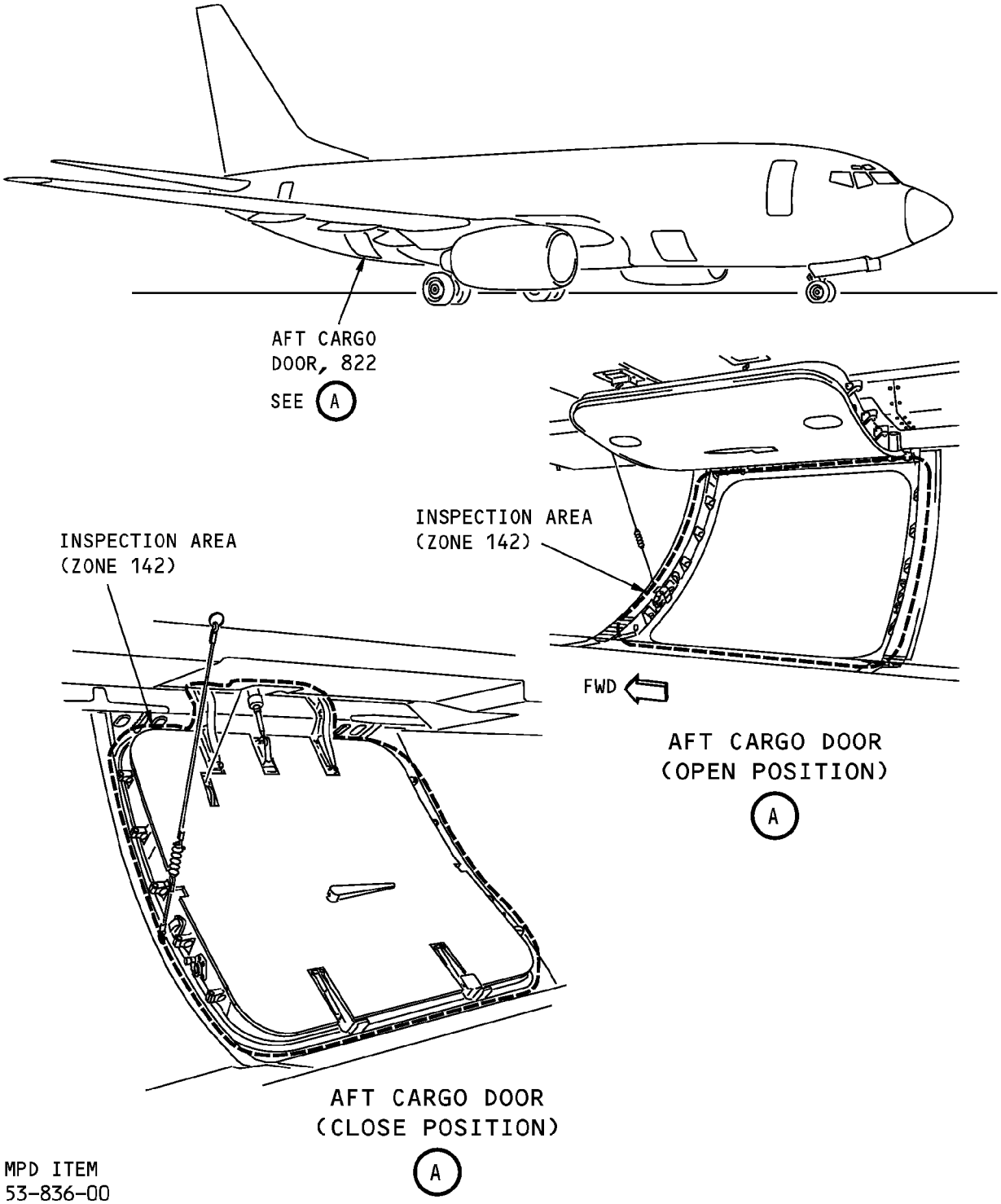
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-01-210-020

(1) Do the zonal inspection.

———————— END OF TASK ————————



Fittings and Stops - Aft Cargo Door Surround Structure General Visual (External)
Figure 219/05-41-01-990-819

TASK 05-41-01-210-821

22. INTERNAL - ZONAL (GV): AFT CARGO COMPARTMENT VACUUM WASTE COMPARTMENT

(Figure 220)

A. General

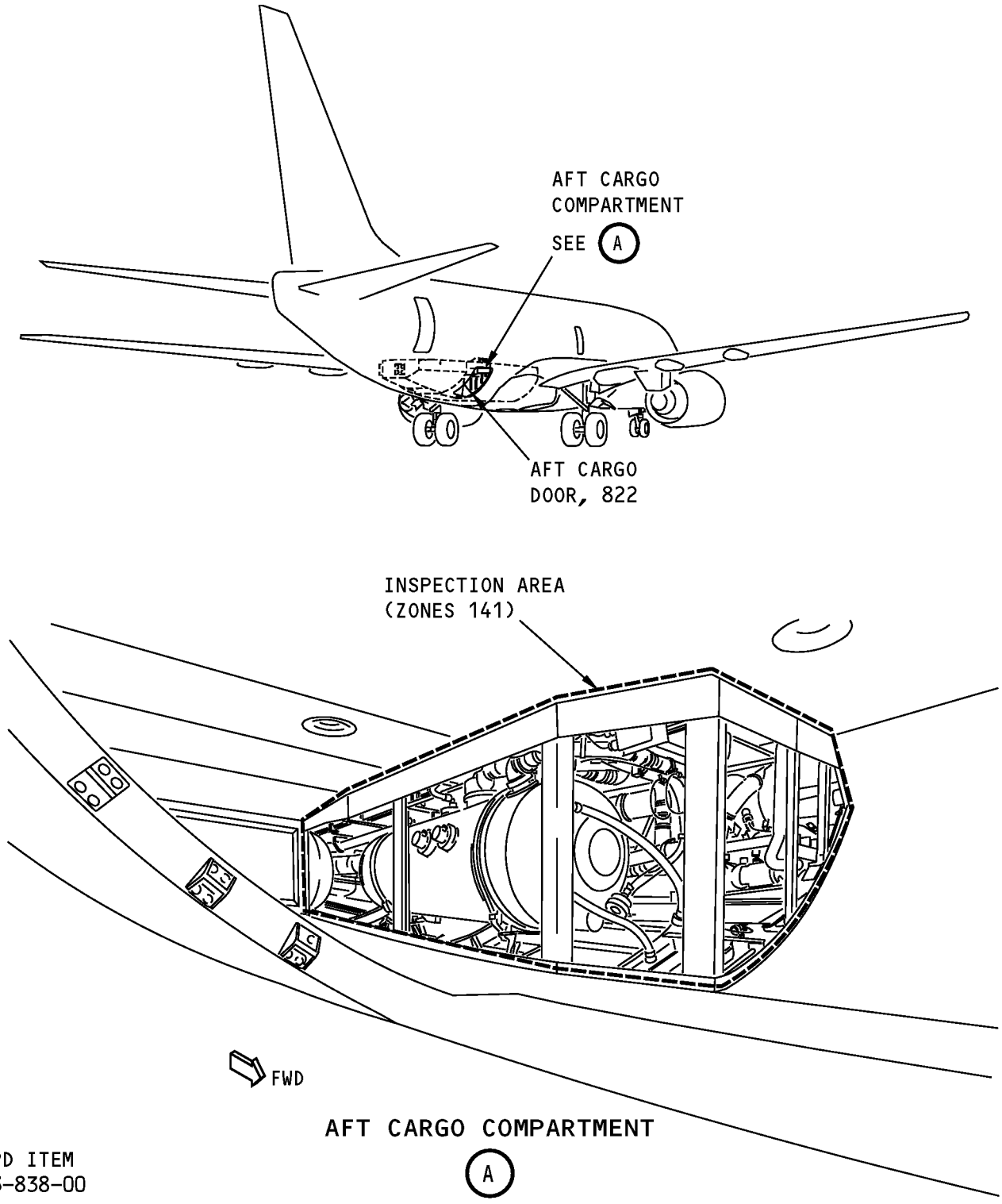
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-01-210-021

(1) Do the zonal inspection.

———————— END OF TASK ————————



Aft Cargo Compartment - Vacuum Waste Compartment General Visual (Internal)
Figure 220/05-41-01-990-820

TASK 05-41-01-210-822

23. INTERNAL - ZONAL (GV): AREA BELOW AFT CARGO COMPARTMENT

(Figure 221)

A. General

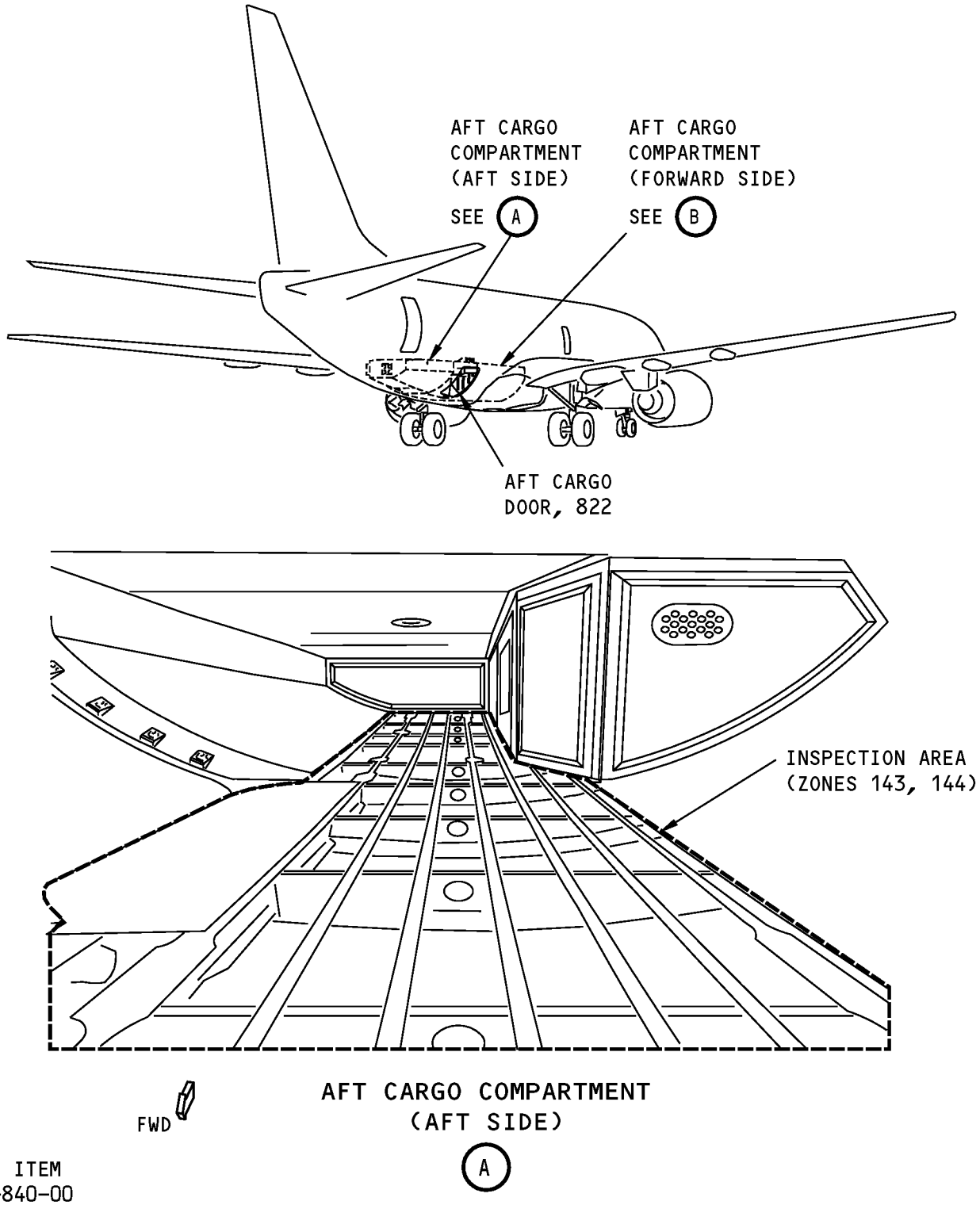
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

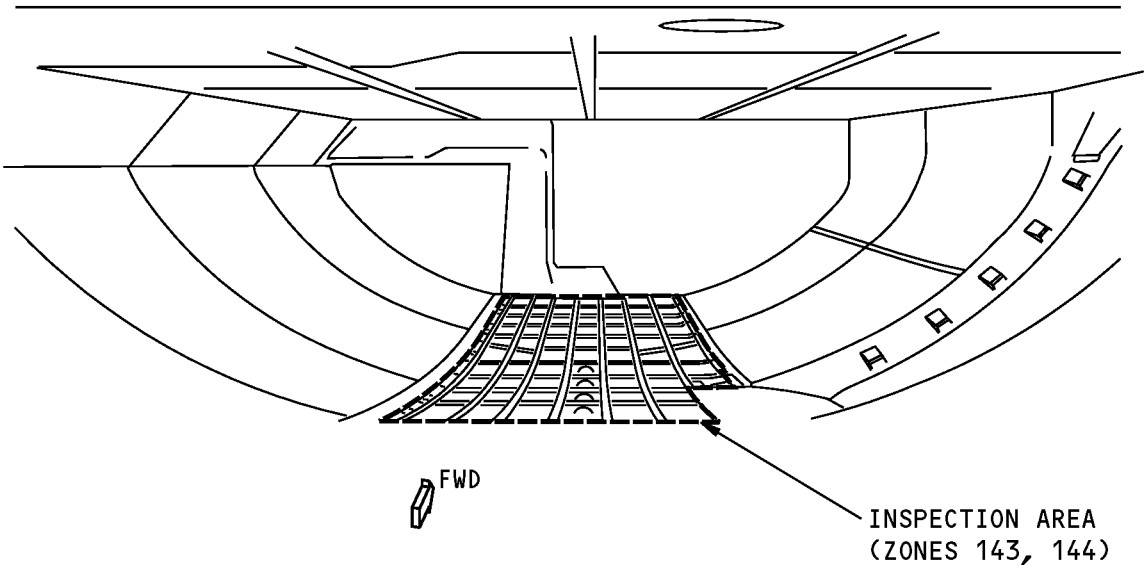
SUBTASK 05-41-01-210-022

(1) Do the zonal inspection.

——————— END OF TASK ———————



Below the Aft Cargo Compartment General Visual (Internal) (Floor Panels Removed)
Figure 221 (Sheet 1 of 2)/05-41-01-990-821



AFT CARGO COMPARTMENT
(FORWARD SIDE)

B

MPD ITEM
53-840-00

Below the Aft Cargo Compartment General Visual (Internal) (Floor Panels Removed)
Figure 221 (Sheet 2 of 2)/05-41-01-990-821

TASK 05-41-01-210-823

24. INTERNAL - ZONAL (GV): AFT CARGO COMPARTMENT EQUIPMENT BAY

(Figure 222)

A. General

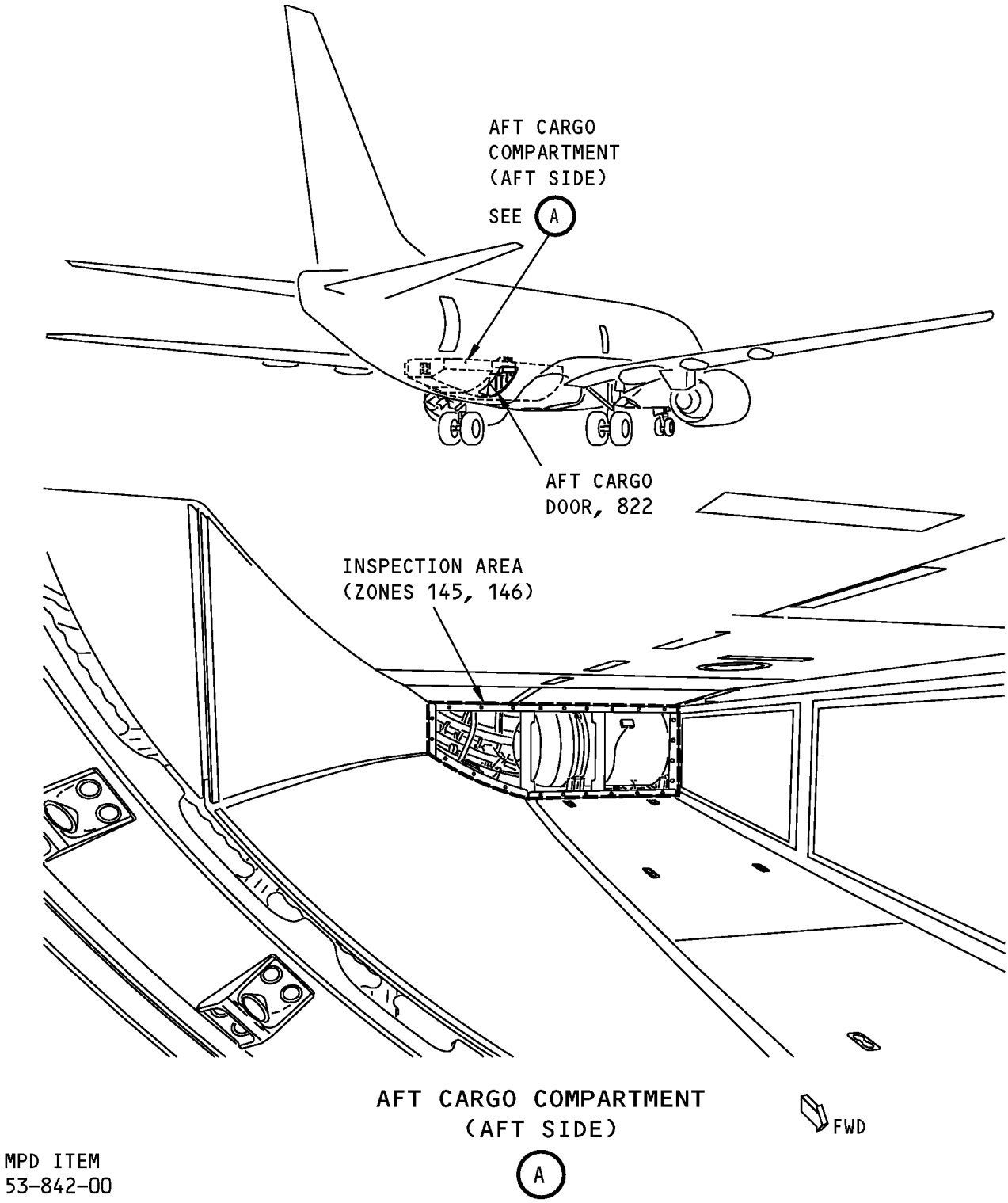
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-01-210-023

(1) Do the zonal inspection.

END OF TASK



Aft Cargo Compartment - Equipment Bay General Visual (Internal) (Endwall Liners Removed)
Figure 222/05-41-01-990-822

TASK 05-41-01-210-824

25. EXTERNAL - ZONAL (GV): WING TO BODY FAIRING

(Figure 223)

A. General

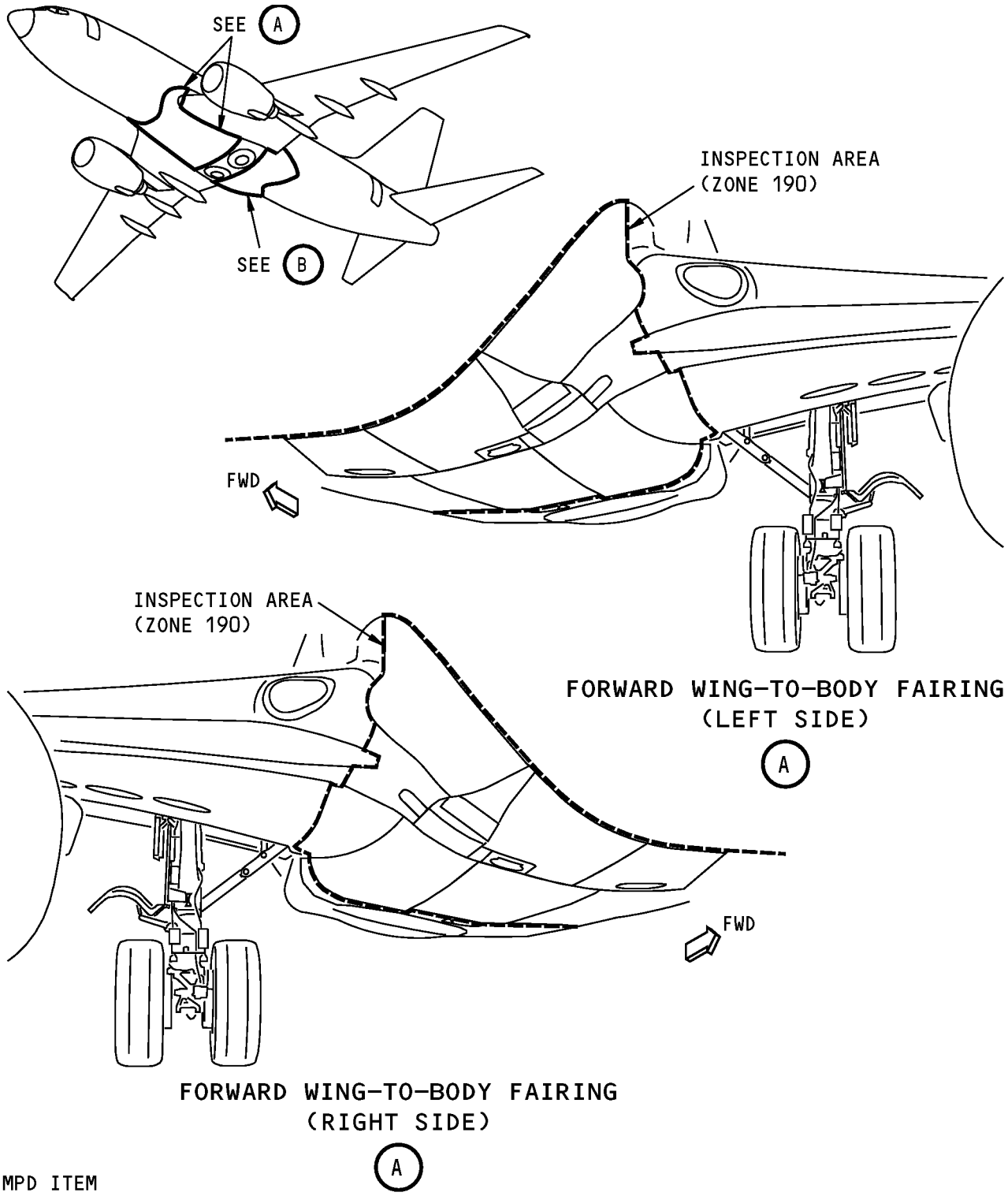
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

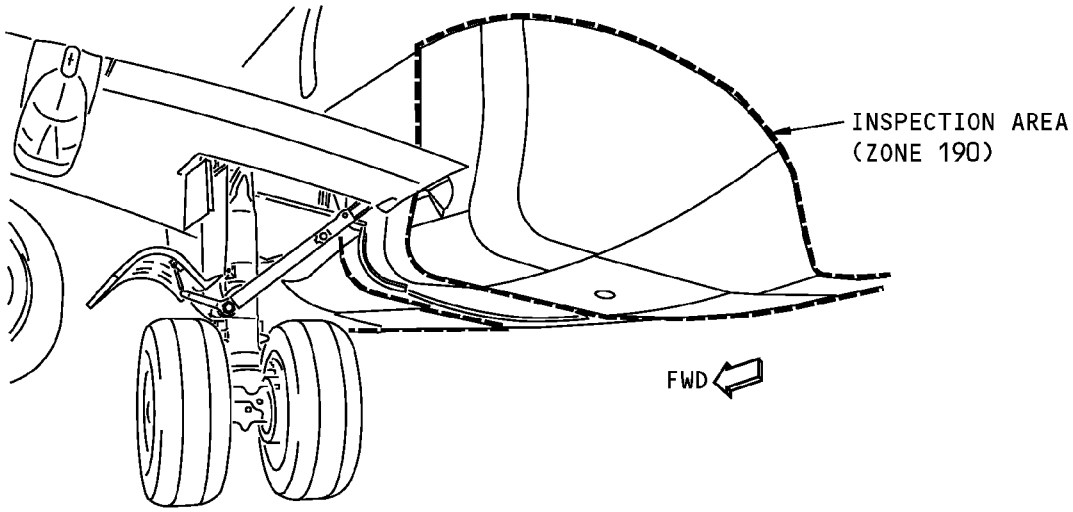
SUBTASK 05-41-01-210-024

(1) Do the zonal inspection.

END OF TASK

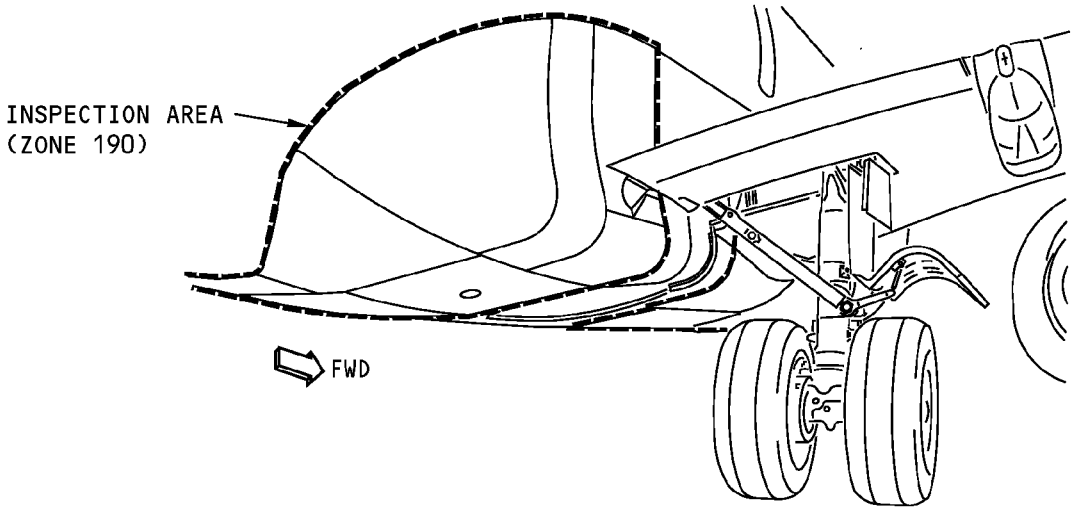


Wing-to-Body Fairing General Visual (External)
Figure 223 (Sheet 1 of 2)/05-41-01-990-823



AFT WING-TO-BODY FAIRING
(LEFT SIDE)

B



AFT WING-TO-BODY FAIRING
(RIGHT SIDE)

B

MPD ITEM
53-844-00

Wing-to-Body Fairing General Visual (External)
Figure 223 (Sheet 2 of 2)/05-41-01-990-823

TASK 05-41-01-210-825

26. INTERNAL - ZONAL (GV): LOWER WING TO BODY FAIRING - FORWARD OF WING BOX

(Figure 224)

A. General

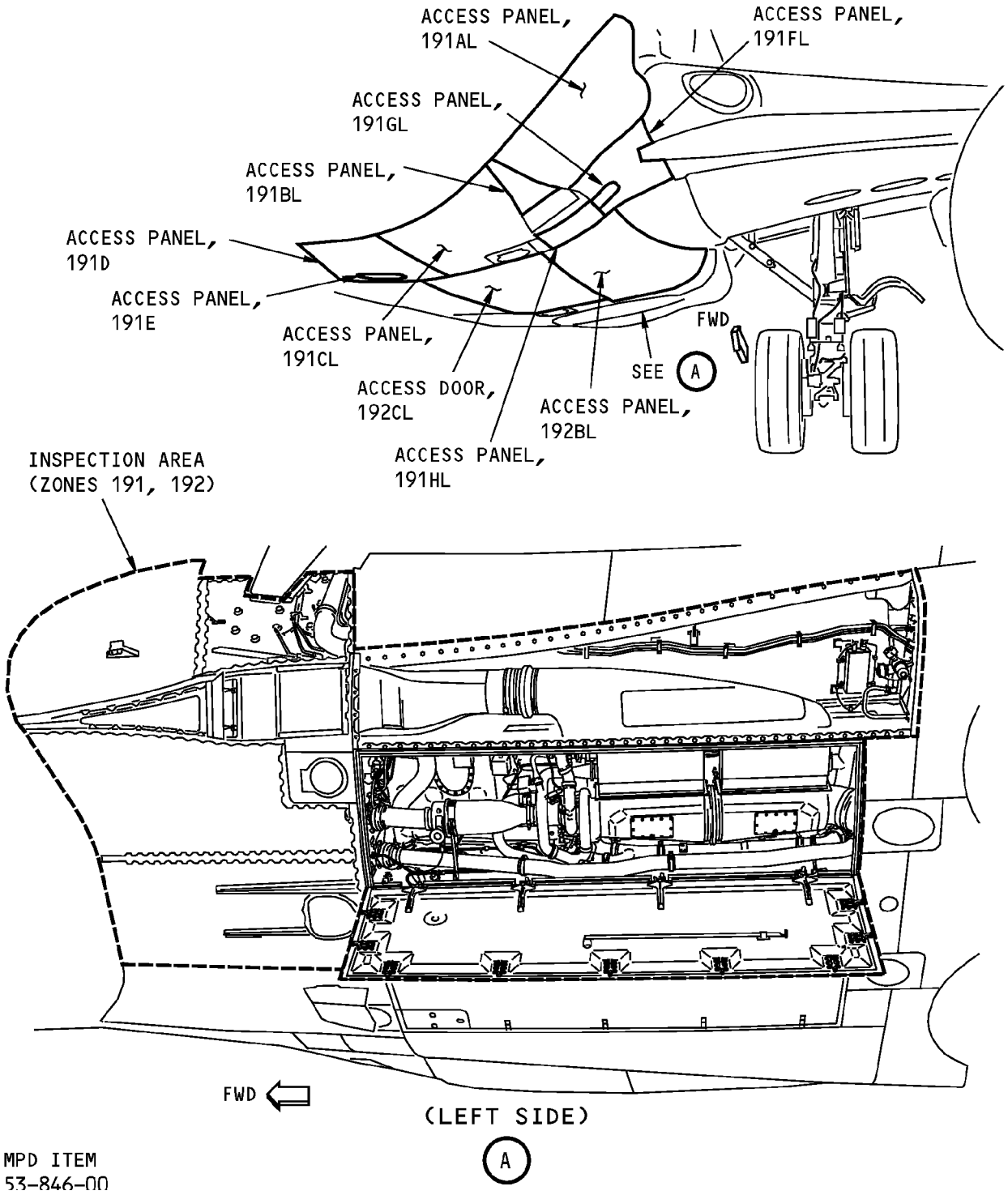
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

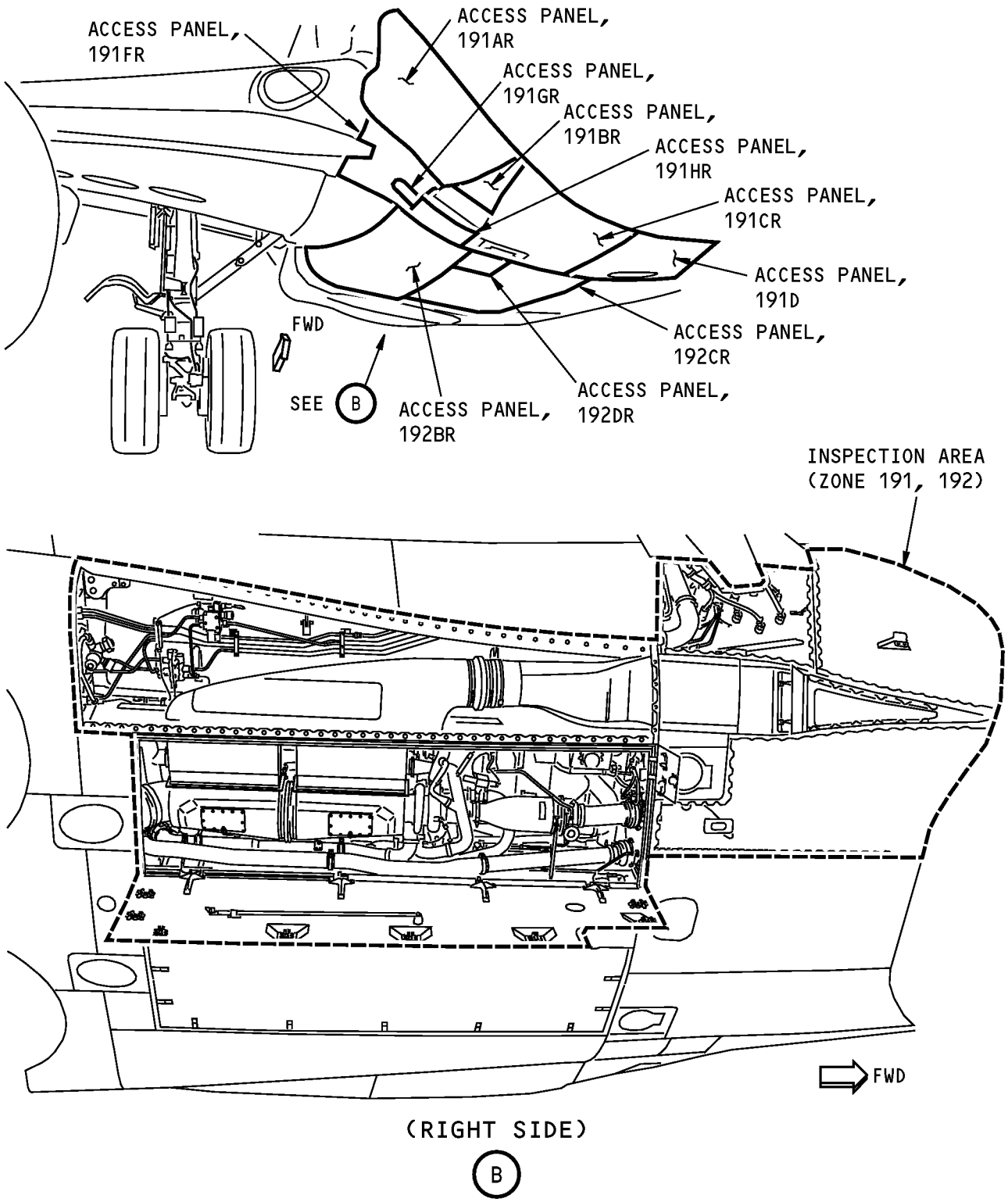
SUBTASK 05-41-01-210-025

(1) Do the zonal inspection.

——————— END OF TASK ———————



Forward Wing-to-Body Fairing General Visual (Internal)
Figure 224 (Sheet 1 of 2)/05-41-01-990-824



Forward Wing-to-Body Fairing General Visual (Internal)
Figure 224 (Sheet 2 of 2)/05-41-01-990-824

TASK 05-41-01-210-826

27. INTERNAL - ZONAL (GV): LOWER WING TO BODY FAIRING - UNDER WING BOX

(Figure 225)

A. General

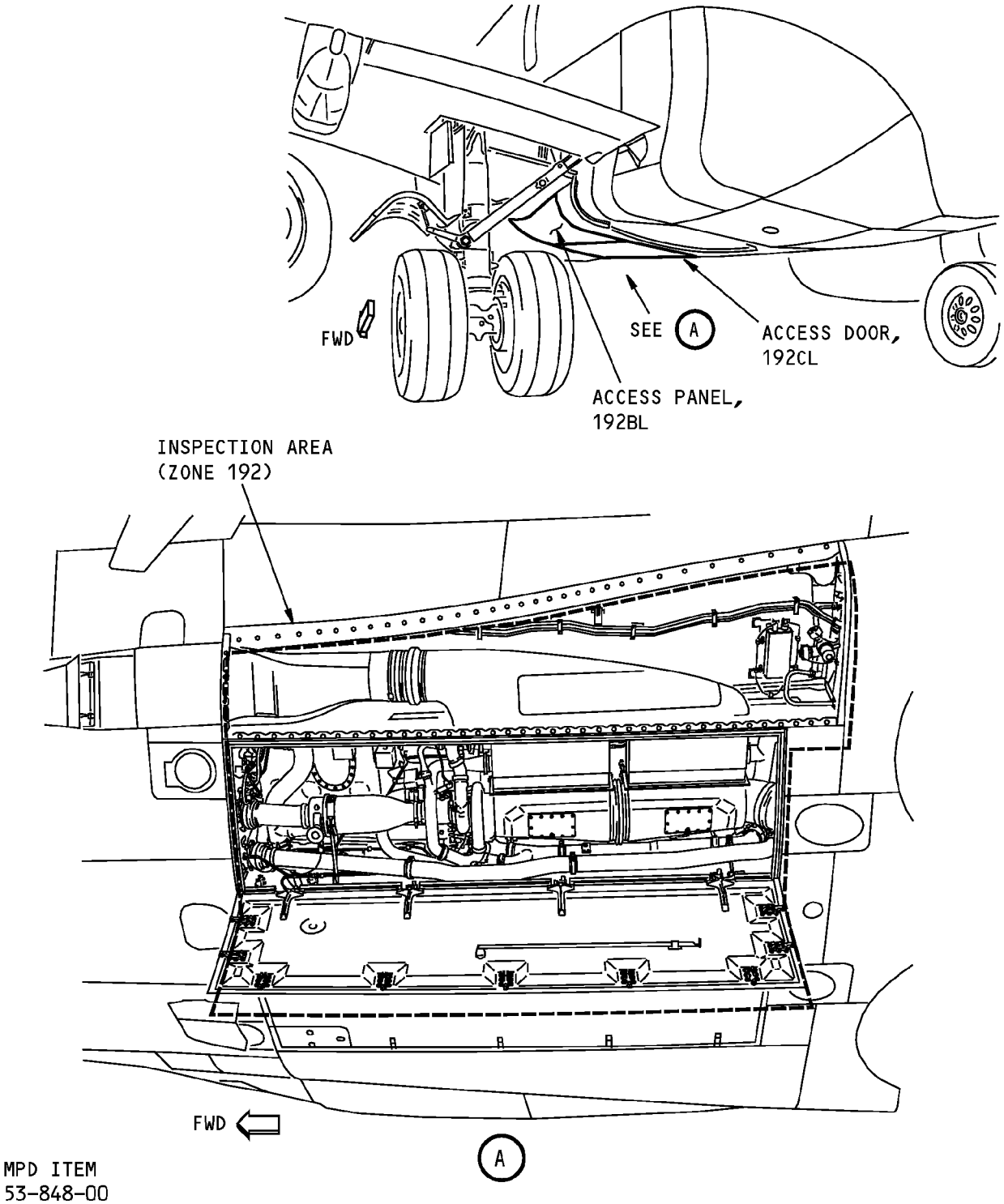
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

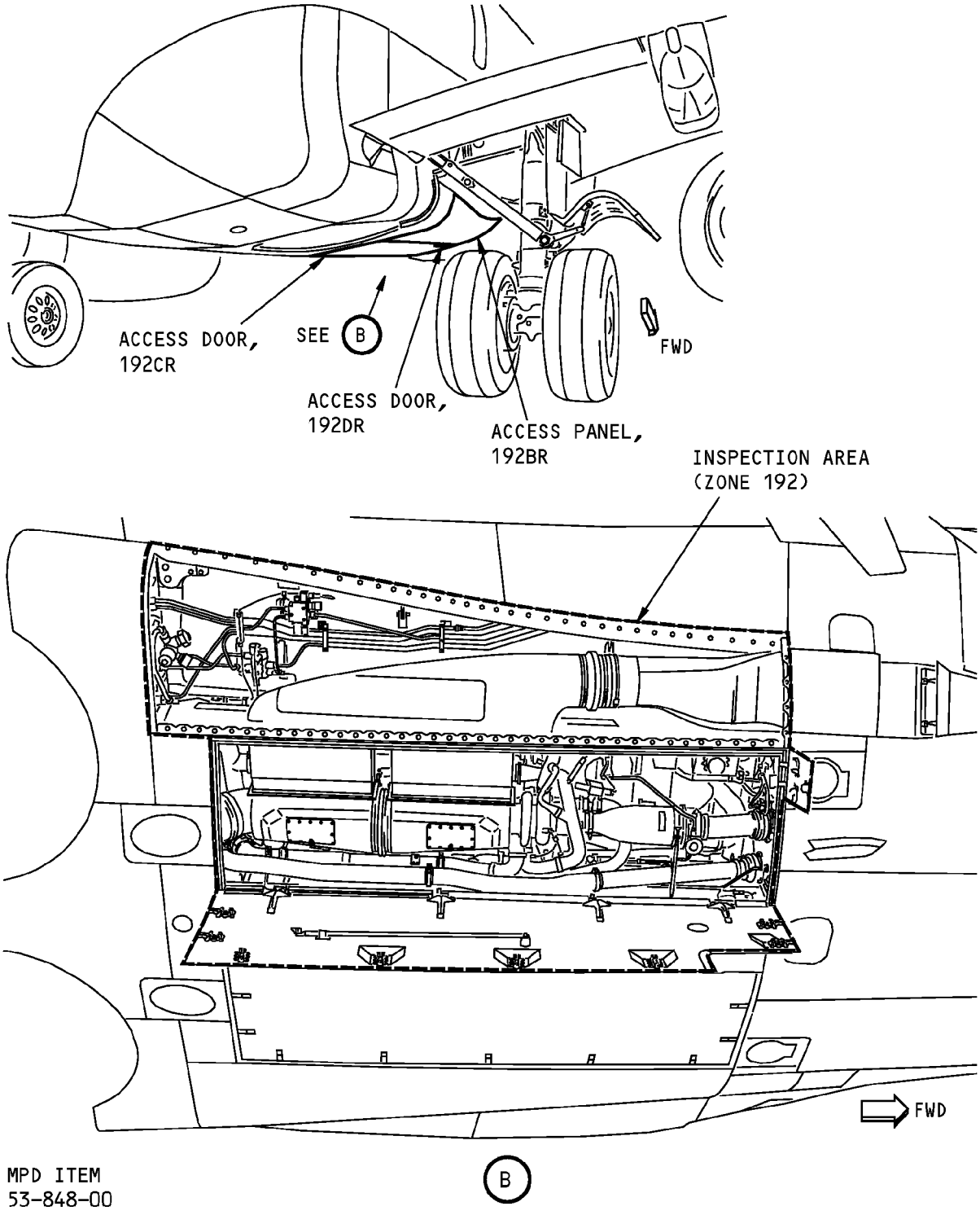
SUBTASK 05-41-01-210-026

(1) Do the zonal inspection.

END OF TASK



Underwing - Wing-to-Body Fairing General Visual (Internal)
Figure 225 (Sheet 1 of 2)/05-41-01-990-825



Underwing - Wing-to-Body Fairing General Visual (Internal)
Figure 225 (Sheet 2 of 2)/05-41-01-990-825

TASK 05-41-01-210-827

28. INTERNAL - ZONAL (GV): LOWER WING TO BODY FAIRING - AFT OF WHEEL WELL

(Figure 226)

A. General

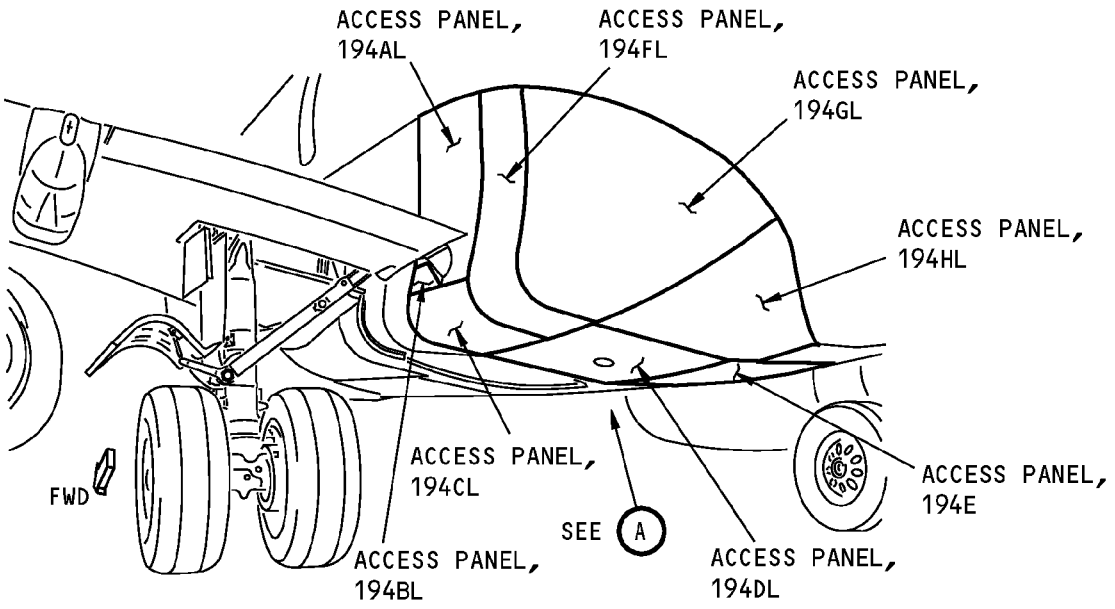
(1) This procedure is a scheduled maintenance task.

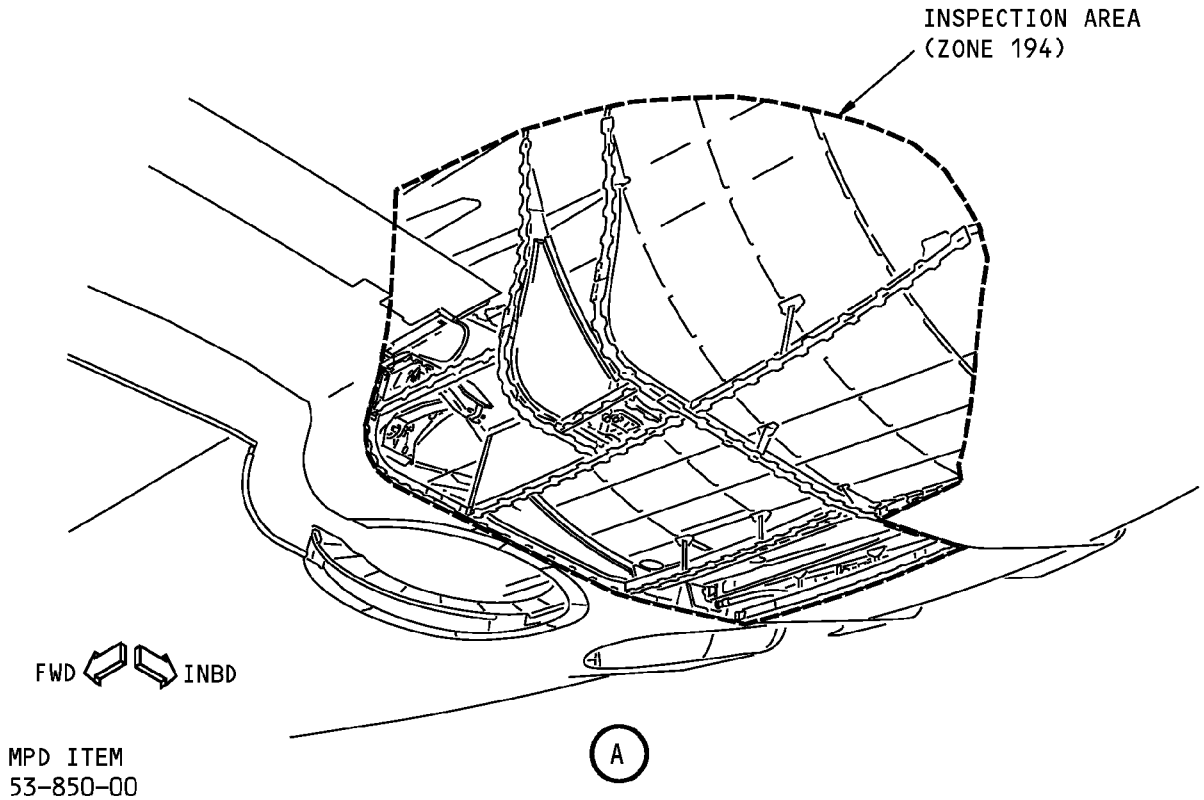
B. Zonal Inspection

SUBTASK 05-41-01-210-027

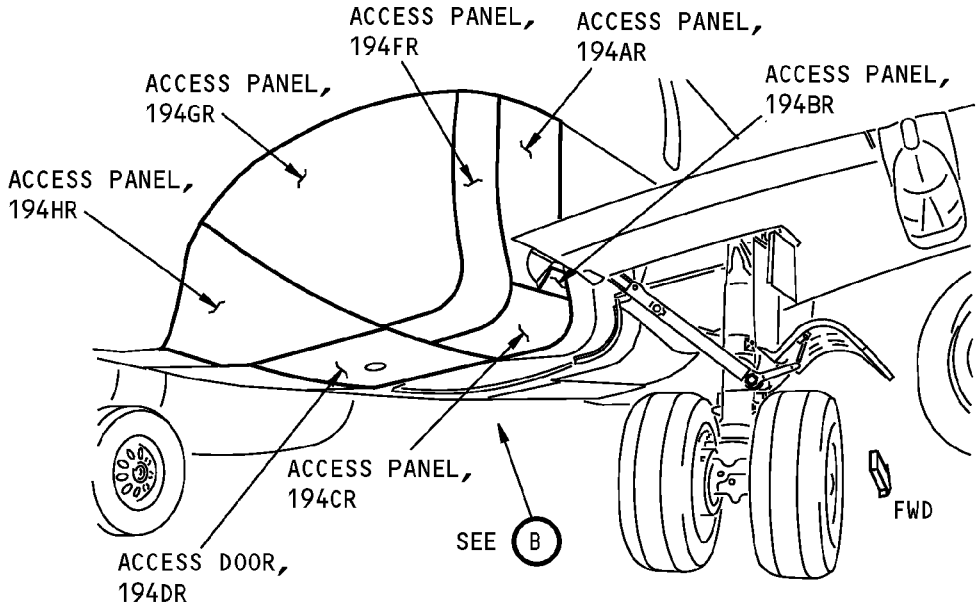
(1) Do the zonal inspection.

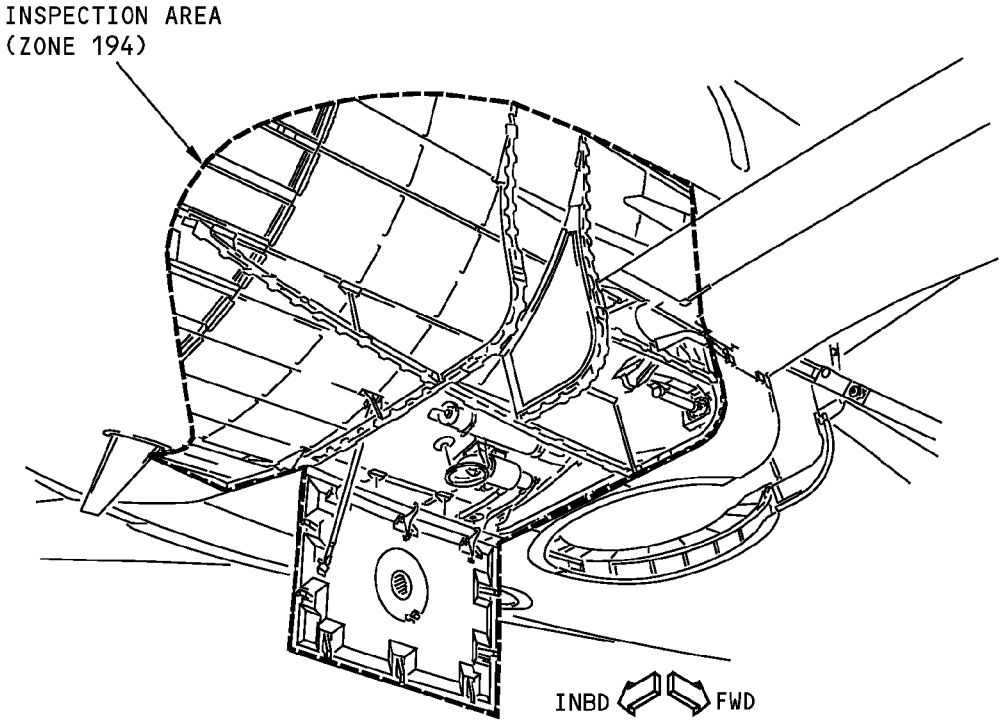
——————— END OF TASK ———————





Aft of Wheel Well - Wing-to-Body Fairing General Visual (Internal)
Figure 226 (Sheet 1 of 2)/05-41-01-990-826





MPD ITEM
53-850-00

B

Aft of Wheel Well - Wing-to-Body Fairing General Visual (Internal)
Figure 226 (Sheet 2 of 2)/05-41-01-990-826

TASK 05-41-01-210-828

29. INTERNAL - ZONAL (GV): LOWER WING TO BODY FAIRING - AFT OF WHEEL WELL

(Figure 227)

A. General

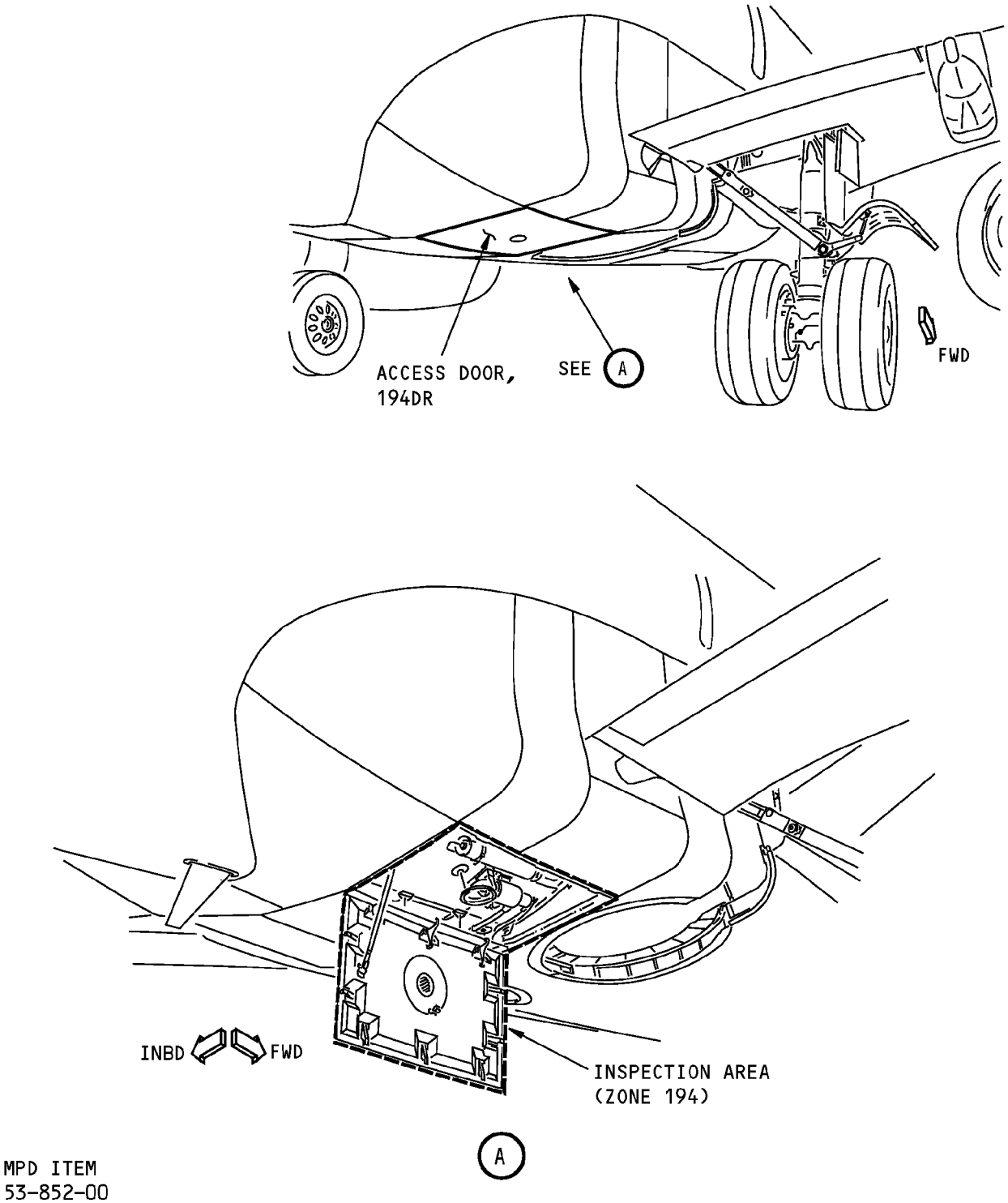
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-01-210-028

(1) Do the zonal inspection.

——————— END OF TASK ———————



Right Aft of Wheel Well - Wing-to-Body Fairing General Visual (Internal)
Figure 227/05-41-01-990-827

TASK 05-41-01-210-829

30. INTERNAL - ZONAL (GV): ABOVE WING, WING TO BODY FAIRING - RIGHT

(Figure 228)

A. General

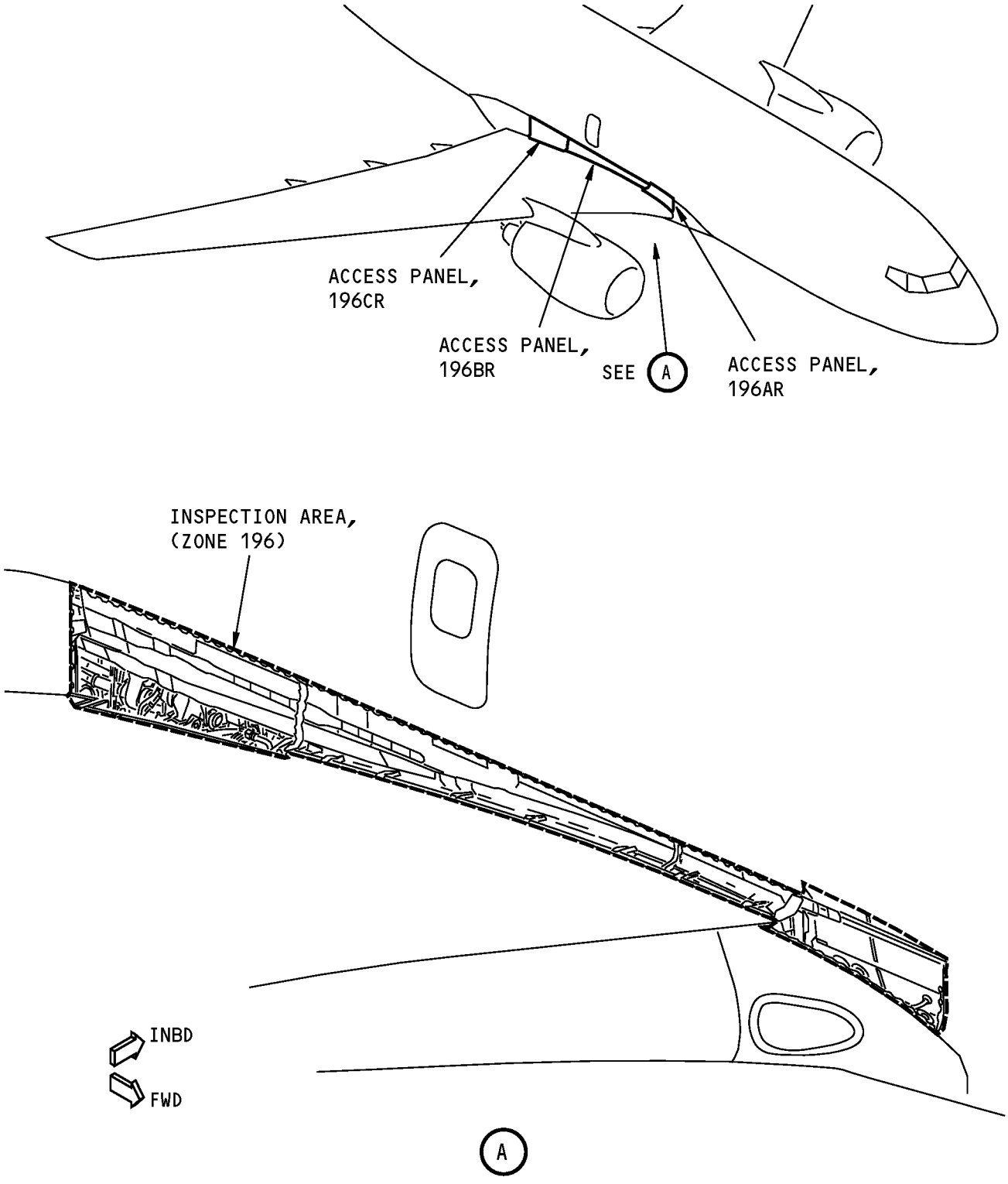
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-01-210-029

(1) Do the zonal inspection.

——————— END OF TASK ———————



Above the Right Wing - Wing-to-Body Fairing General Visual (Internal)
Figure 228/05-41-01-990-828

TASK 05-41-01-210-830

31. INTERNAL - ZONAL (GV): ABOVE WING, WING TO BODY FAIRING - LEFT

(Figure 229)

A. General

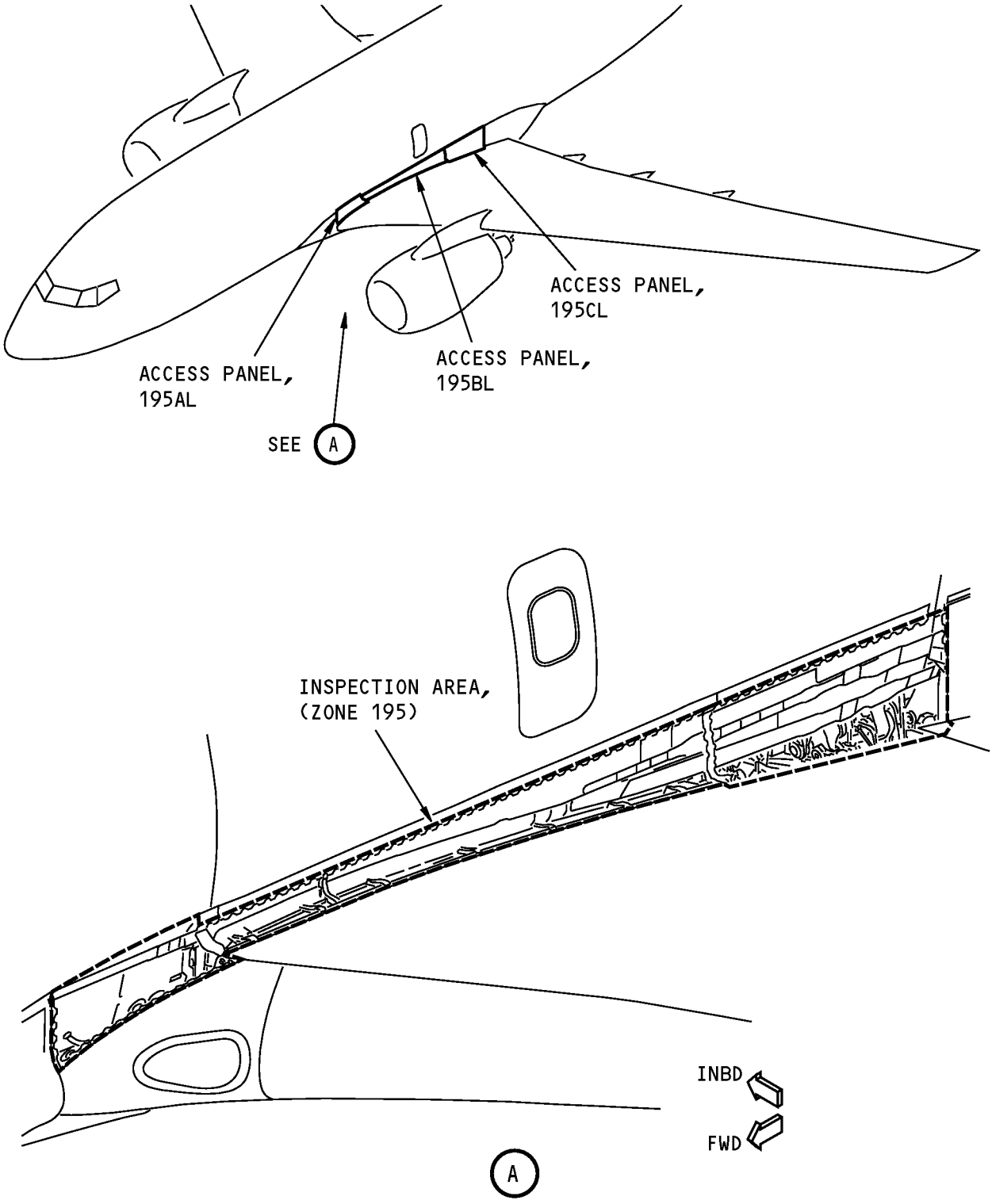
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-01-210-030

(1) Do the zonal inspection.

———————— END OF TASK ————————



Above the Left Wing - Wing-to-Body Fairing General Visual (Internal)
Figure 229/05-41-01-990-829

HAP 039-043, 101 PRE SB 737-57-1298

TASK 05-41-01-211-801

32. INTERNAL- DETAILED: CENTER WING REAR SPAR VAPOR WEB

(Figure 230)

A. General

(1) This procedure is a scheduled maintenance task.

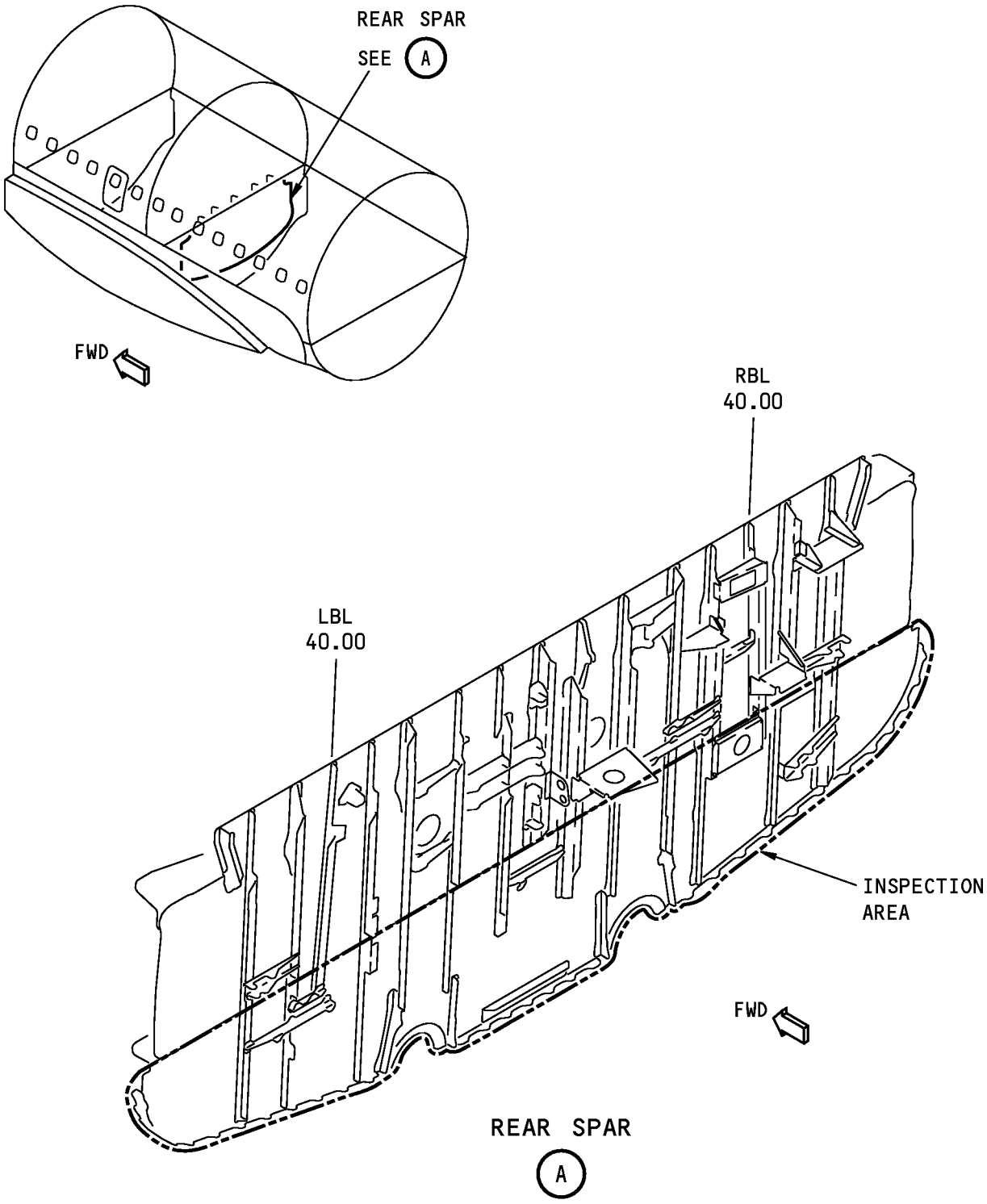
(2) This task is the manufacturer's procedure for compliance with Certification Maintenance Requirement (CMR), 26–CMR-01.

B. Detailed Inspection

SUBTASK 05-41-01-211-001

(1) Do a detailed inspection of the Center Wing Rear Spar Vapor Web for cracking near stiffening beads on fiberglass panels from inside the main gear wheel well.

———————— END OF TASK ————————



Center Wing Rear Spar Vapor Web
Figure 230/05-41-01-990-831

HAP 039-043, 101 PRE SB 737-57-1298 (Continued)

HAP 044-054, 102-999; HAP 039-043, 101 POST SB 737-57-1298

TASK 05-41-01-211-802

33. INTERNAL - DETAILED: CENTER WING REAR SPAR VAPOR WEB

(Figure 231)

A. General

(1) This procedure is a scheduled maintenance task.

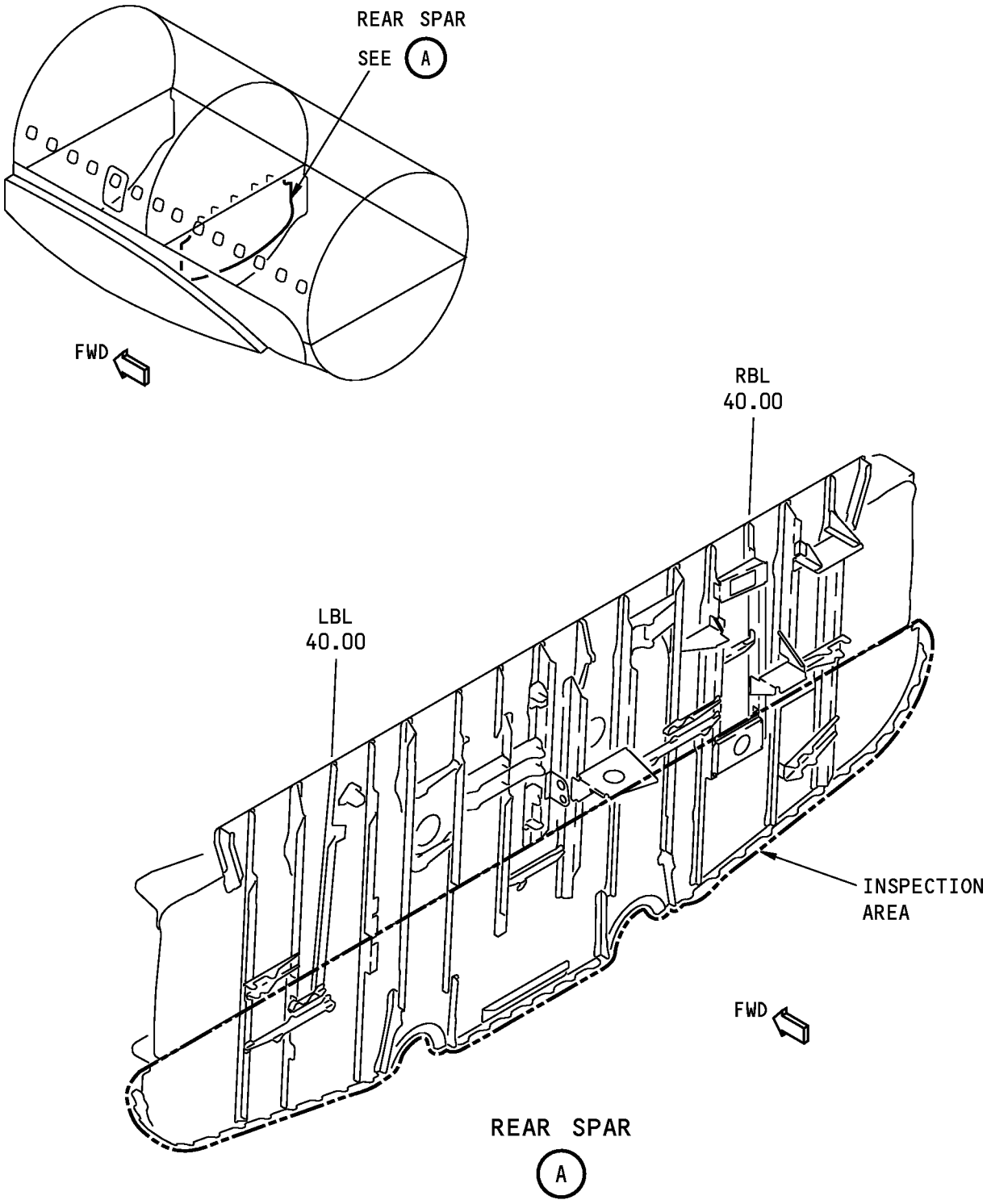
(2) This task is the manufacturer's procedure for compliance with Certification Maintenance Requirement (CMR), 26–CMR-02.

B. Detailed Inspection

SUBTASK 05-41-01-211-002

(1) Perform a detailed inspection of the Center Wing Rear Spar Vapor Web for cracking in the fiberglass panel between the vertical structural members. Do the inspection from inside the main gear wheel well.

——————— END OF TASK ———————



Center Wing Rear Spar Vapor Web
Figure 231/05-41-01-990-832

ZONE 200 - UPPER FUSELAGE - MAINTENANCE PRACTICES

TASK 05-41-02-210-801

1. EXTERNAL - ZONAL (GV): FLIGHT CONTROL COMPARTMENT

(Figure 201)

A. General

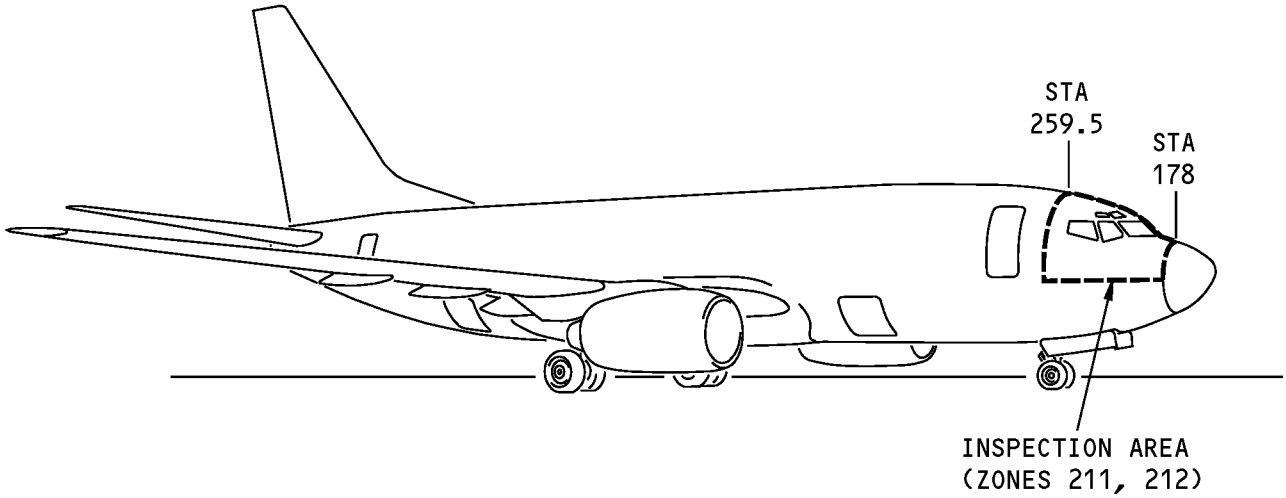
(1) This procedure is a scheduled maintenance task.

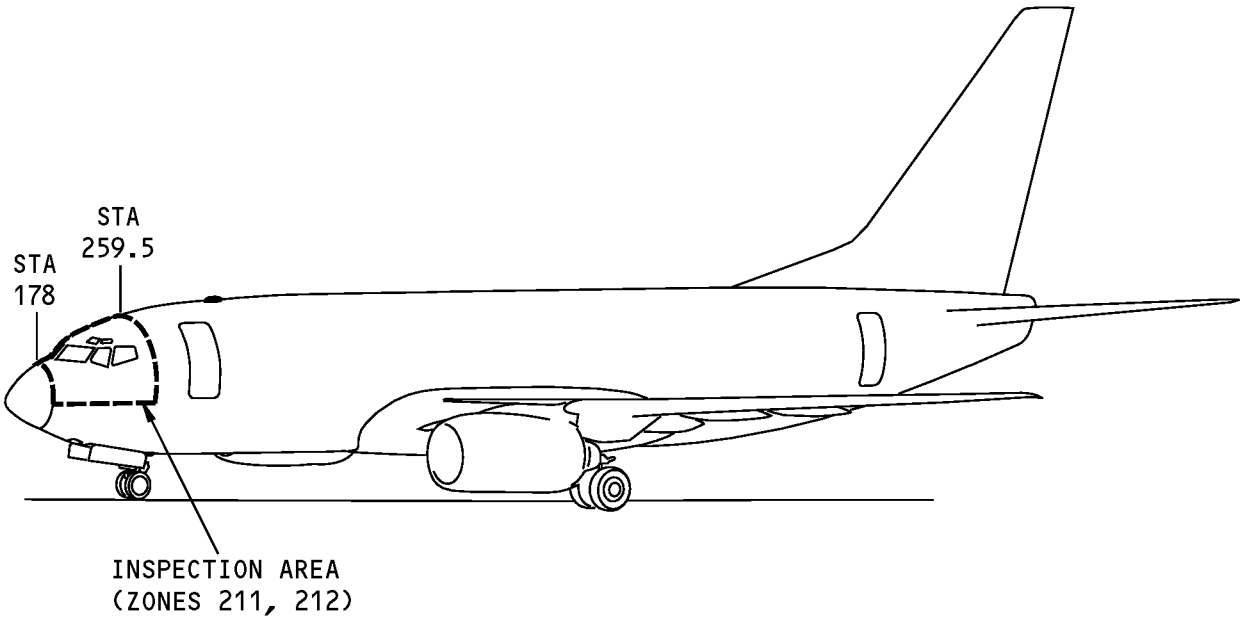
B. Zonal Inspection

SUBTASK 05-41-02-210-001

(1) Do the zonal inspection.

END OF TASK





MPD ITEM
53-858-00

Flight Compartment (Sta 178-259.5) General Visual (External)
Figure 201/05-41-02-990-801

TASK 05-41-02-210-802

2. INTERNAL - ZONAL (GV): FLIGHT CONTROL COMPARTMENT

(Figure 202)

A. General

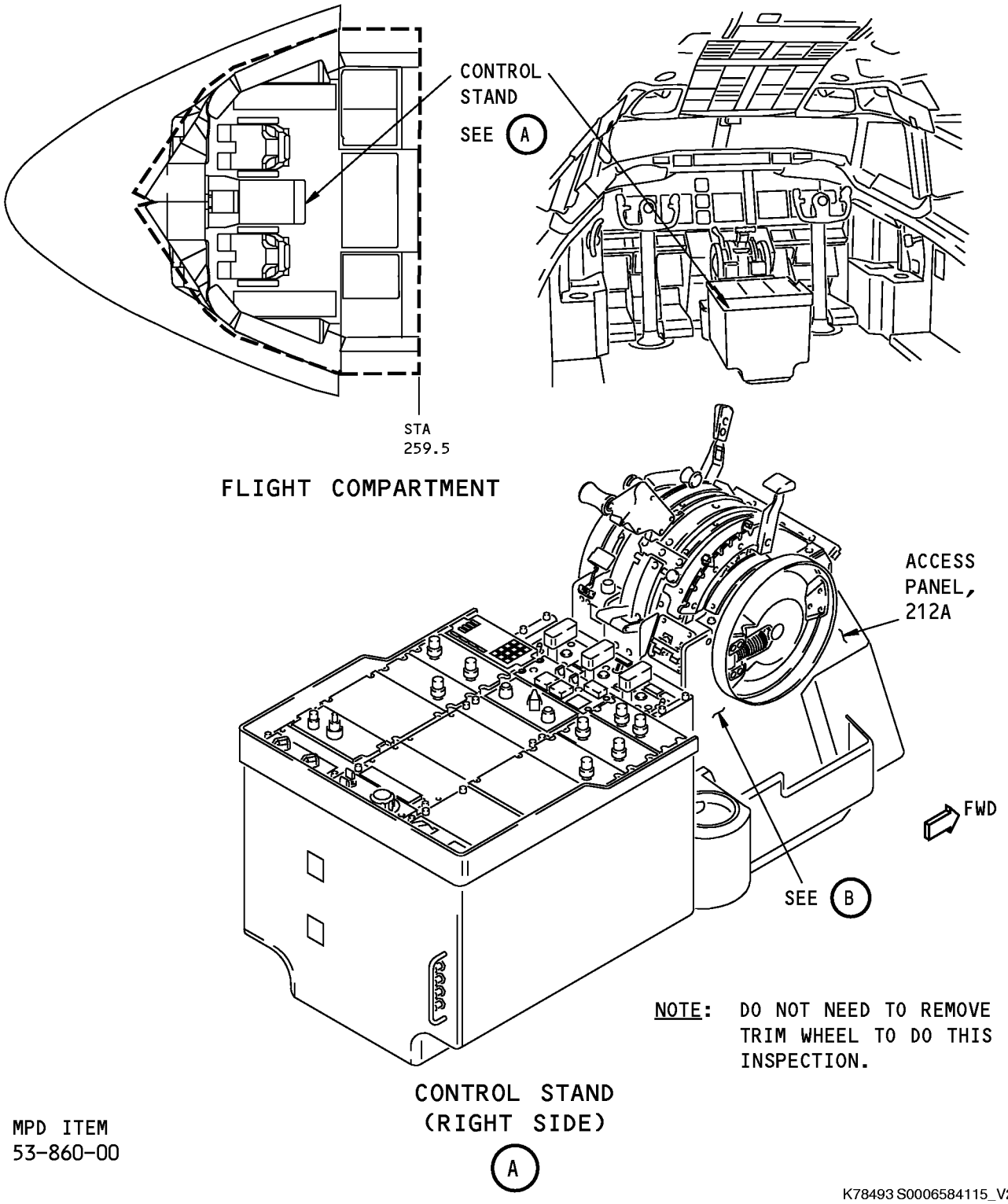
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

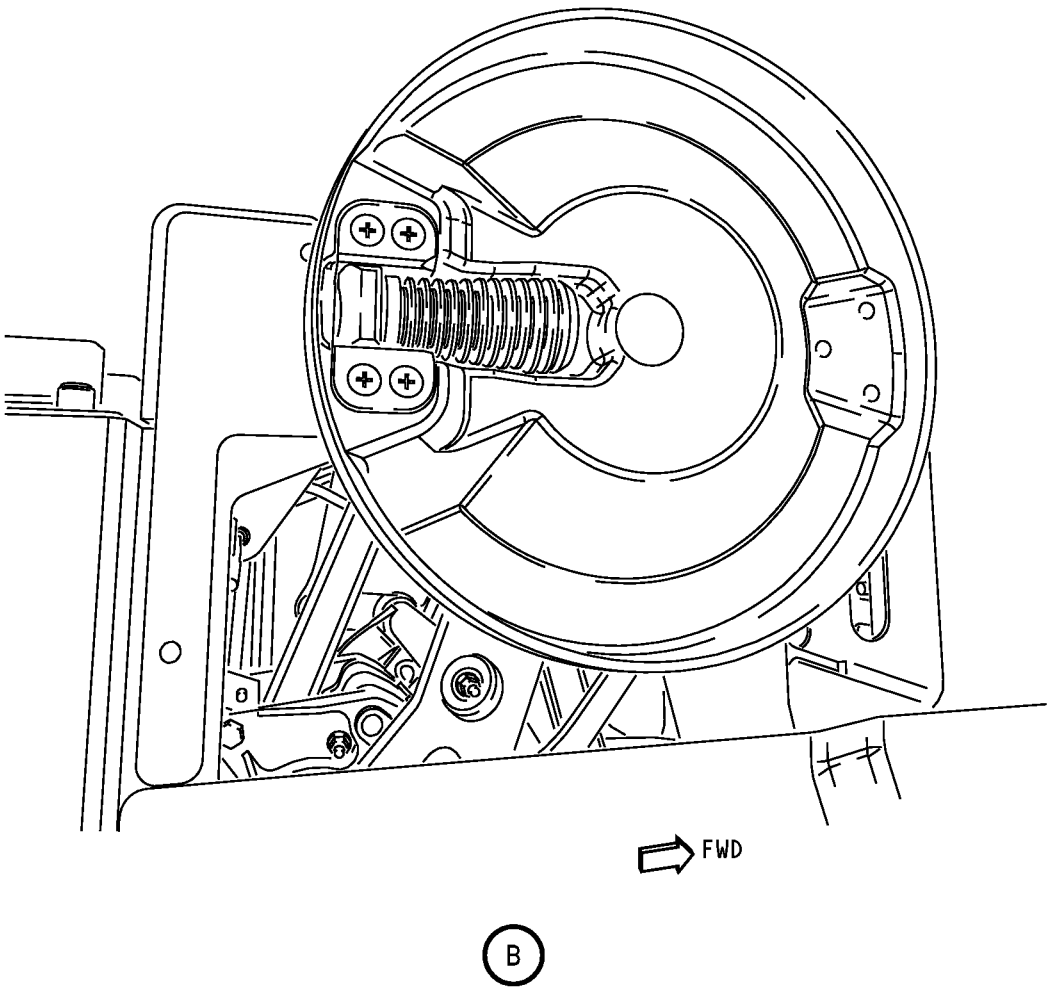
SUBTASK 05-41-02-210-002

(1) Do the zonal inspection.

END OF TASK

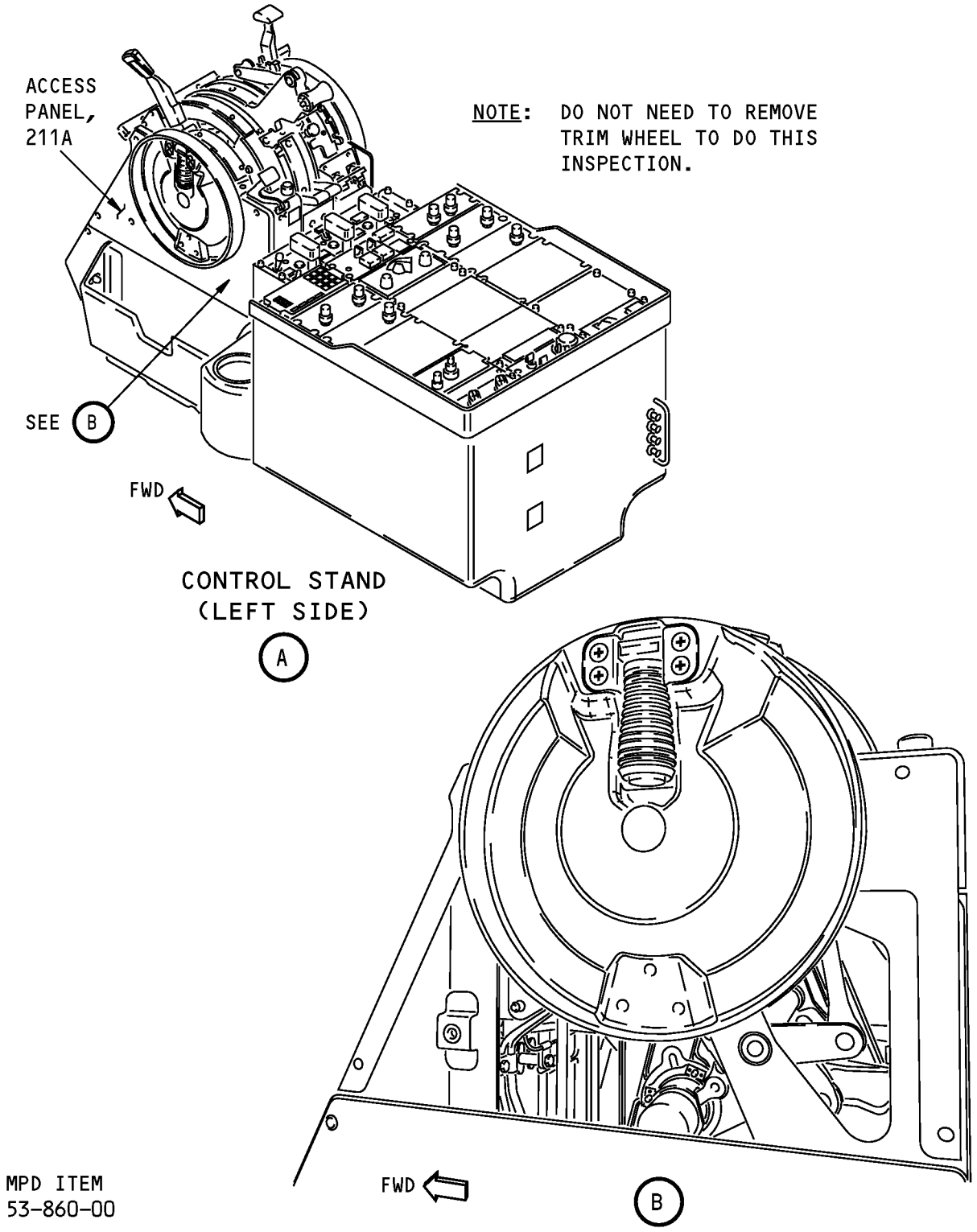


Control Stand - Flight Compartment General Visual (Internal)
Figure 202 (Sheet 1 of 3)/05-41-02-990-802



MPD ITEM
53-860-00

Control Stand - Flight Compartment General Visual (Internal)
Figure 202 (Sheet 2 of 3)/05-41-02-990-802



Control Stand - Flight Compartment General Visual (Internal)
Figure 202 (Sheet 3 of 3)/05-41-02-990-802

TASK 05-41-02-210-803

3. INTERNAL - ZONAL (GV): FLIGHT CONTROL COMPARTMENT

(Figure 203)

A. General

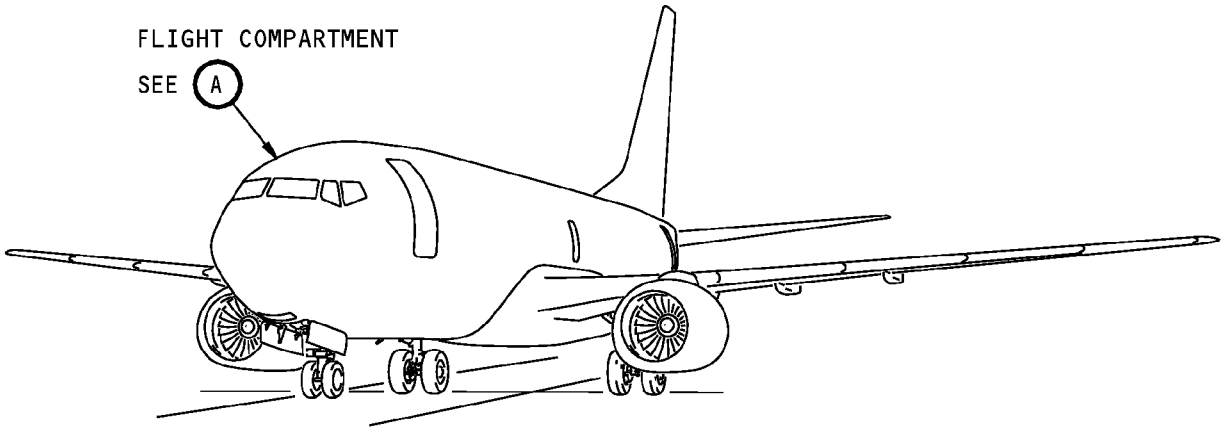
(1) This procedure is a scheduled maintenance task.

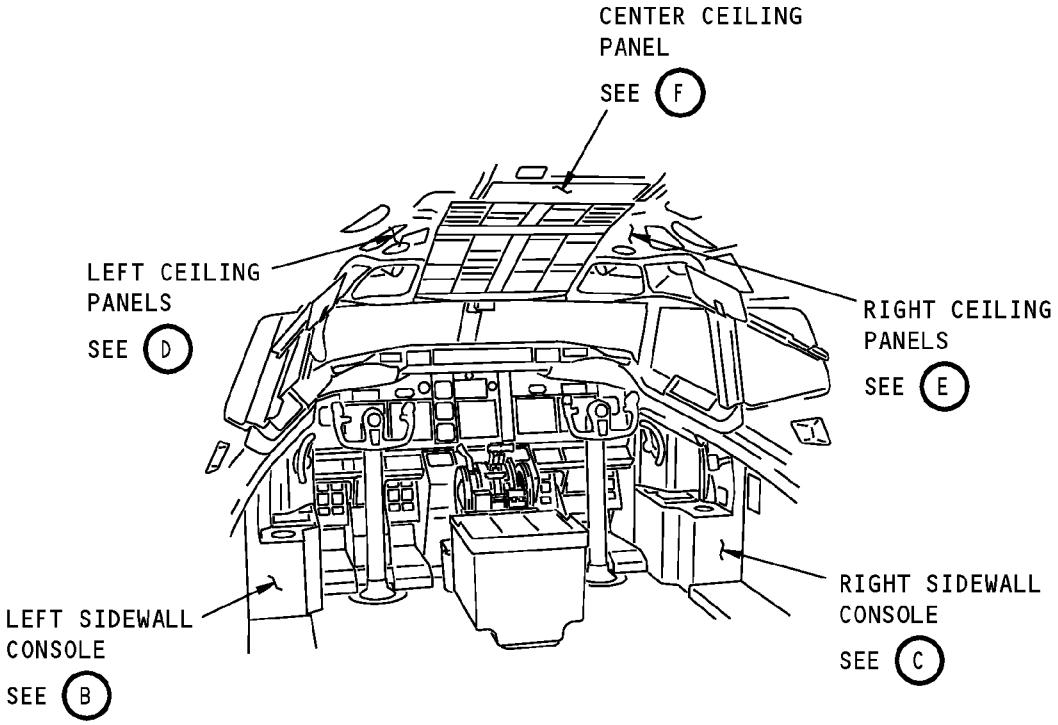
B. Zonal Inspection

SUBTASK 05-41-02-210-003

(1) Do the zonal inspection.

END OF TASK

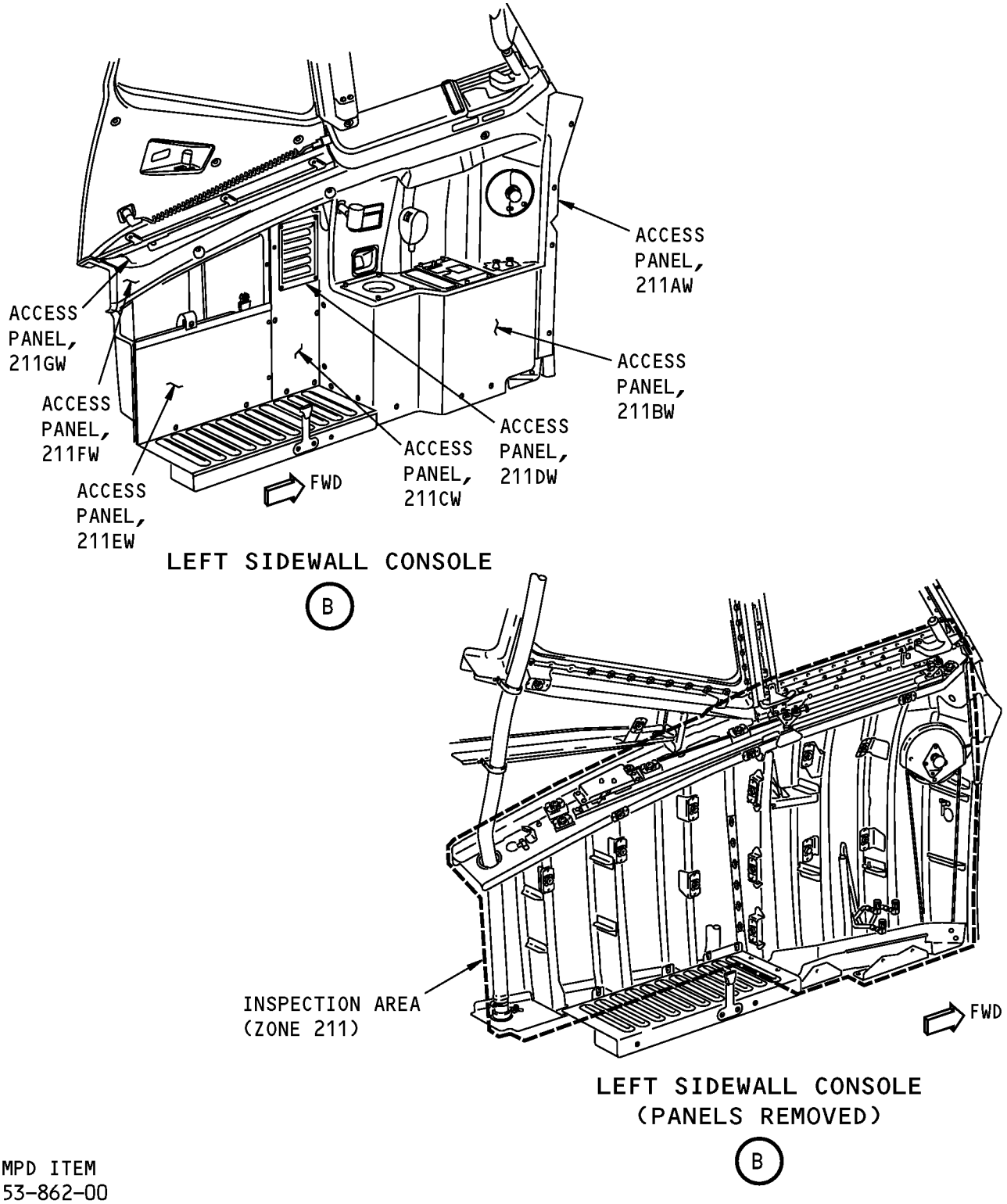




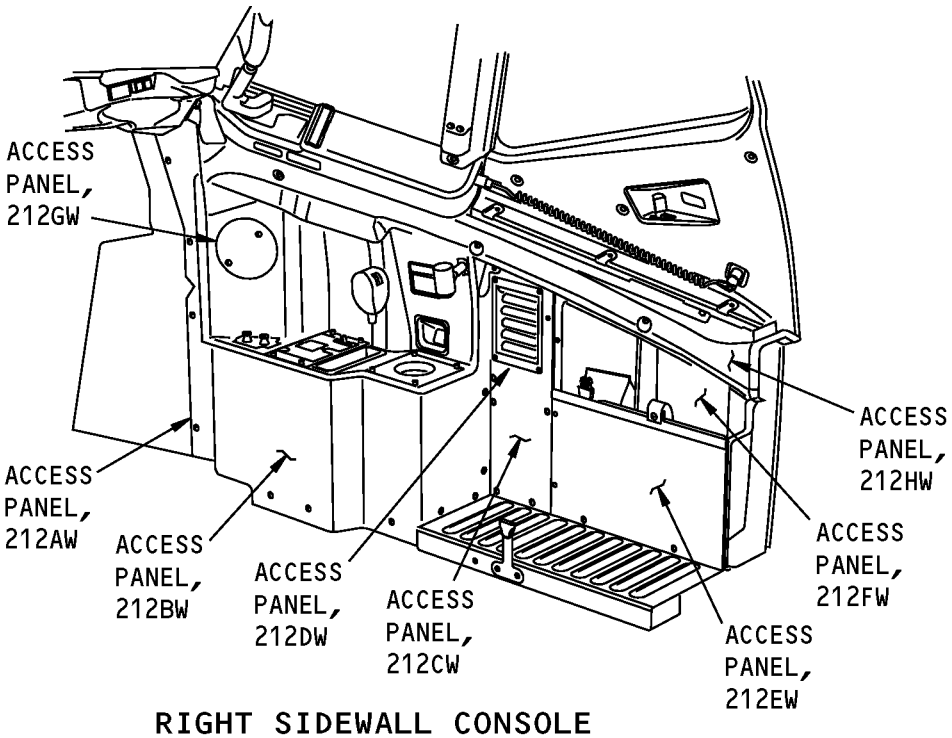
FLIGHT COMPARTMENT
A

MPD ITEM
53-862-00

Ceiling Panels and Sidewall Console - Flight Compartment General Visual (Internal)
Figure 203 (Sheet 1 of 6)/05-41-02-990-803

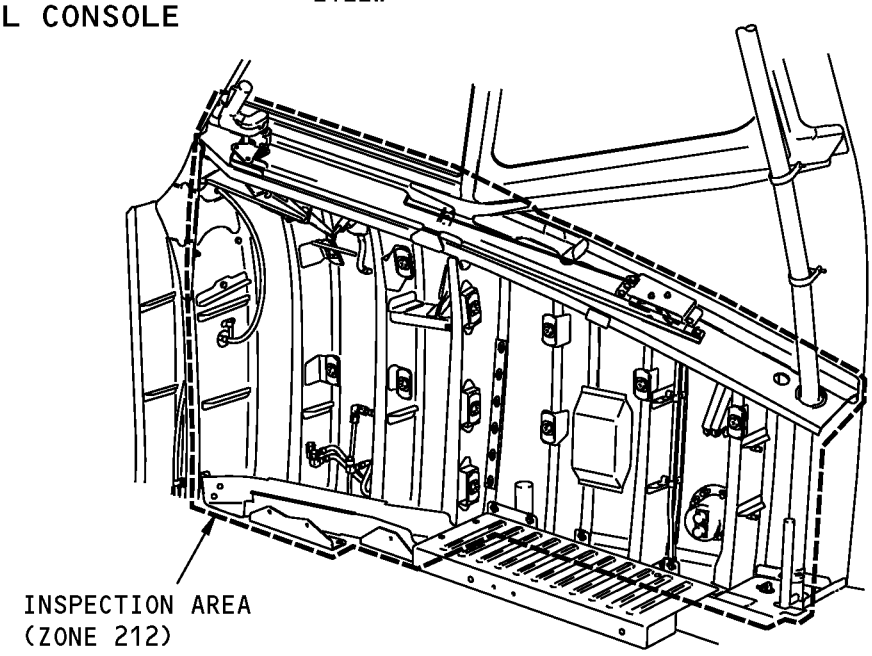


Ceiling Panels and Sidewall Console - Flight Compartment General Visual (Internal)
Figure 203 (Sheet 2 of 6)/05-41-02-990-803



RIGHT SIDEWALL CONSOLE

C

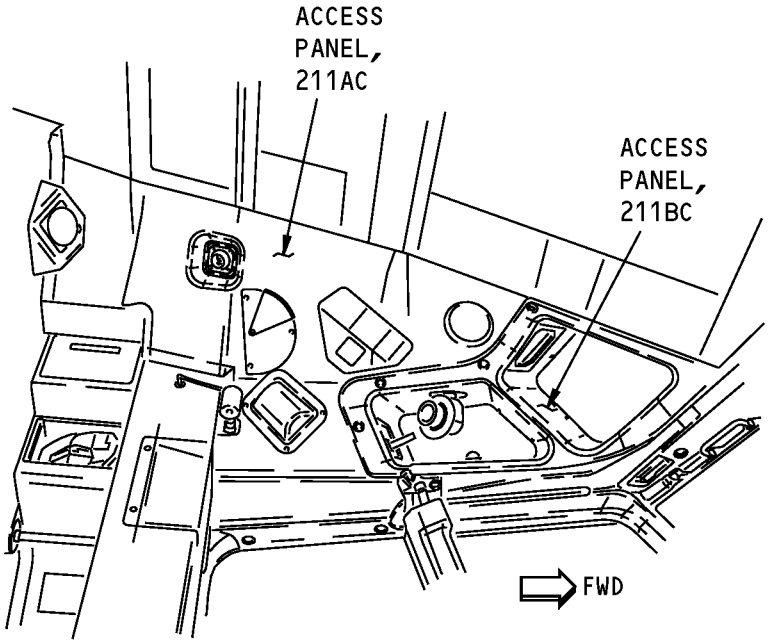


RIGHT SIDEWALL CONSOLE
(PANELS REMOVED)

C

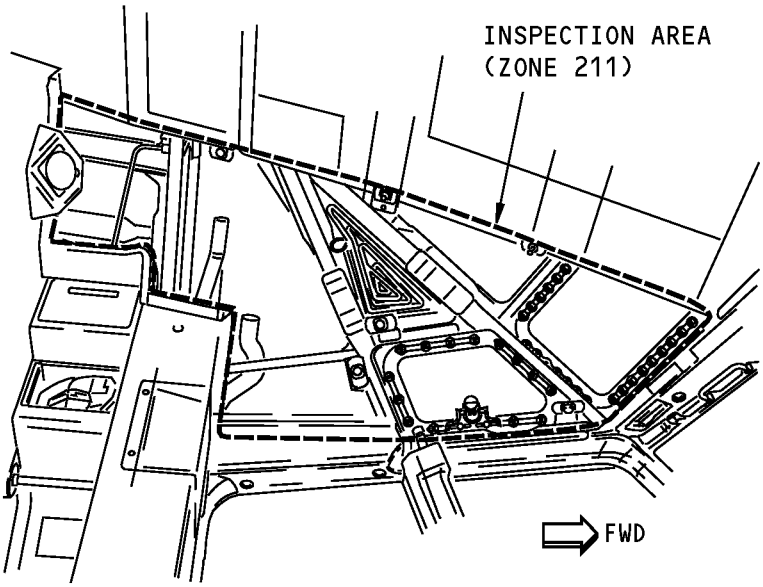
MPD ITEM
53-862-00

Ceiling Panels and Sidewall Console - Flight Compartment General Visual (Internal)
Figure 203 (Sheet 3 of 6)/05-41-02-990-803



LEFT CEILING PANELS

D

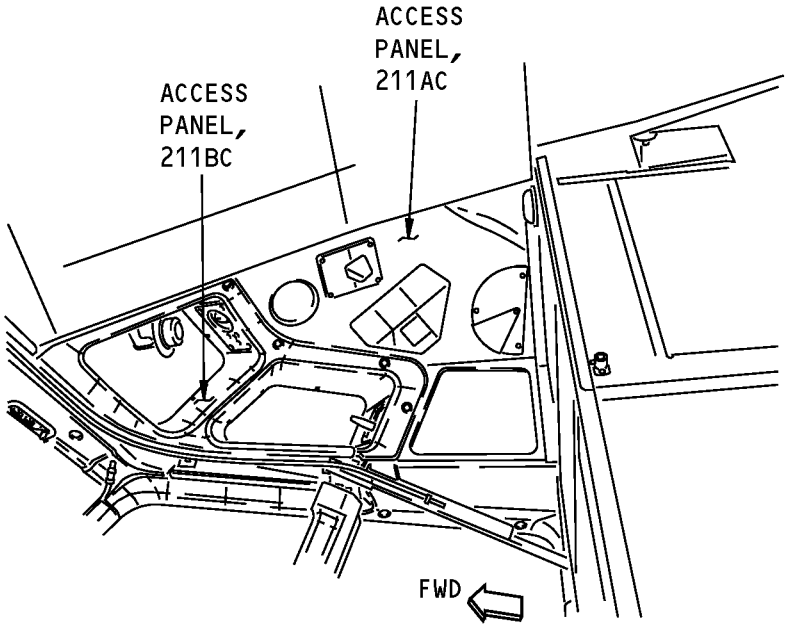


LEFT CEILING PANELS
(PANELS REMOVED)

D

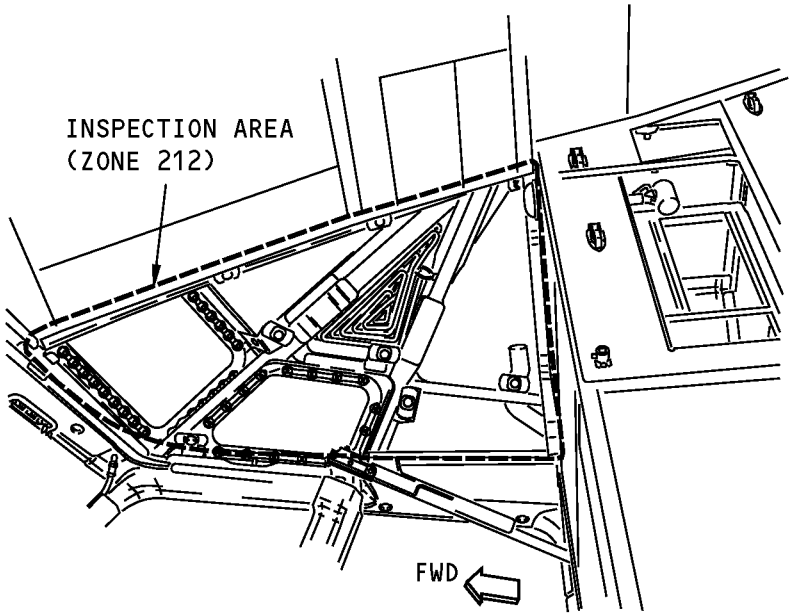
MPD ITEM
53-862-00

Ceiling Panels and Sidewall Console - Flight Compartment General Visual (Internal)
Figure 203 (Sheet 4 of 6)/05-41-02-990-803



RIGHT CEILING PANELS

E

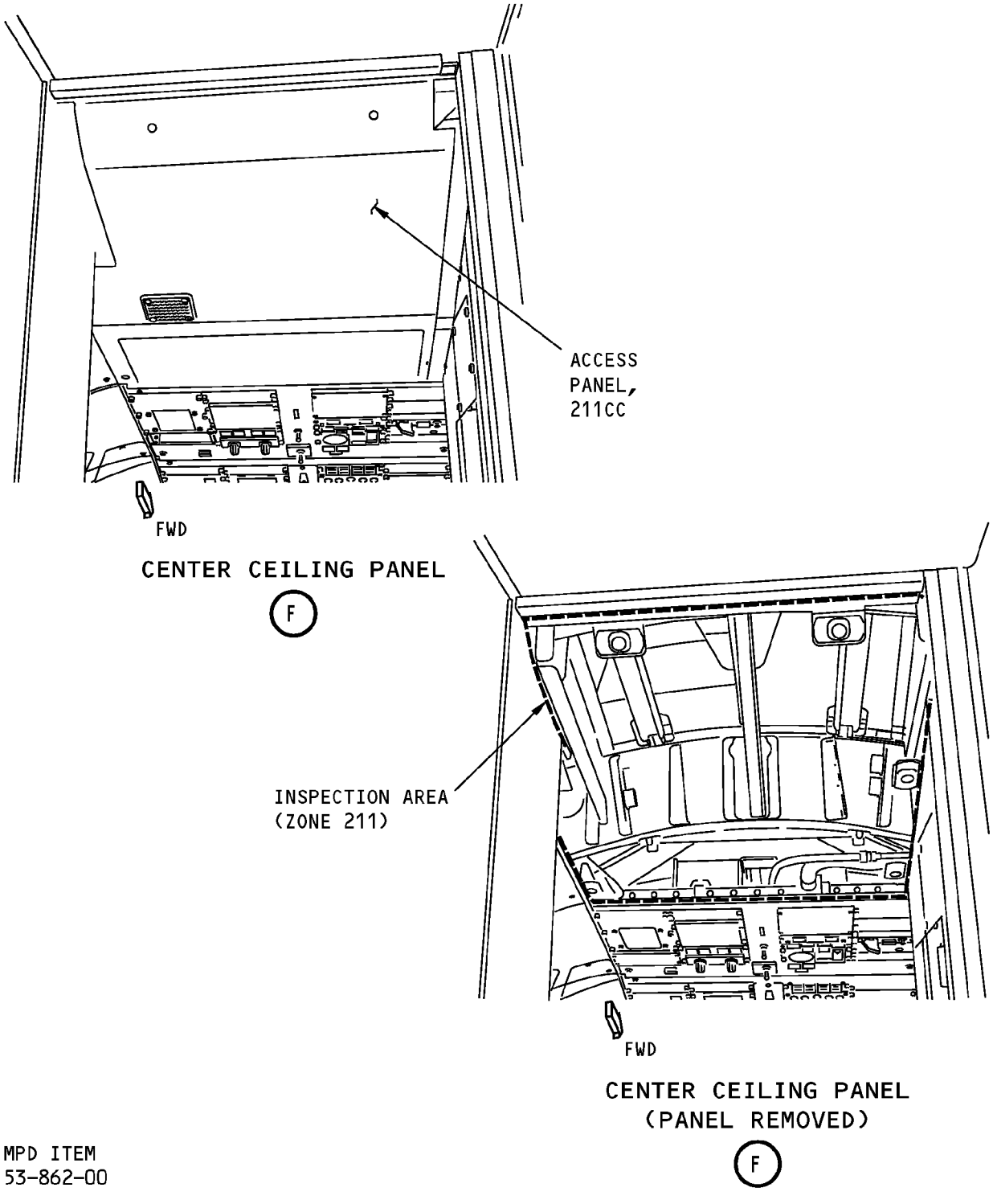


RIGHT CEILING PANELS
(PANELS REMOVED)

E

MPD ITEM
53-862-00

Ceiling Panels and Sidewall Console - Flight Compartment General Visual (Internal)
Figure 203 (Sheet 5 of 6)/05-41-02-990-803



MPD ITEM
53-862-00

Ceiling Panels and Sidewall Console - Flight Compartment General Visual (Internal)
Figure 203 (Sheet 6 of 6)/05-41-02-990-803

TASK 05-41-02-210-804

4. EXTERNAL - ZONAL (GV): PASSENGER COMPARTMENT - AFT OF CONTROL COMPARTMENT TO FWD ENTRY DOOR

(Figure 204)

A. General

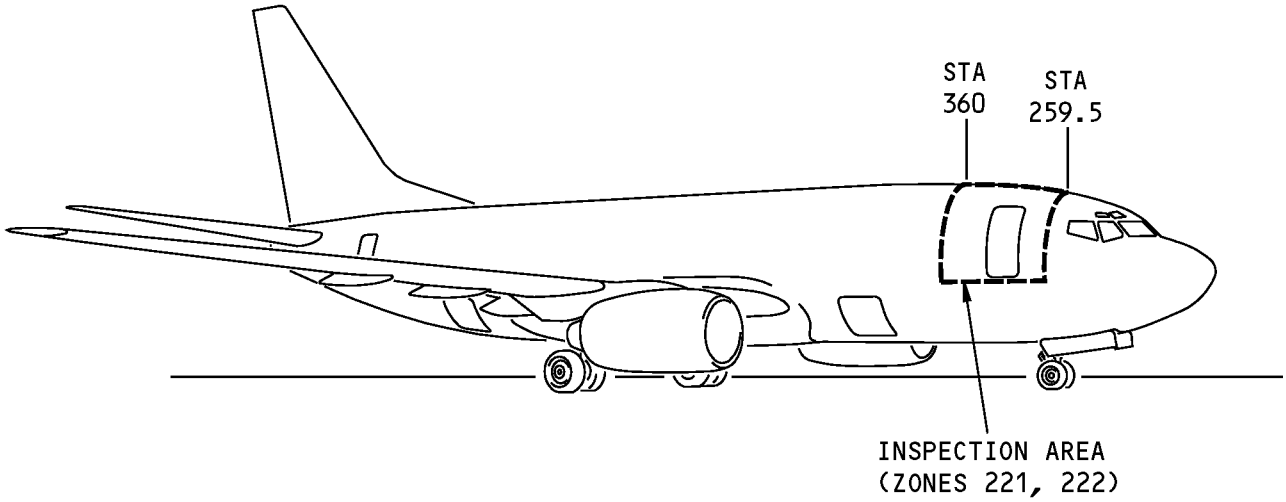
(1) This procedure is a scheduled maintenance task.

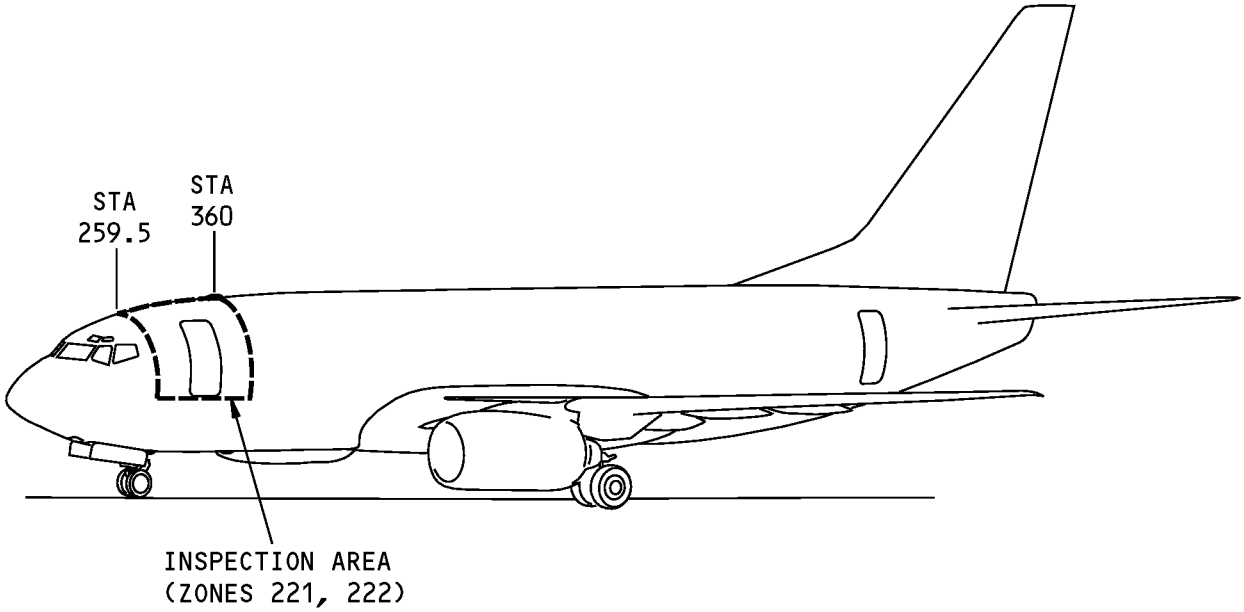
B. Zonal Inspection

SUBTASK 05-41-02-210-004

(1) Do the zonal inspection.

——————— END OF TASK ———————





MPD ITEM
53-864-00

Passenger Compartment (Sta 259.5-360) General Visual (External)
Figure 204/05-41-02-990-804

TASK 05-41-02-210-805

5. INTERNAL - ZONAL (GV): PASSENGER COMPARTMENT - AFT OF CONTROL COMPARTMENT TO FWD ENTRY DOOR

(Figure 205)

A. General

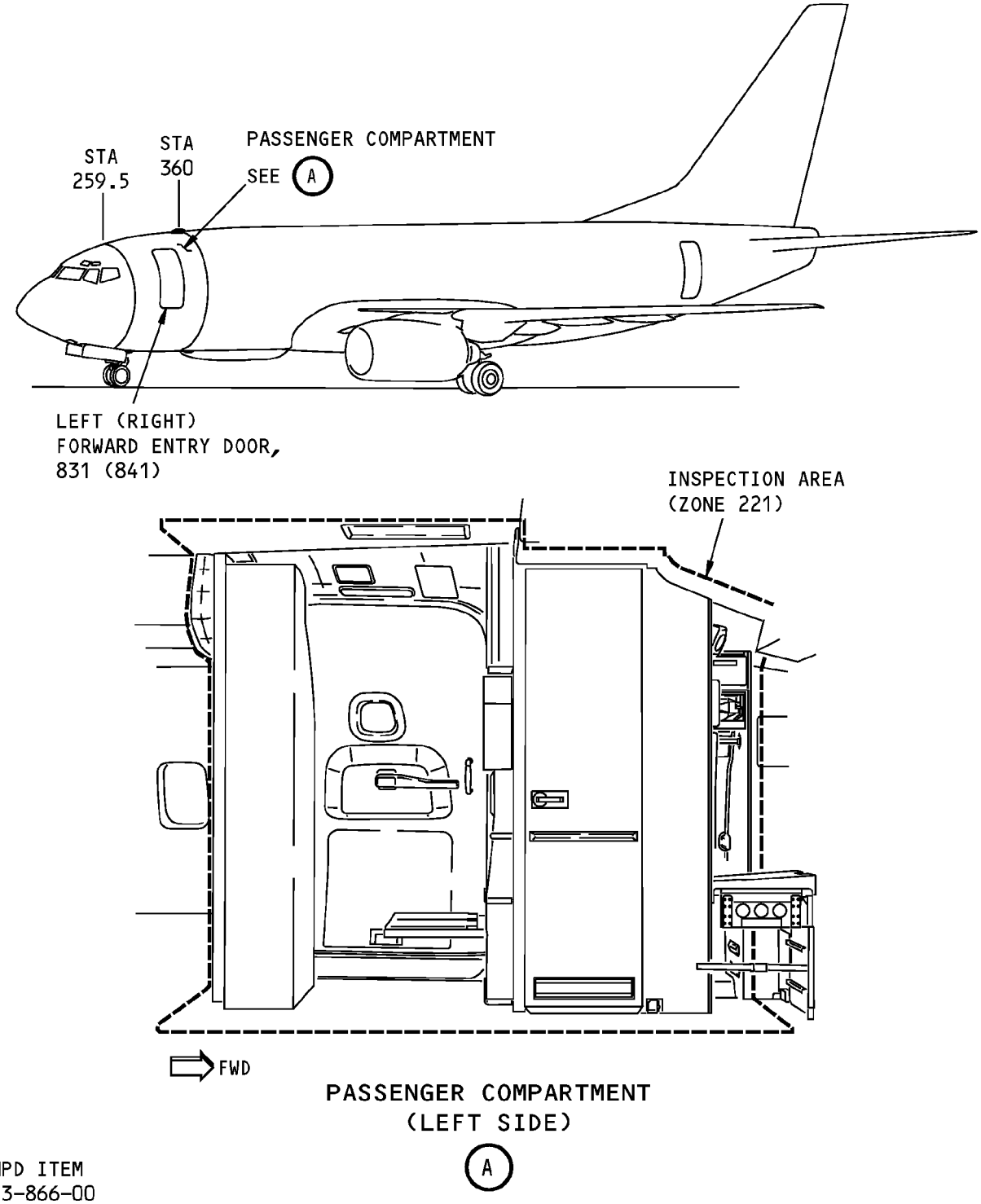
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

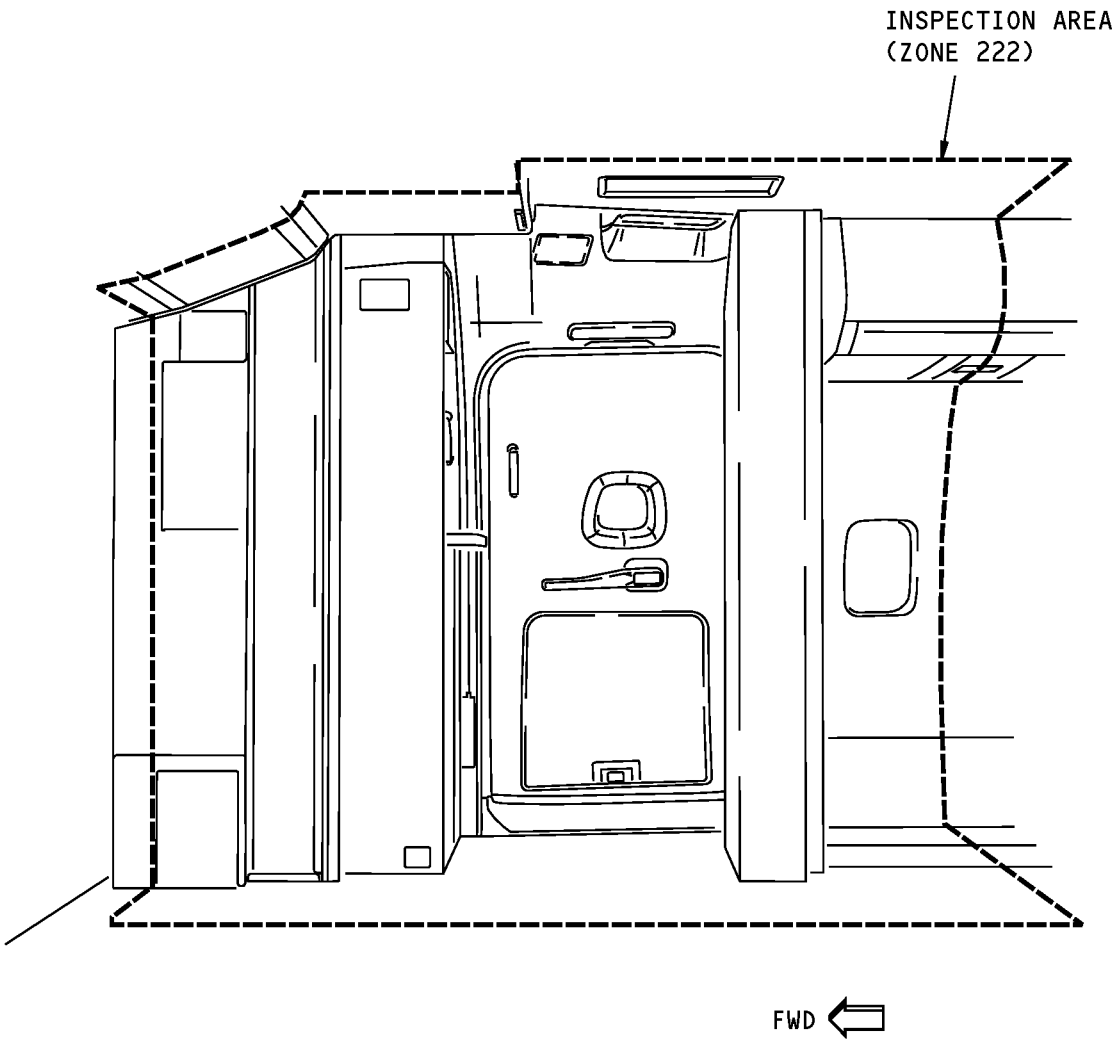
SUBTASK 05-41-02-210-005

(1) Do the zonal inspection.

——————— END OF TASK ———————



Passenger Compartment (Sta 259.5-360) General Visual (Internal)
Figure 205 (Sheet 1 of 2)/05-41-02-990-805



PASSENGER COMPARTMENT
(RIGHT SIDE)

A

MPD ITEM
53-866-00

Passenger Compartment (Sta 259.5-360) General Visual (Internal)
Figure 205 (Sheet 2 of 2)/05-41-02-990-805

TASK 05-41-02-210-806

6. INTERNAL - ZONAL (GV): PASSENGER COMPARTMENT - AFT OF CONTROL COMPARTMENT TO FWD ENTRY DOOR

(Figure 206)

A. General

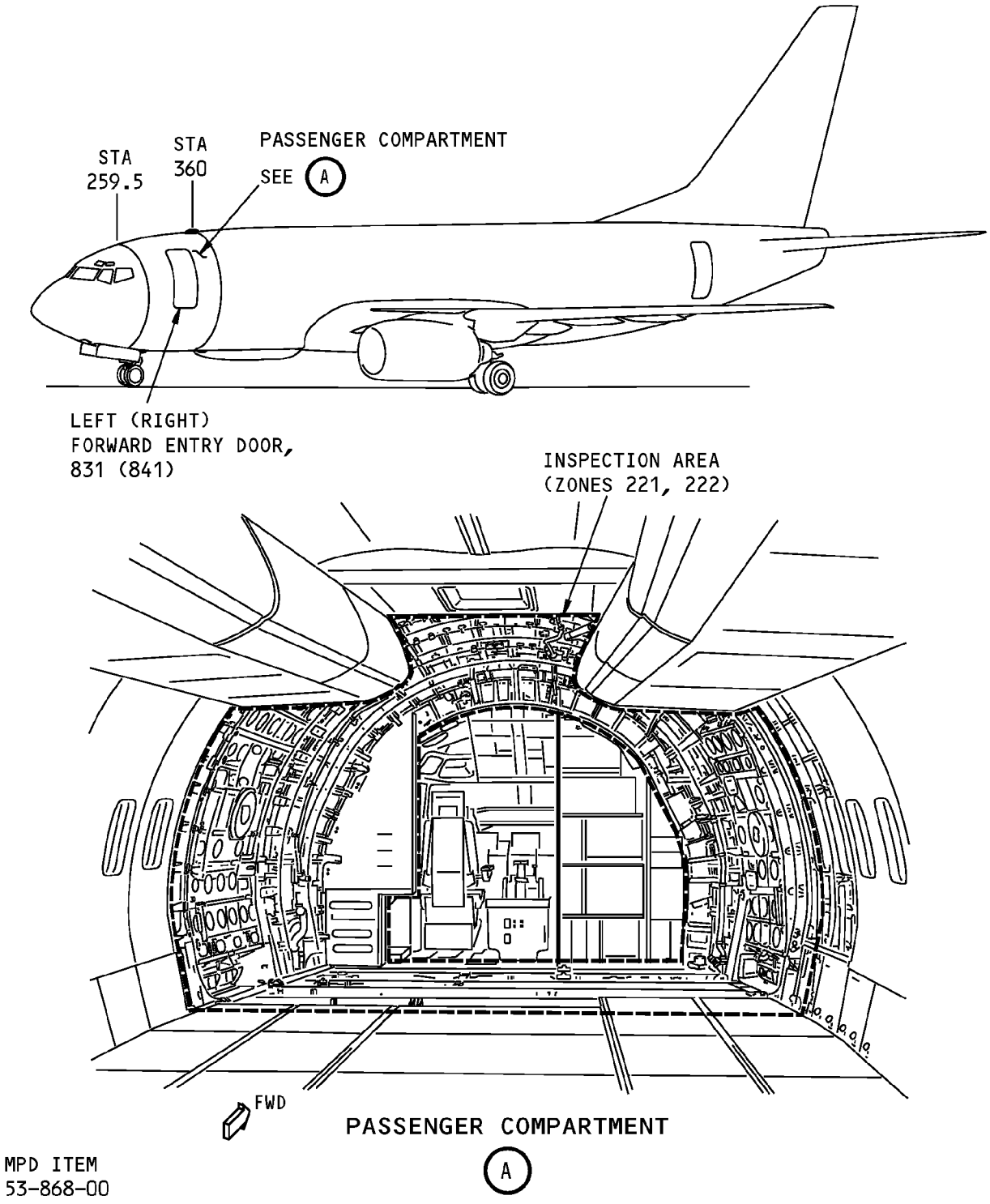
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-02-210-006

(1) Do the zonal inspection.

END OF TASK



Passenger Compartment (Sta 259.5-360) General Visual (Internal) (Panels Removed)
Figure 206/05-41-02-990-806

TASK 05-41-02-210-807

7. EXTERNAL - ZONAL (GV): FORWARD PASSENGER ENTRY DOOR STOPS, LATCHES, AND HINGES

(Figure 207)

A. General

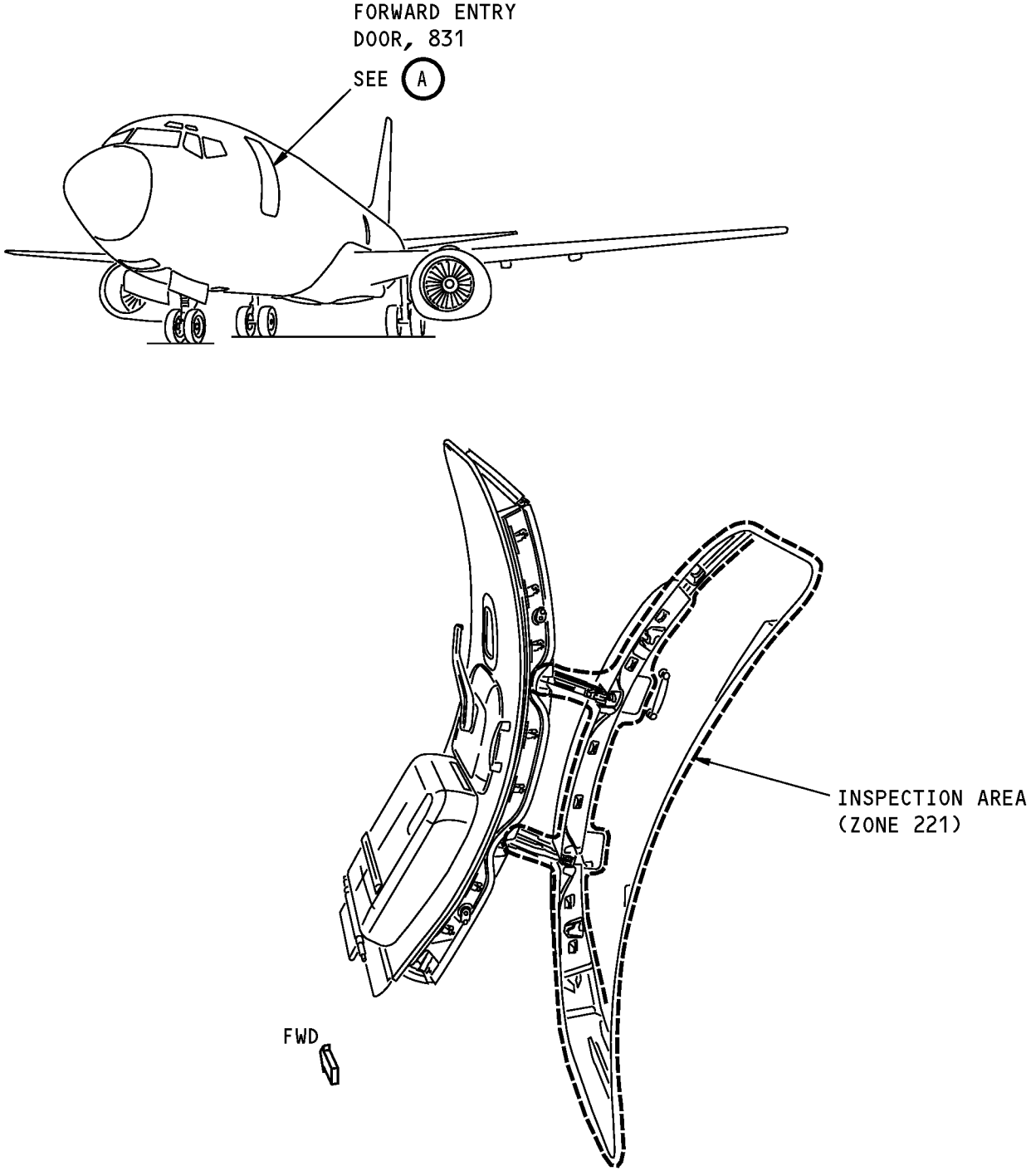
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-02-210-007

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
53-870-00

Door Stops, Latches and Hinges - Forward Entry Door General Visual (External)
Figure 207/05-41-02-990-807

TASK 05-41-02-210-808

8. EXTERNAL - ZONAL (GV): FORWARD GALLEY SERVICE DOOR STOPS, LATCHES, AND HINGES

(Figure 208)

A. General

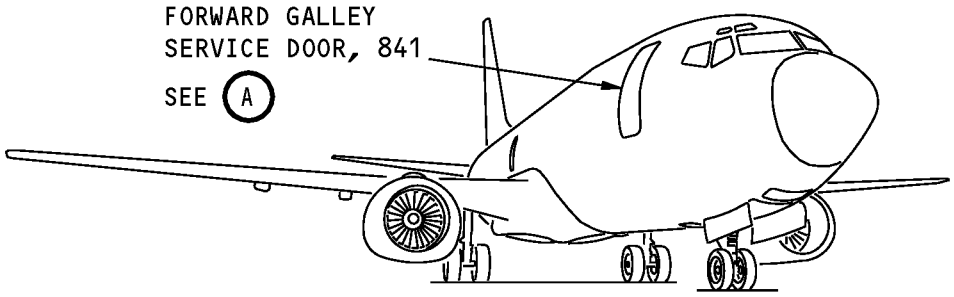
(1) This procedure is a scheduled maintenance task.

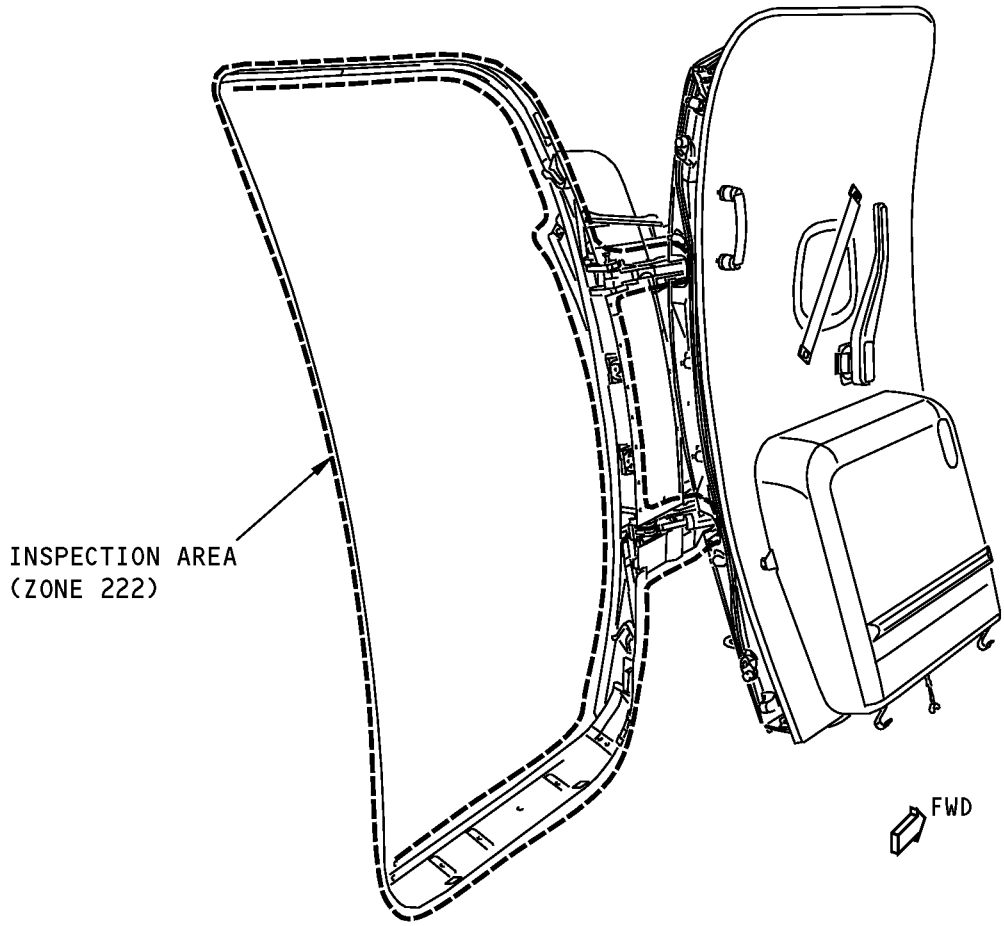
B. Zonal Inspection

SUBTASK 05-41-02-210-008

(1) Do the zonal inspection.

———————— END OF TASK ————————





FORWARD GALLEY SERVICE DOOR

MPD ITEM
53-872-00

A

Door Stops, Latches and Hinges - Forward Galley Service Door General Visual (External)
Figure 208/05-41-02-990-808

TASK 05-41-02-210-810

9. EXTERNAL - ZONAL (GV): FORWARD PASSENGER COMPARTMENT - STA 360 TO STA 663.75

(Figure 209)

A. General

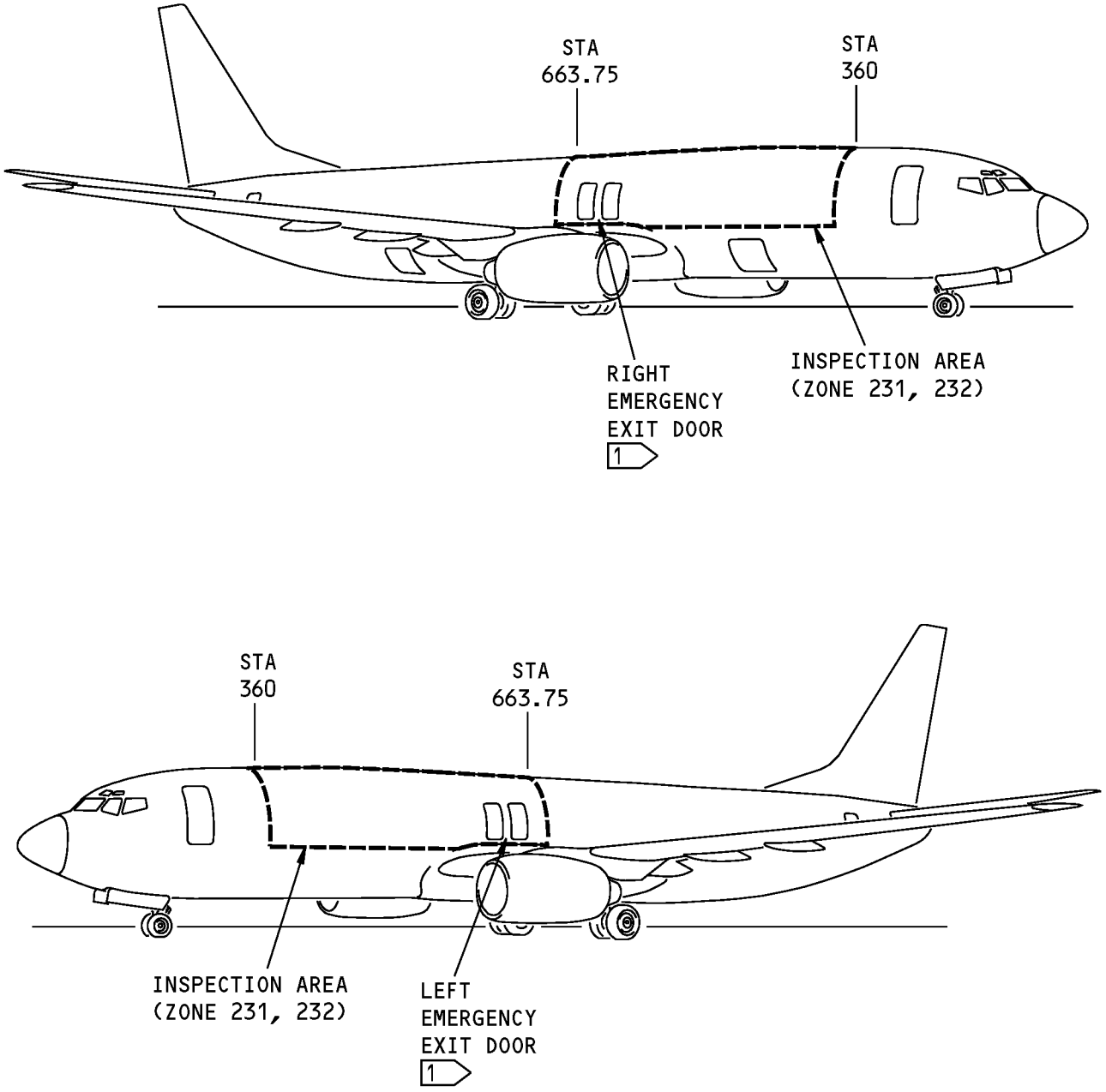
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-02-210-010

(1) Do the zonal inspection.

END OF TASK



1 TWO EMERGENCY EXIT DOORS ON 800 AND 900 ONLY

MPD ITEM
53-874-00

Passenger Compartment (Sta 360-663.75) General Visual (External)
Figure 209/05-41-02-990-809

TASK 05-41-02-210-811

10. INTERNAL - ZONAL (GV): FORWARD PASSENGER COMPARTMENT - STA 360 TO STA 663.75

(Figure 210)

A. General

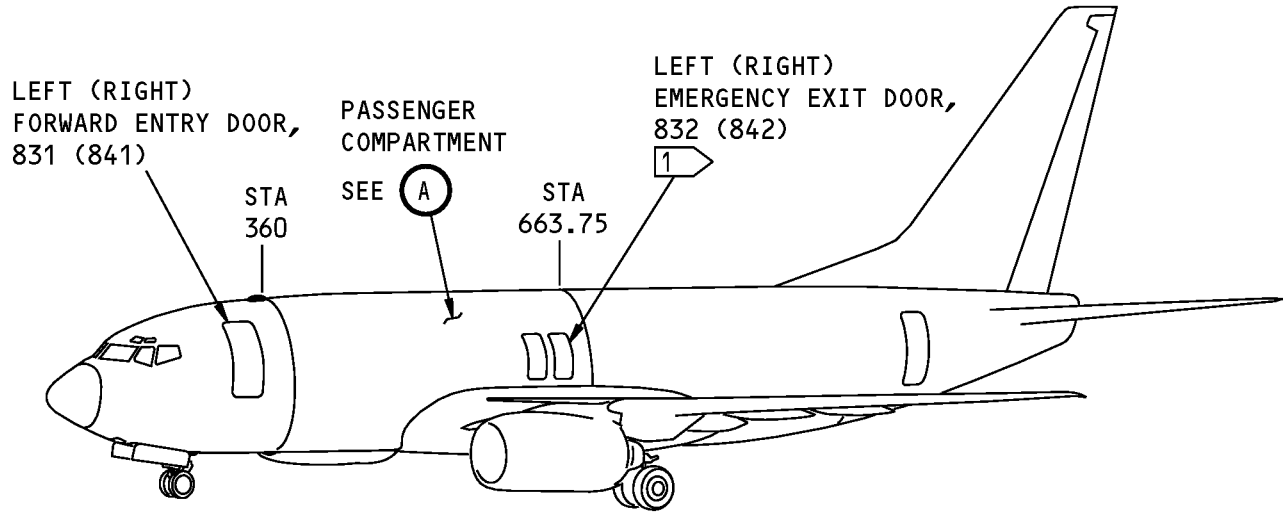
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

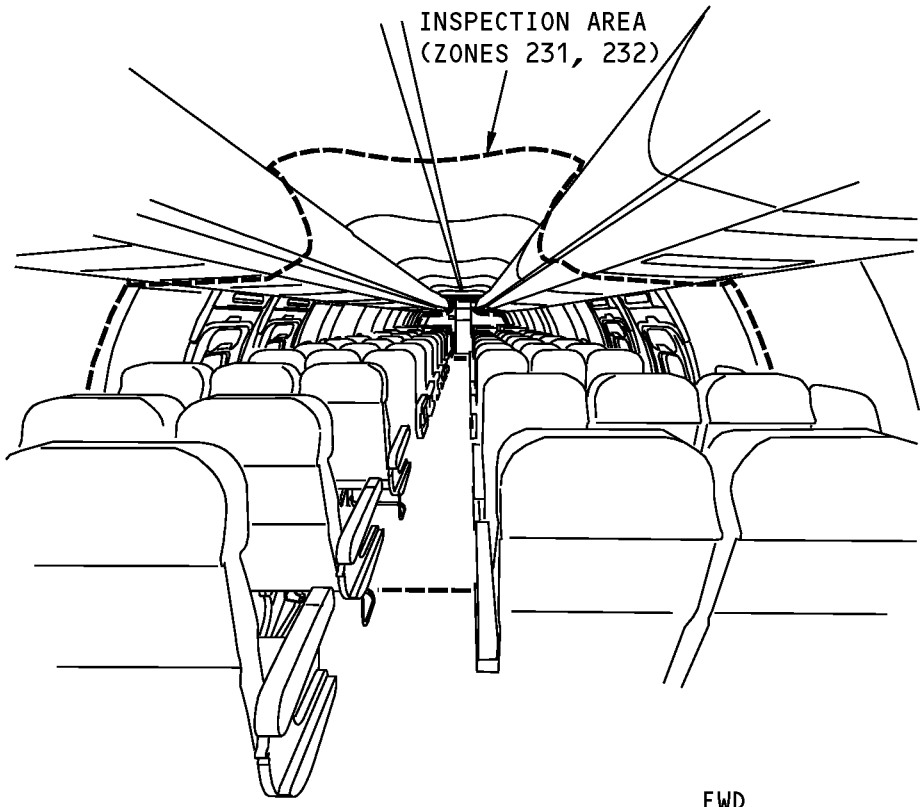
SUBTASK 05-41-02-210-011

(1) Do the zonal inspection.

END OF TASK



1 TWO EMERGENCY EXIT DOORS ON 800 AND 900 ONLY



MPD ITEM
53-876-00

Passenger Compartment (Sta 360-663.75) General Visual (Internal)
Figure 210/05-41-02-990-810

TASK 05-41-02-210-812

11. INTERNAL - ZONAL (GV): FORWARD PASSENGER COMPARTMENT - STA 360 TO STA 663.75 WET AREAS

A. General

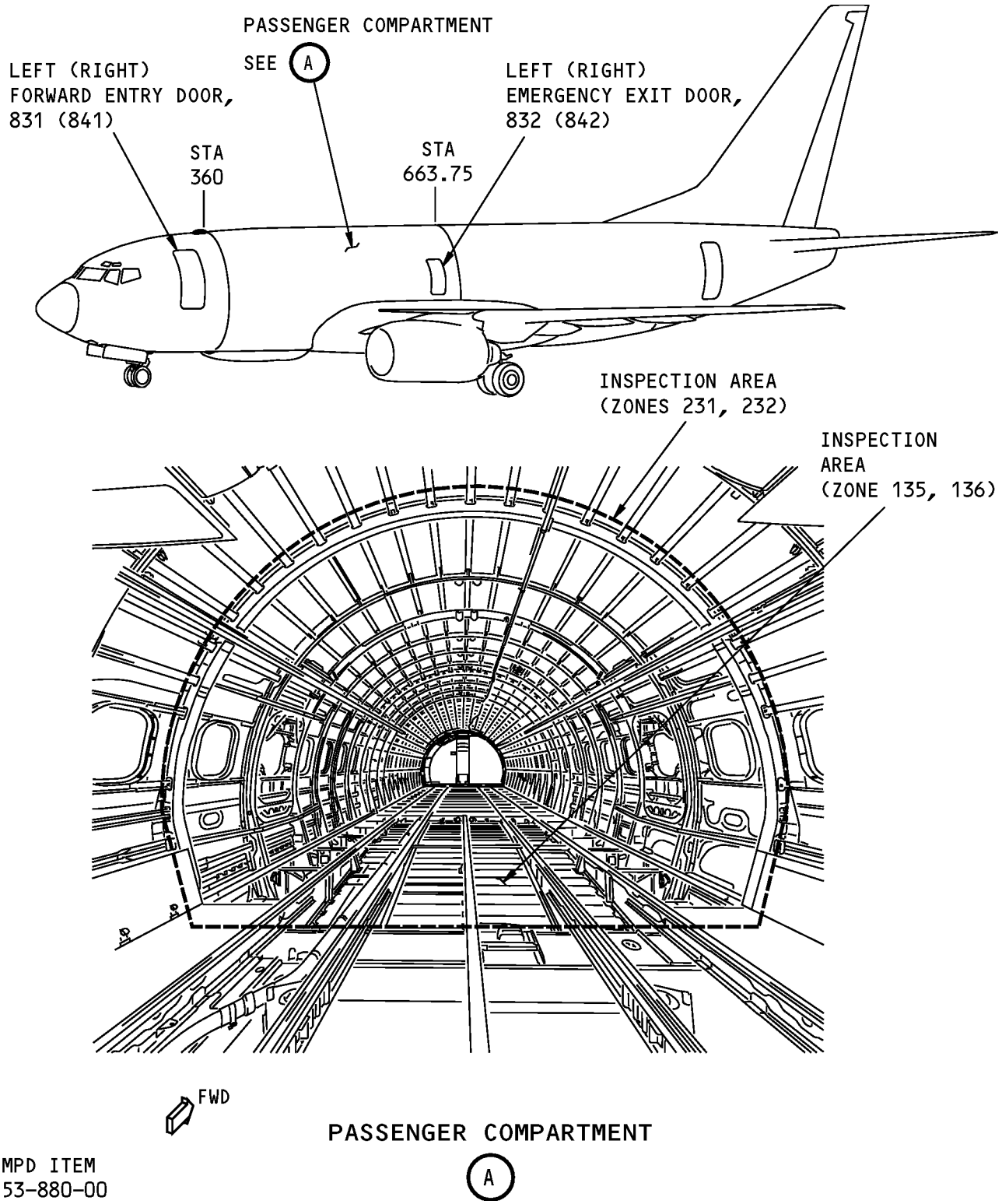
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-02-210-012

(1) Do the zonal inspection.

——————— END OF TASK ———————



Passenger Compartment (Sta 360-663.75) General Visual (Internal) (Panels Removed)
Figure 211/05-41-02-990-818

TASK 05-41-02-210-813

12. INTERNAL - ZONAL (GV): FORWARD PASSENGER COMPARTMENT - STA 360 TO STA 663.75 - DRY AREA

(Figure 212)

A. General

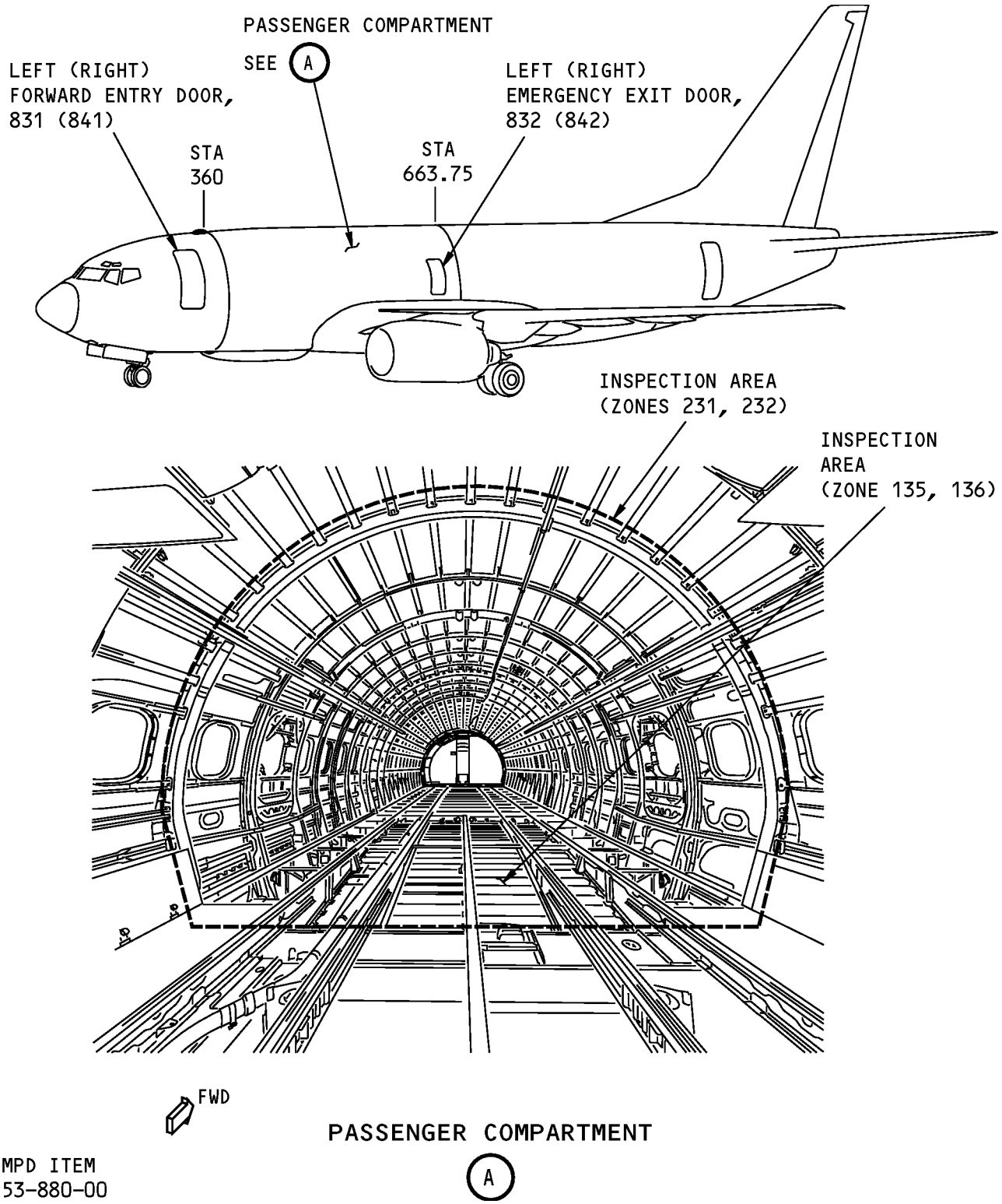
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-02-210-013

(1) Do the zonal inspection.

END OF TASK



Passenger Compartment (Sta 360-663.75) General Visual (Internal) (Panels Removed)
Figure 212/05-41-02-990-811

HAP ALL; AIRPLANES WITH A CURVED AFT PRESSURE BULKHEAD

TASK 05-41-02-210-814

13. EXTERNAL - ZONAL (GV): AFT PASSENGER COMPARTMENT - STA 663.75 TO AFT PRESSURE BULKHEAD

(Figure 213)

A. General

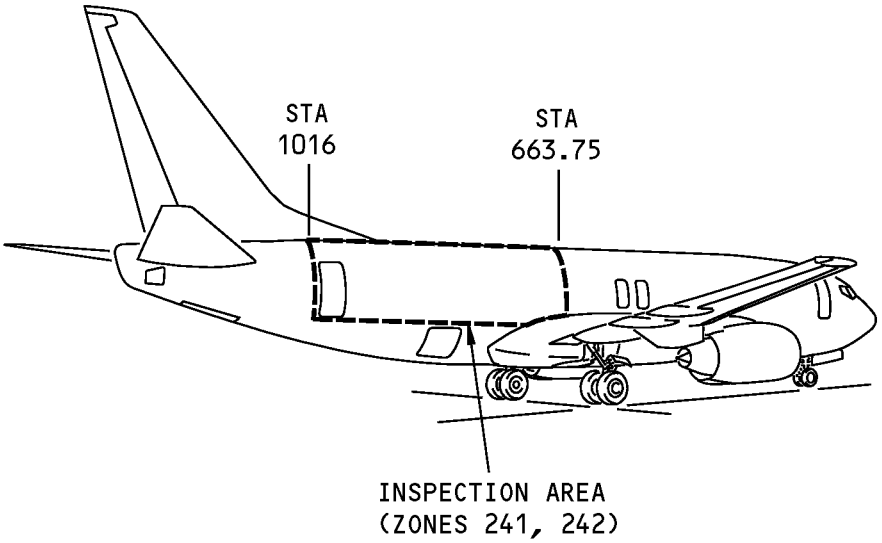
(1) This procedure is a scheduled maintenance task.

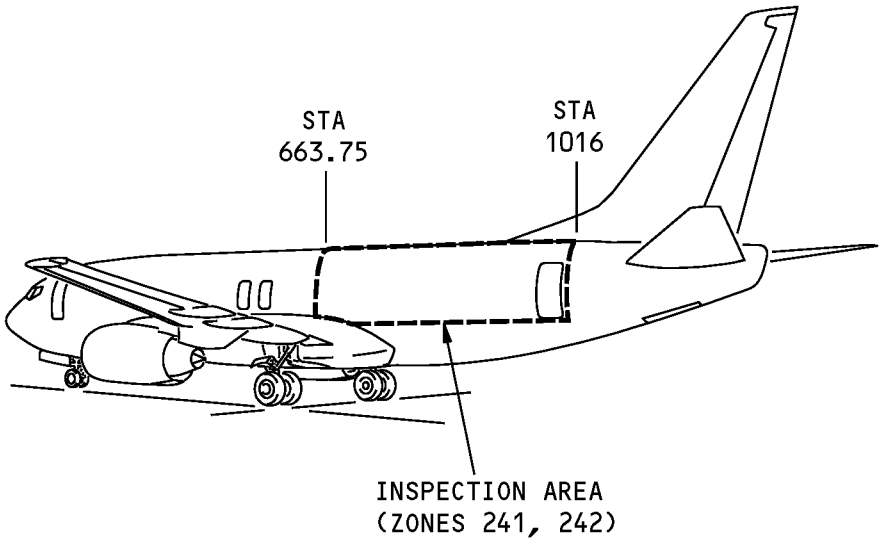
B. Zonal Inspection

SUBTASK 05-41-02-210-014

(1) Do the zonal inspection.

END OF TASK





MPD ITEM
53-882-00

Passenger Compartment (Sta 663.75-1042) General Visual (External)
Figure 213/05-41-02-990-812

TASK 05-41-02-210-815

14. INTERNAL - ZONAL (GV): AFT PASSENGER COMPARTMENT - STA 663.75 TO AFT PRESSURE BULKHD

(Figure 214)

A. General

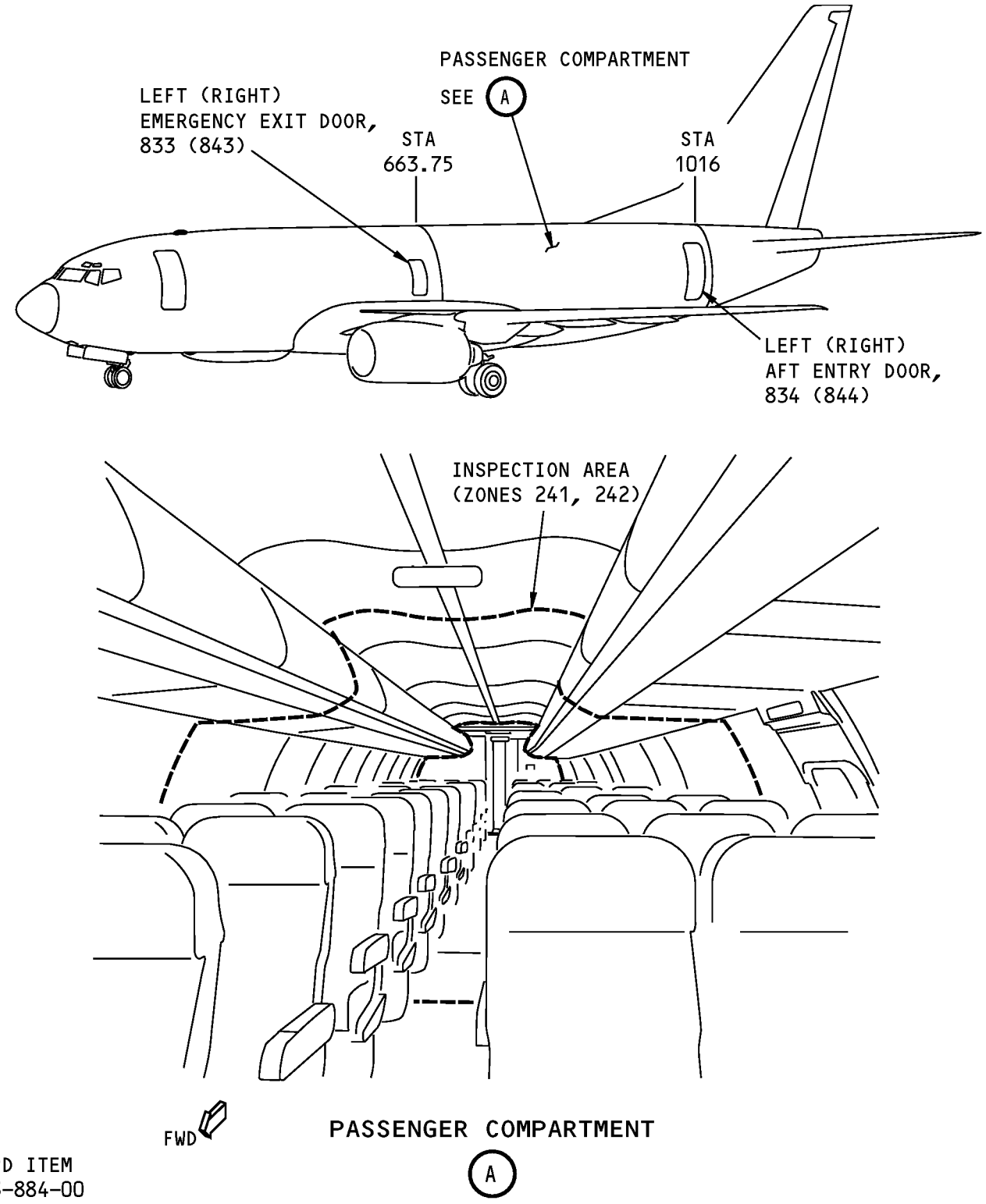
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-02-210-015

(1) Do the zonal inspection.

———————— END OF TASK ————————



Passenger Compartment (Sta 663.75-1016) General Visual (Internal)
Figure 214/05-41-02-990-813

TASK 05-41-02-210-816

15. INTERNAL - ZONAL (GV): AFT PASSENGER COMPARTMENT - STA 663.75 TO AFT PRESSURE BULKHD WET AREA

(Figure 215)

A. General

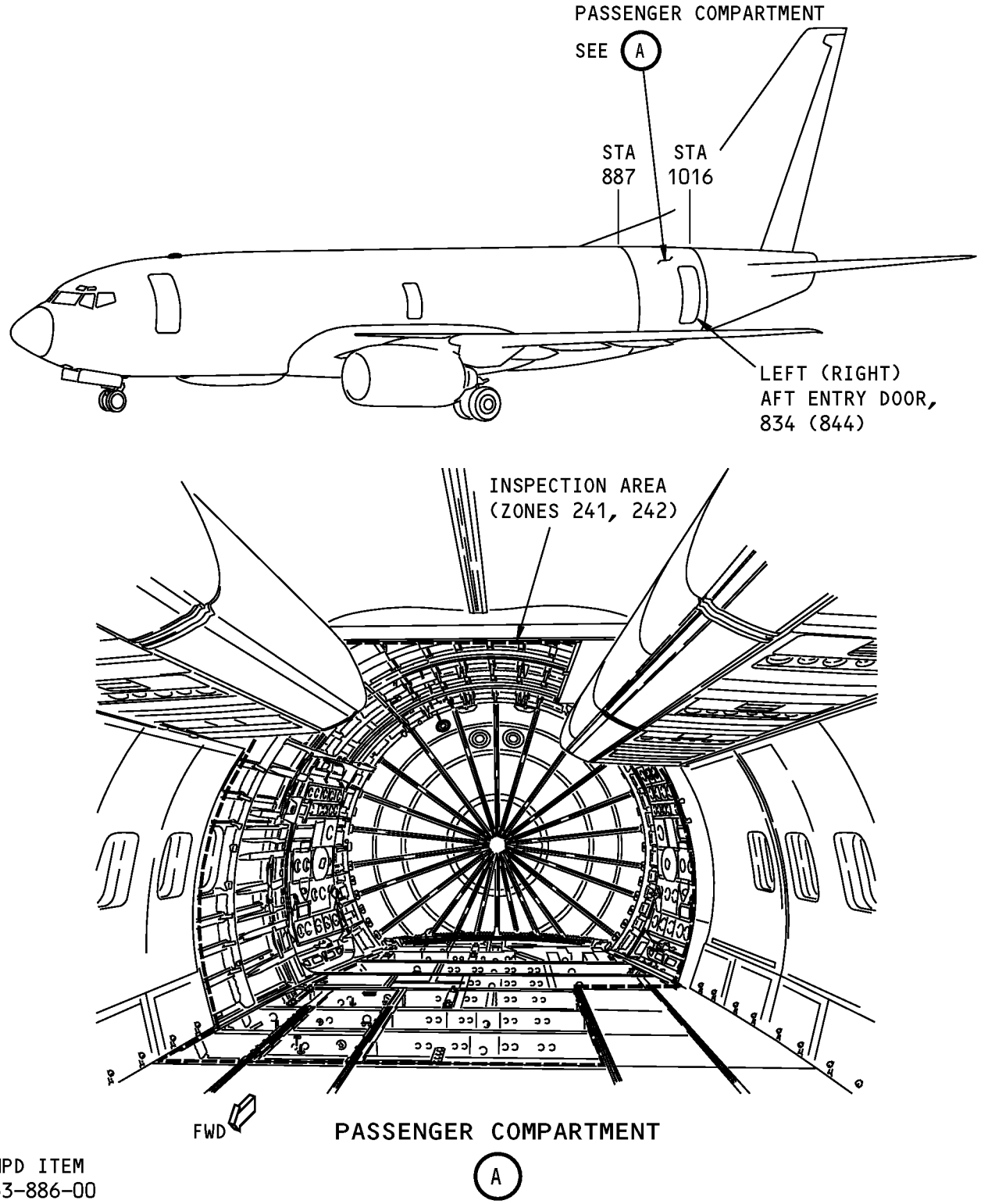
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-02-210-016

(1) Do the zonal inspection.

END OF TASK



Passenger Compartment (Sta 887-1016) General Visual (Internal) (Galley, Lavatory and Panels Removed)
Figure 215/05-41-02-990-814

TASK 05-41-02-210-817

16. INTERNAL - ZONAL (GV): AFT PASSENGER COMPARTMENT - STA 663.75 TO AFT PRESSURE BULKHD DRY AREA

(Figure 216)

A. General

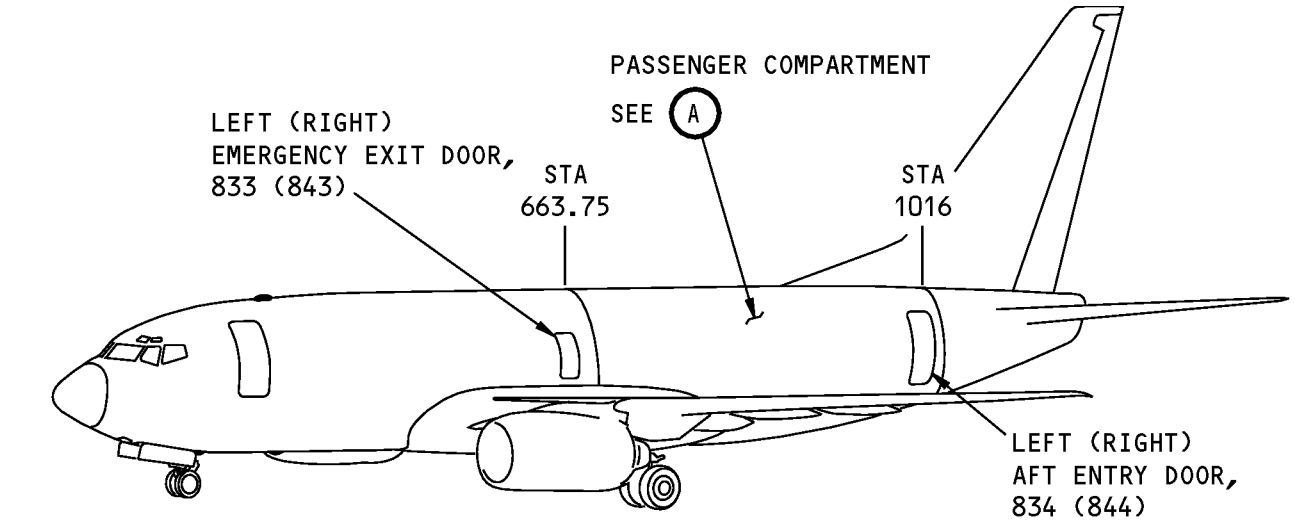
(1) This procedure is a scheduled maintenance task.

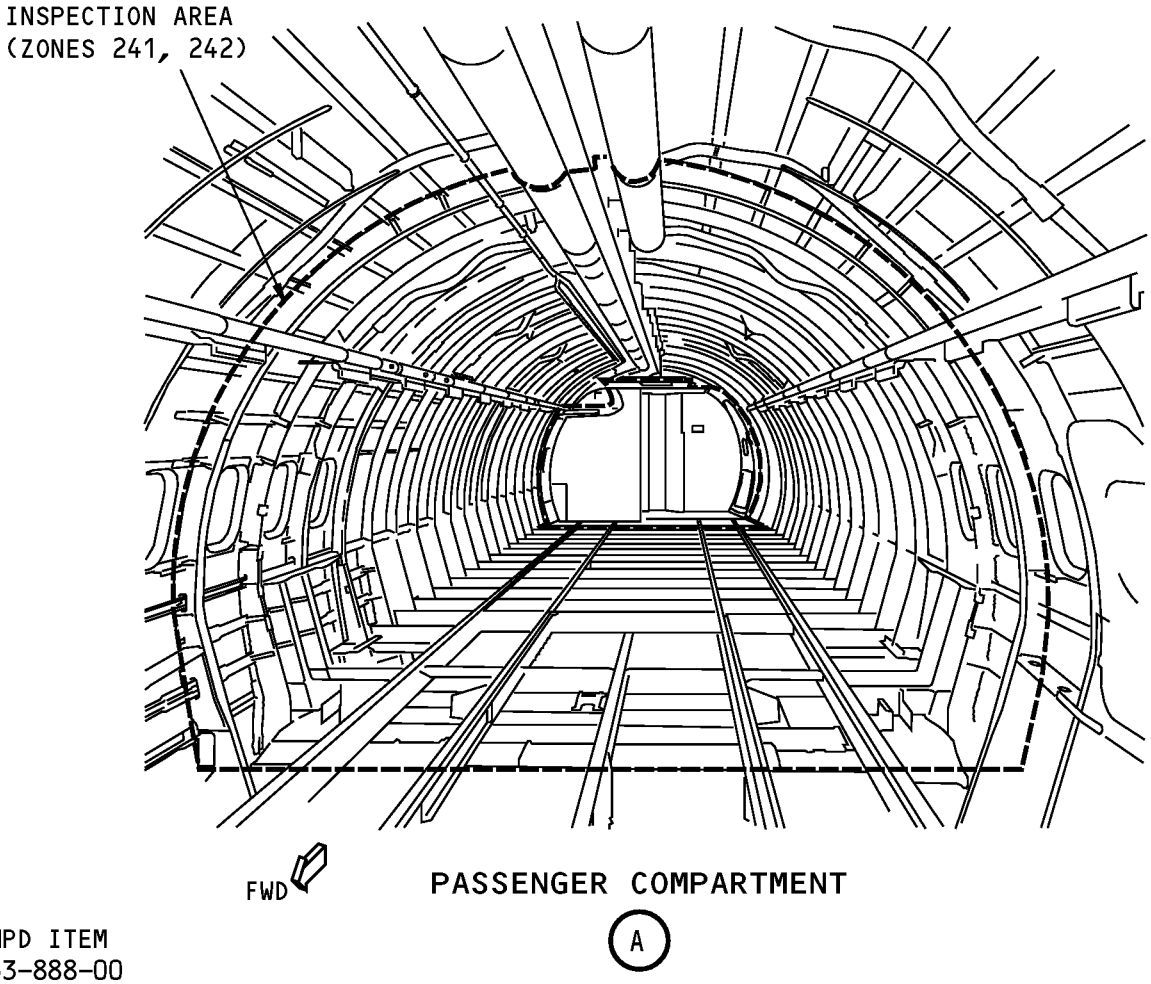
B. Zonal Inspection

SUBTASK 05-41-02-210-017

(1) Do the zonal inspection.

END OF TASK





Passenger Compartment (Sta 663.75-1016) General Visual (Internal) (Panels Removed)
Figure 216/05-41-02-990-815

TASK 05-41-02-210-818

17. EXTERNAL - ZONAL (GV): AFT PASSENGER ENTRY DOOR STOPS, LATCHES, AND HINGES

(Figure 217)

A. General

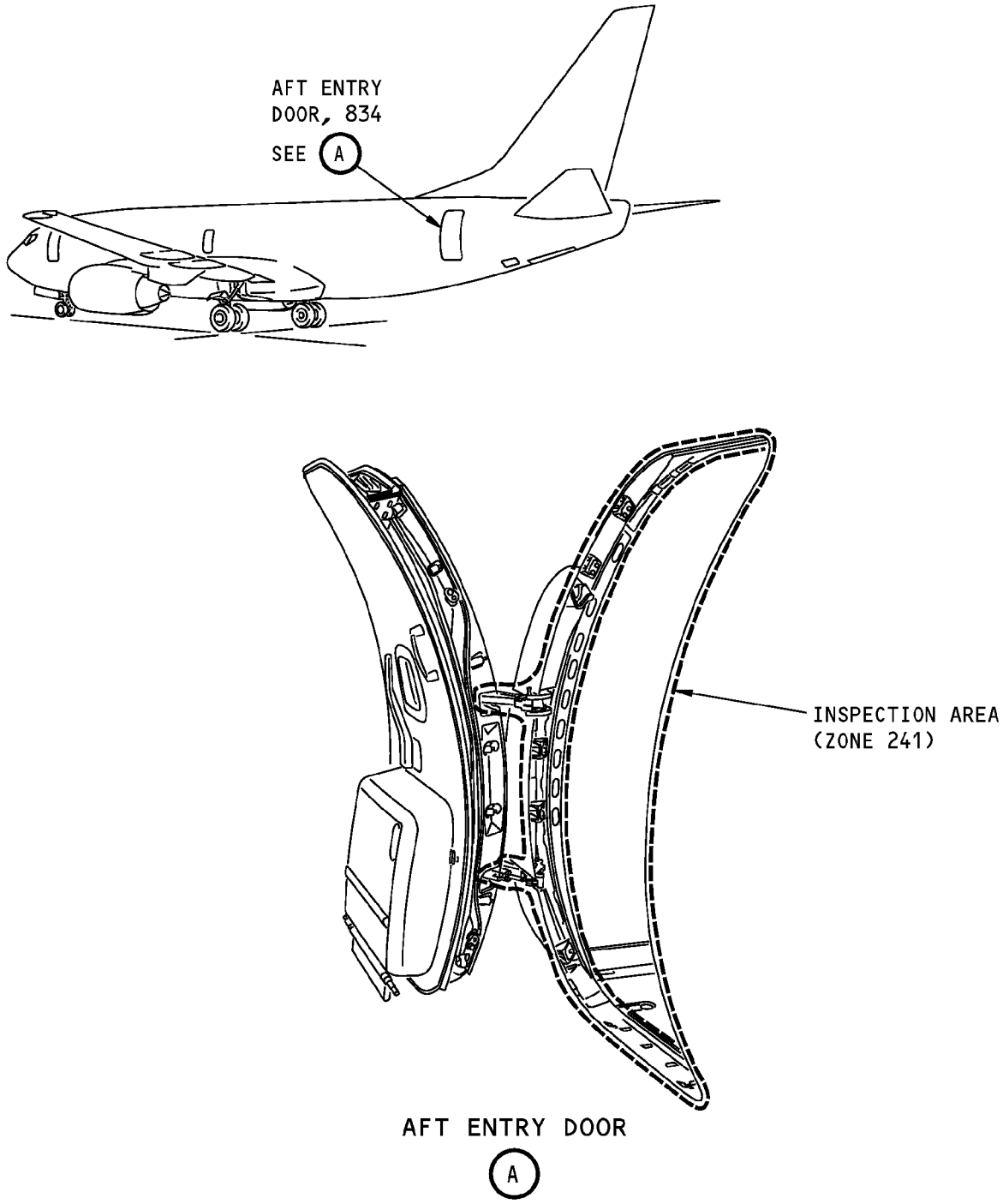
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-02-210-018

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
53-890-00

Door Stops, Latches and Hinges - Aft Entry Door General Visual (External)
Figure 217/05-41-02-990-816

TASK 05-41-02-210-819

18. EXTERNAL - ZONAL (GV): AFT GALLEY SERVICE DOOR STOPS, LATCHES, AND HINGES

(Figure 218)

A. General

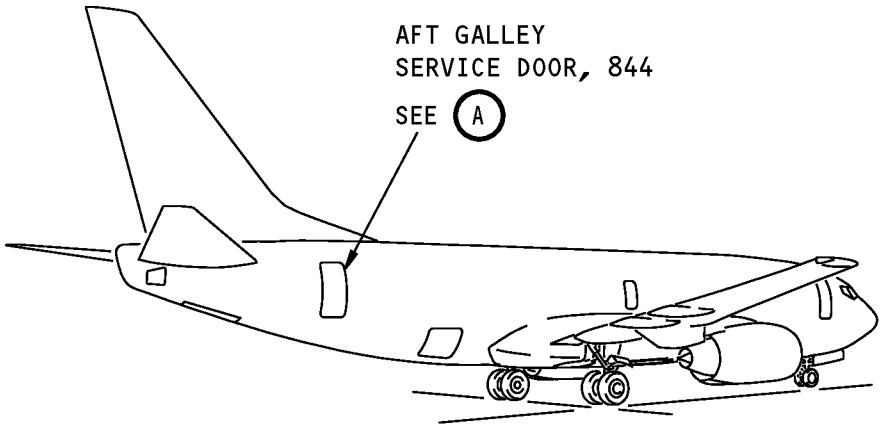
(1) This procedure is a scheduled maintenance task.

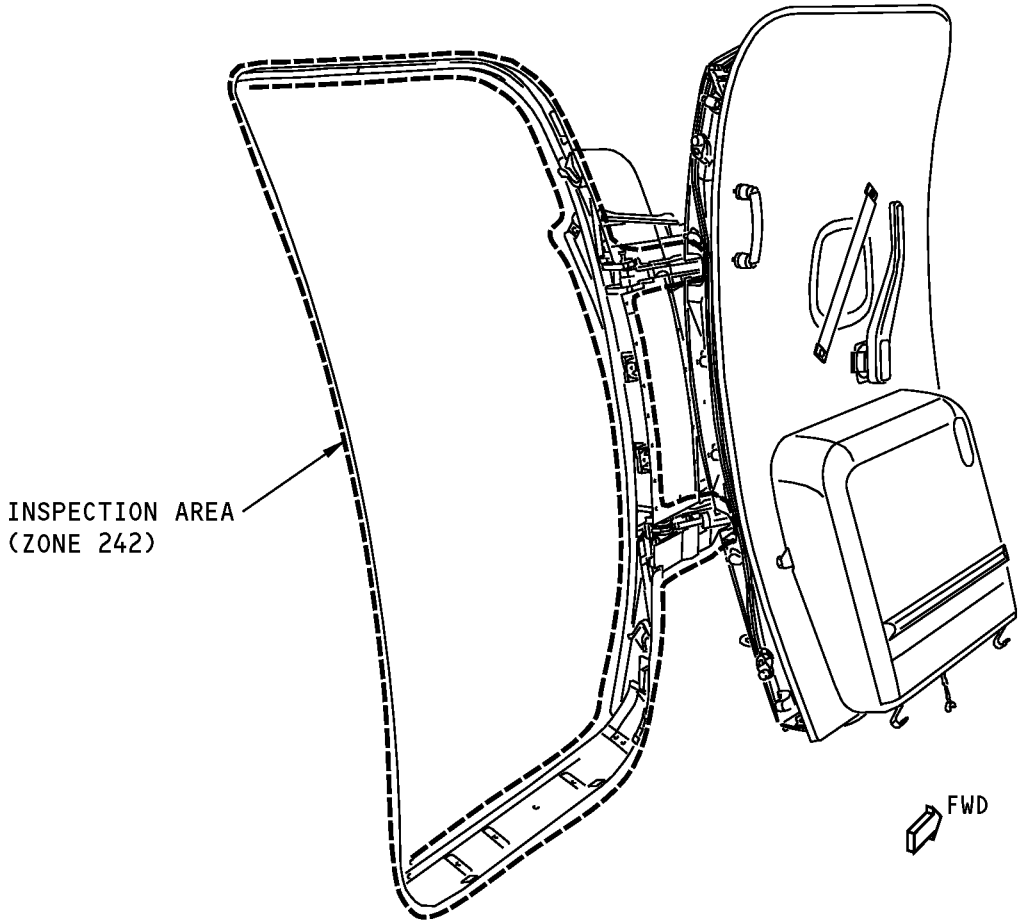
B. Zonal Inspection

SUBTASK 05-41-02-210-019

(1) Do the zonal inspection.

END OF TASK





AFT GALLEY SERVICE DOOR

A

MPD ITEM
53-892-00

Door Stops, Latches and Hinges - Aft Galley Service Door General Visual (External)
Figure 218/05-41-02-990-817

HAP ALL; AIRPLANES WITH A CURVED AFT PRESSURE BULKHEAD

TASK 05-41-03-210-801

1. EXTERNAL - ZONAL (GV): AREA AFT OF THE PRESSURE BULKHEAD

(Figure 201)

A. General

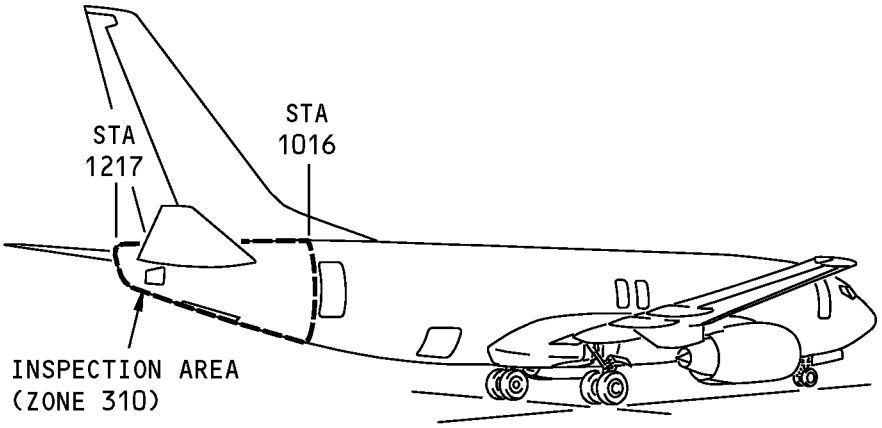
(1) This procedure is a scheduled maintenance task.

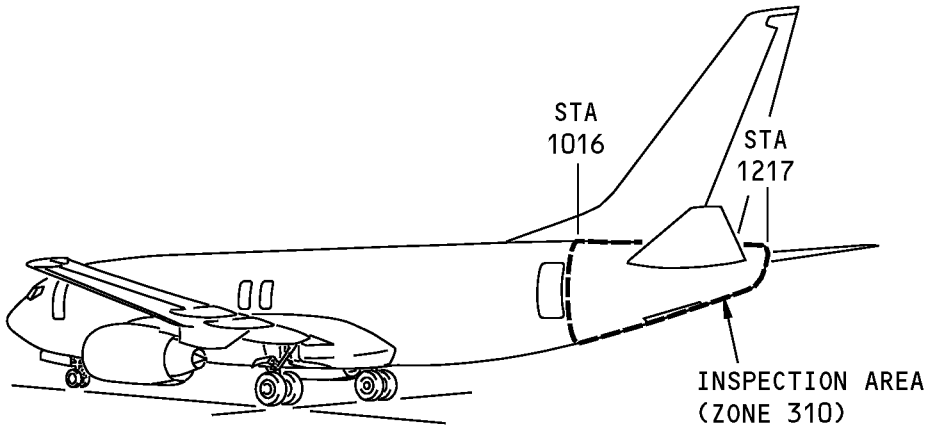
B. Zonal Inspection

SUBTASK 05-41-03-210-001

(1) Do the zonal inspection.

———————— END OF TASK ————————





MPD ITEM
53-894-00

Passenger Compartment (Sta 1016-1217) General Visual (External)
Figure 201/05-41-03-990-801

EFFECTIVITY
HAP ALL; AIRPLANES WITH A CURVED AFT PRESSURE BULKHEAD

TASK 05-41-03-210-802

2. INTERNAL - ZONAL (GV): AREA AFT OF PRESSURE BULKHEAD

(Figure 202)

A. General

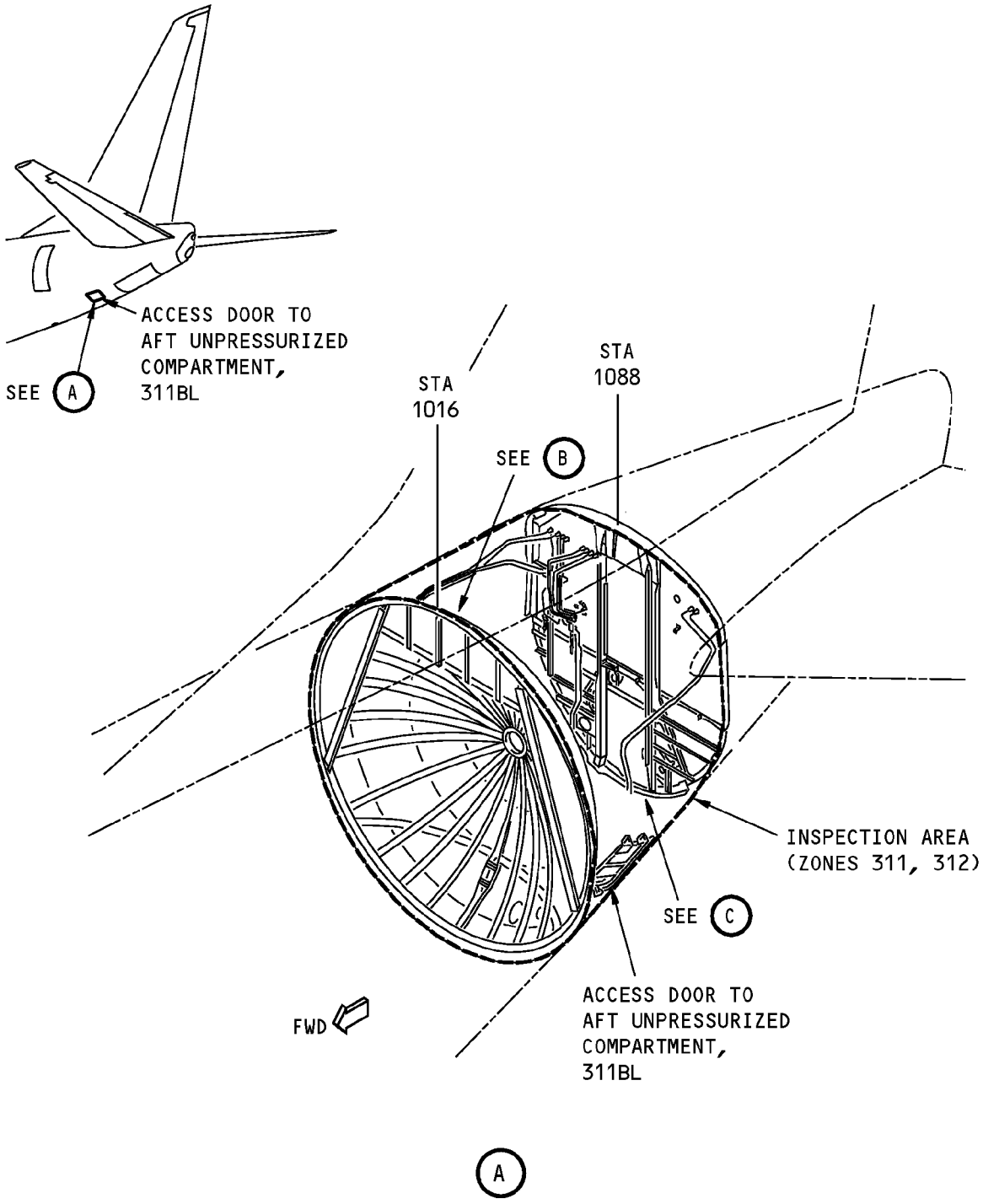
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

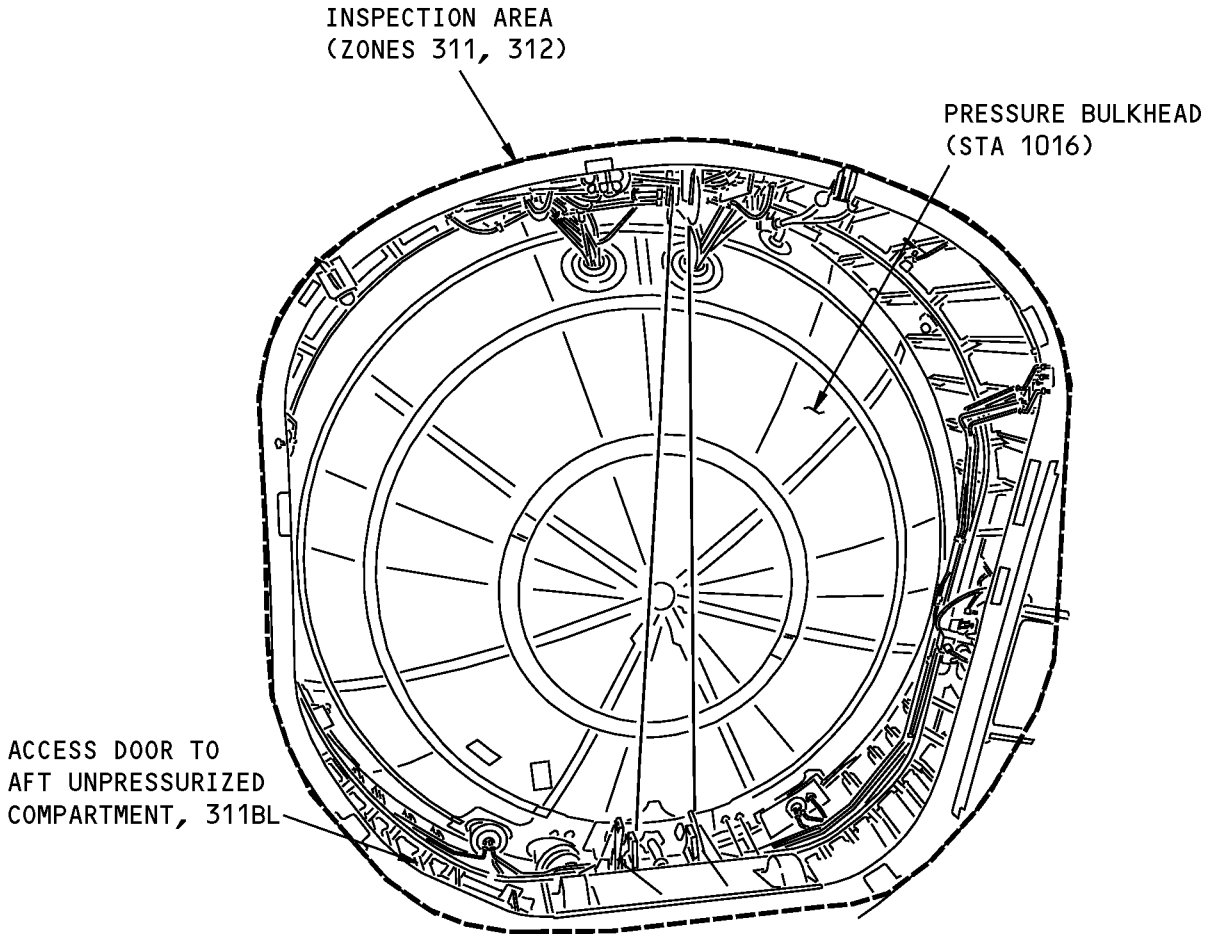
SUBTASK 05-41-03-210-002

(1) Do the zonal inspection.

———————— END OF TASK ————————



Aft Pressure Bulkhead General Visual (Internal)
Figure 202 (Sheet 1 of 3)/05-41-03-990-802

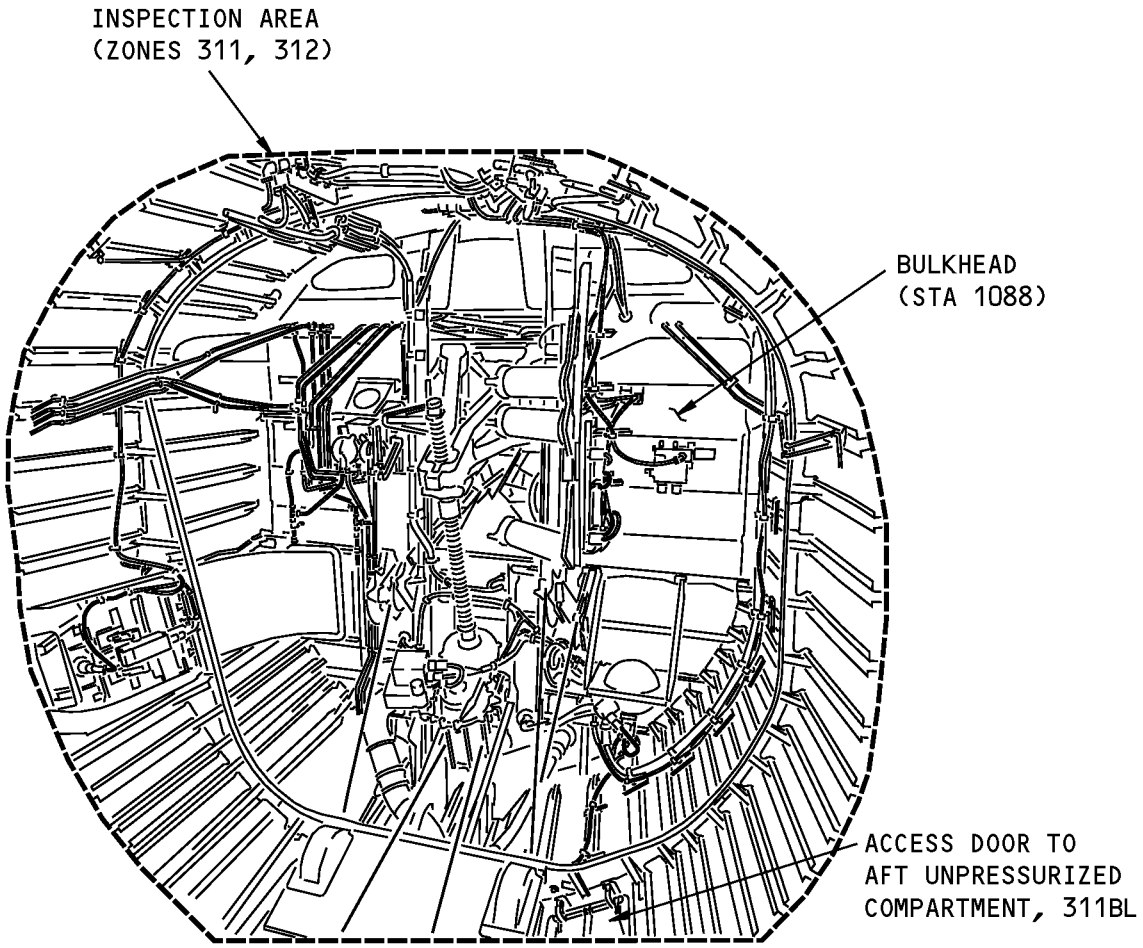


AFT PRESSURE BULKHEAD
(VIEW IN THE FORWARD DIRECTION)

B

MPD ITEM
53-896-00

Aft Pressure Bulkhead General Visual (Internal)
Figure 202 (Sheet 2 of 3)/05-41-03-990-802



AFT PRESSURE BULKHEAD
(VIEW IN THE AFT DIRECTION)

C

MPD ITEM
53-896-00

Aft Pressure Bulkhead General Visual (Internal)
Figure 202 (Sheet 3 of 3)/05-41-03-990-802

TASK 05-41-03-210-803

3. INTERNAL - ZONAL (GV): STABILIZER TORSION BOX COMPARTMENT

(Figure 203)

A. General

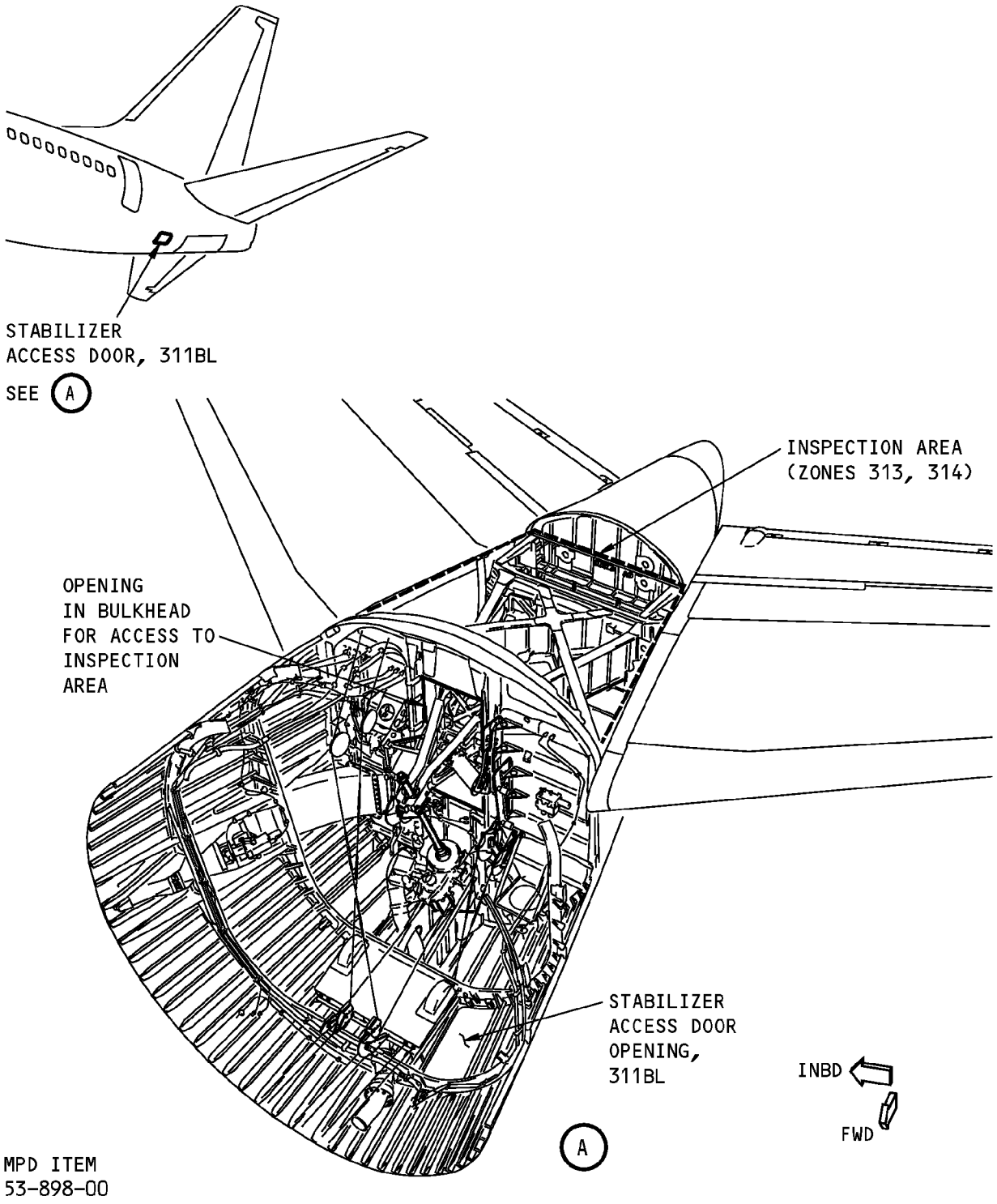
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-003

(1) Do the zonal inspection.

END OF TASK



Stabilizer Torsion Box Compartment General Visual (Internal)
Figure 203/05-41-03-990-803

TASK 05-41-03-210-804

4. INTERNAL - ZONAL (GV): APU COMPARTMENT

(Figure 204)

A. General

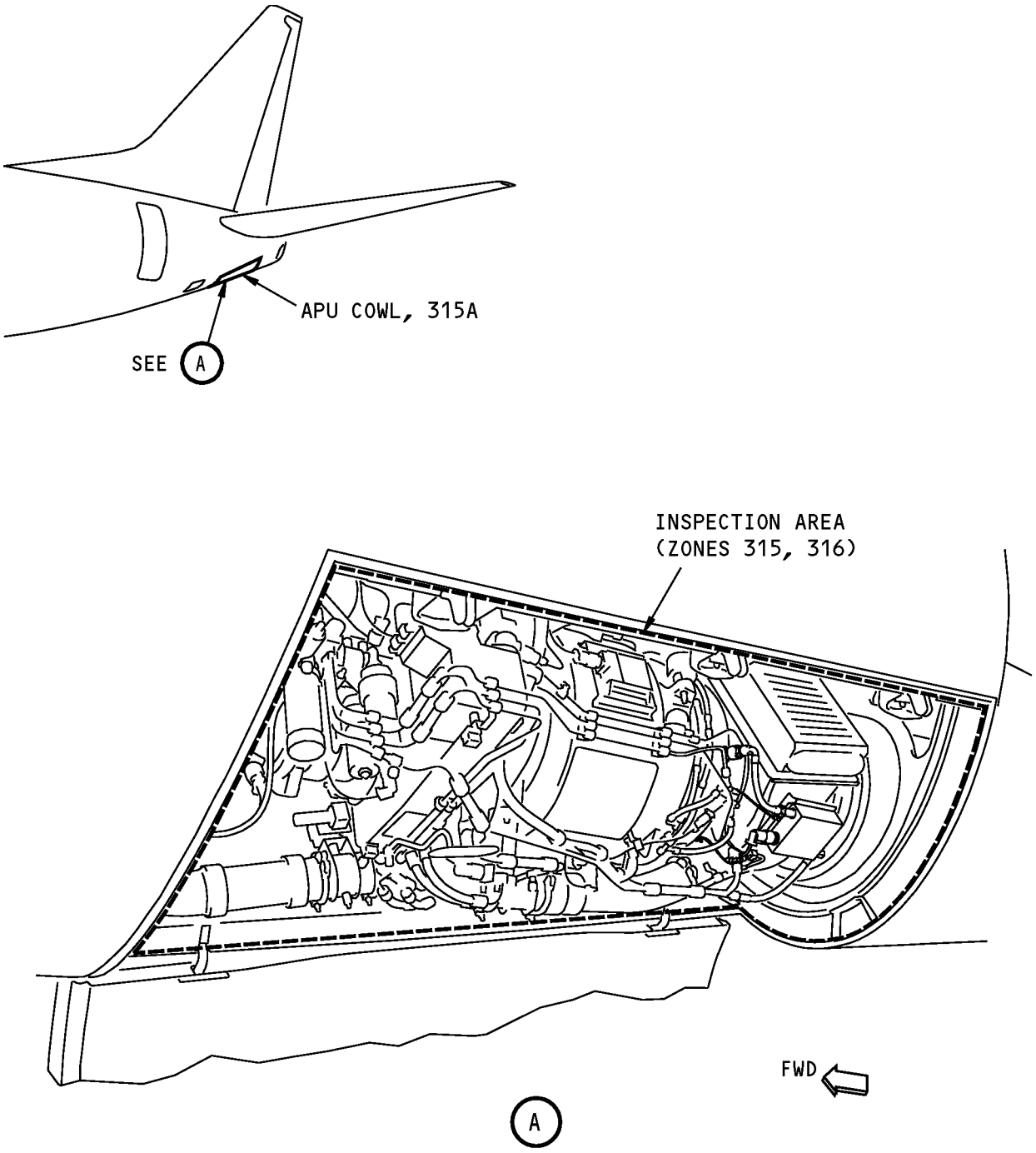
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-004

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
53-900-00

APU Compartment - General Visual (Internal)
Figure 204/05-41-03-990-804

TASK 05-41-03-210-805

5. INTERNAL - ZONAL (GV): TAIL CONE

(Figure 205)

A. General

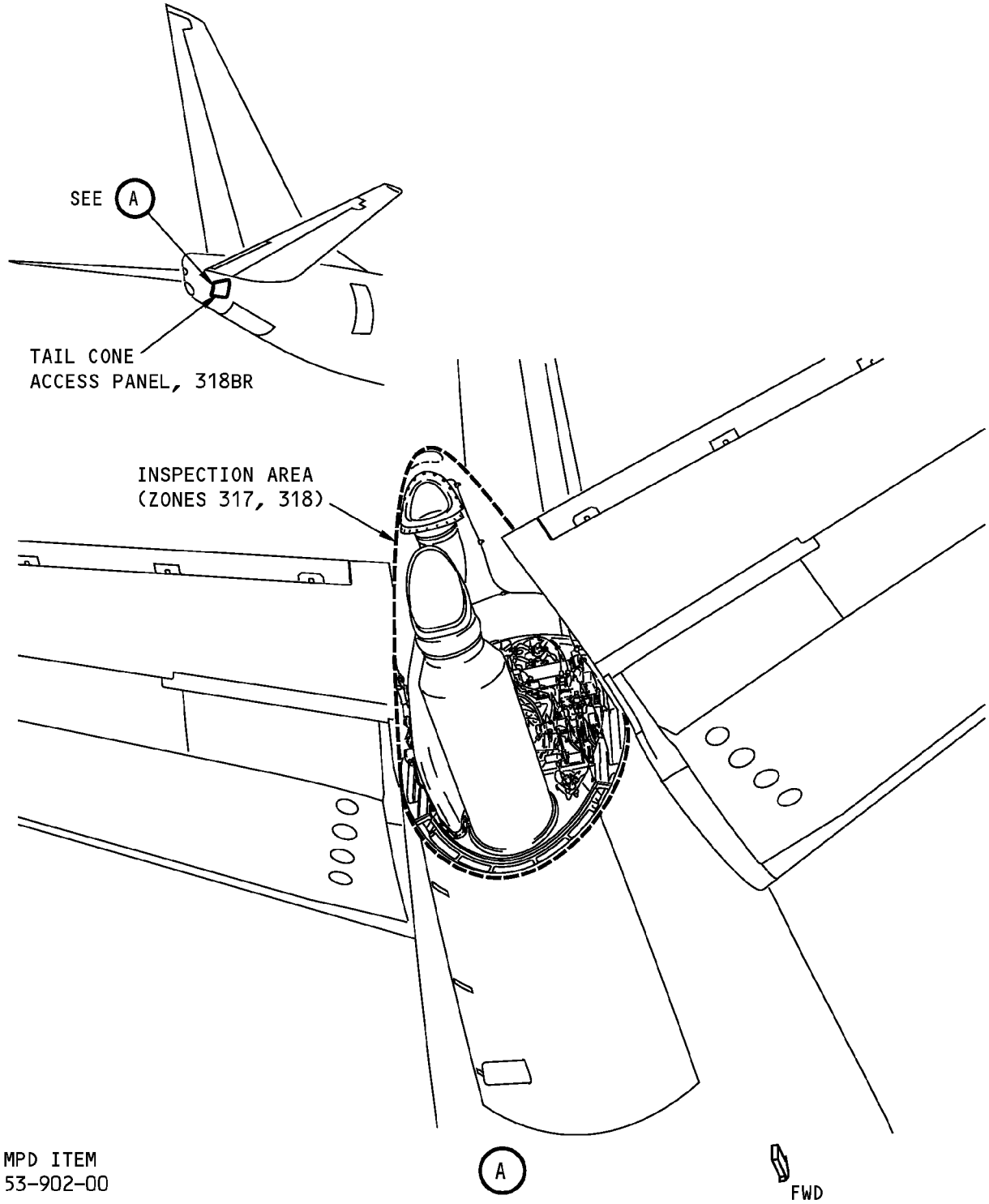
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-005

(1) Do the zonal inspection.

END OF TASK



Tail Cone - General Visual (Internal)
Figure 205/05-41-03-990-805

TASK 05-41-03-210-806

6. EXTERNAL - ZONAL (GV): VERTICAL FIN AND HORIZONTAL STABILIZER

(Figure 206)

A. General

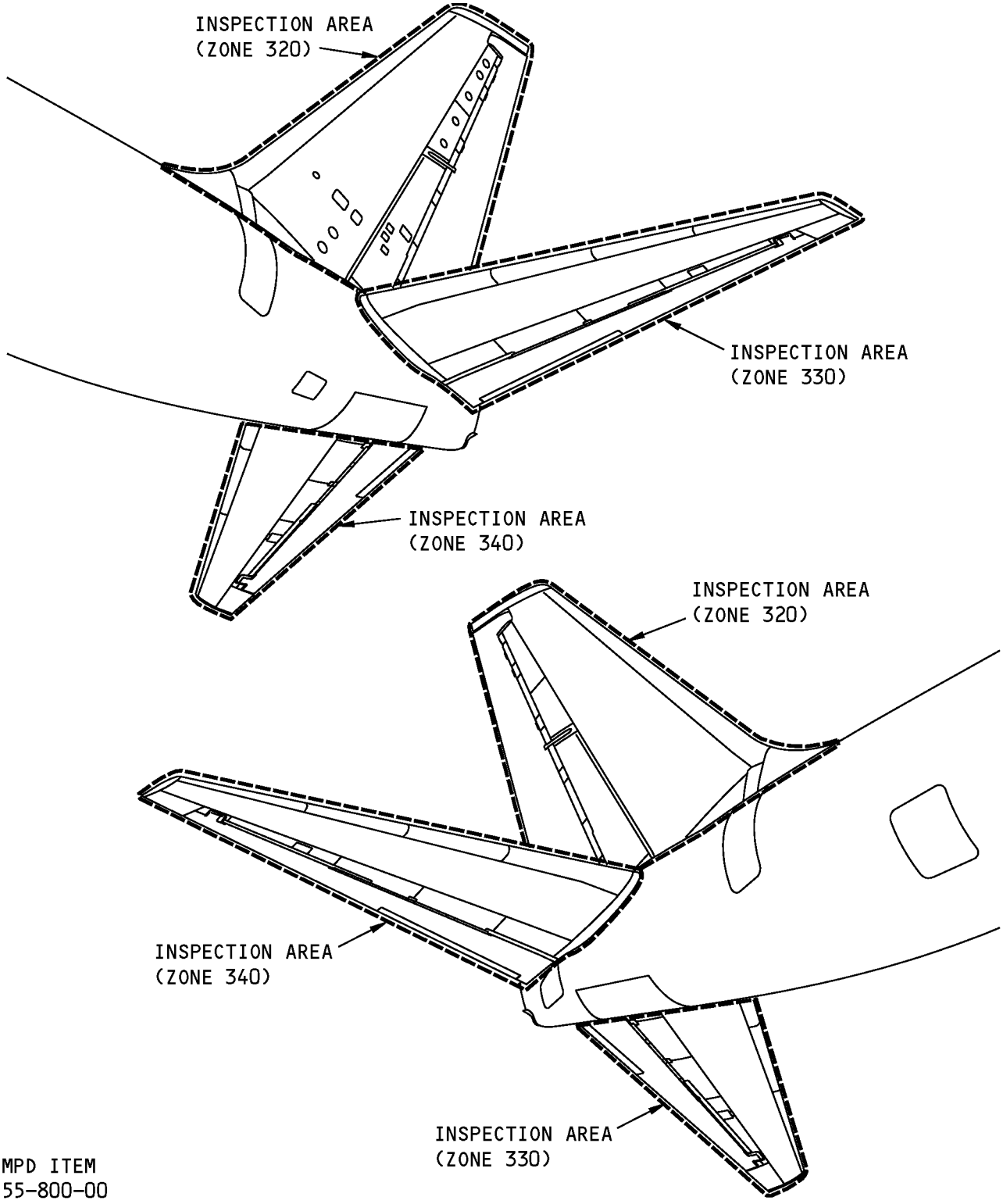
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-006

(1) Do the zonal inspection.

END OF TASK



Vertical Fin and Horizontal Stabilizer General Visual (External)
Figure 206/05-41-03-990-806

TASK 05-41-03-210-807

7. EXTERNAL - ZONAL (GV): VERTICAL FIN - DORSAL FIN

(Figure 207)

A. General

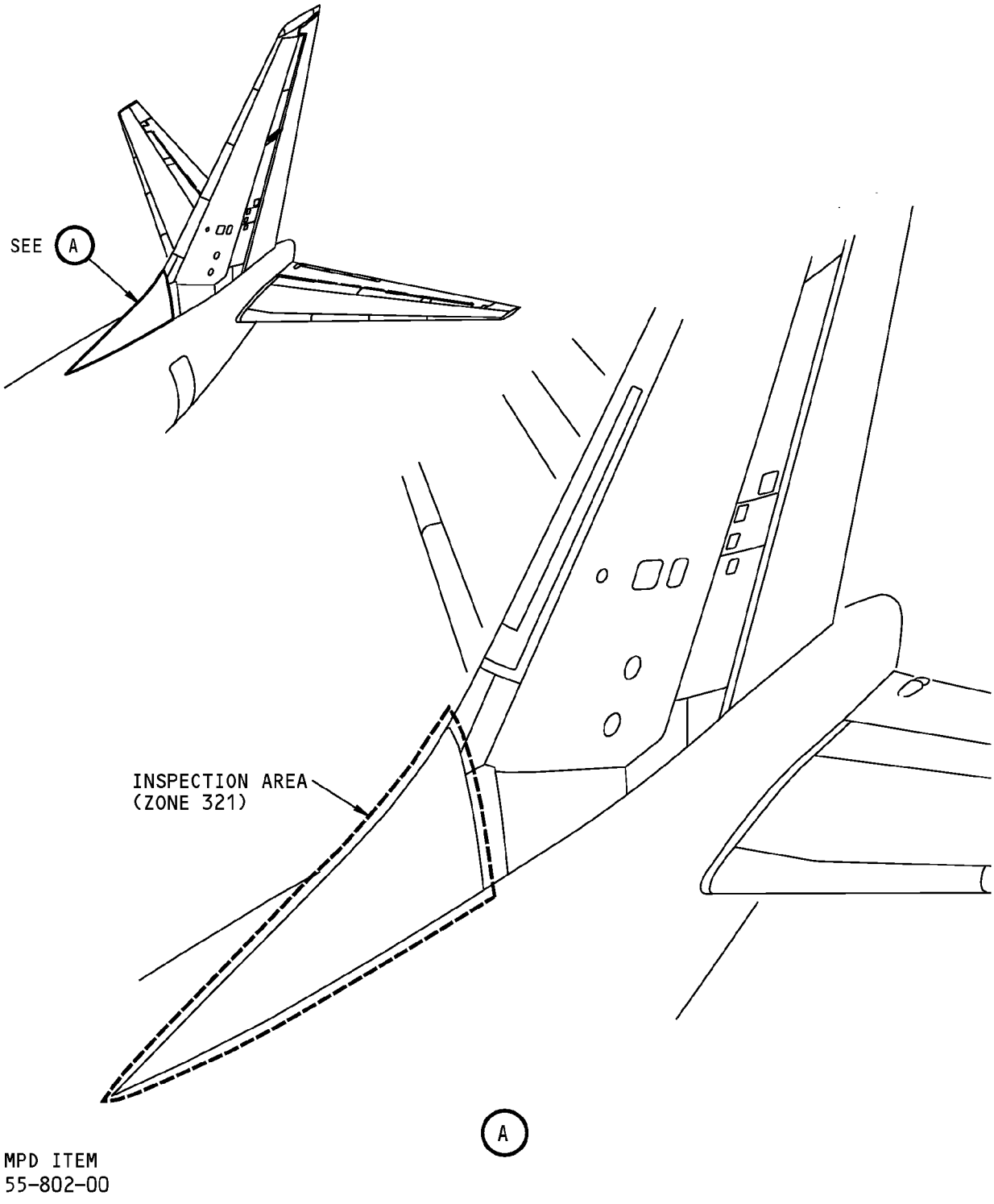
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-007

(1) Do the zonal inspection.

END OF TASK



Dorsal Fin - Vertical Fin General Visual (External)
Figure 207/05-41-03-990-807

HAP 038, 041-047, 049-054; HAP 037, 039, 040 POST SB 737-23-1299; HAP 048 POST SB 737-23-1315

TASK 05-41-03-210-808

8. INTERNAL - ZONAL (GV): VERTICAL FIN - LEADING EDGE (ONLY IF HF SYSTEM INSTALLED)

(Figure 208)

A. General

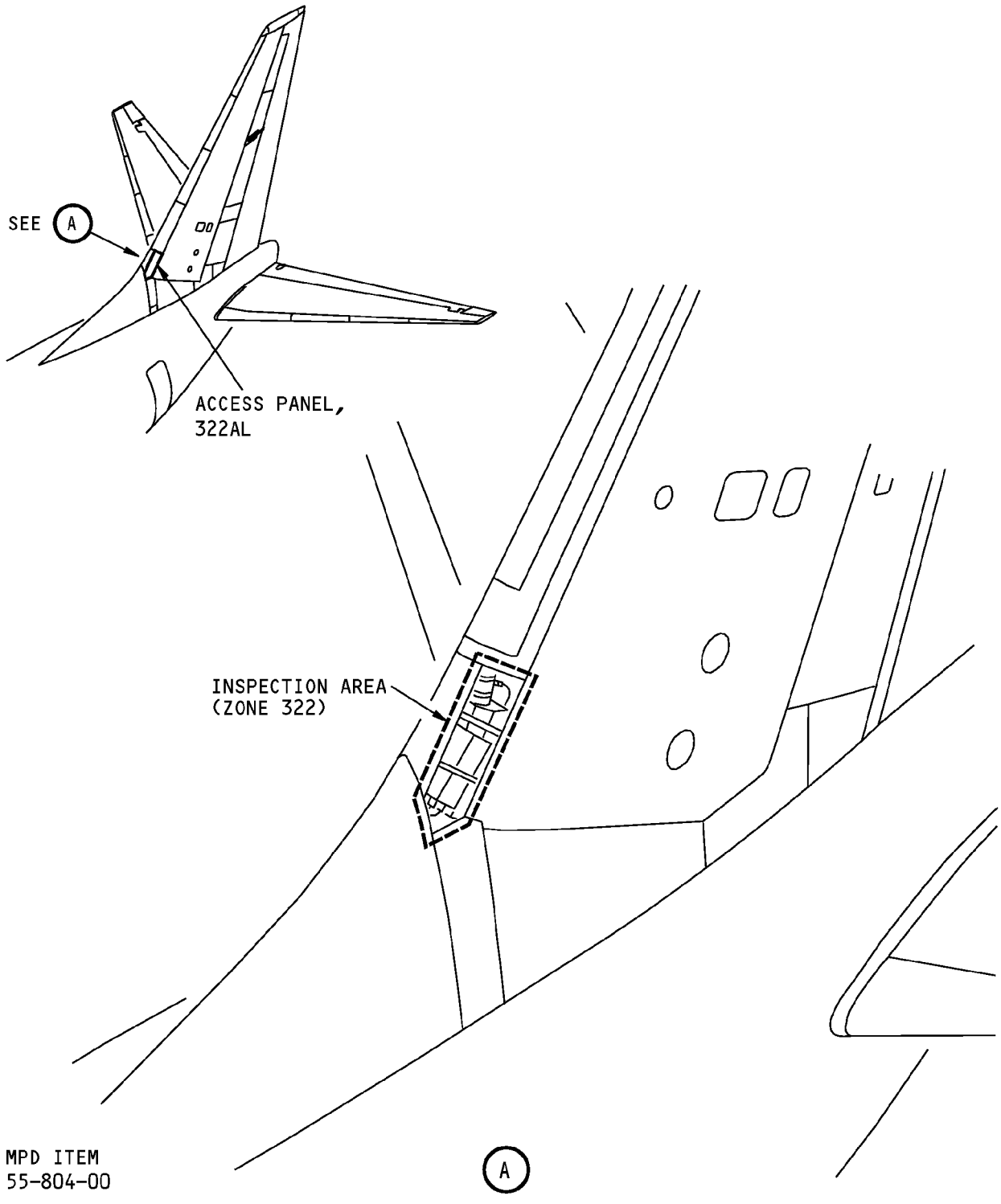
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-008

(1) Do the zonal inspection.

——————— END OF TASK ———————



Leading Edge - Vertical Fin General Visual (Internal)
Figure 208/05-41-03-990-808

TASK 05-41-03-210-809

9. EXTERNAL - ZONAL (GV): VERTICAL FIN - LEADING EDGE

(Figure 209)

A. General

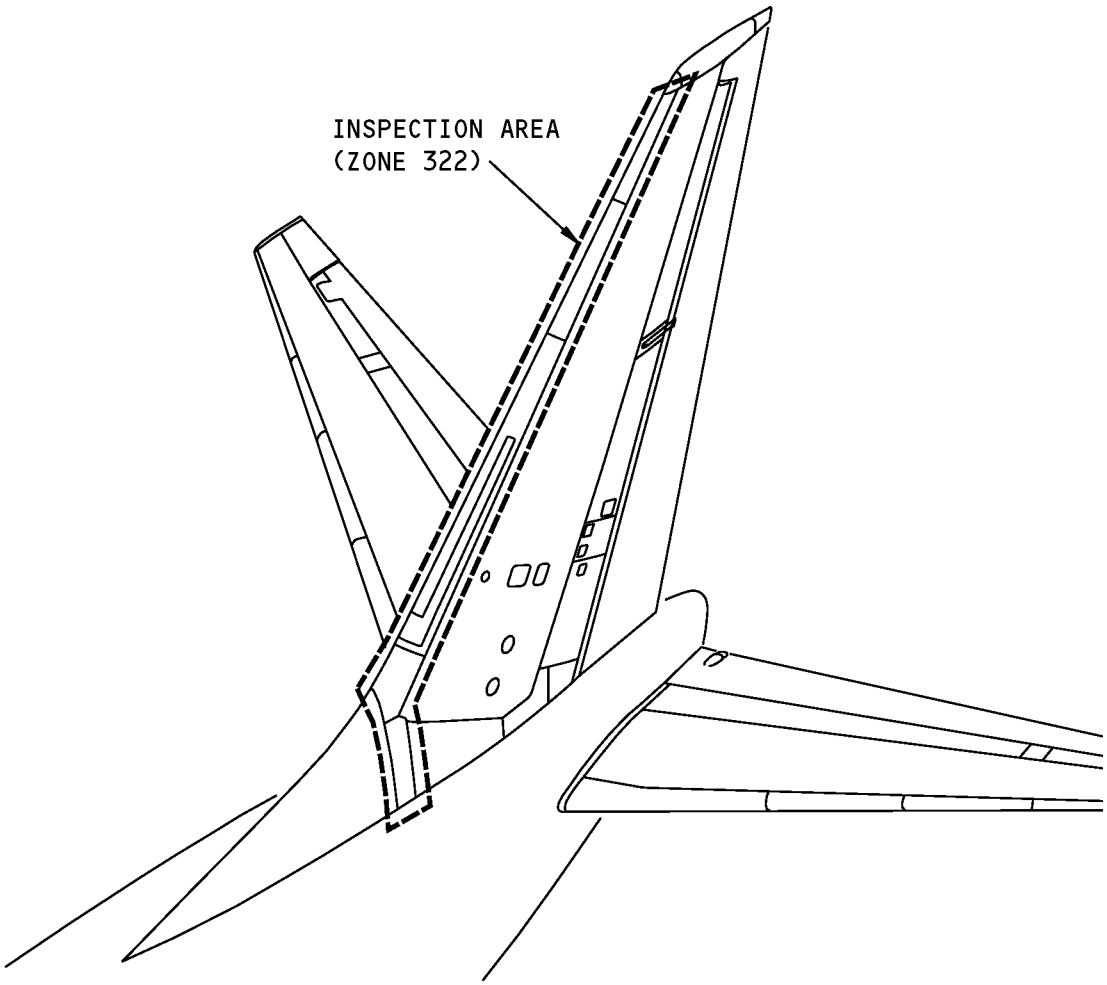
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-009

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
55-806-00

Leading Edge - Vertical Fin General Visual (External)
Figure 209/05-41-03-990-809

TASK 05-41-03-210-810

10. INTERNAL - ZONAL (GV): VERTICAL FIN - LEADING EDGE

(Figure 210)

A. General

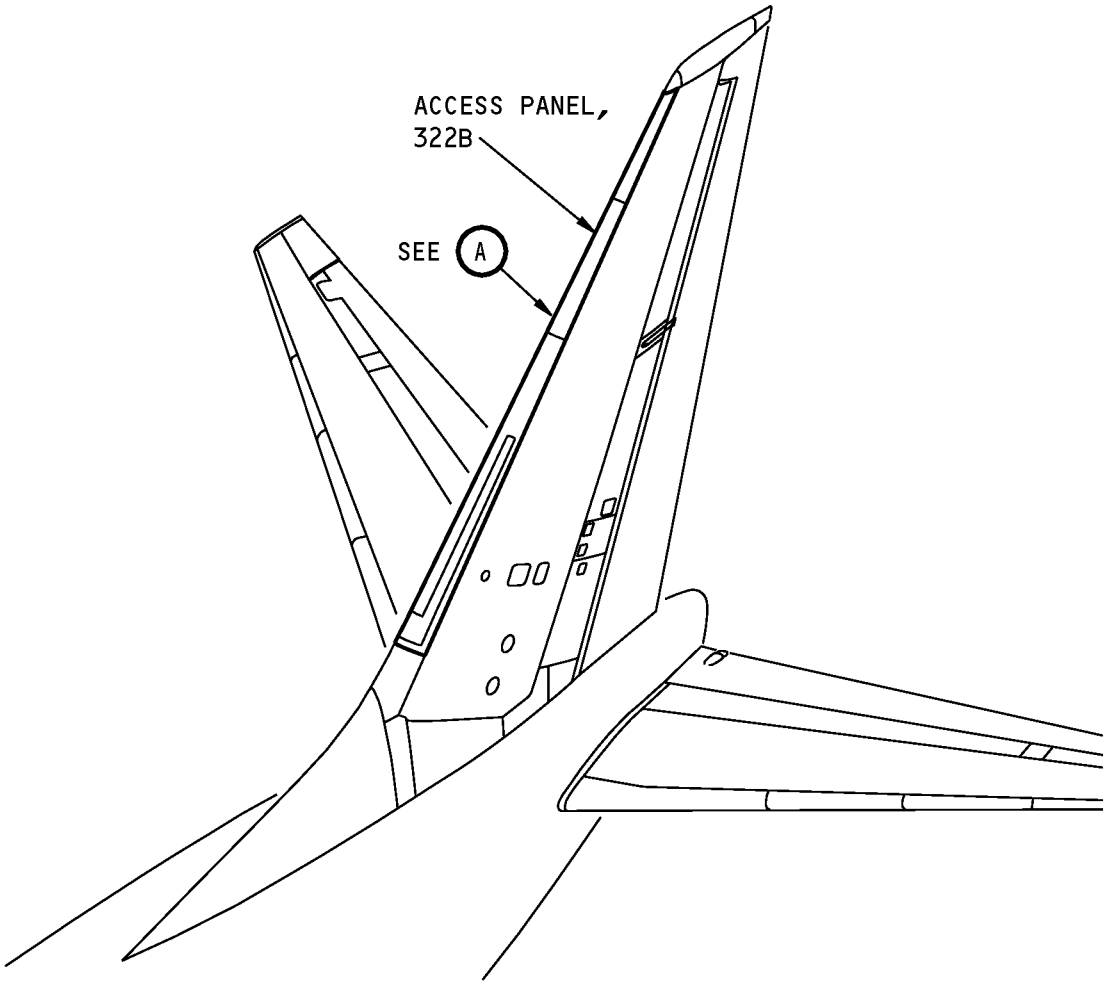
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-010

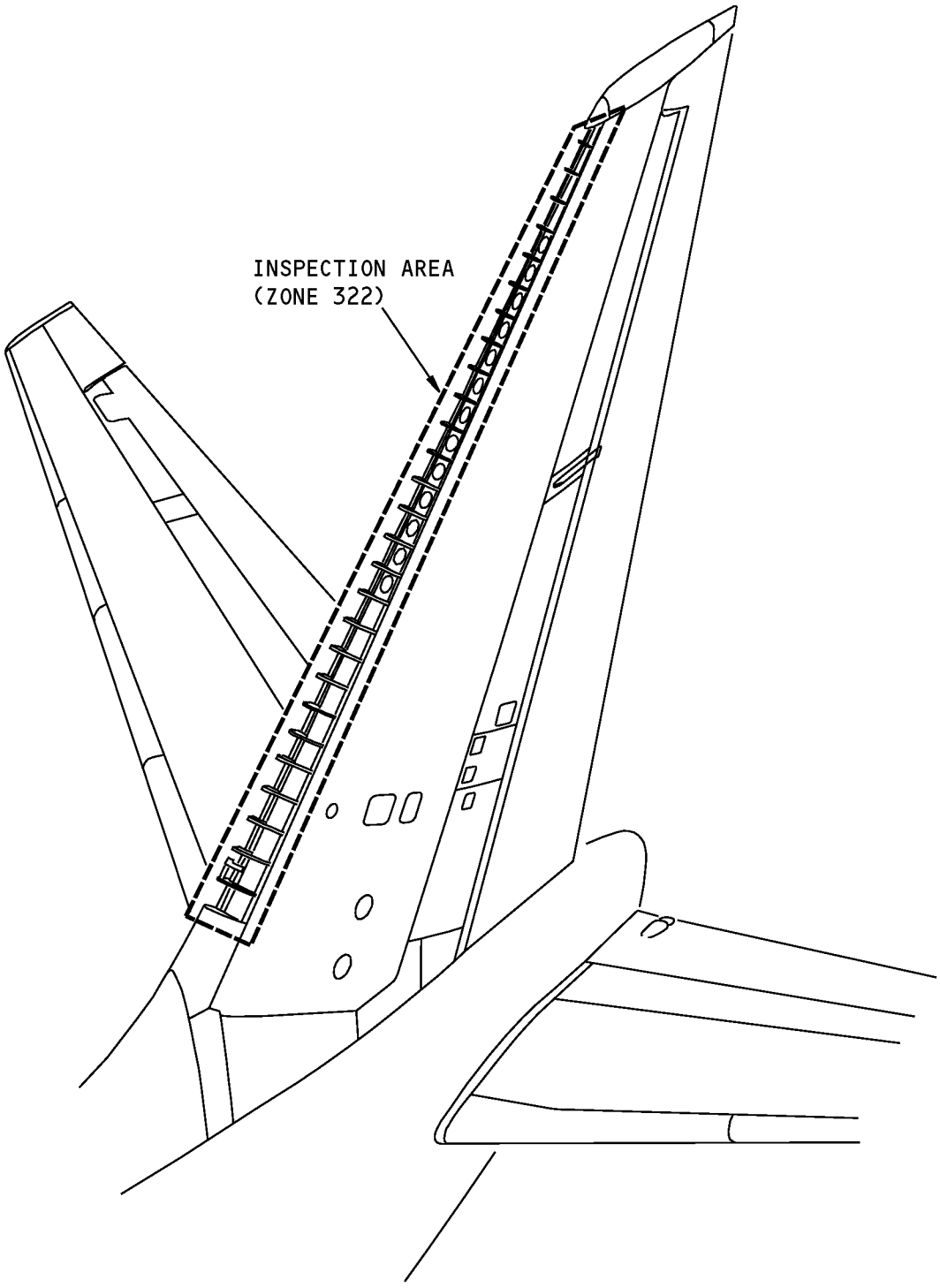
(1) Do the zonal inspection.

END OF TASK



MPD ITEM
55-808-00

Leading Edge - Vertical Fin General Visual (Internal)
Figure 210 (Sheet 1 of 2)/05-41-03-990-810



Leading Edge - Vertical Fin General Visual (Internal)
Figure 210 (Sheet 2 of 2)/05-41-03-990-810

TASK 05-41-03-210-811

11. INTERNAL - ZONAL (GV): VERTICAL FIN - FRONT SPAR TO REAR SPAR

(Figure 211)

A. General

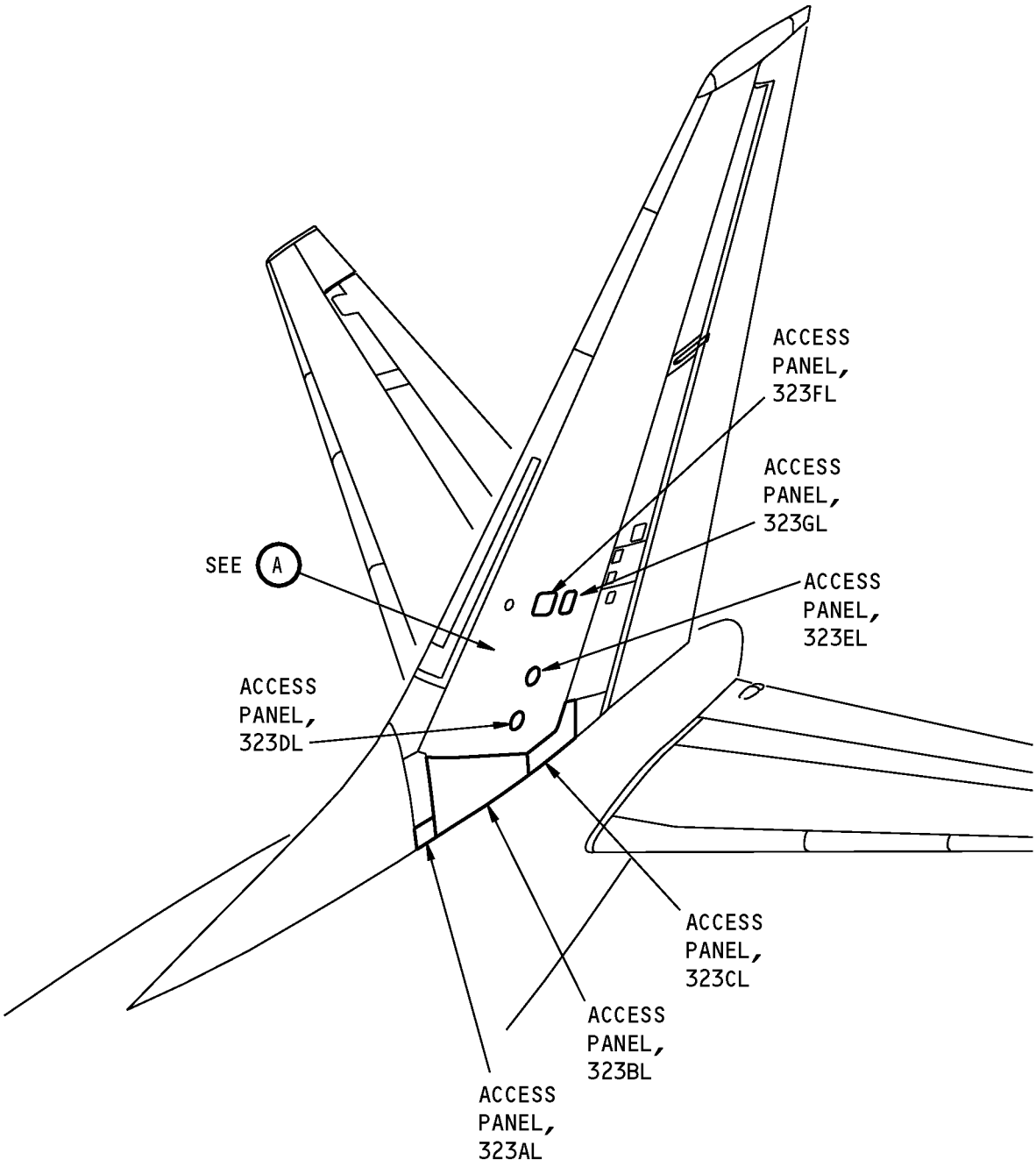
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-011

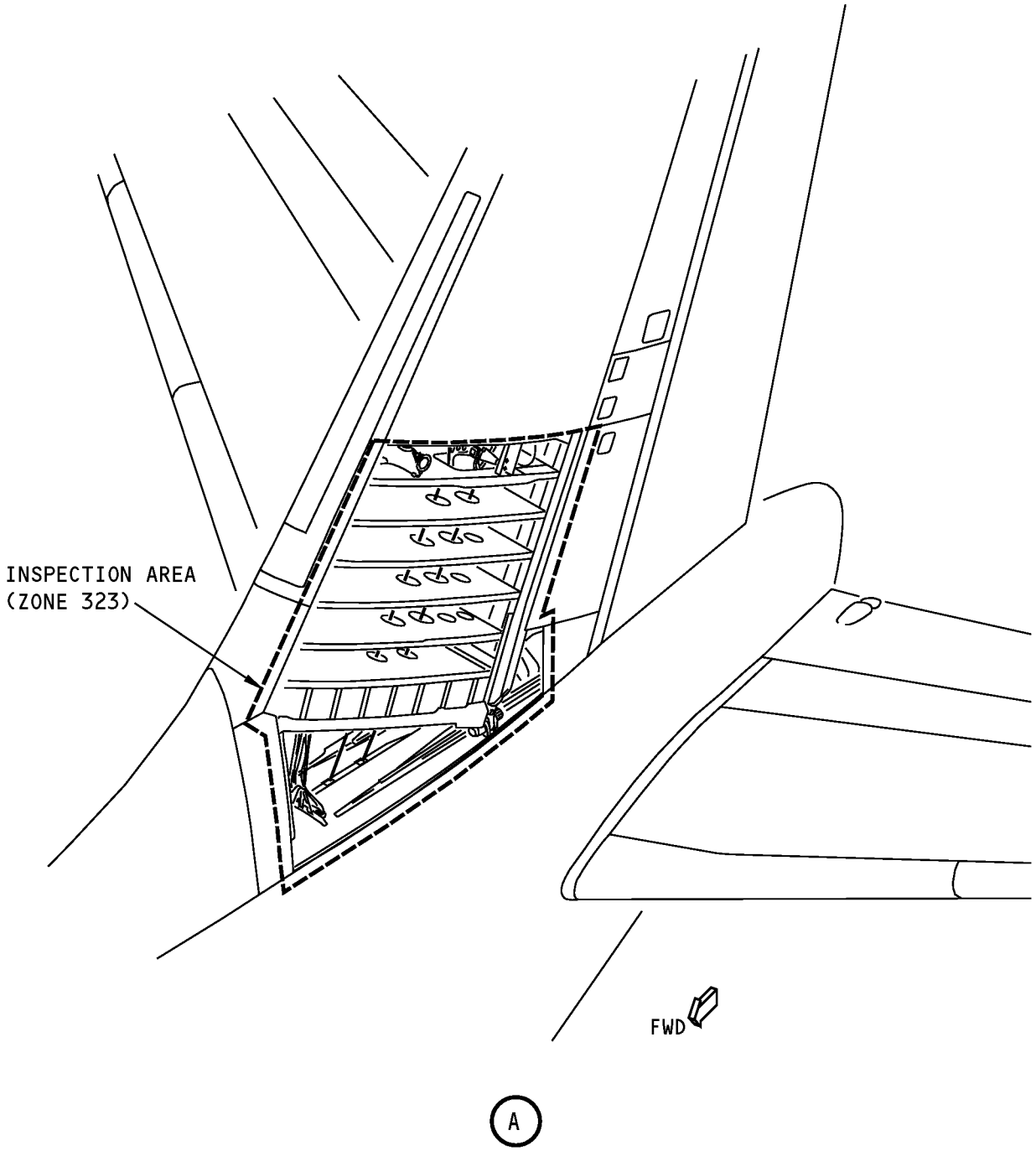
(1) Do the zonal inspection.

——————— END OF TASK ———————



MPD ITEM
55-810-00

Front Spar to Rear Spar - Vertical Fin General Visual (Internal)
Figure 211 (Sheet 1 of 2)/05-41-03-990-811



Front Spar to Rear Spar - Vertical Fin General Visual (Internal)
Figure 211 (Sheet 2 of 2)/05-41-03-990-811

TASK 05-41-03-210-812

12. EXTERNAL - ZONAL (GV): VERTICAL FIN - FRONT SPAR TO REAR SPAR

(Figure 212)

A. General

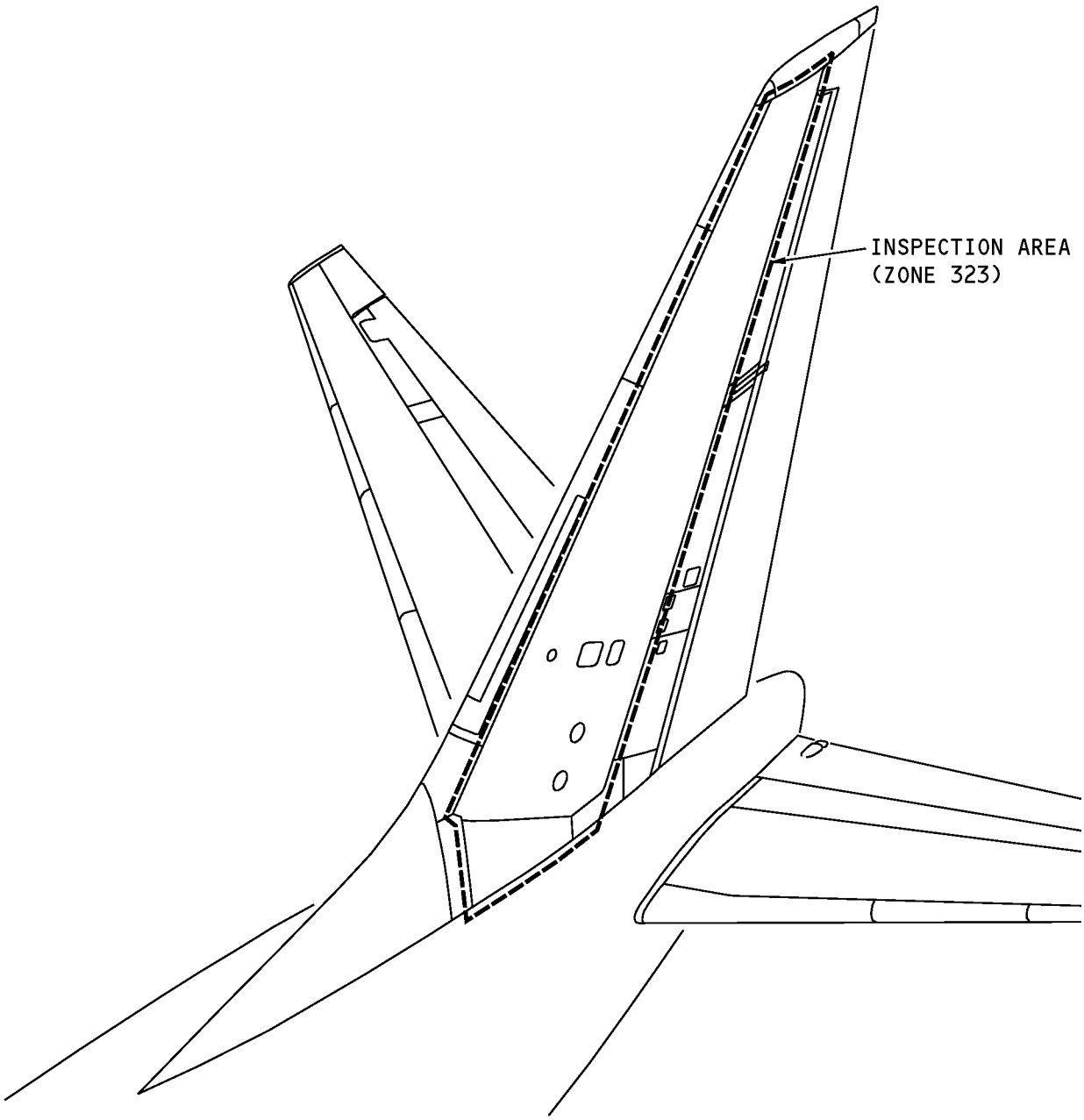
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-012

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
55-812-00

Front Spar to Rear Spar - Vertical Fin General Visual (External)
Figure 212/05-41-03-990-812

TASK 05-41-03-210-813

13. INTERNAL - ZONAL (GV): VERTICAL FIN - REAR SPAR TO TRAILING EDGE

(Figure 213)

A. General

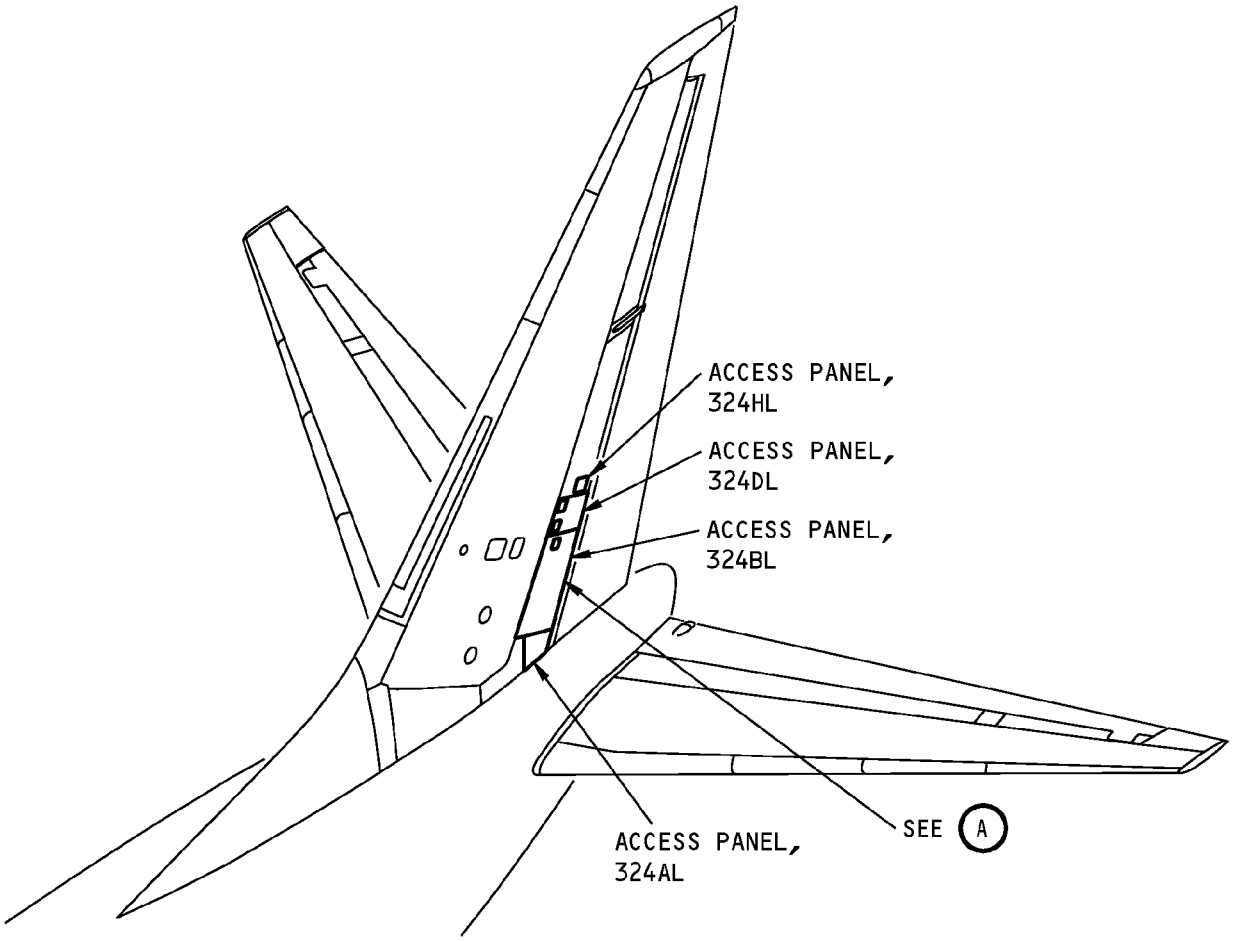
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-013

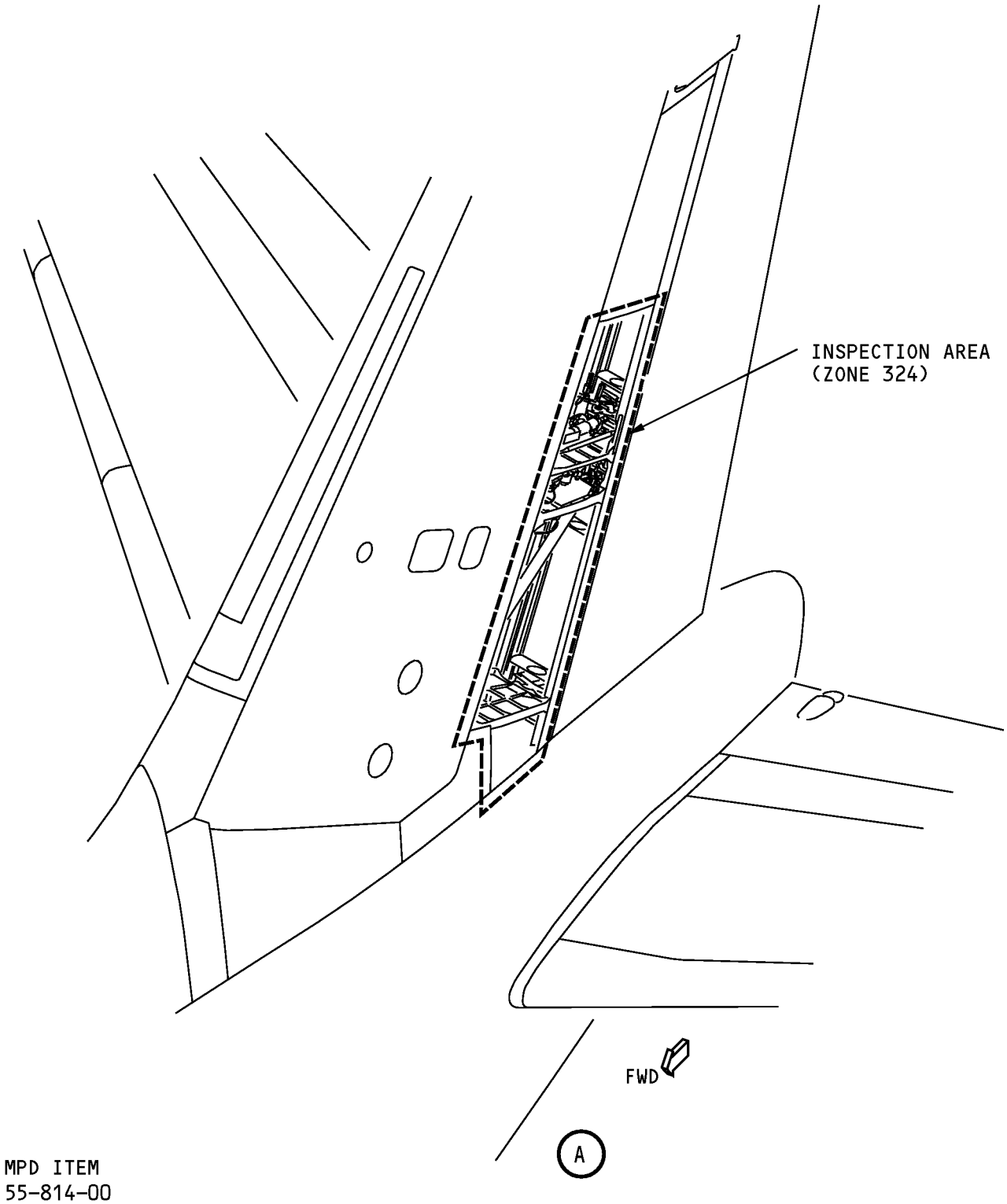
(1) Do the zonal inspection.

END OF TASK



MPD ITEM
55-814-00

Rear Spar to Trailing Edge - Vertical Fin General Visual (Internal)
Figure 213 (Sheet 1 of 2)/05-41-03-990-813



Rear Spar to Trailing Edge - Vertical Fin General Visual (Internal)
Figure 213 (Sheet 2 of 2)/05-41-03-990-813

TASK 05-41-03-210-814

14. EXTERNAL - ZONAL (GV): VERTICAL FIN - REAR SPAR TO TRAILING EDGE

(Figure 214)

A. General

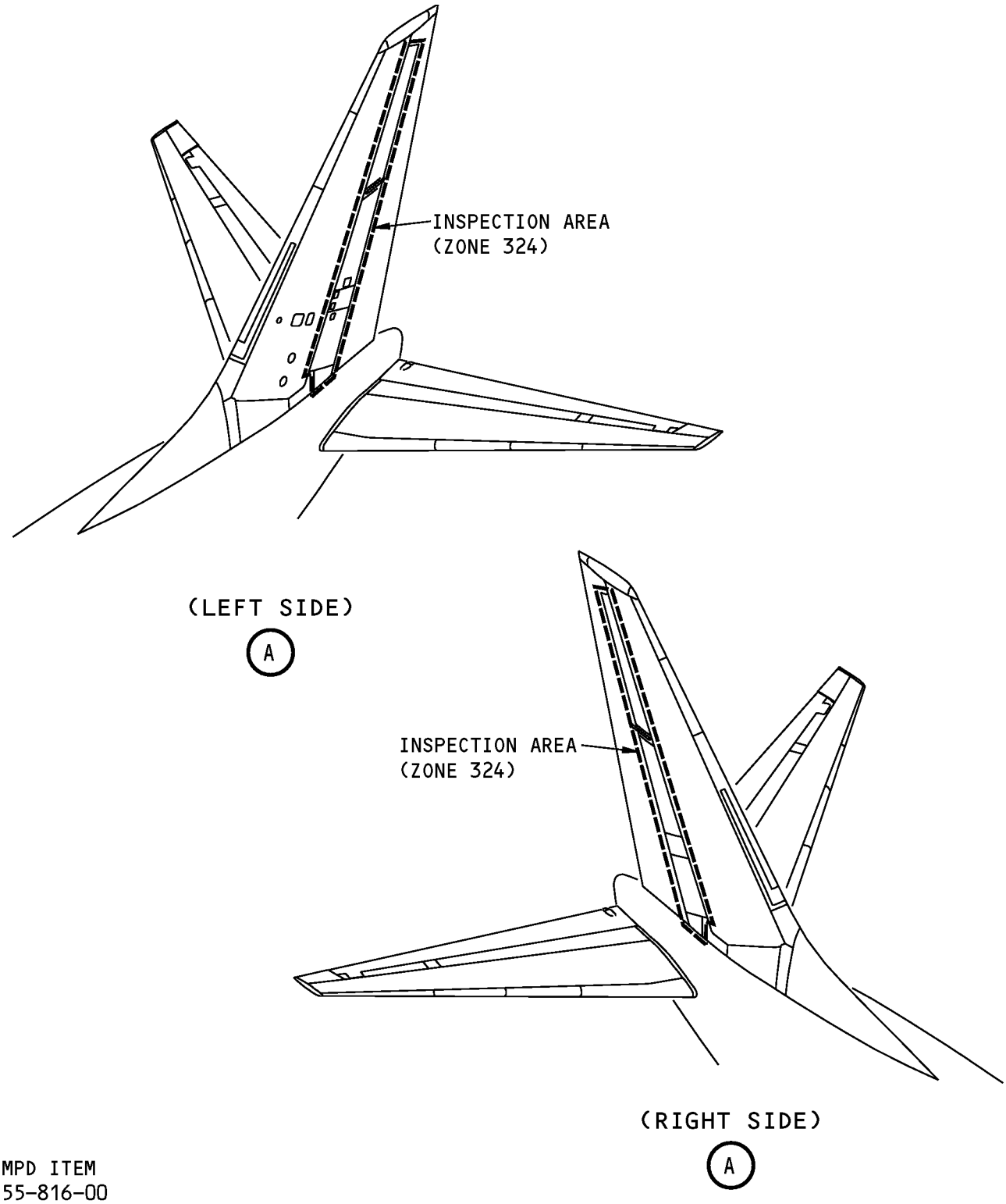
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-014

(1) Do the zonal inspection.

———————— END OF TASK ————————



MPD ITEM
55-816-00

Rear Spar to Trailing Edge - Vertical Fin General Visual (External)
Figure 214/05-41-03-990-814

TASK 05-41-03-210-815

15. EXTERNAL - ZONAL (GV): RUDDER

(Figure 215)

A. General

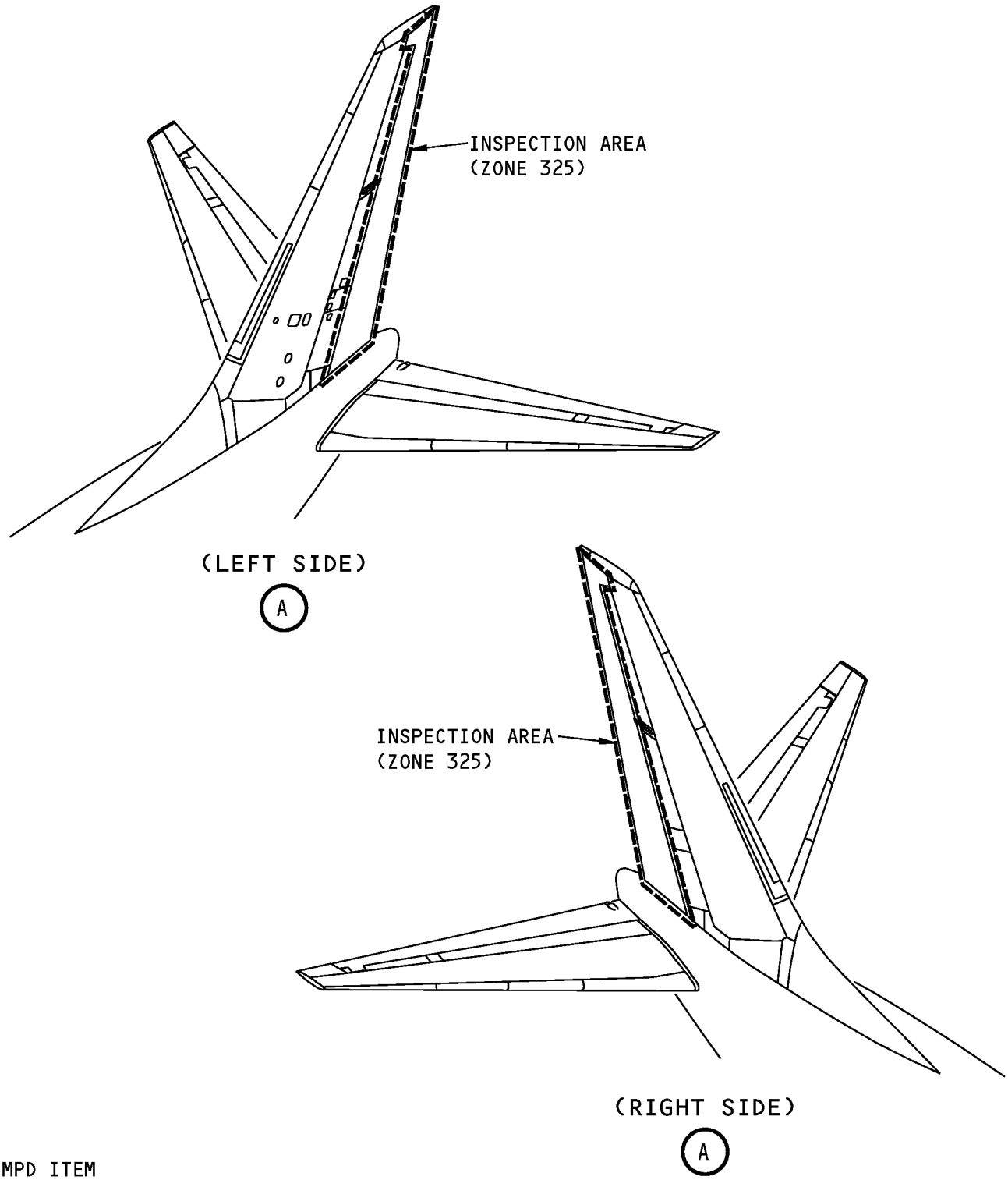
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-015

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
55-818-00

Rudder General Visual (External)
Figure 215/05-41-03-990-815

TASK 05-41-03-210-816

16. EXTERNAL - ZONAL (GV): VERTICAL FIN TIP

(Figure 216)

A. General

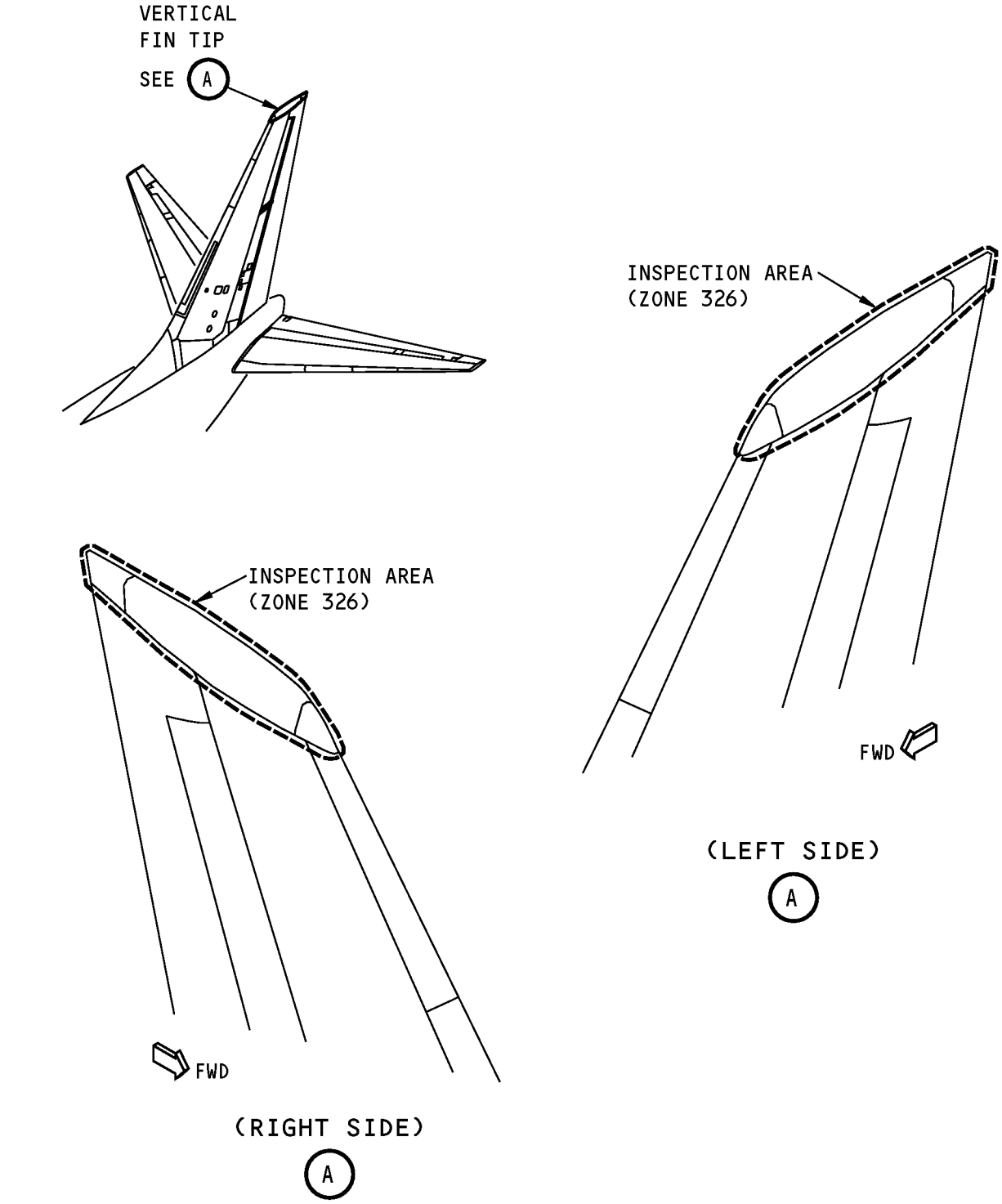
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-016

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
55-820-00

Vertical Fin Tip General Visual (External)
Figure 216/05-41-03-990-816

TASK 05-41-03-210-817

17. EXTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - LEADING EDGE - LEFT

(Figure 217)

A. General

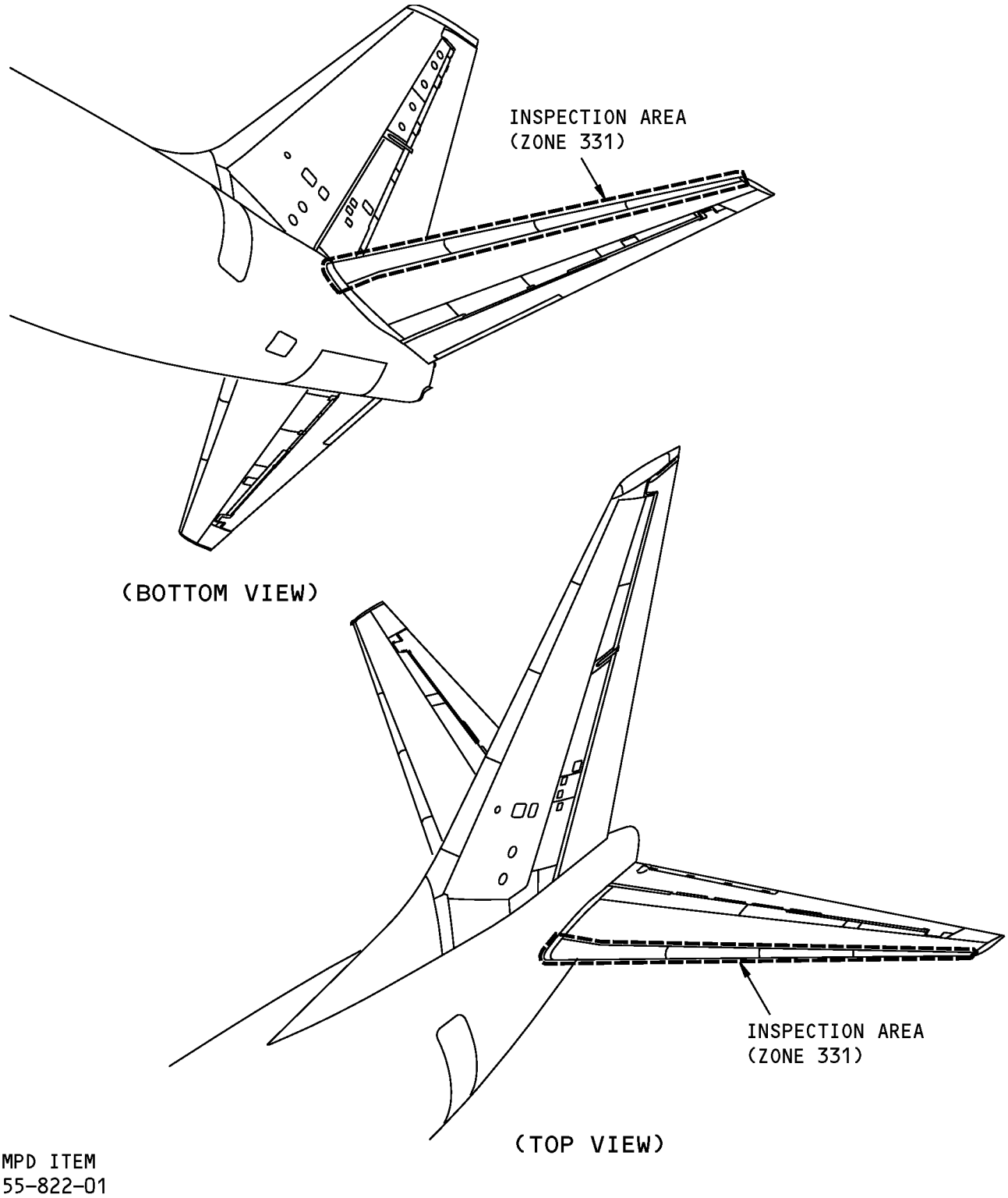
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-017

(1) Do the zonal inspection.

END OF TASK



Leading Edge - Left Horizontal Stabilizer General Visual (External)
Figure 217/05-41-03-990-817

TASK 05-41-03-210-818

18. EXTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - FRONT SPAR TO REAR SPAR - LEFT

(Figure 218)

A. General

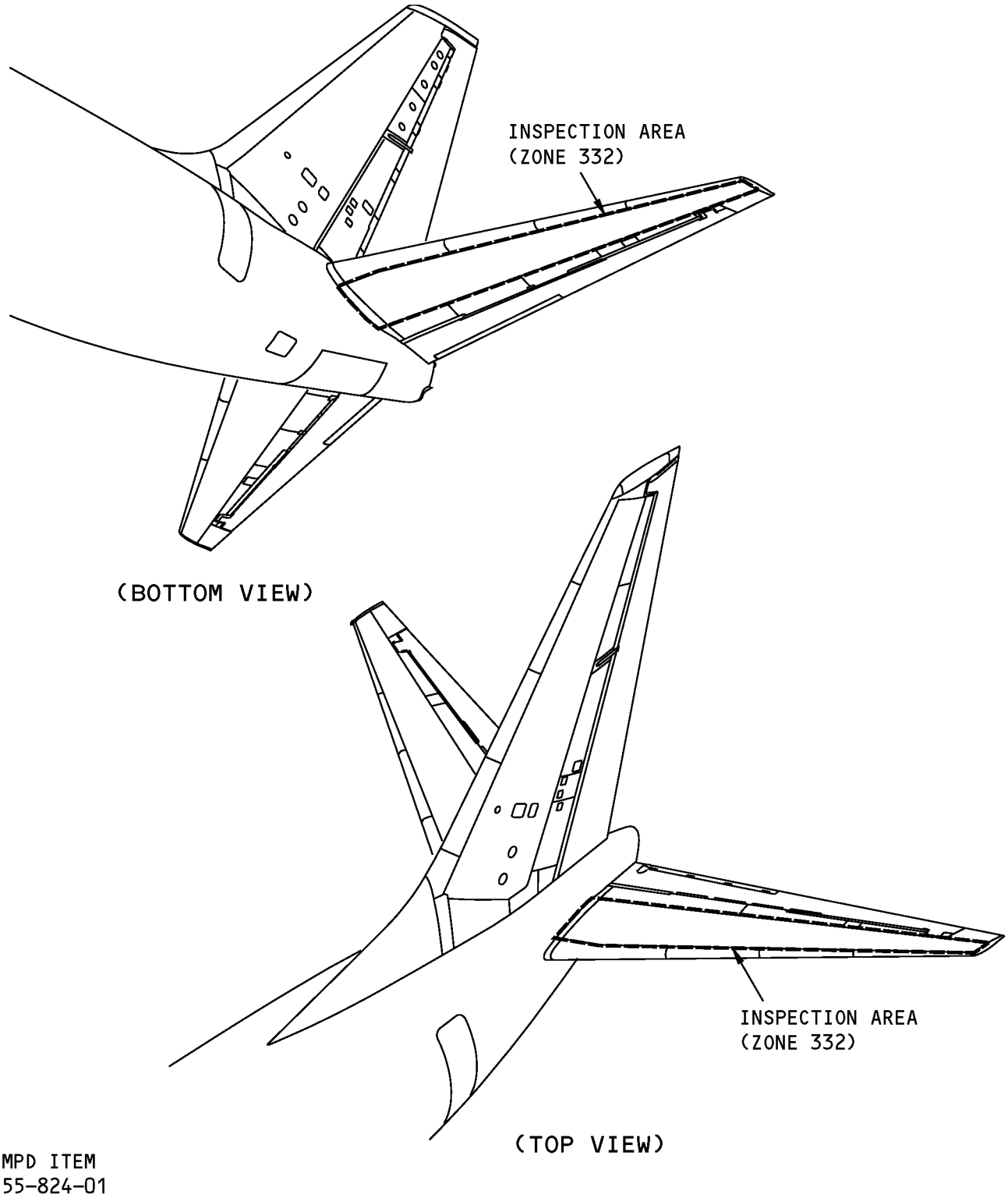
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-018

(1) Do the zonal inspection.

——————— END OF TASK ———————



Front Spar to Rear Spar - Left Horizontal Stabilizer General Visual (External)
Figure 218/05-41-03-990-818

TASK 05-41-03-210-819

19. INTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - FRONT SPAR TO REAR SPAR - LEFT

(Figure 219)

A. General

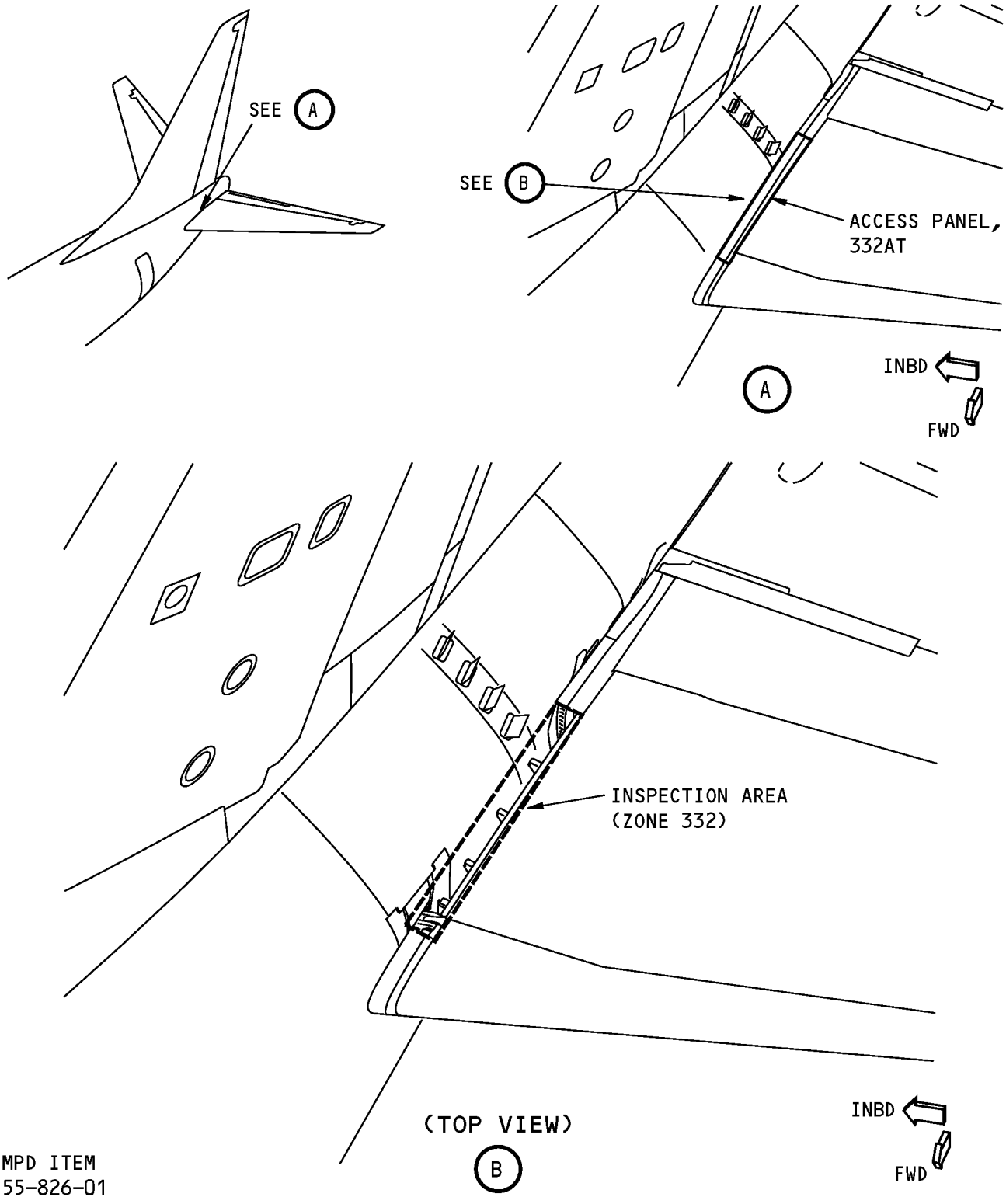
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-019

(1) Do the zonal inspection.

——————— END OF TASK ———————



Front Spar to Rear Spar - Left Horizontal Stabilizer General Visual (Internal)
Figure 219/05-41-03-990-819

TASK 05-41-03-210-820

20. INTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - REAR SPAR TO TRAILING EDGE - LEFT

(Figure 220)

A. General

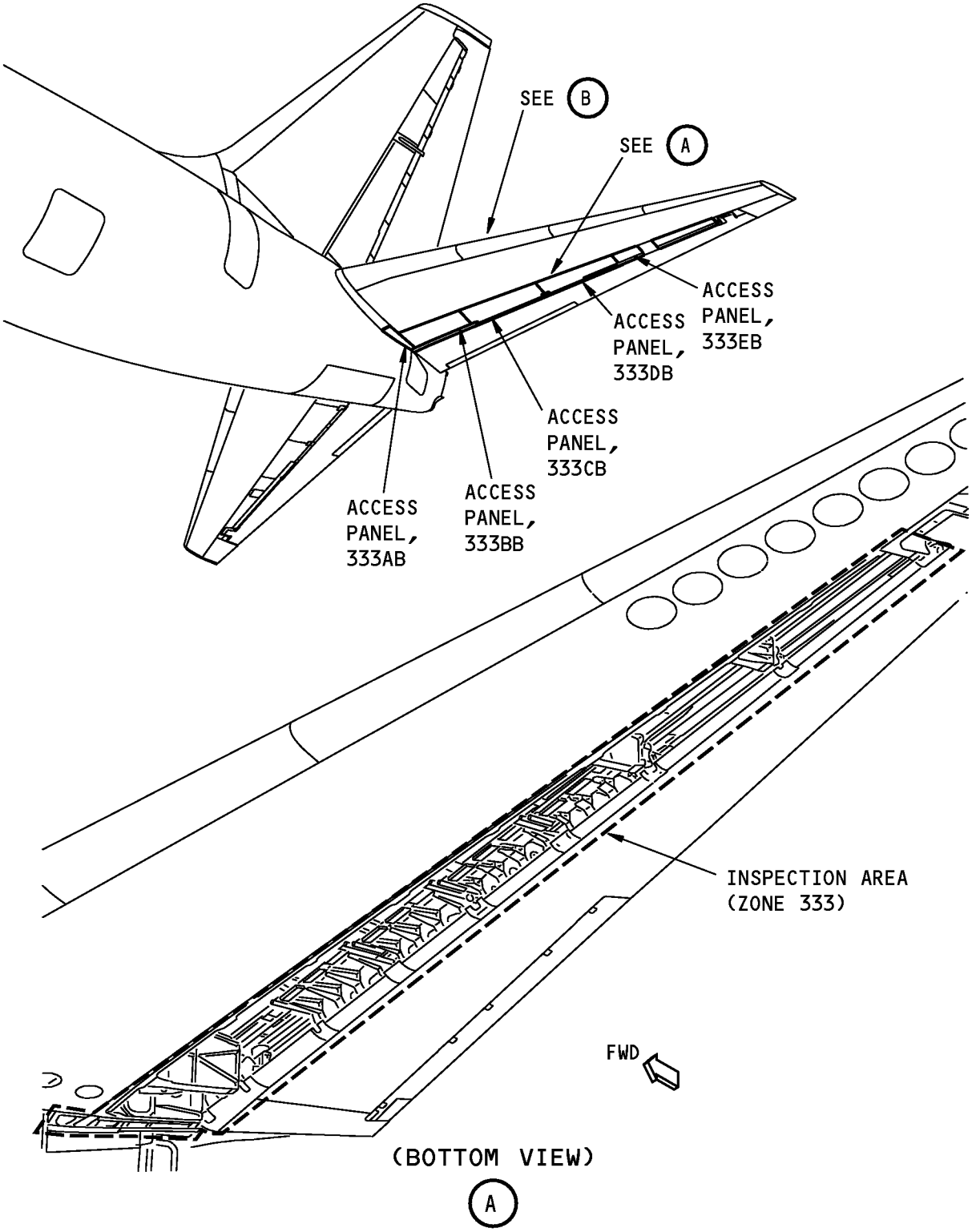
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

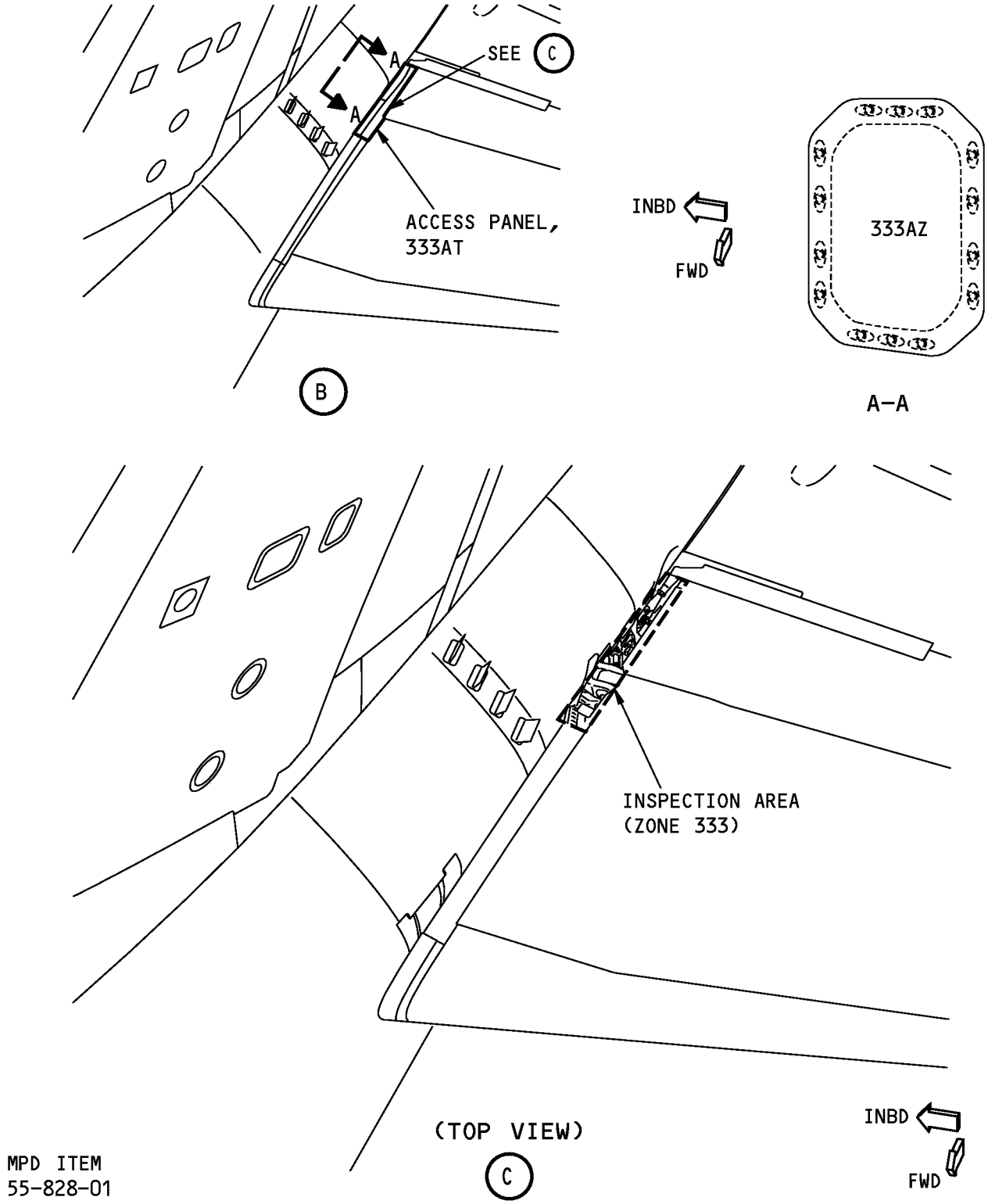
SUBTASK 05-41-03-210-020

(1) Do the zonal inspection.

———————— END OF TASK ————————



Rear Spar to Trailing Edge - Left Horizontal Stabilizer General Visual (Internal)
Figure 220 (Sheet 1 of 2)/05-41-03-990-820



Rear Spar to Trailing Edge - Left Horizontal Stabilizer General Visual (Internal)
Figure 220 (Sheet 2 of 2)/05-41-03-990-820

TASK 05-41-03-210-821

21. EXTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - REAR SPAR TO TRAILING EDGE - LEFT

(Figure 221)

A. General

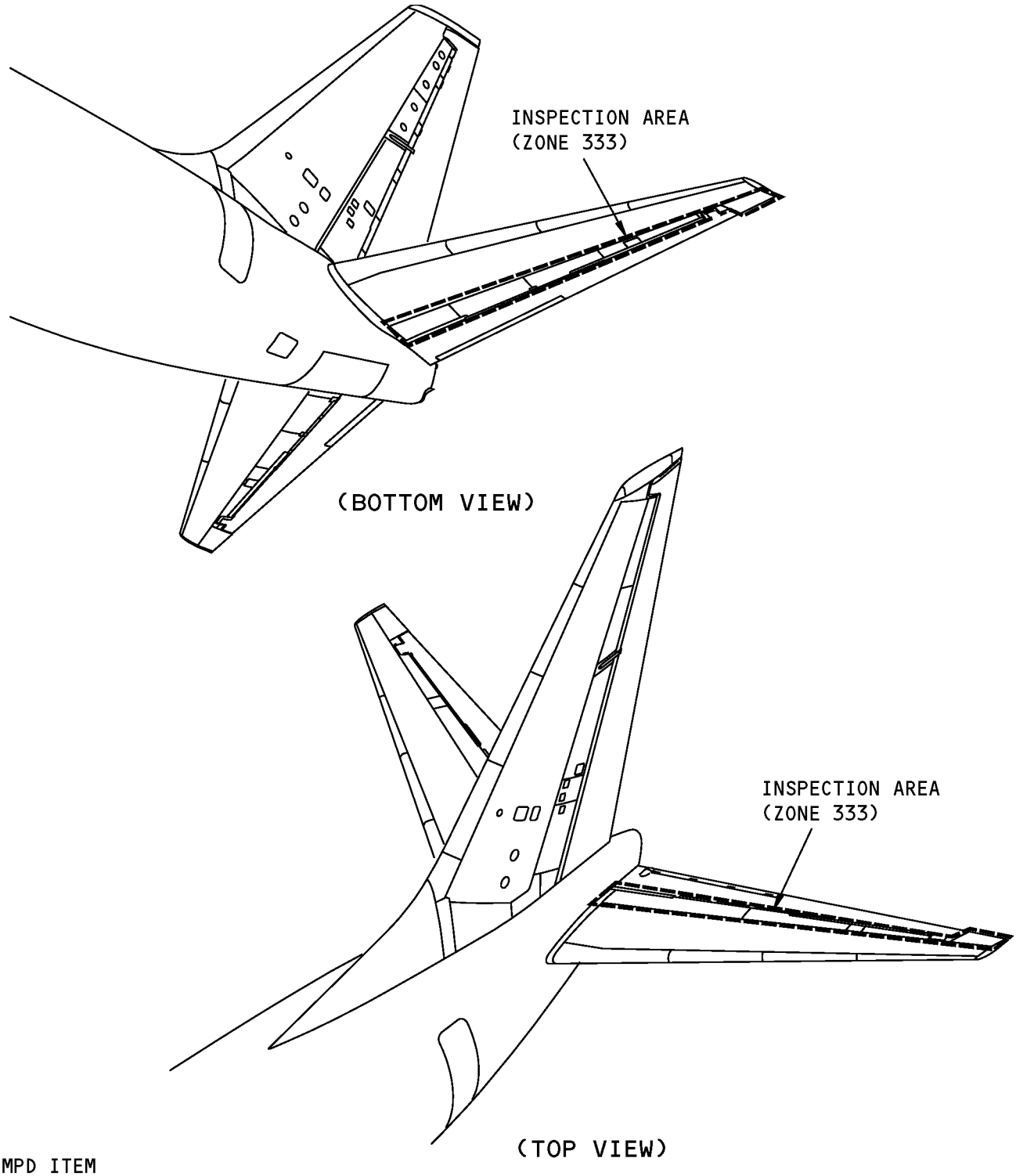
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-021

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
55-830-01

Rear Spar to Trailing Edge - Left Horizontal Stabilizer General Visual (External)
Figure 221/05-41-03-990-821

TASK 05-41-03-210-822

22. EXTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - ELEVATOR - LEFT

(Figure 222)

A. General

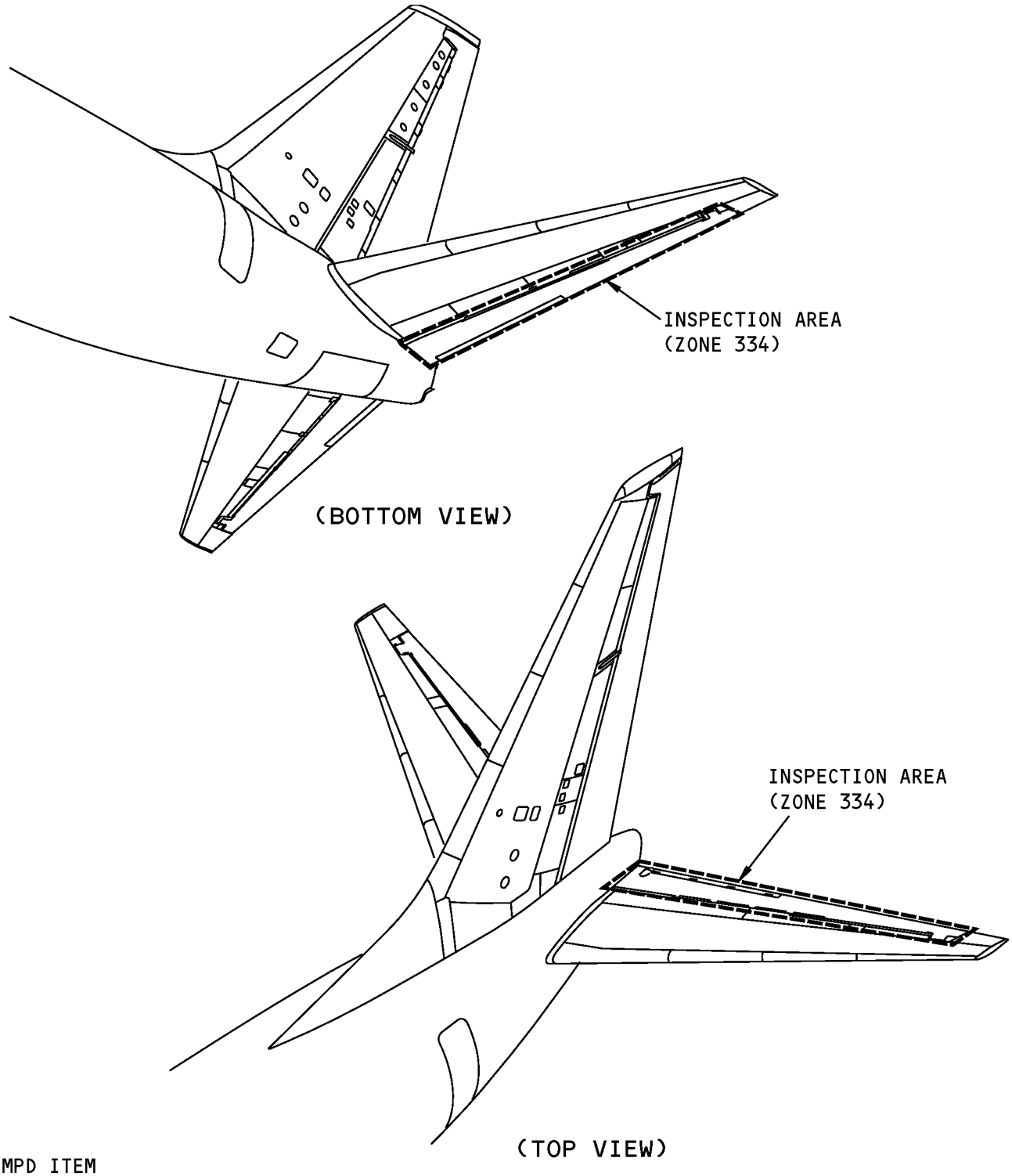
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-022

(1) Do the zonal inspection.

END OF TASK



Elevator - Left Horizontal Stabilizer General Visual (External)
Figure 222/05-41-03-990-822

TASK 05-41-03-210-823

23. EXTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - STABILIZER TIP - LEFT

(Figure 223)

A. General

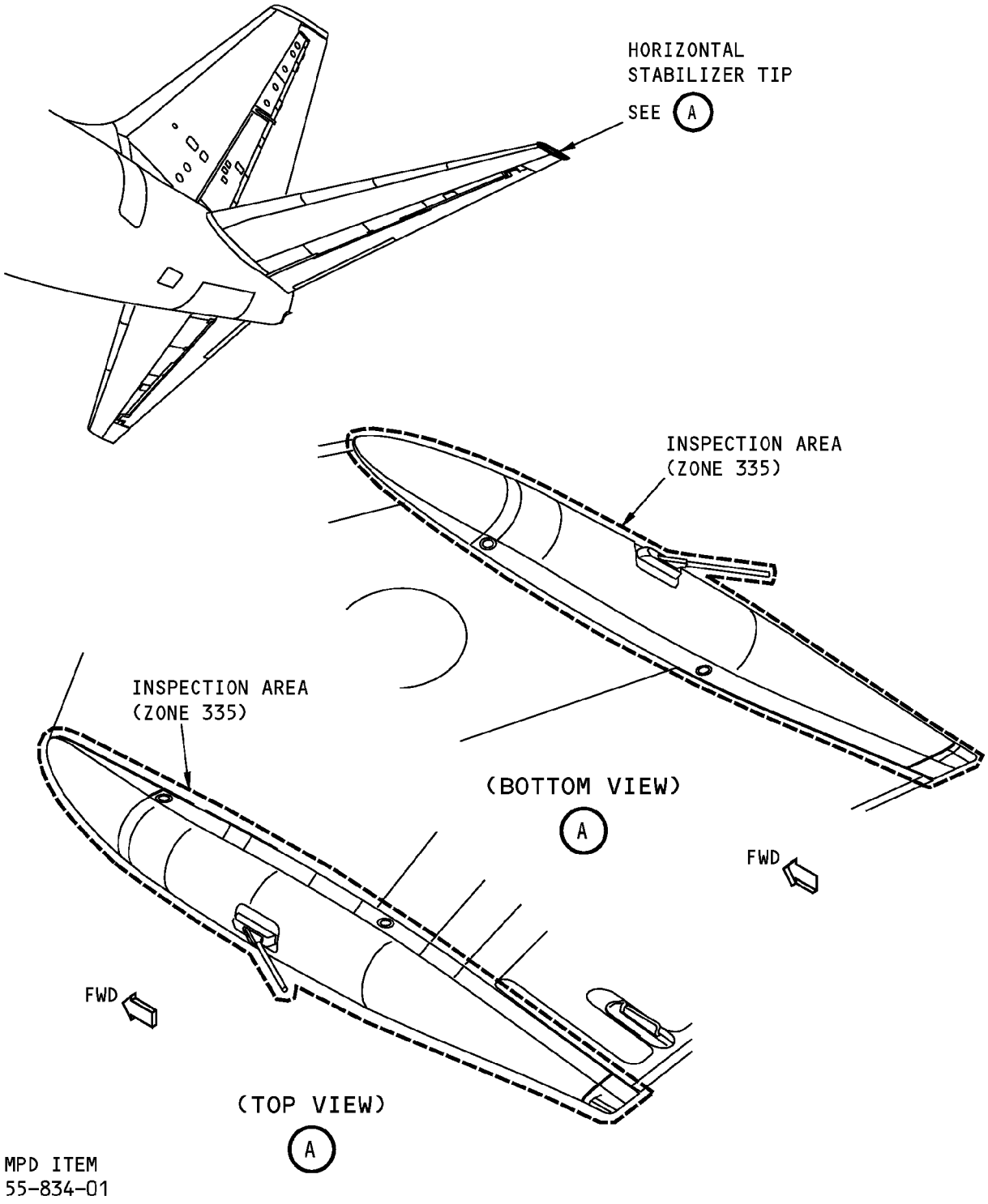
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-023

(1) Do the zonal inspection.

END OF TASK



Stabilizer Tip - Left Horizontal Stabilizer General Visual (External)
Figure 223/05-41-03-990-823

TASK 05-41-03-210-824

24. EXTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - LEADING EDGE - RIGHT

(Figure 224)

A. General

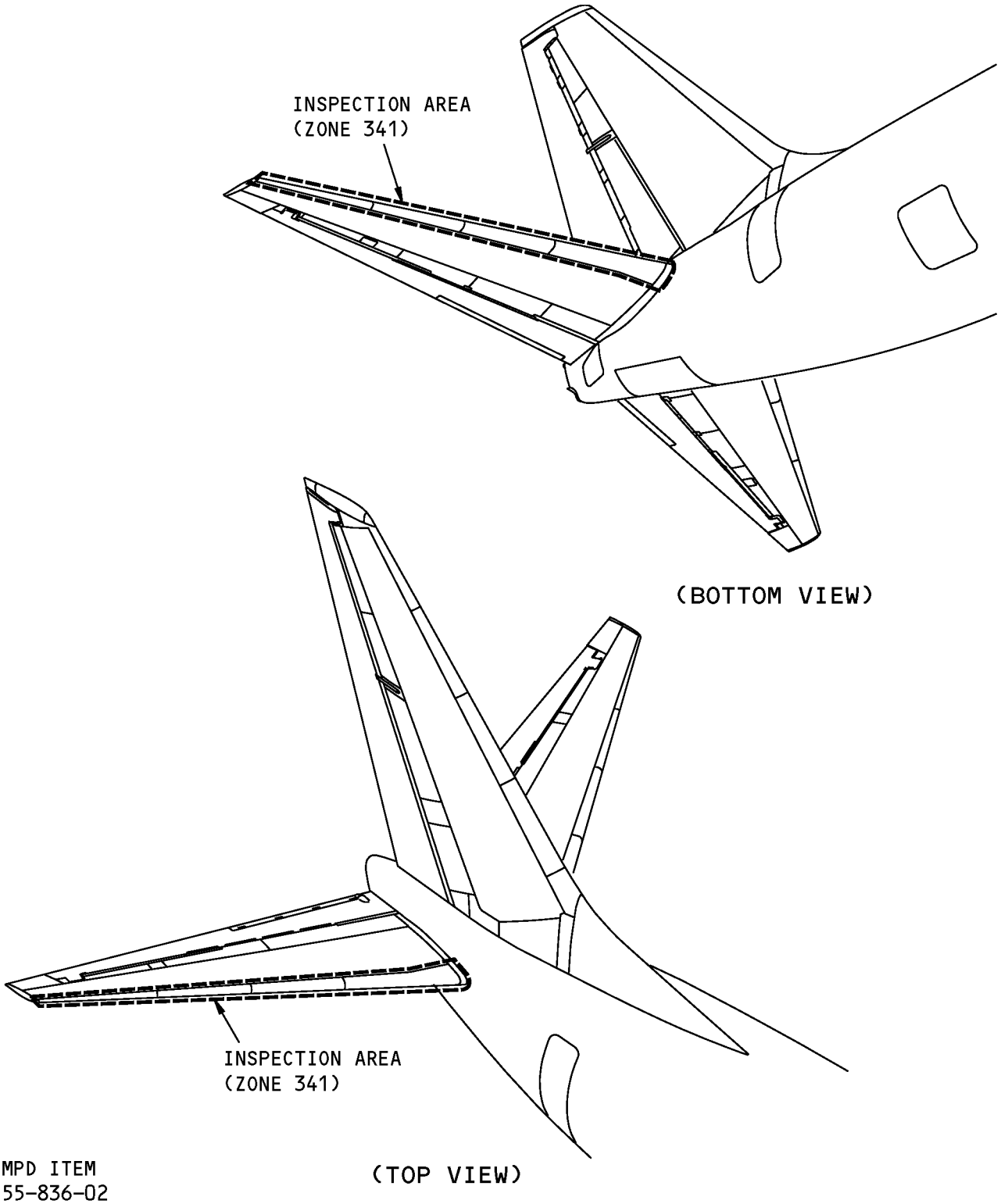
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-024

(1) Do the zonal inspection.

END OF TASK



Leading Edge - Right Horizontal Stabilizer General Visual (External)
Figure 224/05-41-03-990-824

TASK 05-41-03-210-825

25. EXTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - FRONT SPAR TO REAR SPAR - RIGHT

(Figure 225)

A. General

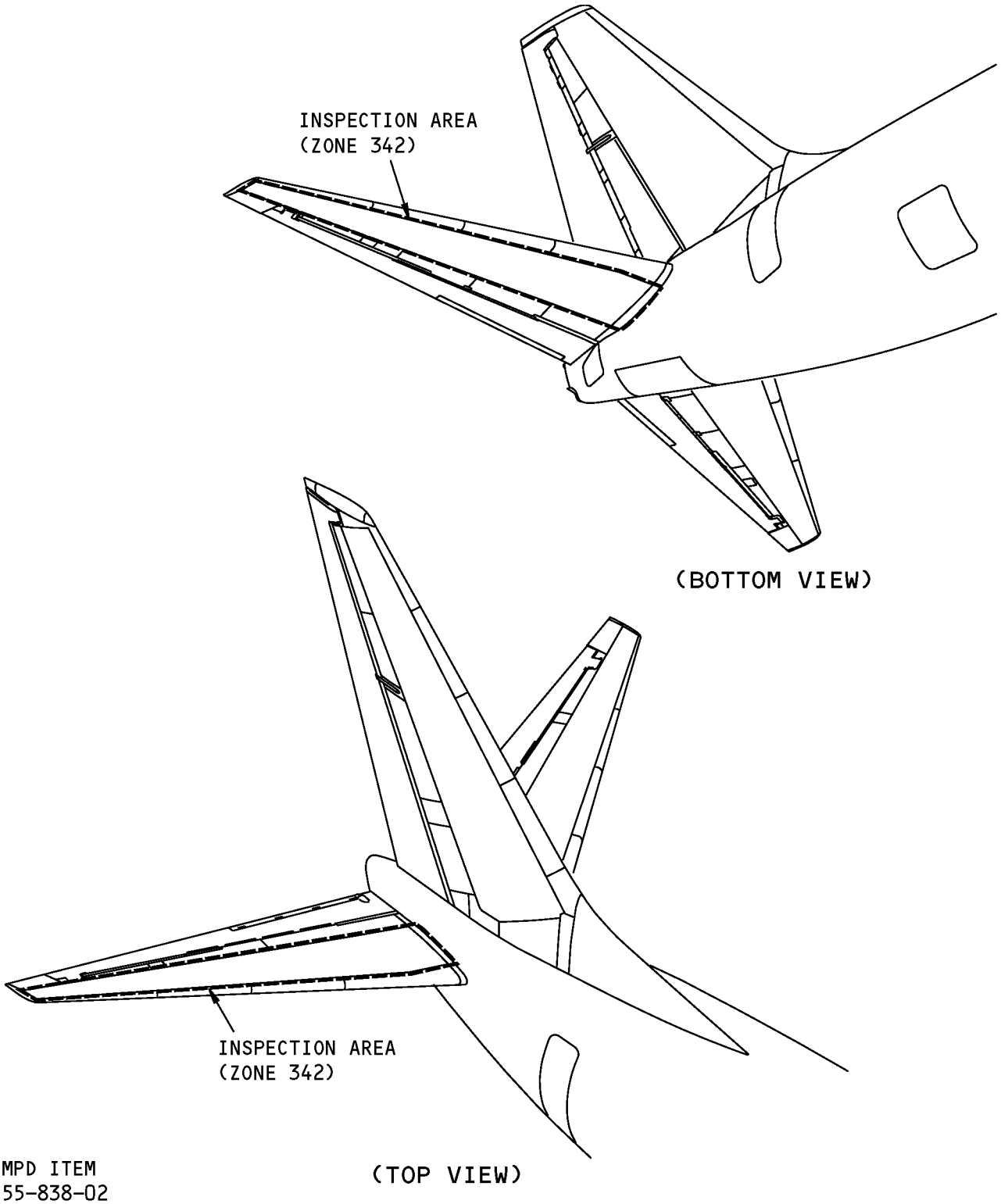
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-025

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
55-838-02

Front Spar to Rear Spar - Right Horizontal Stabilizer General Visual (External)
Figure 225/05-41-03-990-825

TASK 05-41-03-210-826

26. INTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - FRONT SPAR TO REAR SPAR - RIGHT

(Figure 226)

A. General

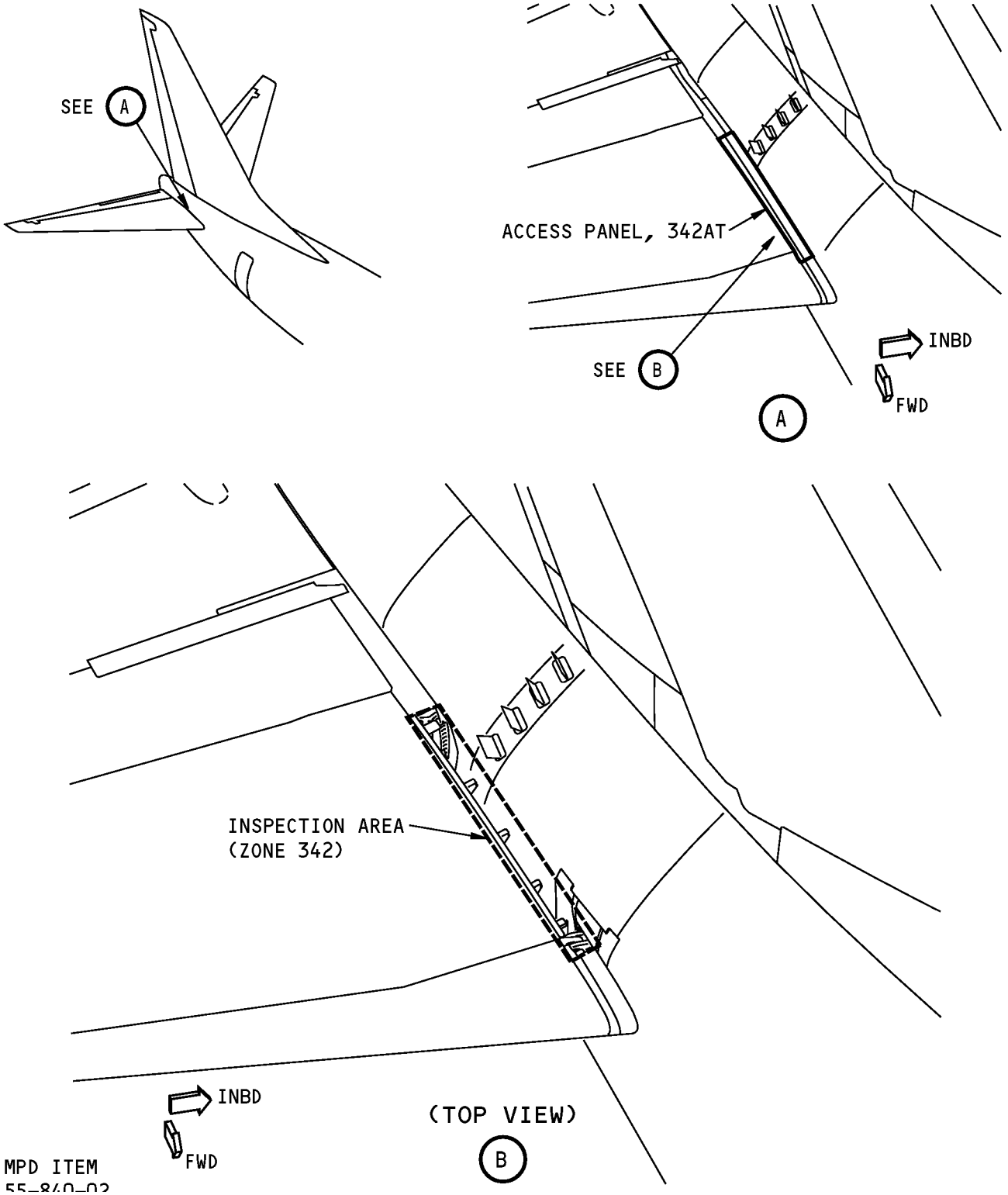
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-026

(1) Do the zonal inspection.

END OF TASK



Front Spar to Rear Spar - Right Horizontal Stabilizer General Visual (Internal)
Figure 226/05-41-03-990-826

TASK 05-41-03-210-827

27. INTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - REAR SPAR TO TRAILING EDGE - RIGHT

(Figure 227)

A. General

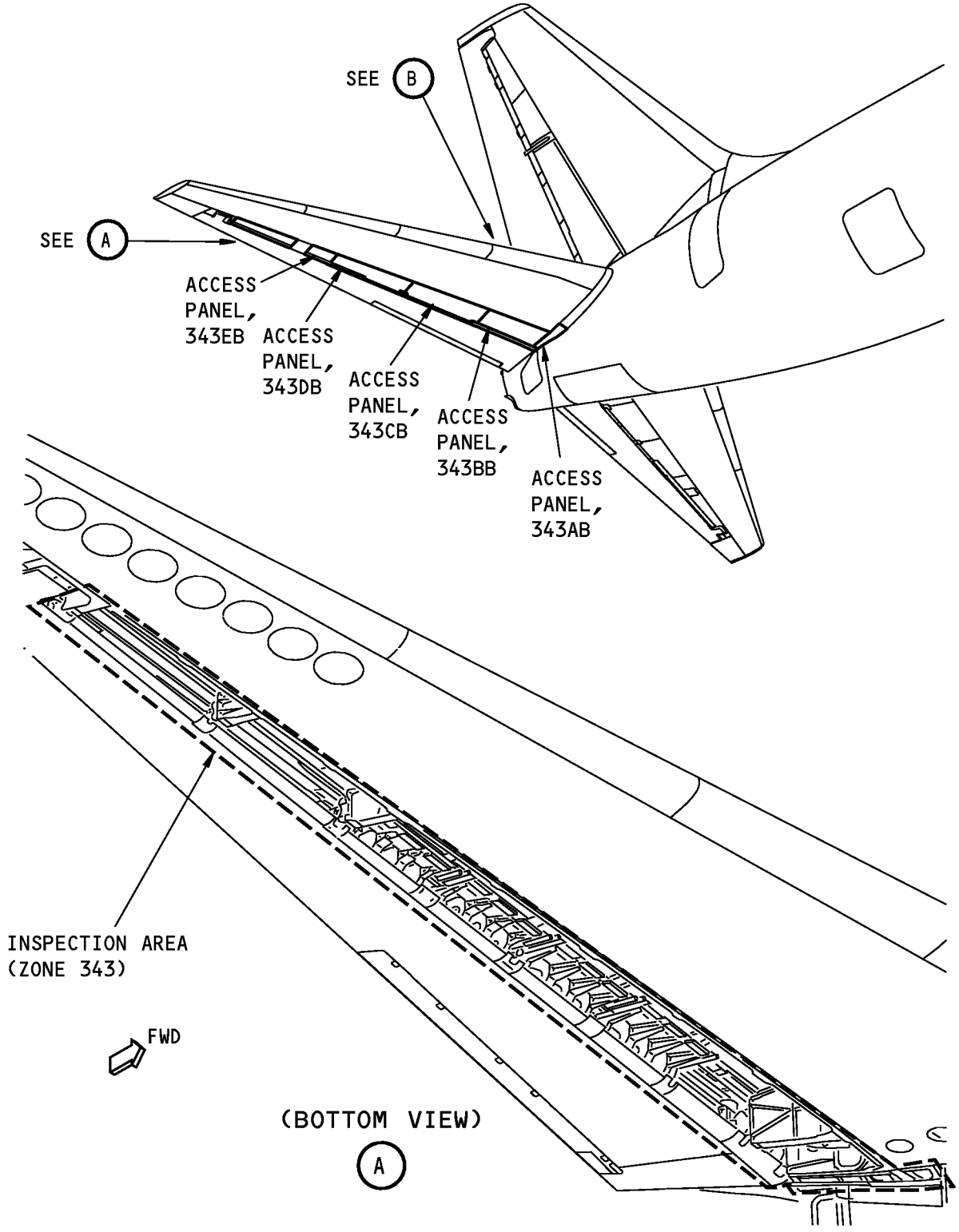
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

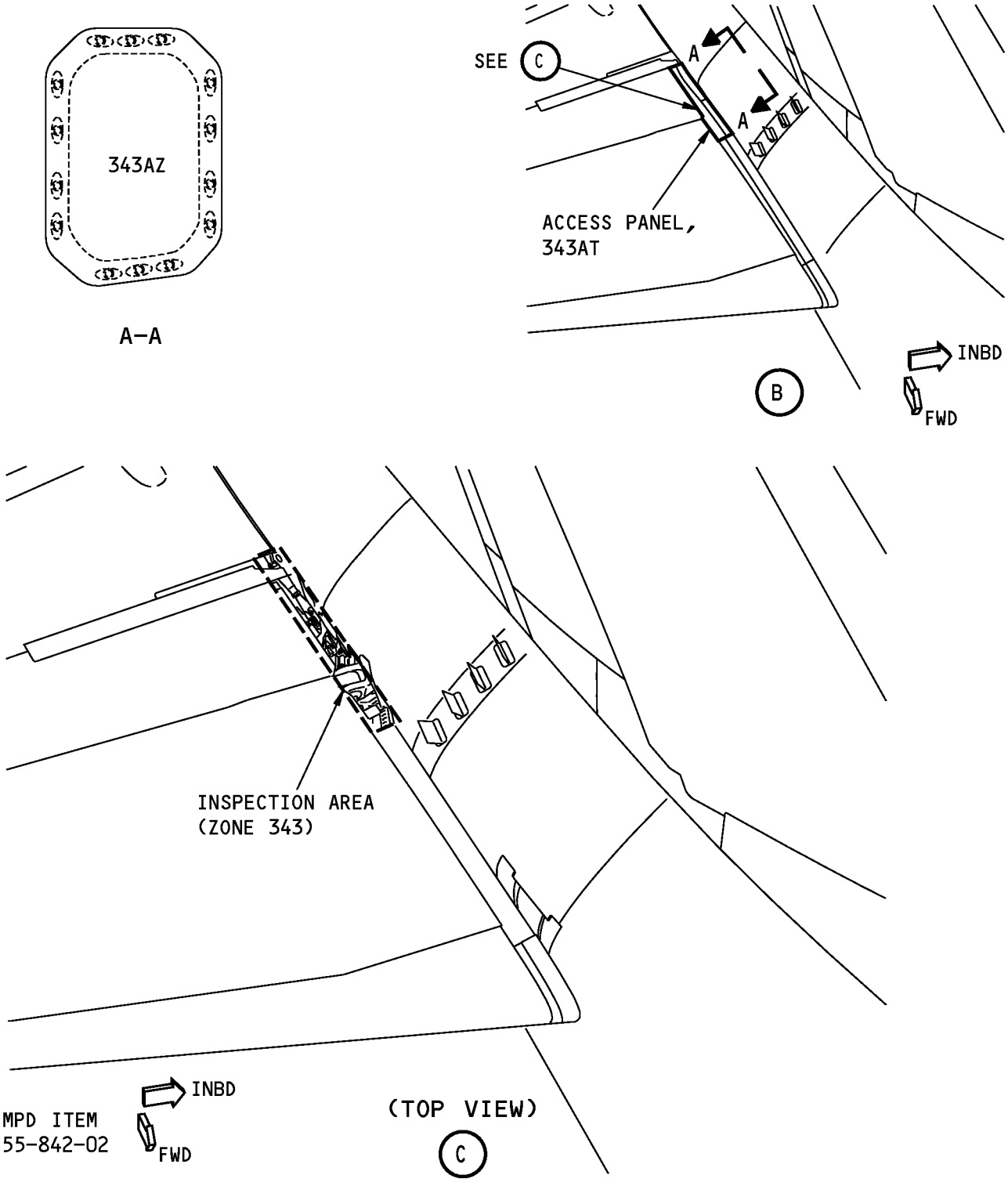
SUBTASK 05-41-03-210-027

(1) Do the zonal inspection.

END OF TASK



Rear Spar to Trailing Edge - Right Horizontal Stabilizer General Visual (Internal)
Figure 227 (Sheet 1 of 2)/05-41-03-990-827



Rear Spar to Trailing Edge - Right Horizontal Stabilizer General Visual (Internal)
Figure 227 (Sheet 2 of 2)/05-41-03-990-827

TASK 05-41-03-210-828

28. EXTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - REAR SPAR TO TRAILING EDGE - RIGHT

(Figure 228)

A. General

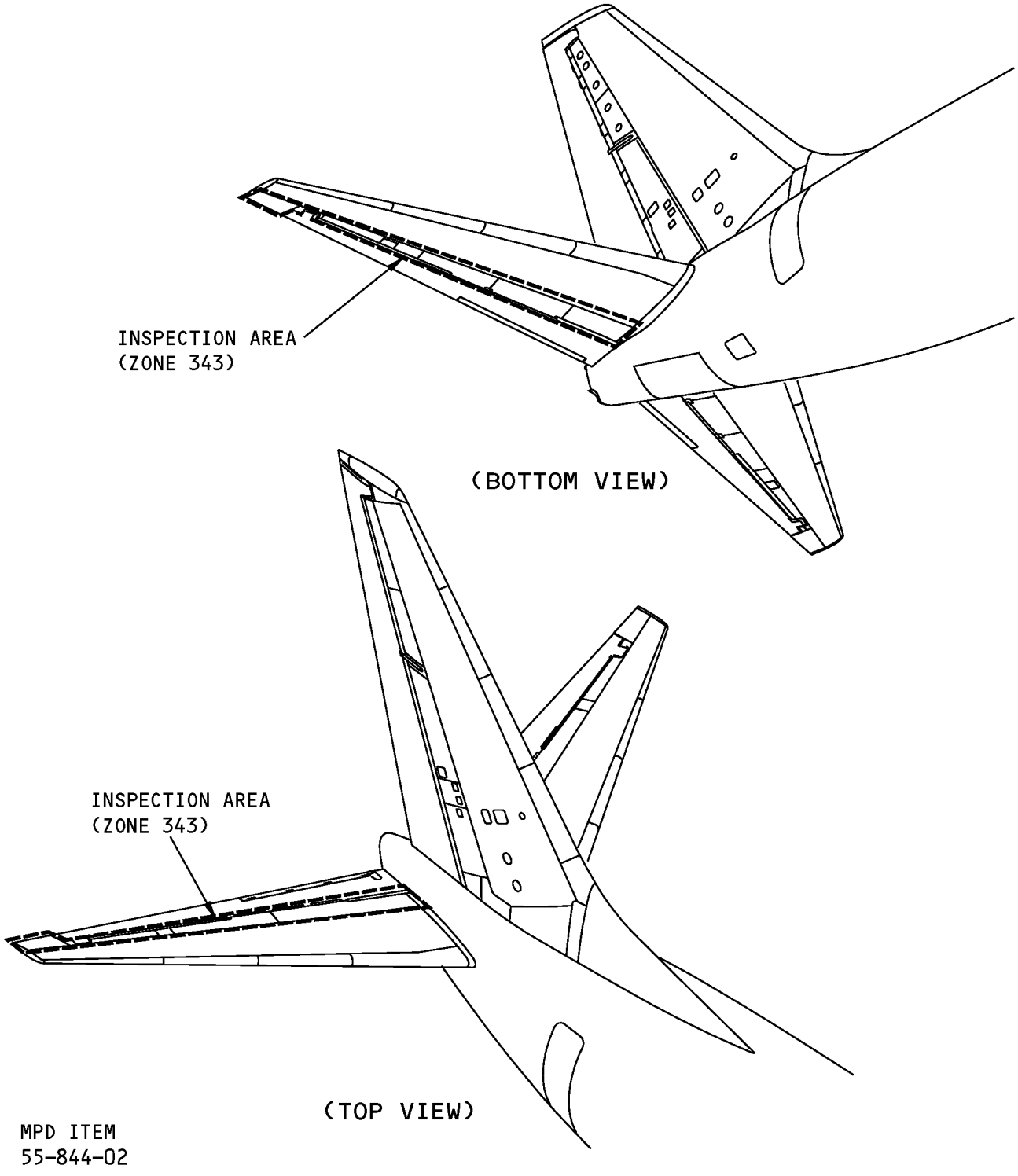
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-028

(1) Do the zonal inspection.

——————— END OF TASK ———————



Rear Spar to Trailing Edge - Right Horizontal Stabilizer General Visual (External)
Figure 228/05-41-03-990-828

TASK 05-41-03-210-829

29. EXTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - ELEVATOR - RIGHT

(Figure 229)

A. General

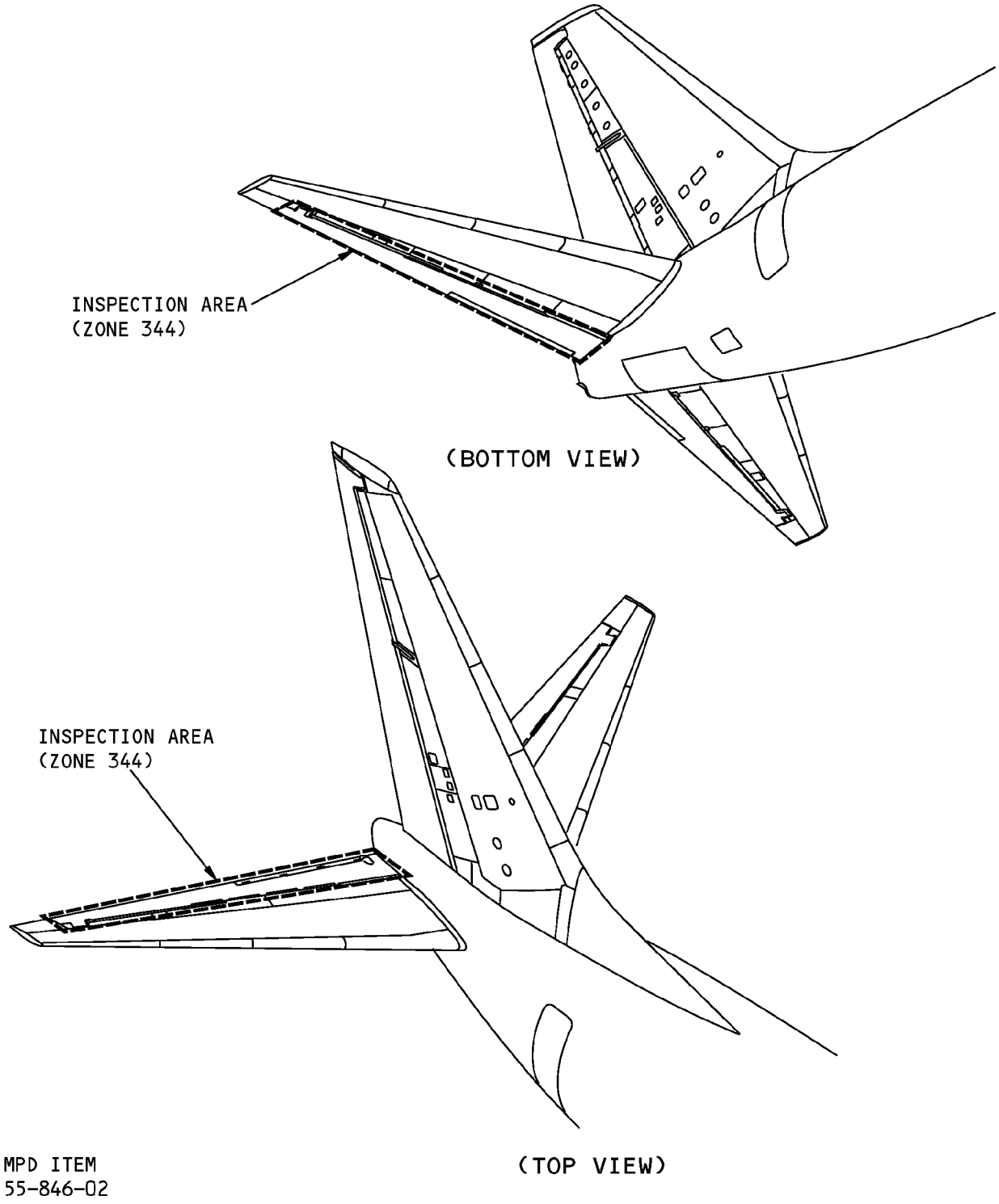
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-029

(1) Do the zonal inspection.

END OF TASK



Elevator - Right Horizontal Stabilizer General Visual (External)
Figure 229/05-41-03-990-829

TASK 05-41-03-210-830

30. EXTERNAL - ZONAL (GV): HORIZONTAL STABILIZER - STABILIZER TIP - RIGHT

(Figure 230)

A. General

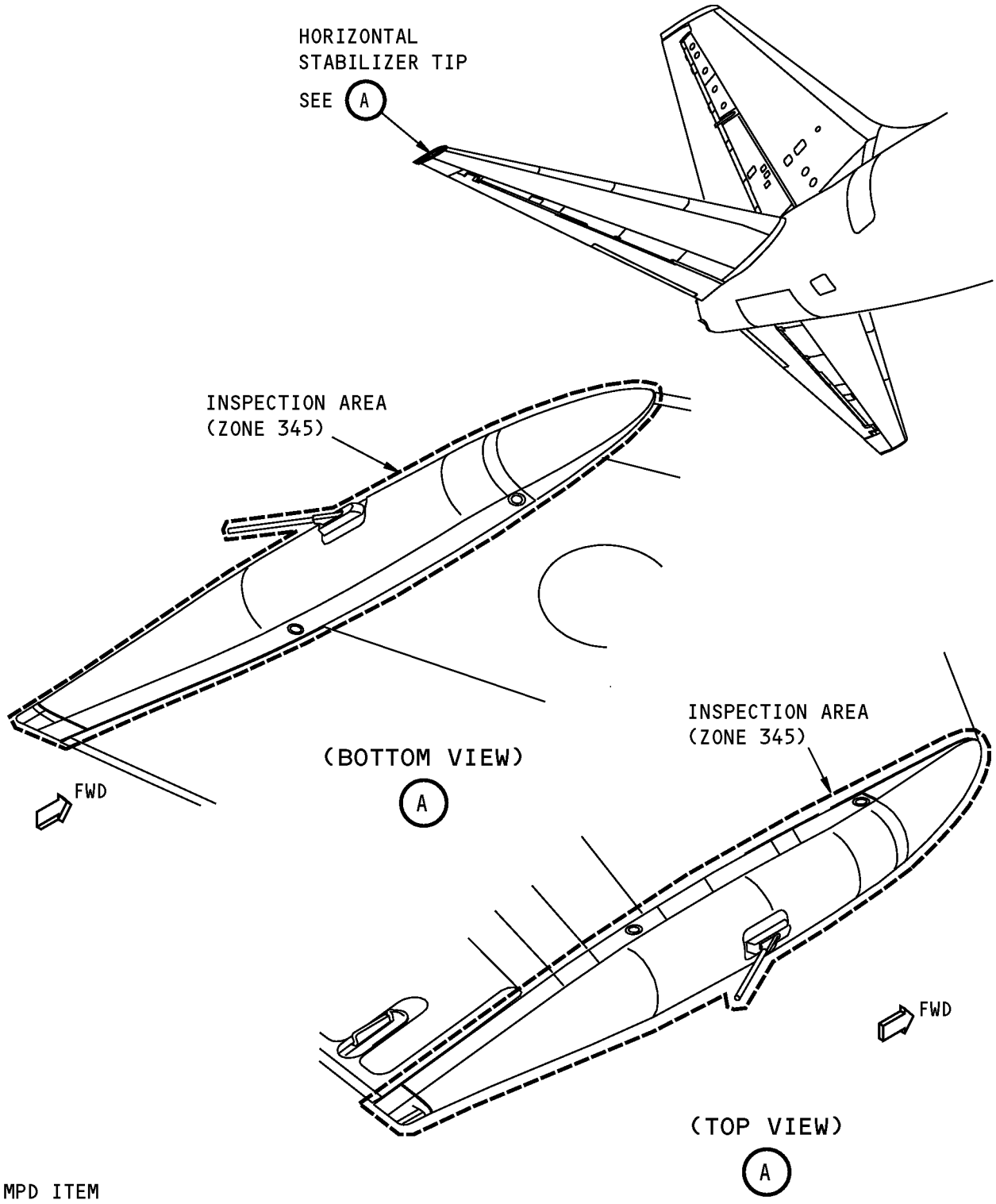
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-03-210-030

(1) Do the zonal inspection.

——————— END OF TASK ———————



Stabilizer Tip - Right Horizontal Stabilizer General Visual (External)
Figure 230/05-41-03-990-830

ZONE 400 - POWER PLANT AND STRUT - MAINTENANCE PRACTICES

TASK 05-41-04-210-801

1. EXTERNAL - ZONAL (GV): POWERPLANT NO. 1

(Figure 201)

A. General

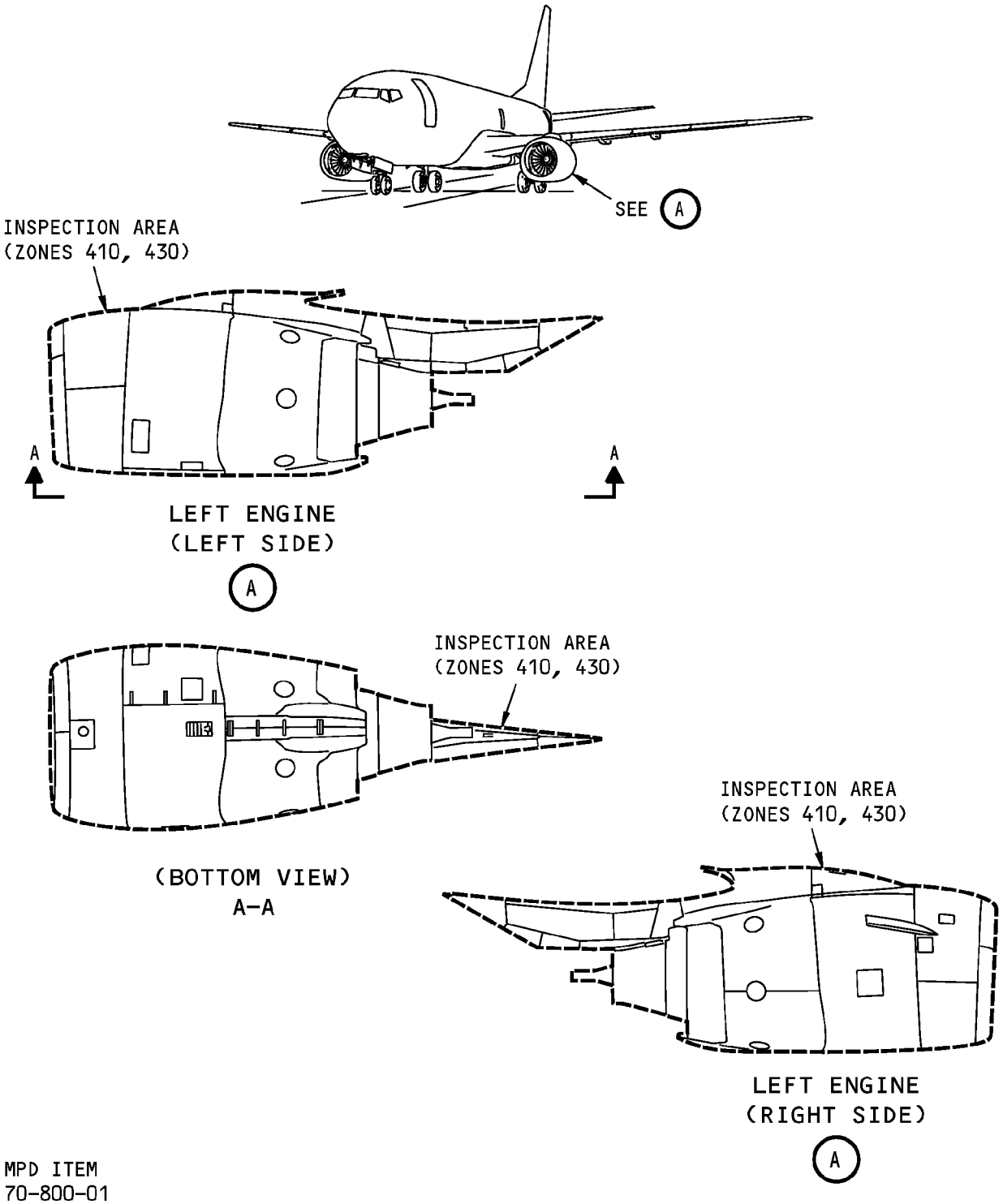
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-04-210-001

(1) Do the zonal inspection.

END OF TASK



Left Engine (Outer Exterior Surfaces) General Visual (External)
Figure 201/05-41-04-990-801

TASK 05-41-04-210-802

2. EXTERNAL - ZONAL (GV): ENGINE NO. 1

(Figure 202)

A. General

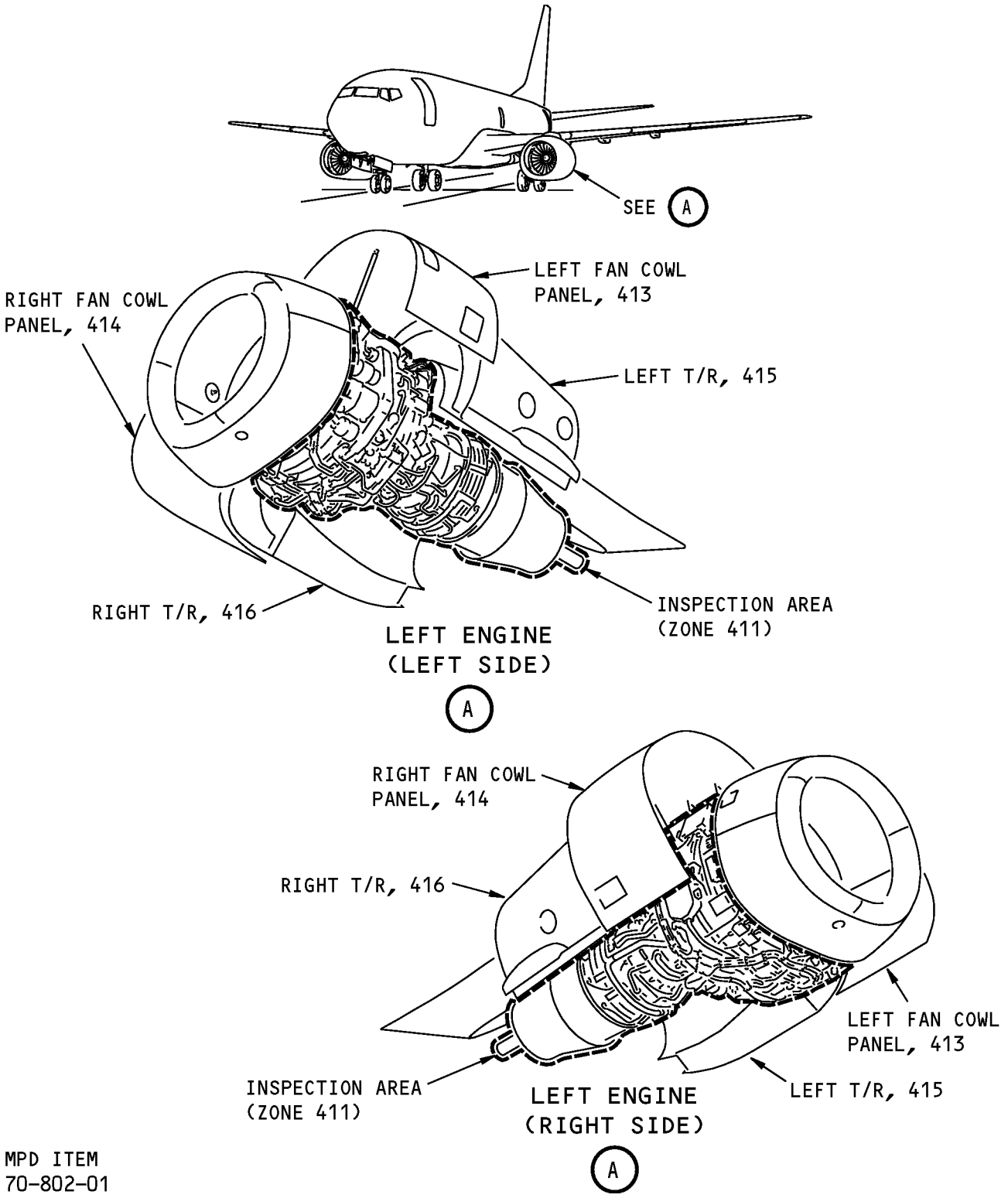
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-04-210-002

(1) Do the zonal inspection.

END OF TASK



Left Engine (Inner Exterior Surfaces) General Visual (External)
Figure 202/05-41-04-990-802

TASK 05-41-04-210-803

3. EXTERNAL - ZONAL (GV): FAN COWL - ENGINE NO. 1

(Figure 203)

A. General

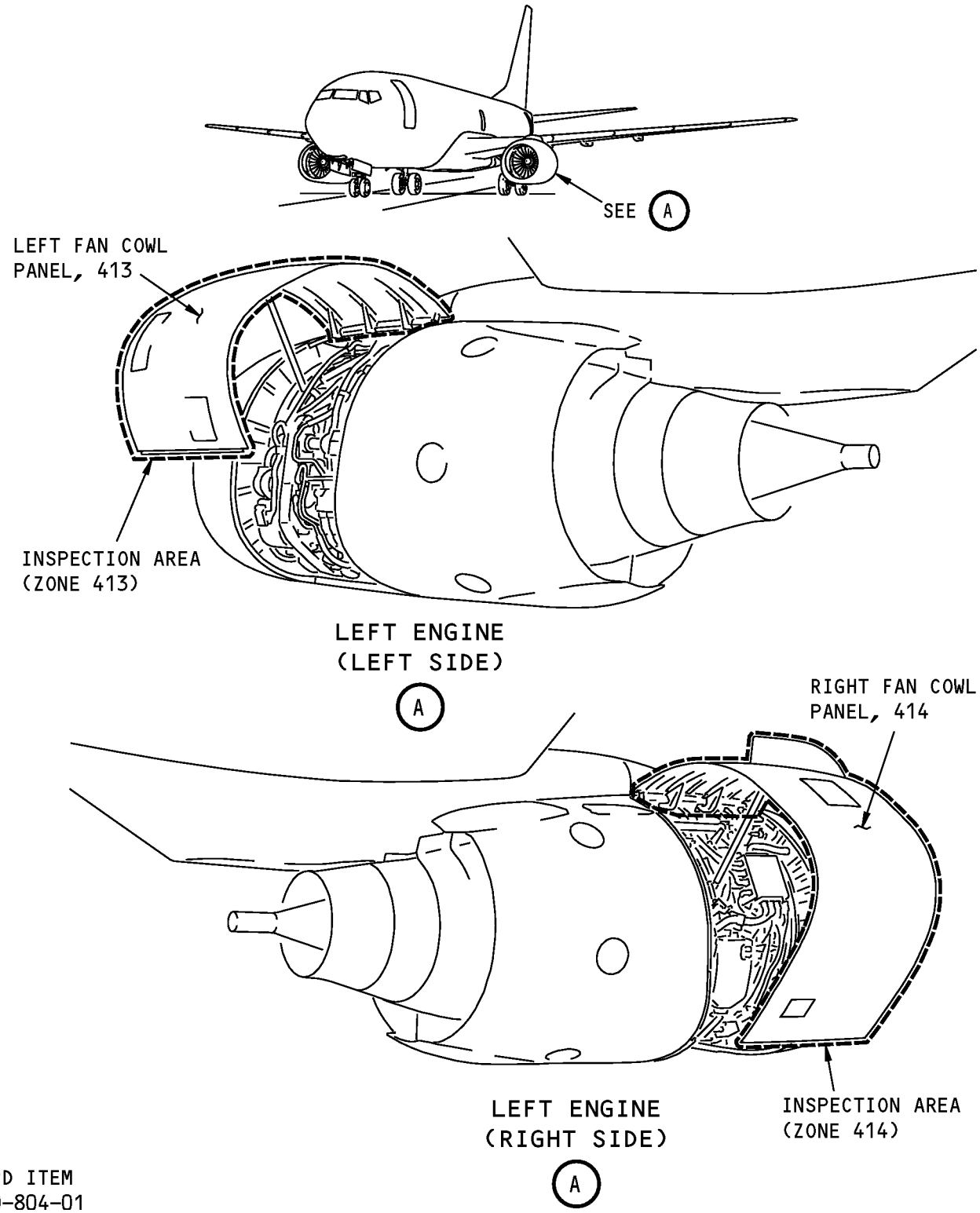
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-04-210-003

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
70-804-01

Fan Cowl - Left Engine General Visual (External)
Figure 203/05-41-04-990-803

TASK 05-41-04-210-804

4. EXTERNAL - ZONAL (GV): THRUST REVERSER - ENGINE NO. 1

(Figure 204)

A. General

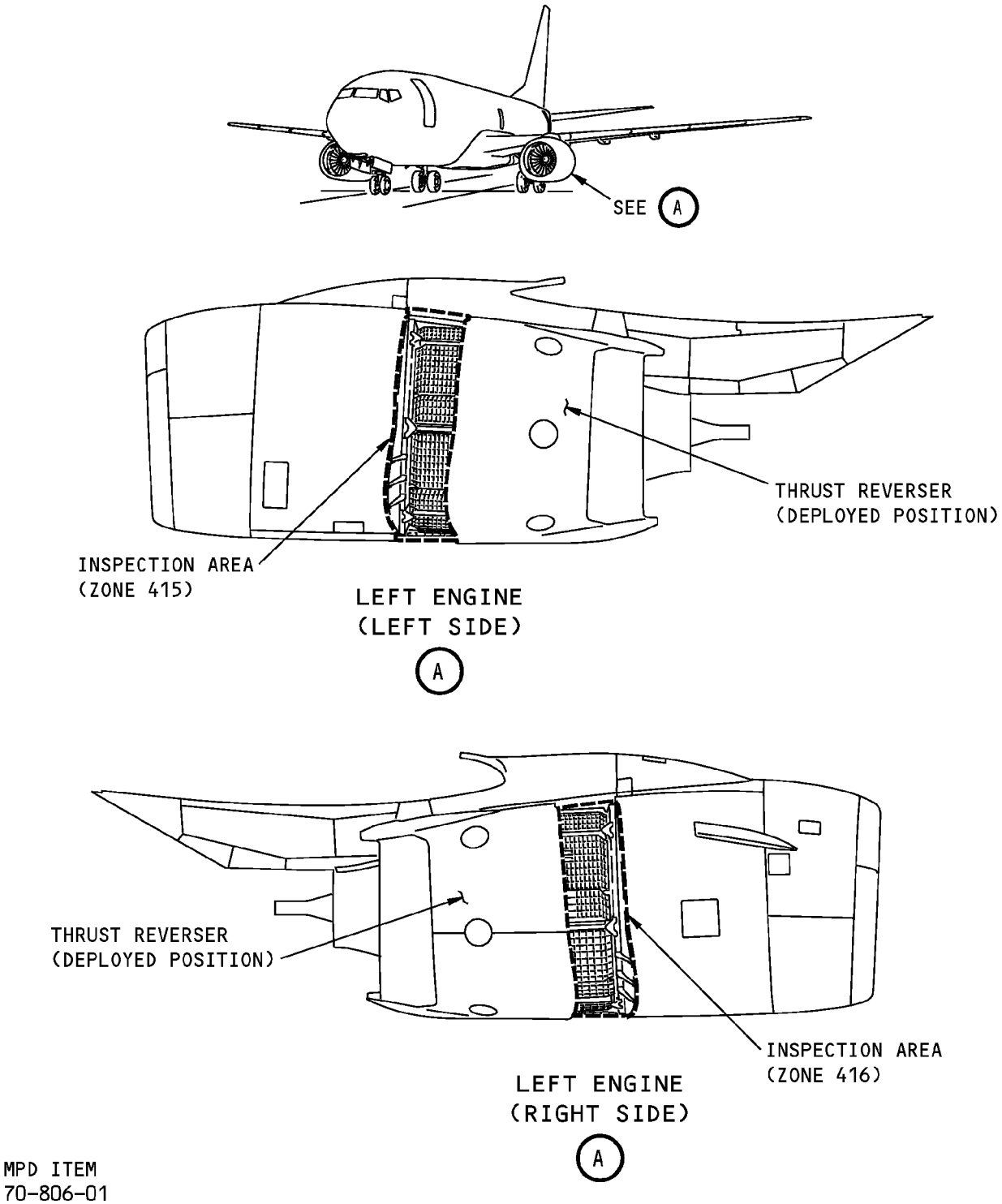
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

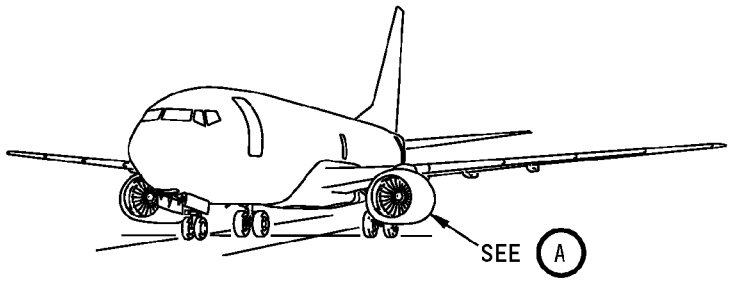
SUBTASK 05-41-04-210-004

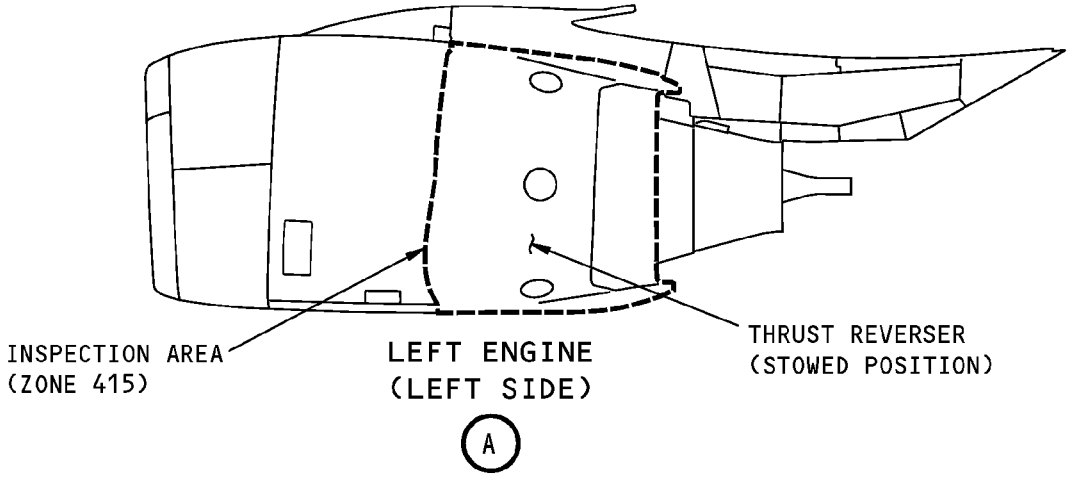
(1) Do the zonal inspection.

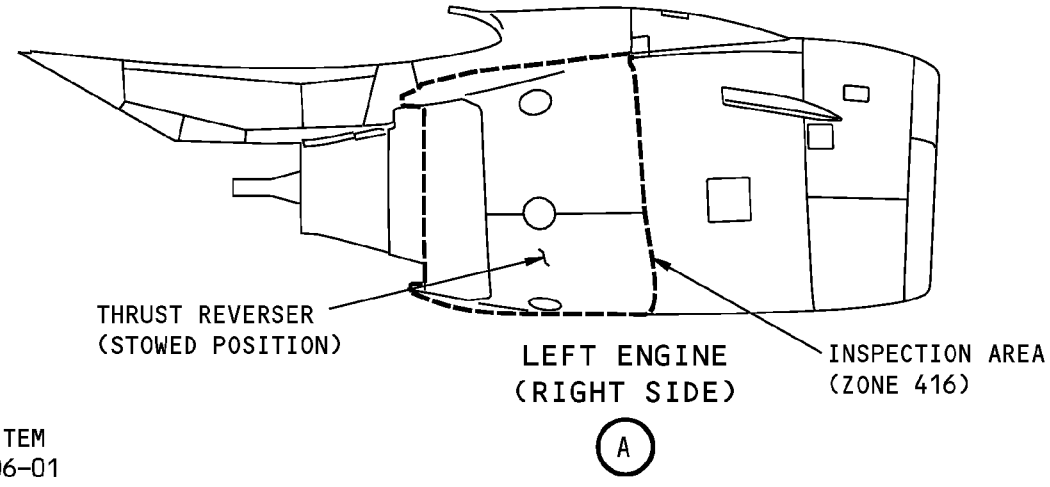
END OF TASK



Thrust Reverser (Stowed and Deployed Position) - Left Engine General Visual (External)
Figure 204 (Sheet 1 of 2)/05-41-04-990-804







MPD ITEM
70-806-01

Thrust Reverser (Stowed and Deployed Position) - Left Engine General Visual (External)
Figure 204 (Sheet 2 of 2)/05-41-04-990-804

TASK 05-41-04-210-805

5. EXTERNAL - ZONAL (GV): THRUST REVERSER - ENGINE NO. 1

(Figure 205)

A. General

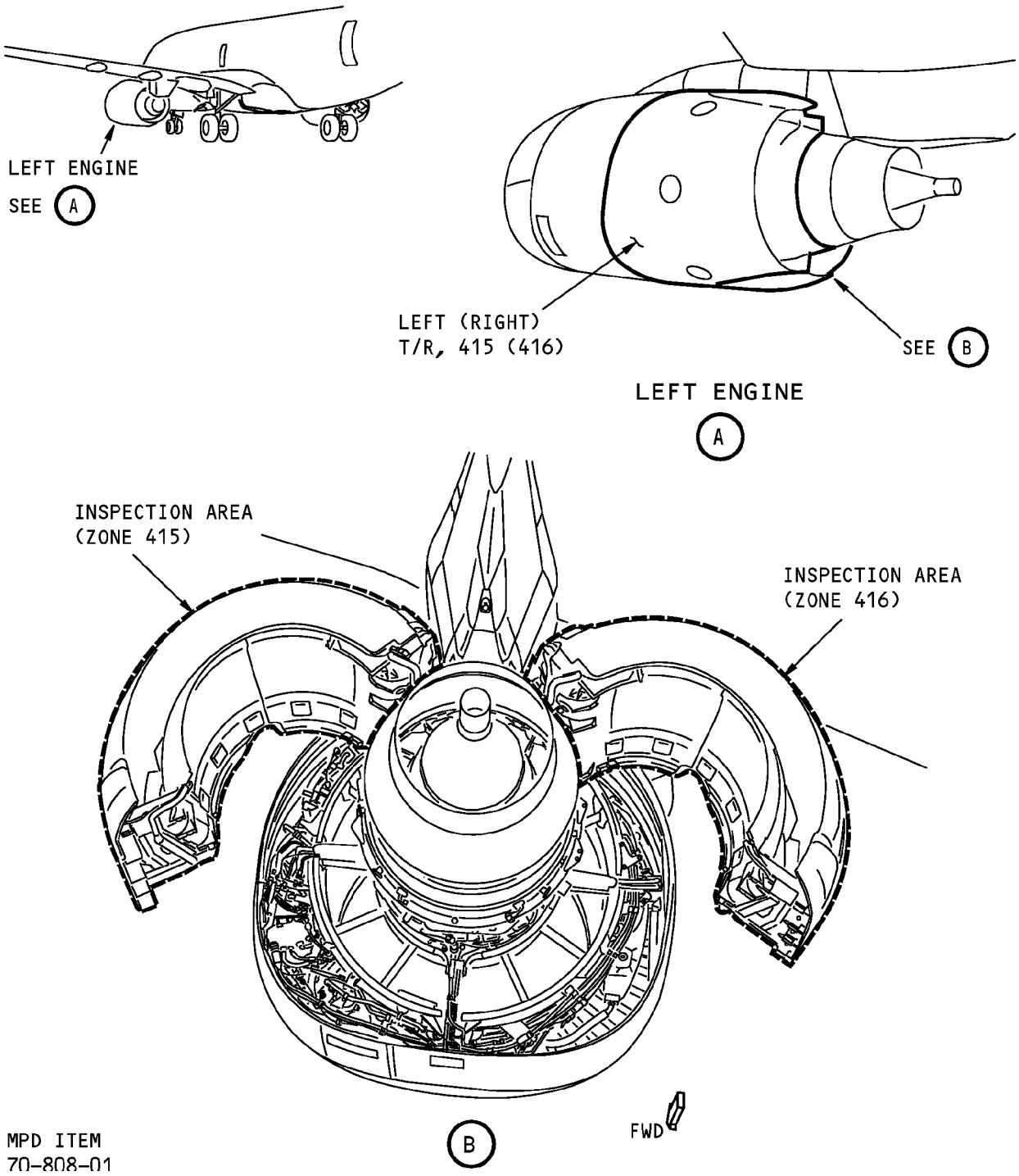
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-04-210-005

(1) Do the zonal inspection.

END OF TASK



Thrust Reverser (Inner and Outer Exterior Surfaces) Left Engine - General Visual (External)
Figure 205/05-41-04-990-805

TASK 05-41-04-210-806

6. EXTERNAL - ZONAL (GV): POWERPLANT NO. 2

(Figure 206)

A. General

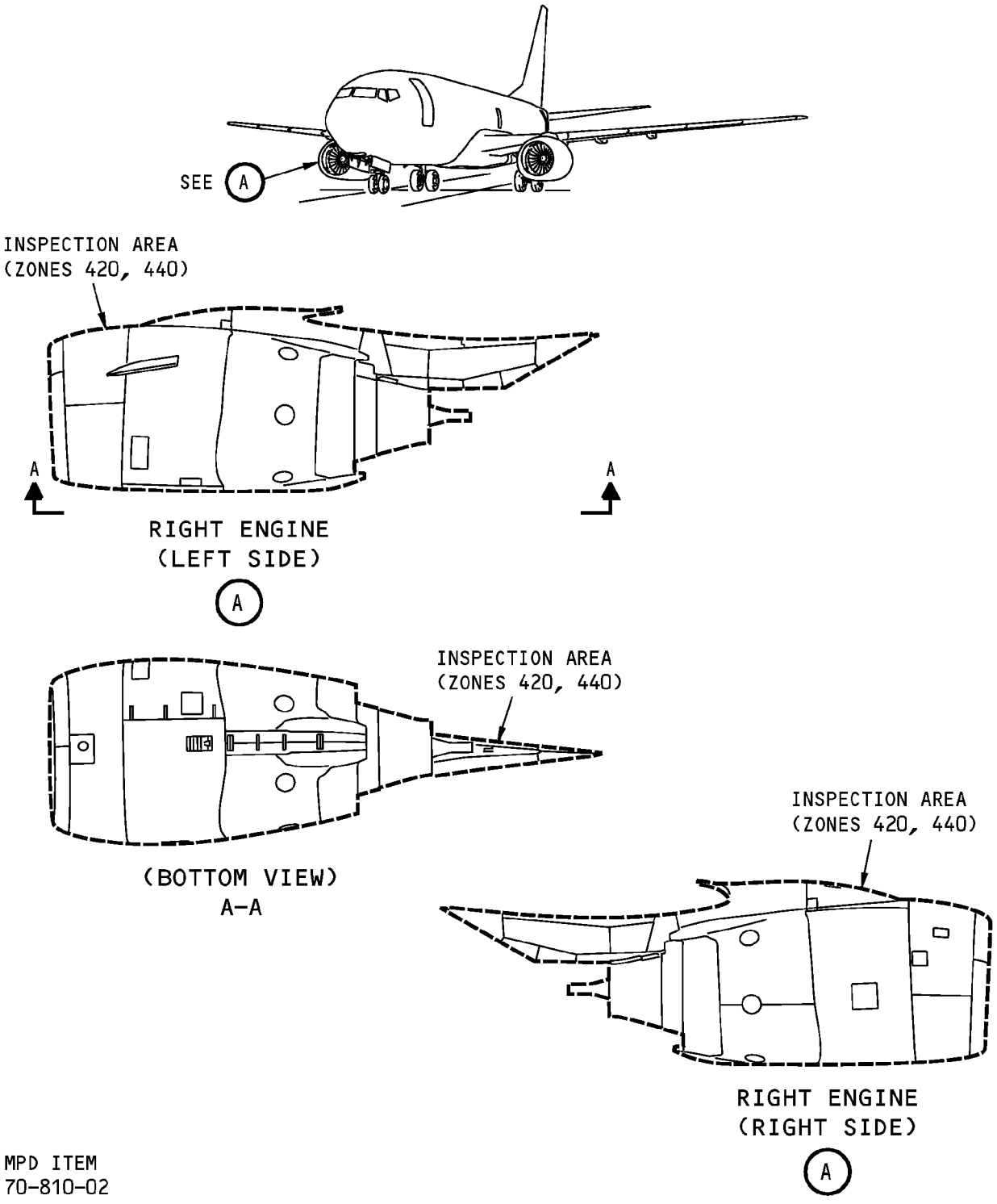
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-04-210-006

(1) Do the zonal inspection.

END OF TASK



Right Engine (Outer Exterior Surfaces) General Visual (External)
Figure 206/05-41-04-990-806

TASK 05-41-04-210-807

7. EXTERNAL - ZONAL (GV): ENGINE NO. 2

(Figure 207)

A. General

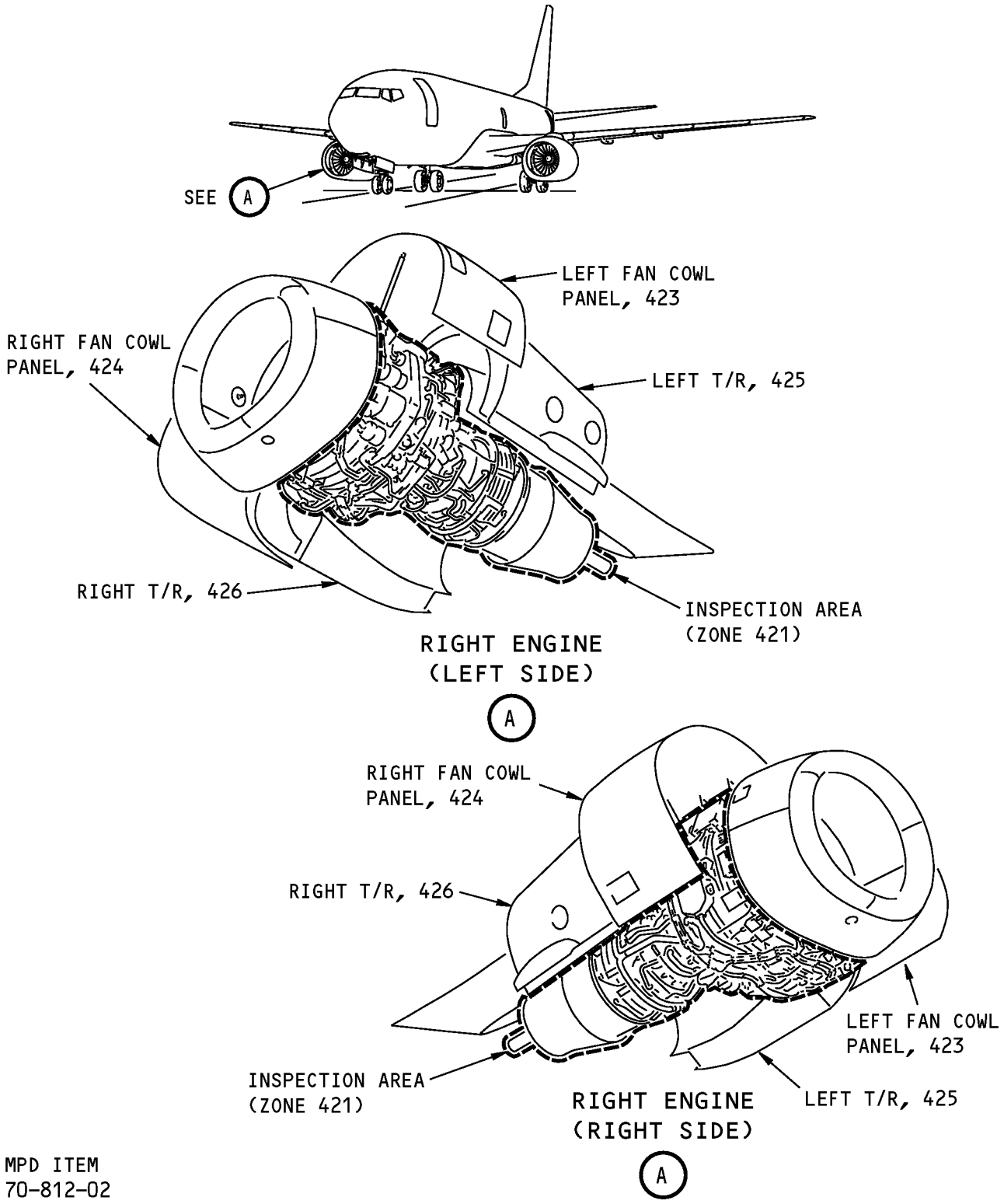
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-04-210-007

(1) Do the zonal inspection.

———————— END OF TASK ————————



Right Engine (Inner Exterior Surfaces) General Visual (External)
Figure 207/05-41-04-990-807

TASK 05-41-04-210-808

8. EXTERNAL - ZONAL (GV): FAN COWL - ENGINE NO. 2

(Figure 208)

A. General

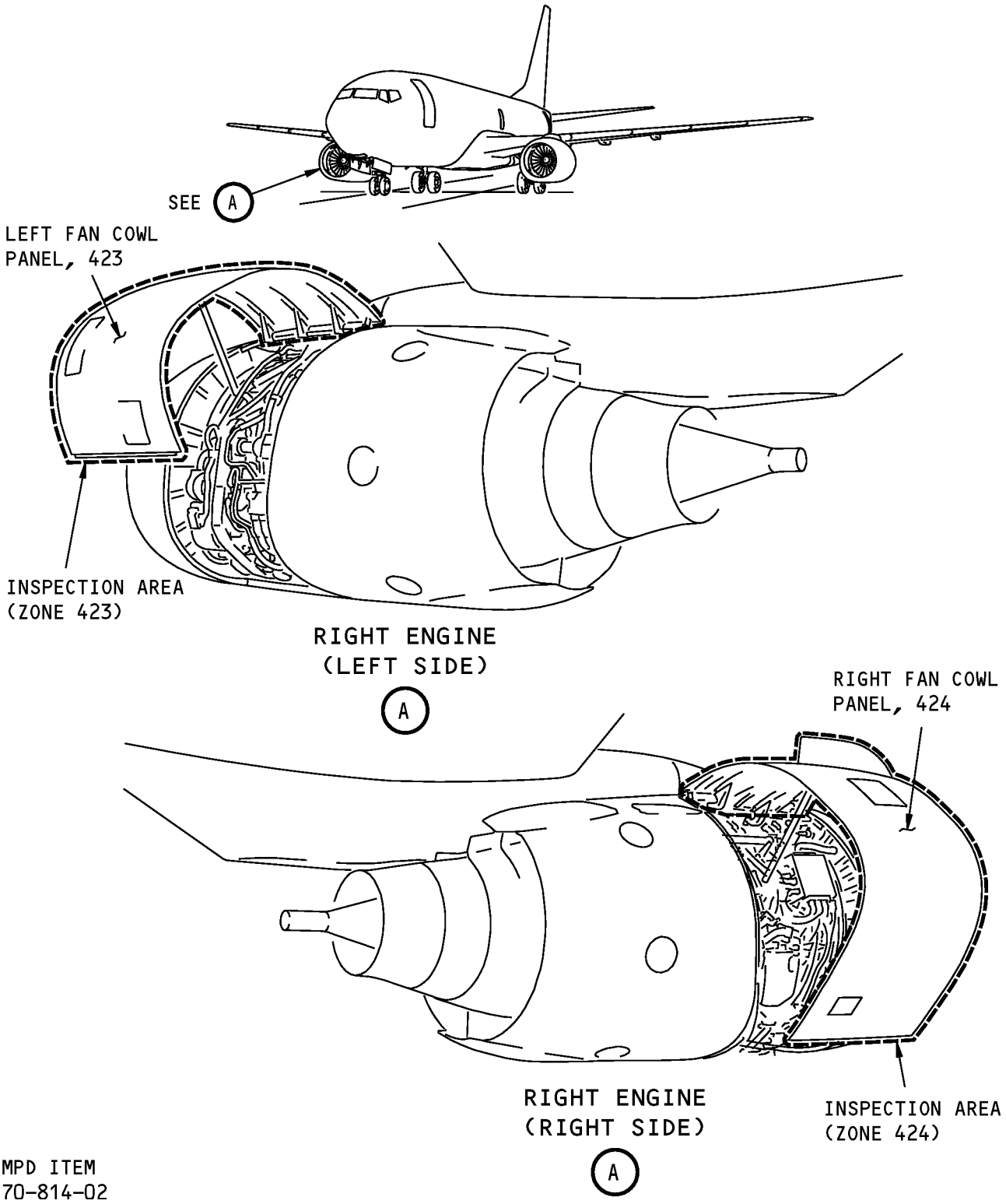
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-04-210-008

(1) Do the zonal inspection.

——————— END OF TASK ———————



Fan Cowl - Right Engine General Visual (External)
Figure 208/05-41-04-990-808

TASK 05-41-04-210-809

9. EXTERNAL - ZONAL (GV): THRUST REVERSER - ENGINE NO. 2

(Figure 209)

A. General

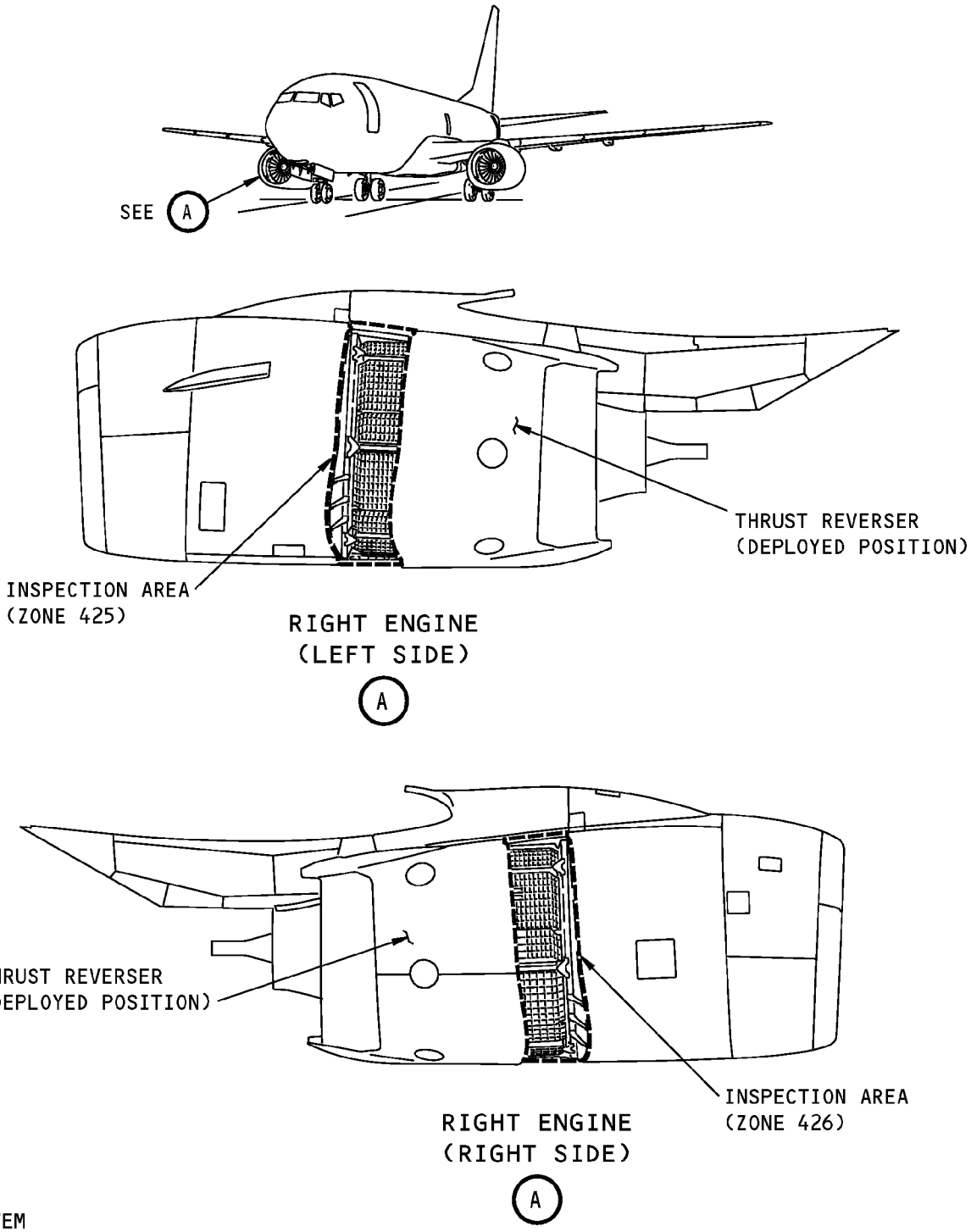
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

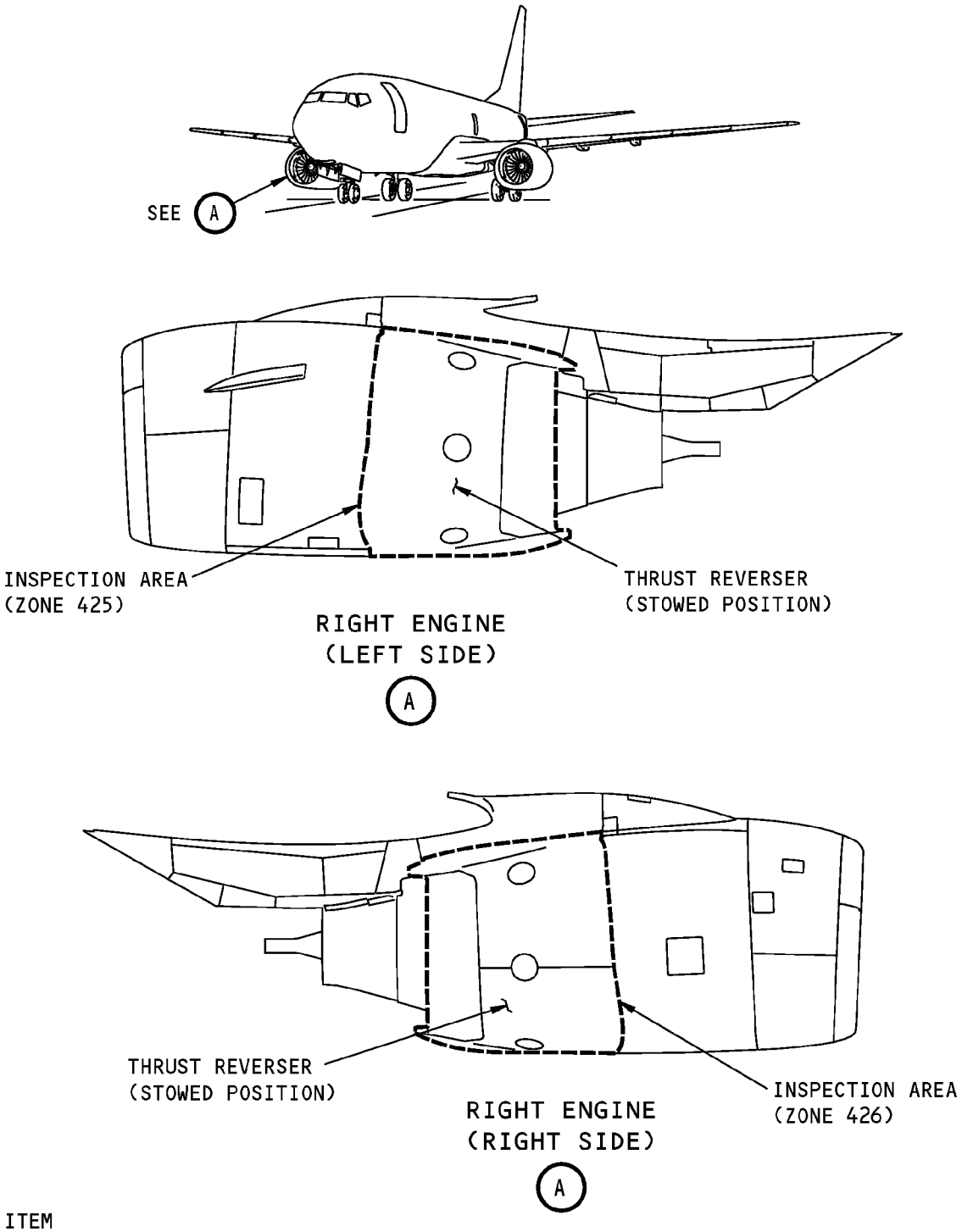
SUBTASK 05-41-04-210-009

(1) Do the zonal inspection.

END OF TASK



Thrust Reverser (Stowed and Deployed Position) - Right Engine General Visual (External)
Figure 209 (Sheet 1 of 2)/05-41-04-990-809



MPD ITEM
70-816-02

Thrust Reverser (Stowed and Deployed Position) - Right Engine General Visual (External)
Figure 209 (Sheet 2 of 2)/05-41-04-990-809

TASK 05-41-04-210-810

10. EXTERNAL - ZONAL (GV): THRUST REVERSER - ENGINE NO. 2

(Figure 210)

A. General

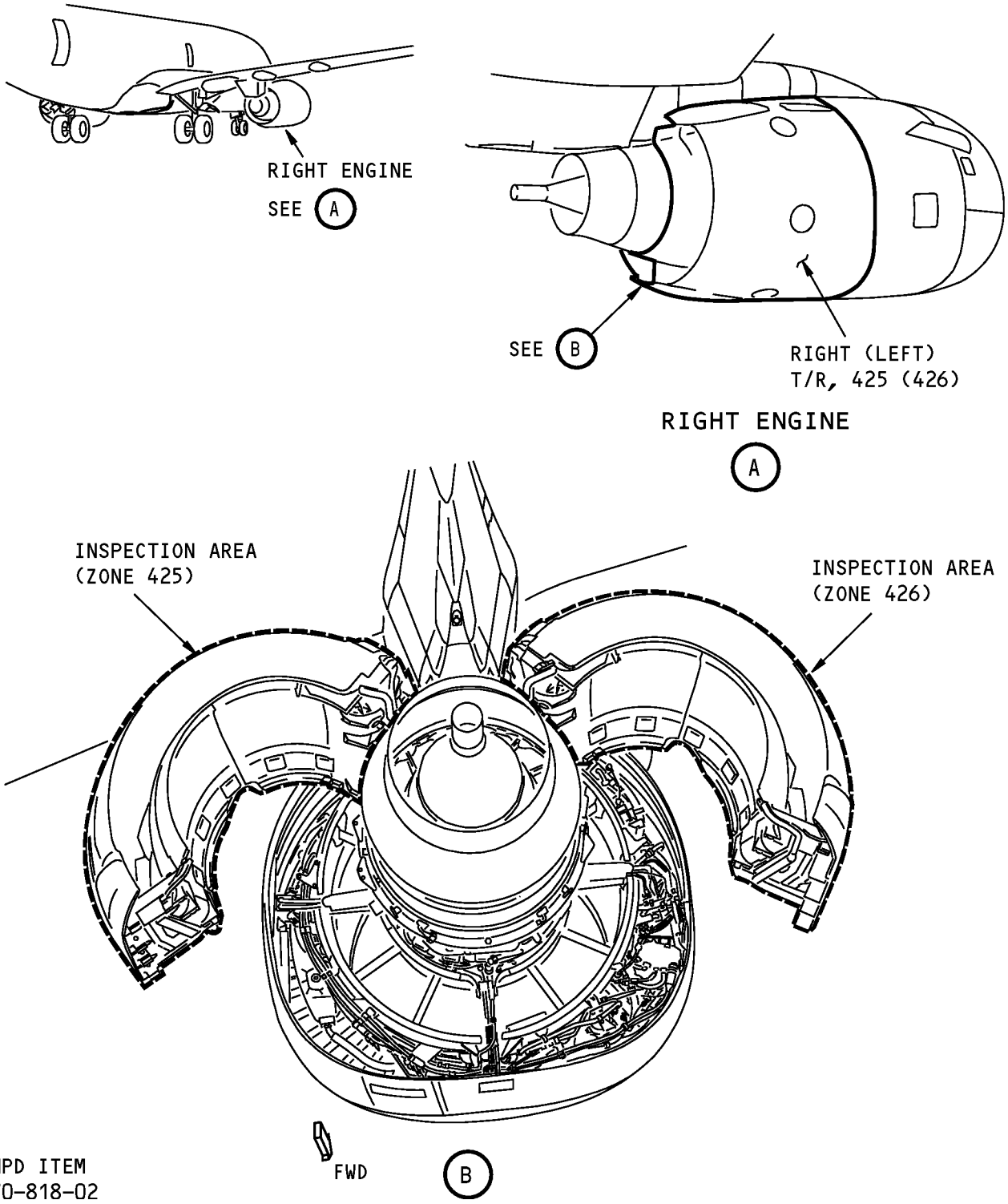
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-04-210-010

(1) Do the zonal inspection.

END OF TASK



Thrust Reverser (Inner and Outer Exterior Surfaces) Right Engine - General Visual (External)
Figure 210/05-41-04-990-810

TASK 05-41-04-210-811

11. INTERNAL - ZONAL (GV): FORWARD STRUT FAIRING - ENGINE NO. 1

(Figure 211)

A. General

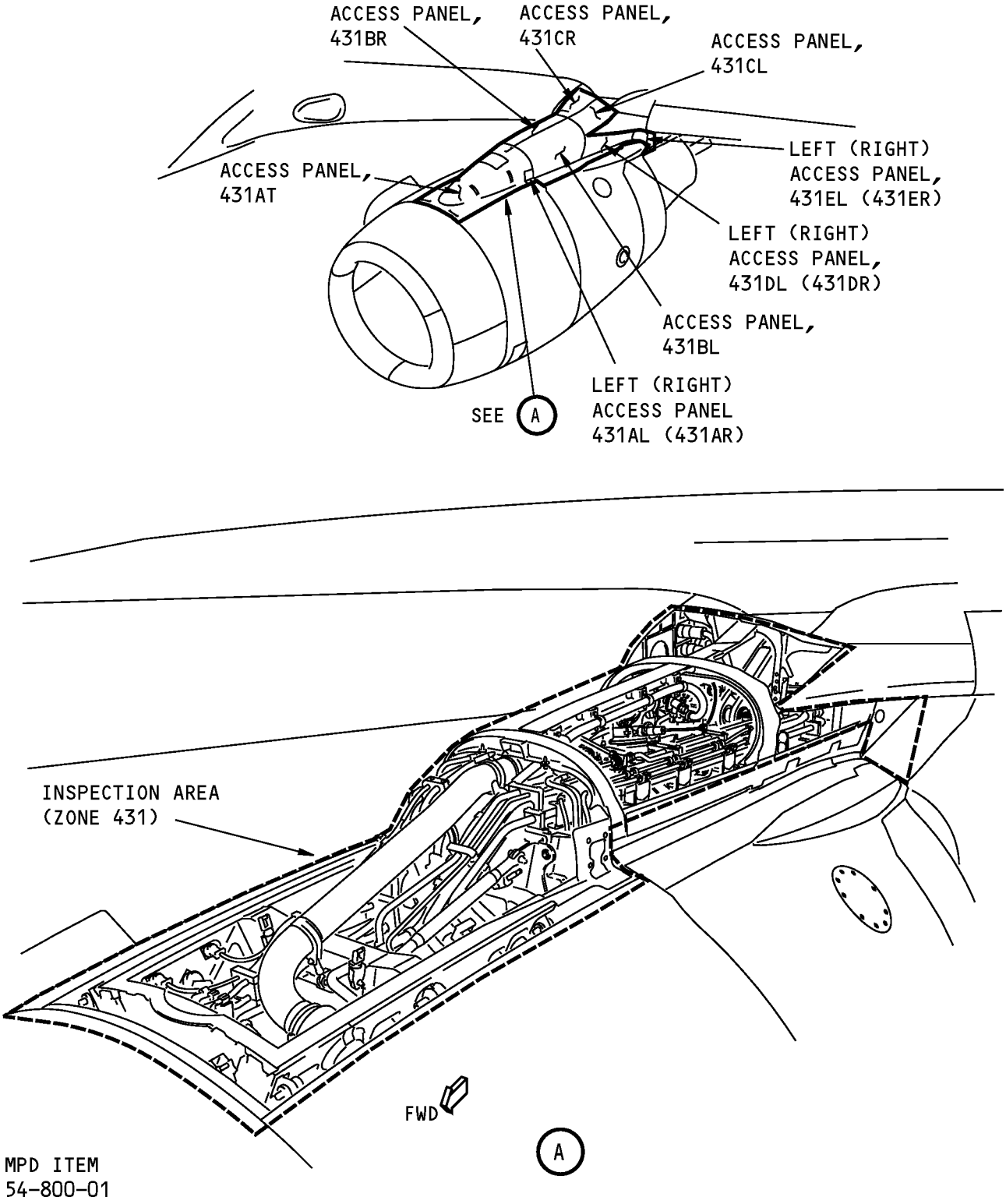
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-04-210-011

(1) Do the zonal inspection.

END OF TASK



Forward Strut Fairing - Left Engine General Visual (Internal)
Figure 211/05-41-04-990-811

TASK 05-41-04-210-812

12. INTERNAL - ZONAL (GV): FAN COWL SUPPORT BEAM - ENGINE NO. 1

(Figure 212)

A. General

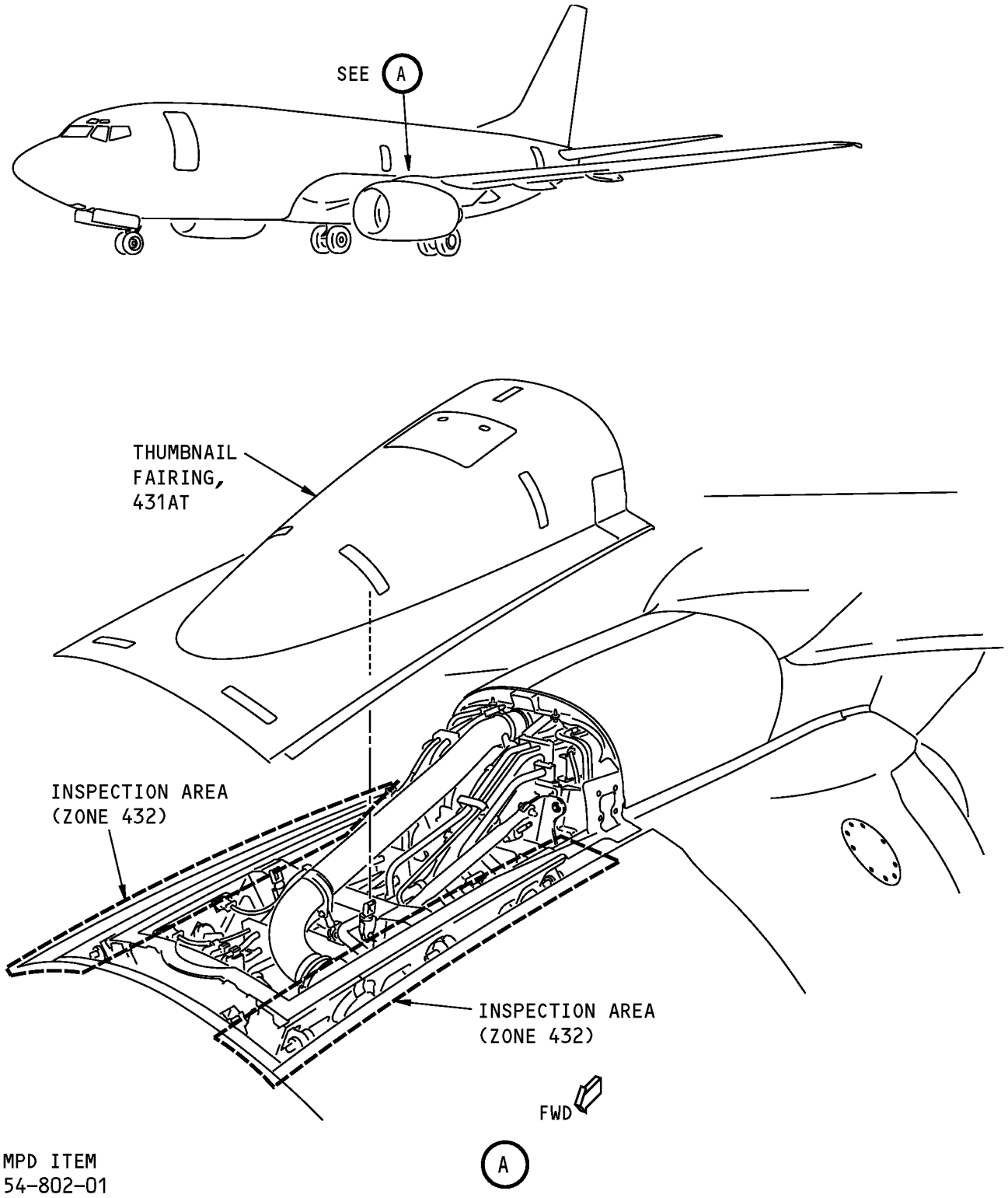
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-04-210-012

(1) Do the zonal inspection.

END OF TASK



Fan Cowl Support Beam - Left Engine General Visual (Internal)
Figure 212/05-41-04-990-812

TASK 05-41-04-210-813

13. INTERNAL - ZONAL (GV): STRUT TORQUE BOX - ENGINE NO. 1

(Figure 213)

A. General

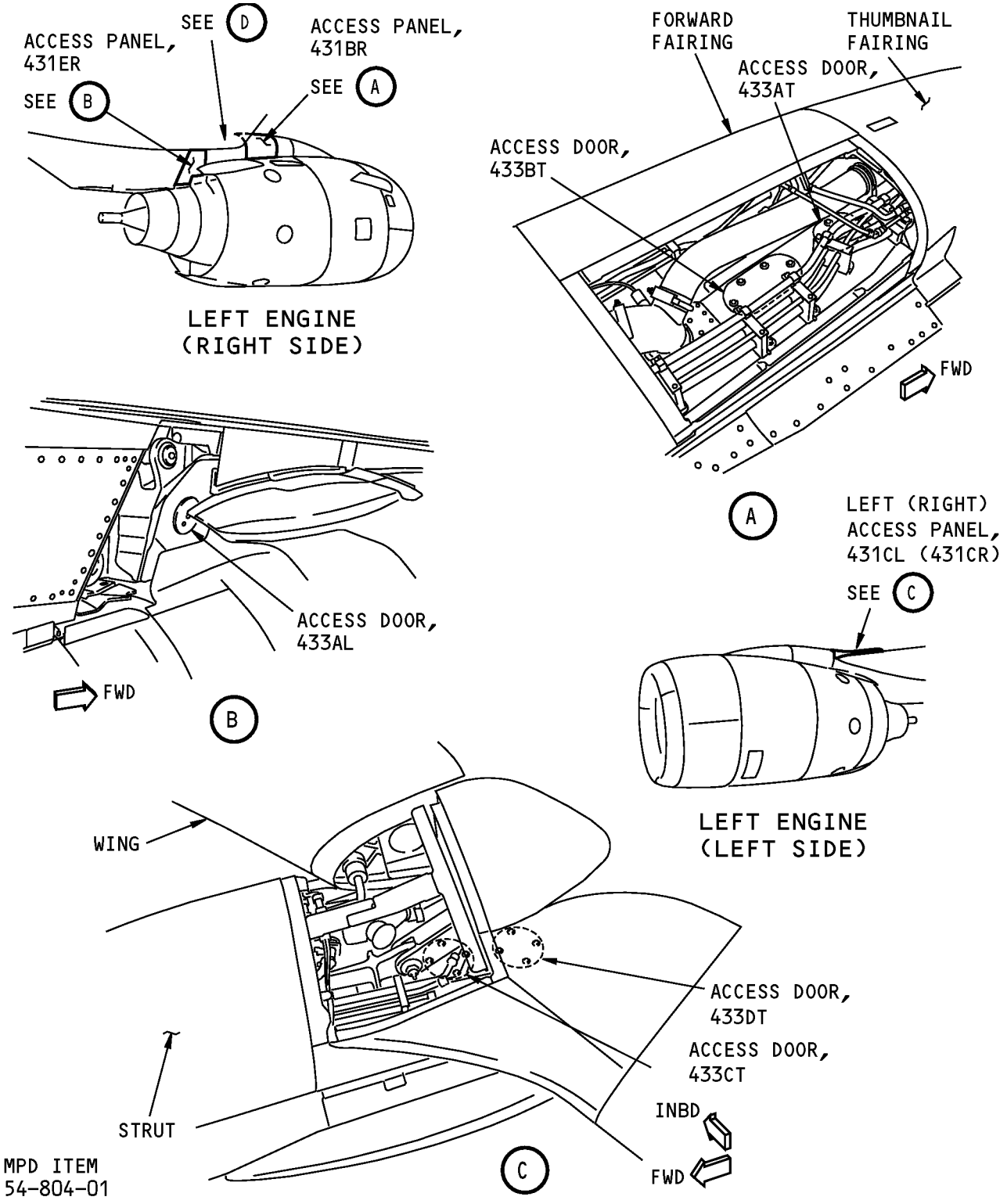
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

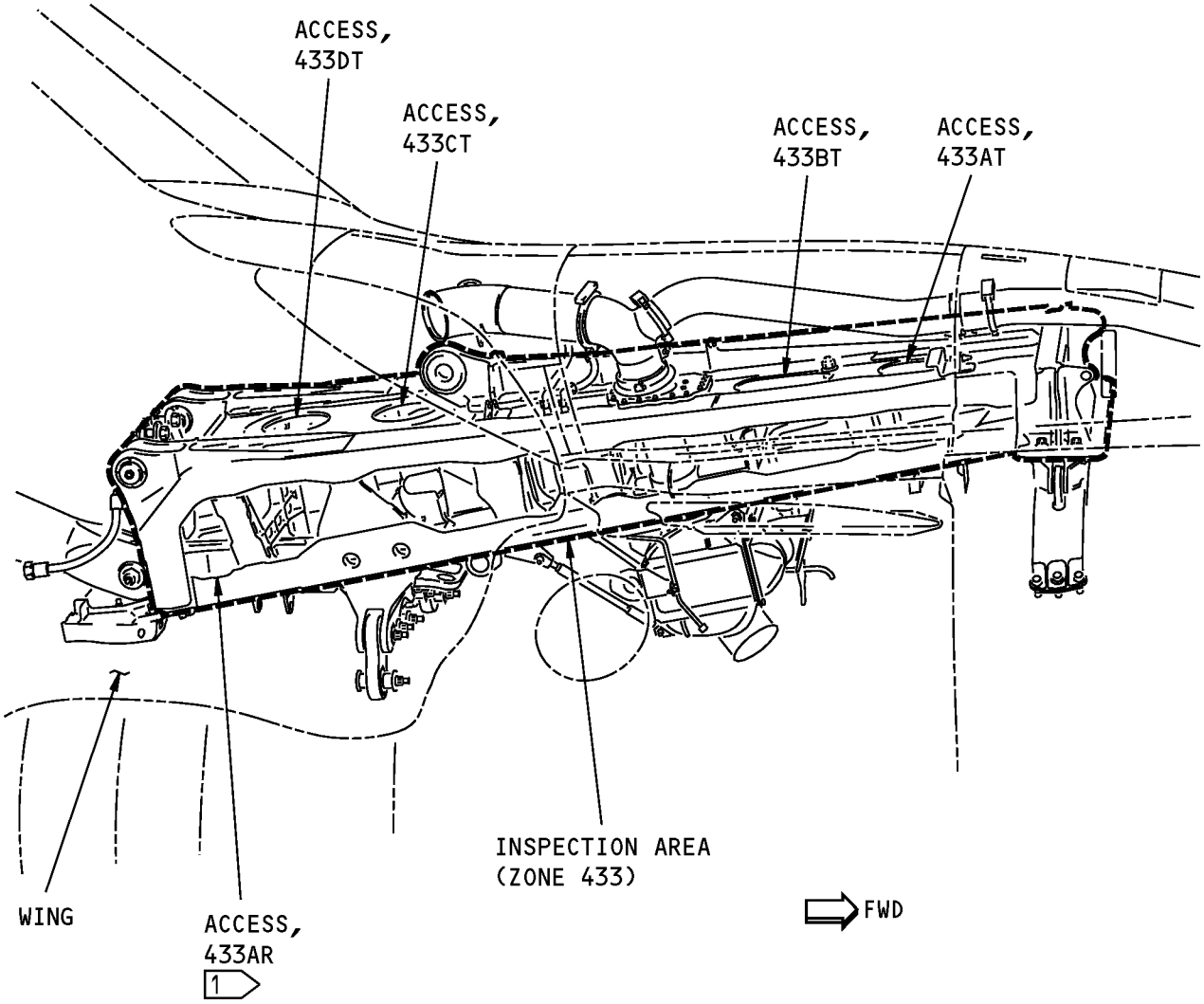
SUBTASK 05-41-04-210-013

(1) Do the zonal inspection.

END OF TASK



Strut Torque Box - Left Engine General Visual (Internal)
Figure 213 (Sheet 1 of 2)/05-41-04-990-813



(RIGHT SIDE IS SHOWN, LEFT SIDE IS EQUIVALENT)

D

1 TORQUE BOX SKIN INSTALLATION NOT SHOWN.

MPD ITEM
54-804-01

Strut Torque Box - Left Engine General Visual (Internal)
Figure 213 (Sheet 2 of 2)/05-41-04-990-813

TASK 05-41-04-210-814

14. INTERNAL - ZONAL (GV): AFT STRUT FAIRING - ENGINE NO. 1

(Figure 214)

A. General

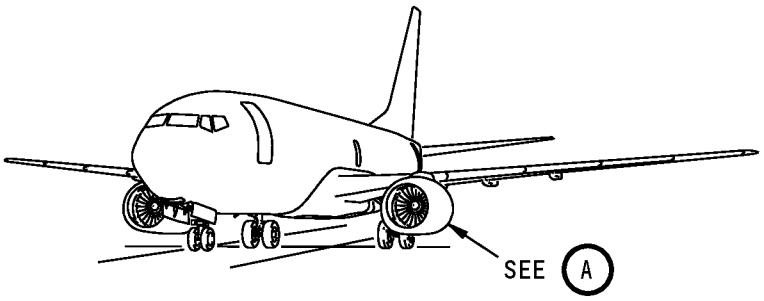
(1) This procedure is a scheduled maintenance task.

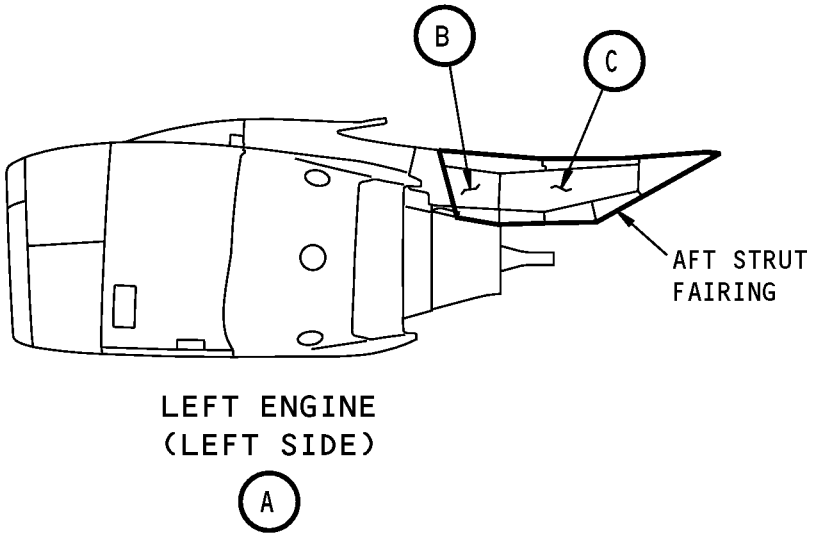
B. Zonal Inspection

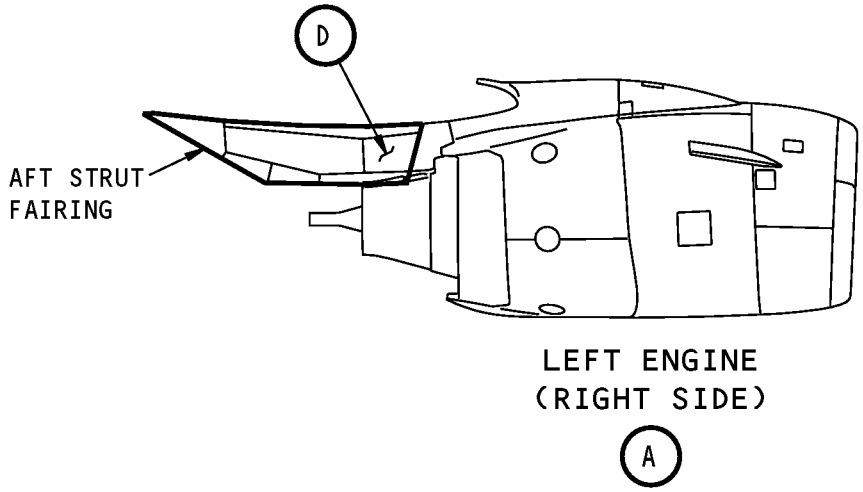
SUBTASK 05-41-04-210-014

(1) Do the zonal inspection.

——————— END OF TASK ———————

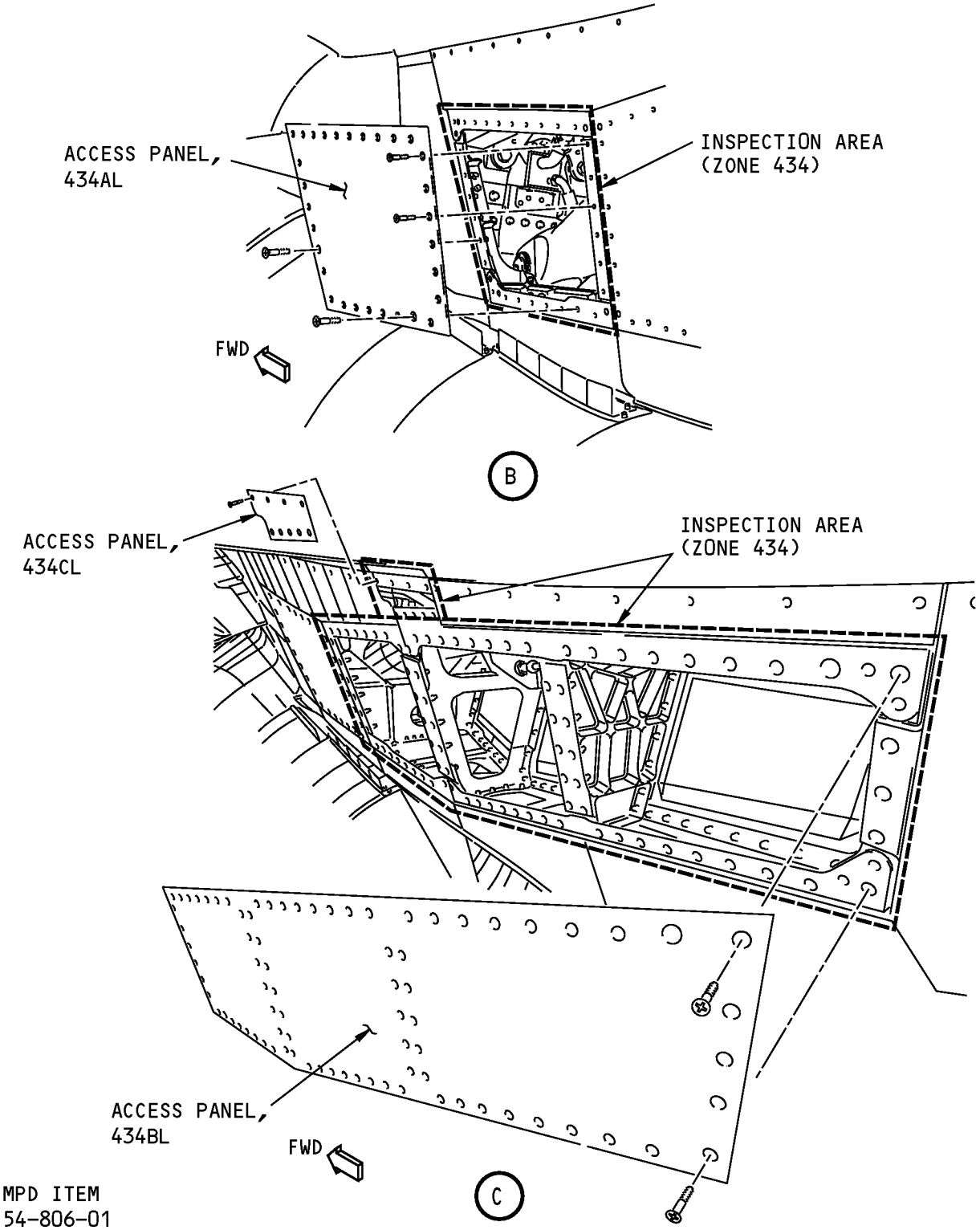




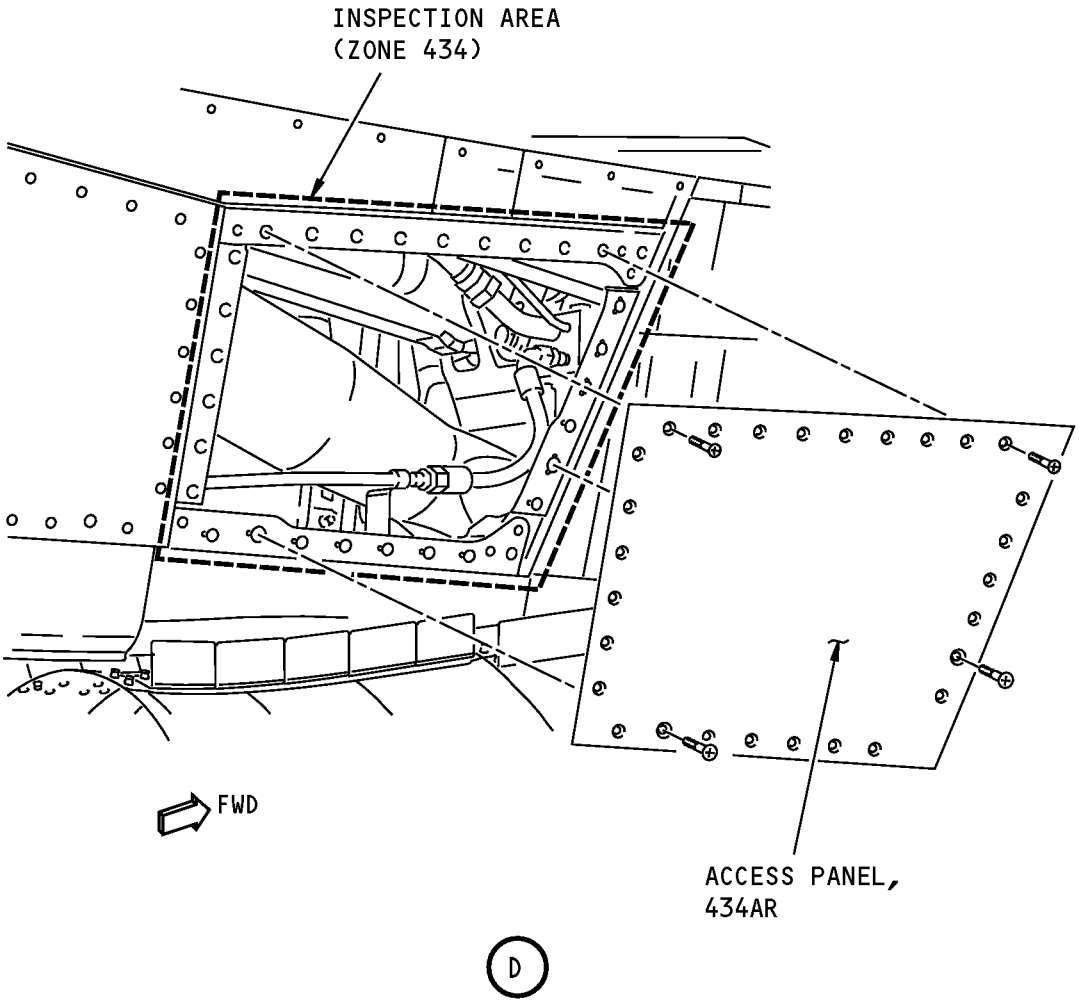


MPD ITEM
54-806-01

Aft Strut Fairing - Left Engine General Visual (Internal)
Figure 214 (Sheet 1 of 3)/05-41-04-990-814



Aft Strut Fairing - Left Engine General Visual (Internal)
Figure 214 (Sheet 2 of 3)/05-41-04-990-814



MPD ITEM
54-806-01

Aft Strut Fairing - Left Engine General Visual (Internal)
Figure 214 (Sheet 3 of 3)/05-41-04-990-814

TASK 05-41-04-210-815

15. INTERNAL - ZONAL (GV): FORWARD STRUT FAIRING - ENGINE NO. 2

(Figure 215)

A. General

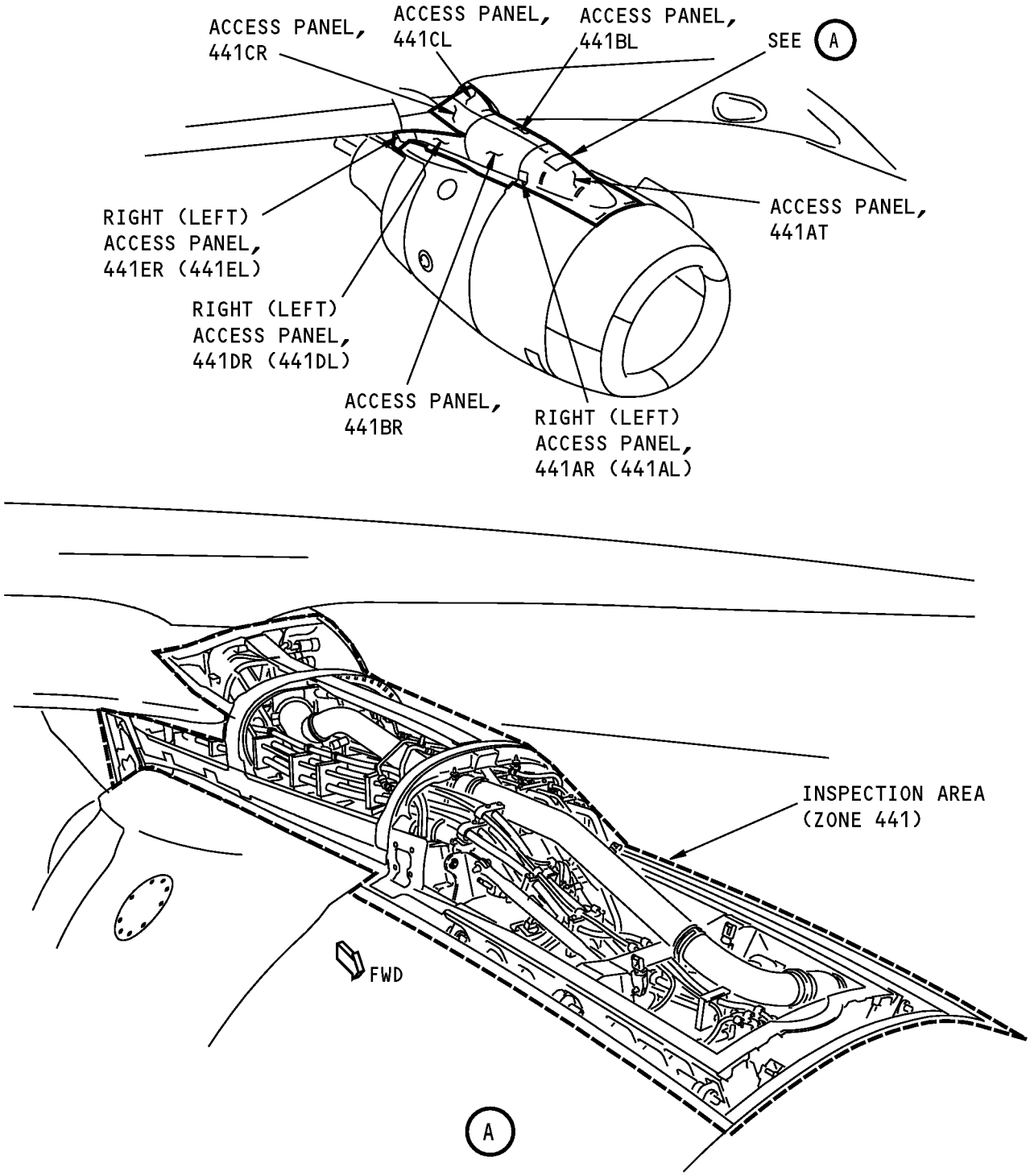
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-04-210-015

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
54-808-02

Forward Strut Fairing - Right Engine General Visual (Internal)
Figure 215/05-41-04-990-815

TASK 05-41-04-210-816

16. INTERNAL - ZONAL (GV): FAN COWL SUPPORT BEAM - ENGINE NO. 2

(Figure 216)

A. General

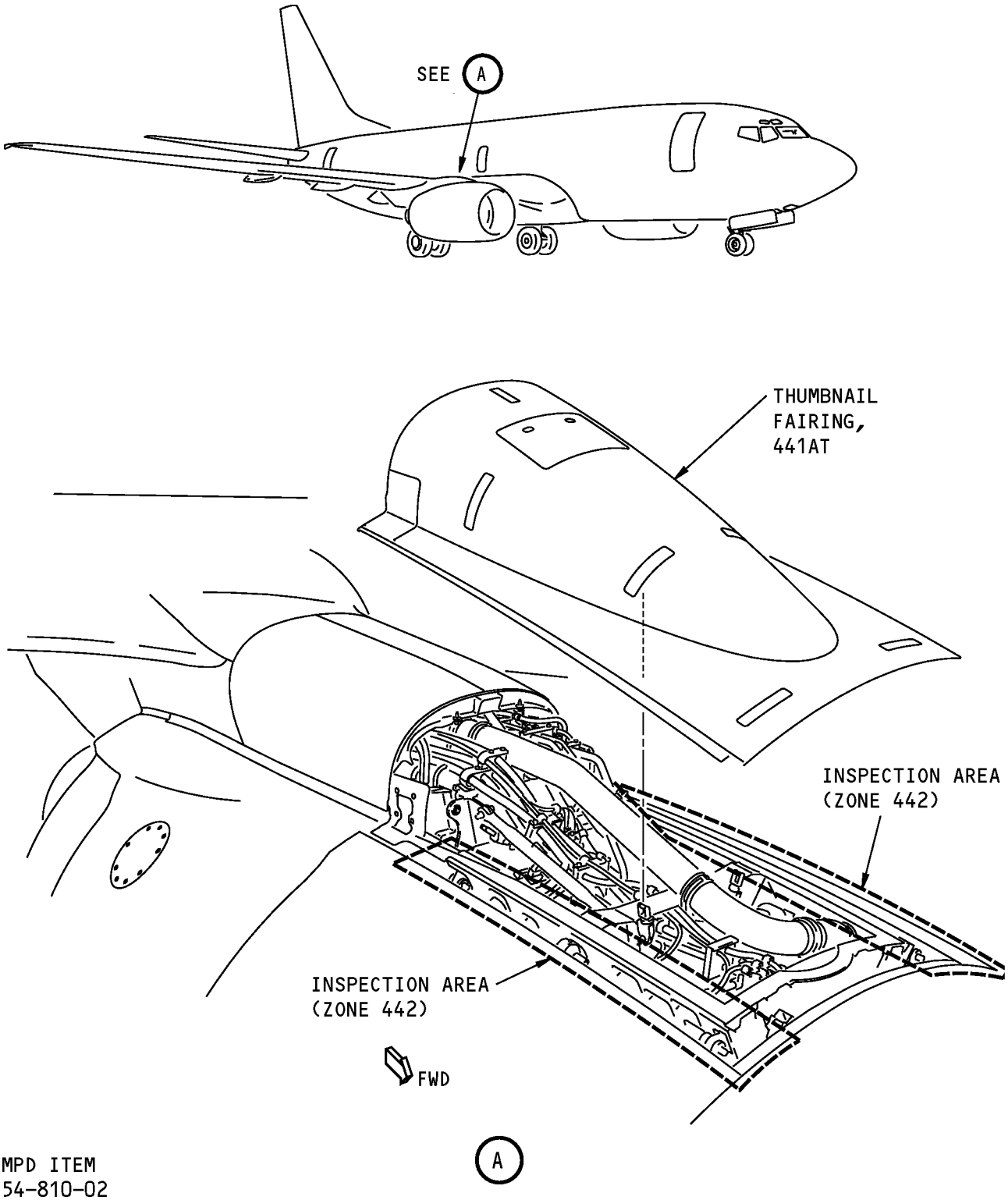
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-04-210-016

(1) Do the zonal inspection.

——————— END OF TASK ———————



Fan Cowl Support Beam - Right Engine General Visual (Internal)
Figure 216/05-41-04-990-816

TASK 05-41-04-210-817

17. INTERNAL - ZONAL (GV): STRUT TORQUE BOX - ENGINE NO. 2

(Figure 217)

A. General

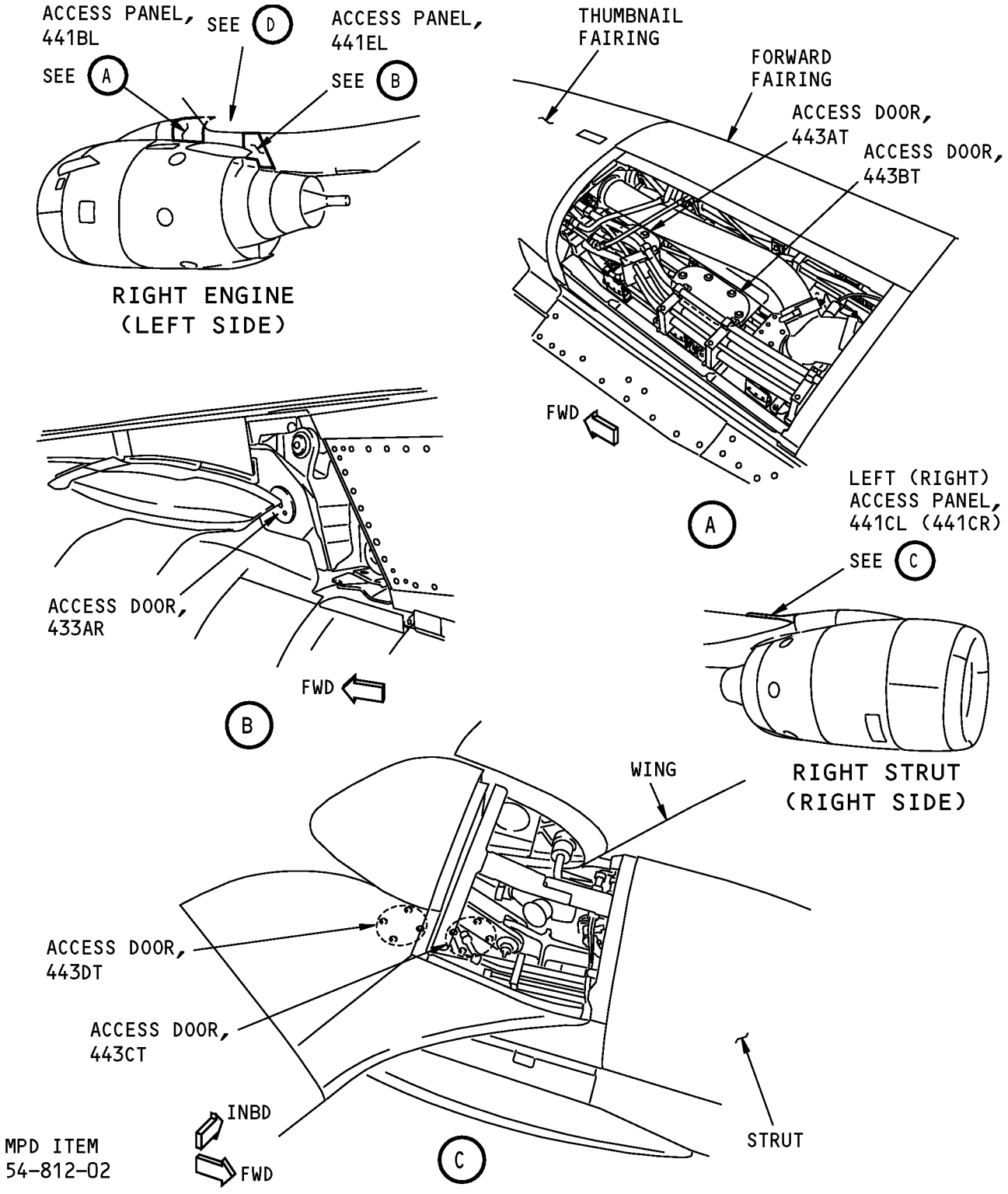
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

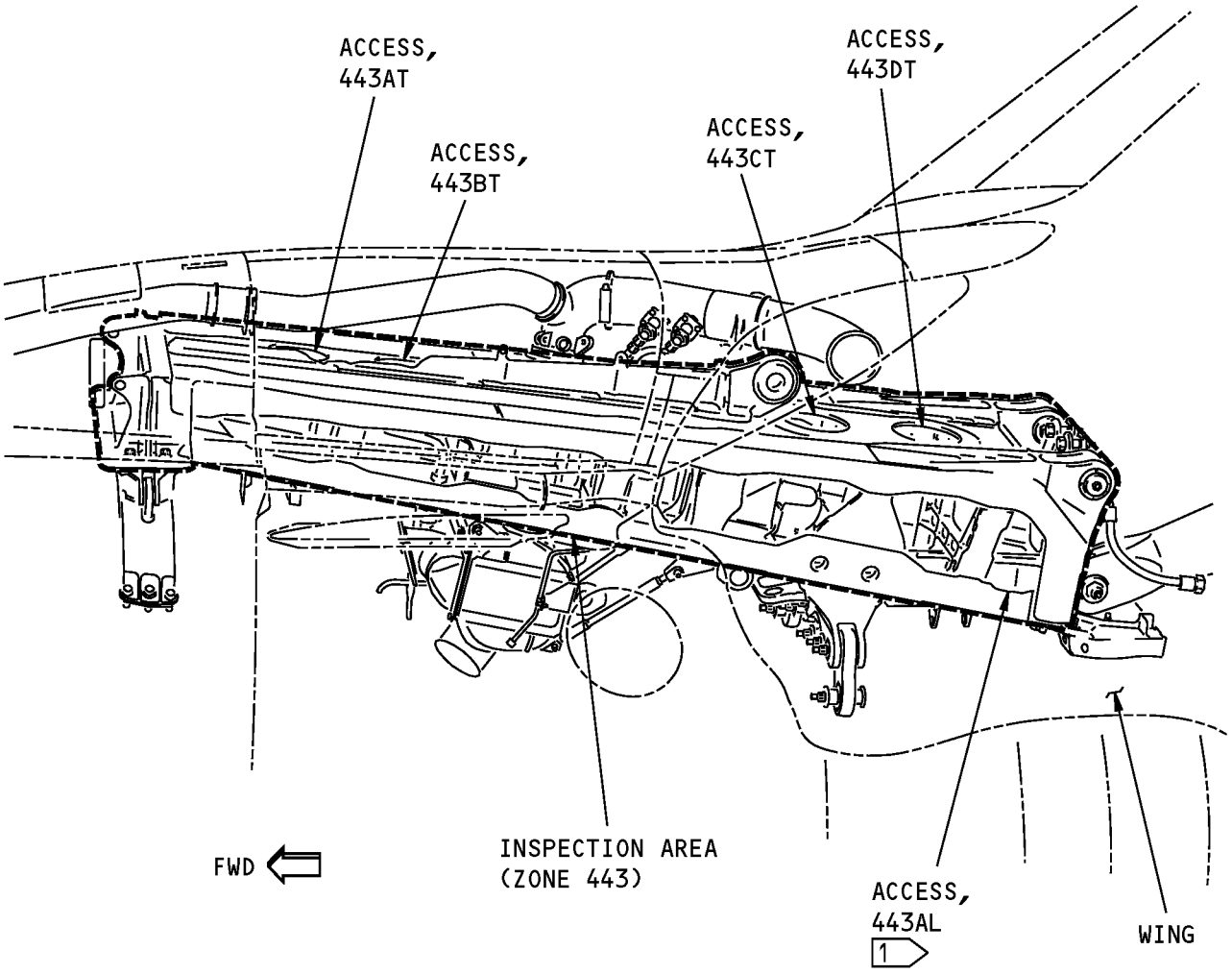
SUBTASK 05-41-04-210-017

(1) Do the zonal inspection.

END OF TASK



Strut Torque Box - Right Engine General Visual (Internal)
Figure 217 (Sheet 1 of 2)/05-41-04-990-817



(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)

D

1 TORQUE BOX SKIN INSTALLATION NOT SHOWN.

MPD ITEM
54-812-02

Strut Torque Box - Right Engine General Visual (Internal)
Figure 217 (Sheet 2 of 2)/05-41-04-990-817

TASK 05-41-04-210-818

18. INTERNAL - ZONAL (GV): AFT STRUT FAIRING - ENGINE NO. 2

(Figure 218)

A. General

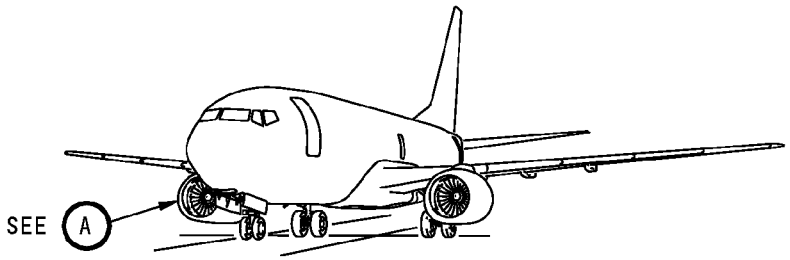
(1) This procedure is a scheduled maintenance task.

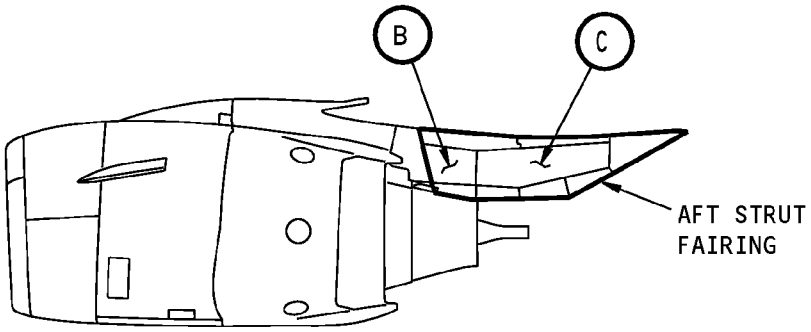
B. Zonal Inspection

SUBTASK 05-41-04-210-018

(1) Do the zonal inspection.

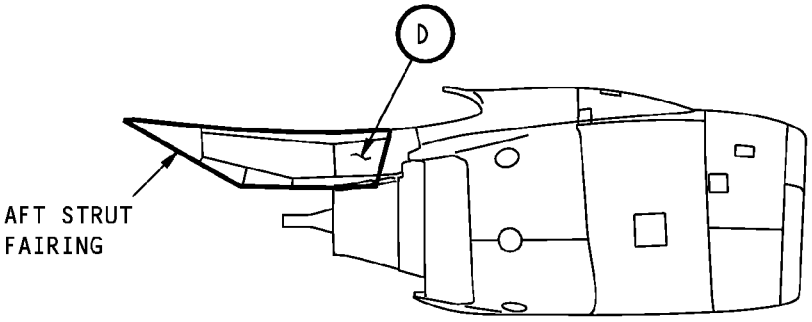
END OF TASK





RIGHT ENGINE
(LEFT SIDE)

A

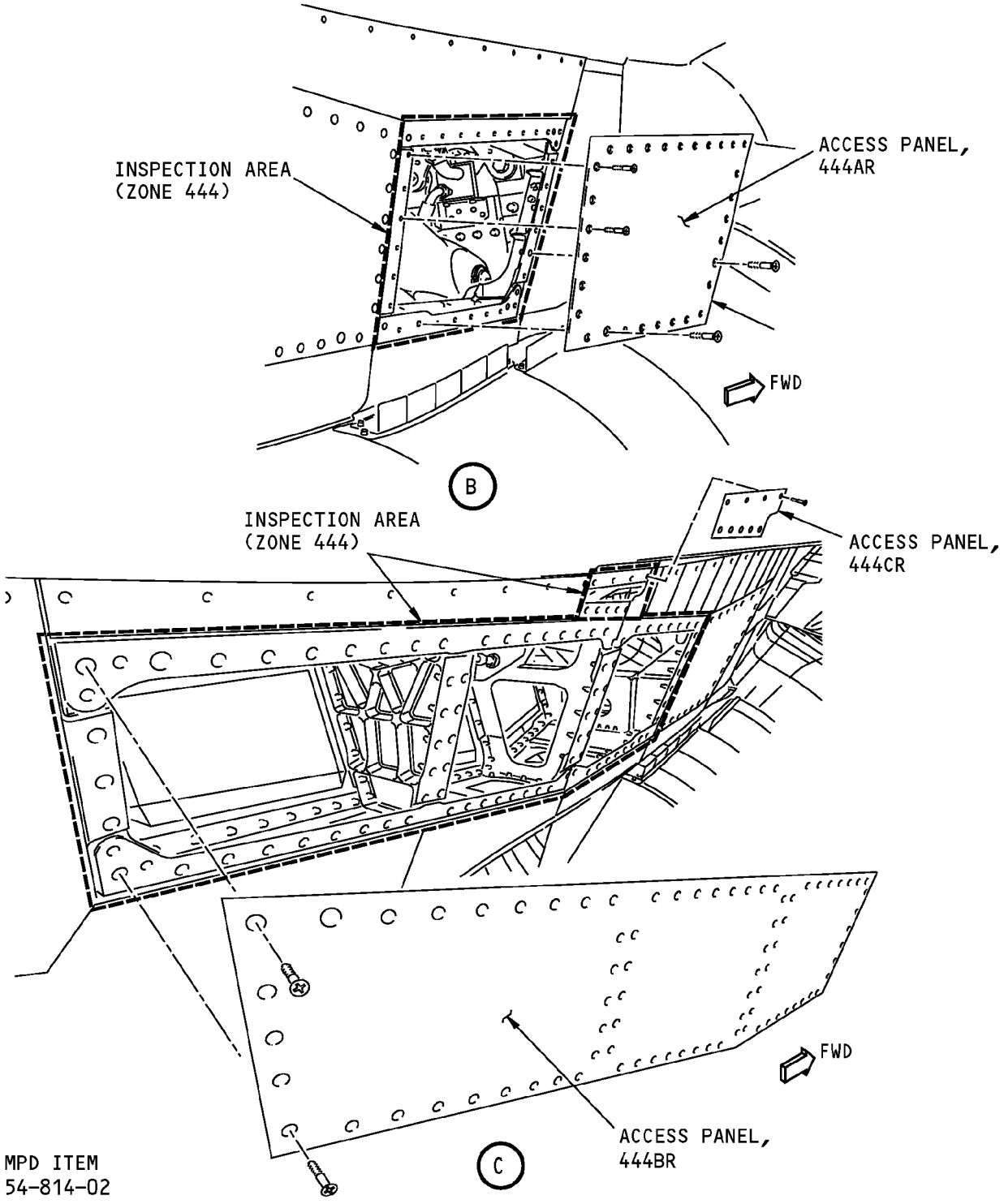


RIGHT ENGINE
(RIGHT SIDE)

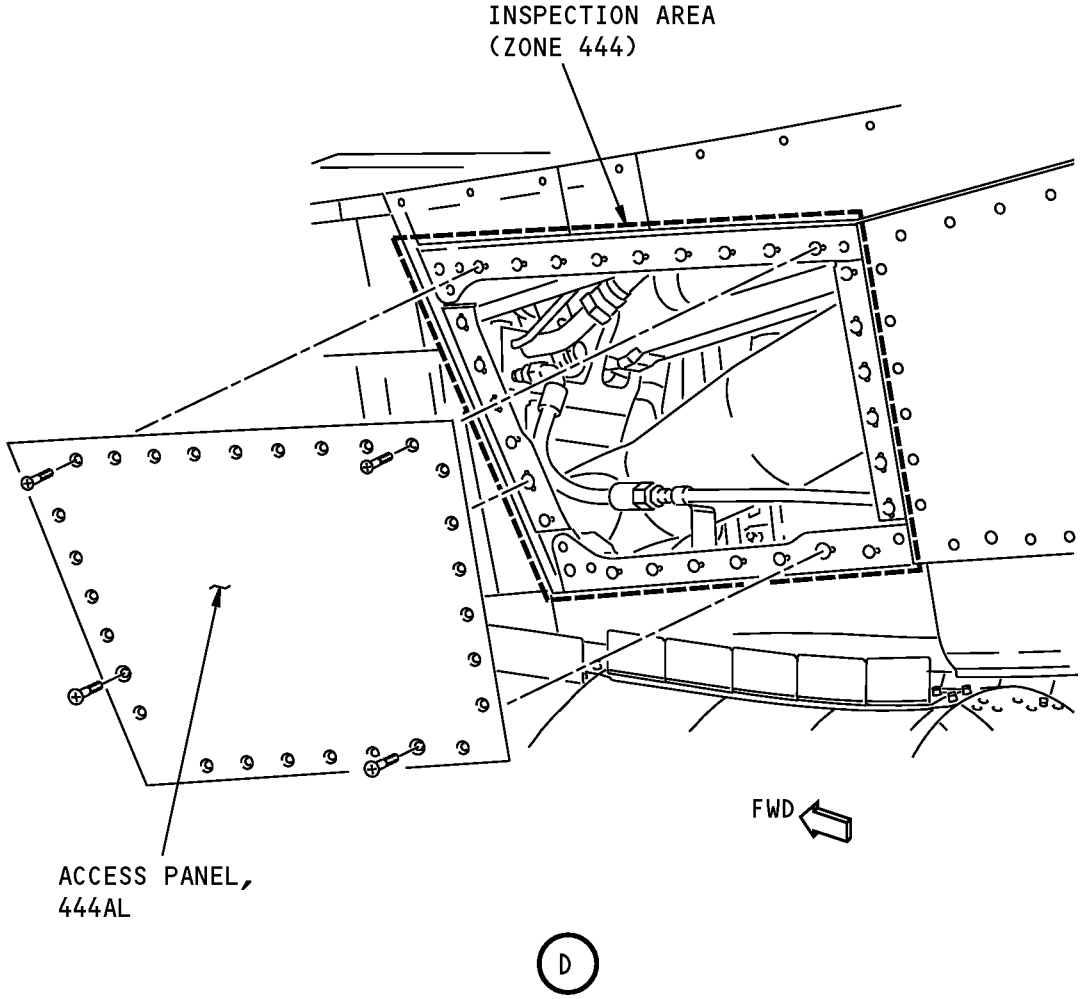
A

MPD ITEM
54-814-02

Aft Strut Fairing - Right Engine General Visual (Internal)
Figure 218 (Sheet 1 of 3)/05-41-04-990-818



Aft Strut Fairing - Right Engine General Visual (Internal)
Figure 218 (Sheet 2 of 3)/05-41-04-990-818



MPD ITEM
54-814-02

Aft Strut Fairing - Right Engine General Visual (Internal)
Figure 218 (Sheet 3 of 3)/05-41-04-990-818

TASK 05-41-05-210-801

1. EXTERNAL - ZONAL (GV): LEFT WING

(Figure 201)

A. General

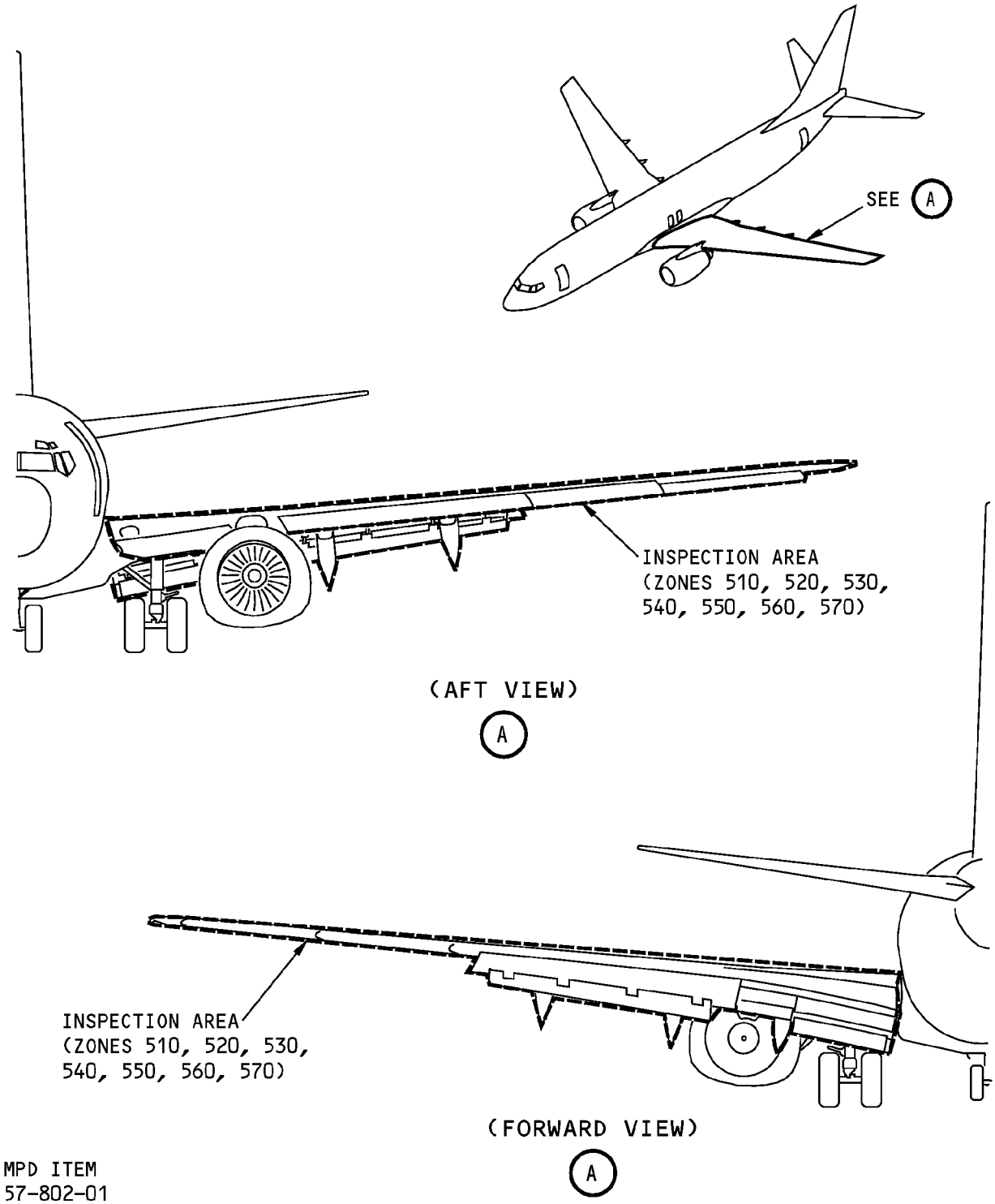
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

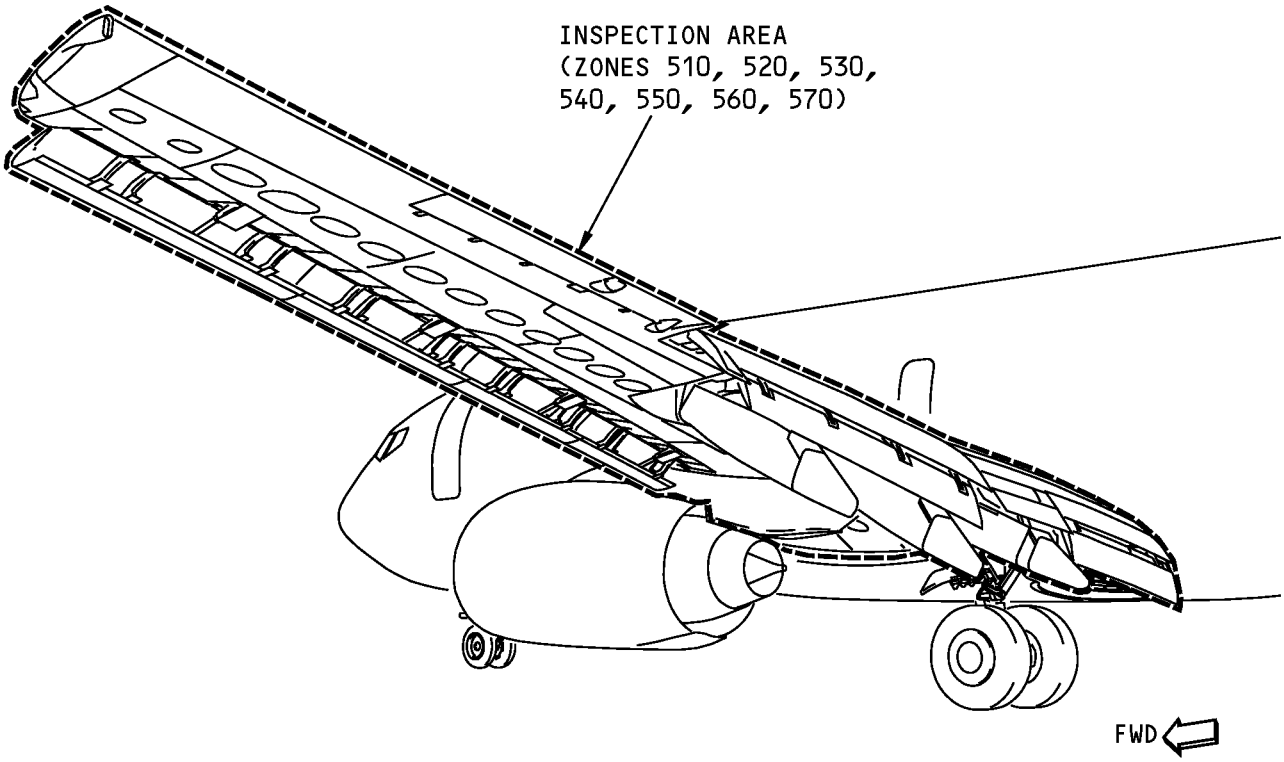
SUBTASK 05-41-05-210-001

(1) Do the zonal inspection.

END OF TASK



Left Wing - General Visual (External)
Figure 201 (Sheet 1 of 2)/05-41-05-990-801



MPD ITEM
57-802-01

Left Wing - General Visual (External)
Figure 201 (Sheet 2 of 2)/05-41-05-990-801

TASK 05-41-05-210-802

2. EXTERNAL - ZONAL (GV): WINGLET - LEFT WING

(Figure 202)

A. General

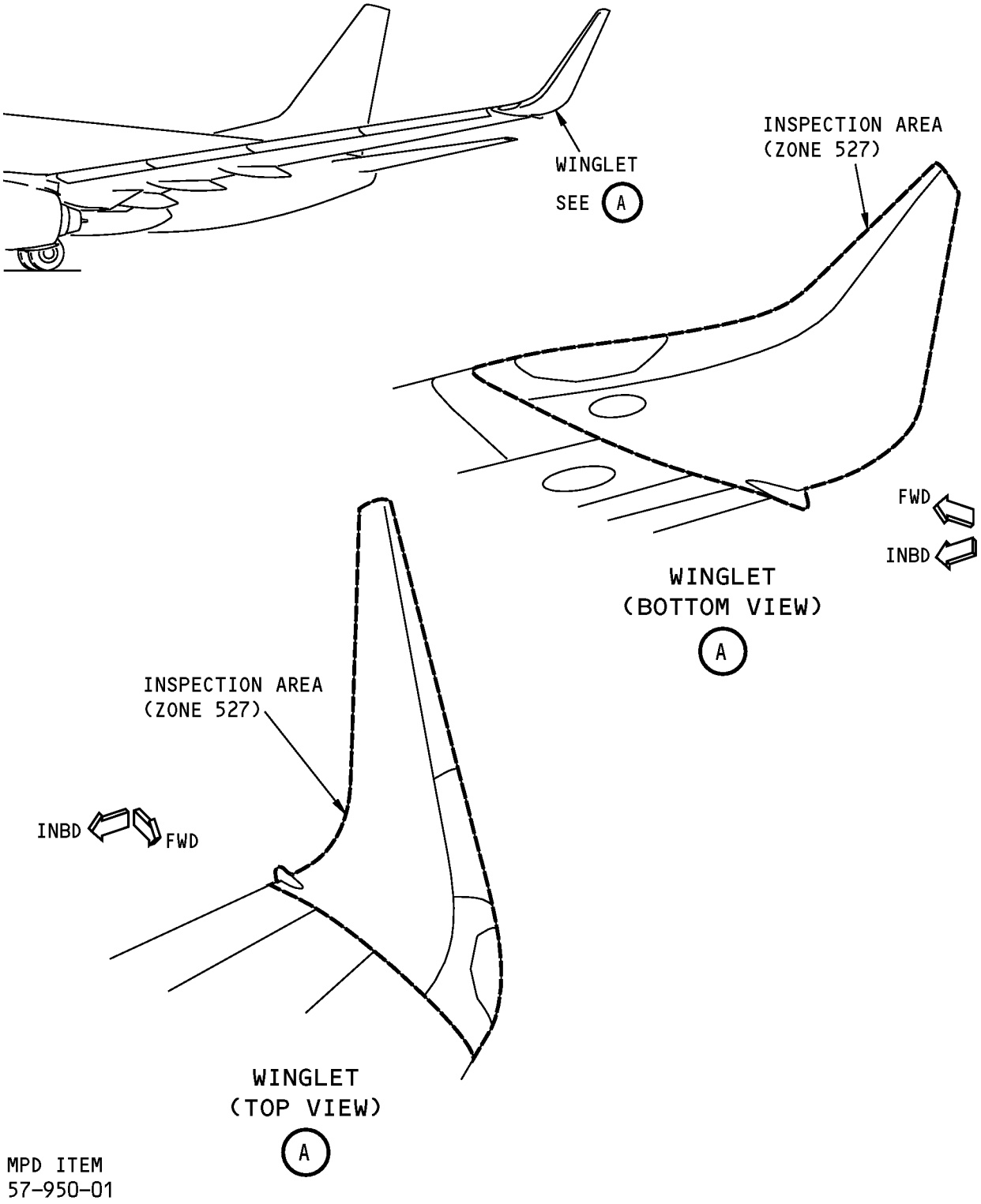
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-002

(1) Do the zonal inspection.

———————— END OF TASK ————————



Left Winglet - General Visual (External)
Figure 202/05-41-05-990-802

TASK 05-41-05-210-803

3. INTERNAL - ZONAL (GV): WINGLET - LEFT WING

(Figure 203)

A. General

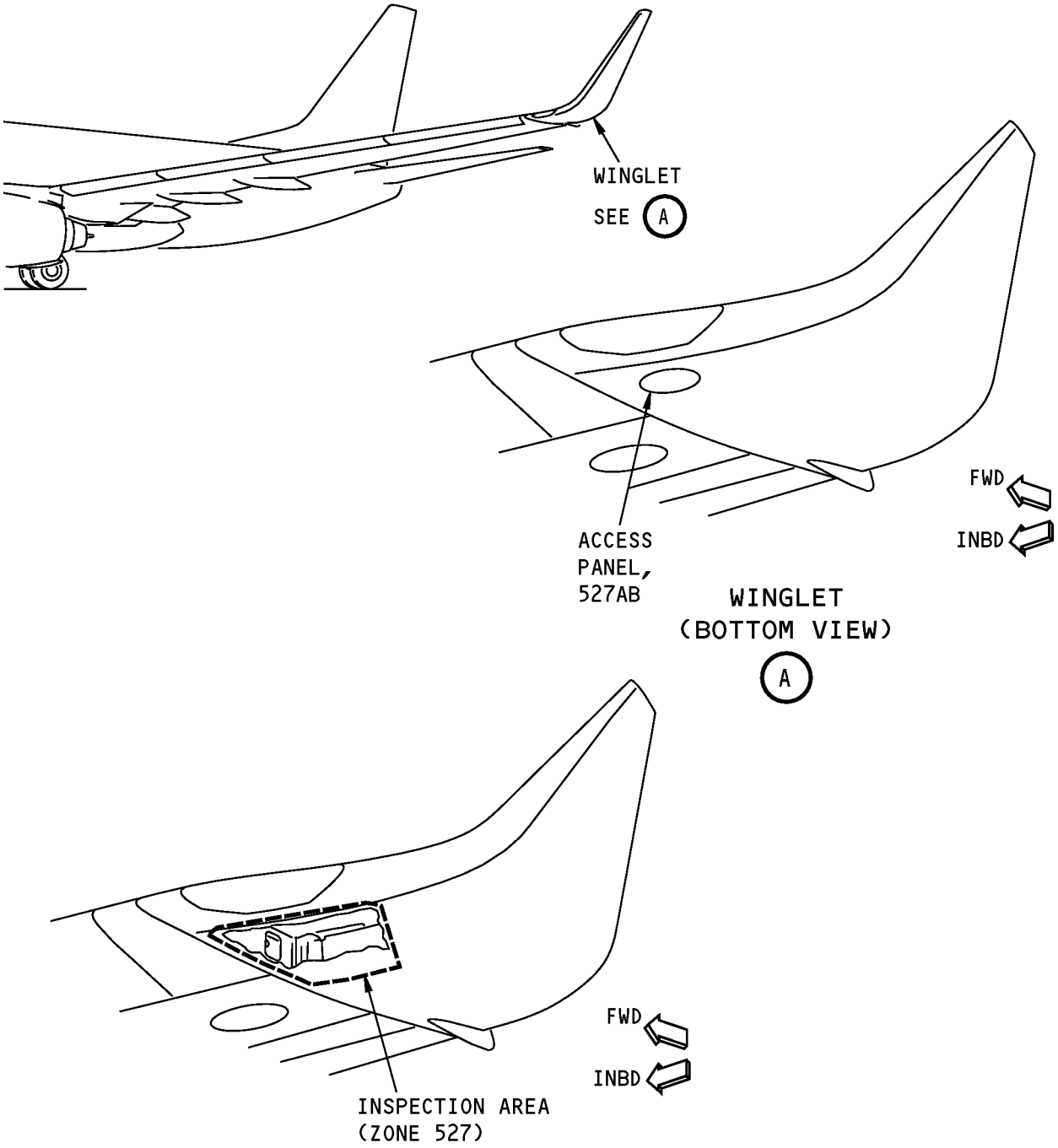
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-003

(1) Do the zonal inspection.

END OF TASK



Left Winglet - General Visual (Internal)
Figure 203/05-41-05-990-803

TASK 05-41-05-210-804

4. EXTERNAL - ZONAL (GV): LEADING EDGE TO FRONT SPAR - INBD OF NACELLE STRUT - L. WING

(Figure 204)

A. General

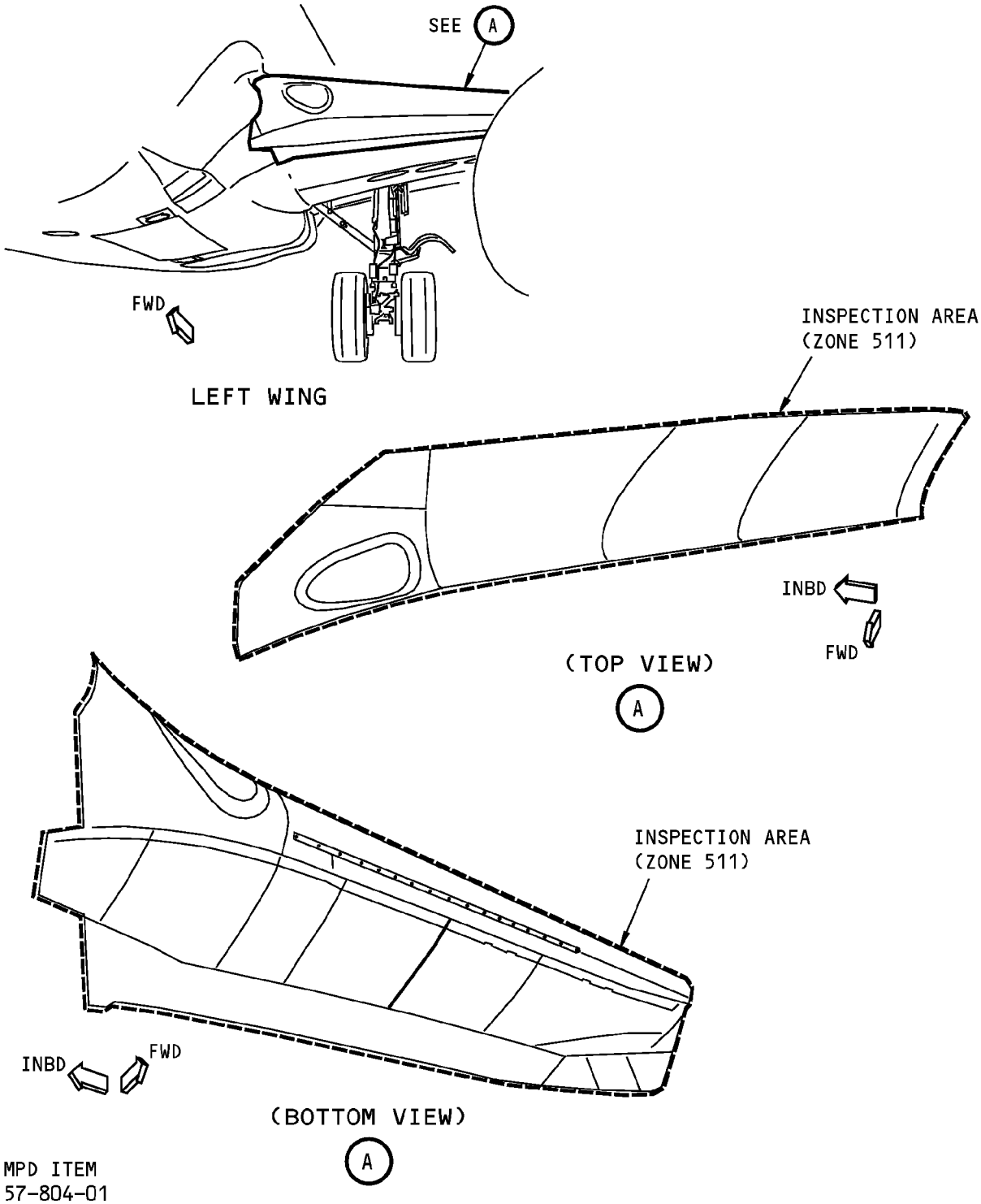
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-004

(1) Do the zonal inspection.

END OF TASK



Leading Edge to Front Spar (Inboard of Nacelle Strut) Left Wing - General Visual (External)
Figure 204/05-41-05-990-804

TASK 05-41-05-210-805

5. INTERNAL - ZONAL (GV): LEADING EDGE TO FRONT SPAR - INBD OF NACELLE STRUT - L. WING

(Figure 205)

A. General

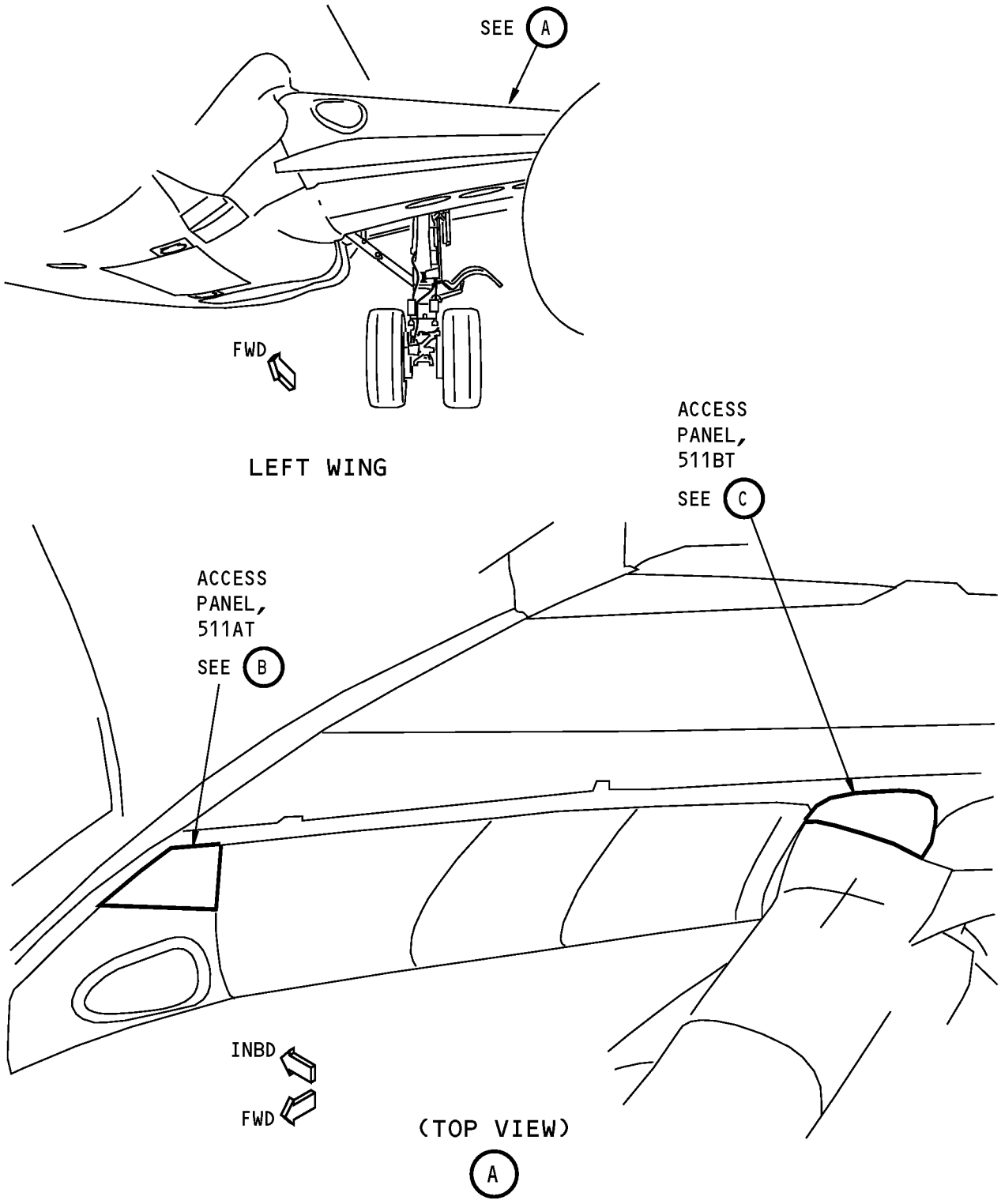
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

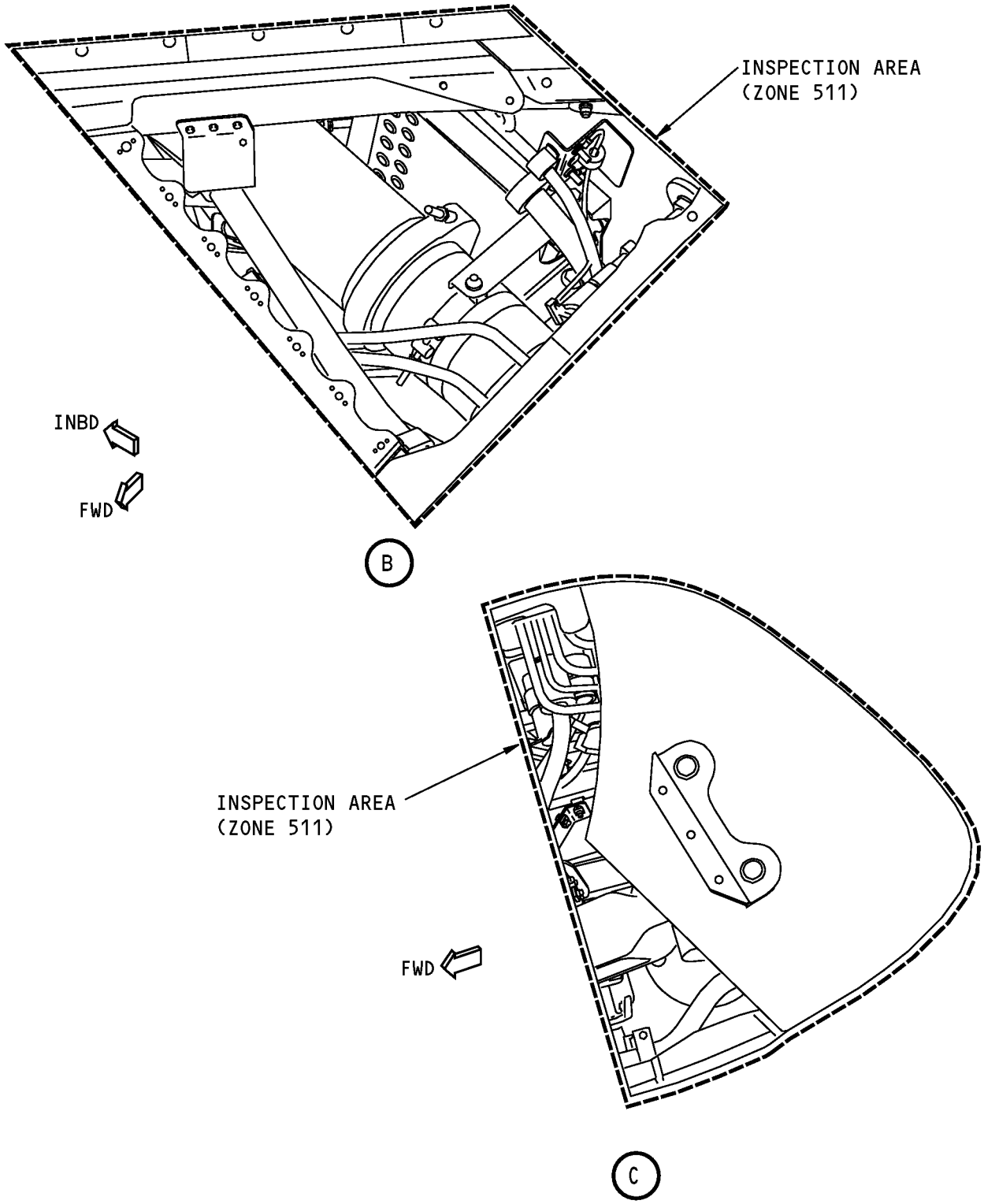
SUBTASK 05-41-05-210-005

(1) Do the zonal inspection.

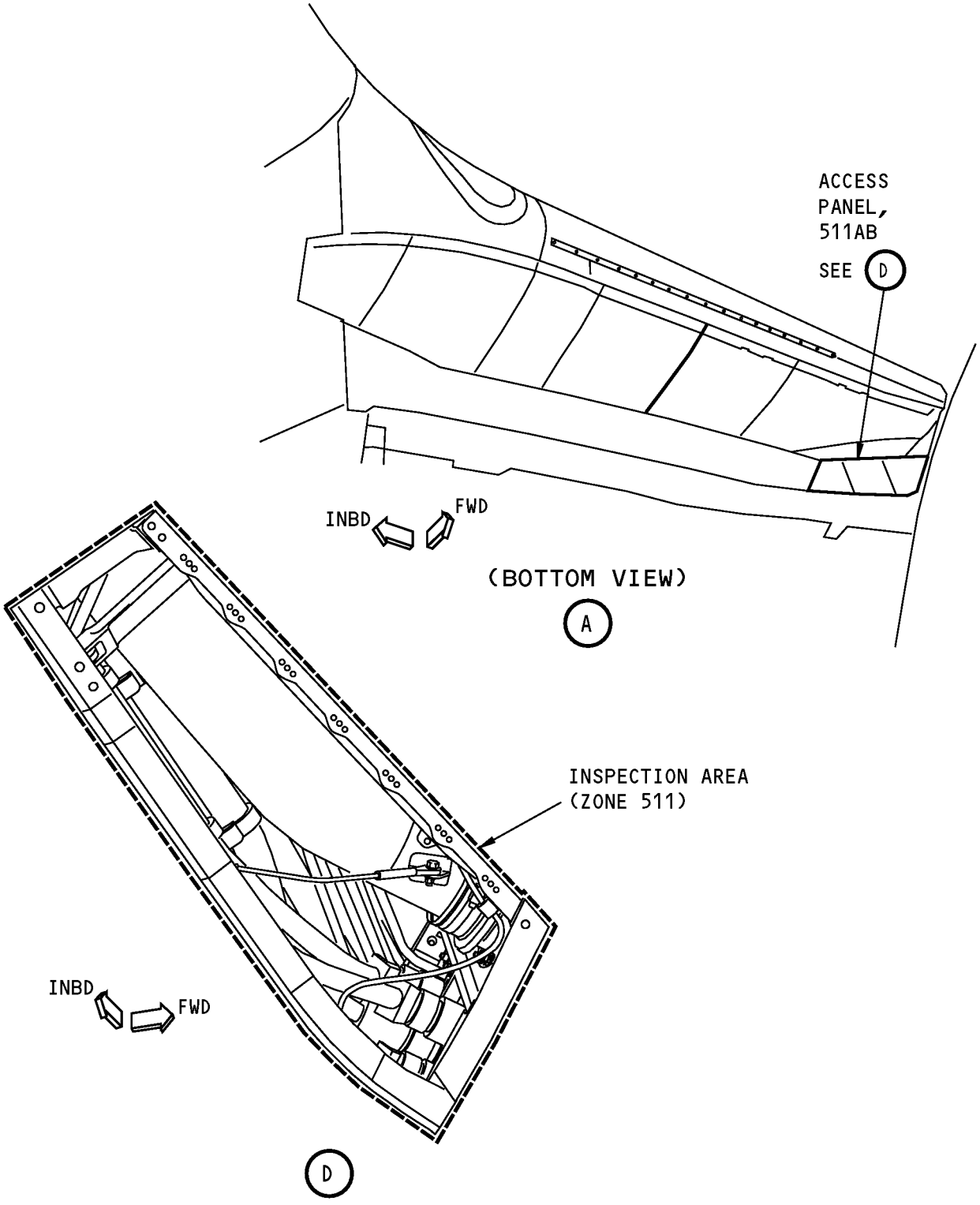
——————— END OF TASK ———————



Leading Edge to Front Spar (Inboard of Nacelle Strut) Left Wing - General Visual (Internal)
Figure 205 (Sheet 1 of 3)/05-41-05-990-805



Leading Edge to Front Spar (Inboard of Nacelle Strut) Left Wing - General Visual (Internal)
Figure 205 (Sheet 2 of 3)/05-41-05-990-805



Leading Edge to Front Spar (Inboard of Nacelle Strut) Left Wing - General Visual (Internal)
Figure 205 (Sheet 3 of 3)/05-41-05-990-805

TASK 05-41-05-210-806

6. EXTERNAL - ZONAL (GV): KRUEGER FLAPS NO. 1 AND 2 - L. WING

(Figure 206)

A. General

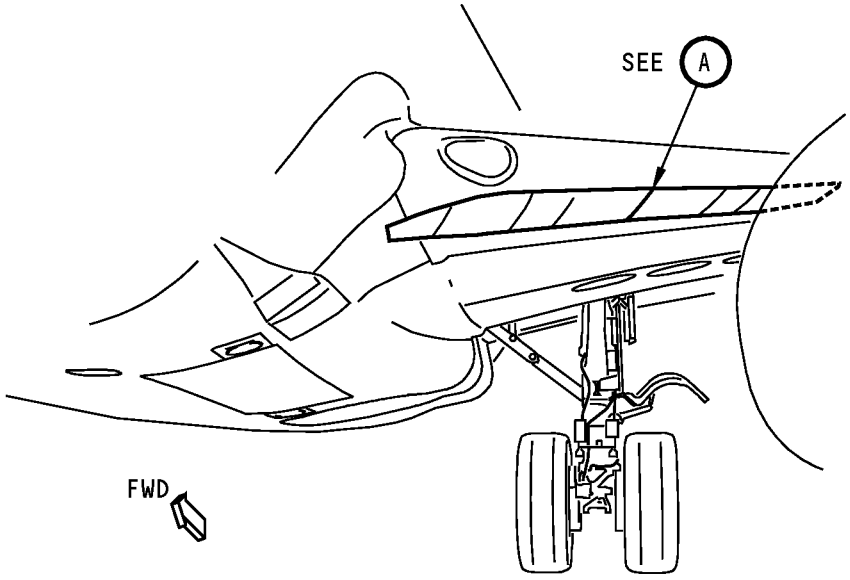
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

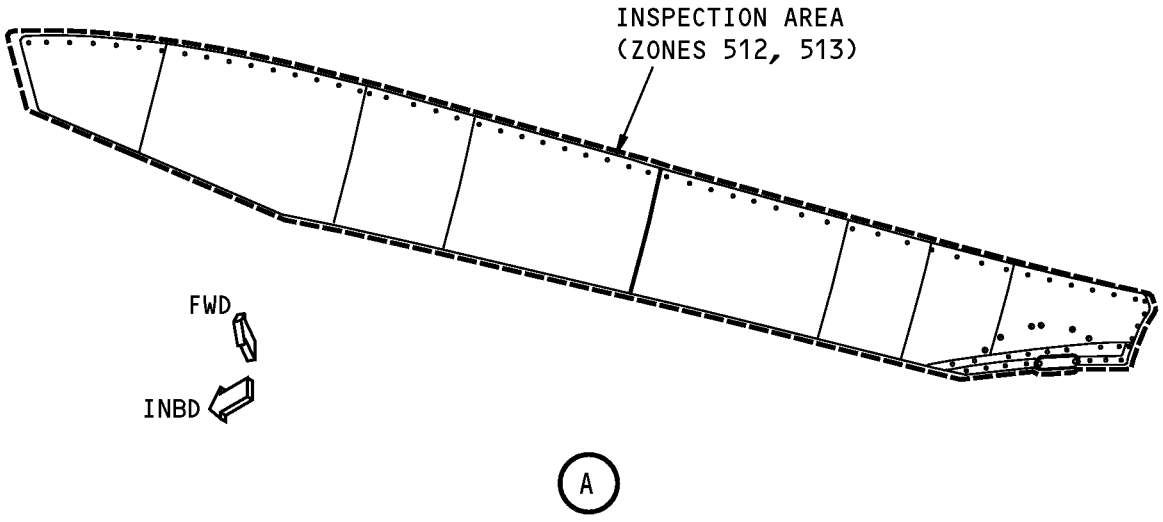
SUBTASK 05-41-05-210-006

(1) Do the zonal inspection.

END OF TASK



LEFT WING



MPD ITEM
57-808-01

Krueger Flaps No. 1 and 2 General Visual (External)
Figure 206/05-41-05-990-806

TASK 05-41-05-210-807

7. INTERNAL - ZONAL (GV): KRUEGER FLAPS NO. 1 AND 2 - L. WING

(Figure 207)

A. General

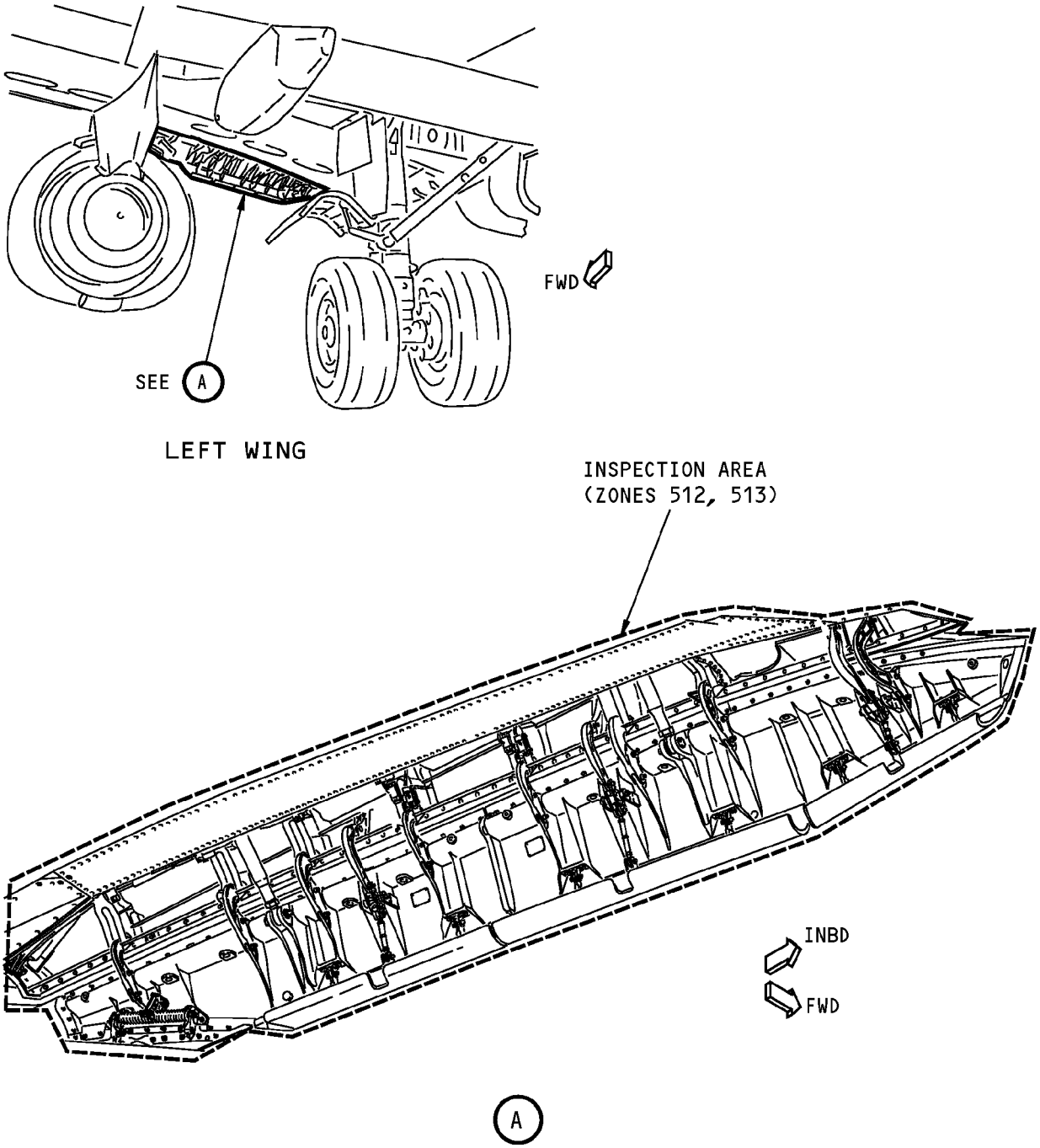
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-007

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
57-810-01

Krueger Flaps No. 1 and 2 General Visual (Internal)
Figure 207/05-41-05-990-807

TASK 05-41-05-210-808

8. EXTERNAL - ZONAL (GV): LEADING EDGE TO FRONT SPAR - OUTBD OF NACELLE STRUT - L. WING

(Figure 208)

A. General

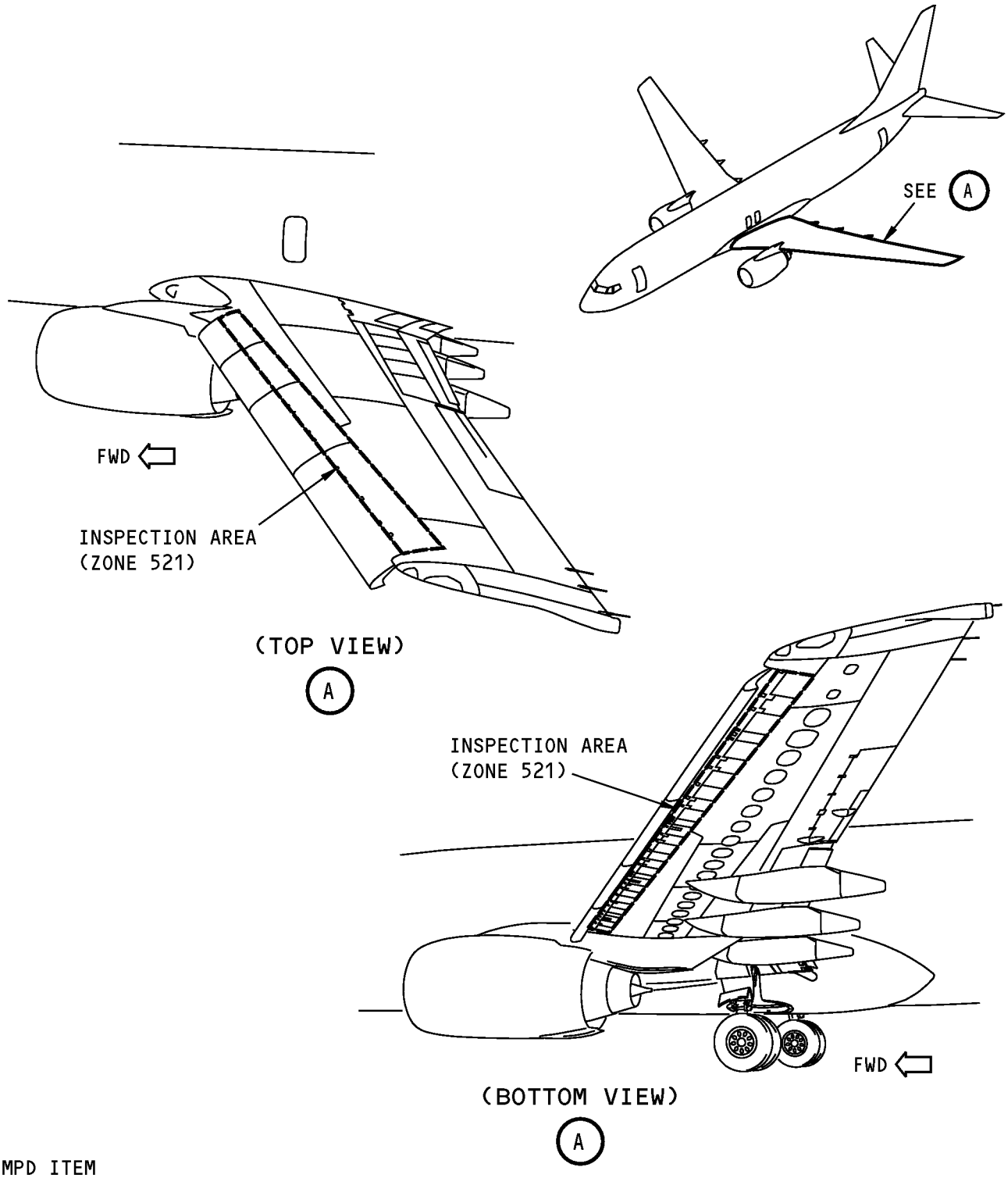
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-008

(1) Do the zonal inspection.

——————— END OF TASK ———————



MPD ITEM
57-812-01

Leading Edge to Front Spar (Outboard of Nacelle Strut) Left Wing - General Visual (External)
Figure 208/05-41-05-990-808

TASK 05-41-05-210-809

9. INTERNAL - ZONAL (GV): LEADING EDGE TO FRONT SPAR - OUTBD OF NACELLE STRUT - L. WING

(Figure 209)

A. General

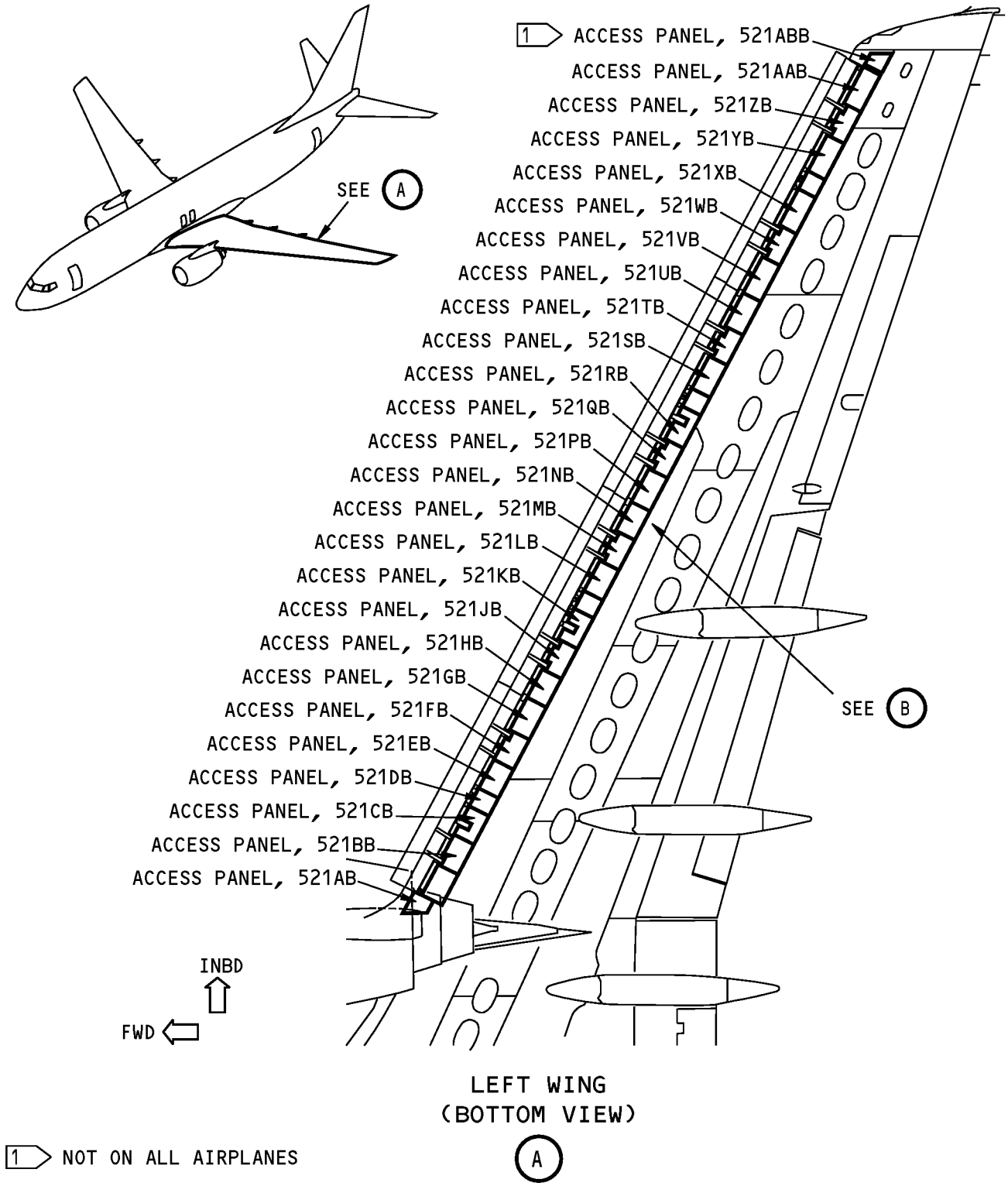
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

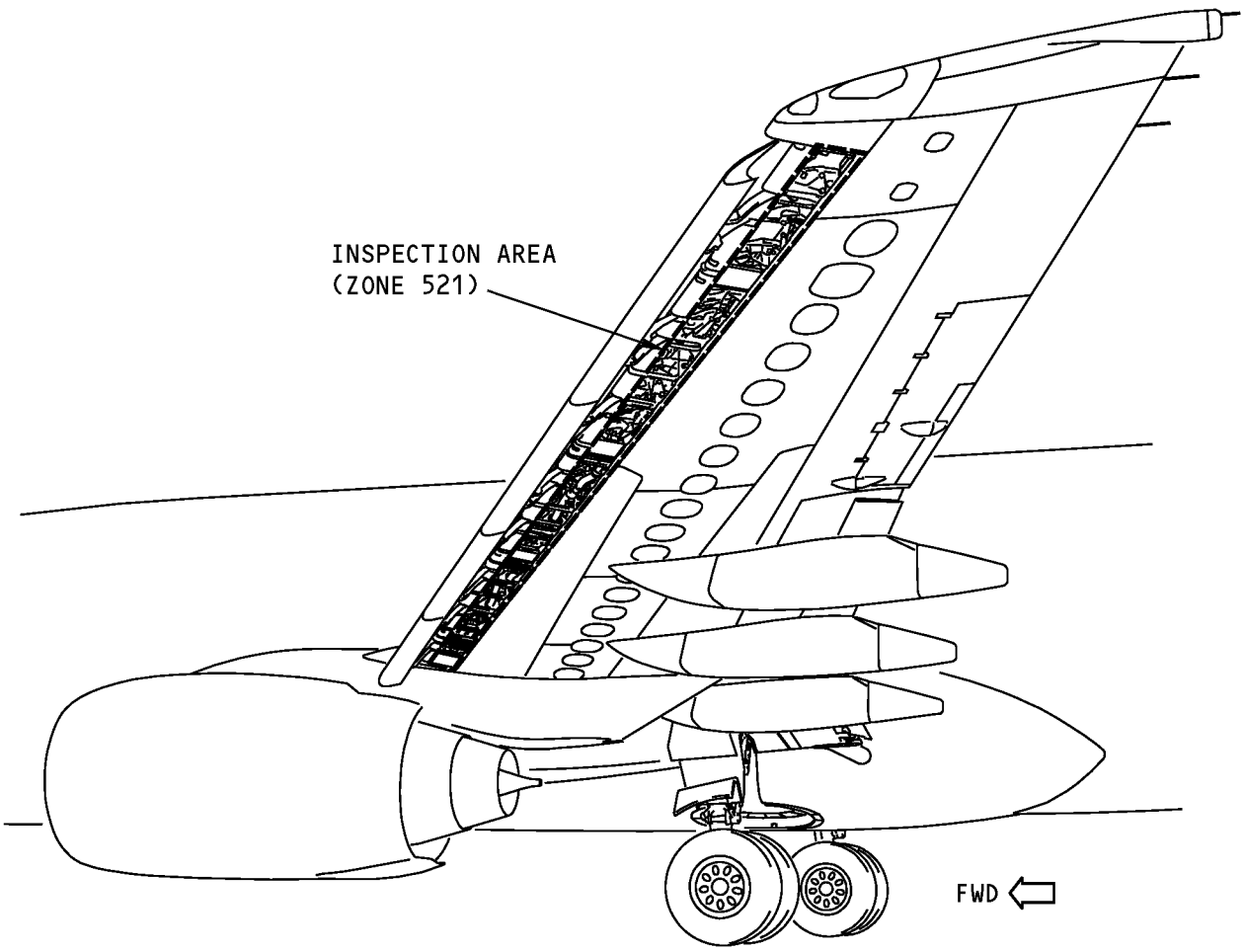
SUBTASK 05-41-05-210-009

(1) Do the zonal inspection.

———————— END OF TASK ————————



Leading Edge to Front Spar (Outboard of Nacelle Strut) Left Wing - General Visual (Internal)
Figure 209 (Sheet 1 of 2)/05-41-05-990-809



Leading Edge to Front Spar (Outboard of Nacelle Strut) Left Wing - General Visual (Internal)
Figure 209 (Sheet 2 of 2)/05-41-05-990-809

TASK 05-41-05-210-810

10. EXTERNAL - ZONAL (GV): SLATS NO. 1, 2, 3, 4 - L. WING

(Figure 210)

A. General

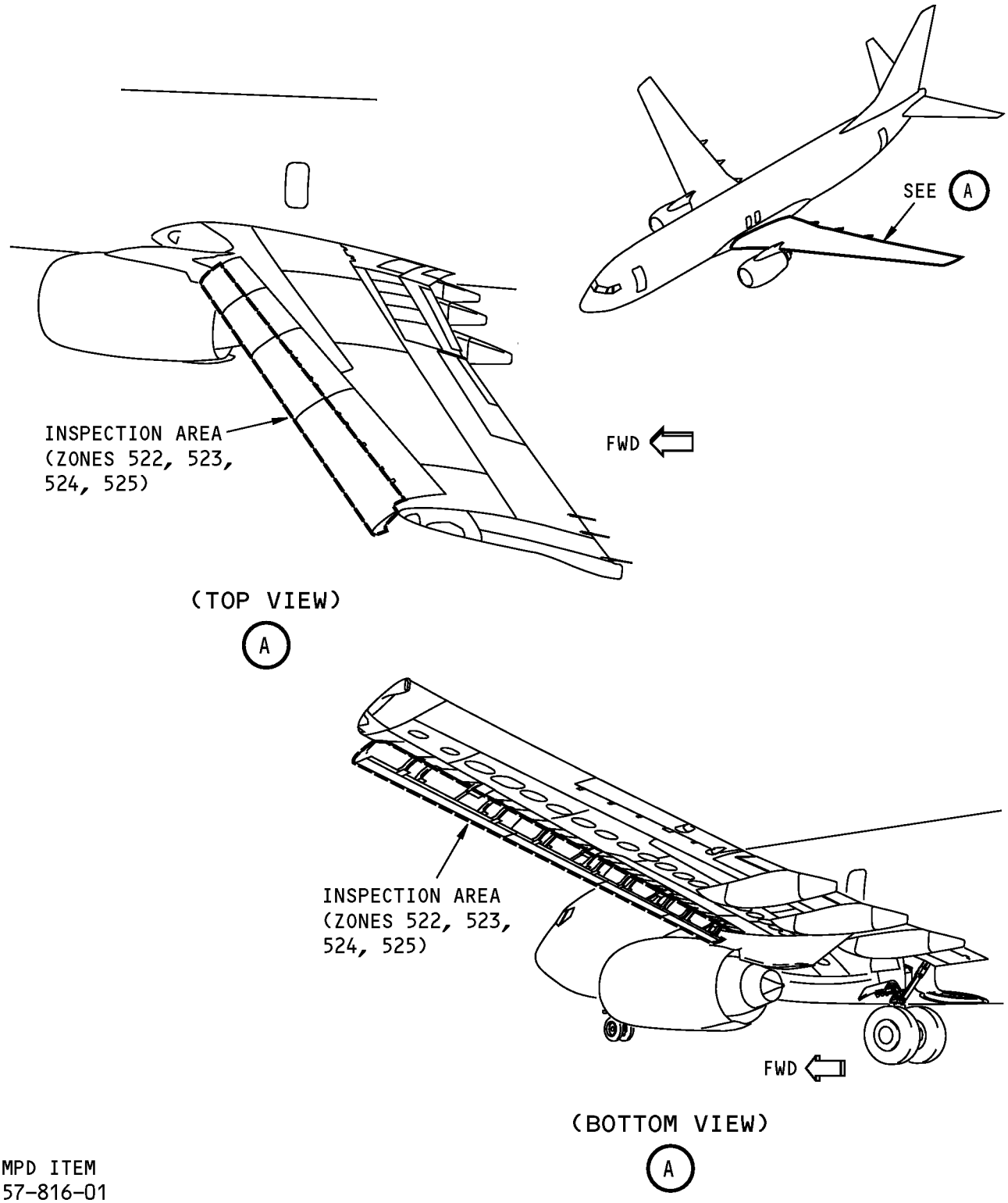
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-010

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
57-816-01

Leading Edge Slats No. 1 thru 4 General Visual (External)
Figure 210/05-41-05-990-810

TASK 05-41-05-210-813

11. INTERNAL - ZONAL (GV): CENTER FUEL TANK - L. WING

(Figure 211)

A. General

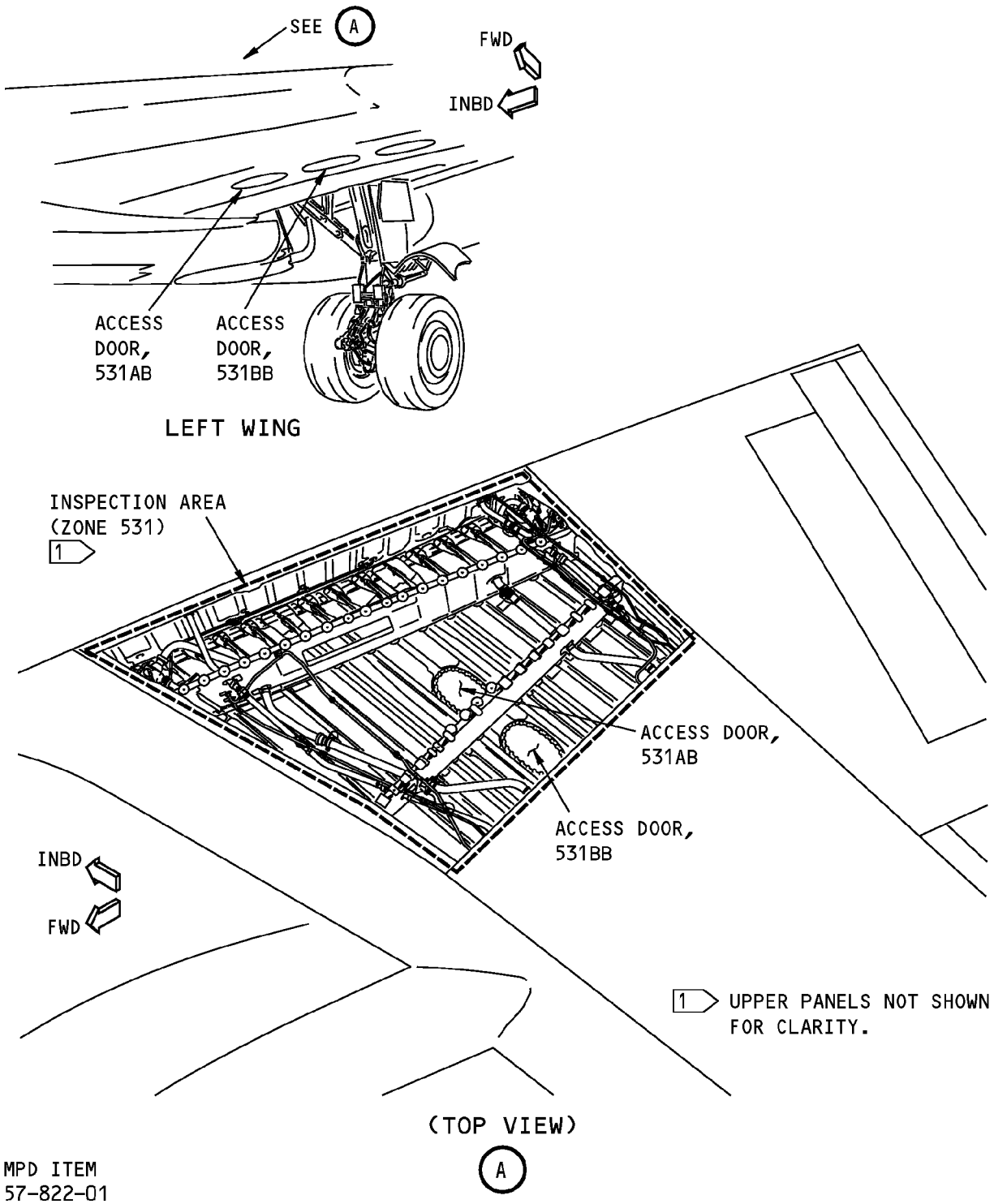
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-013

(1) Do the zonal inspection.

END OF TASK



Center Fuel Tank - Left Wing General Visual (Internal)
Figure 211/05-41-05-990-813

TASK 05-41-05-210-814

12. EXTERNAL - ZONAL (GV): CENTER FUEL TANK - L. WING

(Figure 212)

A. General

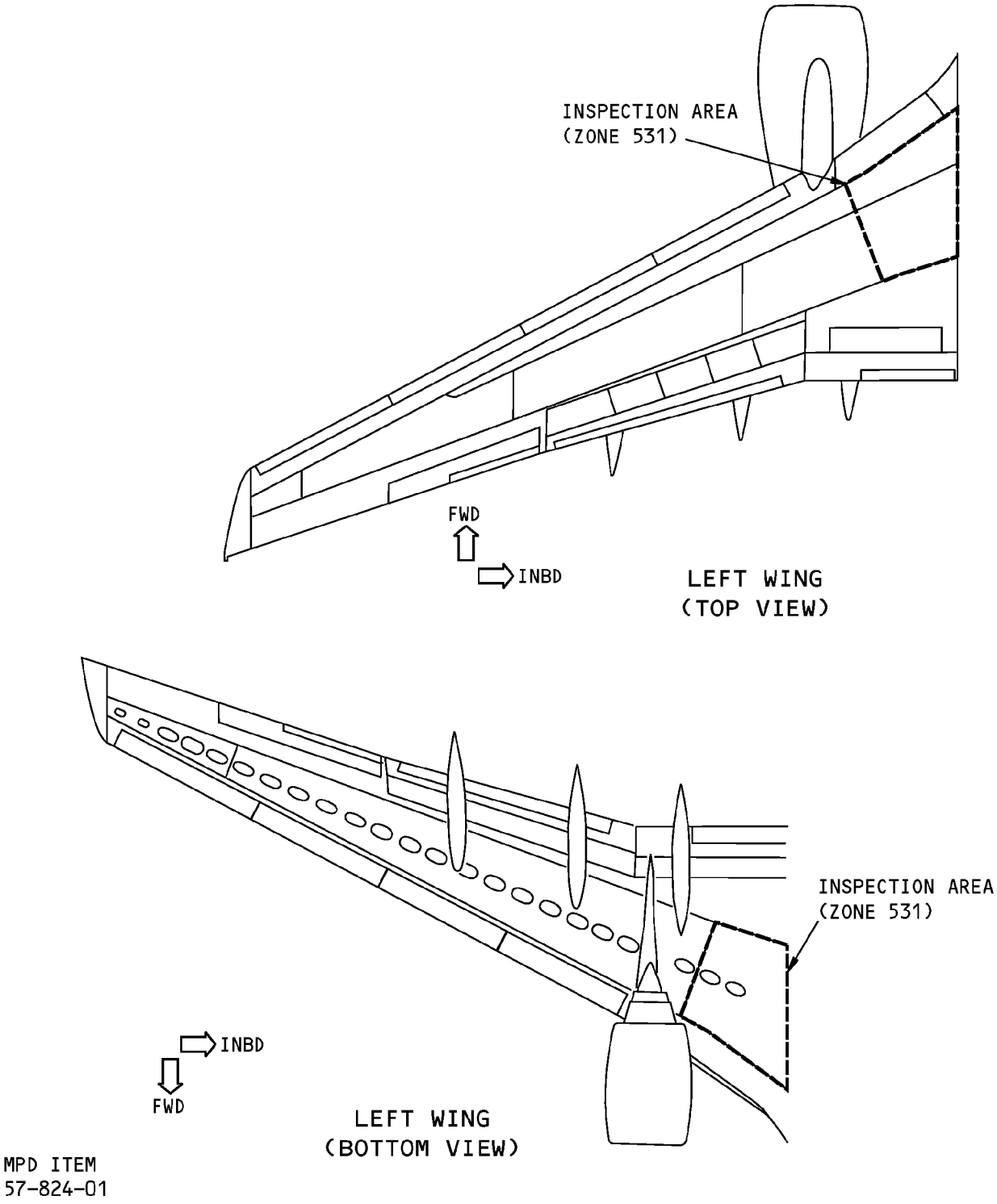
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-014

(1) Do the zonal inspection.

END OF TASK



Center Fuel Tank - Left Wing General Visual (External)
Figure 212/05-41-05-990-814

TASK 05-41-05-210-815

13. INTERNAL - ZONAL (GV): MAIN FUEL TANK - L. WING

(Figure 213)

A. General

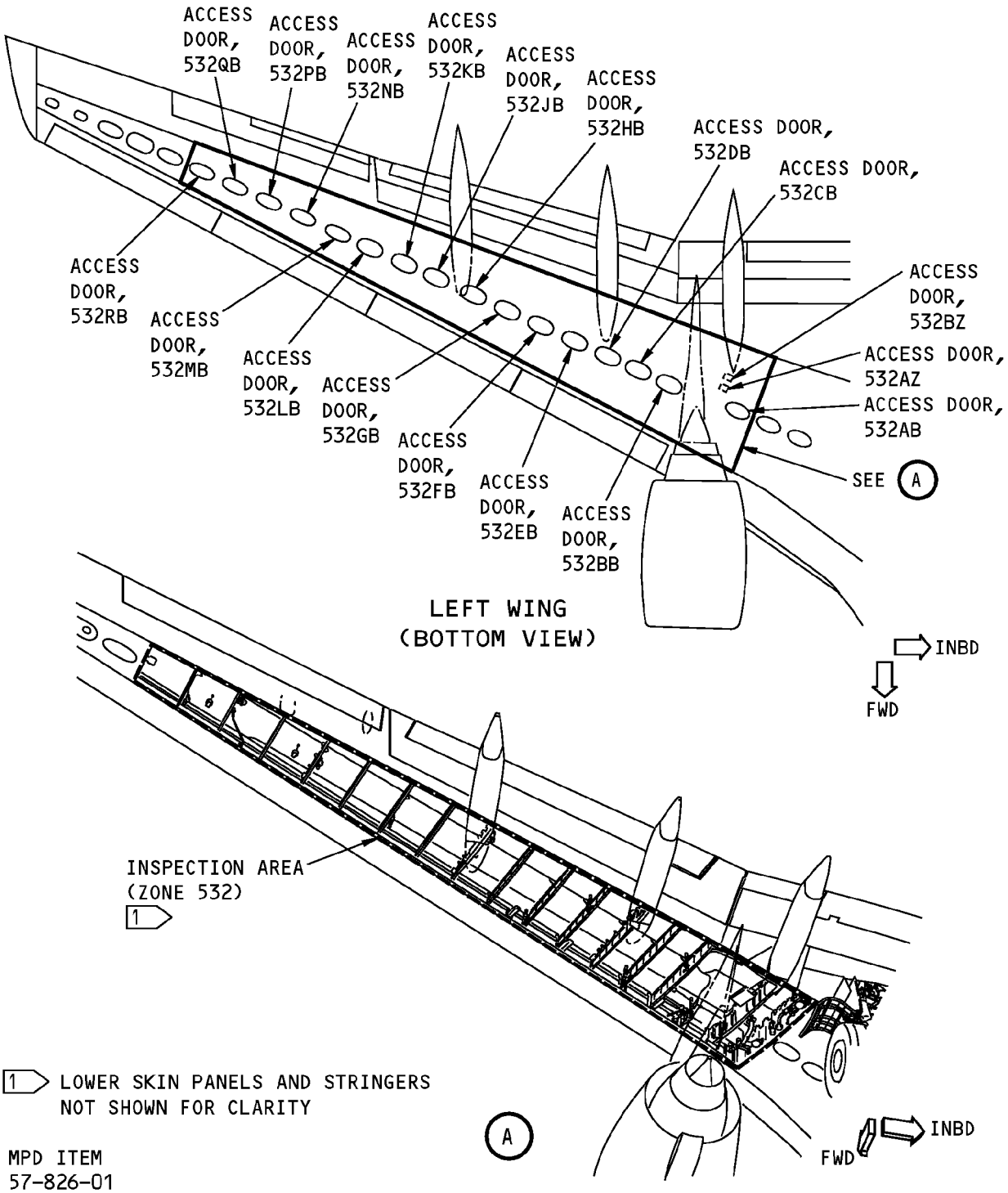
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-015

(1) Do the zonal inspection.

END OF TASK



Main Fuel Tank - Left Wing General Visual (Internal)
Figure 213/05-41-05-990-815

TASK 05-41-05-210-816

14. EXTERNAL - ZONAL (GV): MAIN FUEL TANK - L. WING

(Figure 214)

A. General

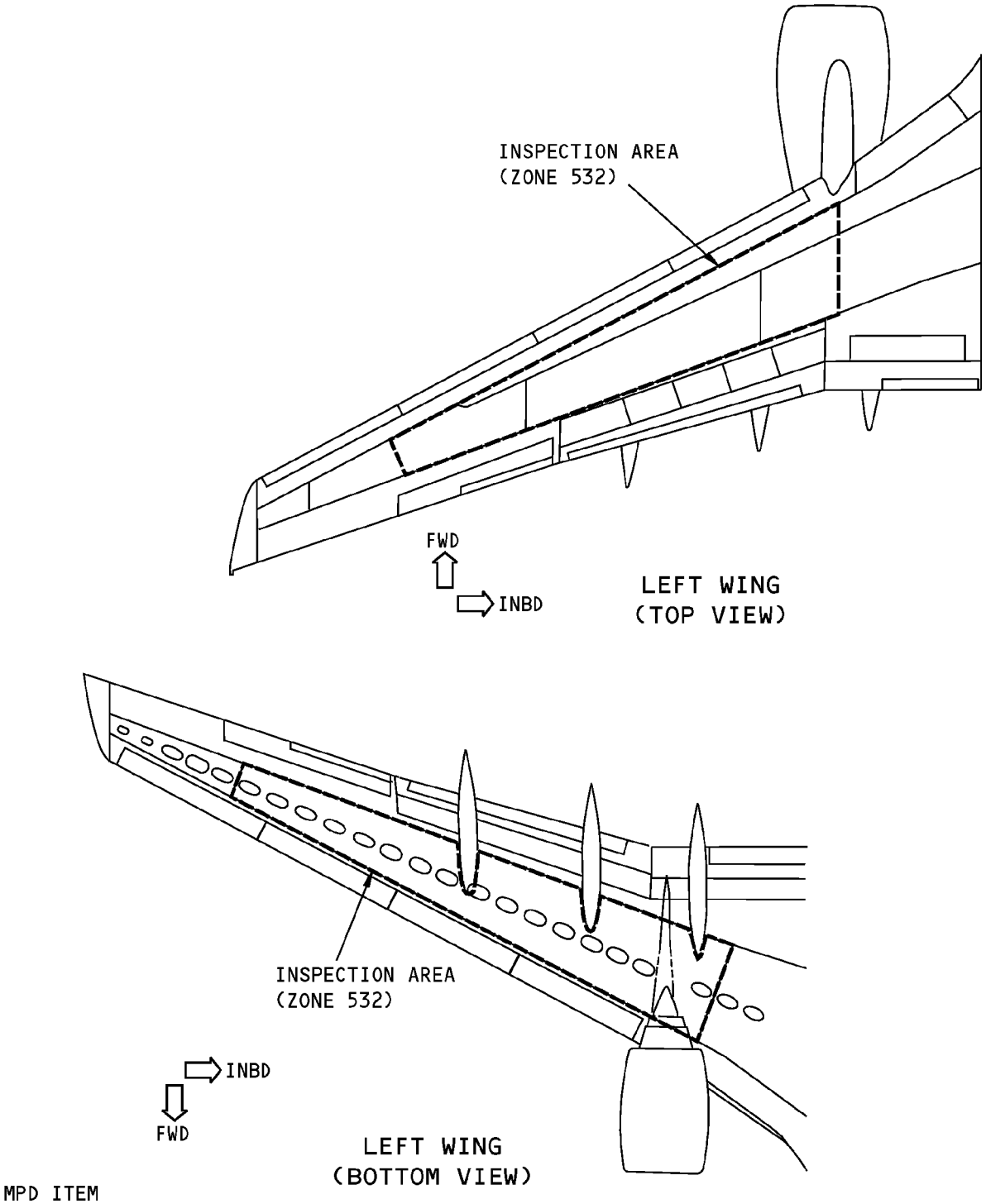
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-016

(1) Do the zonal inspection.

END OF TASK



Main Fuel Tank - Left Wing General Visual (External)
Figure 214/05-41-05-990-816

TASK 05-41-05-210-817

15. INTERNAL - ZONAL (GV): SURGE TANK - L. WING

(Figure 215)

A. General

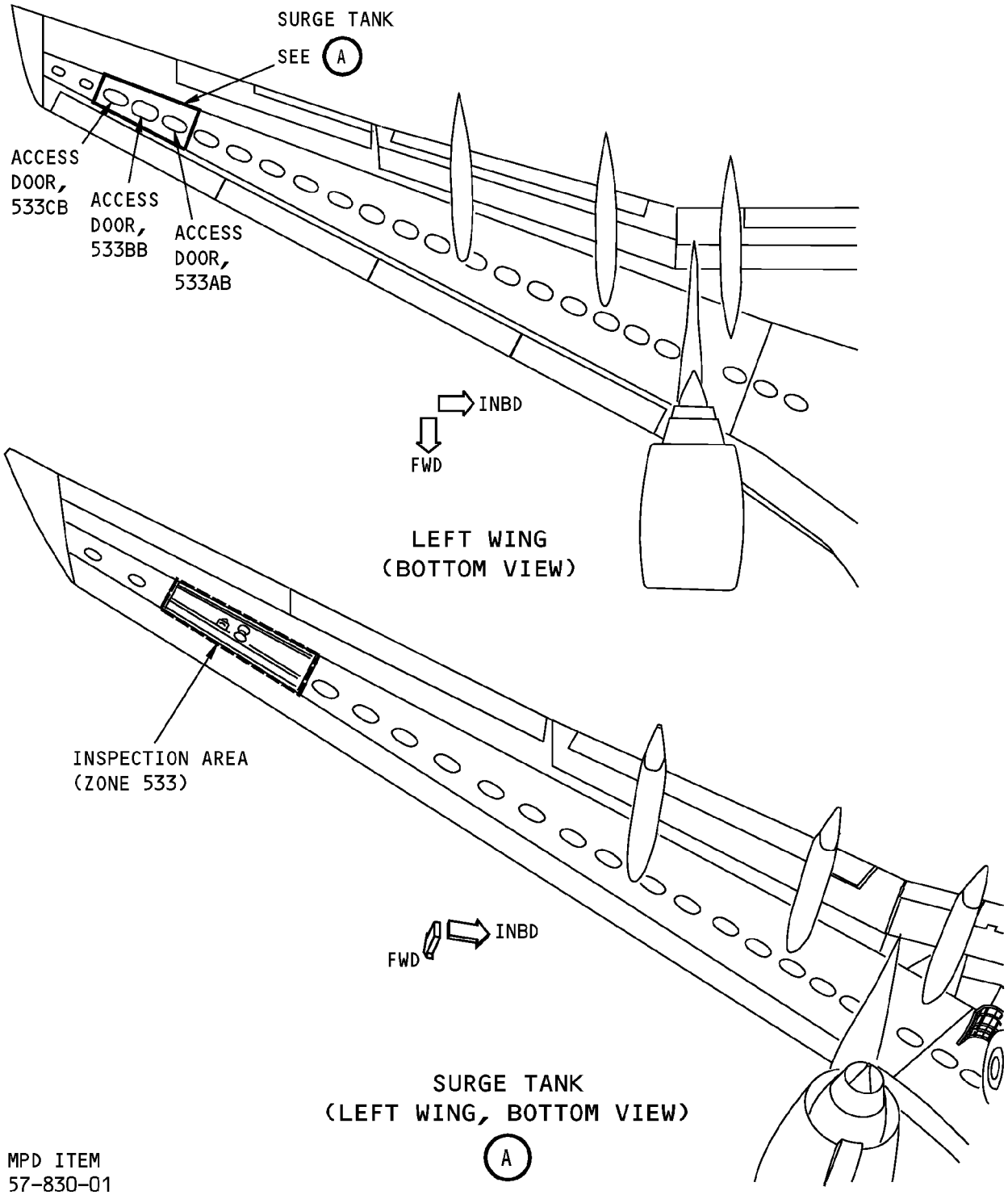
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-017

(1) Do the zonal inspection.

END OF TASK



Surge Tank - Left Wing General Visual (Internal)
Figure 215/05-41-05-990-817

TASK 05-41-05-210-818

16. EXTERNAL - ZONAL (GV): SURGE TANK - L. WING

(Figure 216)

A. General

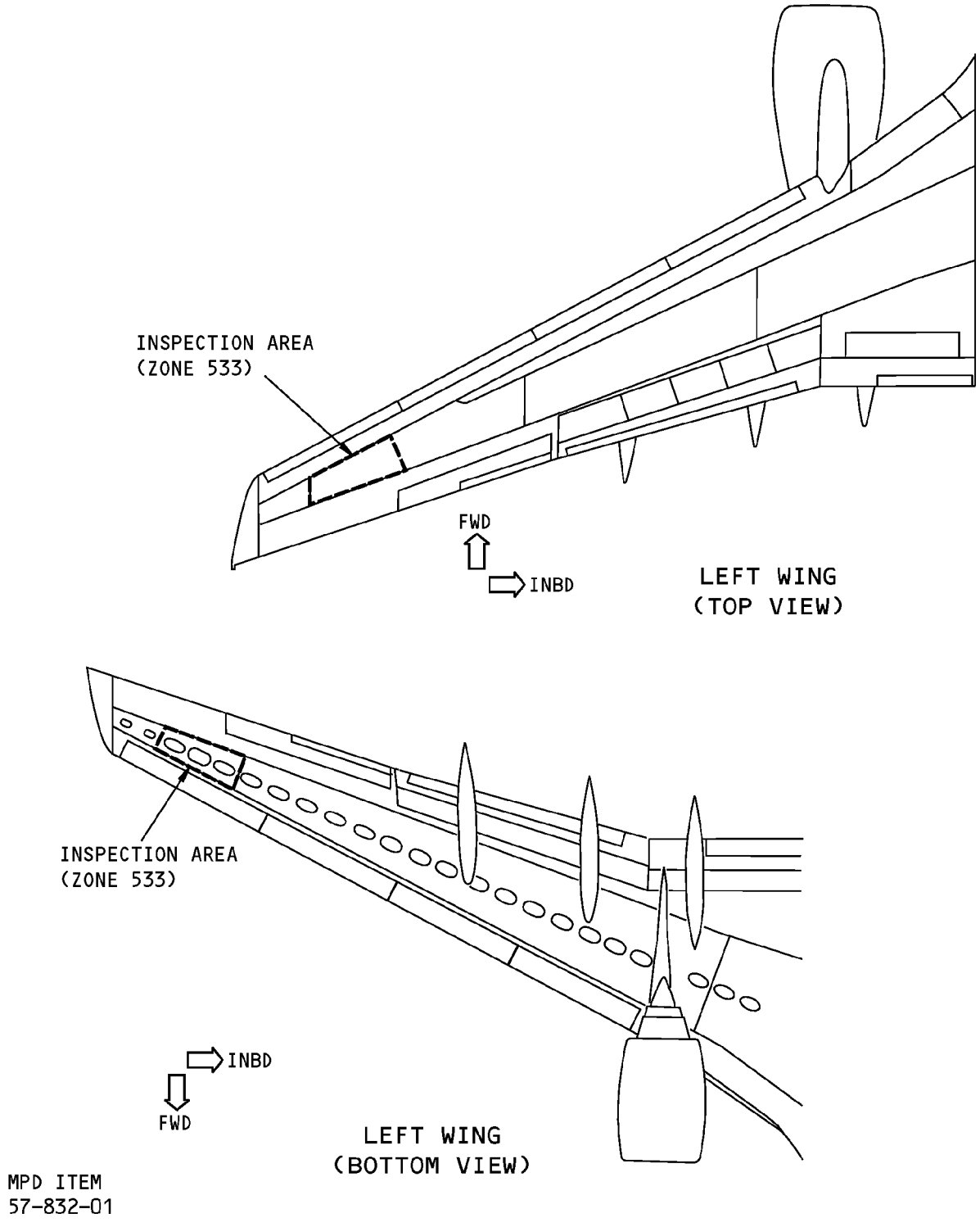
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-018

(1) Do the zonal inspection.

END OF TASK



Surge Tank - Left Wing General Visual (External)
Figure 216/05-41-05-990-818

TASK 05-41-05-210-819

17. EXTERNAL - ZONAL (GV): DRY BAY - L. WING

(Figure 217)

A. General

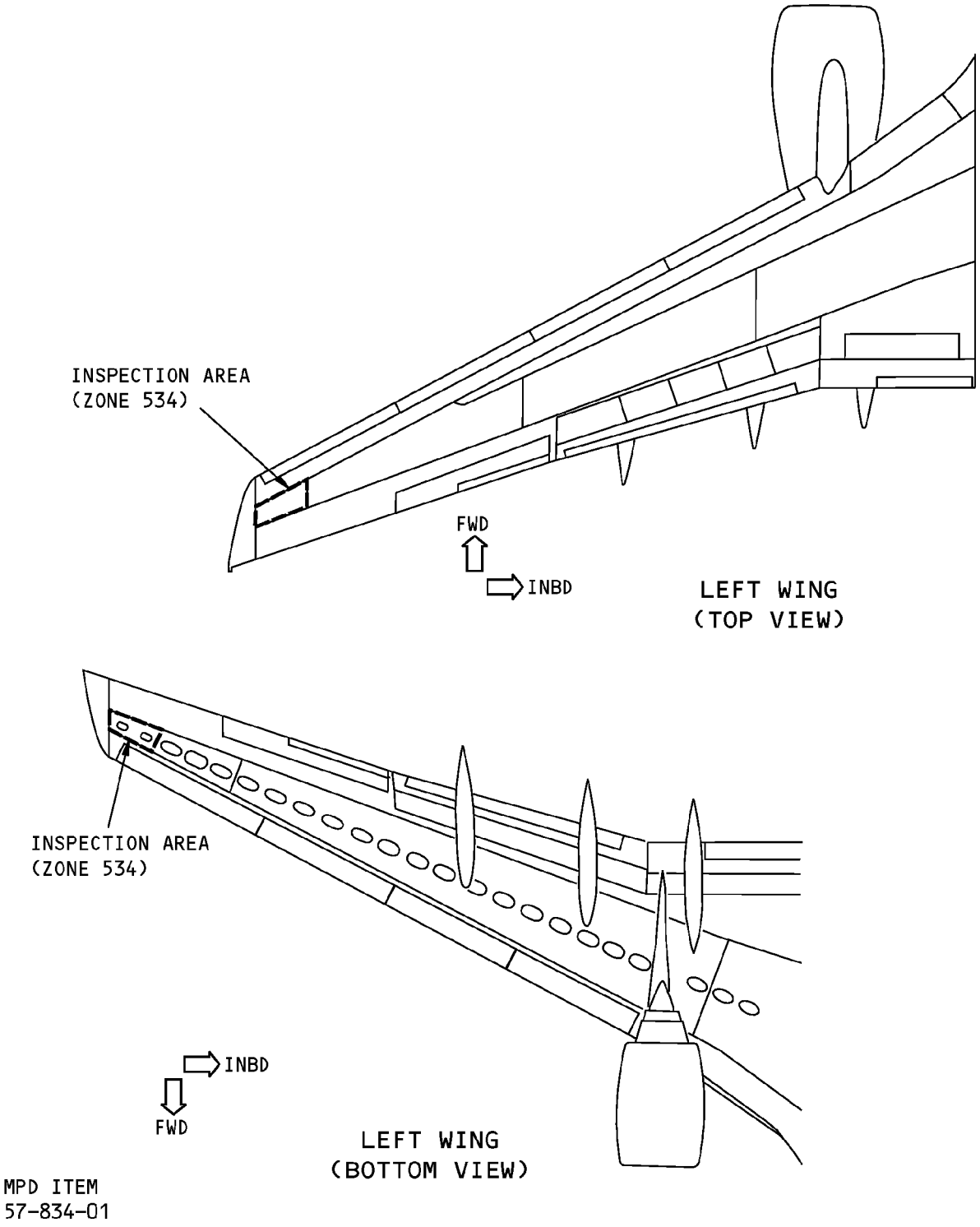
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-019

(1) Do the zonal inspection.

END OF TASK



Dry Bay - Left Wing General Visual (External)
Figure 217/05-41-05-990-819

TASK 05-41-05-210-820

18. INTERNAL - ZONAL (GV): FLAP SUPPORT NO. 4 - L. WING

(Figure 218)

A. General

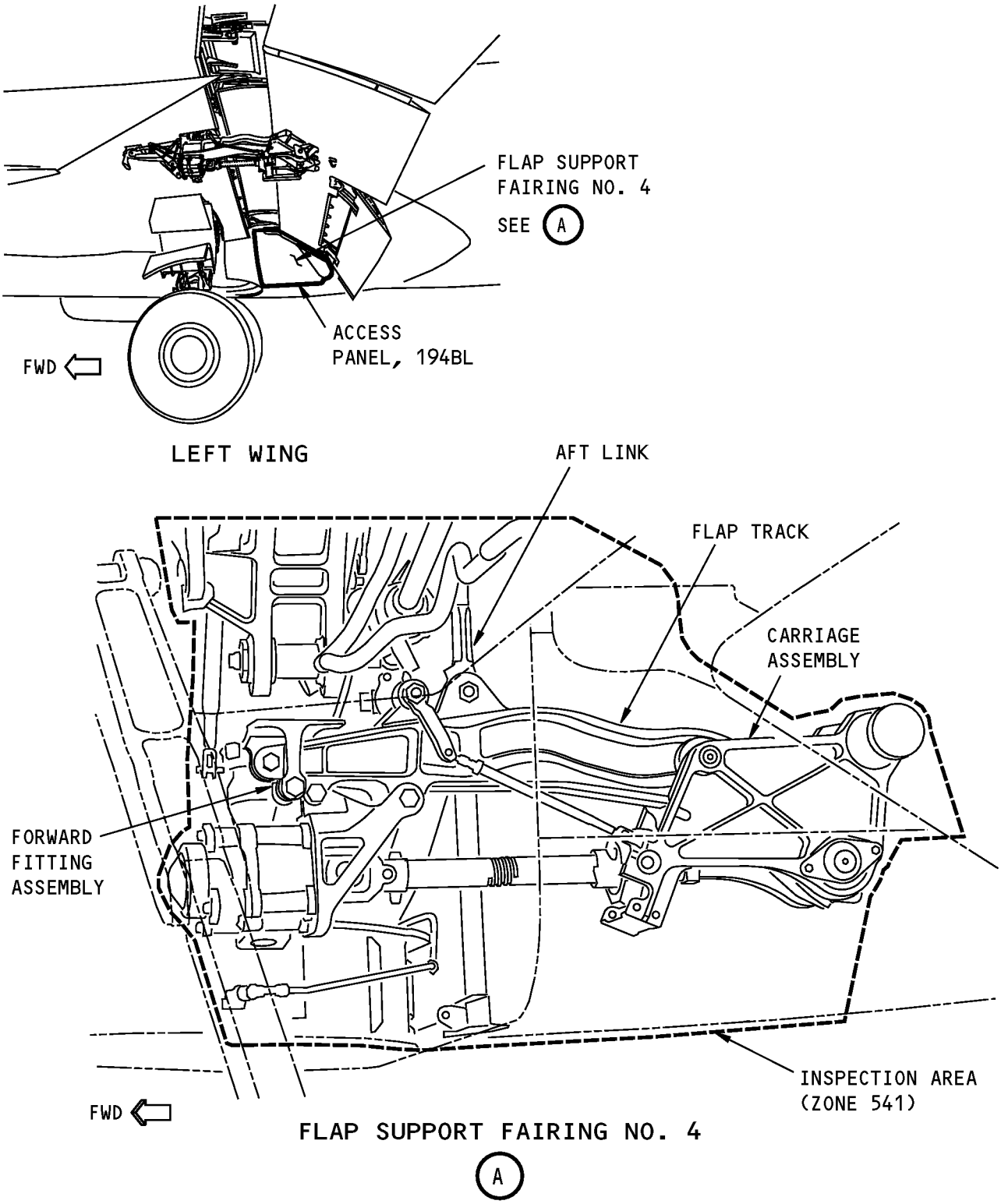
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-020

(1) Do the zonal inspection.

END OF TASK



Flap Support Fairing No. 4 General Visual (Internal)
Figure 218/05-41-05-990-820

TASK 05-41-05-210-821

19. EXTERNAL - ZONAL (GV): FAIRING FLAP SUPPORT NO. 3 - L. WING

(Figure 219)

A. General

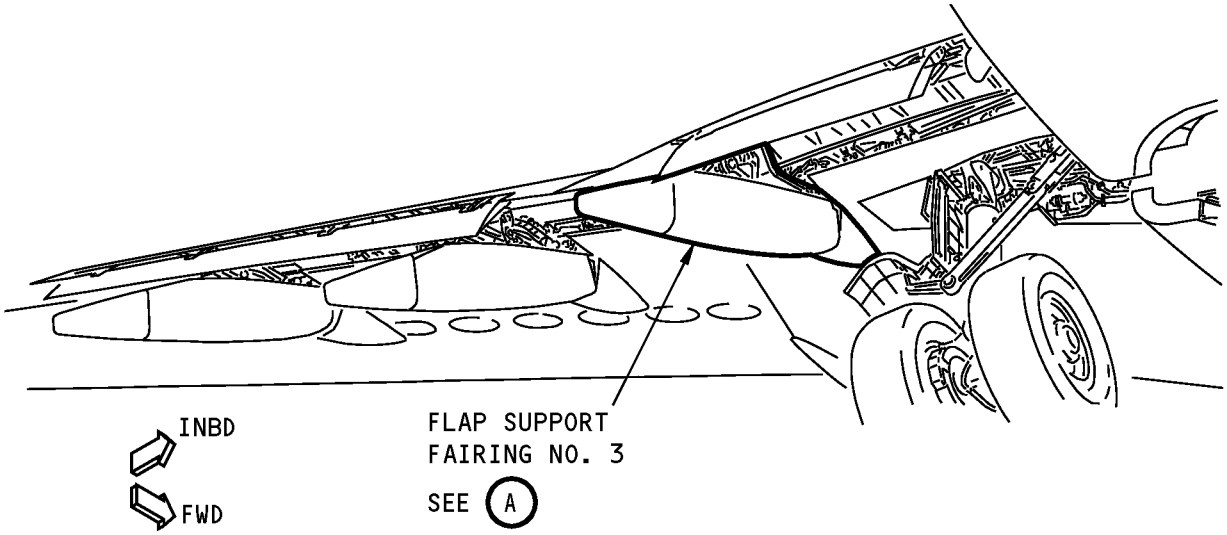
(1) This procedure is a scheduled maintenance task.

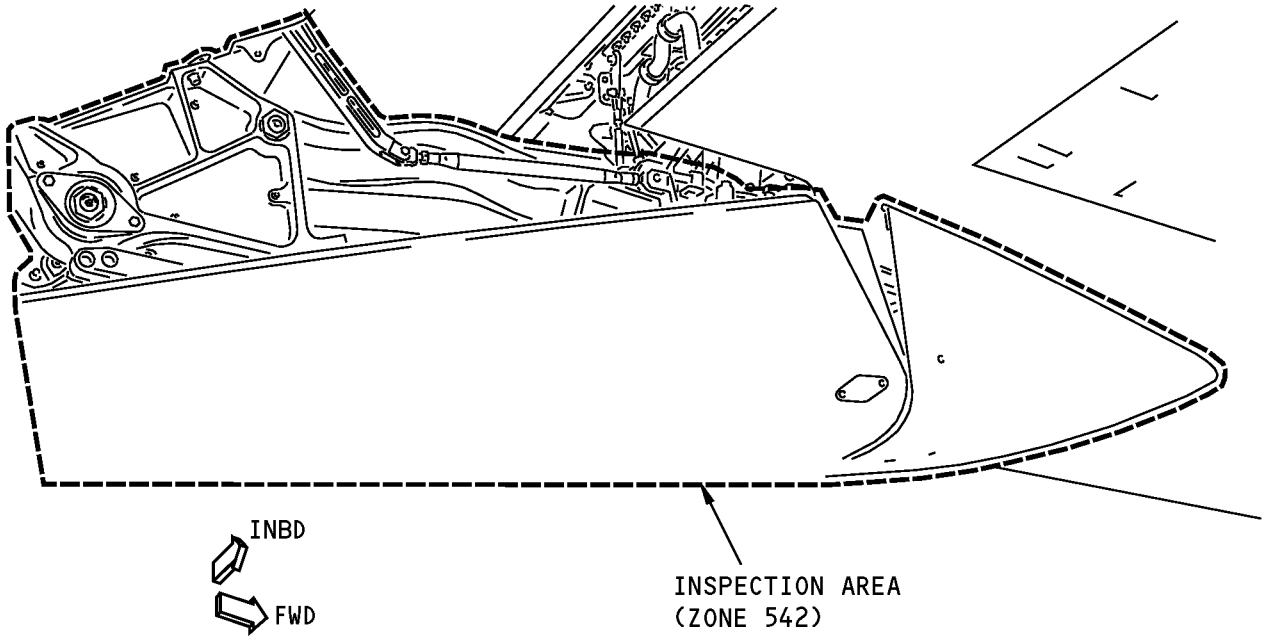
B. Zonal Inspection

SUBTASK 05-41-05-210-021

(1) Do the zonal inspection.

END OF TASK





MPD ITEM
57-836-01

Flap Support Fairing No. 3 General Visual (External)
Figure 219/05-41-05-990-821

TASK 05-41-05-210-822

20. INTERNAL - ZONAL (GV): FAIRING FLAP SUPPORT NO. 3 - L. WING

(Figure 220)

A. General

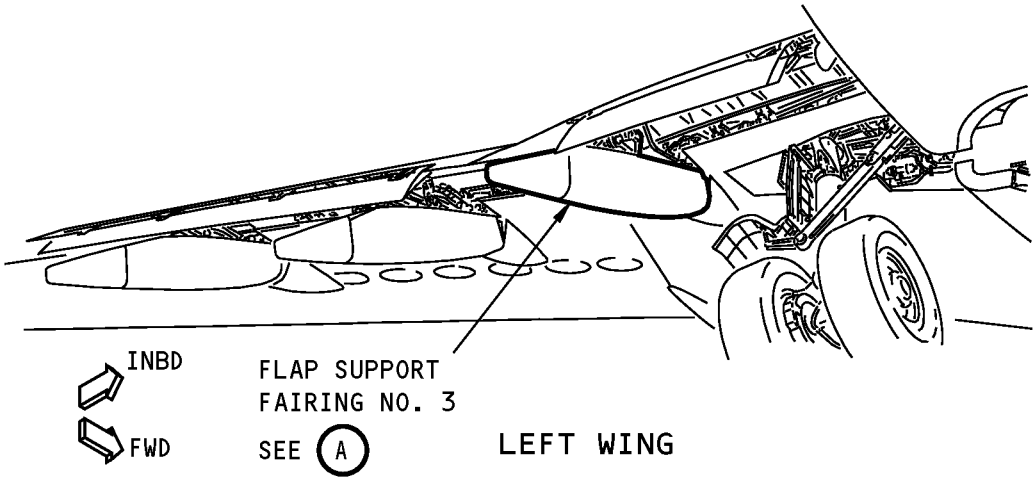
(1) This procedure is a scheduled maintenance task.

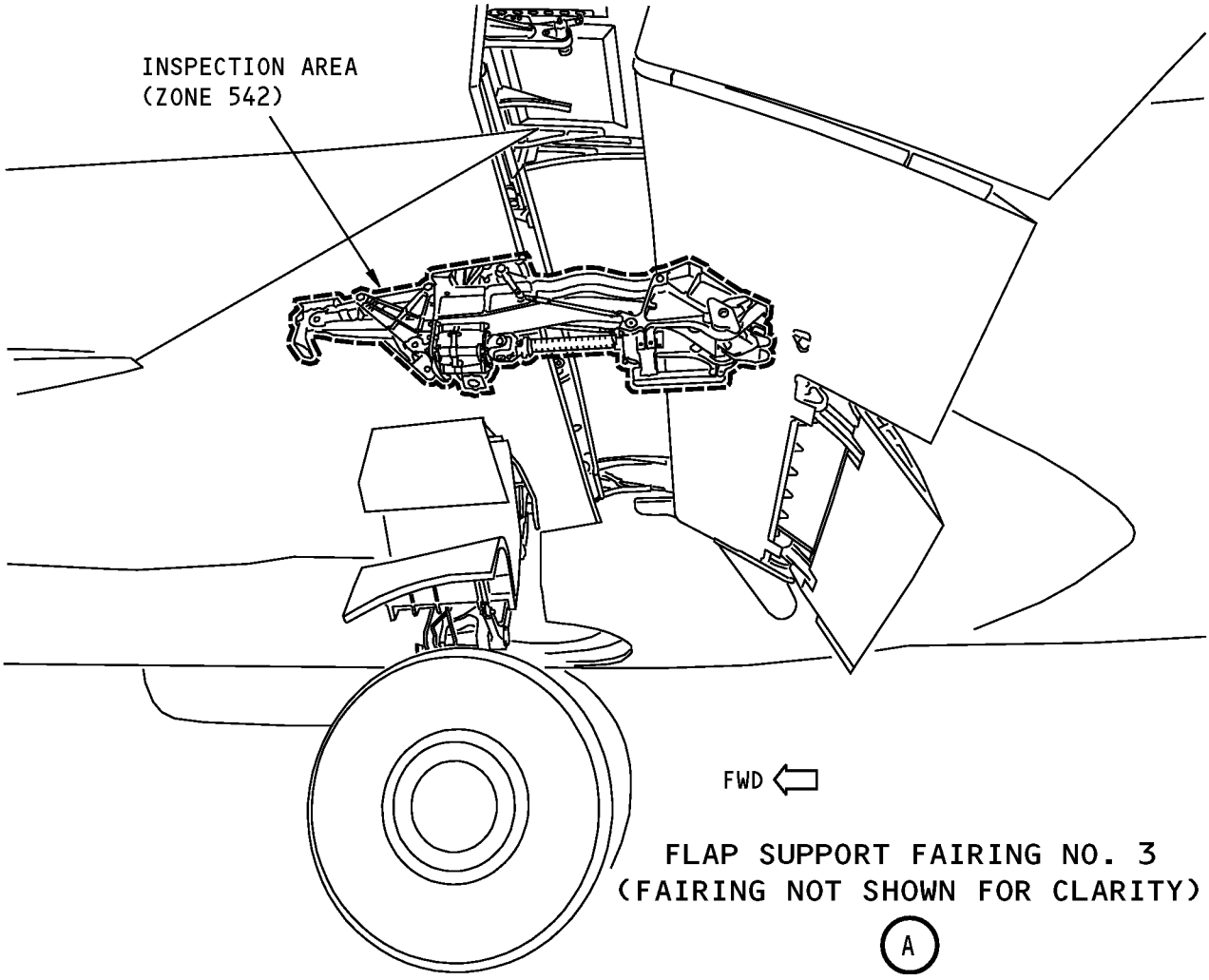
B. Zonal Inspection

SUBTASK 05-41-05-210-022

(1) Do the zonal inspection.

END OF TASK





Flap Support Fairing No. 3 General Visual (Internal)
Figure 220/05-41-05-990-822

TASK 05-41-05-210-823

21. EXTERNAL - ZONAL (GV): FAIRING FLAP SUPPORT NO. 2 - L. WING

(Figure 221)

A. General

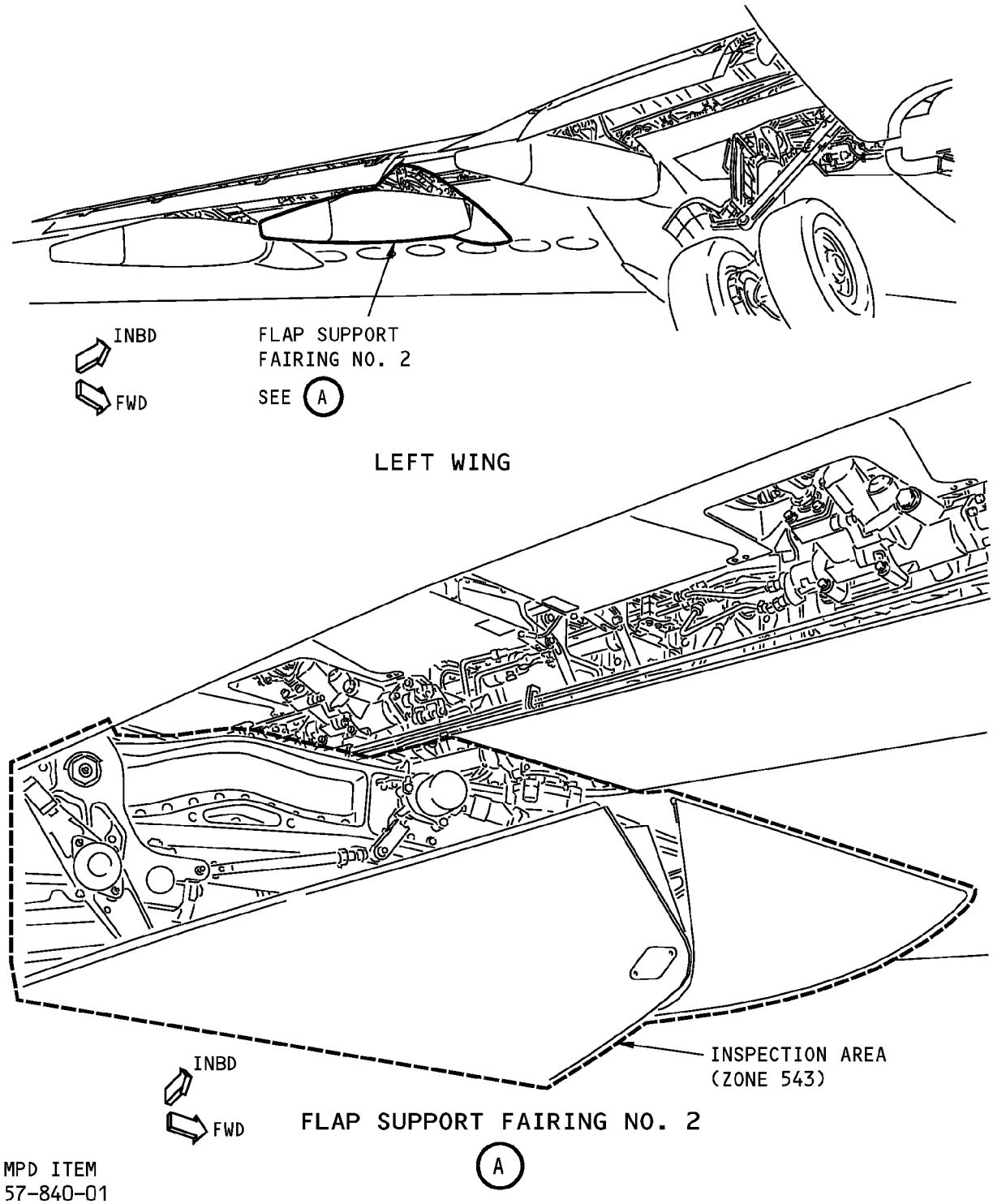
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-023

(1) Do the zonal inspection.

END OF TASK



Flap Support Fairing No. 2 General Visual (External)
Figure 221/05-41-05-990-823

TASK 05-41-05-210-824

22. INTERNAL - ZONAL (GV): FAIRING FLAP SUPPORT NO. 2 - L. WING

(Figure 222)

A. General

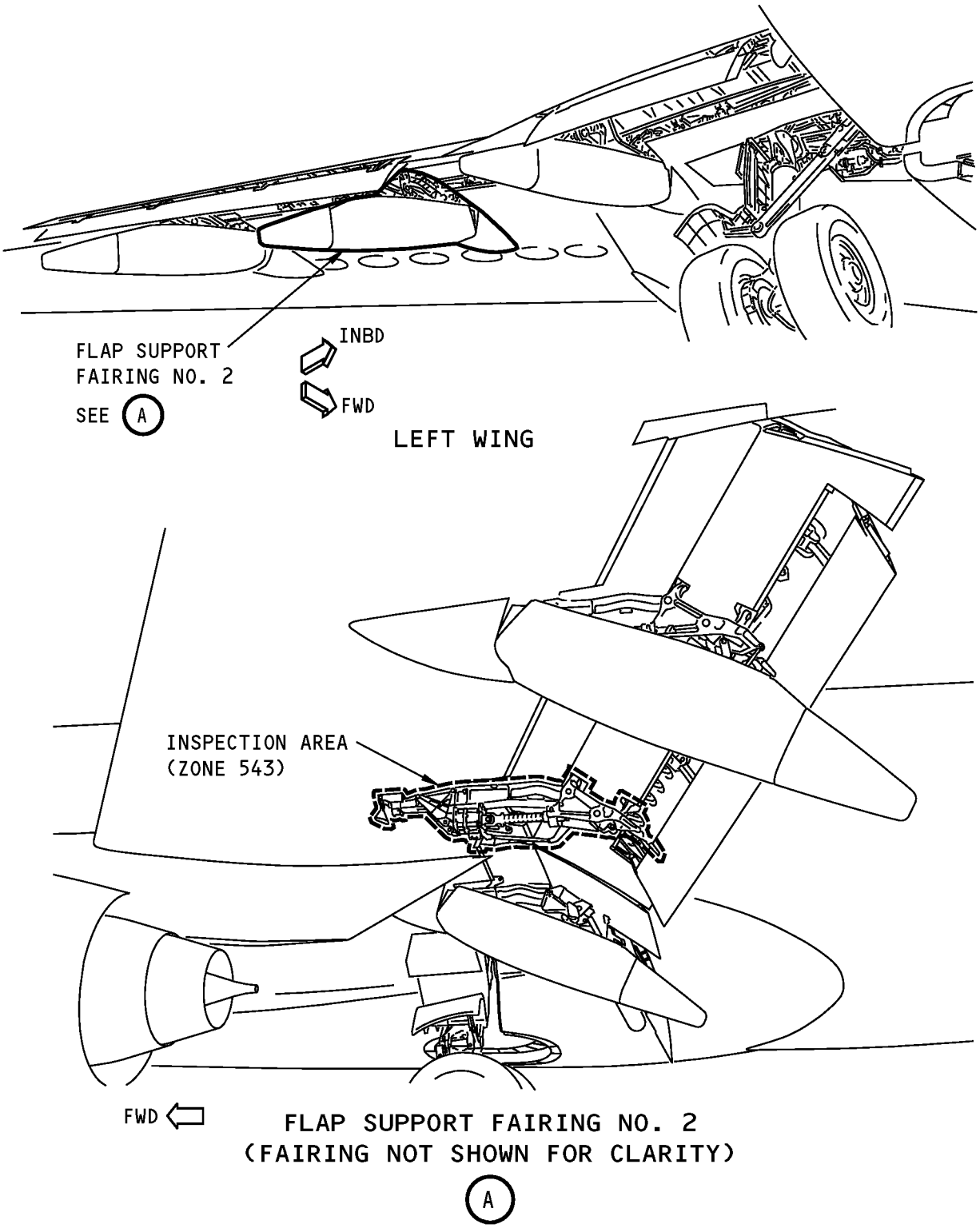
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-024

(1) Do the zonal inspection.

END OF TASK



Flap Support Fairing No. 2 General Visual (Internal)
Figure 222/05-41-05-990-824

TASK 05-41-05-210-825

23. EXTERNAL - ZONAL (GV): FAIRING FLAP SUPPORT NO. 1 - L. WING

(Figure 223)

A. General

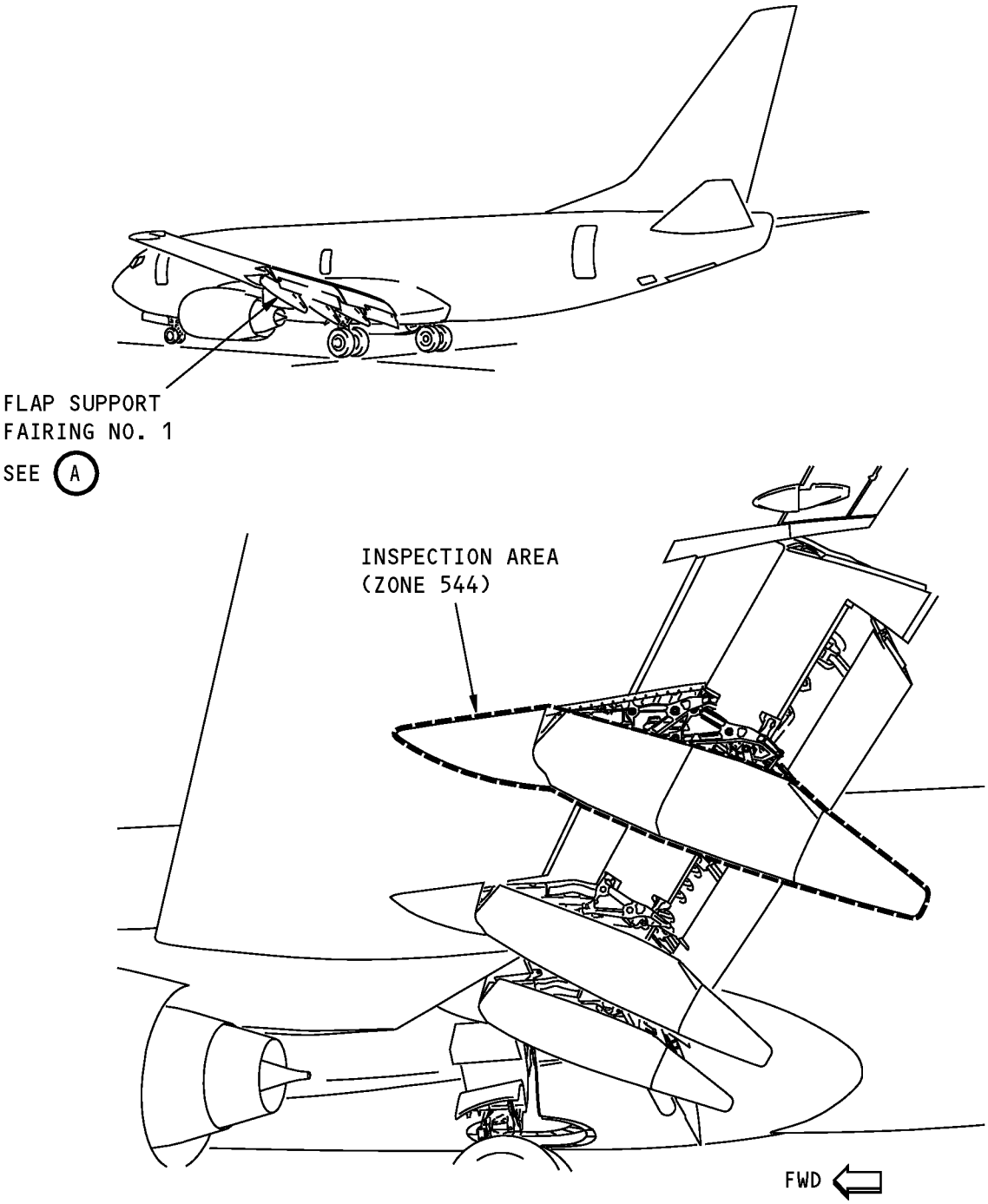
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-025

(1) Do the zonal inspection.

END OF TASK



FLAP SUPPORT FAIRING NO. 1

A

MPD ITEM
57-844-01

Flap Support Fairing No. 1 General Visual (External)
Figure 223/05-41-05-990-825

TASK 05-41-05-210-826

24. INTERNAL - ZONAL (GV): FAIRING FLAP SUPPORT NO. 1 - L. WING

(Figure 224)

A. General

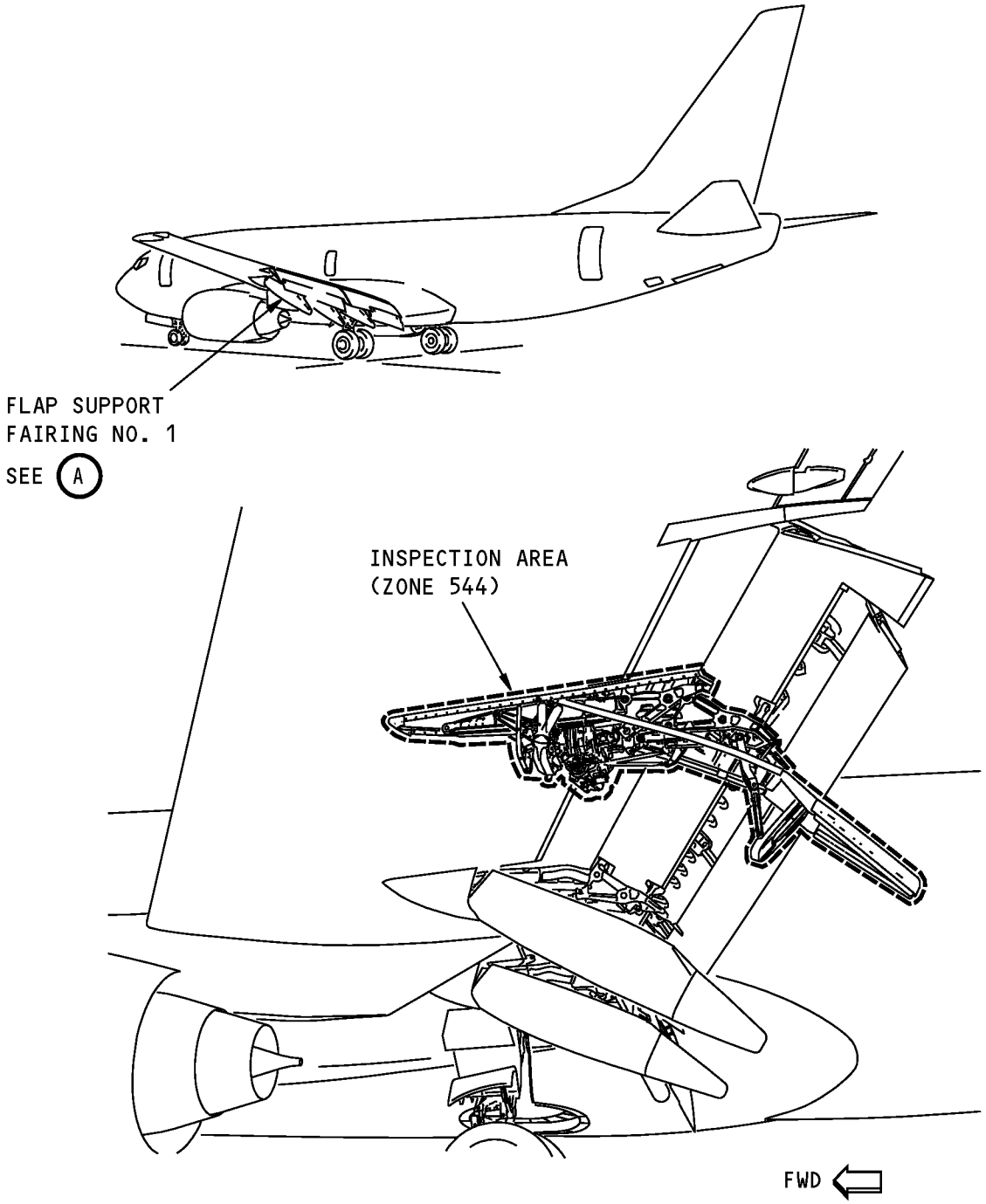
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-026

(1) Do the zonal inspection.

END OF TASK



FLAP SUPPORT FAIRING NO. 1

A

Flap Support Fairing No. 1 General Visual (Internal)
Figure 224/05-41-05-990-826

TASK 05-41-05-210-827

25. EXTERNAL - ZONAL (GV): REAR SPAR TO LANDING GEAR SUPPORT BEAM - L. WING

(Figure 225)

A. General

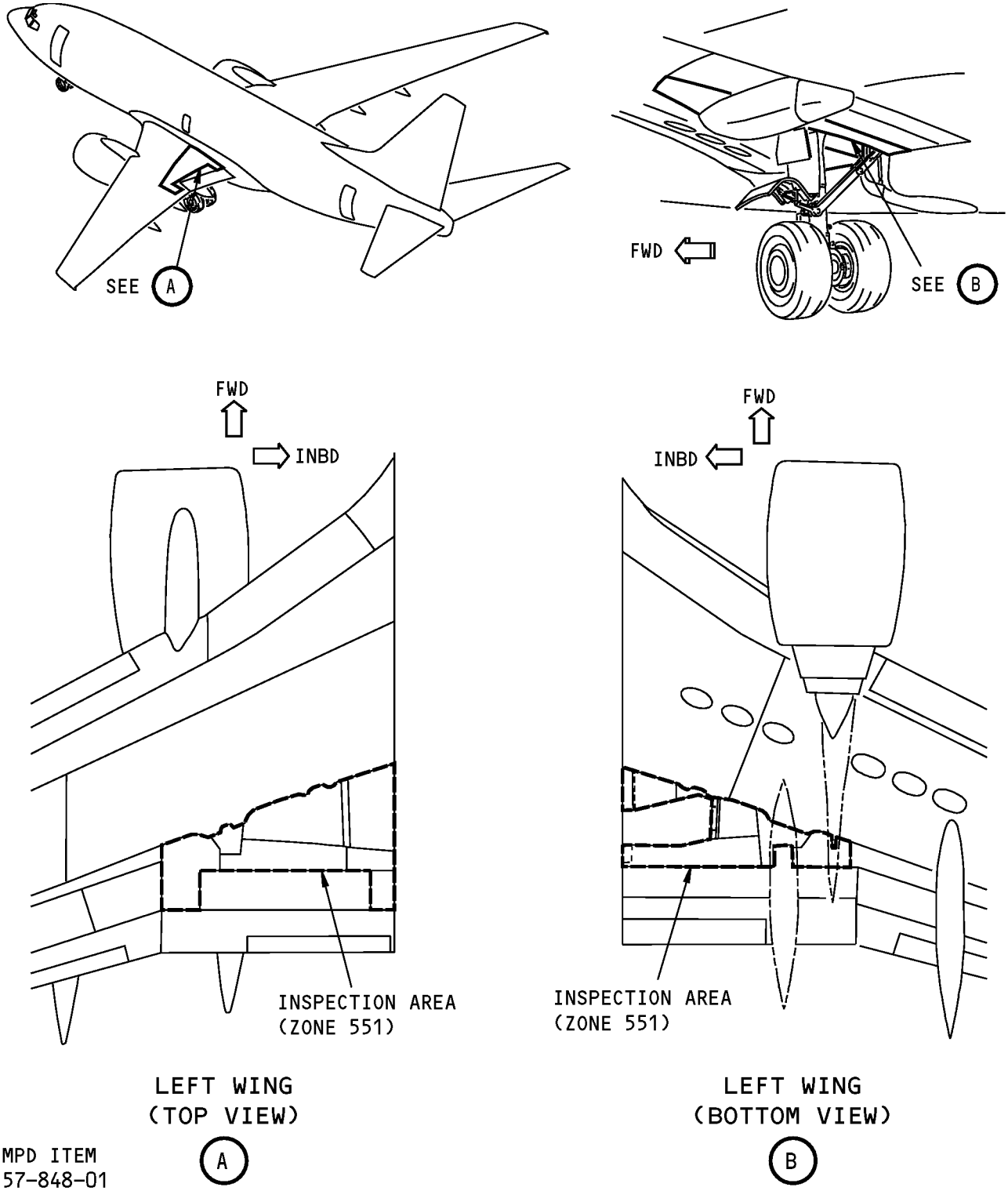
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-027

(1) Do the zonal inspection.

——————— END OF TASK ———————



Rear Spar to Landing Gear Support Beam - Left Wing General Visual (External)
Figure 225/05-41-05-990-827

TASK 05-41-05-210-828

26. INTERNAL - ZONAL (GV): REAR SPAR TO LANDING GEAR SUPPORT BEAM - L. WING

(Figure 226)

A. General

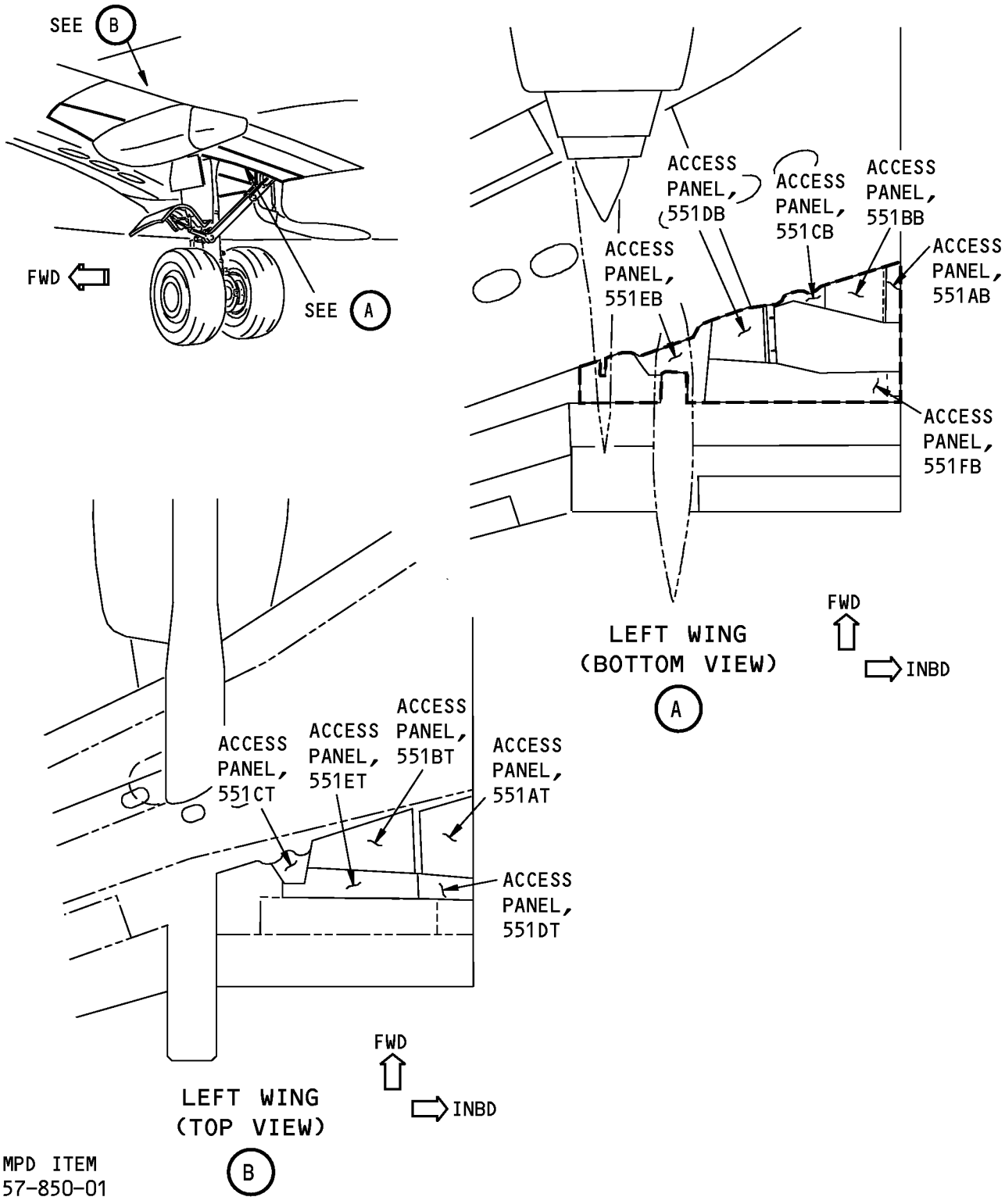
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-028

(1) Do the zonal inspection.

END OF TASK



Rear Spar to Landing Gear Support Beam - Left Wing General Visual (Internal)
Figure 226/05-41-05-990-828

TASK 05-41-05-210-829

27. EXTERNAL - ZONAL (GV): INBOARD SPOILER NO. 6 - L. WING

(Figure 227)

A. General

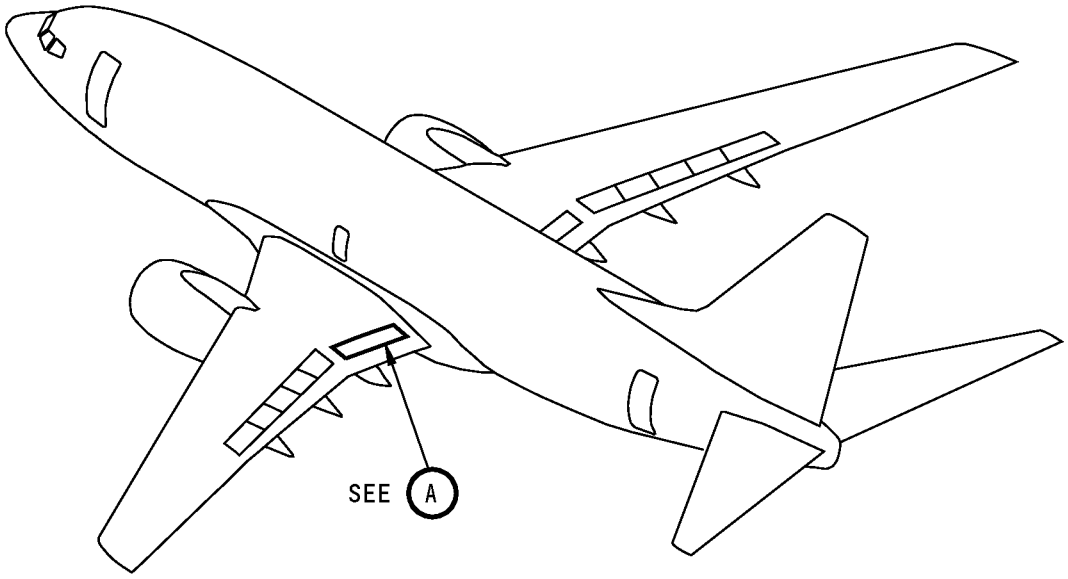
(1) This procedure is a scheduled maintenance task.

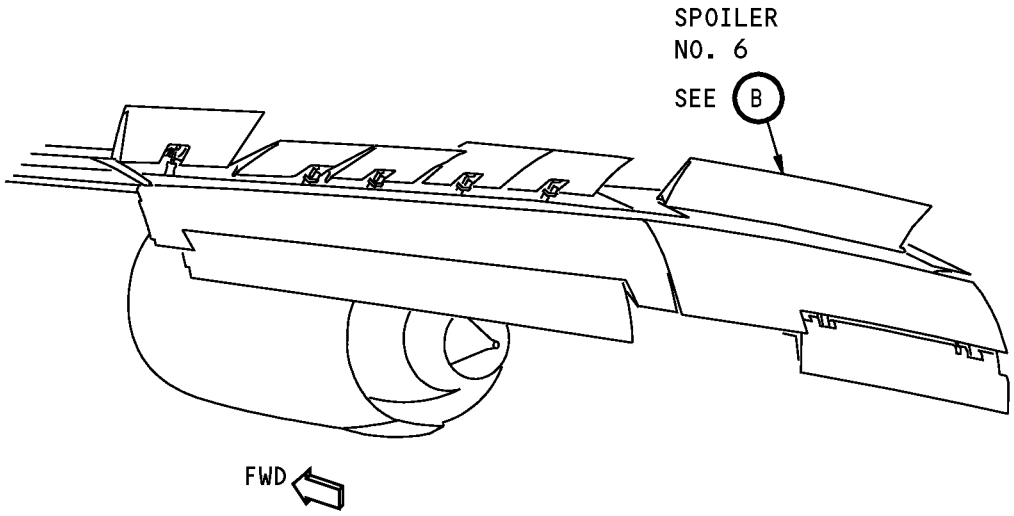
B. Zonal Inspection

SUBTASK 05-41-05-210-029

(1) Do the zonal inspection.

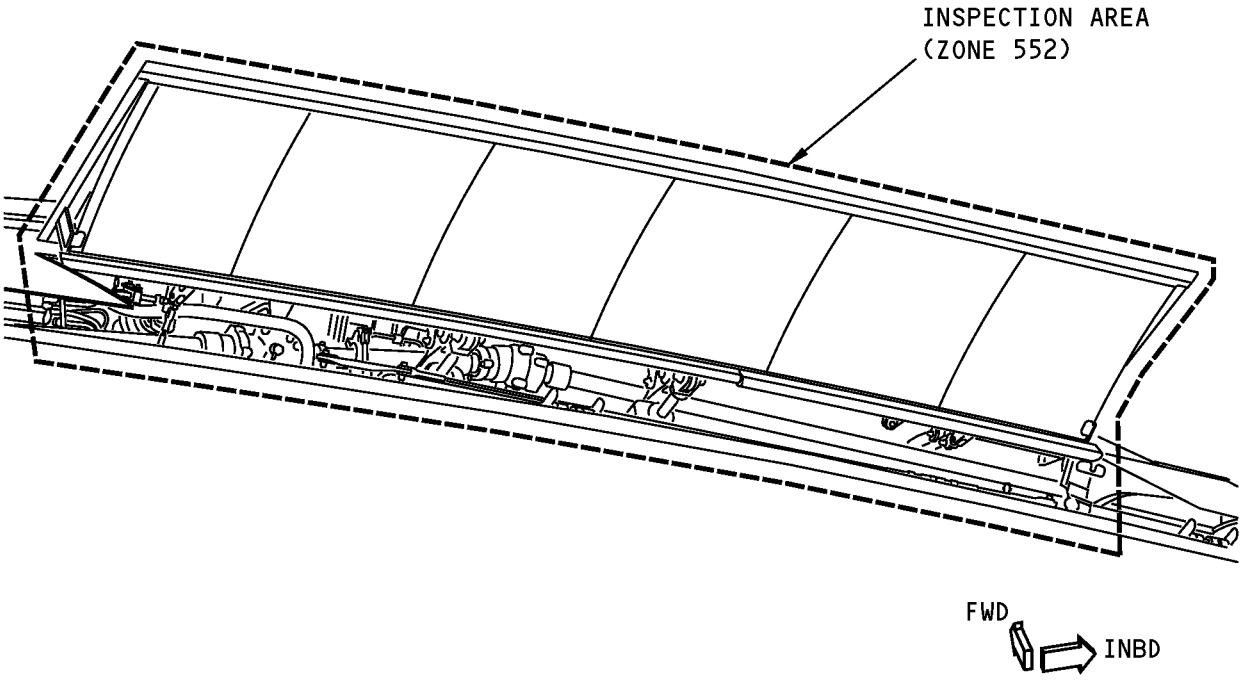
END OF TASK





MPD ITEM
57-852-01

Inboard Spoiler No. 6 General Visual (External)
Figure 227 (Sheet 1 of 2)/05-41-05-990-829



MPD ITEM
57-852-01

Inboard Spoiler No. 6 General Visual (External)
Figure 227 (Sheet 2 of 2)/05-41-05-990-829

TASK 05-41-05-210-830

28. EXTERNAL - ZONAL (GV): INBOARD FLAPS - L. WING

(Figure 228)

A. General

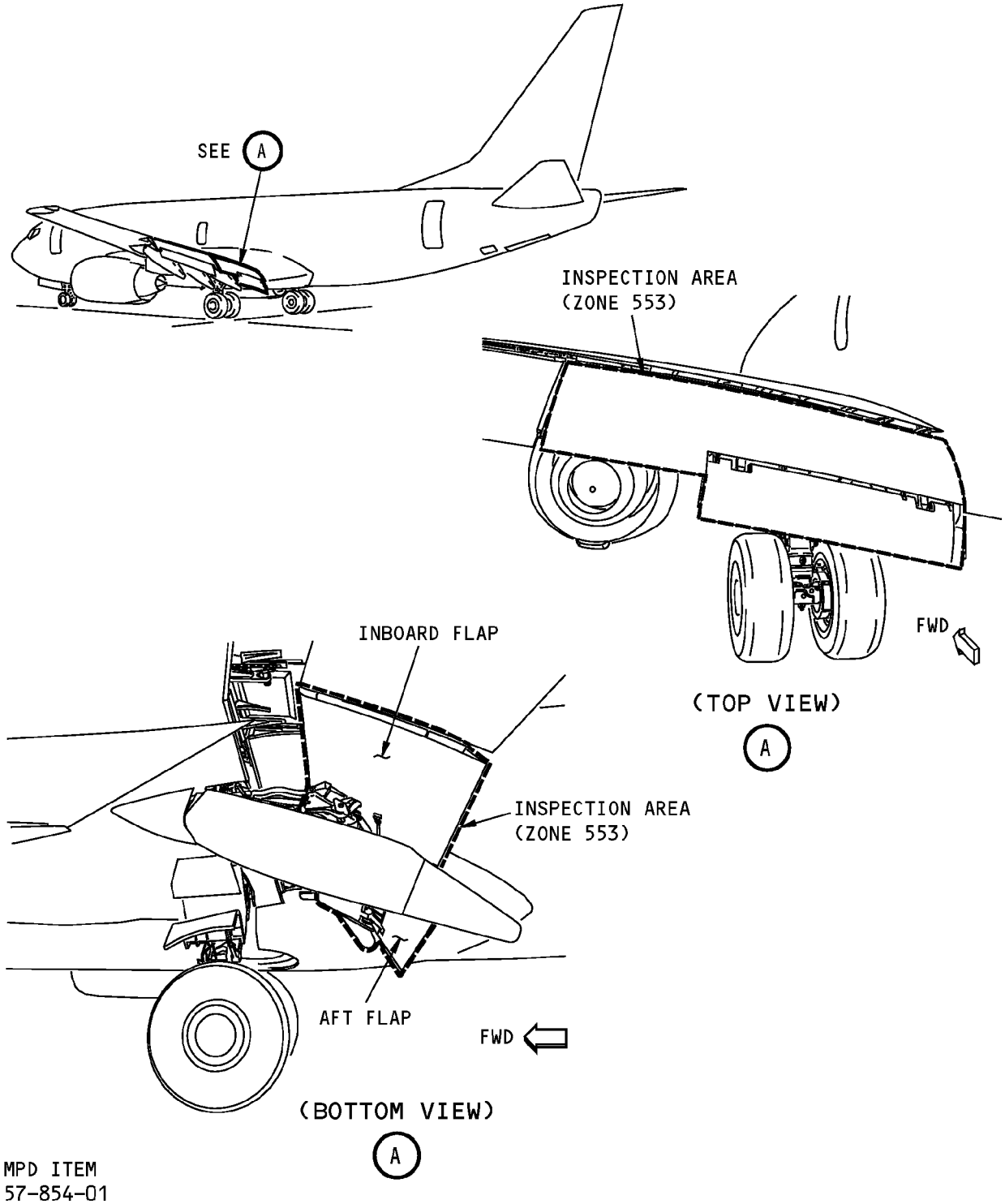
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-030

(1) Do the zonal inspection.

END OF TASK



Inboard Trailing Edge Flaps - Left Wing General Visual (External)
Figure 228/05-41-05-990-830

TASK 05-41-05-210-831

29. INTERNAL - ZONAL (GV): INBOARD MAIN FLAP - L. WING

(Figure 229)

A. General

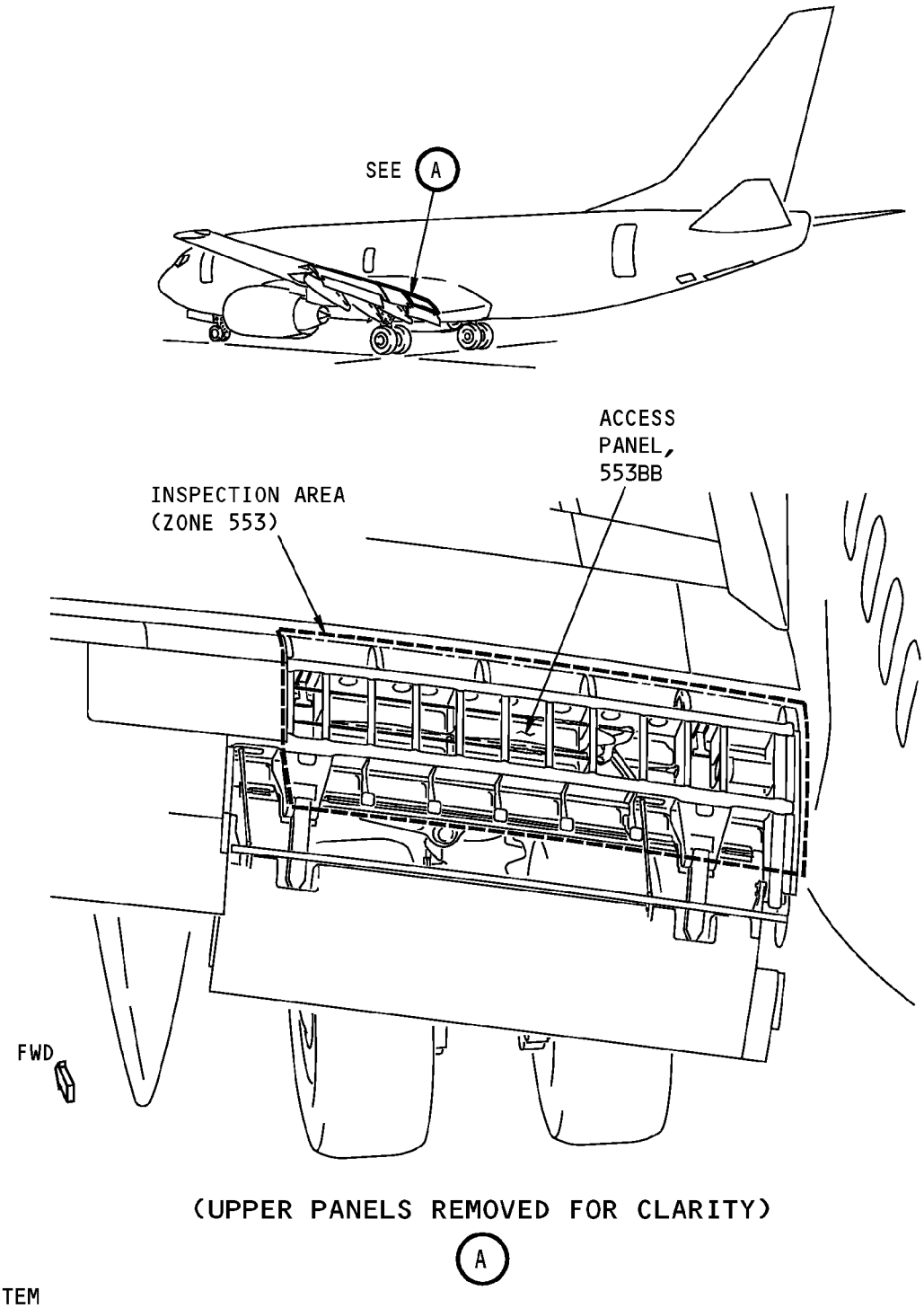
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-031

(1) Do the zonal inspection.

——————— END OF TASK ———————



MPD ITEM
57-856-01

Inboard Trailing Edge Main Flap - Left Wing General Visual (Internal)
Figure 229/05-41-05-990-831

TASK 05-41-05-210-832

30. EXTERNAL - ZONAL (GV): REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - L. WING

(Figure 230)

A. General

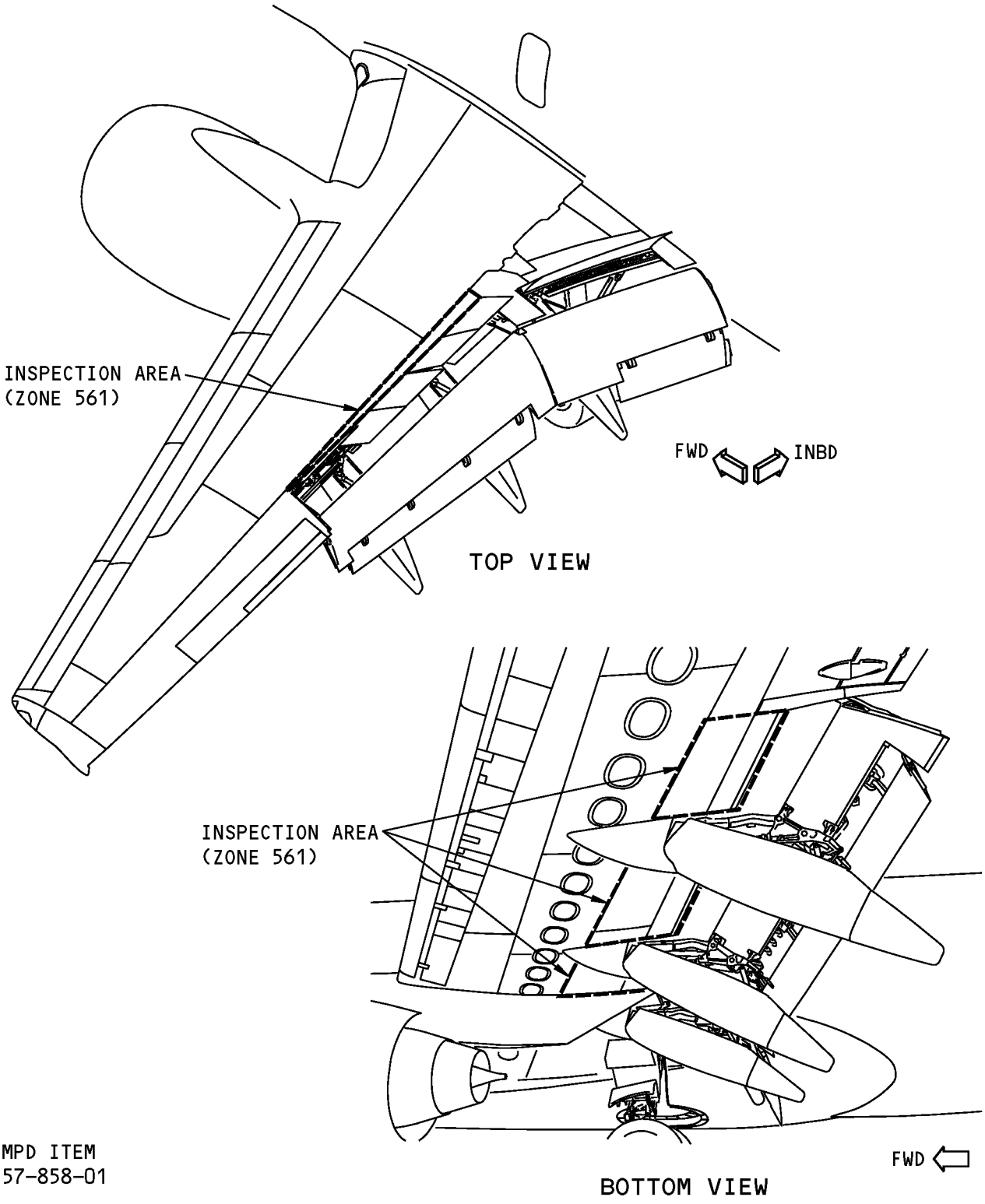
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-032

(1) Do the zonal inspection.

END OF TASK



Rear Spar to Trailing Edge (Outboard of Inboard Flap and Inboard of Fixed Trailing Edge) - Left Wing
Figure 230/05-41-05-990-832

TASK 05-41-05-210-833

31. EXTERNAL - ZONAL (GV): SPOILERS NO. 1, 2, 3, 4, 5 - L. WING

(Figure 231)

A. General

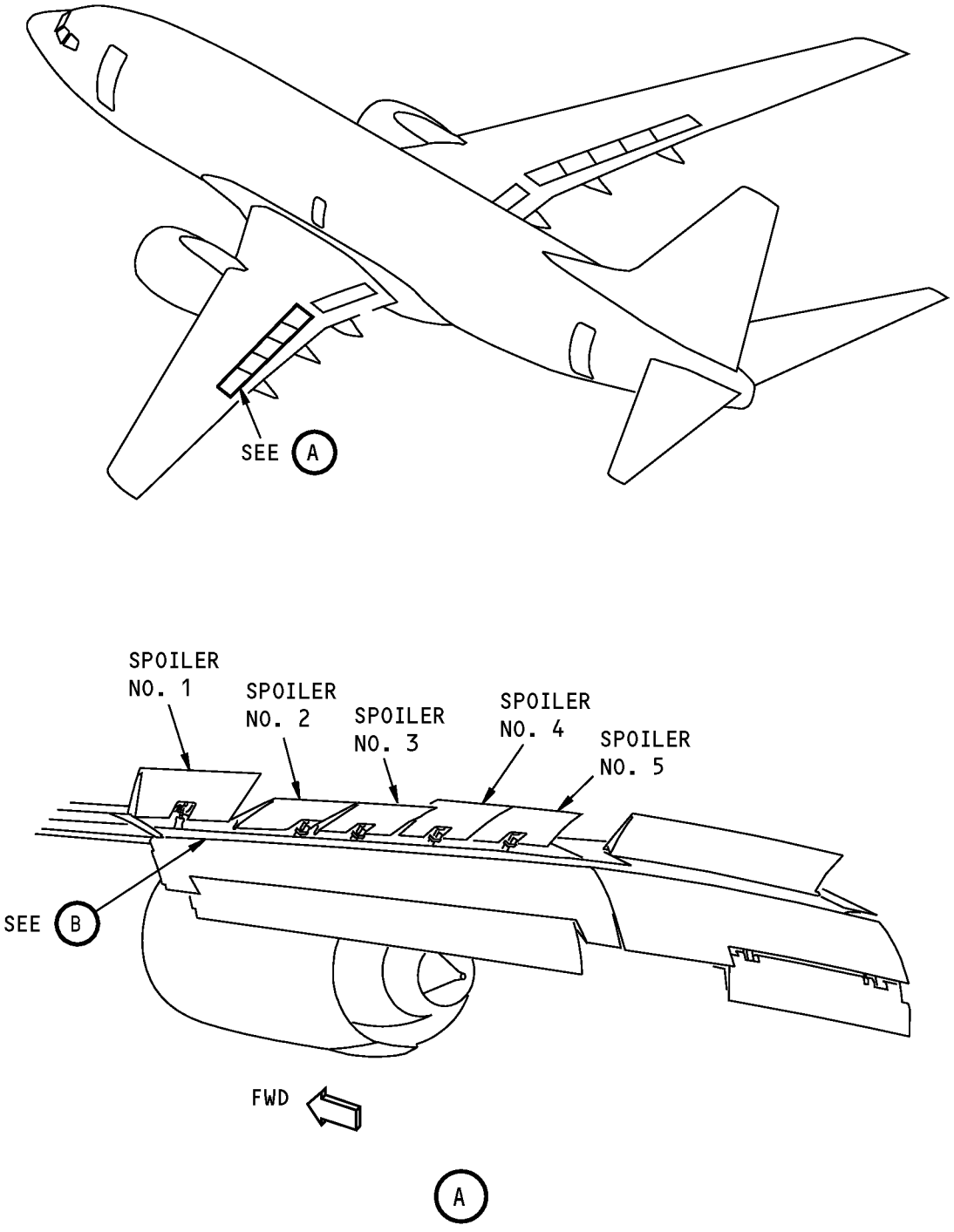
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-033

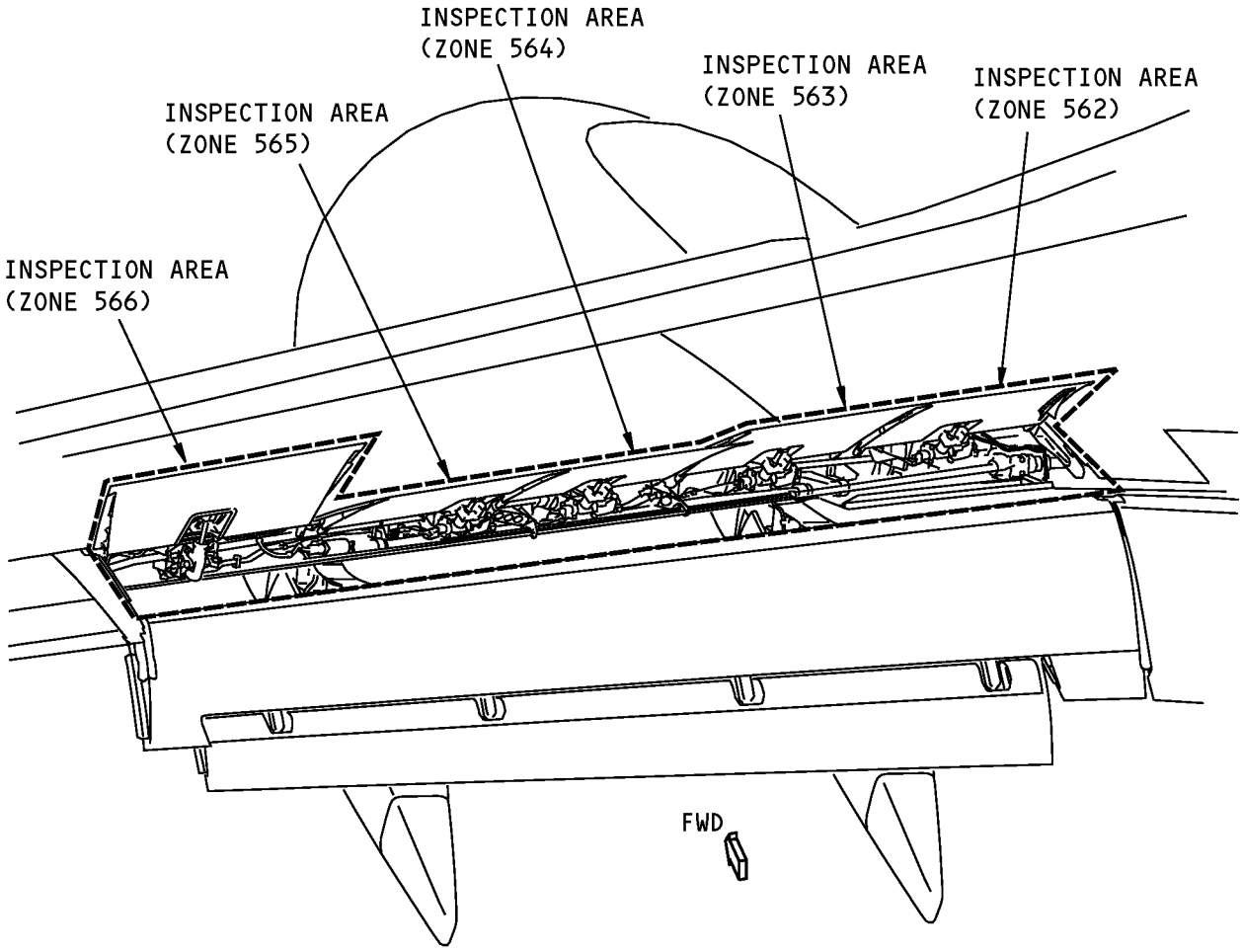
(1) Do the zonal inspection.

——————— END OF TASK ———————



MPD ITEM
57-860-01

Outboard Spoiler No. 1 thru 5 General Visual (External)
Figure 231 (Sheet 1 of 2)/05-41-05-990-833



MPD ITEM
57-860-01

Outboard Spoiler No. 1 thru 5 General Visual (External)
Figure 231 (Sheet 2 of 2)/05-41-05-990-833

TASK 05-41-05-210-834

32. EXTERNAL - ZONAL (GV): OUTBOARD FLAPS - L. WING

(Figure 232)

A. General

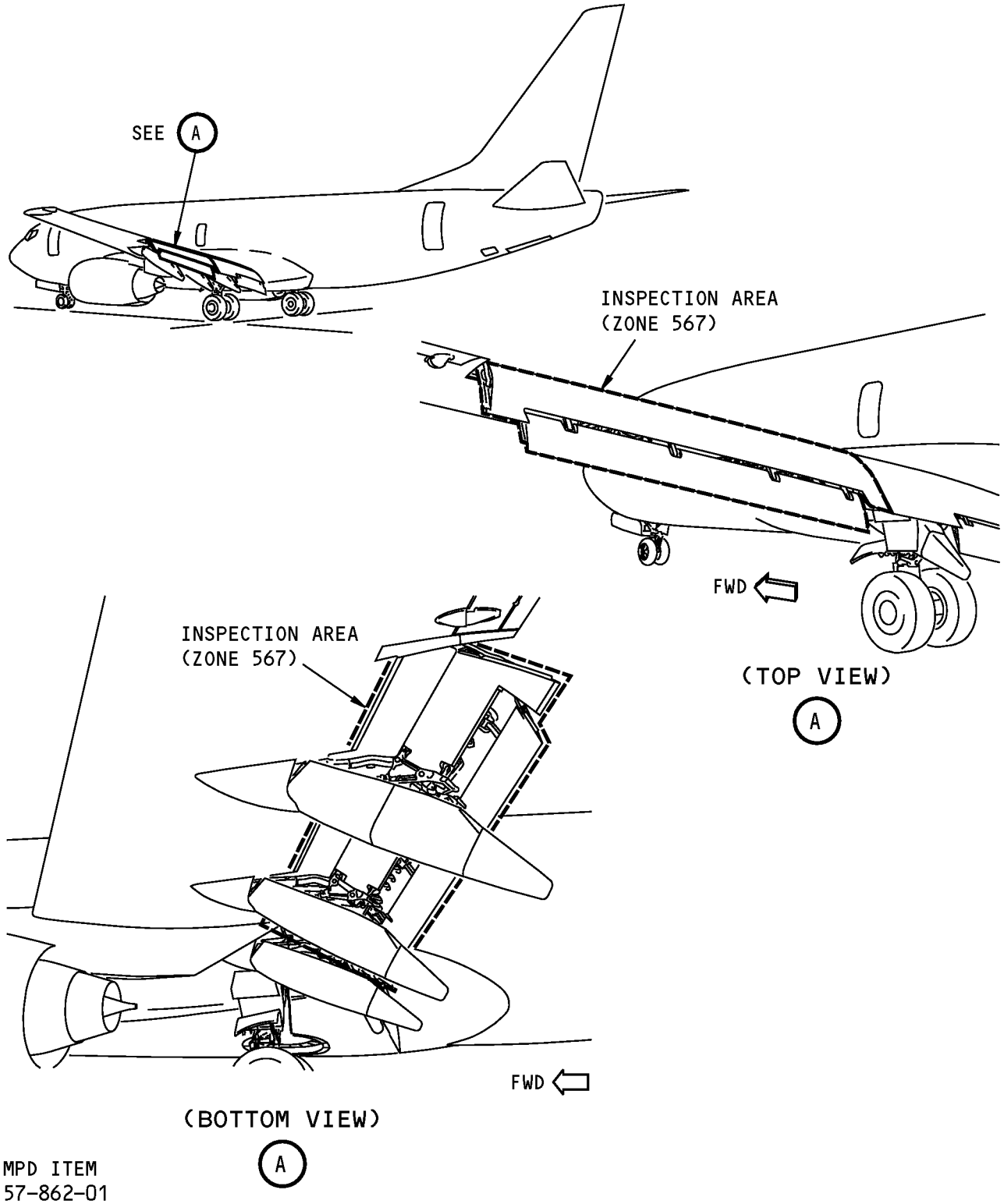
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-034

(1) Do the zonal inspection.

END OF TASK



Outboard Flap - Left Wing General Visual (External)
Figure 232/05-41-05-990-834

TASK 05-41-05-210-835

33. EXTERNAL - ZONAL (GV): FIXED TRAILING EDGE - L. WING

(Figure 233)

A. General

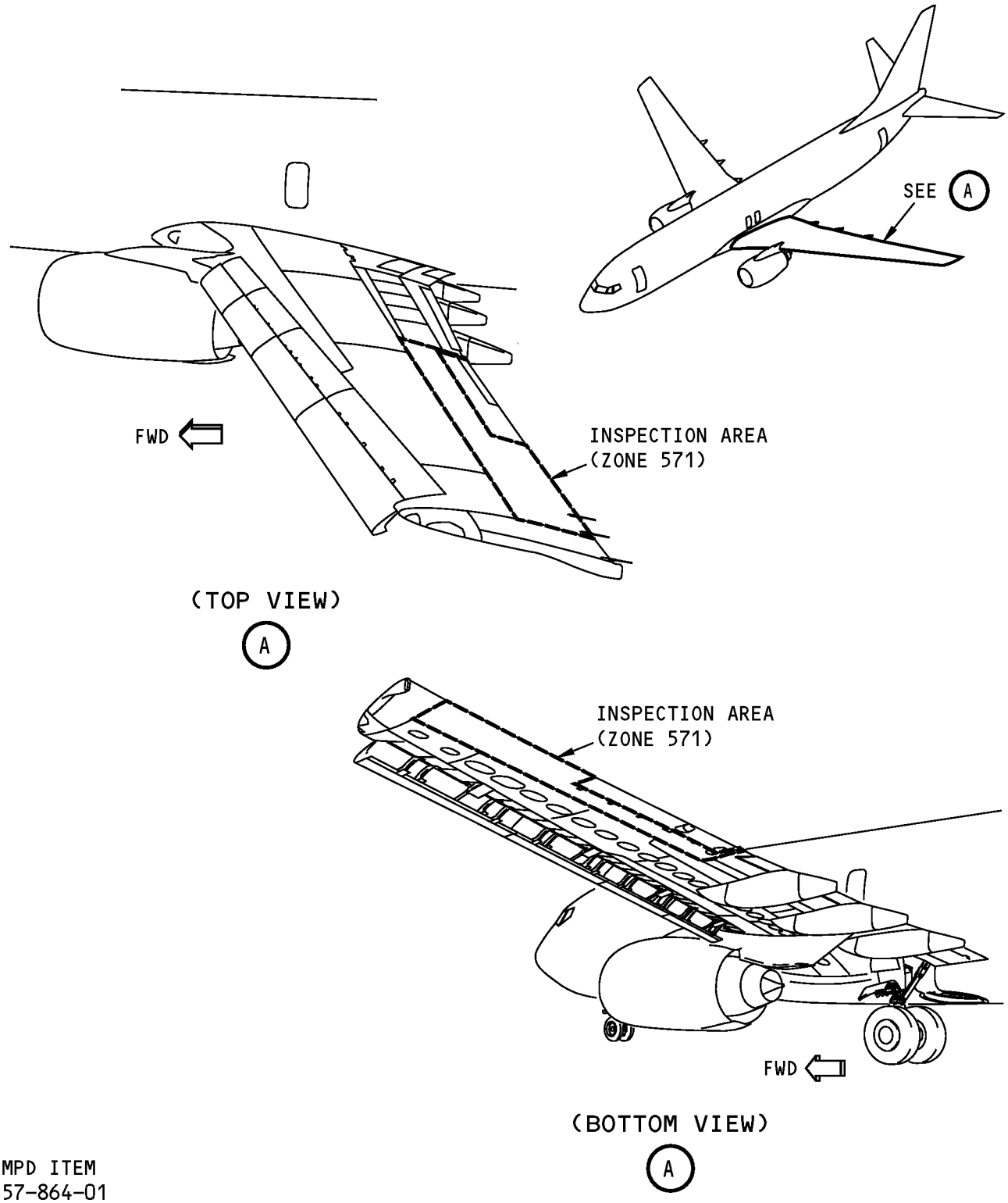
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-035

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
57-864-01

Fixed Trailing Edge - Left Wing General Visual (External)
Figure 233/05-41-05-990-835

TASK 05-41-05-210-836

34. INTERNAL - ZONAL (GV): FIXED TRAILING EDGE - L. WING

(Figure 234)

A. General

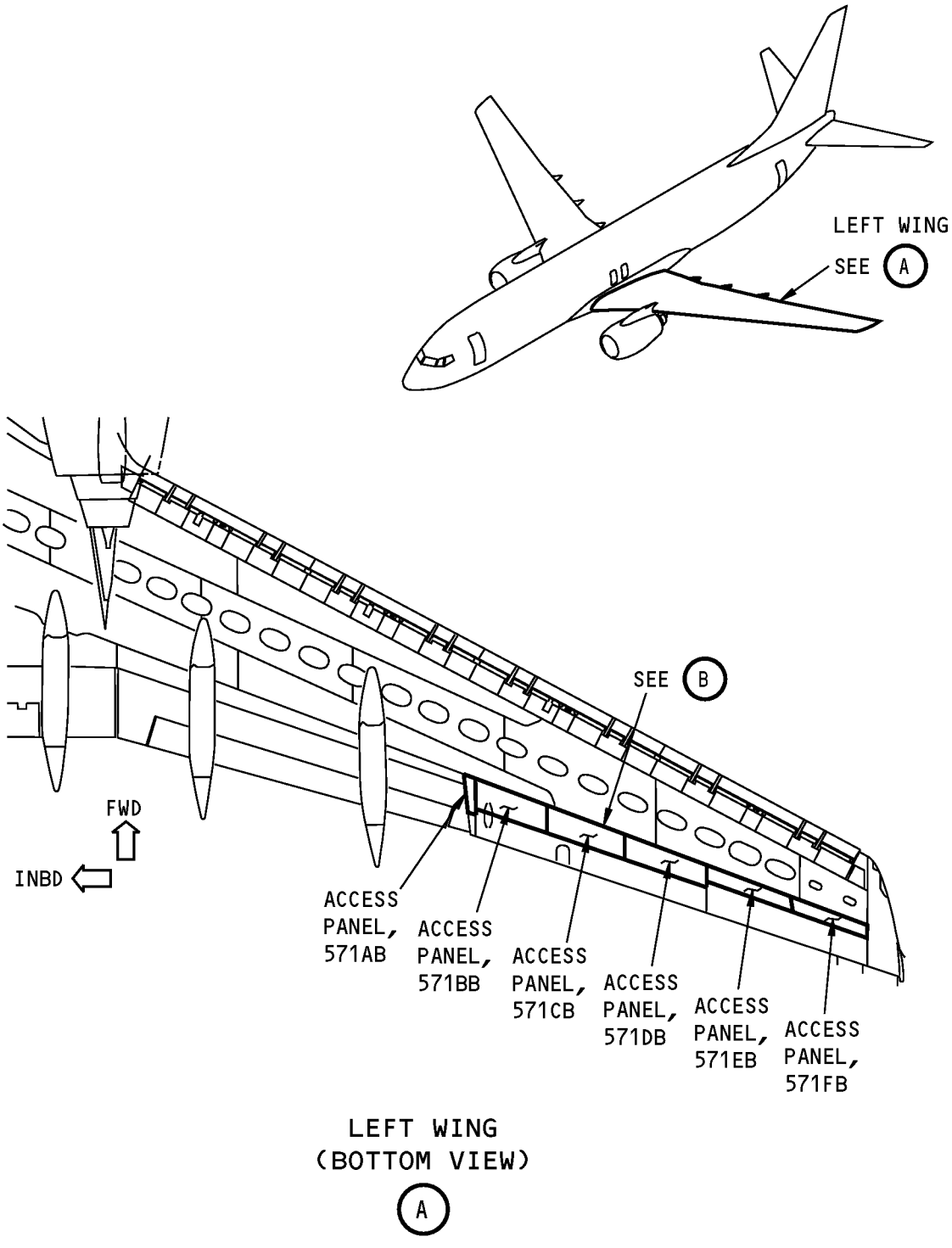
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

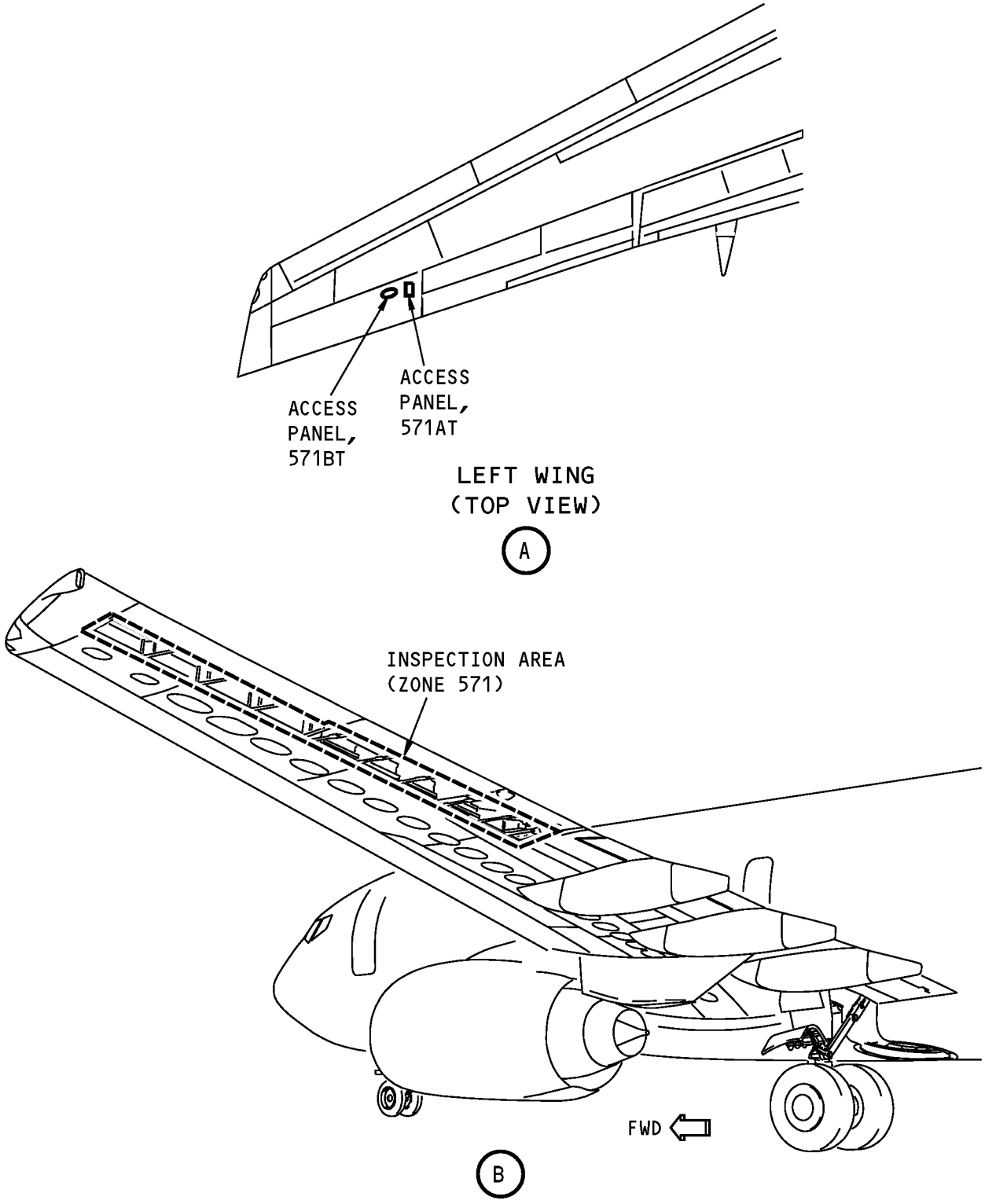
SUBTASK 05-41-05-210-036

(1) Do the zonal inspection.

END OF TASK



Fixed Trailing Edge - Left Wing General Visual (Internal)
Figure 234 (Sheet 1 of 2)/05-41-05-990-836



Fixed Trailing Edge - Left Wing General Visual (Internal)
Figure 234 (Sheet 2 of 2)/05-41-05-990-836

TASK 05-41-05-210-837

35. INTERNAL - ZONAL (GV): FIXED TRAILING EDGE - L. WING

(Figure 235)

A. General

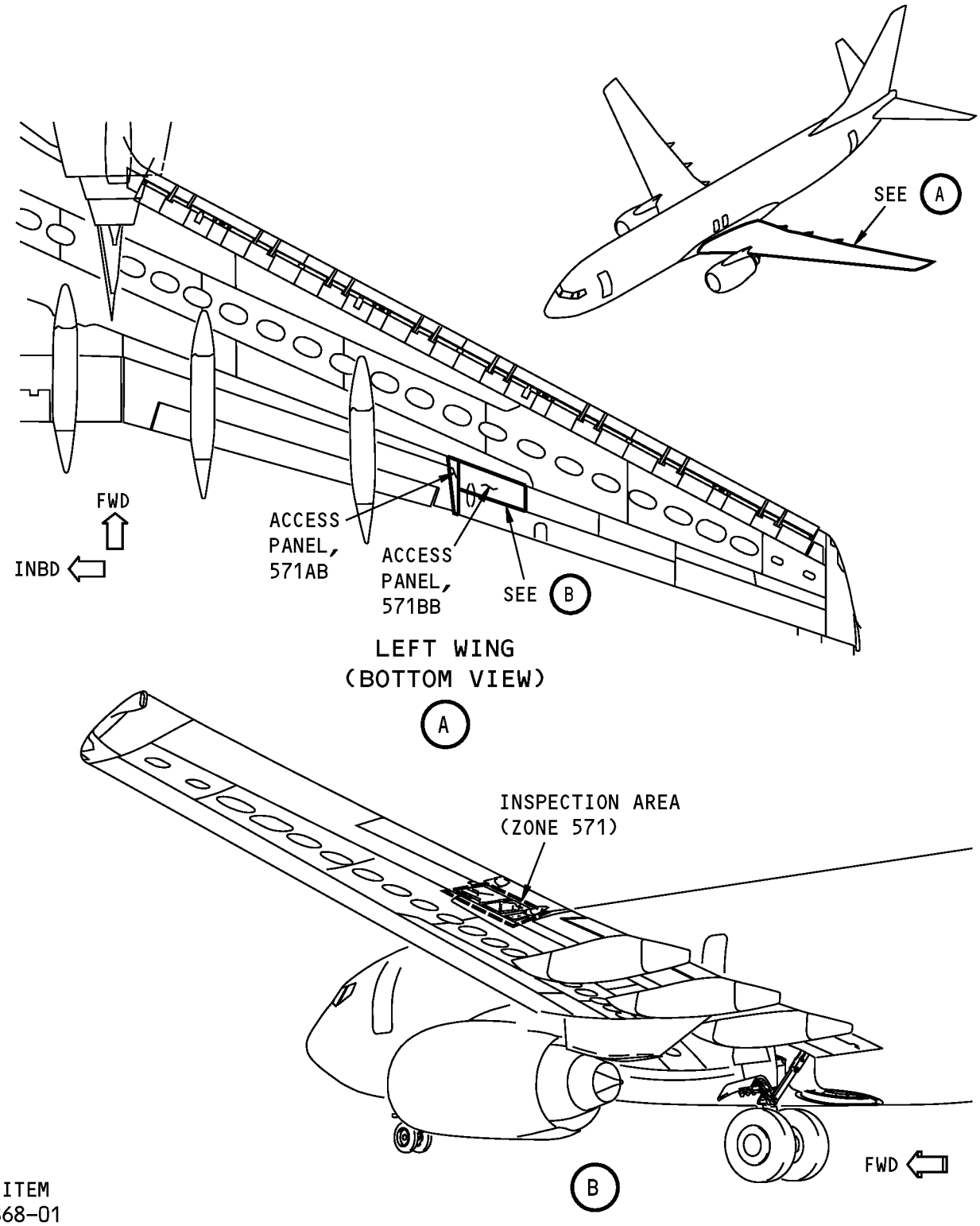
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-037

(1) Do the zonal inspection.

——————— END OF TASK ———————



Aileron - Left Wing General Visual (Internal)
Figure 235/05-41-05-990-837

TASK 05-41-05-210-838

36. EXTERNAL - ZONAL (GV): AILERON - L. WING

(Figure 236)

A. General

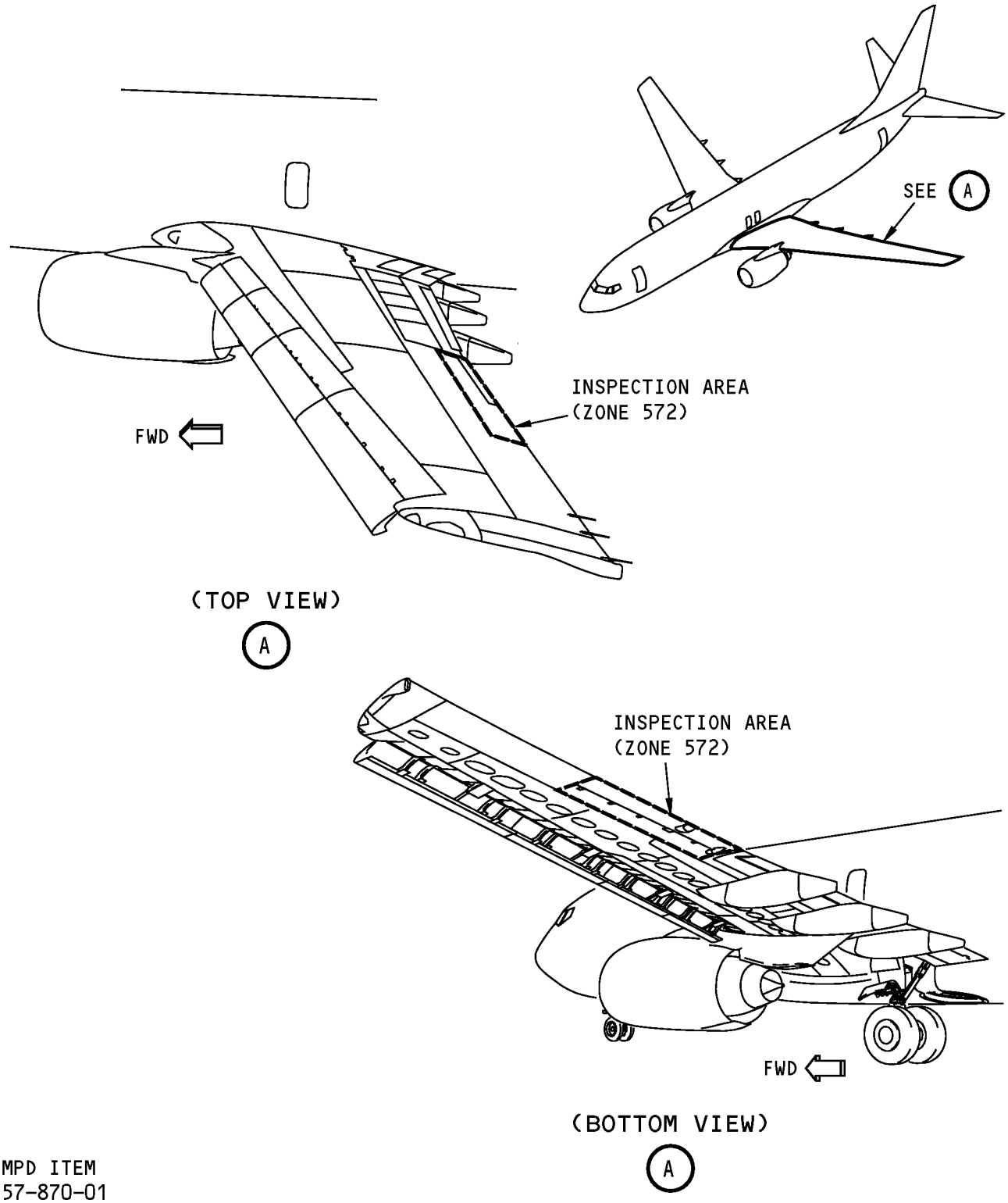
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-05-210-038

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
57-870-01

Aileron - Left Wing General Visual (External)
Figure 236/05-41-05-990-838

TASK 05-41-06-210-801

1. EXTERNAL - ZONAL (GV): RIGHT WING

(Figure 201)

A. General

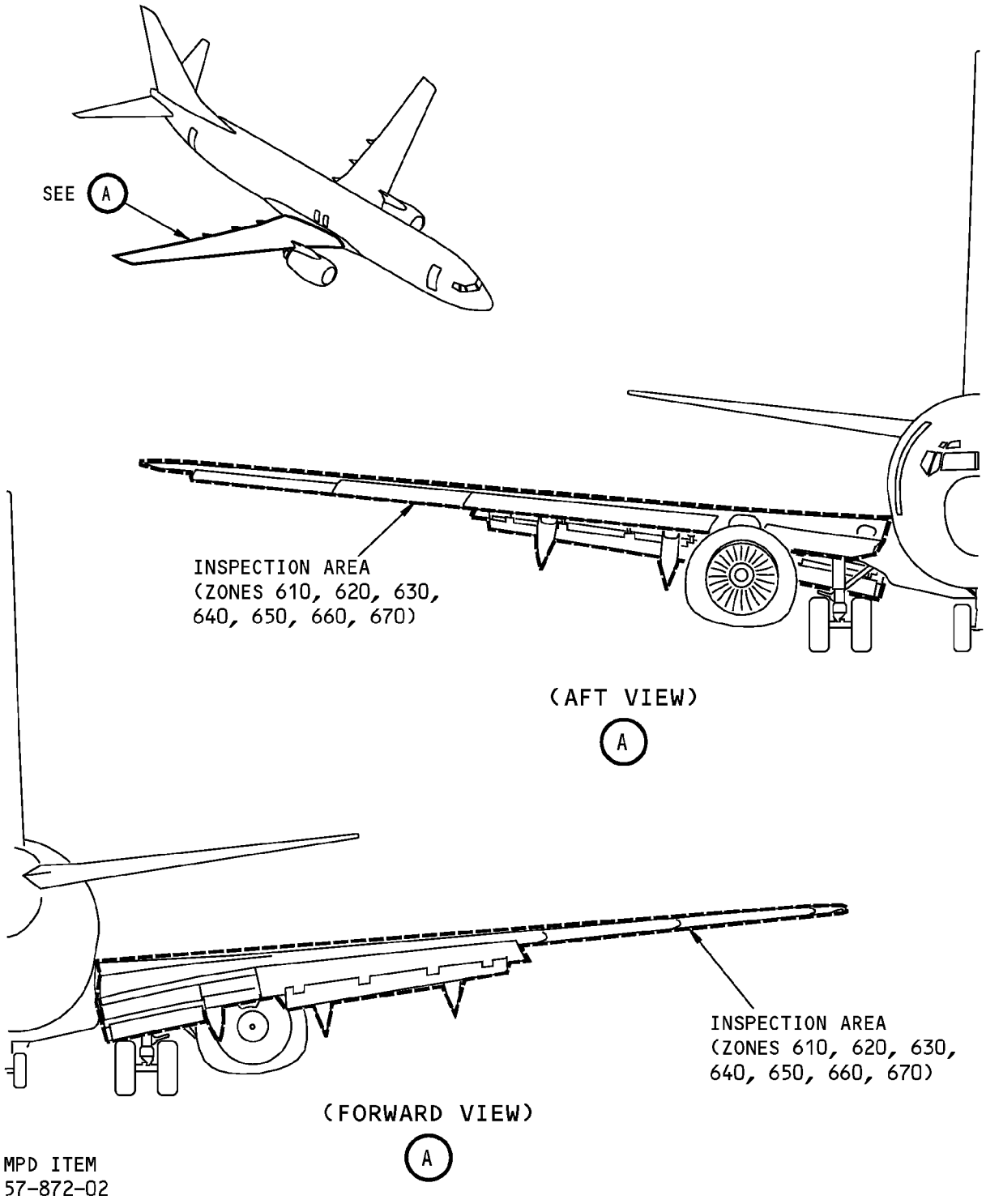
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

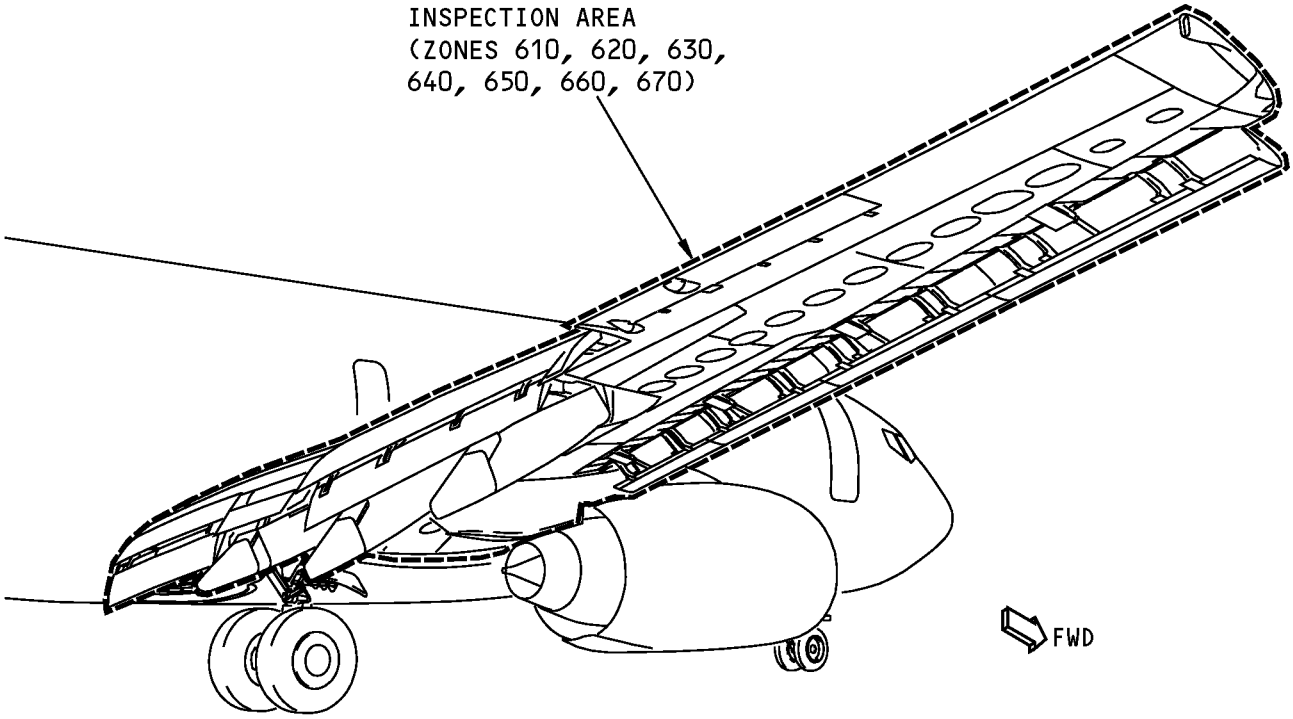
SUBTASK 05-41-06-210-001

(1) Do the zonal inspection.

END OF TASK



Right Wing - General Visual (External)
Figure 201 (Sheet 1 of 2)/05-41-06-990-801



(BOTTOM VIEW)

A

MPD ITEM
57-872-02

Right Wing - General Visual (External)
Figure 201 (Sheet 2 of 2)/05-41-06-990-801

TASK 05-41-06-210-802

2. EXTERNAL - ZONAL (GV): WINGLET - RIGHT WING

(Figure 202)

A. General

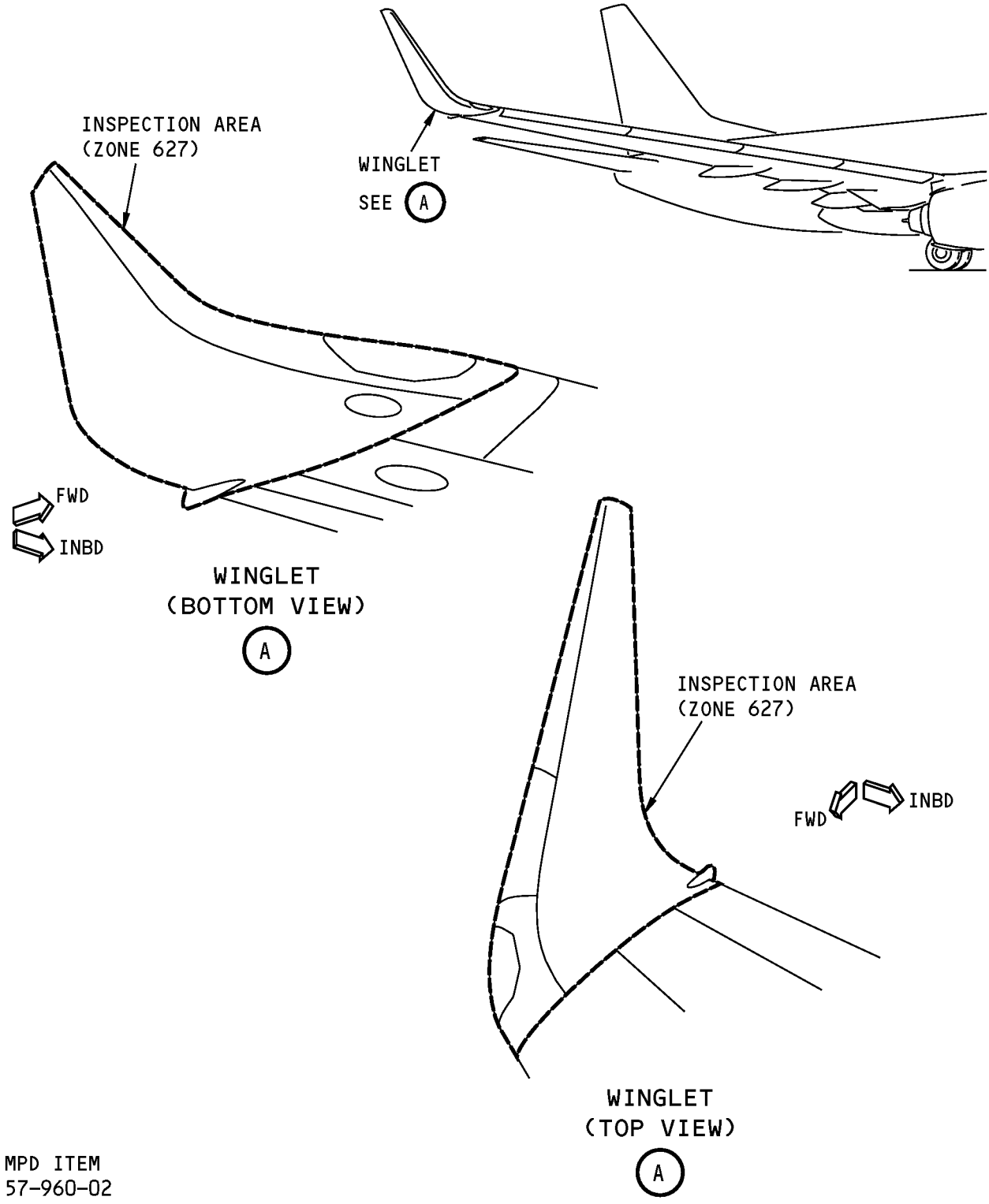
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-002

(1) Do the zonal inspection.

———————— END OF TASK ————————



Right Winglet - General Visual (External)
Figure 202/05-41-06-990-802

TASK 05-41-06-210-803

3. INTERNAL - ZONAL (GV): WINGLET - RIGHT WING

(Figure 203)

A. General

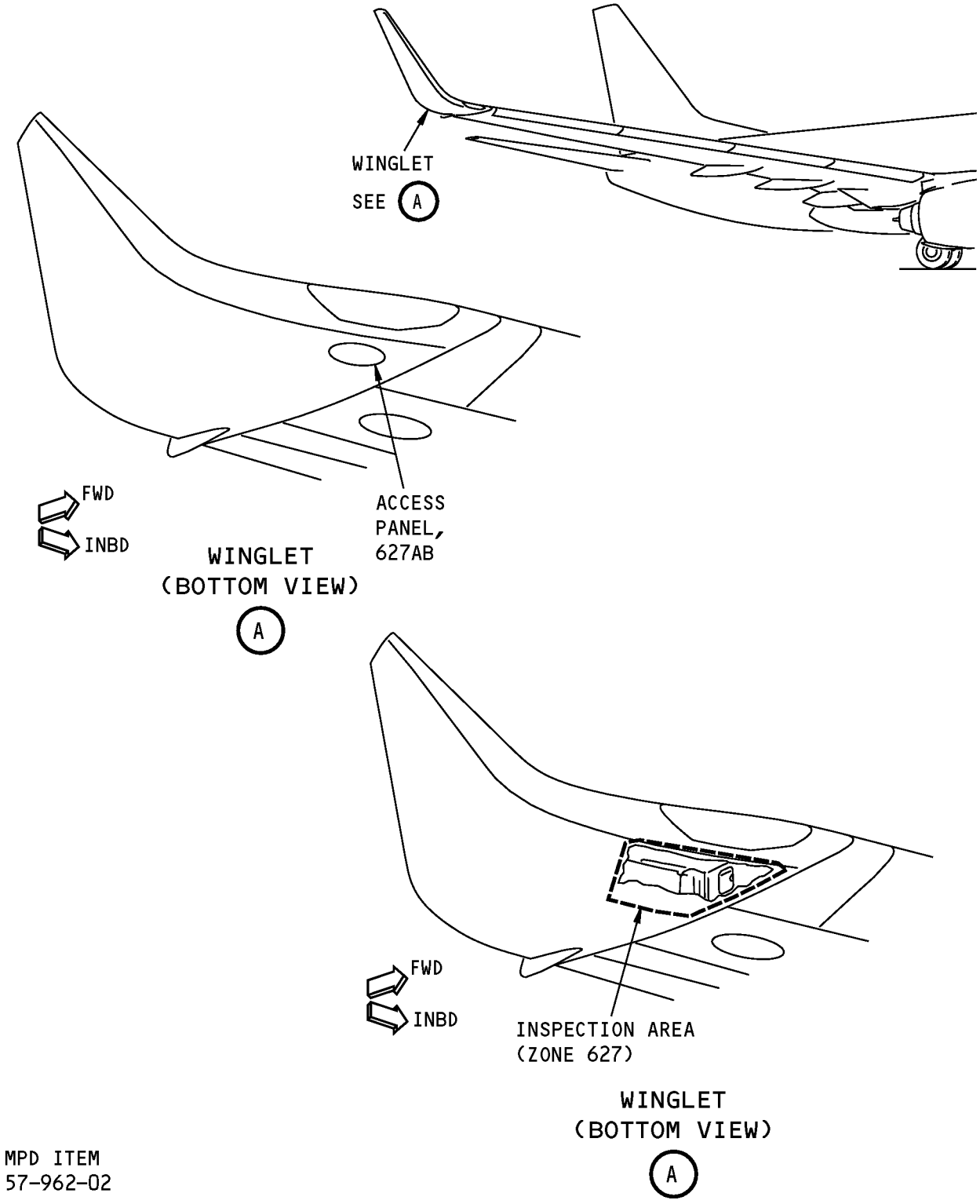
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-003

(1) Do the zonal inspection.

END OF TASK



Right Winglet - General Visual (Internal)
Figure 203/05-41-06-990-803

TASK 05-41-06-210-804

4. EXTERNAL - ZONAL (GV): LEADING EDGE TO FRONT SPAR - INBD OF NACELLE STRUT - R. WING

(Figure 204)

A. General

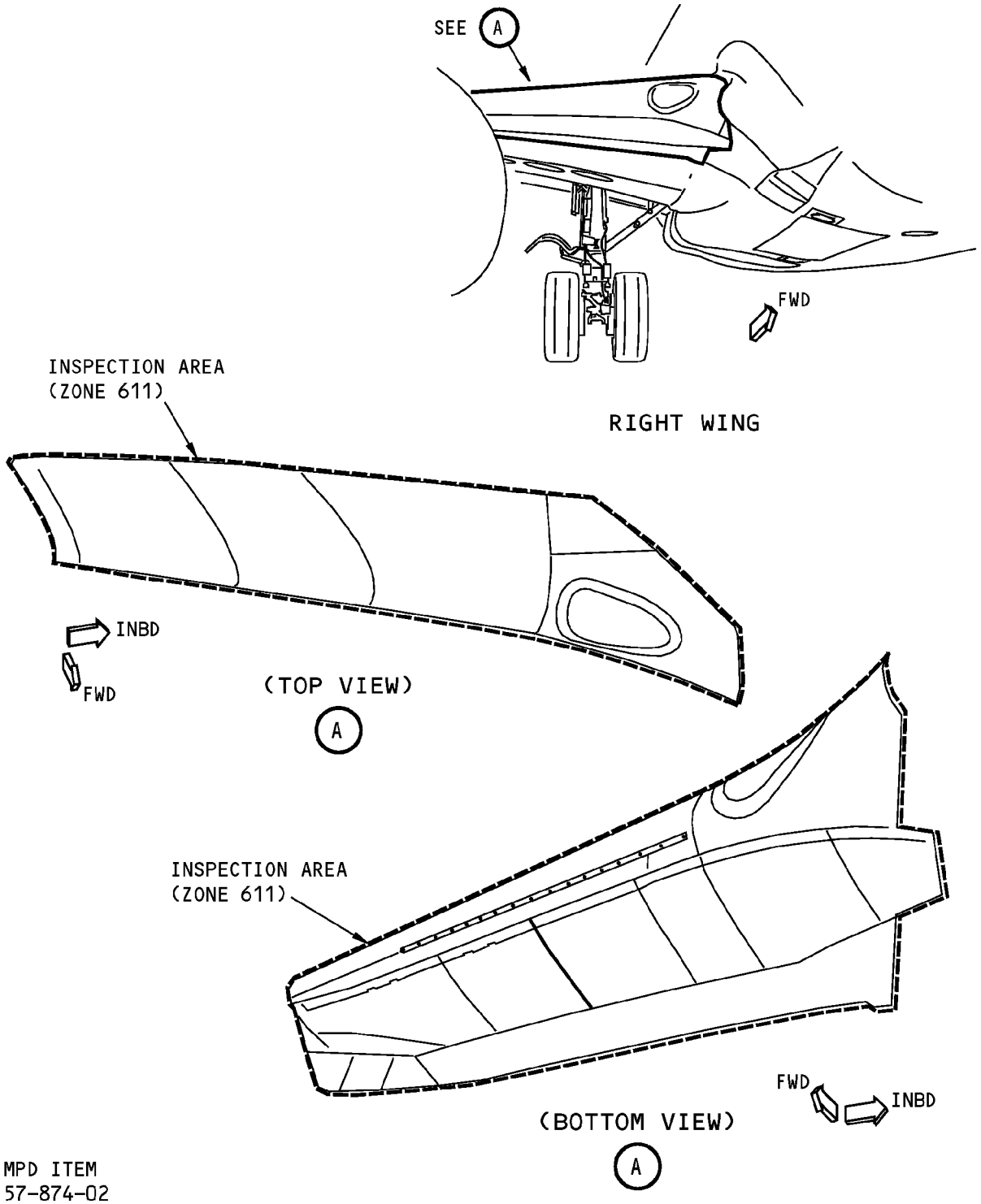
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-004

(1) Do the zonal inspection.

END OF TASK



Leading Edge to Front Spar (Inboard of Nacelle Strut) Right Wing - General Visual (External)
Figure 204/05-41-06-990-804

TASK 05-41-06-210-805

5. INTERNAL - ZONAL (GV): LEADING EDGE TO FRONT SPAR - INBD OF NACELLE STRUT - R. WING

(Figure 205)

A. General

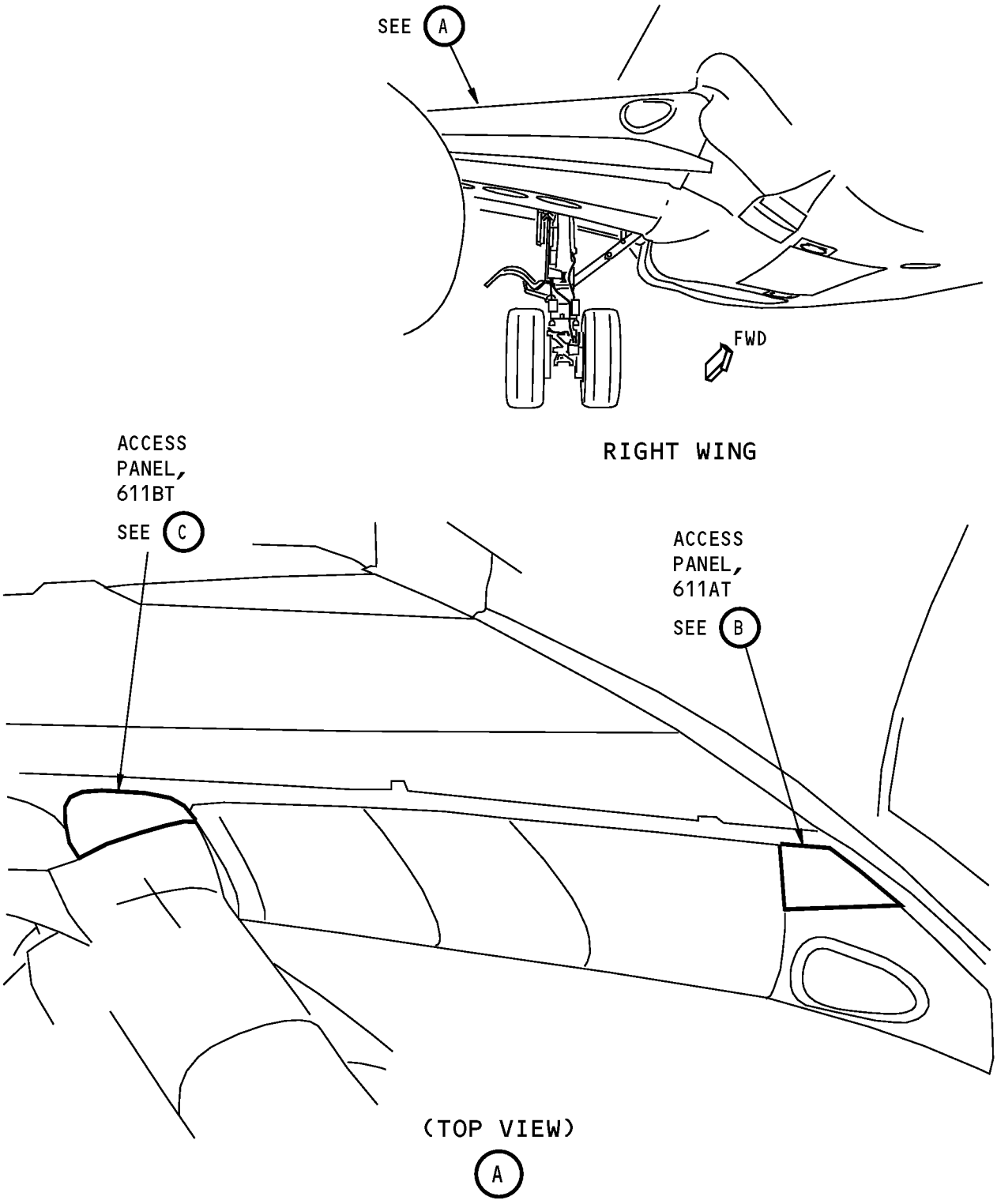
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

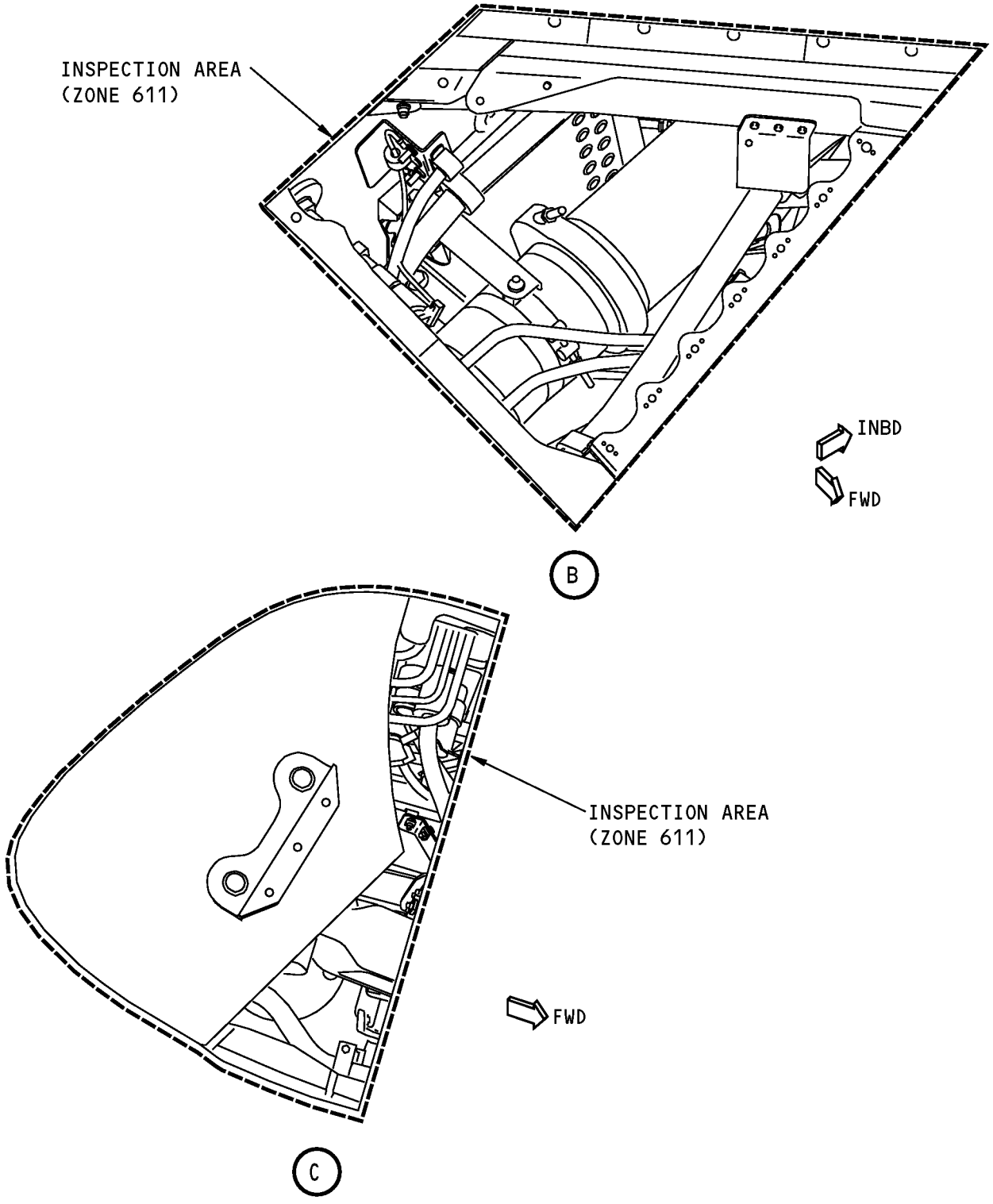
SUBTASK 05-41-06-210-005

(1) Do the zonal inspection.

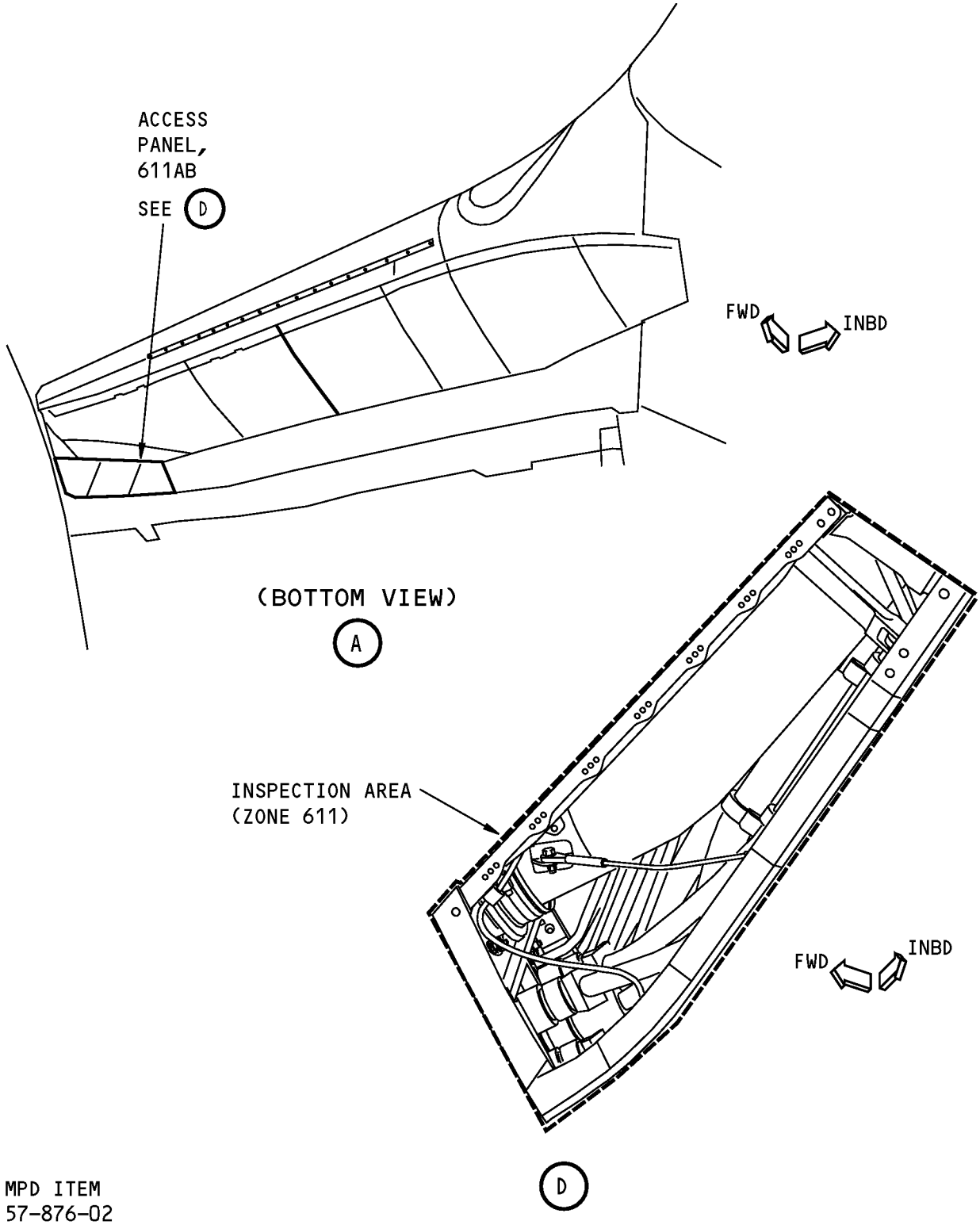
——————— END OF TASK ———————



Leading Edge to Front Spar (Inboard of Nacelle Strut) Right Wing - General Visual (Internal)
Figure 205 (Sheet 1 of 3)/05-41-06-990-805



Leading Edge to Front Spar (Inboard of Nacelle Strut) Right Wing - General Visual (Internal)
Figure 205 (Sheet 2 of 3)/05-41-06-990-805



Leading Edge to Front Spar (Inboard of Nacelle Strut) Right Wing - General Visual (Internal)
Figure 205 (Sheet 3 of 3)/05-41-06-990-805

TASK 05-41-06-210-806

6. EXTERNAL - ZONAL (GV): KRUEGER FLAPS NO. 3 AND 4 - R. WING

(Figure 206)

A. General

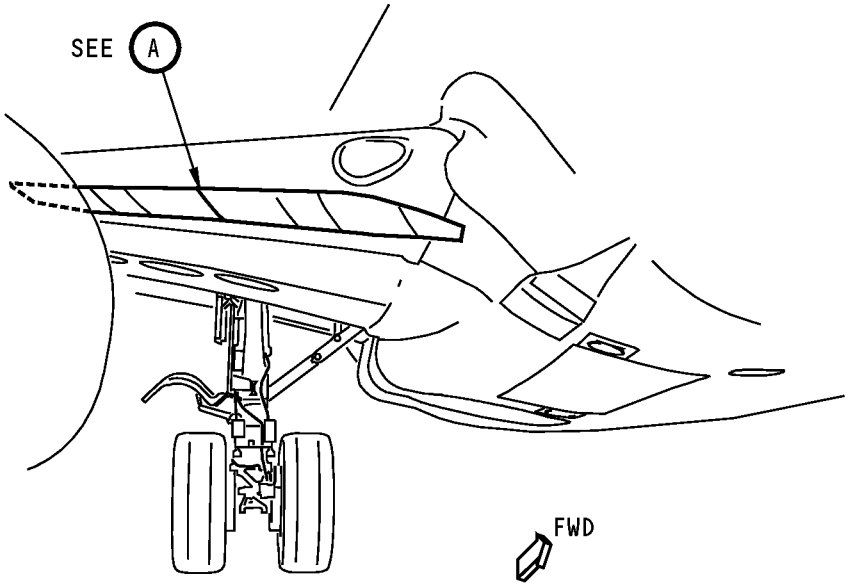
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

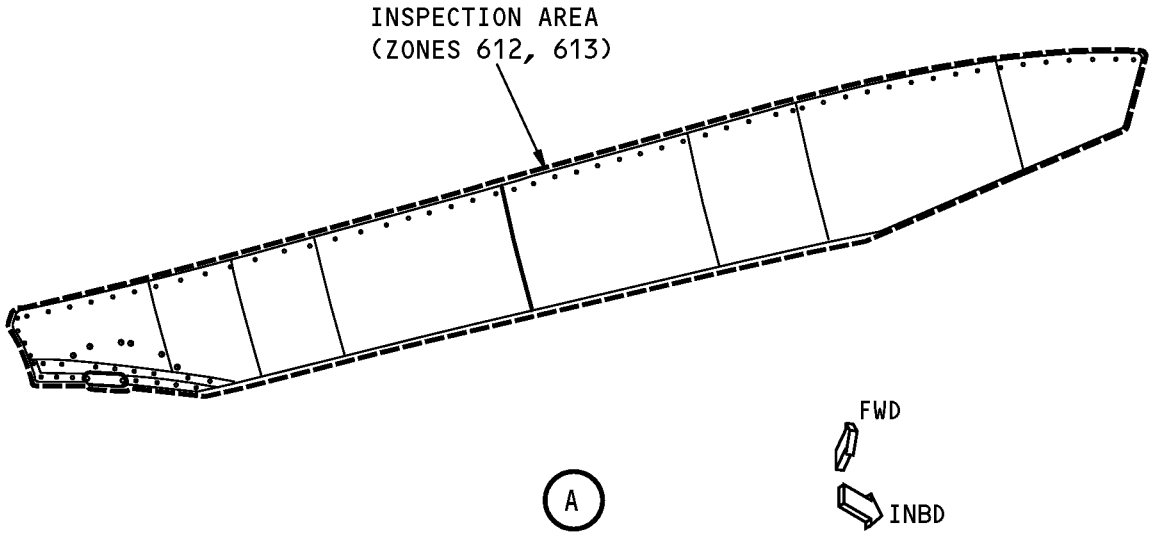
SUBTASK 05-41-06-210-006

(1) Do the zonal inspection.

——————— END OF TASK ———————



RIGHT WING



MPD ITEM
57-878-02

Krueger Flaps No. 3 and 4 General Visual (External)
Figure 206/05-41-06-990-806

TASK 05-41-06-210-807

7. INTERNAL - ZONAL (GV): KRUEGER FLAPS NO. 3 AND 4 - R. WING

(Figure 207)

A. General

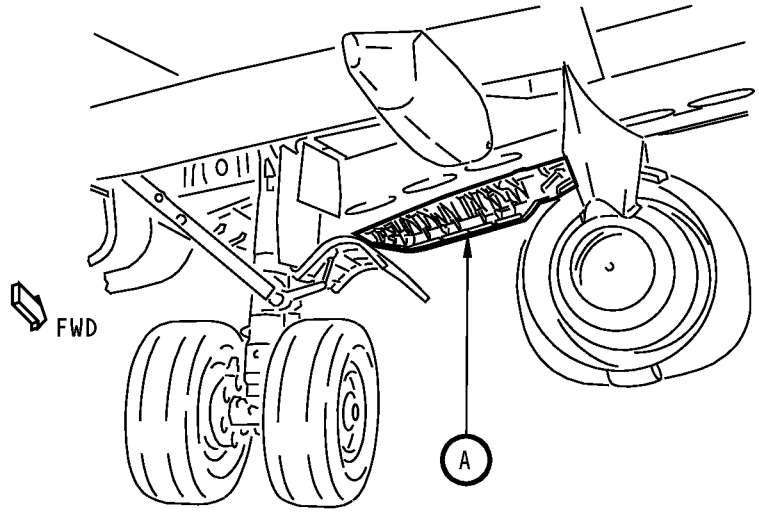
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

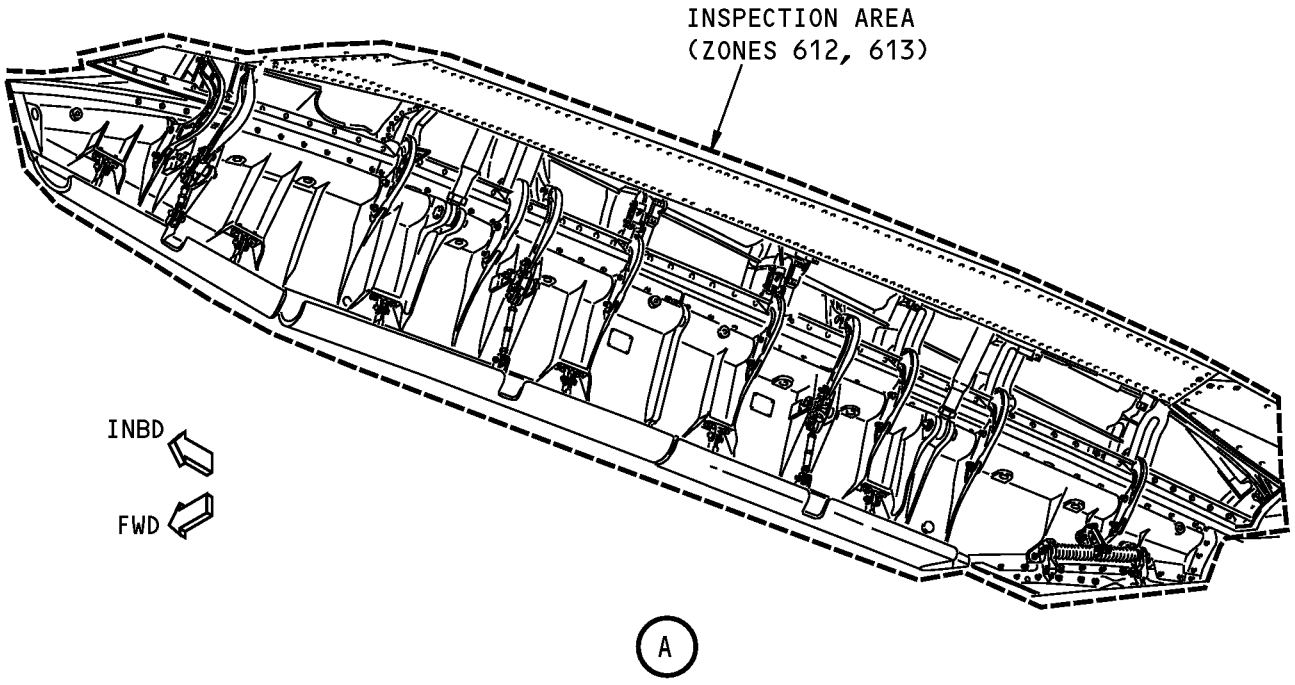
SUBTASK 05-41-06-210-007

(1) Do the zonal inspection.

END OF TASK



RIGHT WING



MPD ITEM
57-880-02

Krueger Flaps No. 3 and 4 General Visual (Internal)
Figure 207/05-41-06-990-807

TASK 05-41-06-210-808

8. EXTERNAL - ZONAL (GV): LEADING EDGE TO FRONT SPAR - OUTBD OF NACELLE STRUT - R. WING

(Figure 208)

A. General

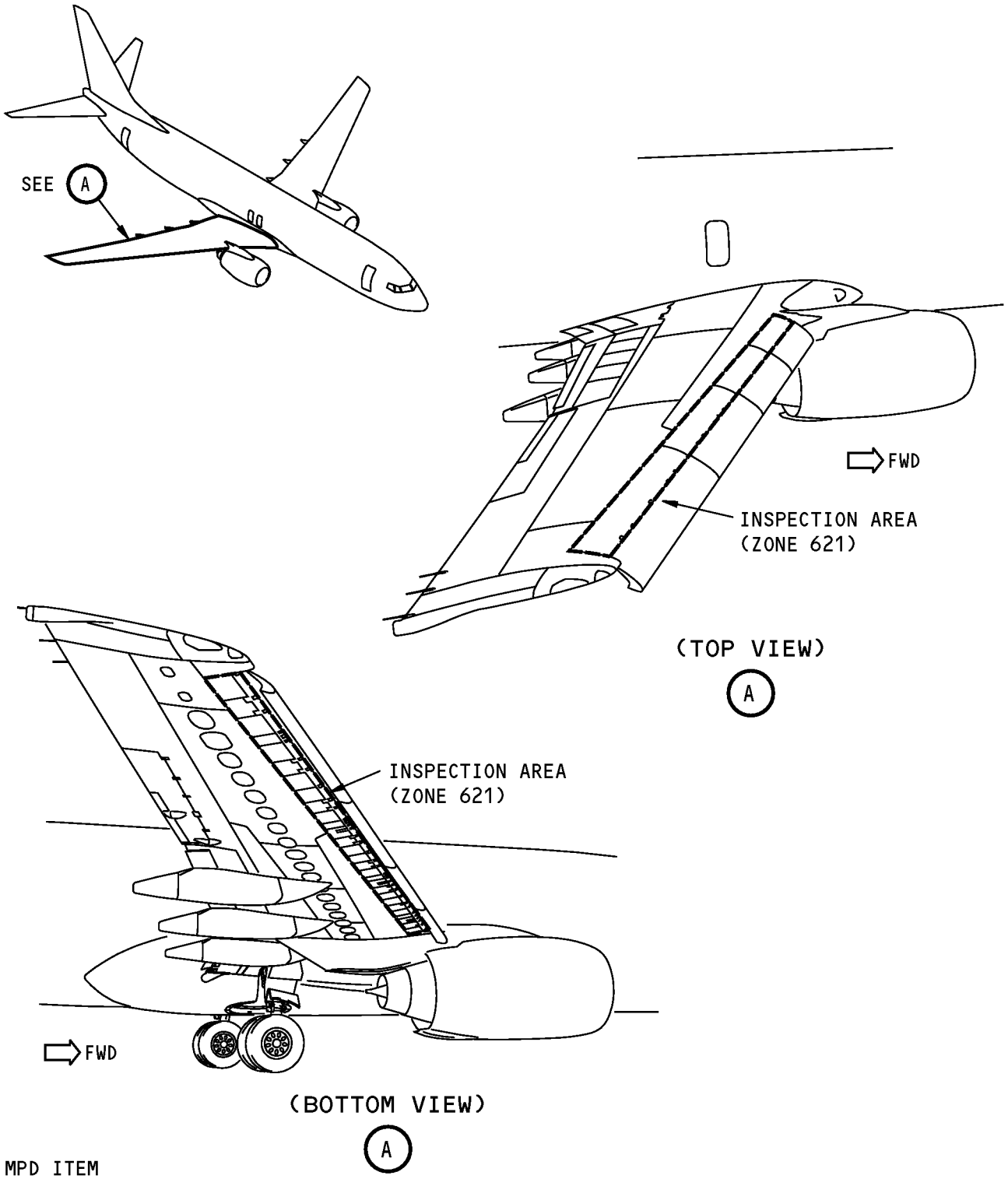
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-008

(1) Do the zonal inspection.

——————— END OF TASK ———————



MPD ITEM
57-882-02

Leading Edge to Front Spar (Outboard of Nacelle Strut) Right Wing - General Visual (External)
Figure 208/05-41-06-990-808

TASK 05-41-06-210-809

9. INTERNAL - ZONAL (GV): LEADING EDGE TO FRONT SPAR - OUTBD OF NACELLE STRUT - R. WING

(Figure 209)

A. General

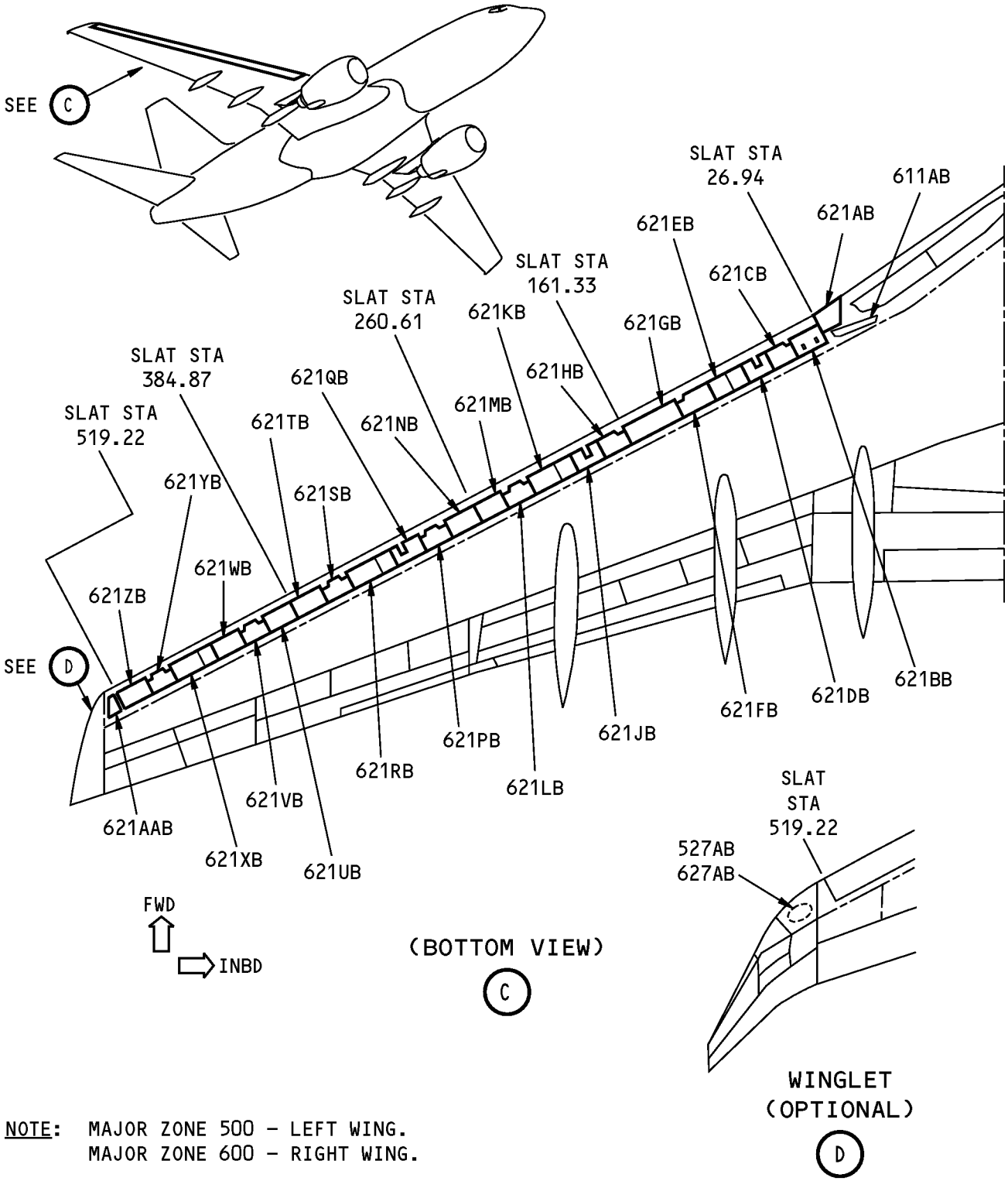
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-009

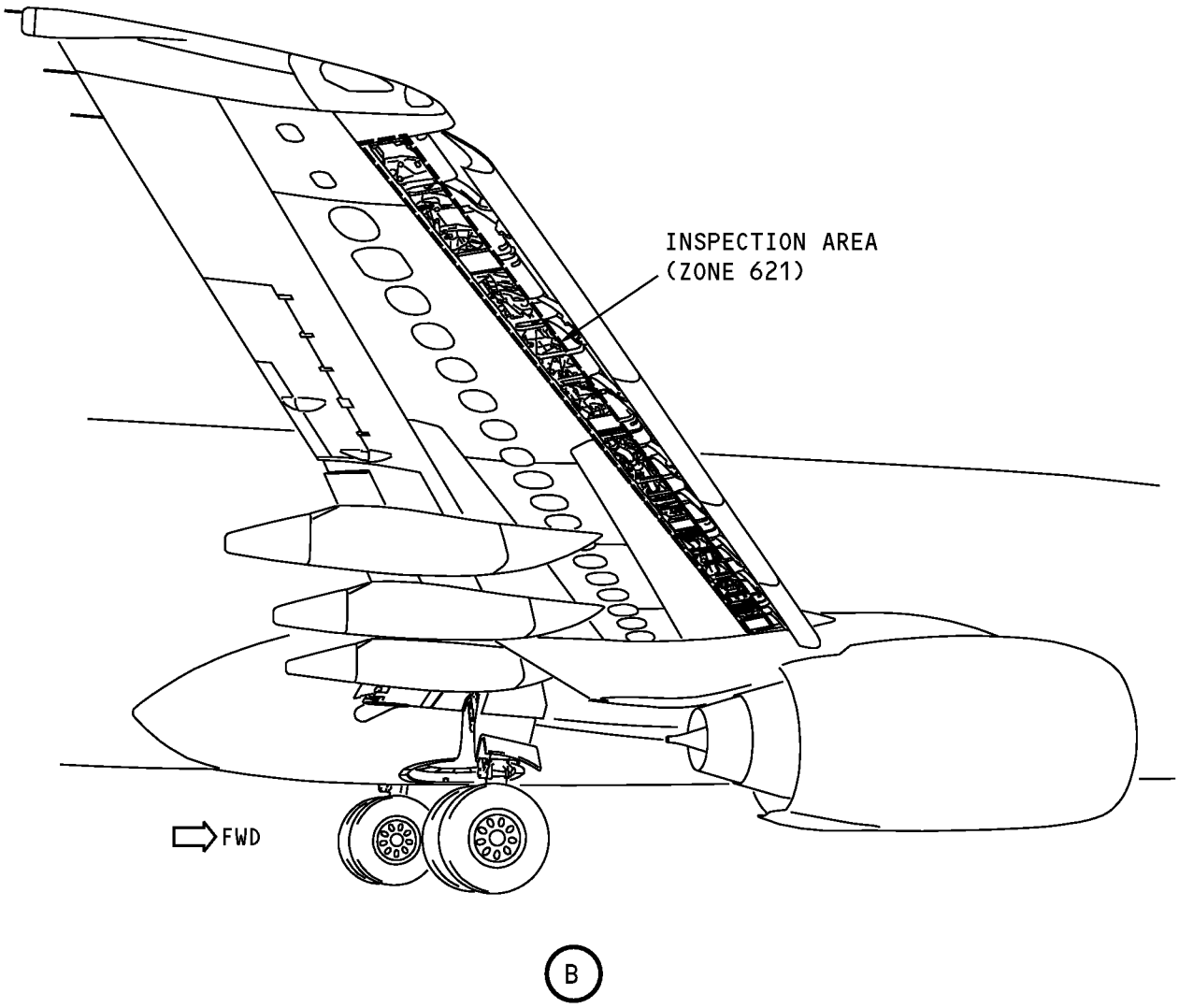
(1) Do the zonal inspection.

———————— END OF TASK ————————



NOTE: MAJOR ZONE 500 - LEFT WING.
MAJOR ZONE 600 - RIGHT WING.

Leading Edge to Front Spar (Outboard of Nacelle Strut) Right Wing - General Visual (Internal)
Figure 209 (Sheet 1 of 2)/05-41-06-990-809



**Leading Edge to Front Spar (Outboard of Nacelle Strut) Right Wing - General Visual (Internal)
Figure 209 (Sheet 2 of 2)/05-41-06-990-809**

TASK 05-41-06-210-810

10. EXTERNAL - ZONAL (GV): SLATS NO. 5, 6, 7, 8 - R. WING

(Figure 210)

A. General

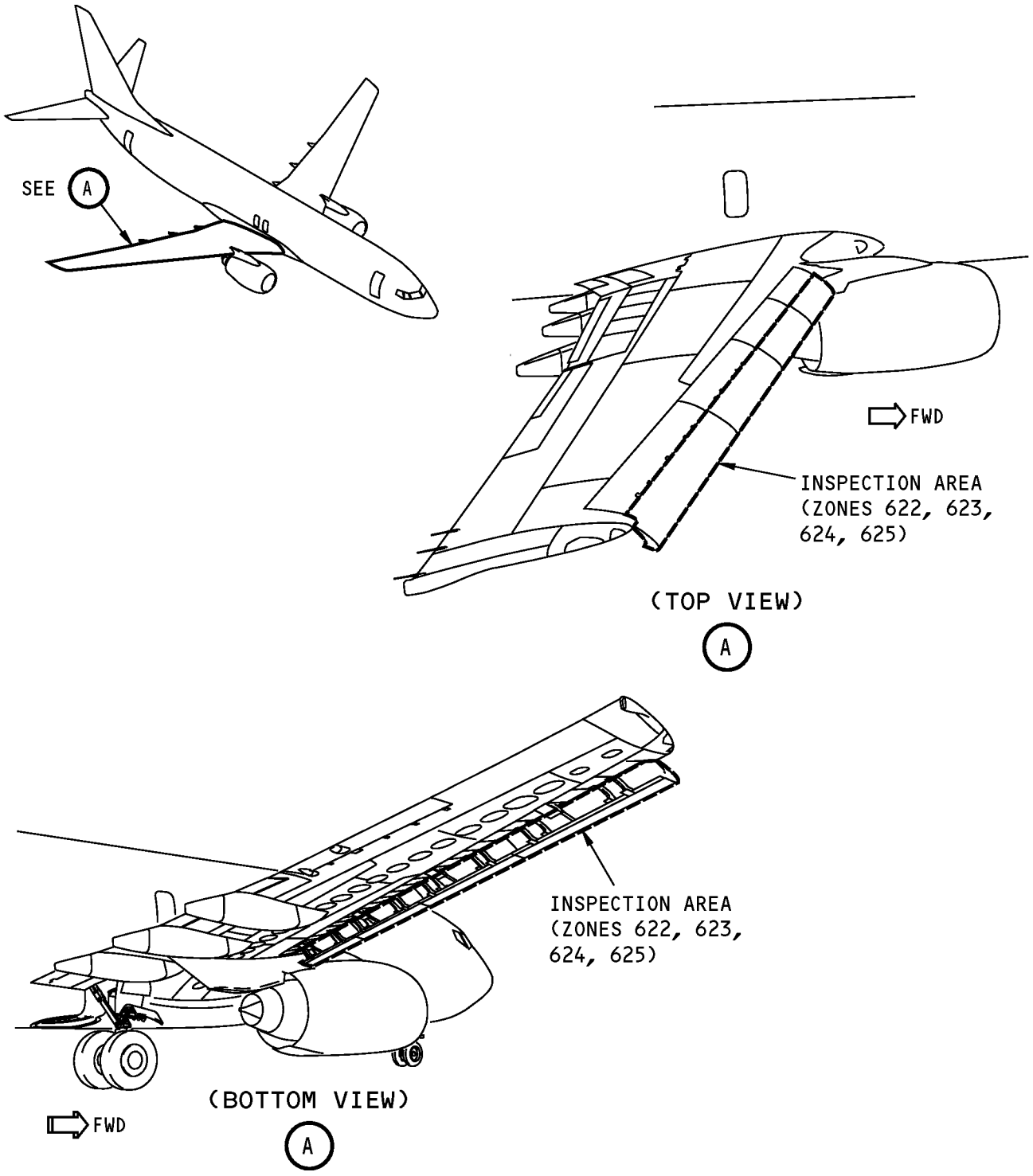
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-010

(1) Do the zonal inspection.

END OF TASK



Leading Edge Slats No. 5 thru 8 General Visual (External)
Figure 210/05-41-06-990-810

TASK 05-41-06-210-813

11. INTERNAL - ZONAL (GV): CENTER FUEL TANK - R. WING

(Figure 211)

A. General

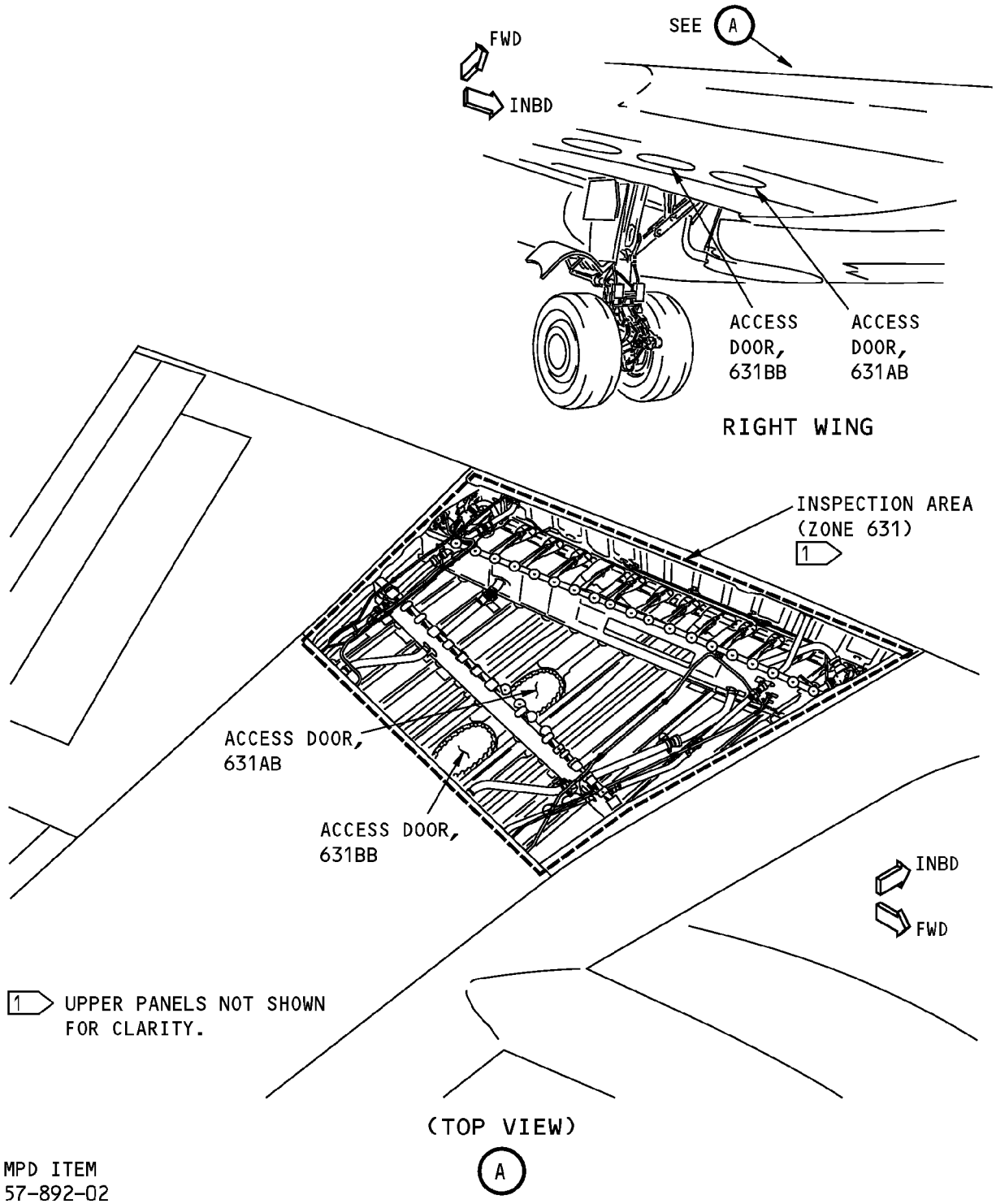
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-013

(1) Do the zonal inspection.

END OF TASK



Center Fuel Tank - Right Wing General Visual (Internal)
Figure 211/05-41-06-990-813

TASK 05-41-06-210-814

12. EXTERNAL - ZONAL (GV): CENTER FUEL TANK - R. WING

(Figure 212)

A. General

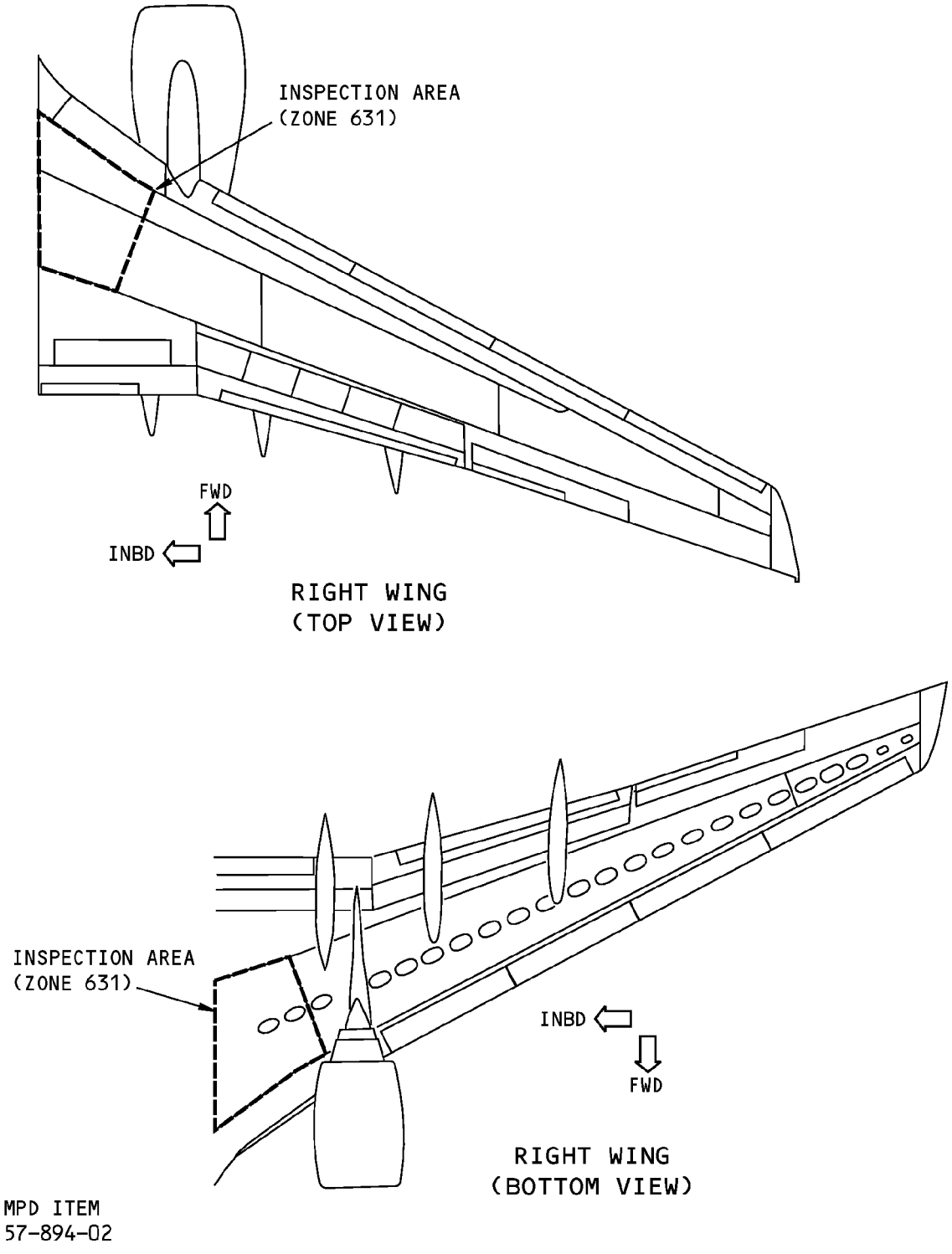
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-014

(1) Do the zonal inspection.

END OF TASK



Center Fuel Tank - Right Wing General Visual (External)
Figure 212/05-41-06-990-814

TASK 05-41-06-210-815

13. INTERNAL - ZONAL (GV): MAIN FUEL TANK - R. WING

(Figure 213)

A. General

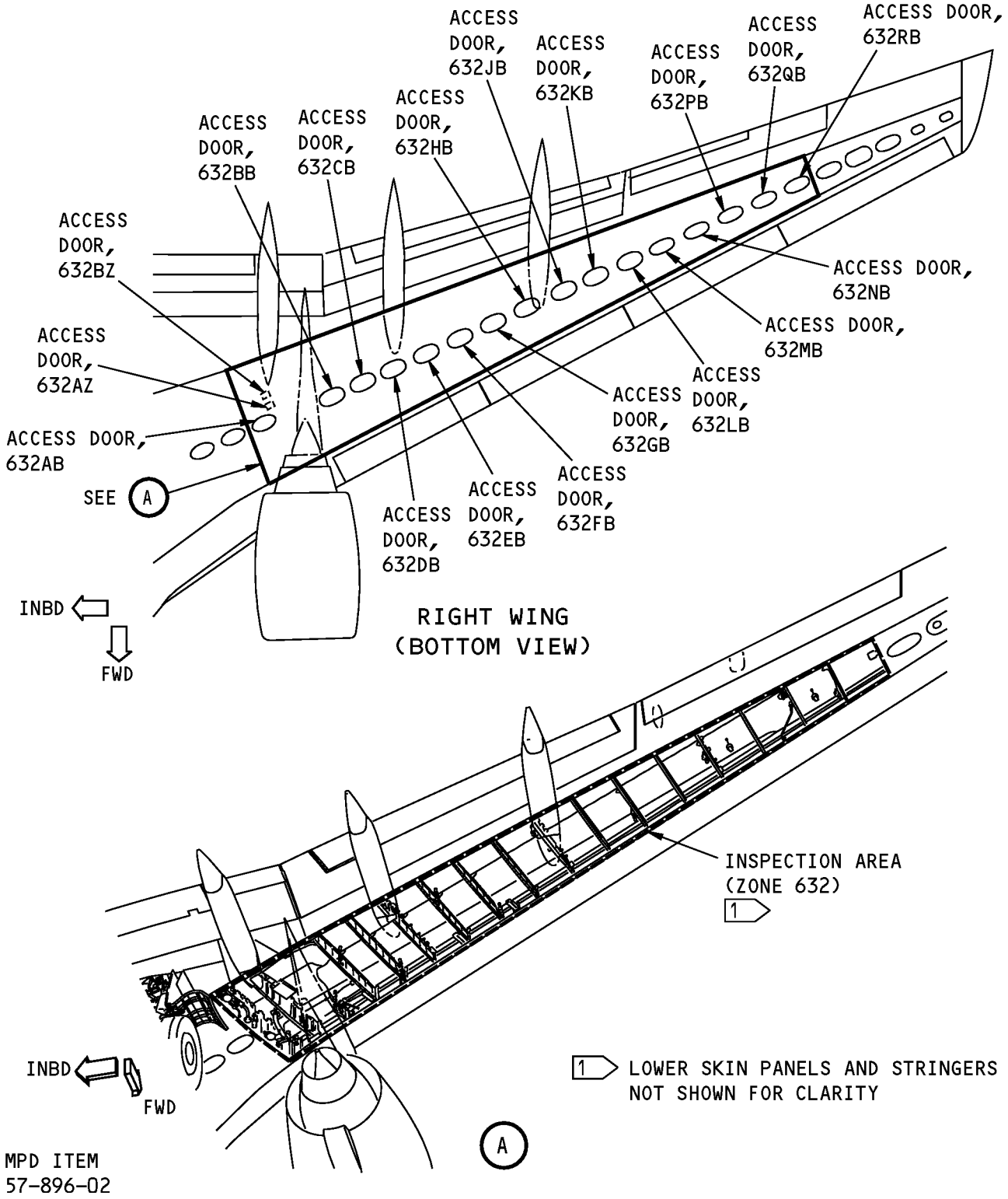
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-015

(1) Do the zonal inspection.

END OF TASK



Main Fuel Tank - Right Wing General Visual (Internal)
Figure 213/05-41-06-990-815

TASK 05-41-06-210-816

14. EXTERNAL - ZONAL (GV): MAIN FUEL TANK - R. WING

(Figure 214)

A. General

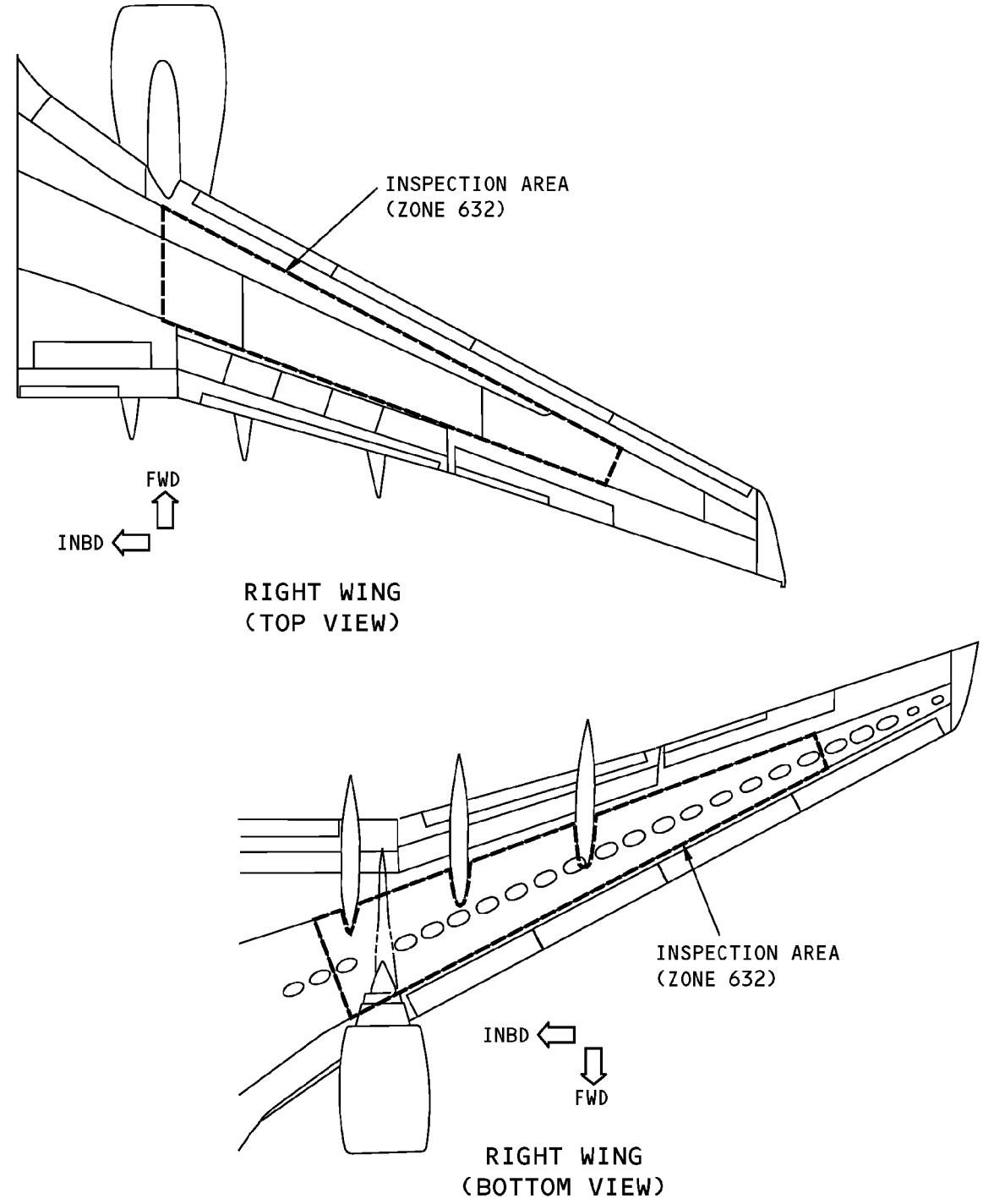
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-016

(1) Do the zonal inspection.

END OF TASK



Main Fuel Tank - Right Wing General Visual (External)
Figure 214/05-41-06-990-816

TASK 05-41-06-210-817

15. INTERNAL - ZONAL (GV): SURGE TANK - R. WING

(Figure 215)

A. General

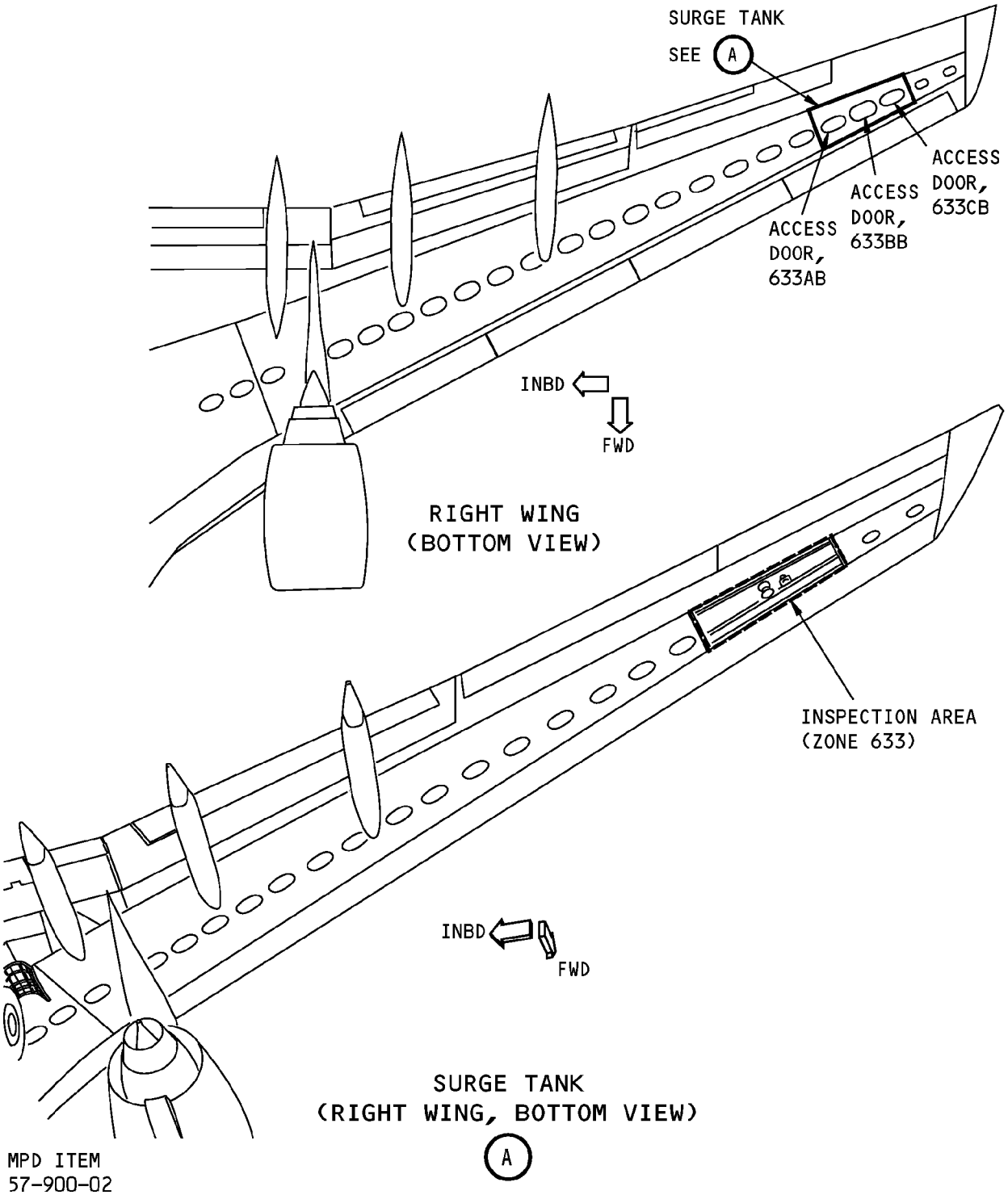
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-017

(1) Do the zonal inspection.

END OF TASK



Surge Tank - Right Wing General Visual (Internal)
Figure 215/05-41-06-990-817

TASK 05-41-06-210-818

16. EXTERNAL - ZONAL (GV): SURGE TANK - R. WING

(Figure 216)

A. General

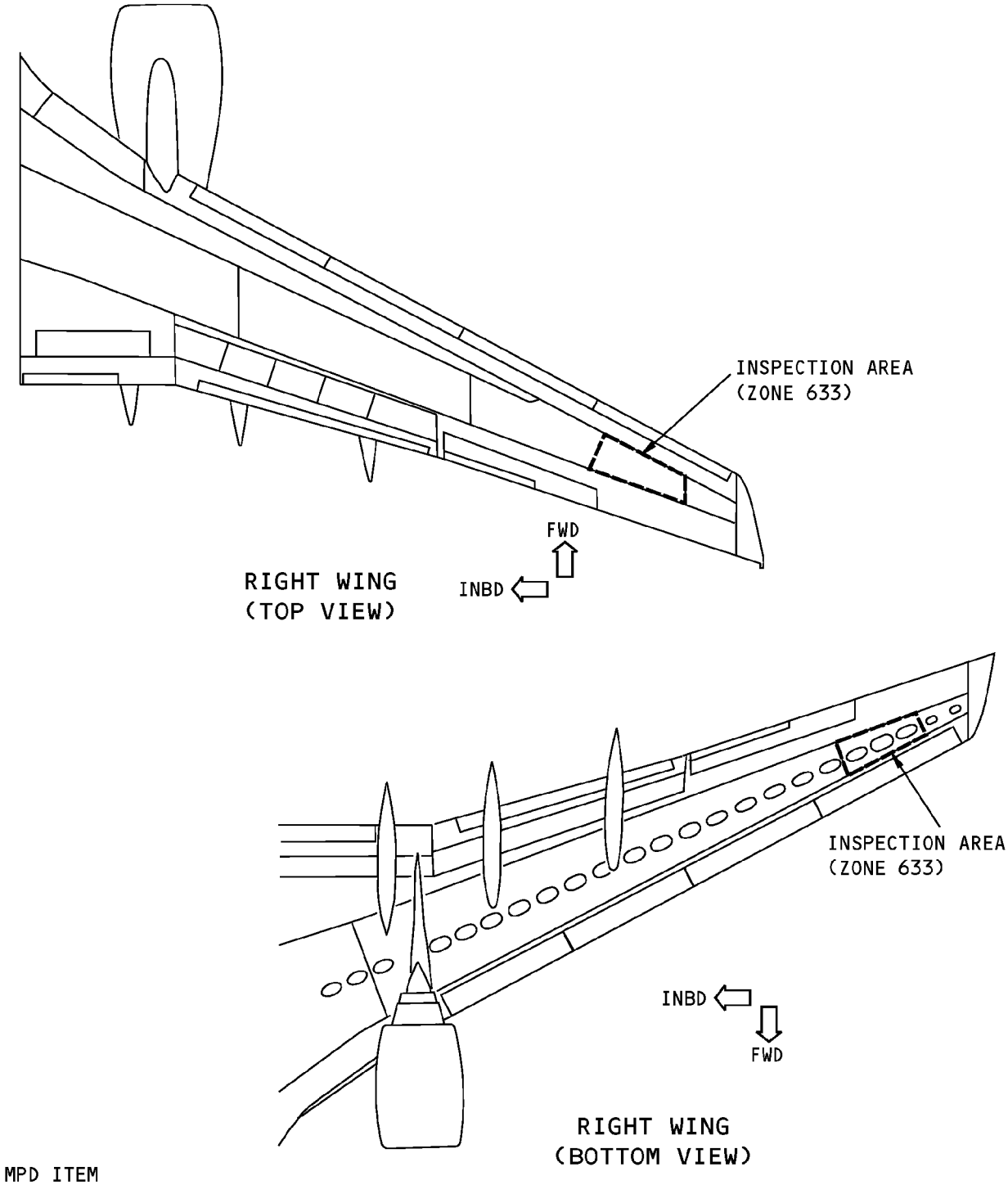
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-018

(1) Do the zonal inspection.

END OF TASK



Surge Tank - Right Wing General Visual (External)
Figure 216/05-41-06-990-818

TASK 05-41-06-210-819

17. EXTERNAL - ZONAL (GV): DRY BAY - R. WING

(Figure 217)

A. General

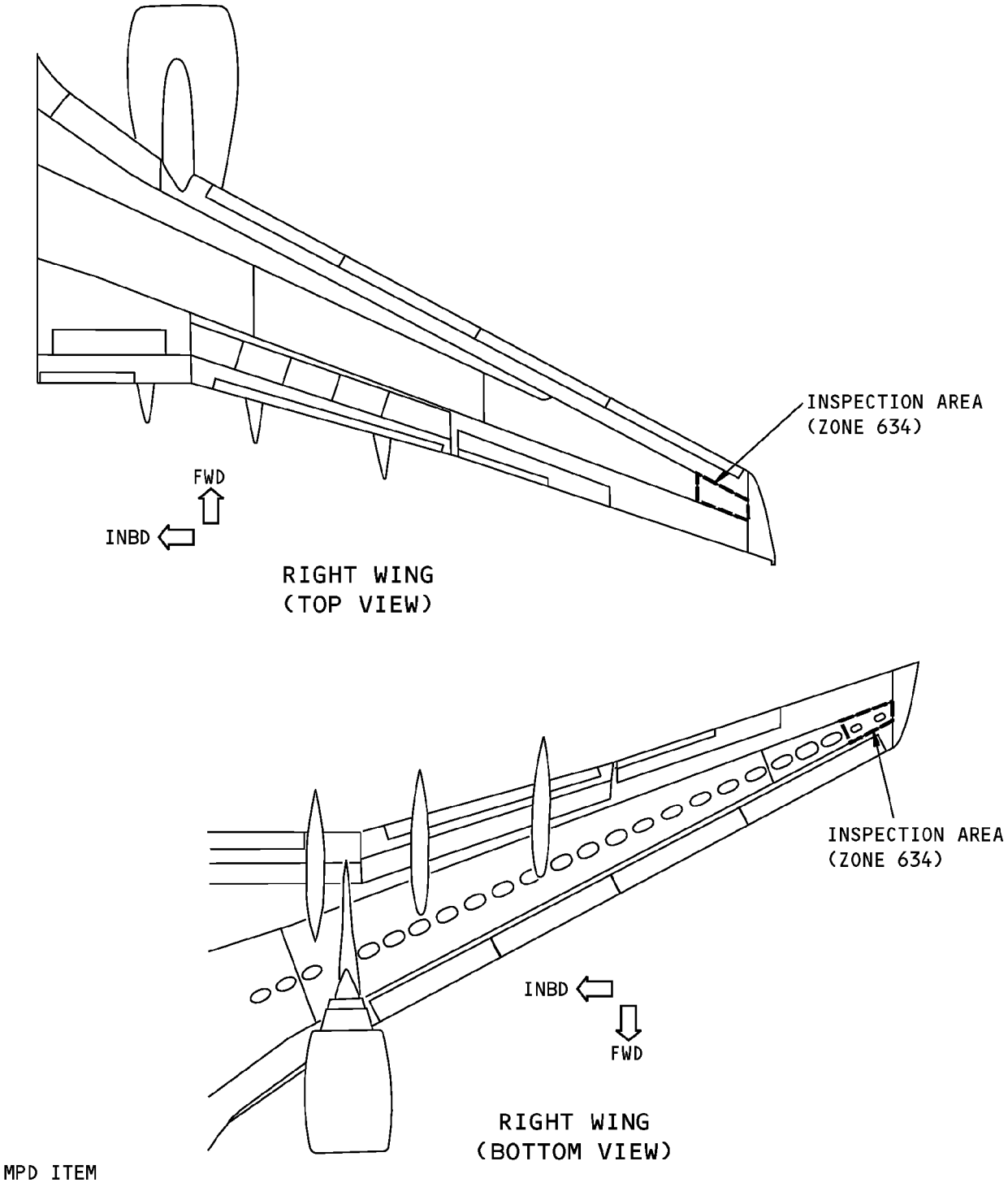
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-019

(1) Do the zonal inspection.

END OF TASK



Dry Bay - Right Wing General Visual (External)
Figure 217/05-41-06-990-819

TASK 05-41-06-210-820

18. INTERNAL - ZONAL (GV): FLAP SUPPORT NO. 5 - R. WING

(Figure 218)

A. General

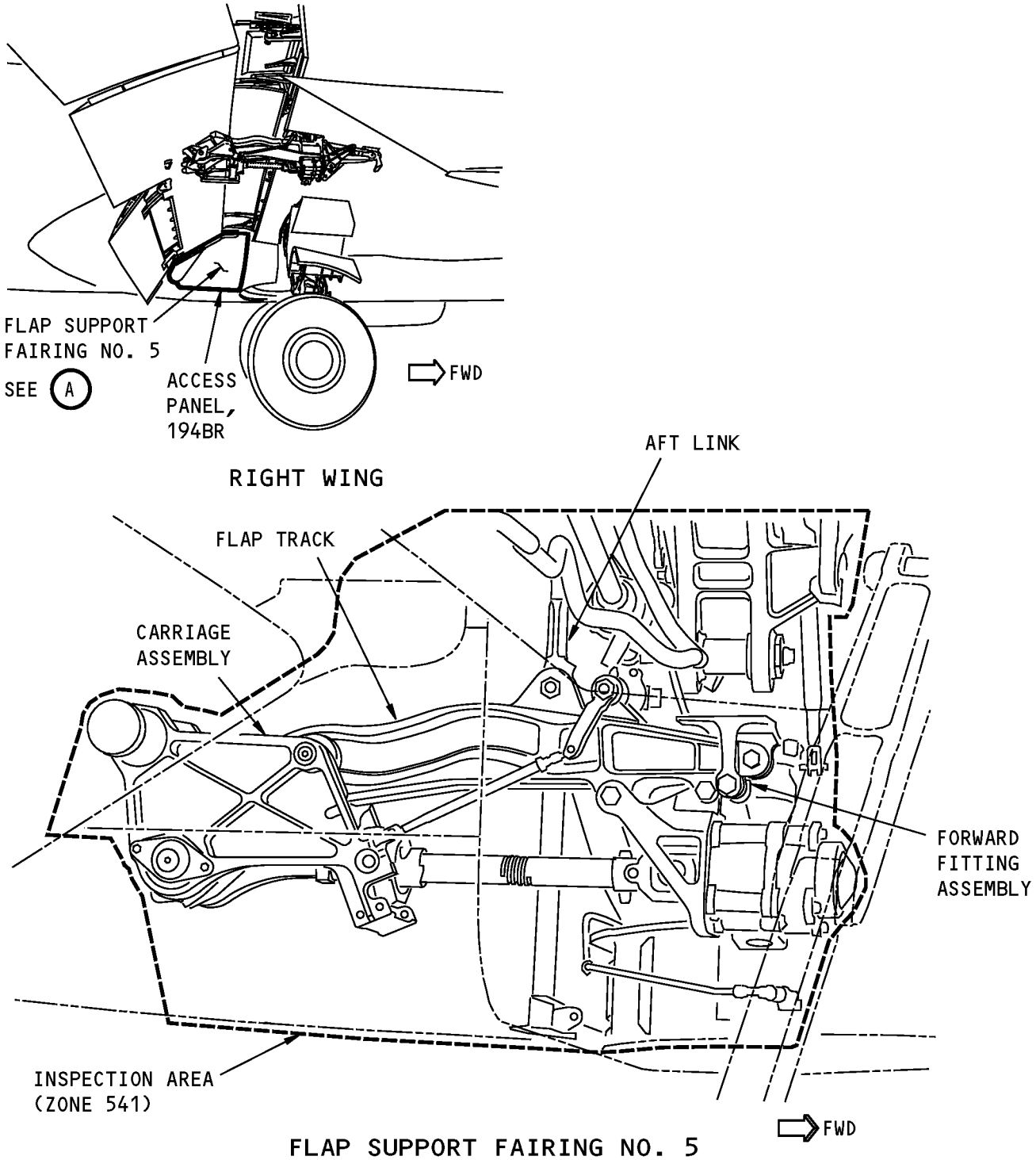
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-020

(1) Do the zonal inspection.

END OF TASK



Flap Support Fairing No. 5 General Visual (Internal)
Figure 218/05-41-06-990-820

TASK 05-41-06-210-821

19. EXTERNAL - ZONAL (GV): FAIRING FLAP SUPPORT NO. 6 - R. WING

(Figure 219)

A. General

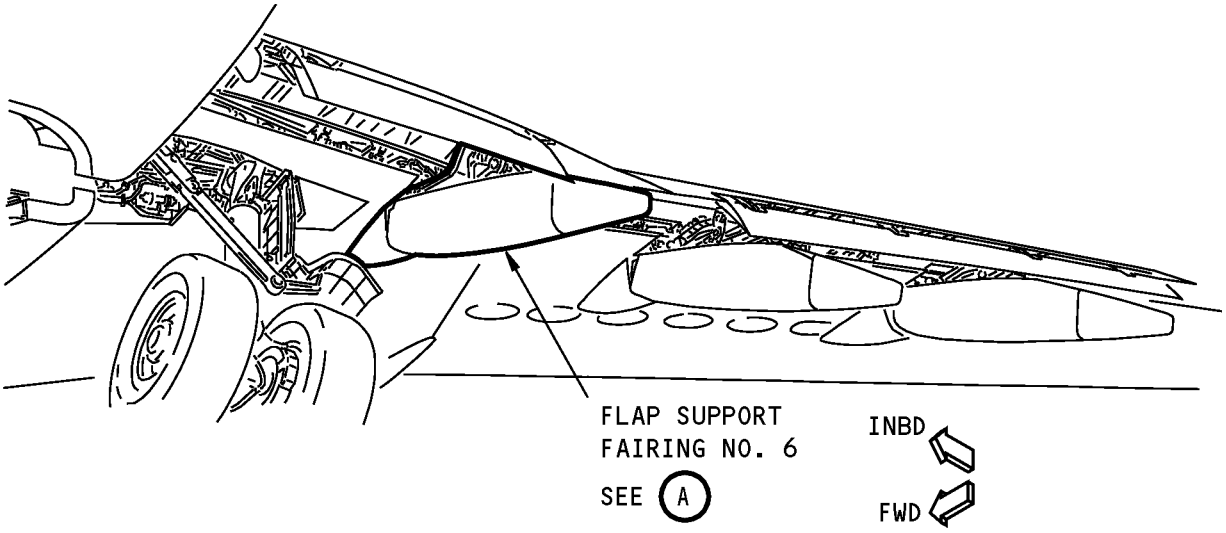
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

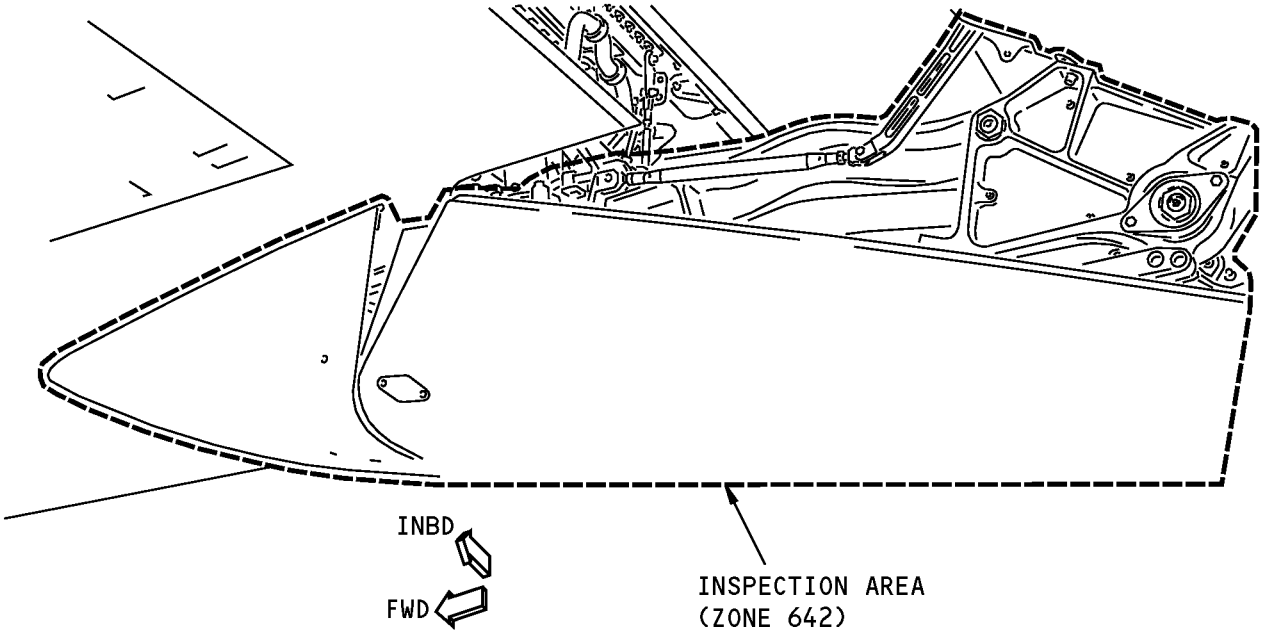
SUBTASK 05-41-06-210-021

(1) Do the zonal inspection.

END OF TASK



RIGHT WING



FLAP SUPPORT FAIRING NO. 6

A

MPD ITEM
57-906-02

Flap Support Fairing No. 6 General Visual (External)
Figure 219/05-41-06-990-821

TASK 05-41-06-210-822

20. INTERNAL - ZONAL (GV): FAIRING FLAP SUPPORT NO. 6 - R. WING

(Figure 220)

A. General

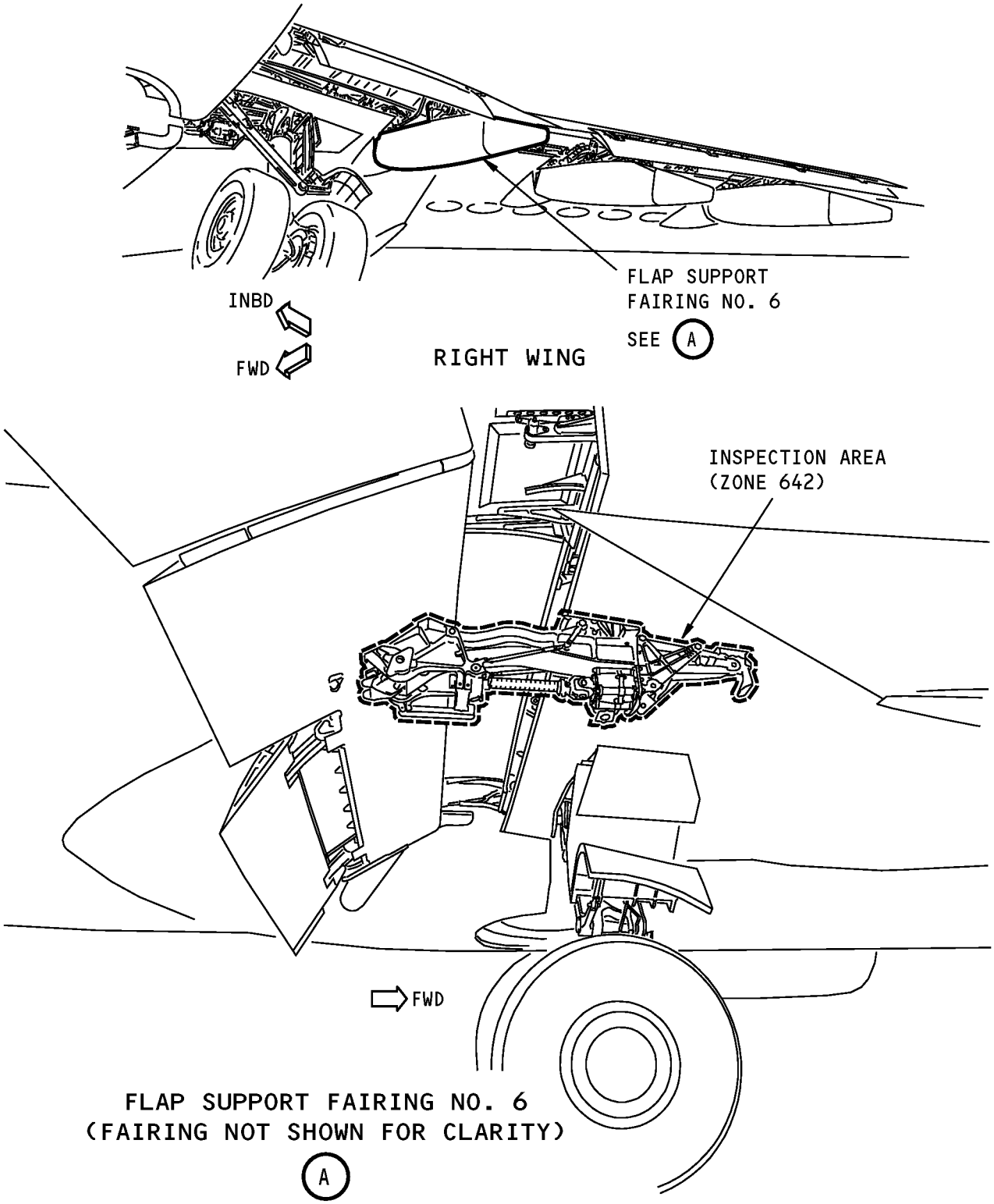
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-022

(1) Do the zonal inspection.

END OF TASK



Flap Support Fairing No. 6 General Visual (Internal)
Figure 220/05-41-06-990-822

TASK 05-41-06-210-823

21. EXTERNAL - ZONAL (GV): FAIRING FLAP SUPPORT NO. 7 - R. WING

(Figure 221)

A. General

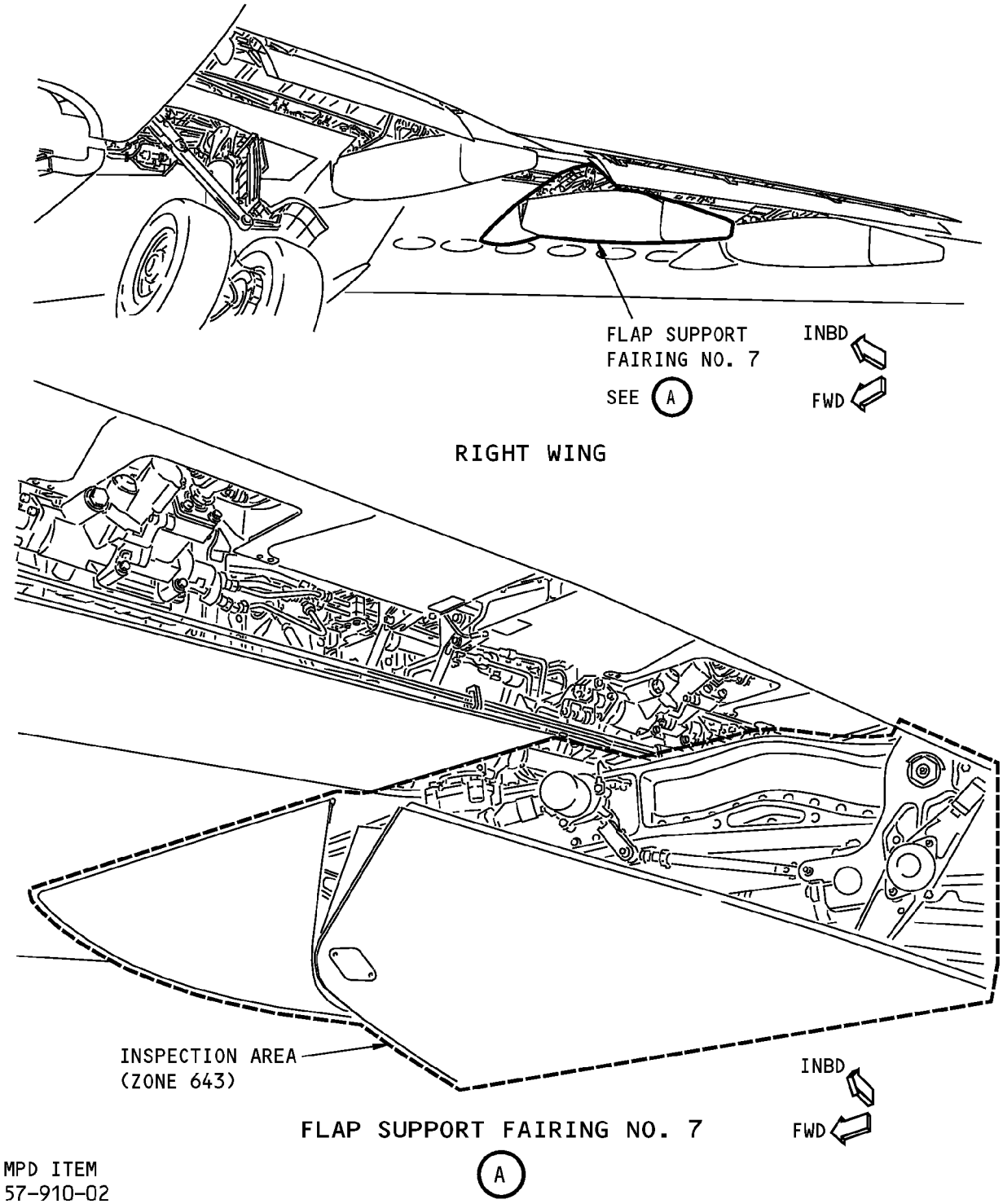
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-023

(1) Do the zonal inspection.

END OF TASK



Flap Support Fairing No. 7 General Visual (External)
Figure 221/05-41-06-990-823

TASK 05-41-06-210-824

22. INTERNAL - ZONAL (GV): FAIRING FLAP SUPPORT NO. 7 - R. WING

(Figure 222)

A. General

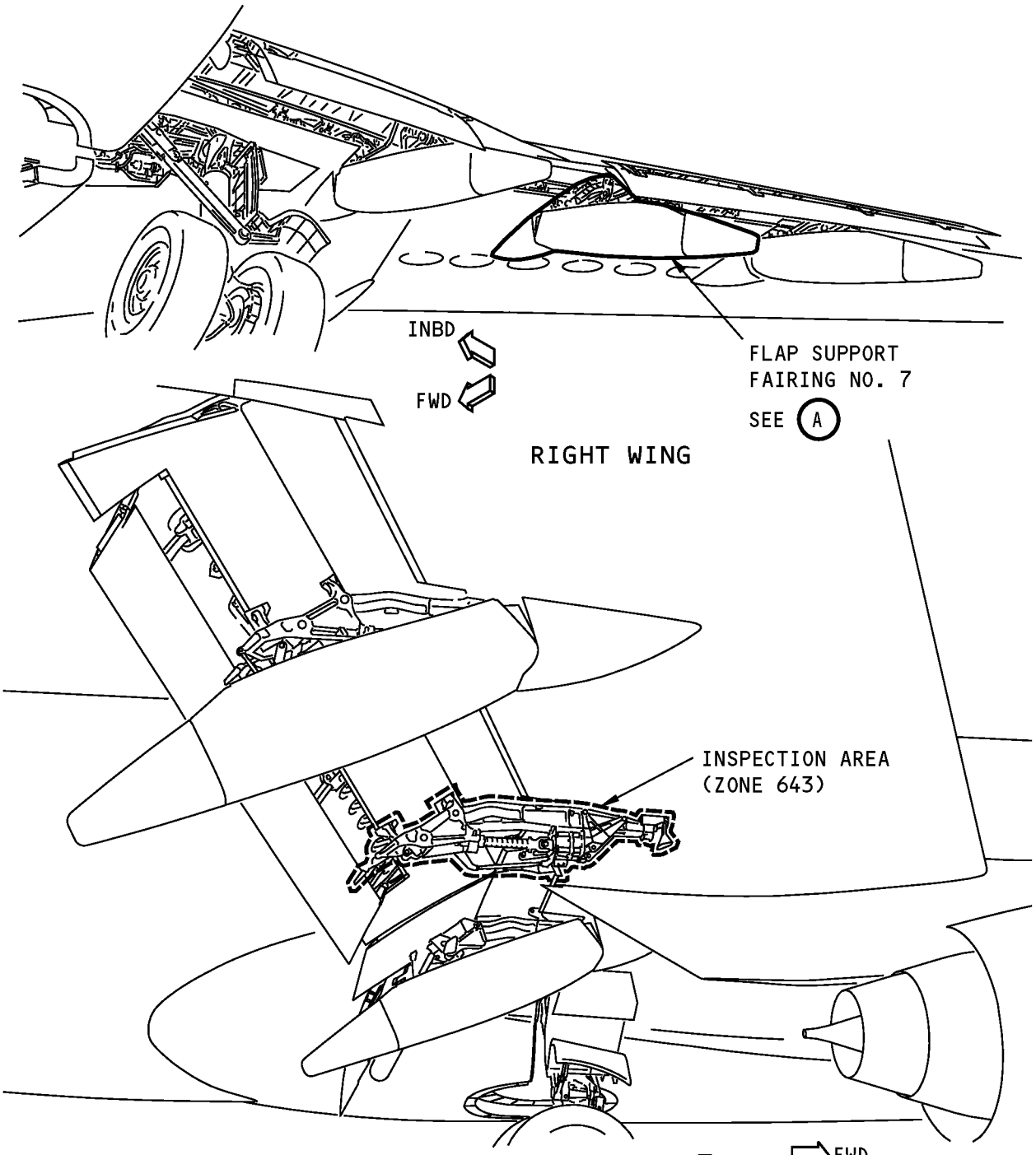
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-024

(1) Do the zonal inspection.

END OF TASK



Flap Support Fairing No. 7 General Visual (Internal)
Figure 222/05-41-06-990-824

TASK 05-41-06-210-825

23. EXTERNAL - ZONAL (GV): FAIRING FLAP SUPPORT NO. 8 - R. WING

(Figure 223)

A. General

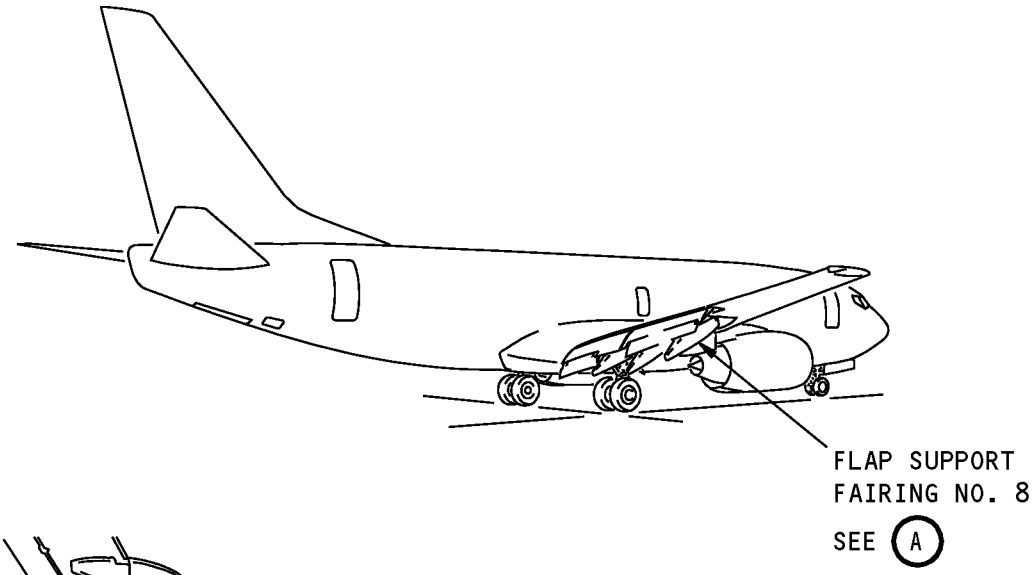
(1) This procedure is a scheduled maintenance task.

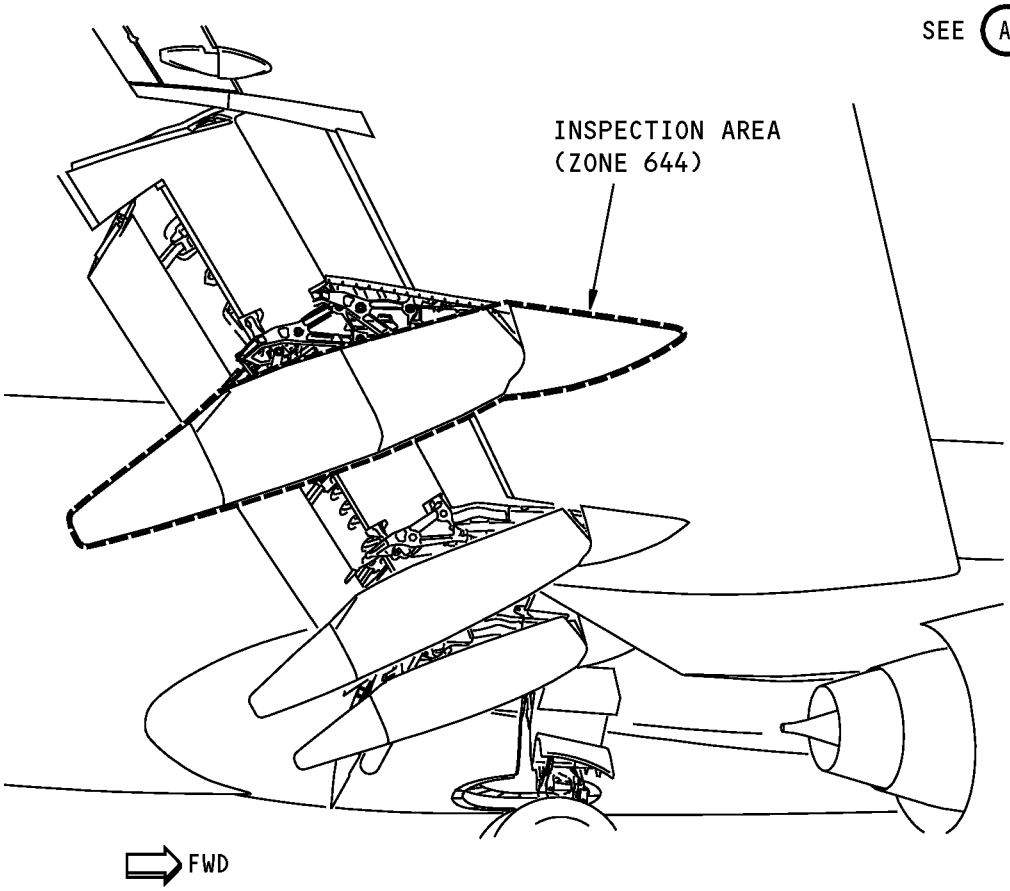
B. Zonal Inspection

SUBTASK 05-41-06-210-025

(1) Do the zonal inspection.

END OF TASK





FLAP SUPPORT FAIRING NO. 8

A

MPD ITEM
57-914-02

Flap Support Fairing No. 8 General Visual (External)
Figure 223/05-41-06-990-825

TASK 05-41-06-210-826

24. INTERNAL - ZONAL (GV): FAIRING FLAP SUPPORT NO. 8 - R. WING

(Figure 224)

A. General

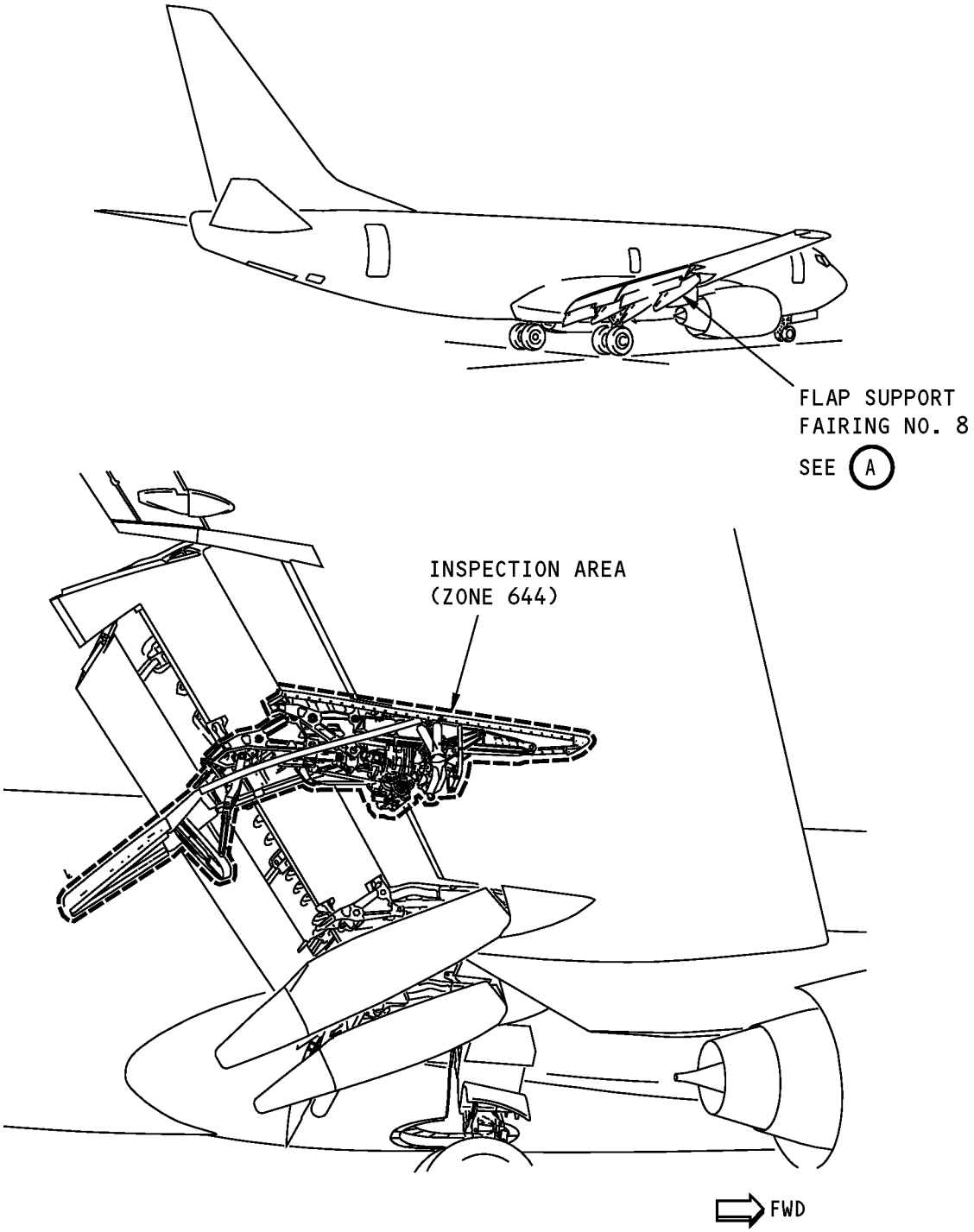
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-026

(1) Do the zonal inspection.

END OF TASK



Flap Support Fairing No. 8 General Visual (Internal)
Figure 224/05-41-06-990-826

TASK 05-41-06-210-827

25. EXTERNAL - ZONAL (GV): REAR SPAR TO LANDING GEAR SUPPORT BEAM - R. WING

(Figure 225)

A. General

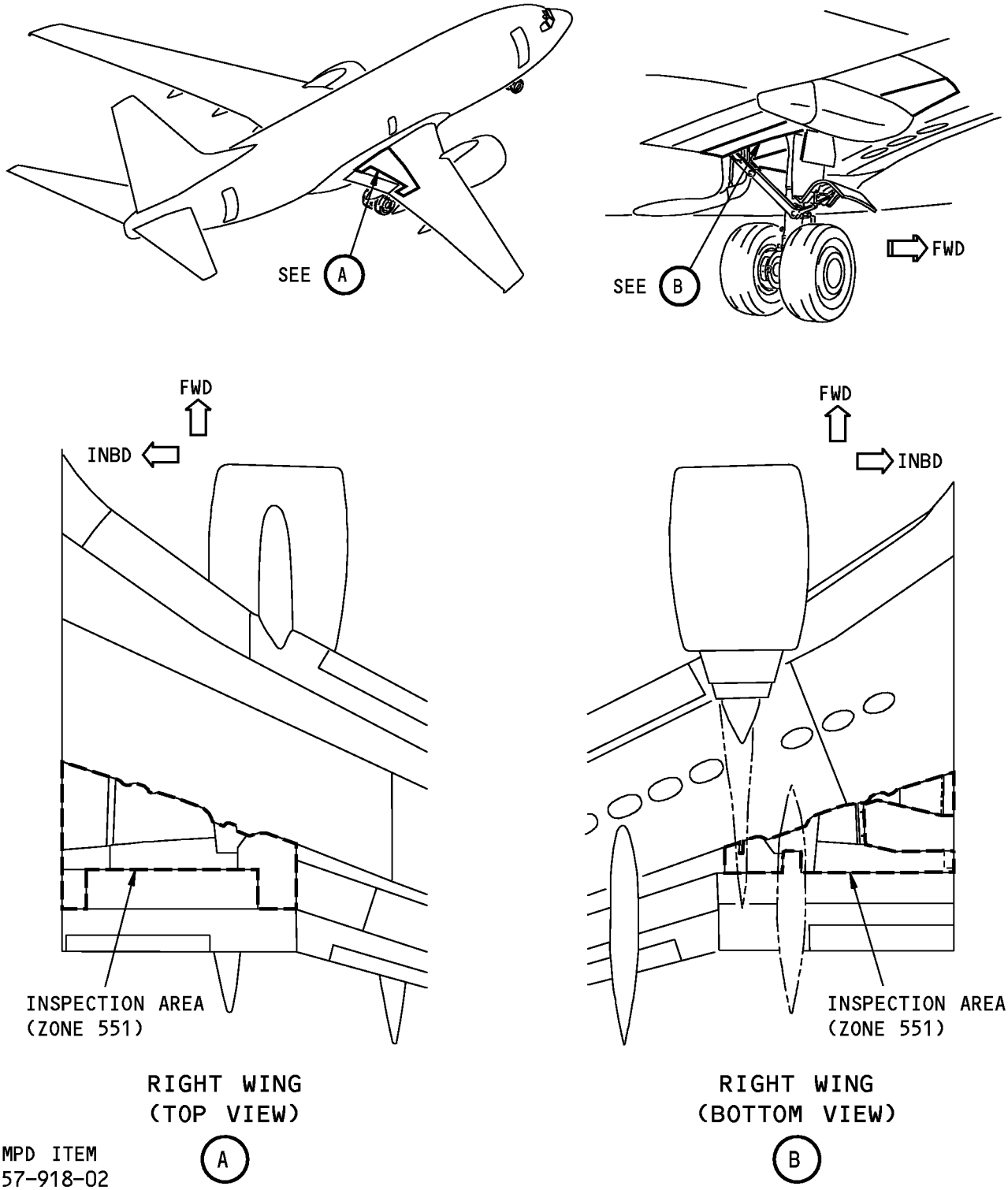
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-027

(1) Do the zonal inspection.

——————— END OF TASK ———————



Rear Spar to Landing Gear Support Beam - Right Wing General Visual (External)
Figure 225/05-41-06-990-827

TASK 05-41-06-210-828

26. INTERNAL - ZONAL (GV): REAR SPAR TO LANDING GEAR SUPPORT BEAM - R. WING

(Figure 226)

A. General

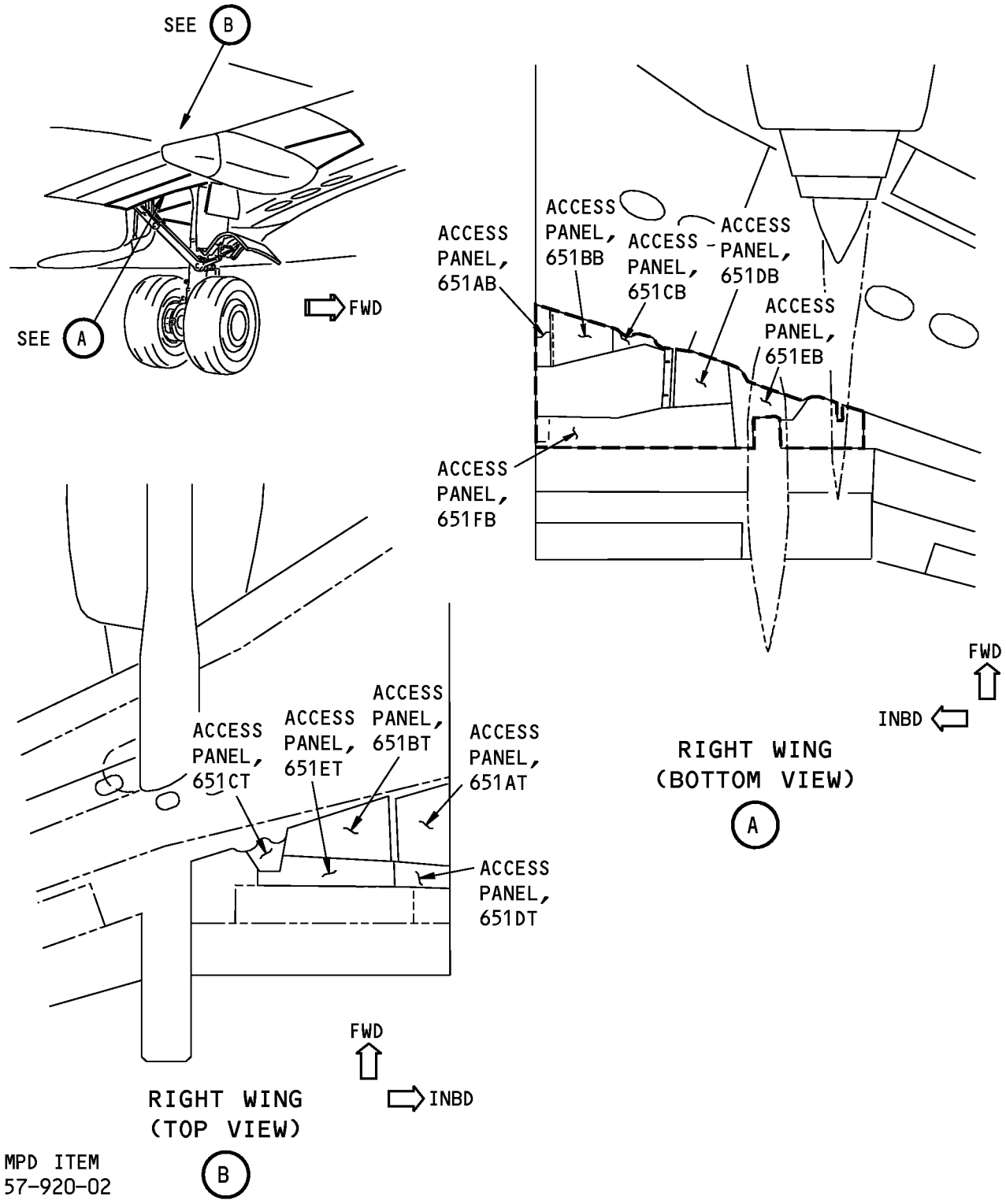
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-028

(1) Do the zonal inspection.

END OF TASK



Rear Spar to Landing Gear Support Beam - Right Wing General Visual (Internal)
Figure 226/05-41-06-990-828

TASK 05-41-06-210-829

27. EXTERNAL - ZONAL (GV): INBOARD SPOILER NO. 7 - R. WING

(Figure 227)

A. General

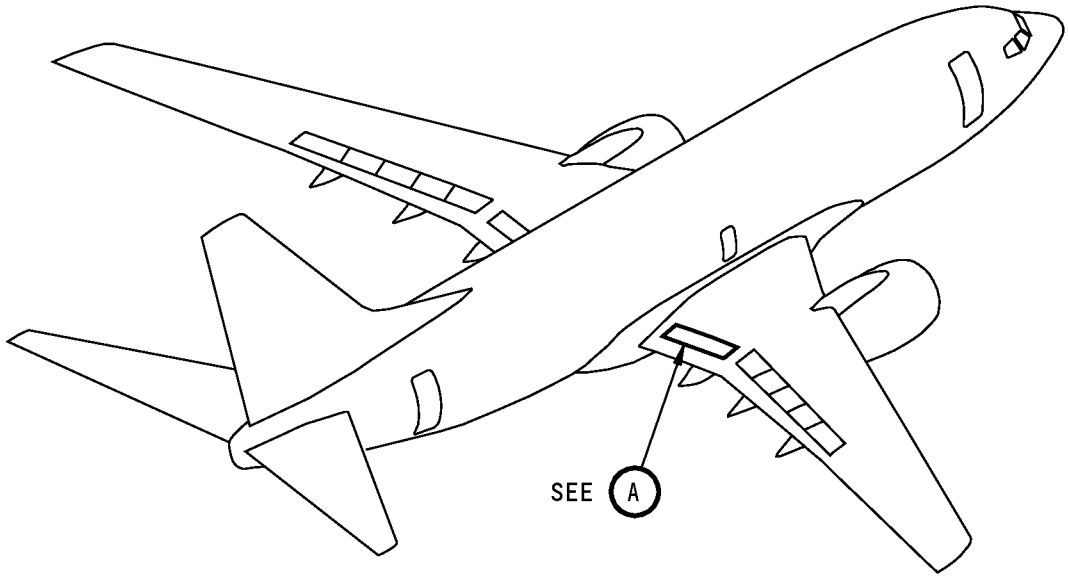
(1) This procedure is a scheduled maintenance task.

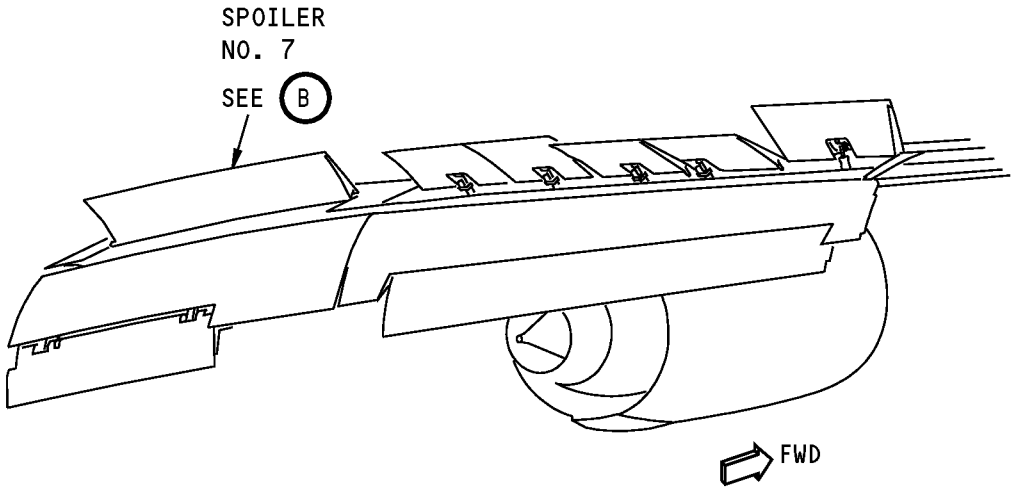
B. Zonal Inspection

SUBTASK 05-41-06-210-029

(1) Do the zonal inspection.

END OF TASK

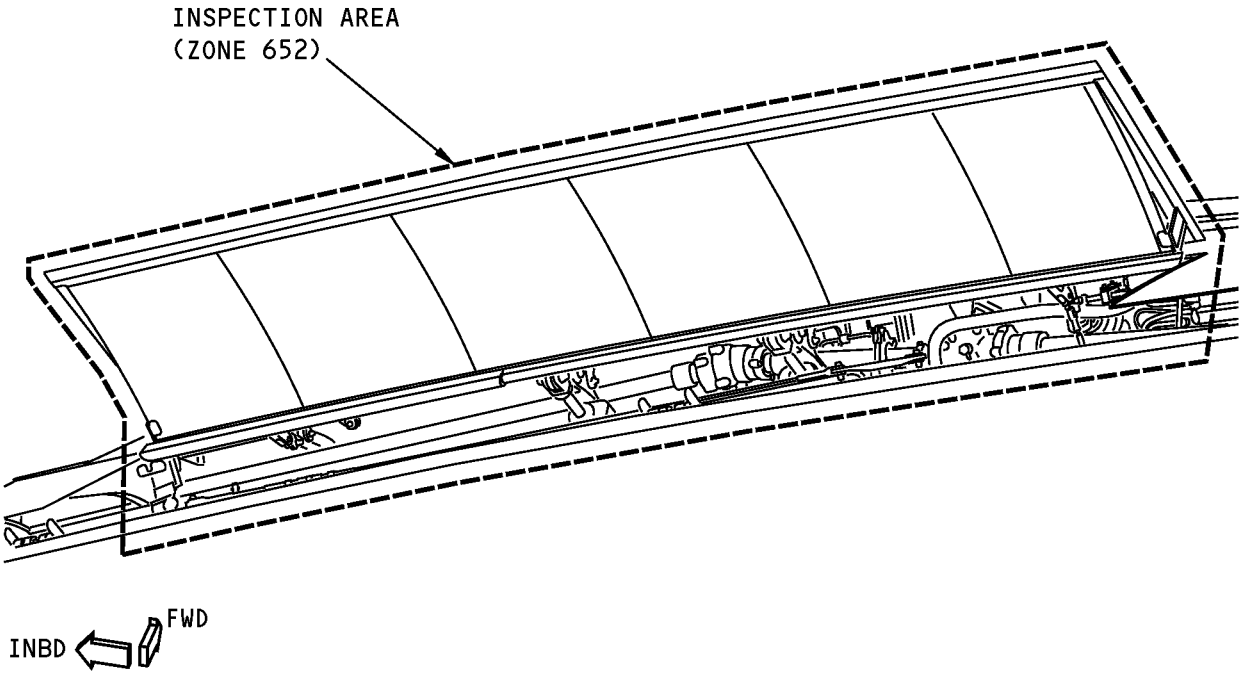




A

MPD ITEM
57-922-02

Inboard Spoiler No. 7 General Visual (External)
Figure 227 (Sheet 1 of 2)/05-41-06-990-829



MPD ITEM
57-922-02

Inboard Spoiler No. 7 General Visual (External)
Figure 227 (Sheet 2 of 2)/05-41-06-990-829

TASK 05-41-06-210-830

28. EXTERNAL - ZONAL (GV): INBOARD FLAPS - R. WING

(Figure 228)

A. General

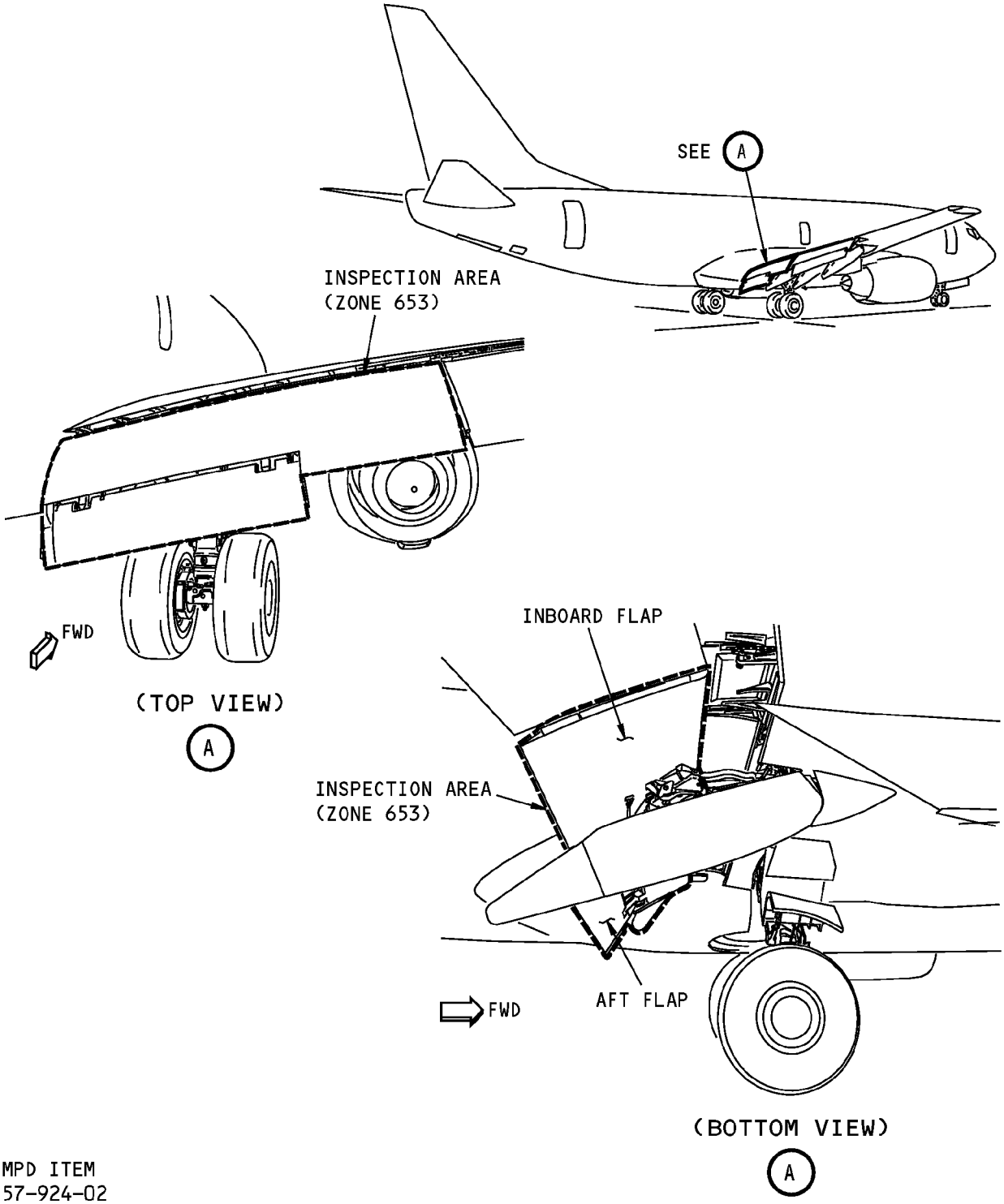
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-030

(1) Do the zonal inspection.

———————— END OF TASK ————————



Inboard Trailing Edge Flaps - Right Wing General Visual (External)
Figure 228/05-41-06-990-830

TASK 05-41-06-210-831

29. INTERNAL - ZONAL (GV): INBOARD MAIN FLAP - R. WING

(Figure 229)

A. General

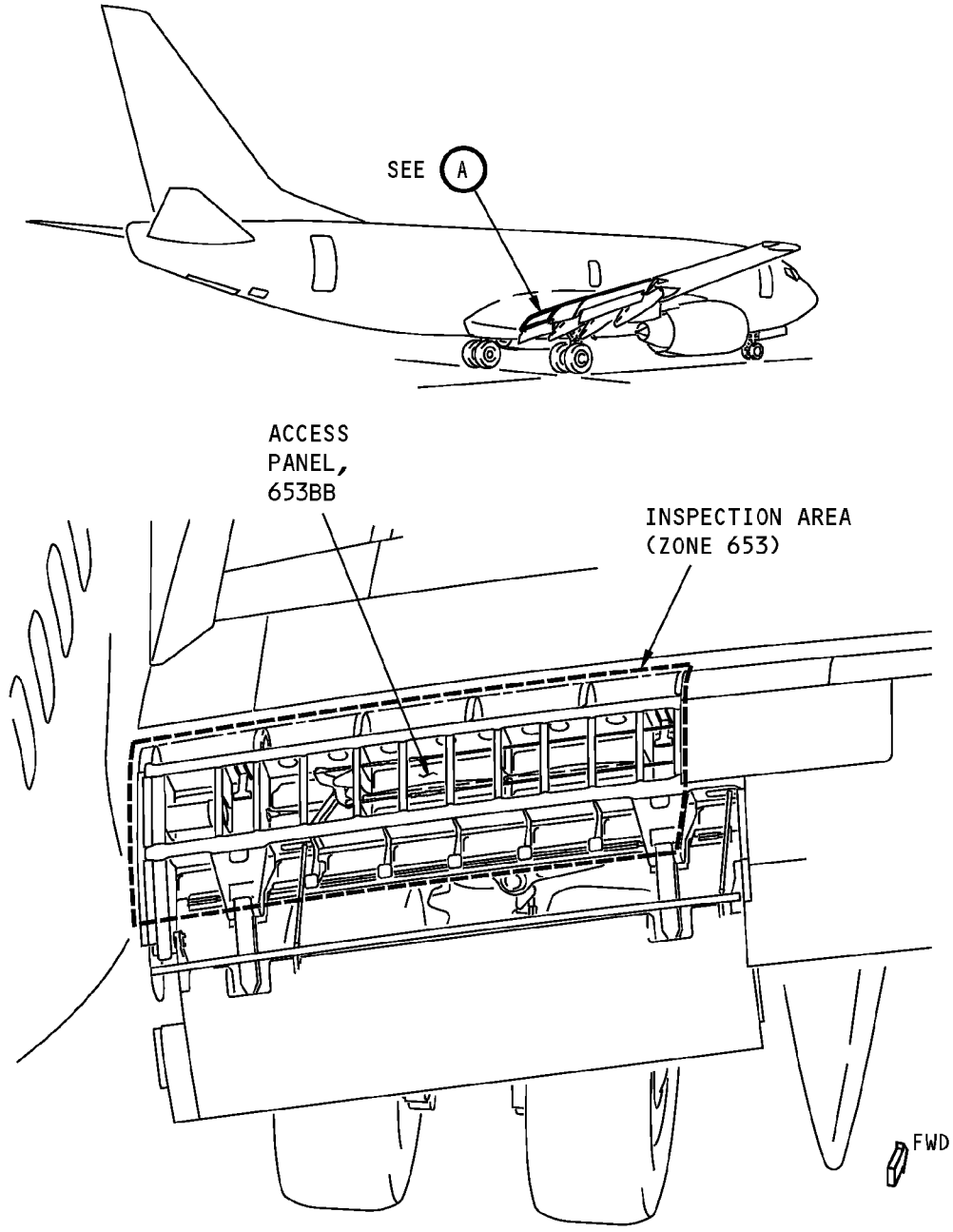
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-031

(1) Do the zonal inspection.

——————— END OF TASK ———————



MPD ITEM
57-926-02

Inboard Trailing Edge Main Flap - Right Wing General Visual (Internal)
Figure 229/05-41-06-990-831

TASK 05-41-06-210-832

30. EXTERNAL - ZONAL (GV): REAR SPAR TO T.E. - OUTBD OF INBD FLAP - INBD OF FIXED T.E. - R. WING

(Figure 230)

A. General

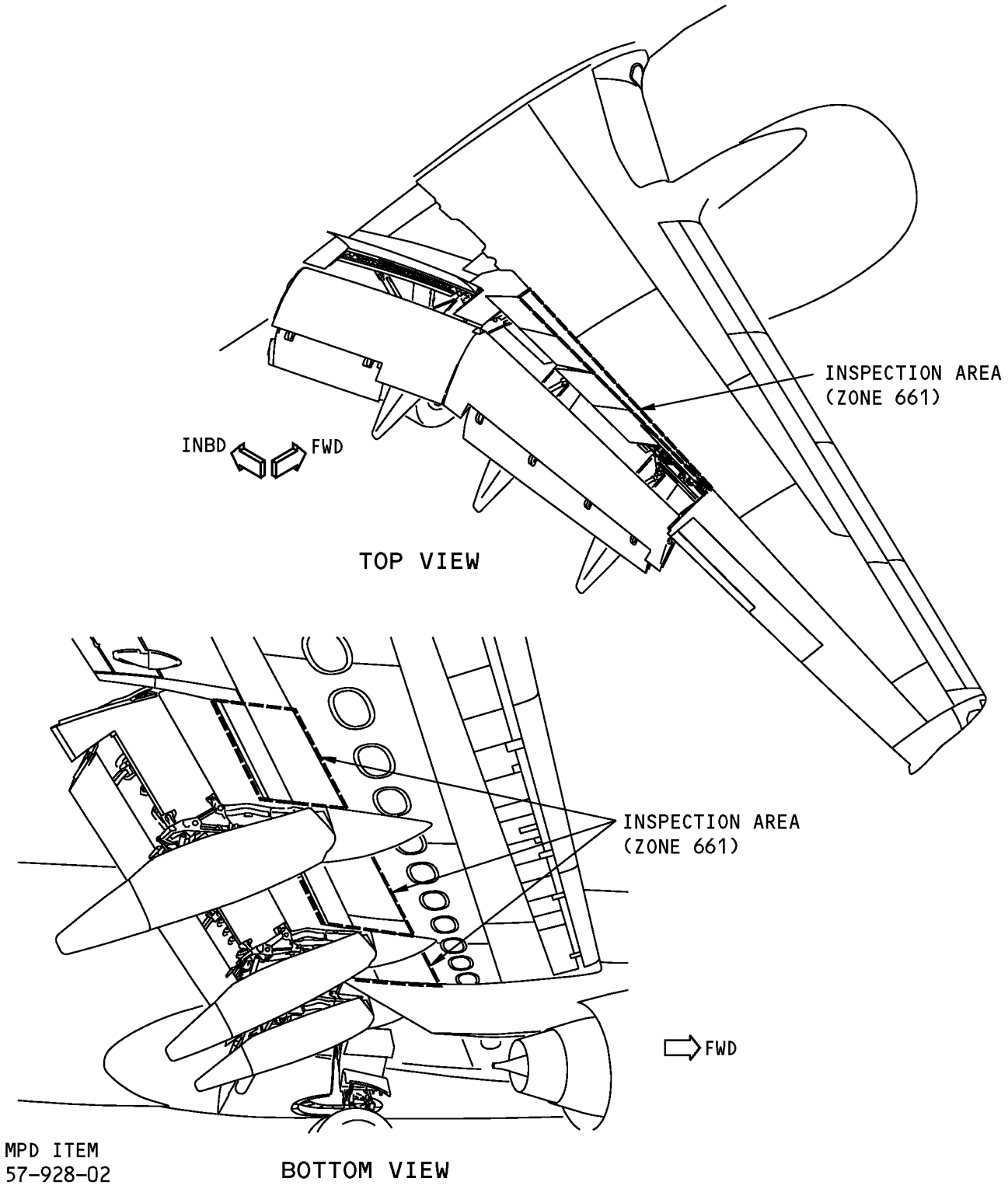
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-032

(1) Do the zonal inspection.

——————— END OF TASK ———————



Rear Spar to Trailing Edge (Outboard of Inboard Flap and Inboard of Fixed Trailing Edge) - Right Wing
Figure 230/05-41-06-990-832

TASK 05-41-06-210-833

31. EXTERNAL - ZONAL (GV): SPOILERS NO. 8, 9, 10, 11, 12 - R. WING

(Figure 231)

A. General

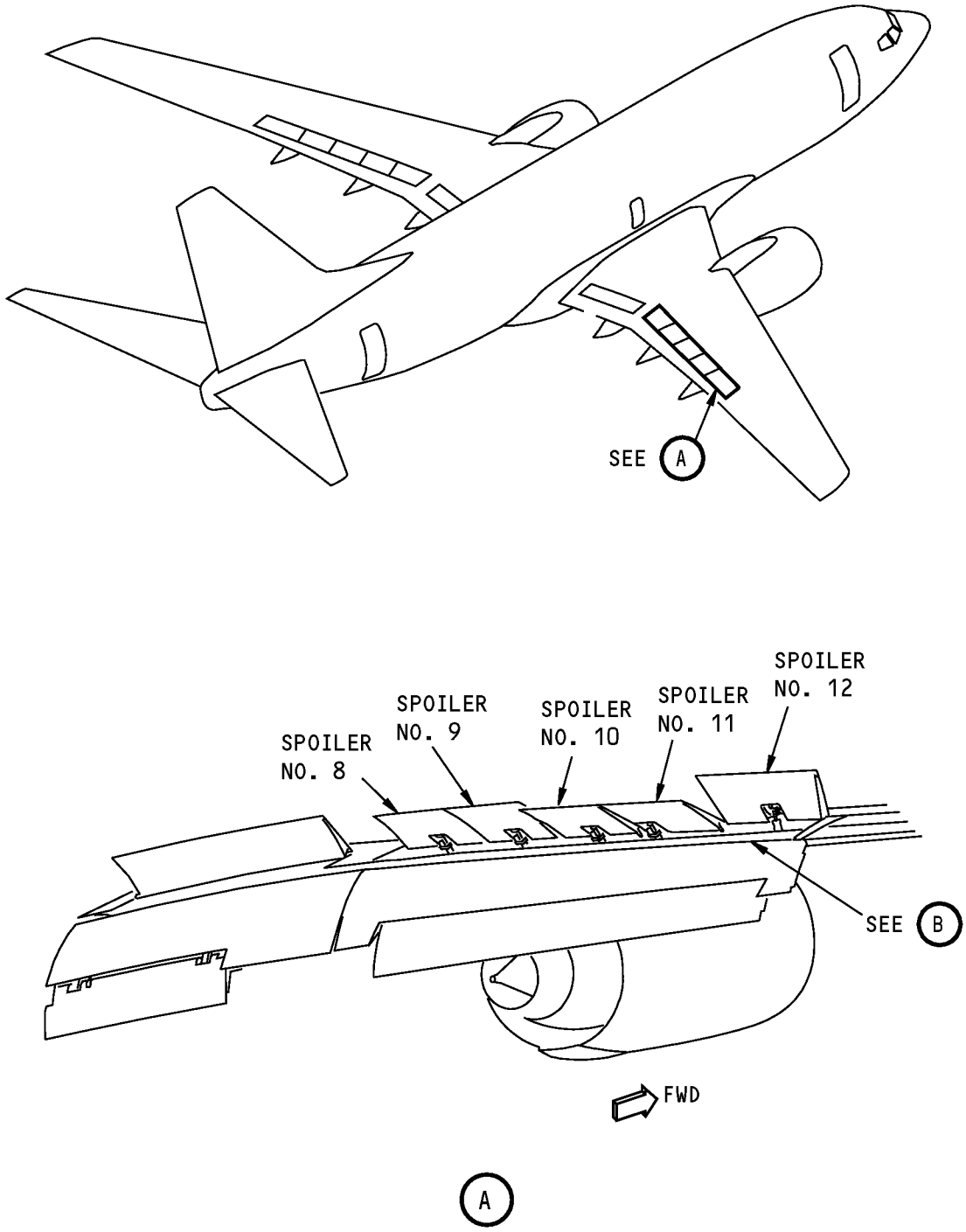
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-033

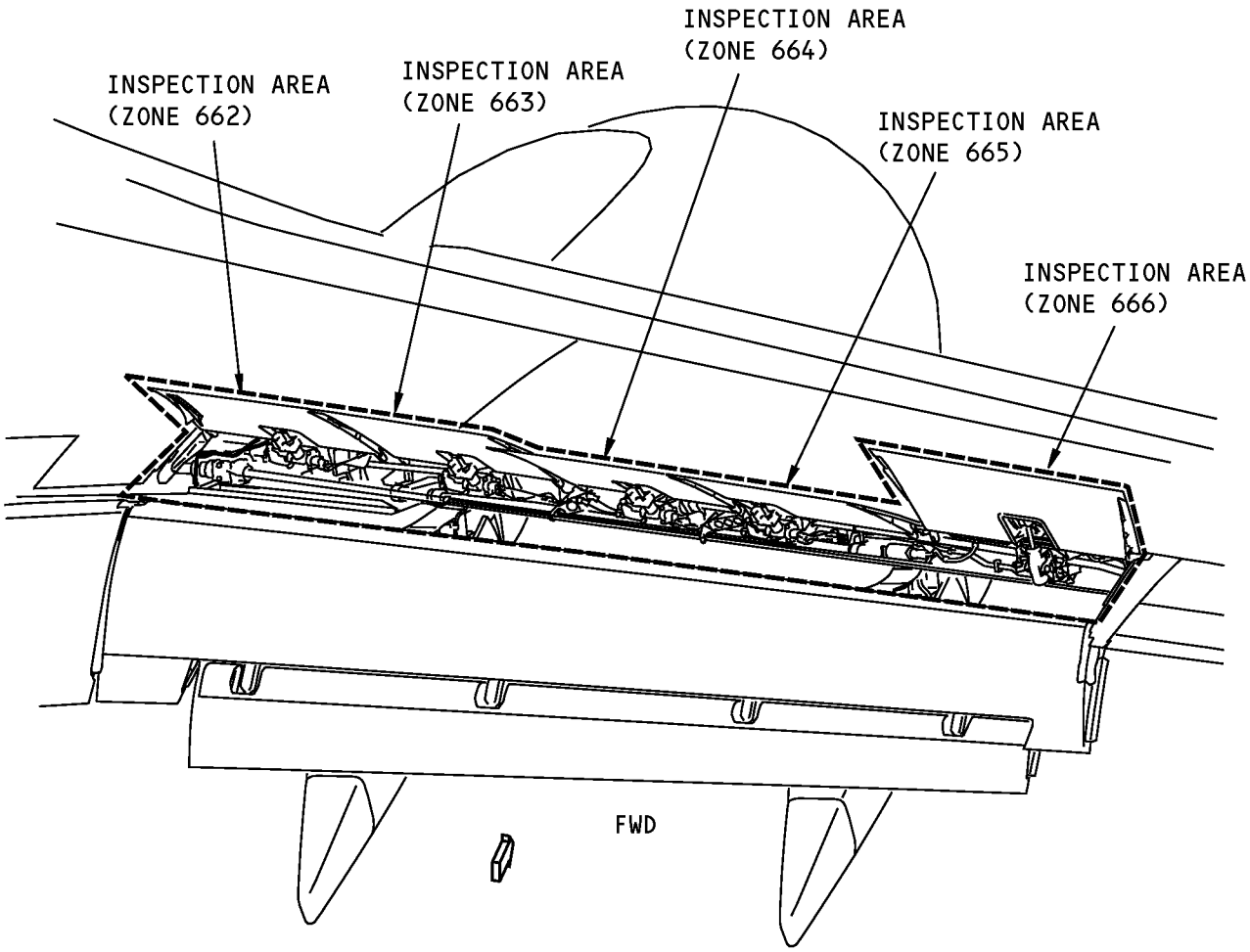
(1) Do the zonal inspection.

——————— END OF TASK ———————



MPD ITEM
57-930-02

Outboard Spoiler No. 8 thru 12 General Visual (External)
Figure 231 (Sheet 1 of 2)/05-41-06-990-833



MPD ITEM
57-930-02

Outboard Spoiler No. 8 thru 12 General Visual (External)
Figure 231 (Sheet 2 of 2)/05-41-06-990-833

TASK 05-41-06-210-834

32. EXTERNAL - ZONAL (GV): OUTBOARD FLAPS - R. WING

(Figure 232)

A. General

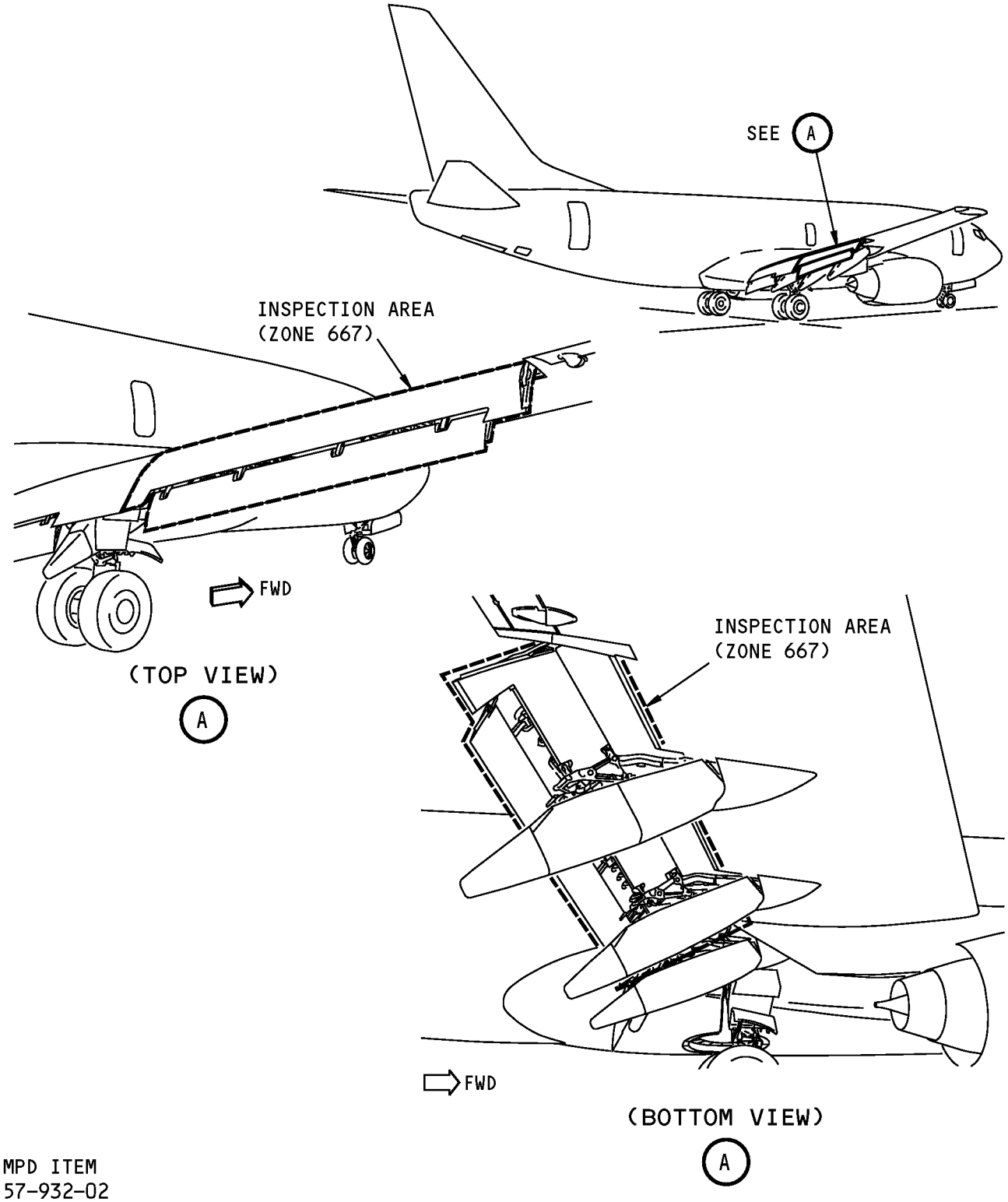
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-034

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
57-932-02

Outboard Flap - Right Wing General Visual (External)
Figure 232/05-41-06-990-834

TASK 05-41-06-210-835

33. EXTERNAL - ZONAL (GV): FIXED TRAILING EDGE - R. WING

(Figure 233)

A. General

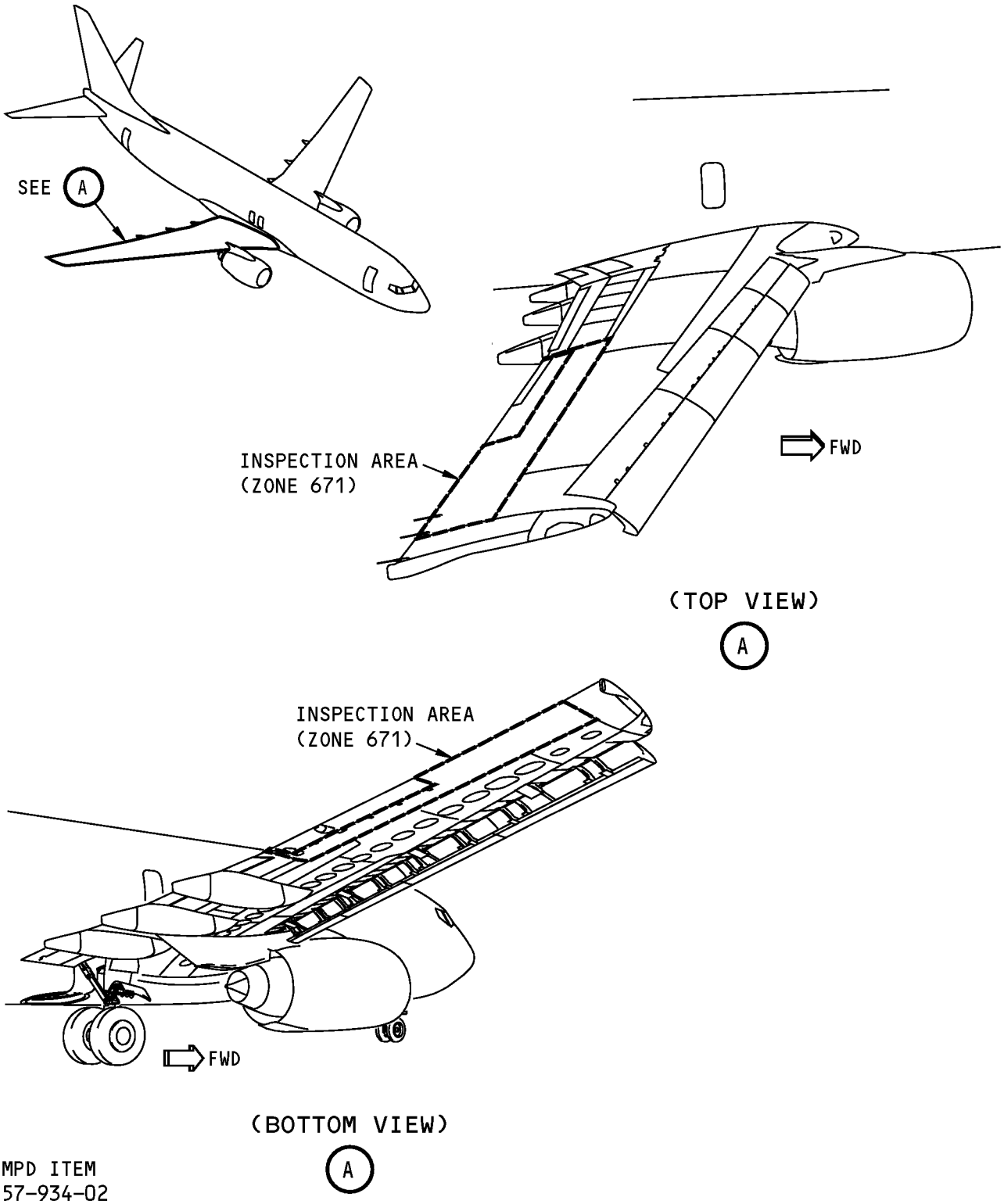
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-035

(1) Do the zonal inspection.

END OF TASK



Fixed Trailing Edge - Right Wing General Visual (External)
Figure 233/05-41-06-990-835

TASK 05-41-06-210-836

34. INTERNAL - ZONAL (GV): FIXED TRAILING EDGE - R. WING

(Figure 234)

A. General

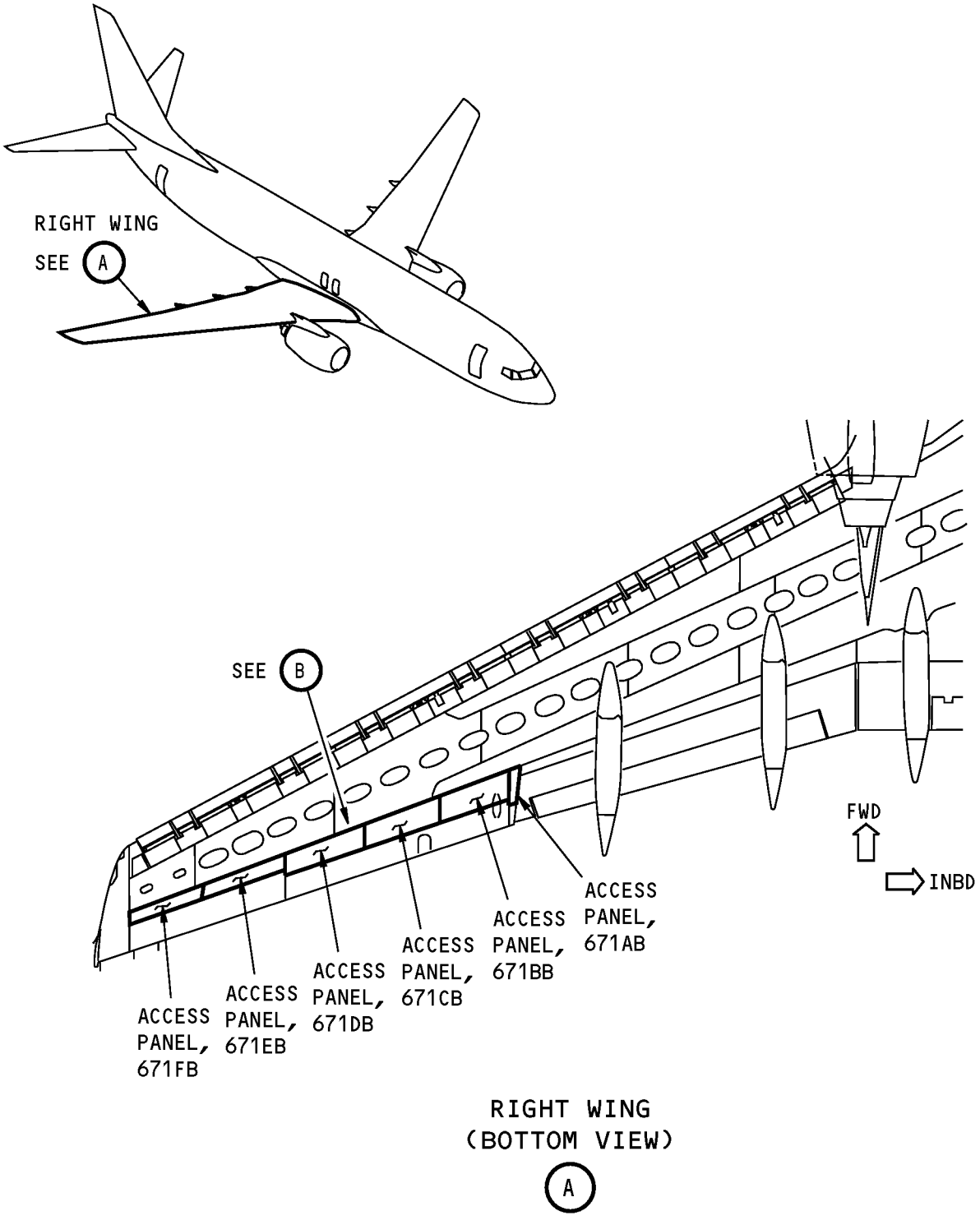
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

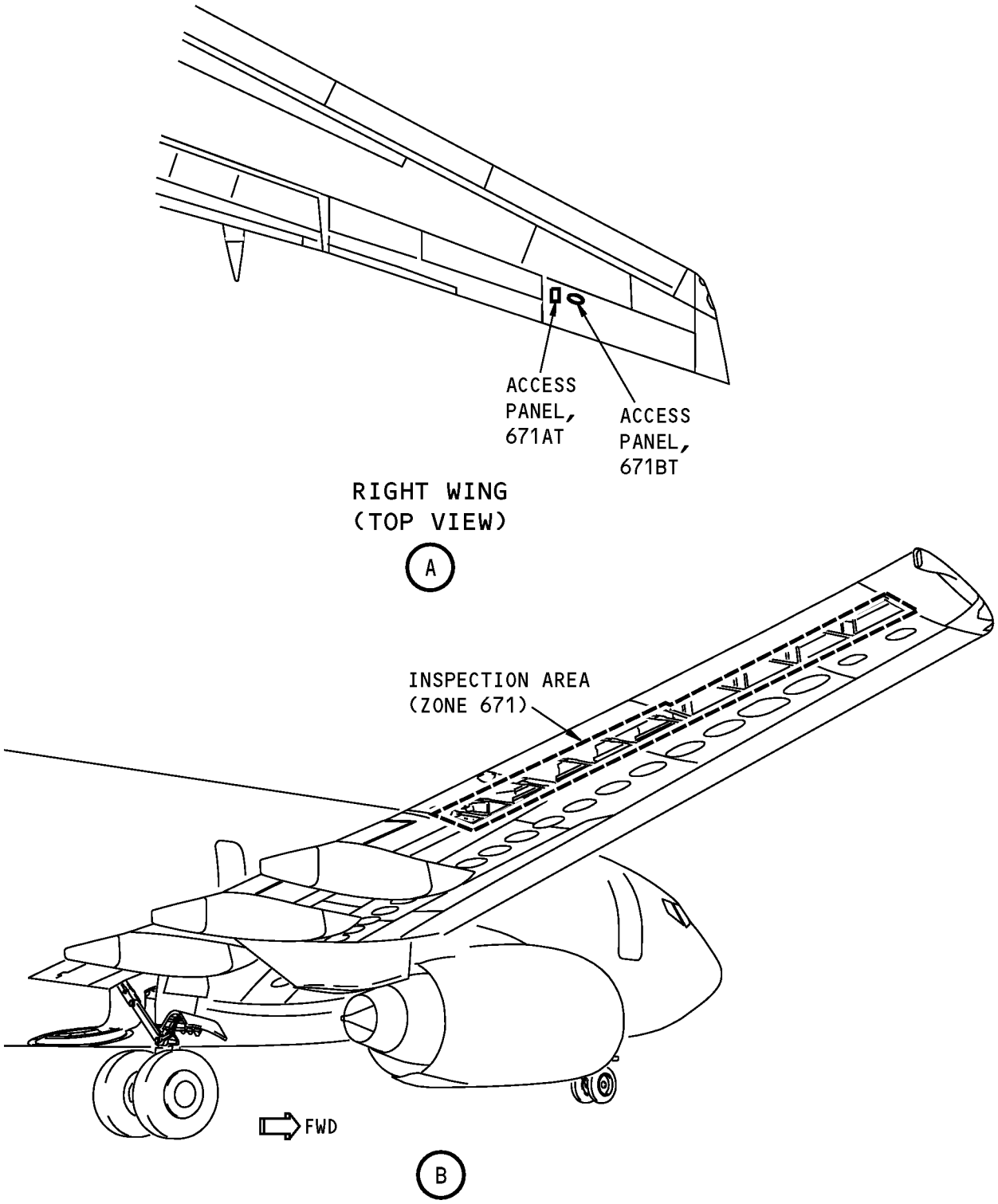
SUBTASK 05-41-06-210-036

(1) Do the zonal inspection.

END OF TASK



Fixed Trailing Edge - Right Wing General Visual (Internal)
Figure 234 (Sheet 1 of 2)/05-41-06-990-836



Fixed Trailing Edge - Right Wing General Visual (Internal)
Figure 234 (Sheet 2 of 2)/05-41-06-990-836

TASK 05-41-06-210-837

35. INTERNAL - ZONAL (GV): FIXED TRAILINGE EDGE - R. WING

(Figure 235)

A. General

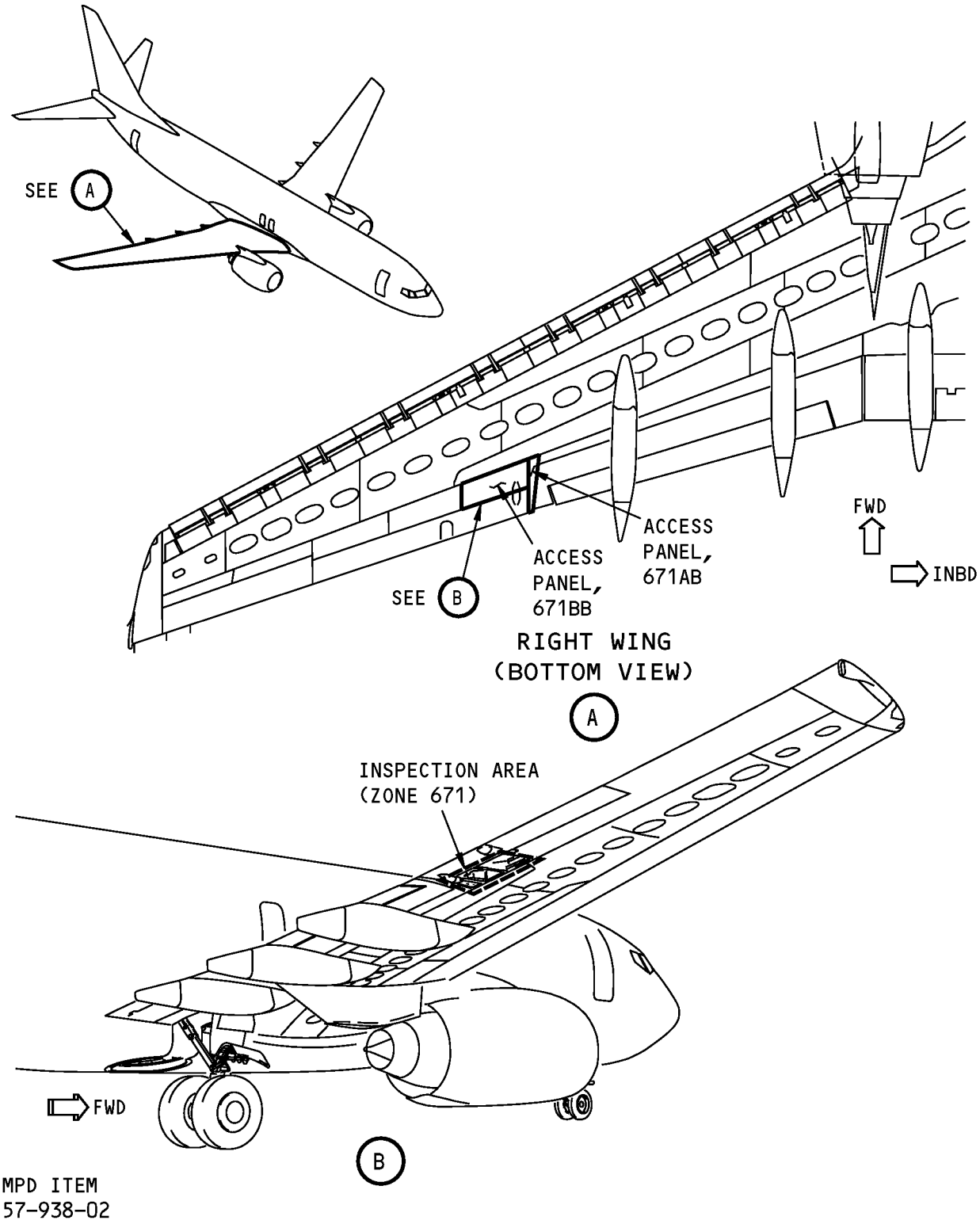
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-037

(1) Do the zonal inspection.

——————— END OF TASK ———————



Aileron - Right Wing General Visual (Internal)
Figure 235/05-41-06-990-837

TASK 05-41-06-210-838

36. EXTERNAL - ZONAL (GV): AILERON - R. WING

(Figure 236)

A. General

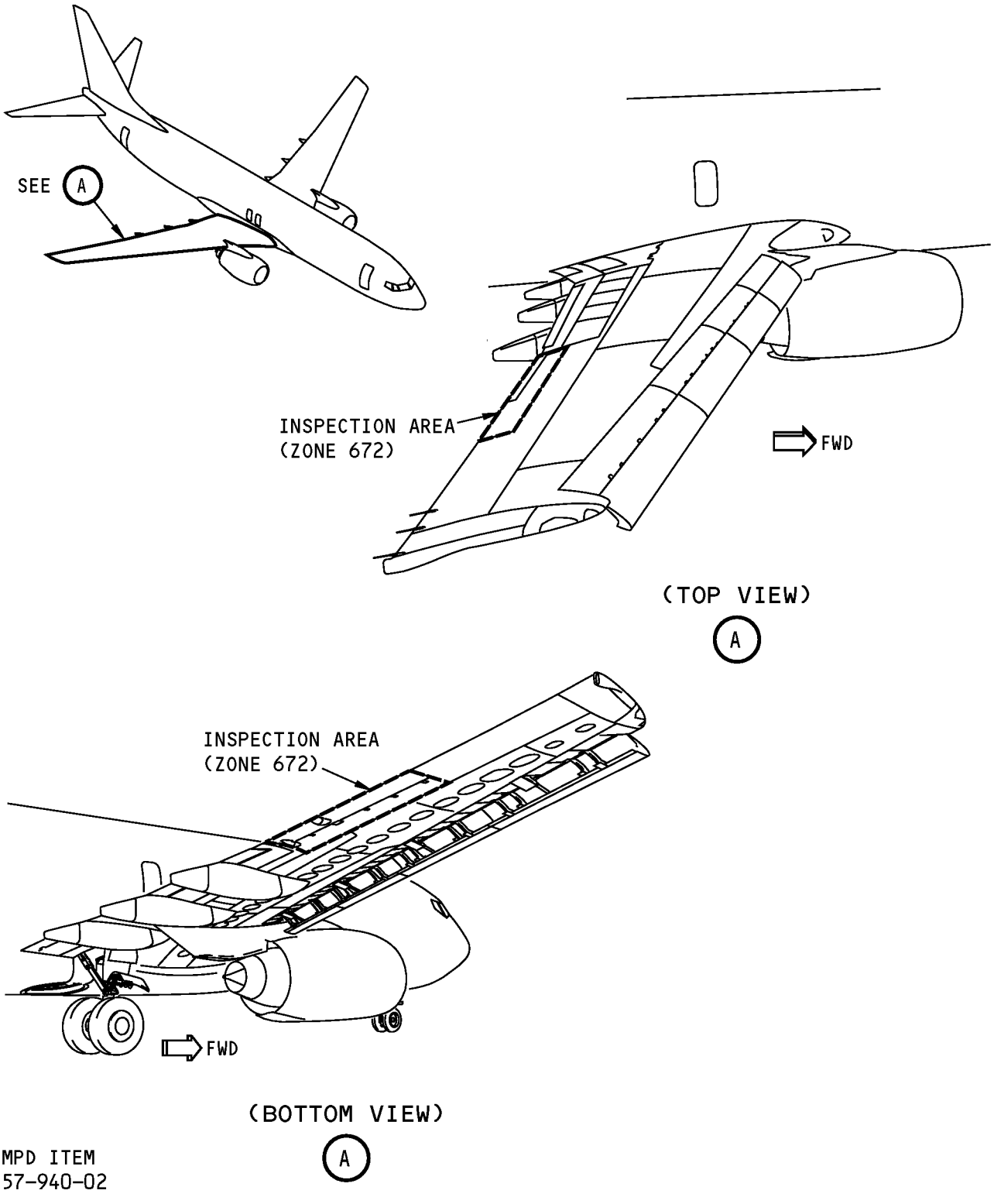
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-06-210-038

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
57-940-02

Aileron - Right Wing General Visual (External)
Figure 236/05-41-06-990-838

ZONE 700 - LANDING GEAR AND LANDING GEAR DOORS - MAINTENANCE PRACTICES

TASK 05-41-07-210-801

1. EXTERNAL - ZONAL (GV): NOSE LANDING GEAR AND LANDING GEAR DOORS (FROM GROUND)

(Figure 201)

A. General

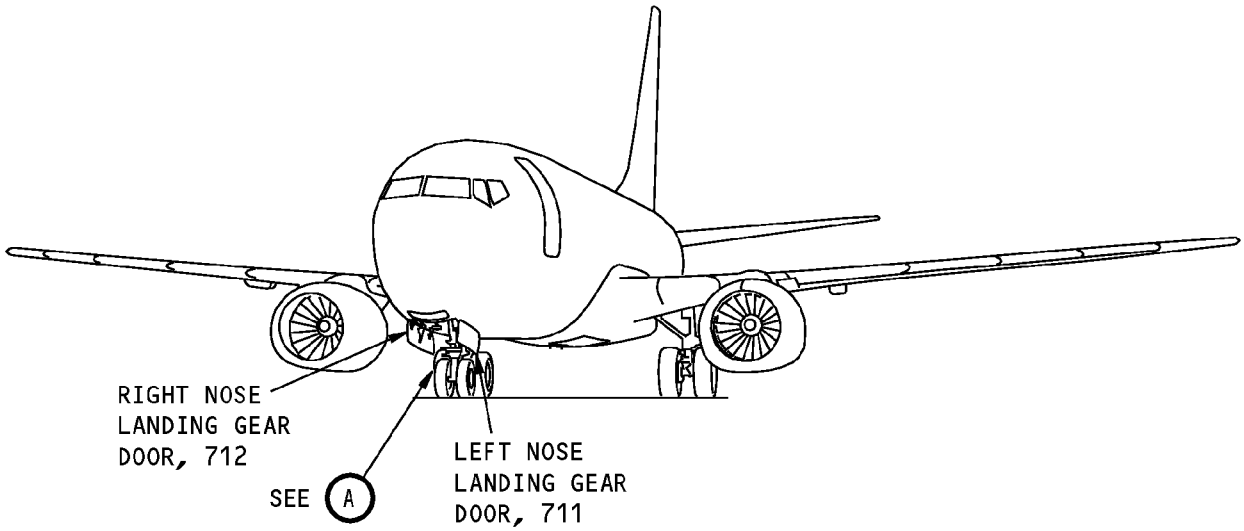
(1) This procedure is a scheduled maintenance task.

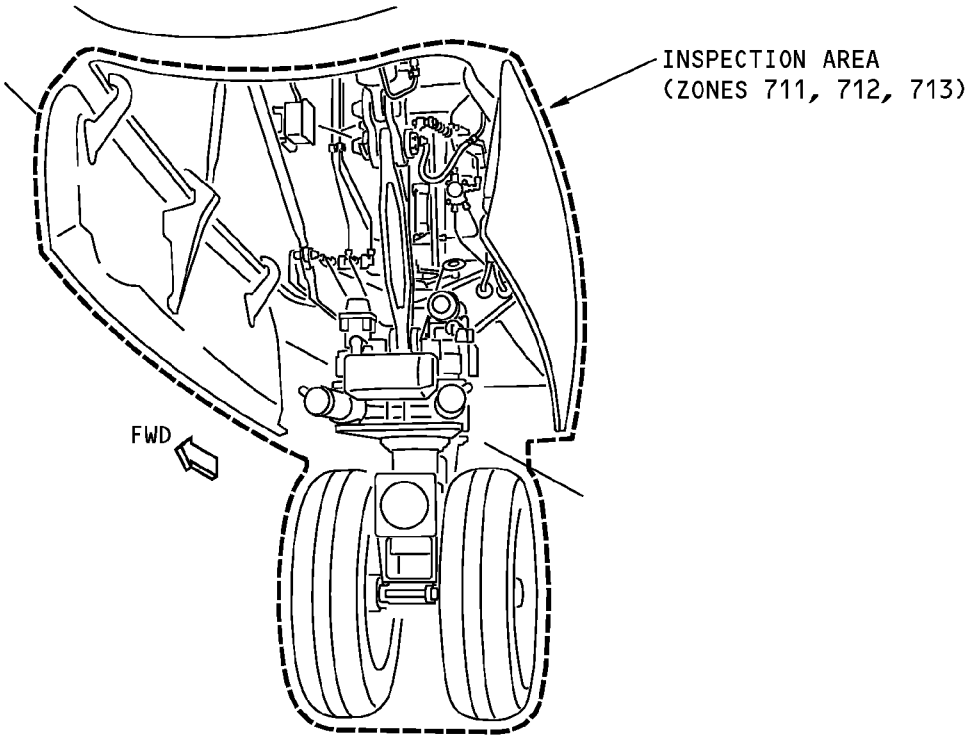
B. Zonal Inspection

SUBTASK 05-41-07-210-001

(1) Do the zonal inspection.

END OF TASK





MPD ITEM
32-800-00

A

Nose Landing Gear and Landing Gear Doors General Visual (External)
Figure 201/05-41-07-990-801

TASK 05-41-07-210-802

2. EXTERNAL - ZONAL (GV): LEFT MAIN LANDING GEAR AND LANDING GEAR DOORS (FROM GROUND)

(Figure 202)

A. General

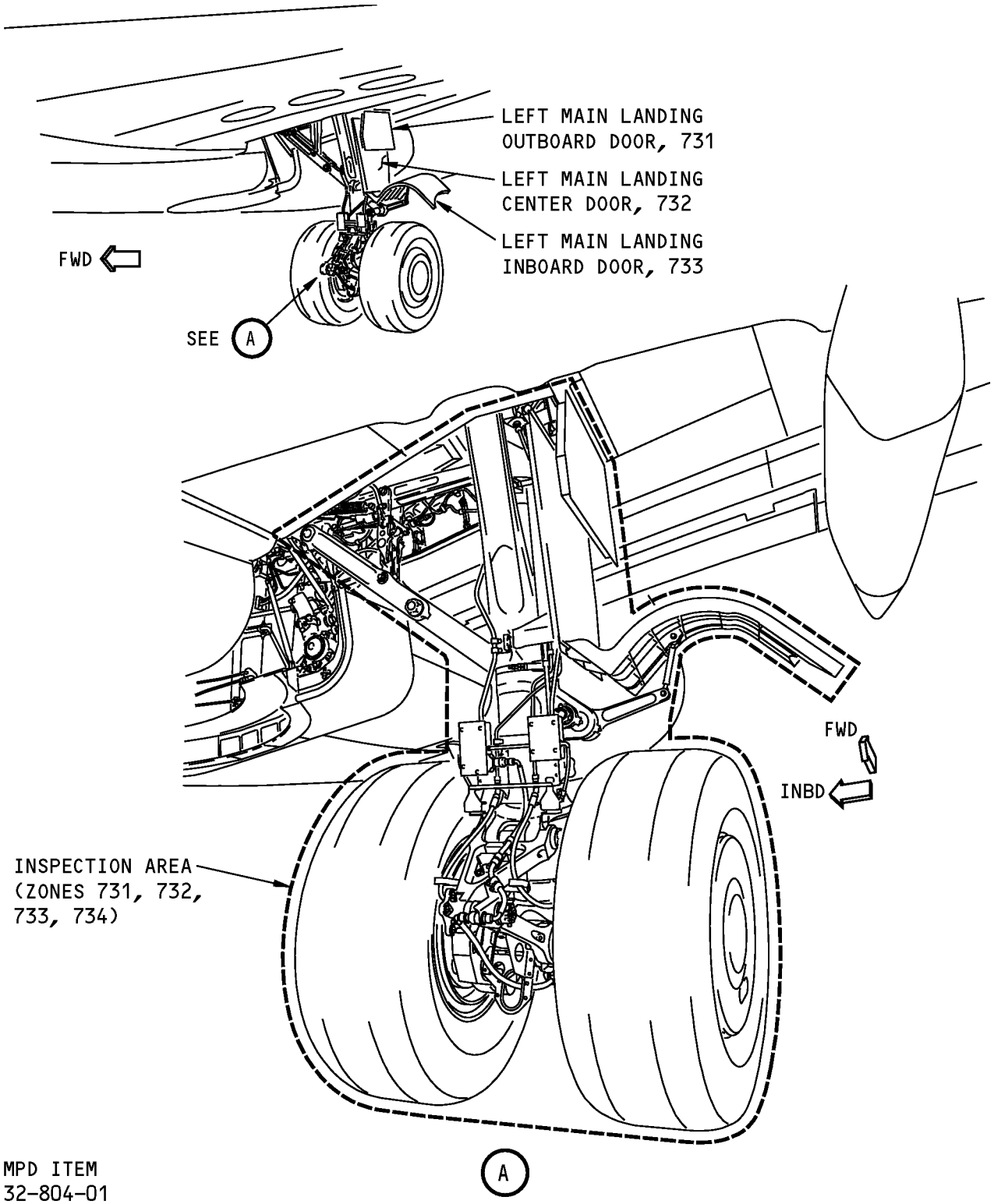
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-07-210-002

(1) Do the zonal inspection.

END OF TASK



Left Main Landing Gear and Landing Gear Doors General Visual (External)
Figure 202/05-41-07-990-802

TASK 05-41-07-210-803

3. EXTERNAL - ZONAL (GV): LEFT MAIN LANDING GEAR AND LANDING GEAR DOORS

(Figure 203)

A. General

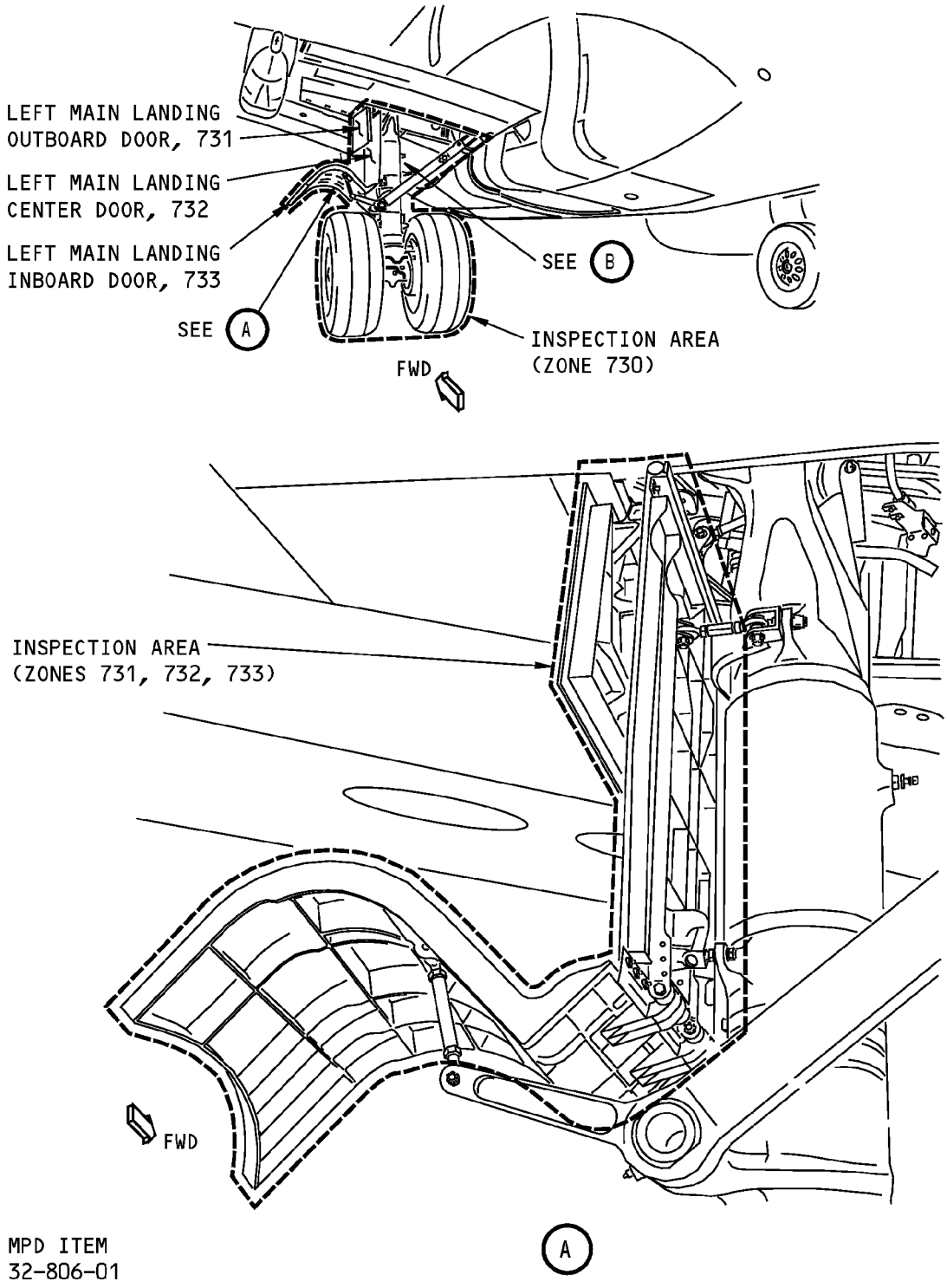
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

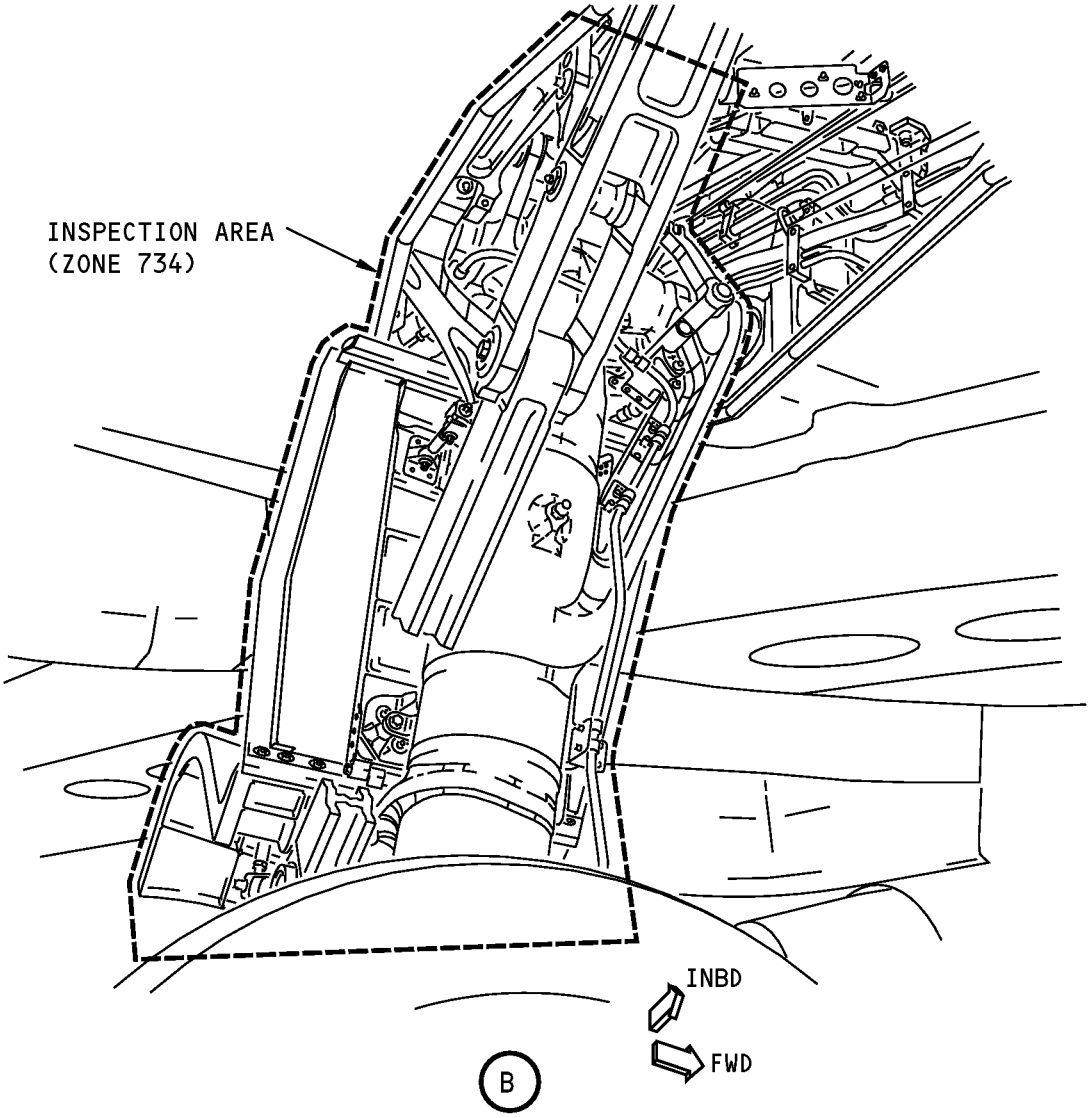
SUBTASK 05-41-07-210-003

(1) Do the zonal inspection.

END OF TASK



Landing Gear Doors - Left Main Landing Gear General Visual (External)
Figure 203 (Sheet 1 of 2)/05-41-07-990-803



MPD ITEM
32-806-01

Landing Gear Doors - Left Main Landing Gear General Visual (External)
Figure 203 (Sheet 2 of 2)/05-41-07-990-803

TASK 05-41-07-210-804

4. EXTERNAL - ZONAL (GV): RIGHT MAIN LANDING GEAR AND LANDING GEAR DOORS (FROM GROUND)

(Figure 204)

A. General

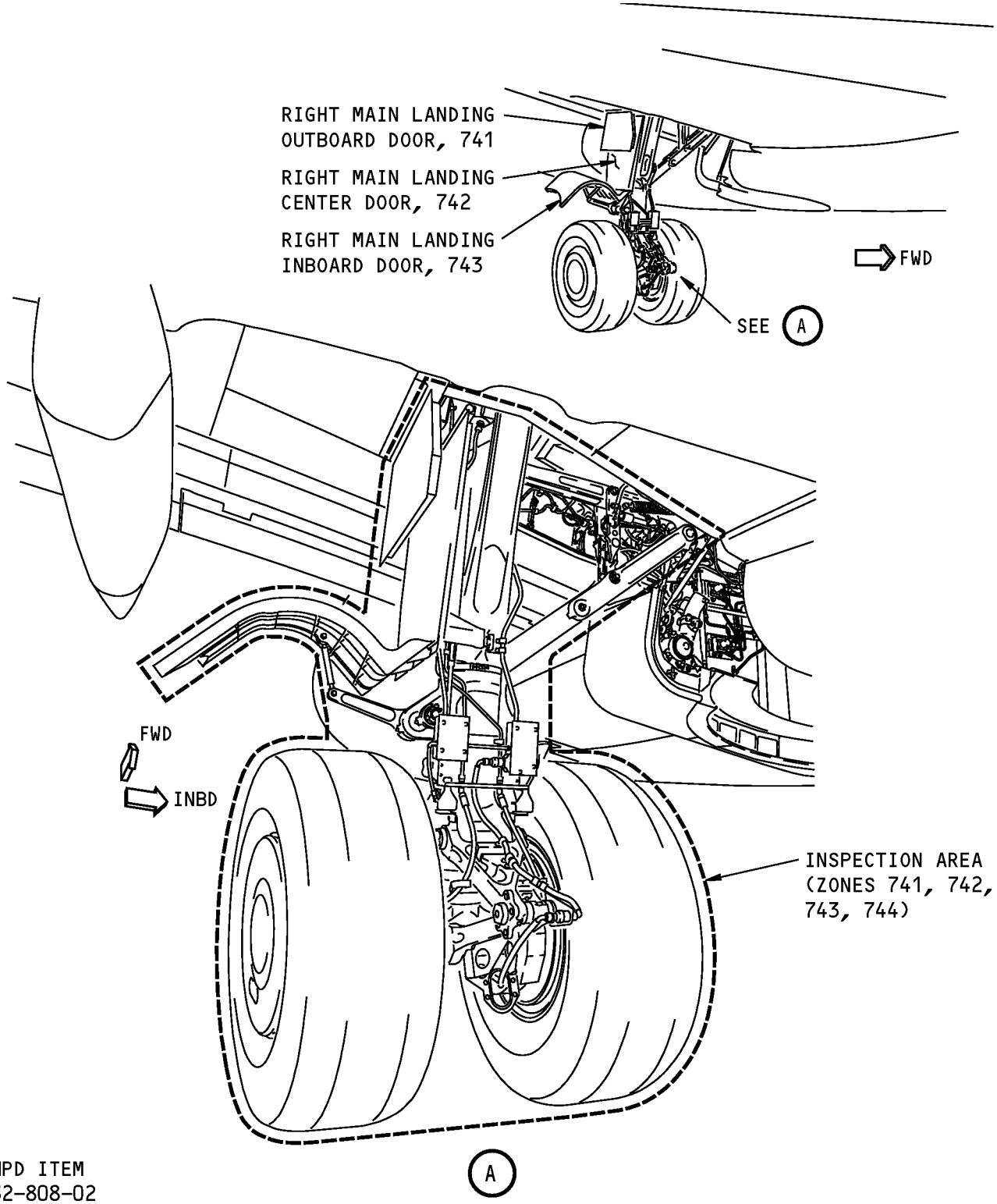
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-07-210-004

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
32-808-02

Right Main Landing Gear and Landing Gear Doors General Visual (External)
Figure 204/05-41-07-990-804

TASK 05-41-07-210-805

5. EXTERNAL - ZONAL (GV): RIGHT MAIN LANDING GEAR AND LANDING GEAR DOORS

(Figure 205)

A. General

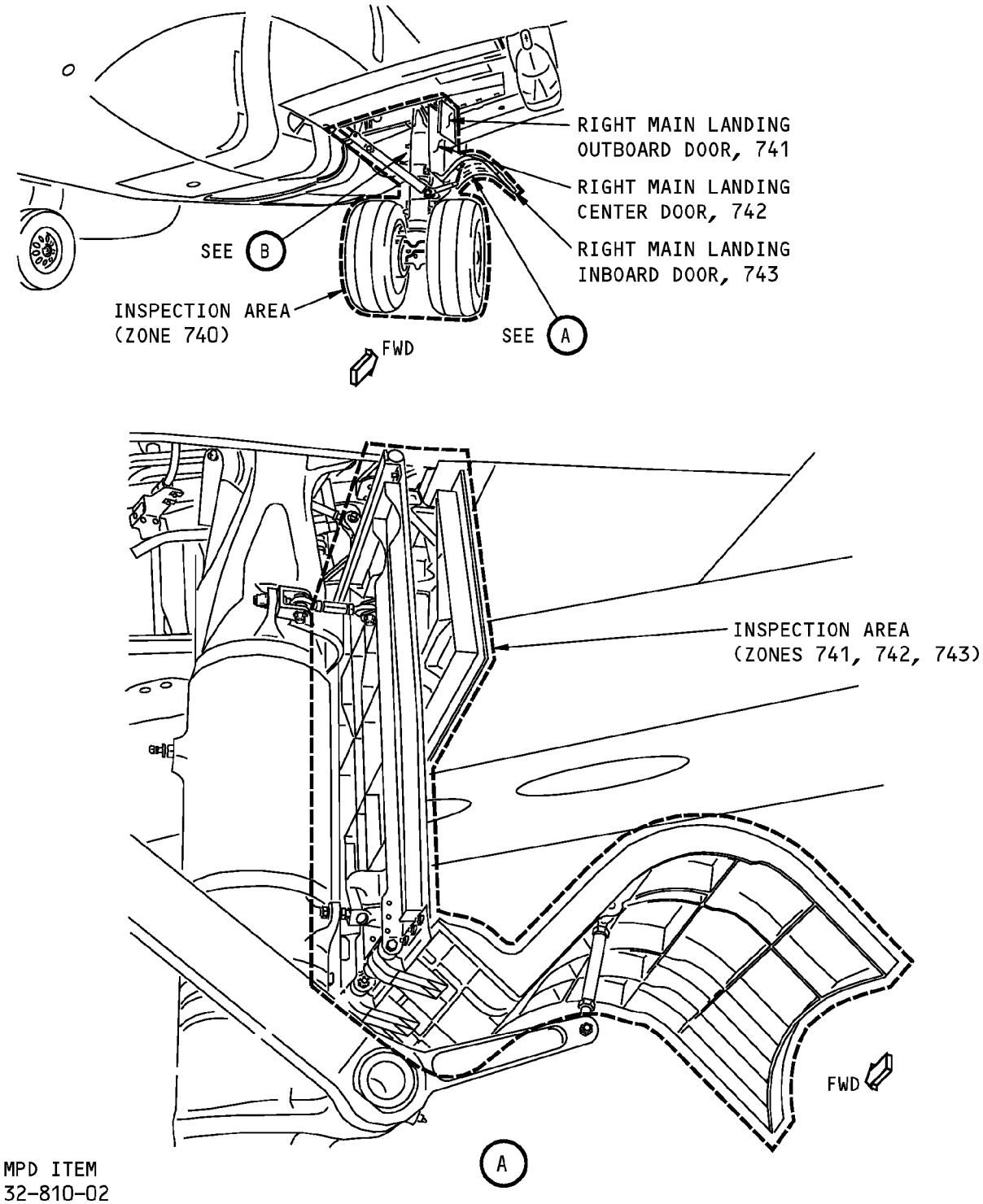
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

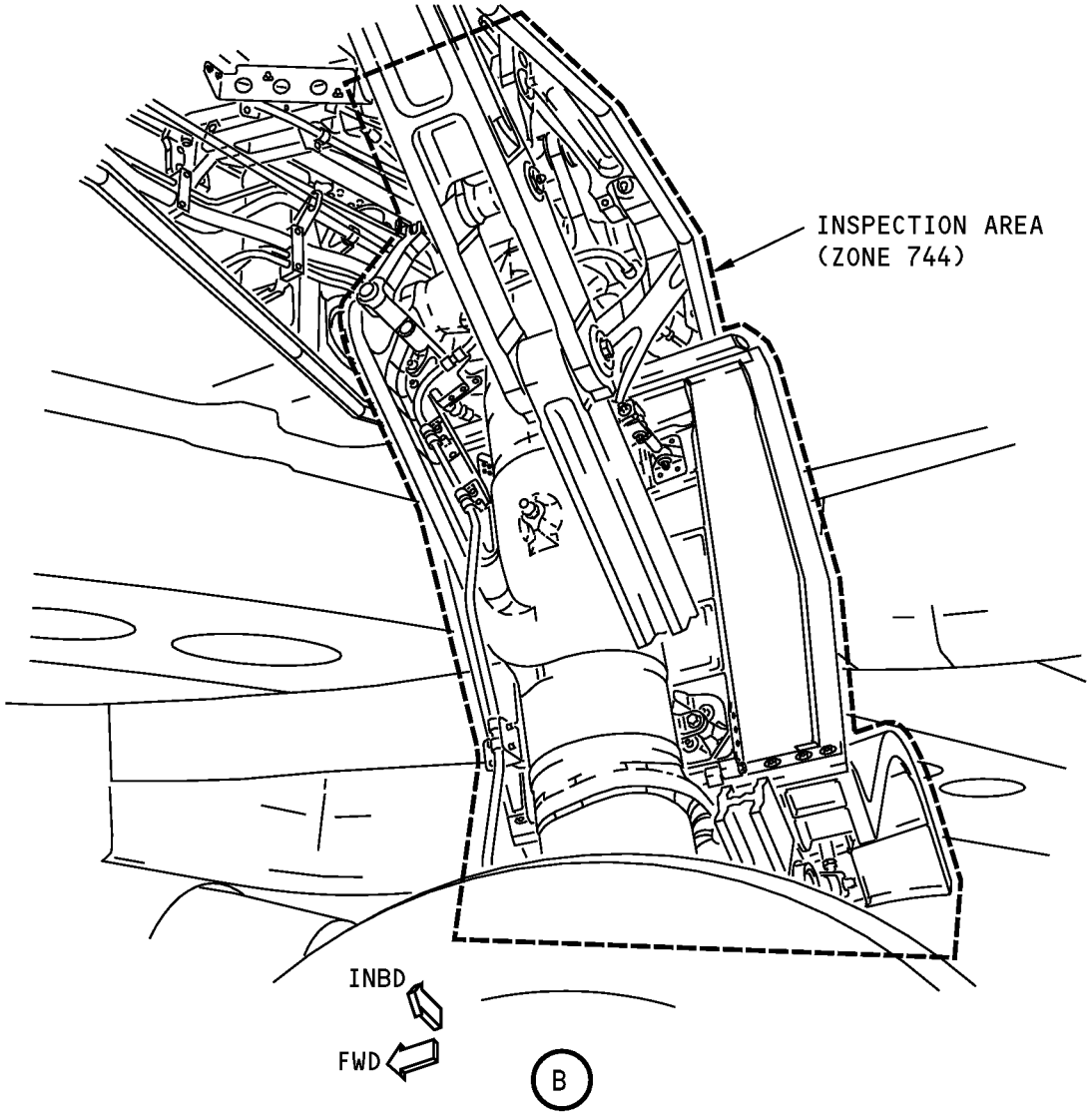
SUBTASK 05-41-07-210-005

(1) Do the zonal inspection.

——————— END OF TASK ———————



Landing Gear Doors - Right Main Landing Gear General Visual (External)
Figure 205 (Sheet 1 of 2)/05-41-07-990-805



MPD ITEM
32-810-02

Landing Gear Doors - Right Main Landing Gear General Visual (External)
Figure 205 (Sheet 2 of 2)/05-41-07-990-805

ZONE 800 - DOORS (PASSENGER, CREW, CARGO) - MAINTENANCE PRACTICES

TASK 05-41-08-210-801

1. EXTERNAL - ZONAL (GV): ENTRY DOORS, SERVICE DOORS, AUTOMATIC OVERWING EXITS, AND CARGO DOORS

(Figure 201)

A. General

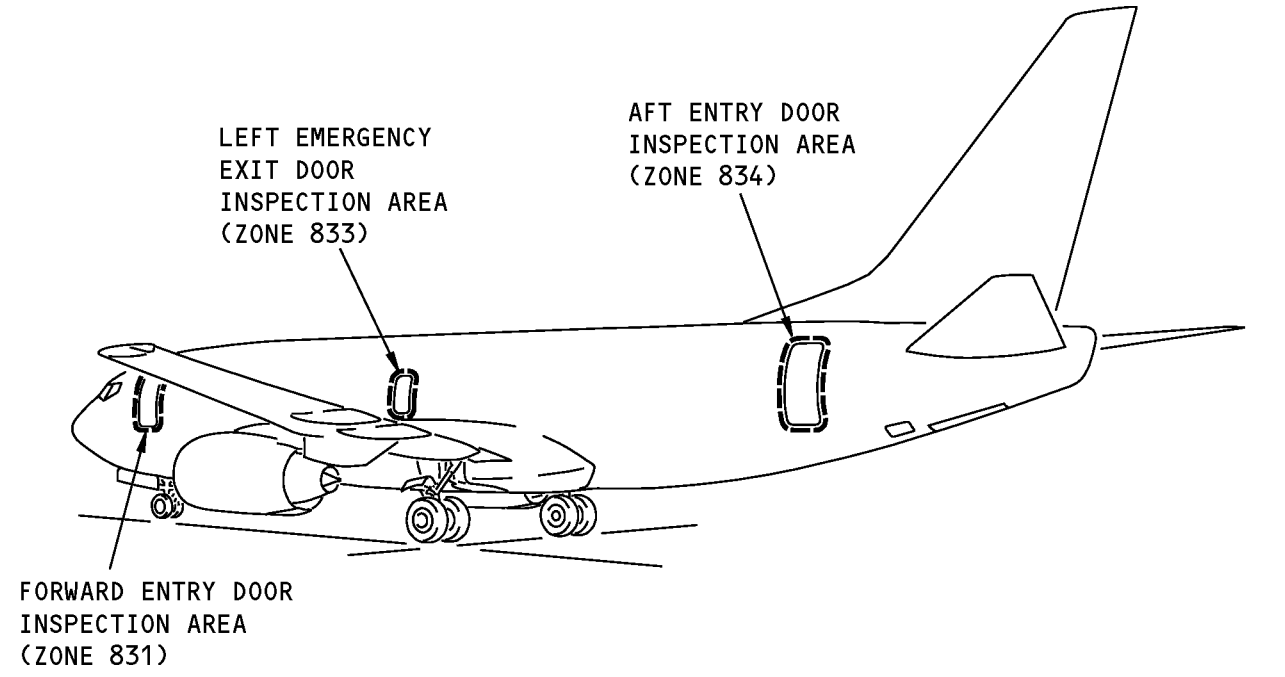
(1) This procedure is a scheduled maintenance task.

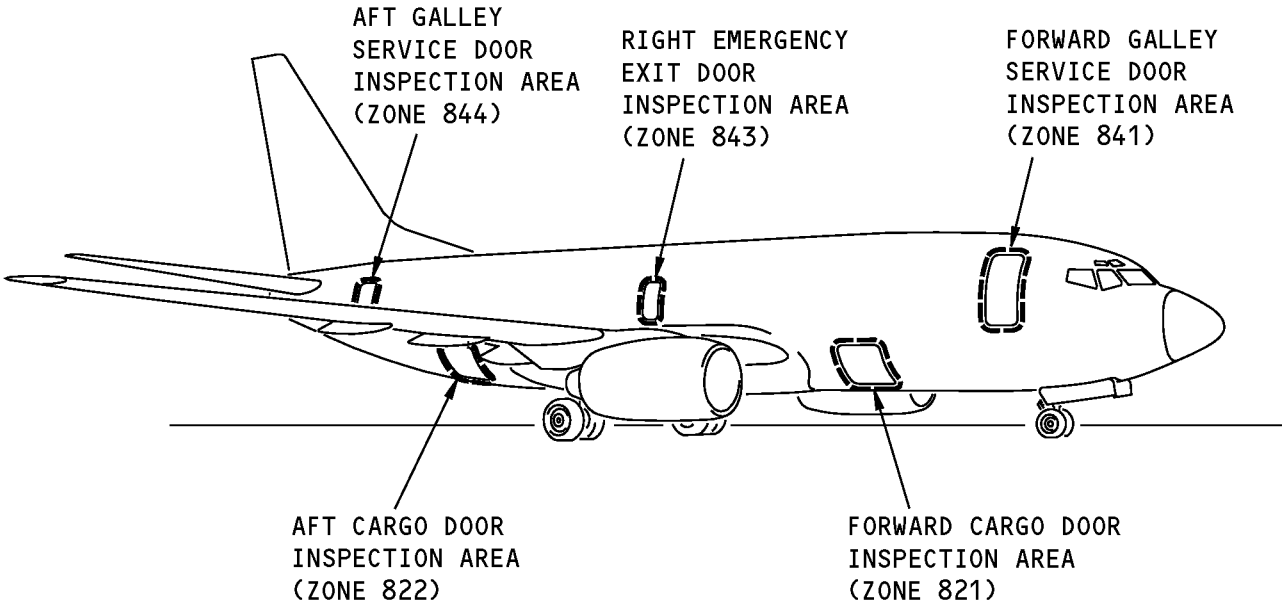
B. Zonal Inspection

SUBTASK 05-41-08-210-001

(1) Do the zonal inspection.

———————— END OF TASK ————————





MPD ITEM
52-800-00

Doors General Visual (External)
Figure 201/05-41-08-990-801

TASK 05-41-08-210-802

2. EXTERNAL - ZONAL (GV): FORWARD CARGO DOOR

(Figure 202)

A. General

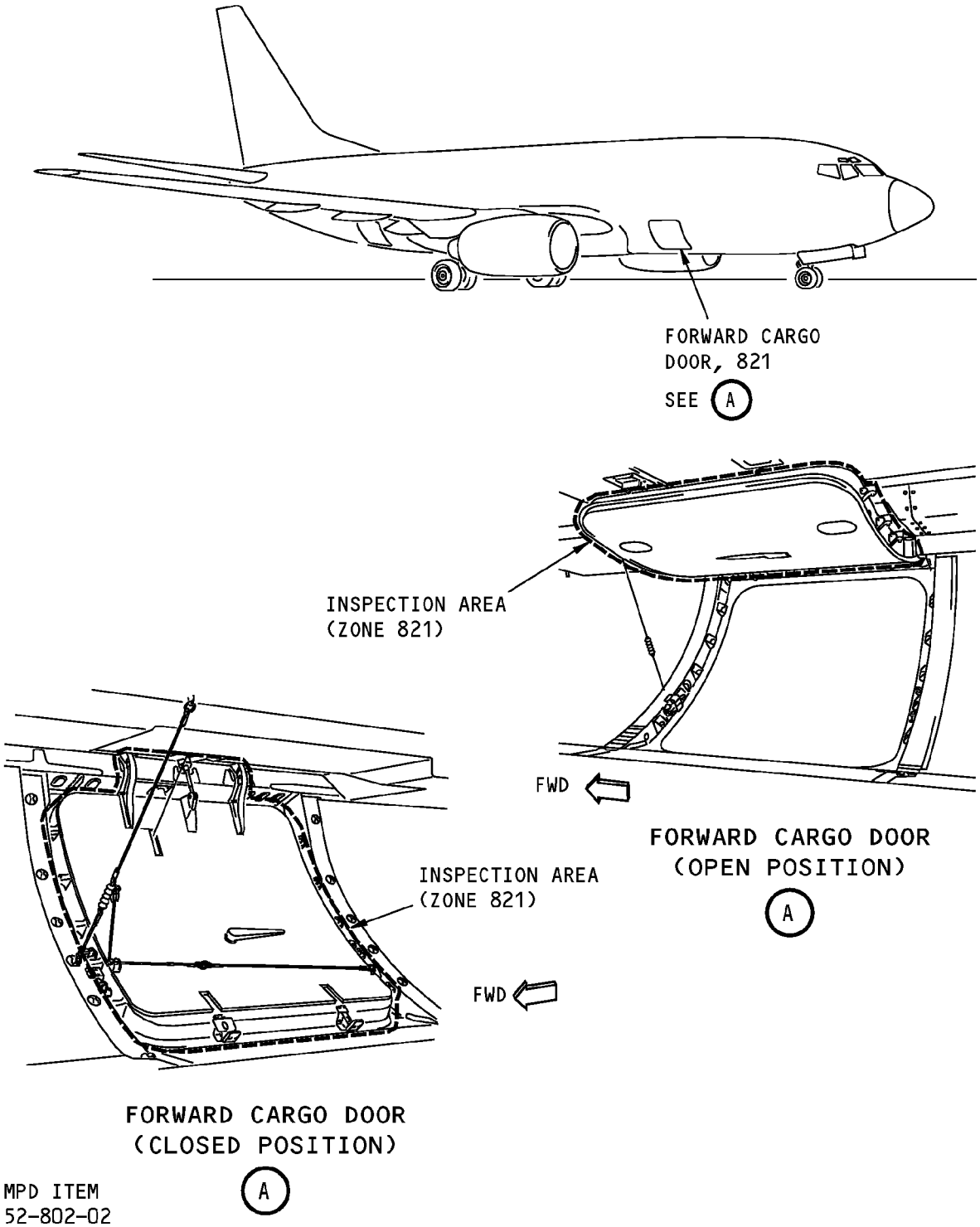
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-002

(1) Do the zonal inspection.

END OF TASK



Forward Cargo Door General Visual (External)
Figure 202/05-41-08-990-802

TASK 05-41-08-210-803

3. INTERNAL - ZONAL (GV): FORWARD CARGO DOOR

(Figure 203)

A. General

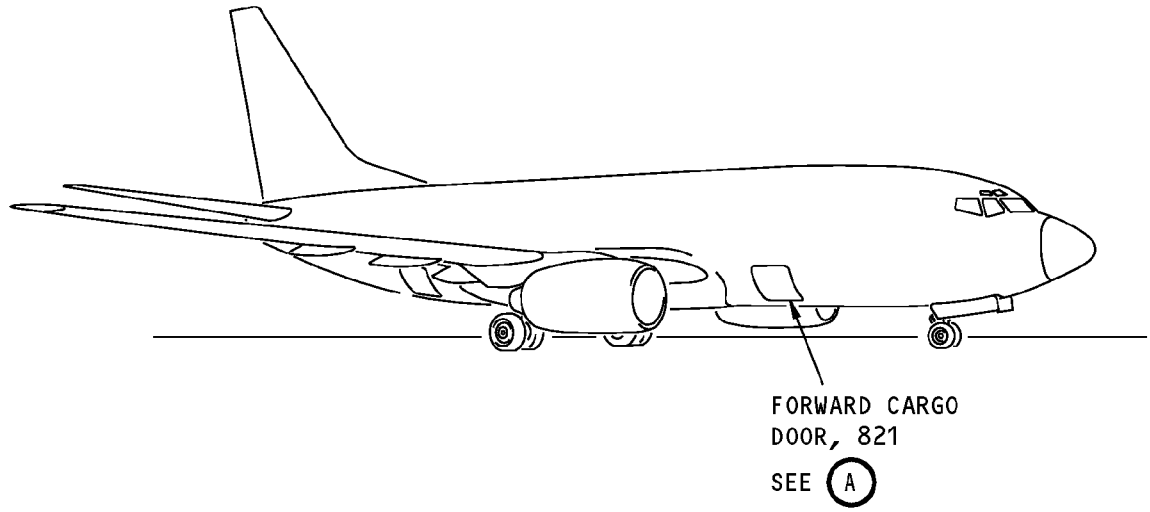
(1) This procedure is a scheduled maintenance task.

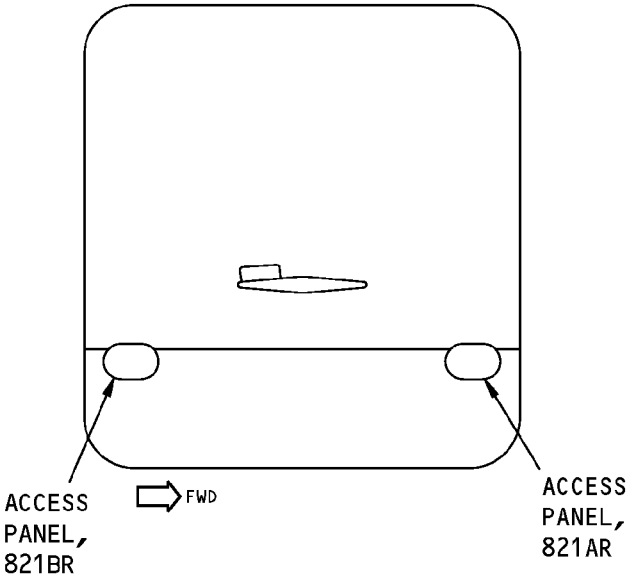
B. Zonal Inspection

SUBTASK 05-41-08-210-003

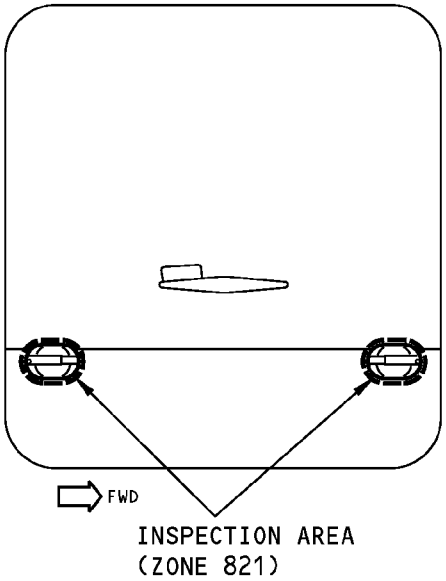
(1) Do the zonal inspection.

END OF TASK





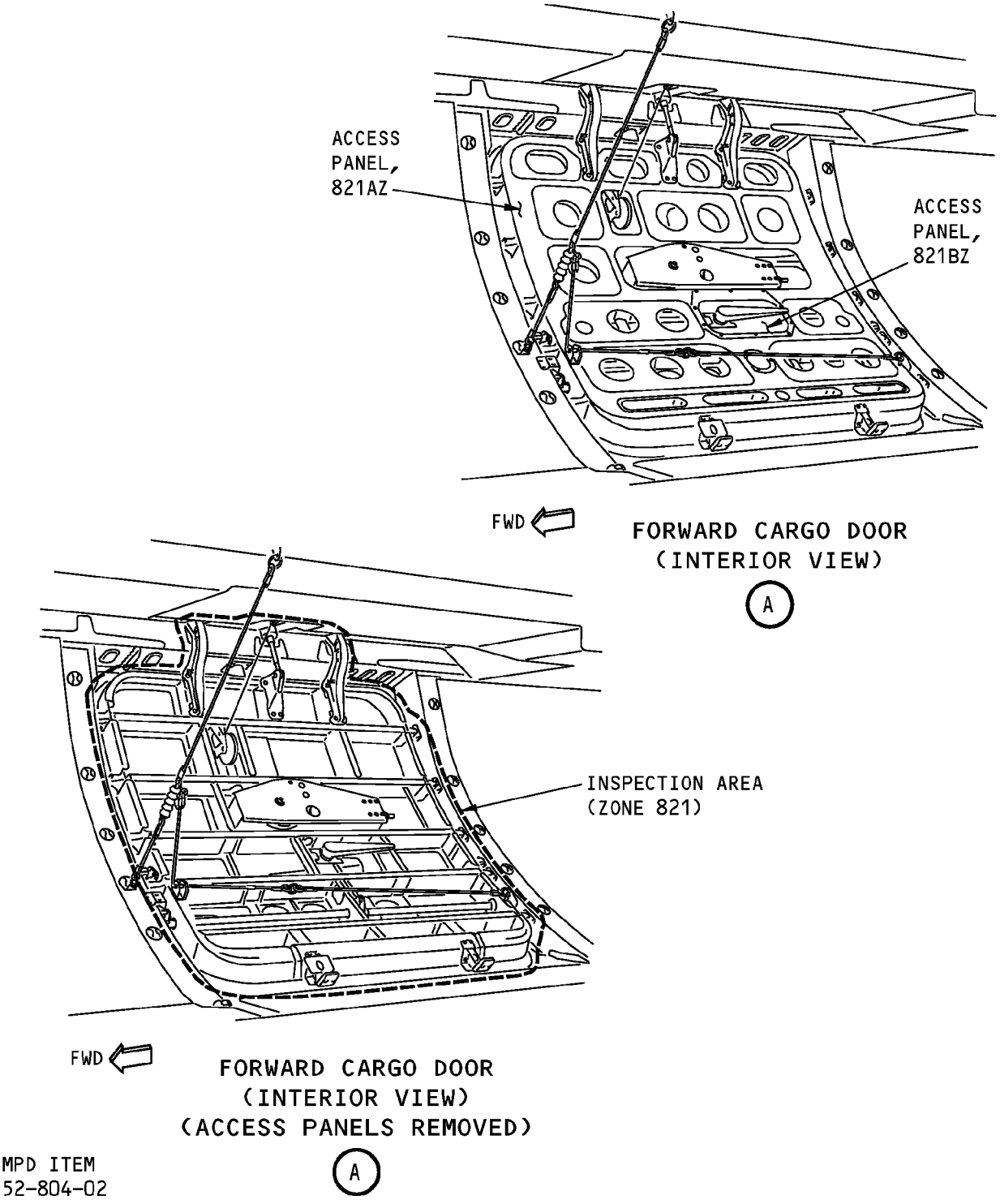
FORWARD CARGO DOOR
(EXTERIOR VIEW)
A



FORWARD CARGO DOOR
(EXTERIOR VIEW)
(ACCESS PANELS REMOVED)
A

MPD ITEM
52-804-02

Forward Cargo Door General Visual (Internal)
Figure 203 (Sheet 1 of 2)/05-41-08-990-803



Forward Cargo Door General Visual (Internal)
Figure 203 (Sheet 2 of 2)/05-41-08-990-803

TASK 05-41-08-210-804

4. EXTERNAL - ZONAL (GV): AFT CARGO DOOR

(Figure 204)

A. General

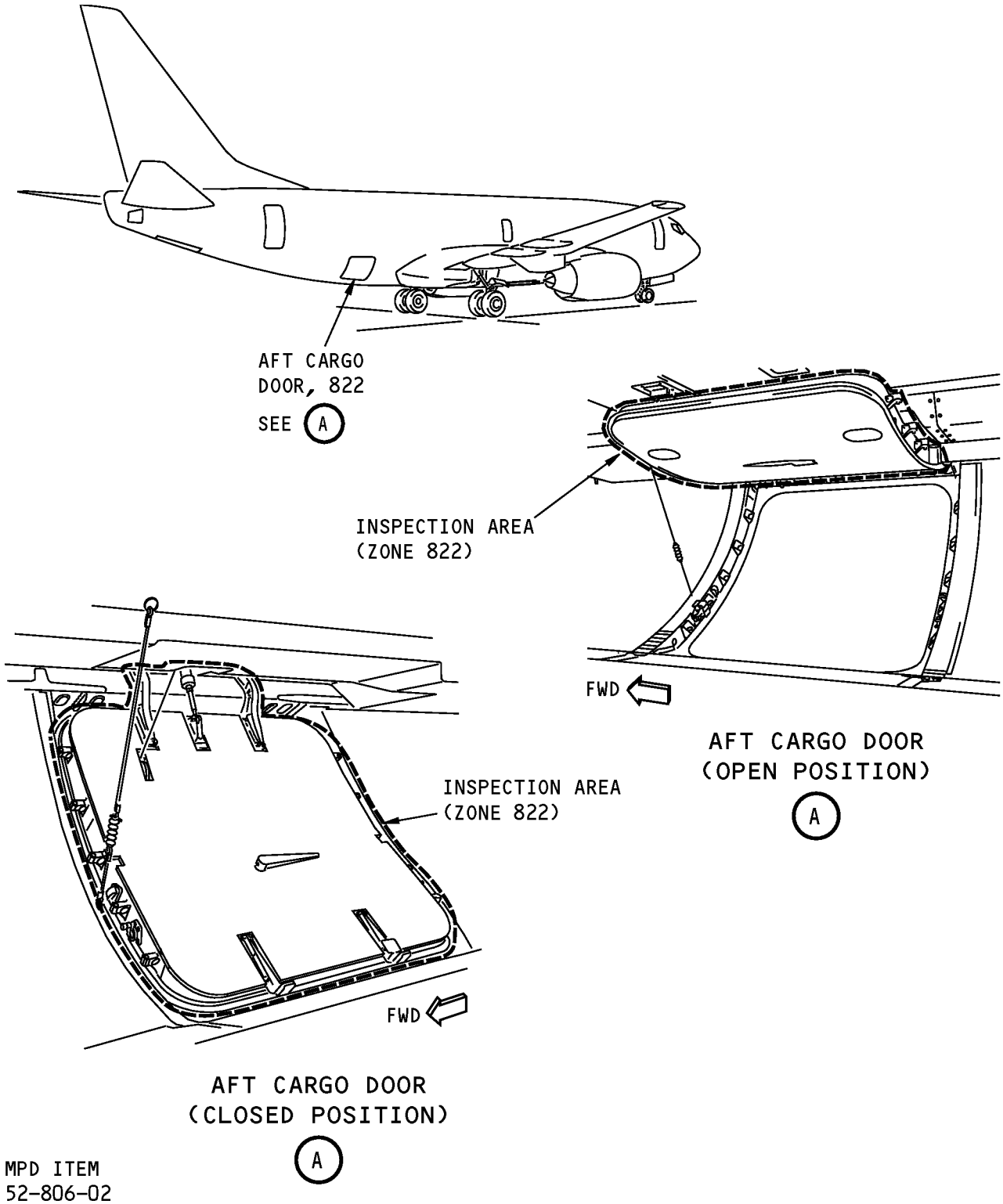
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-004

(1) Do the zonal inspection.

——————— END OF TASK ———————



Aft Cargo Door General Visual (External)
Figure 204/05-41-08-990-804

TASK 05-41-08-210-805

5. INTERNAL - ZONAL (GV): AFT CARGO DOOR

(Figure 205)

A. General

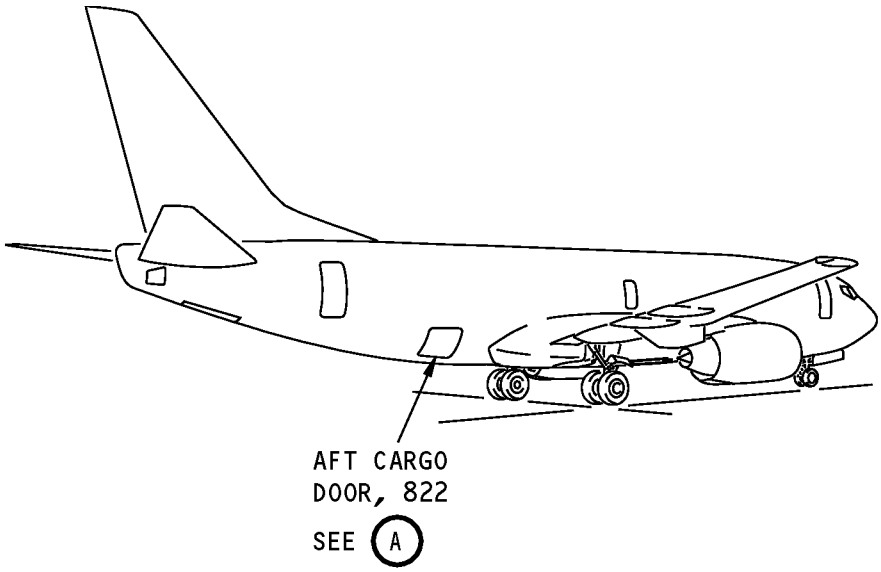
(1) This procedure is a scheduled maintenance task.

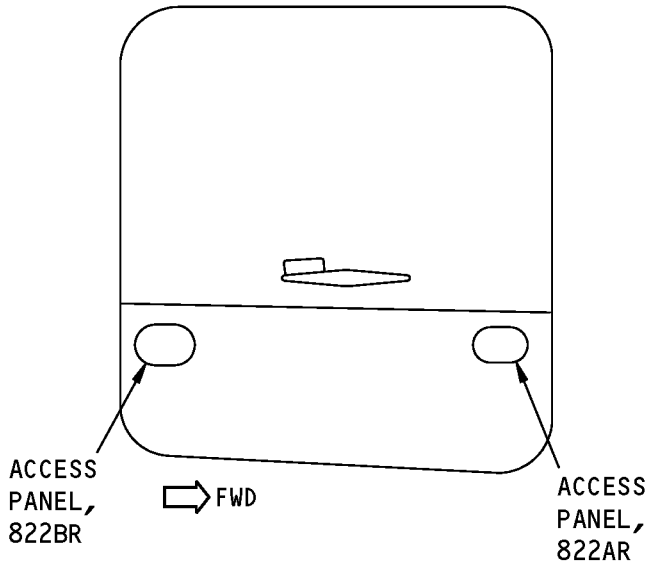
B. Zonal Inspection

SUBTASK 05-41-08-210-005

(1) Do the zonal inspection.

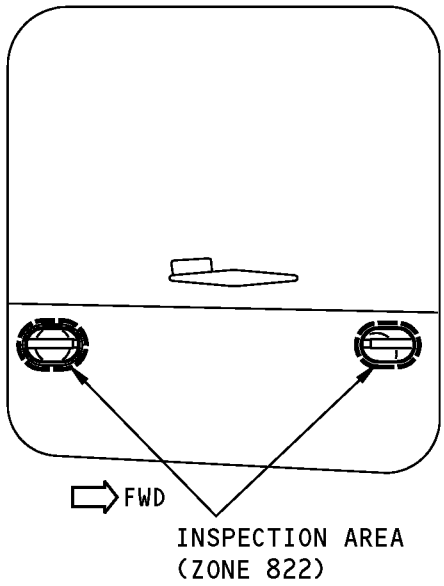
———————— END OF TASK ————————





AFT CARGO DOOR
(EXTERIOR VIEW)

A

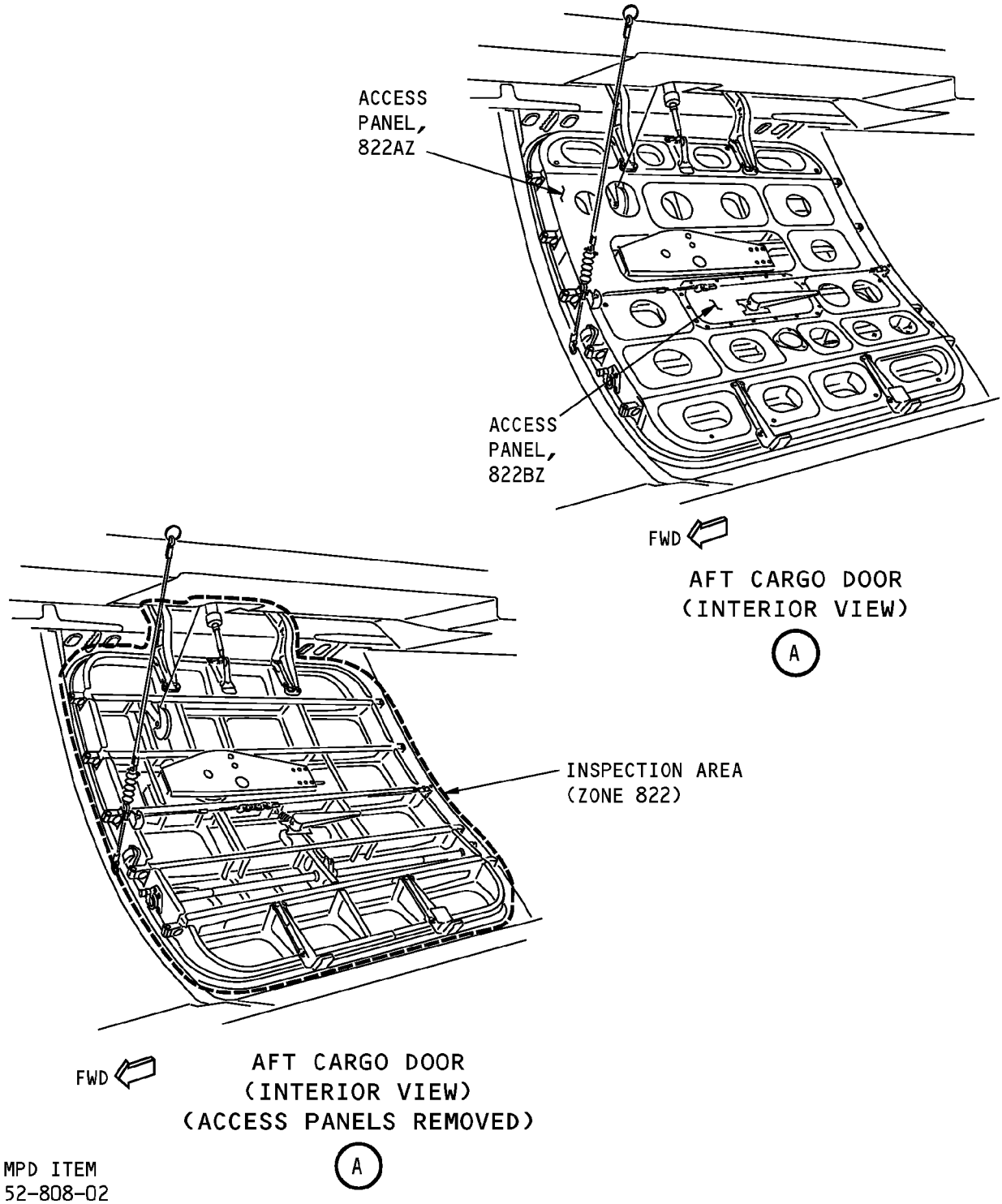


AFT CARGO DOOR
(EXTERIOR VIEW)
(ACCESS PANELS REMOVED)

A

MPD ITEM
52-808-02

Aft Cargo Door General Visual (Internal)
Figure 205 (Sheet 1 of 2)/05-41-08-990-805



Aft Cargo Door General Visual (Internal)
Figure 205 (Sheet 2 of 2)/05-41-08-990-805

TASK 05-41-08-210-806

6. EXTERNAL - ZONAL (GV): FORWARD PASSENGER DOOR

(Figure 206)

A. General

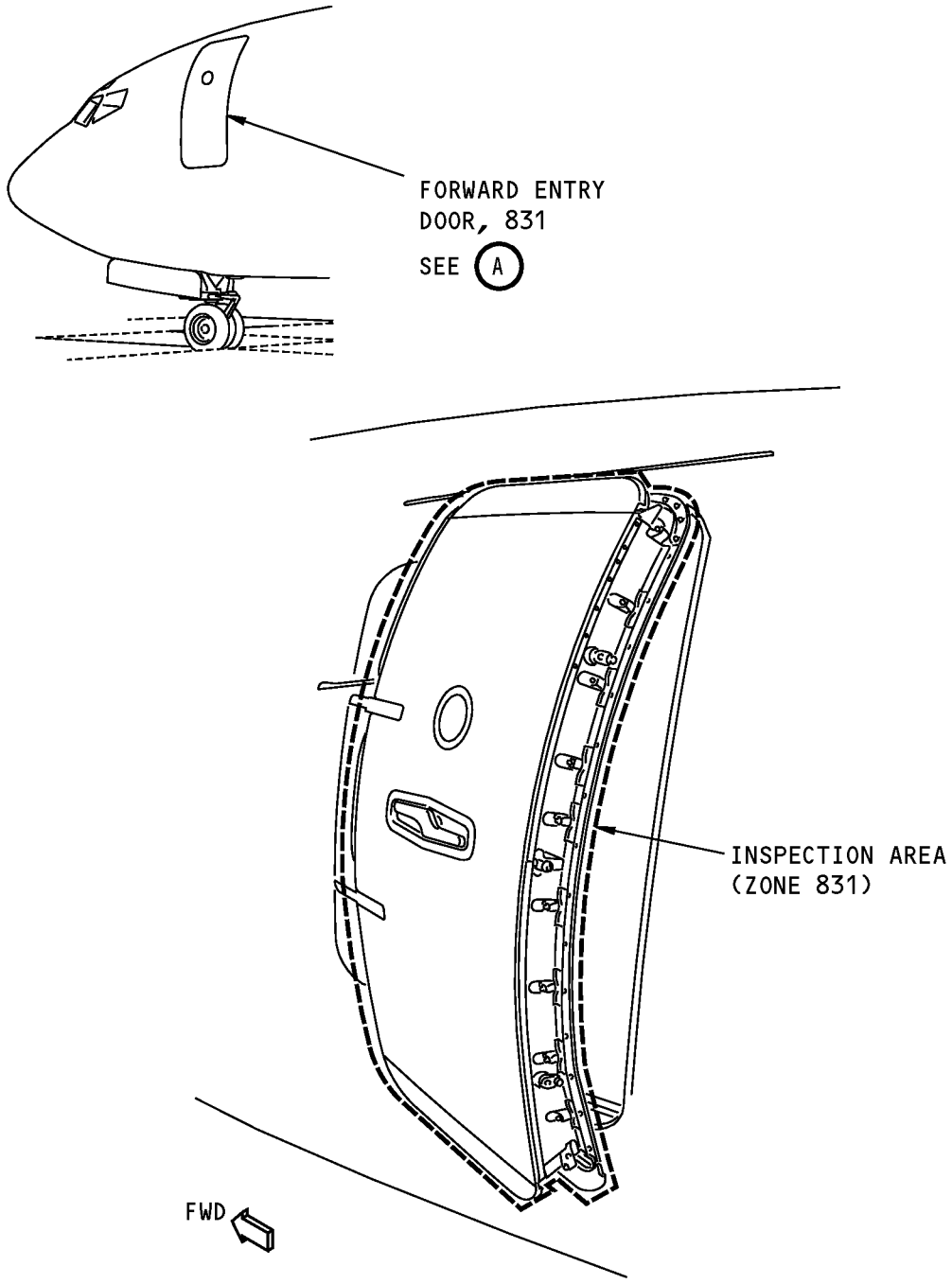
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-006

(1) Do the zonal inspection.

END OF TASK

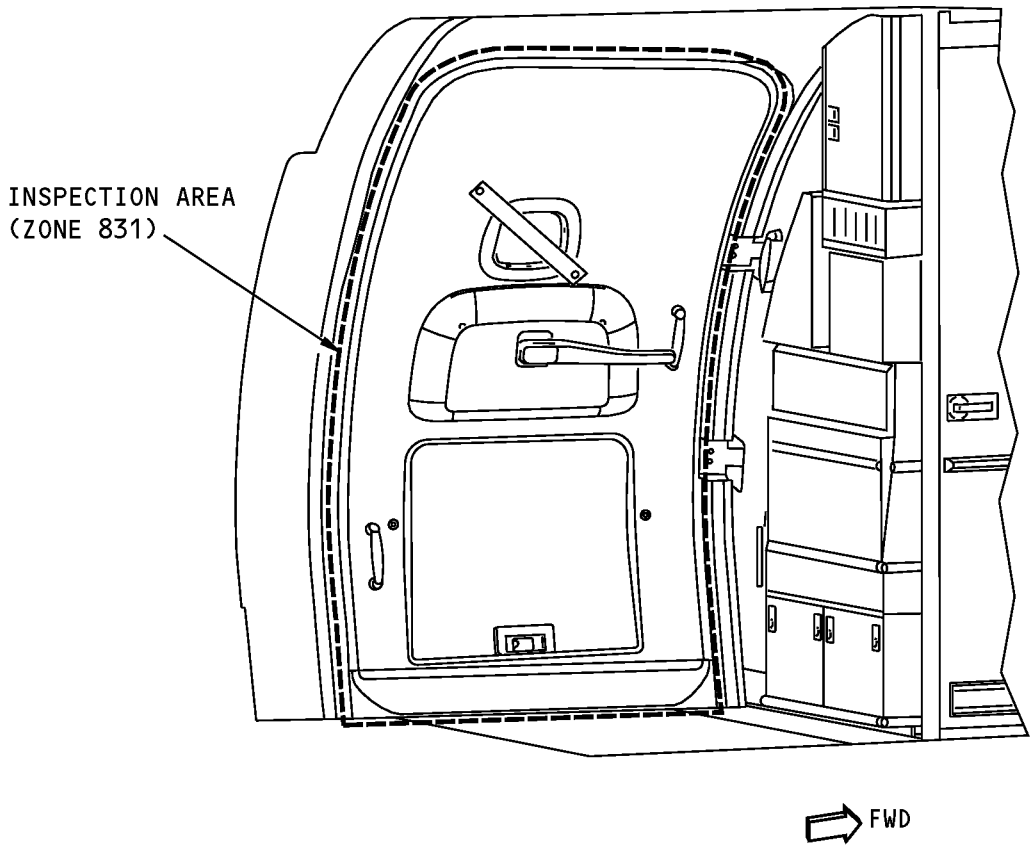


FORWARD ENTRY DOOR
(EXTERIOR VIEW)

(A)

MPD ITEM
52-810-01

Forward Entry Door General Visual (External)
Figure 206 (Sheet 1 of 2)/05-41-08-990-806



FORWARD ENTRY DOOR
(INTERIOR VIEW)

A

MPD ITEM
52-810-01

Forward Entry Door General Visual (External)
Figure 206 (Sheet 2 of 2)/05-41-08-990-806

TASK 05-41-08-210-807

7. INTERNAL - ZONAL (GV): FORWARD PASSENGER DOOR

(Figure 207)

A. General

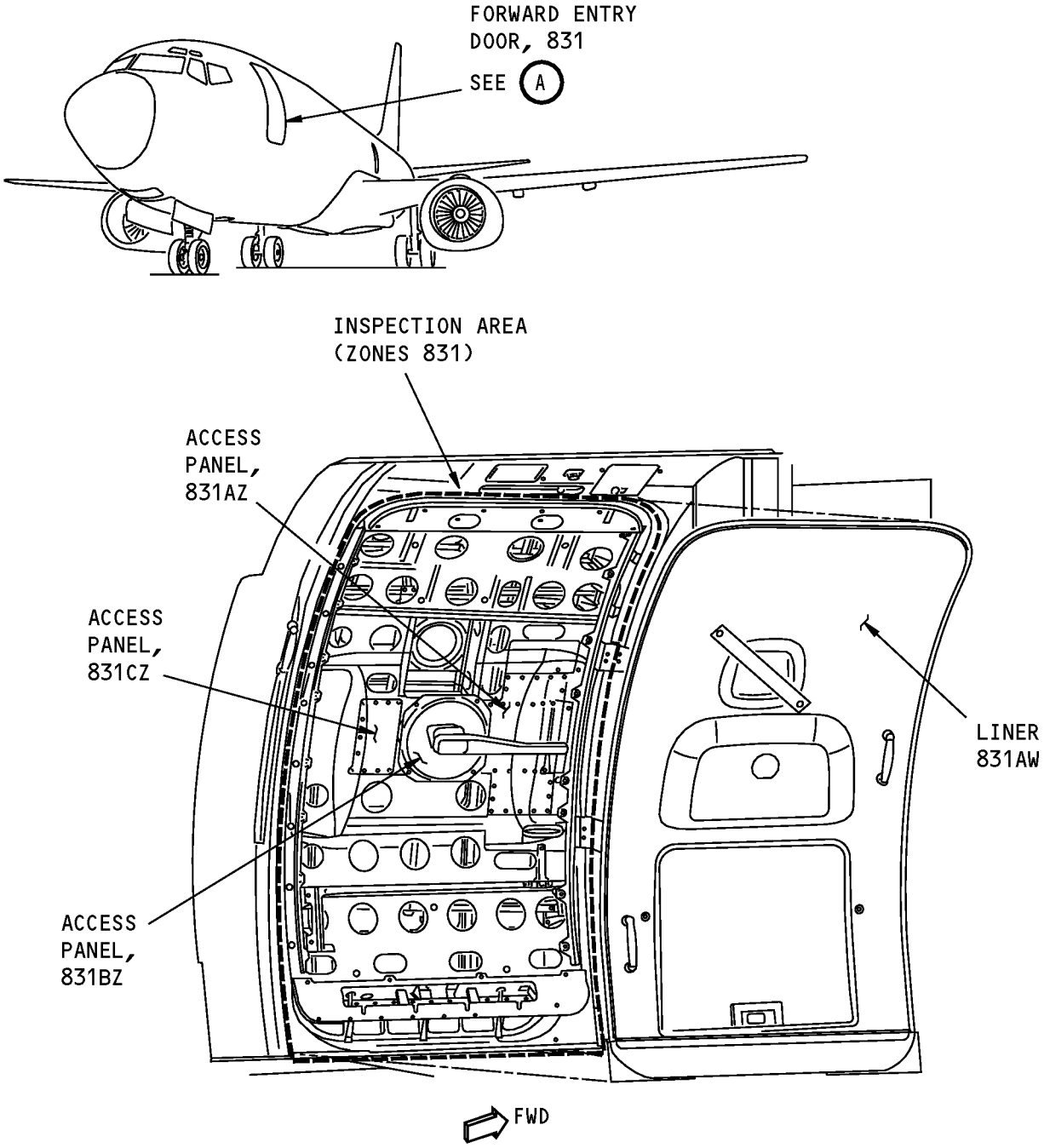
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-007

(1) Do the zonal inspection.

———————— END OF TASK ————————



FORWARD ENTRY DOOR
(LINING REMOVED)

A

MPD ITEM
52-812-01

Forward Entry Door General Visual (Internal)
Figure 207/05-41-08-990-807

HAP 001-013, 015-026, 028-054

TASK 05-41-08-210-808

8. EXTERNAL - ZONAL (GV): AUTOMATIC OVERWING EXIT

(Figure 208)

A. General

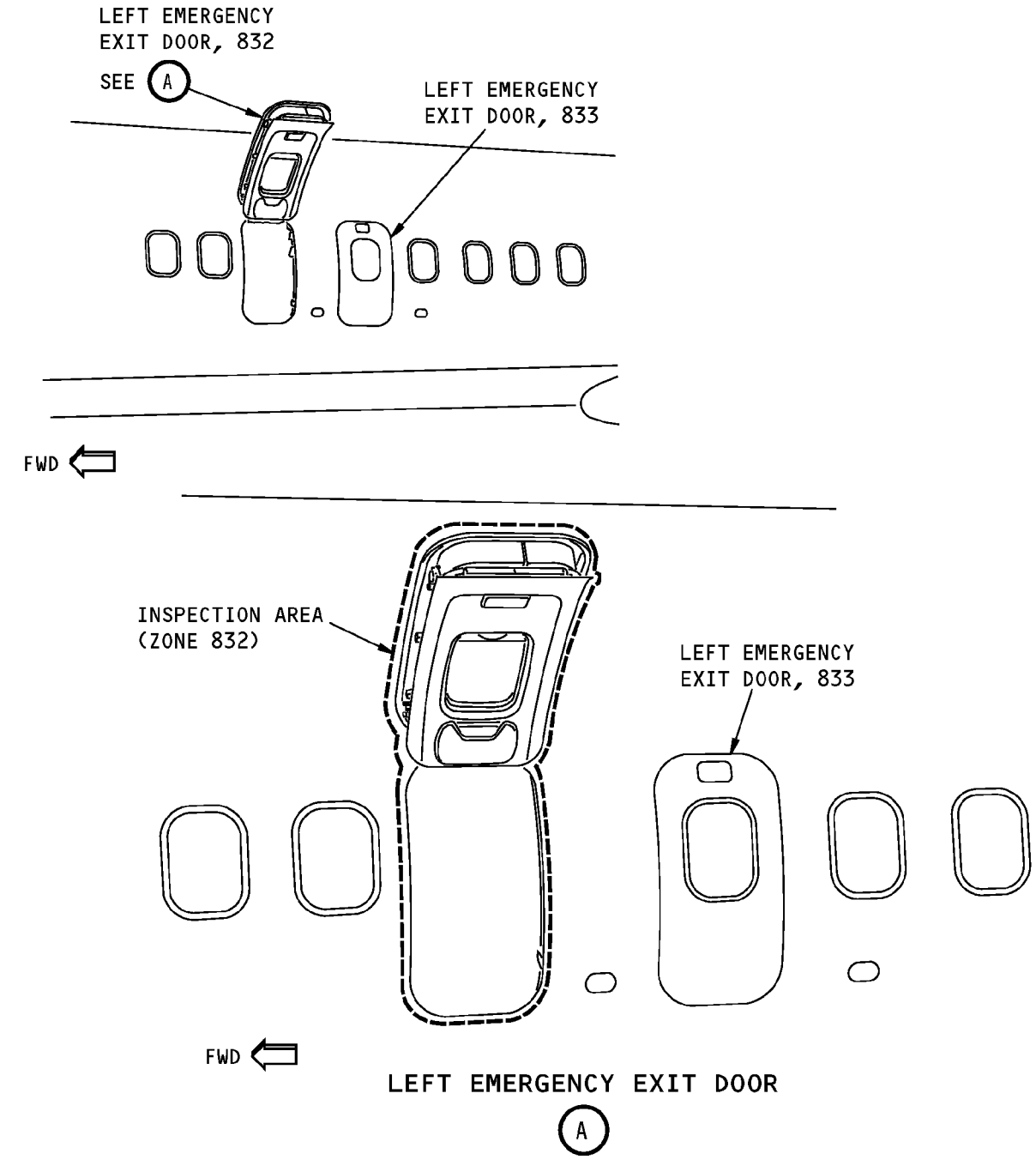
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-008

(1) Do the zonal inspection.

———————— END OF TASK ————————



MPD ITEM
52-814-01

Left Emergency Exit Door General Visual (External)
Figure 208/05-41-08-990-808

TASK 05-41-08-210-809

9. INTERNAL - ZONAL (GV): AUTOMATIC OVERWING EXIT

(Figure 209)

A. General

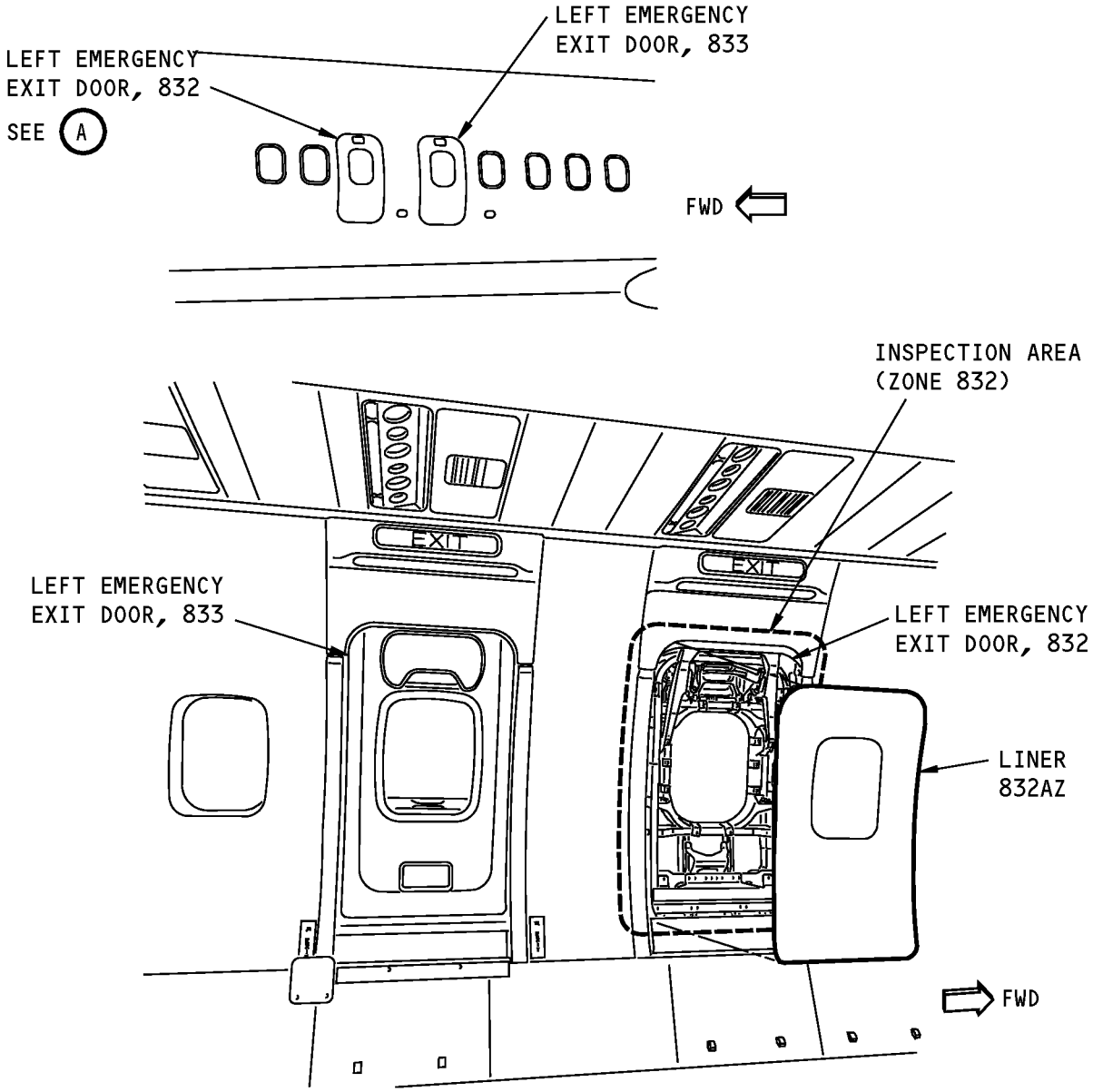
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-009

(1) Do the zonal inspection.

———————— END OF TASK ————————



LEFT EMERGENCY EXIT DOOR
(DOOR IN THE CLOSED POSITION
WITH DOOR LINING REMOVED)

A

737-800
(737-900 CONFIGURATION IS EQUIVALENT)

MPD ITEM
52-816-01

Left Emergency Exit Door General Visual (Internal)
Figure 209/05-41-08-990-809

TASK 05-41-08-210-810

10. EXTERNAL - ZONAL (GV): AUTOMATIC OVERWING EXIT

(Figure 210)

A. General

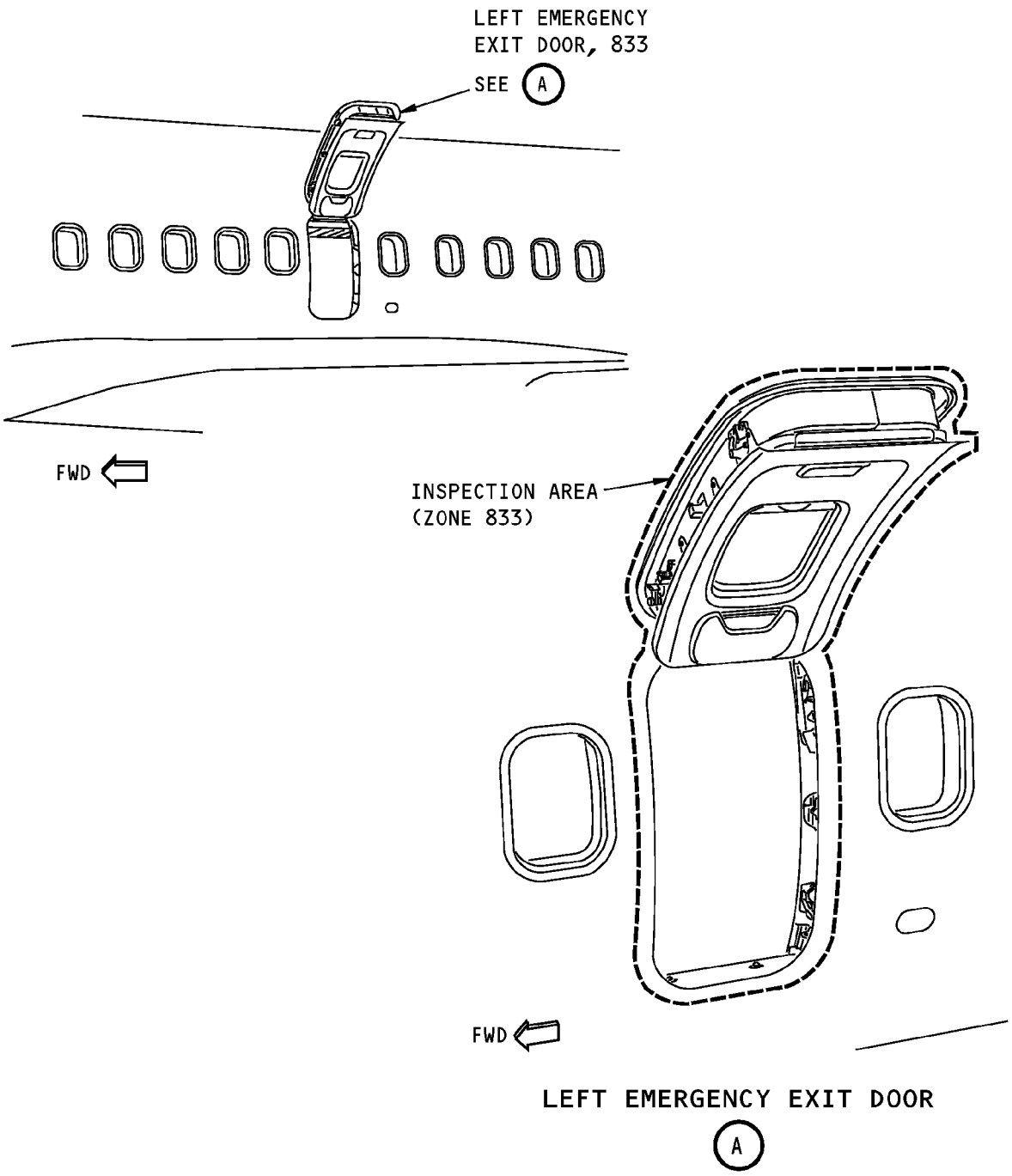
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-010

(1) Do the zonal inspection.

END OF TASK



MPD ITEM
52-818-01

Left Emergency Exit Door General Visual (External)
Figure 210/05-41-08-990-810

TASK 05-41-08-210-811

11. INTERNAL - ZONAL (GV): AUTOMATIC OVERWING EXIT

(Figure 211)

A. General

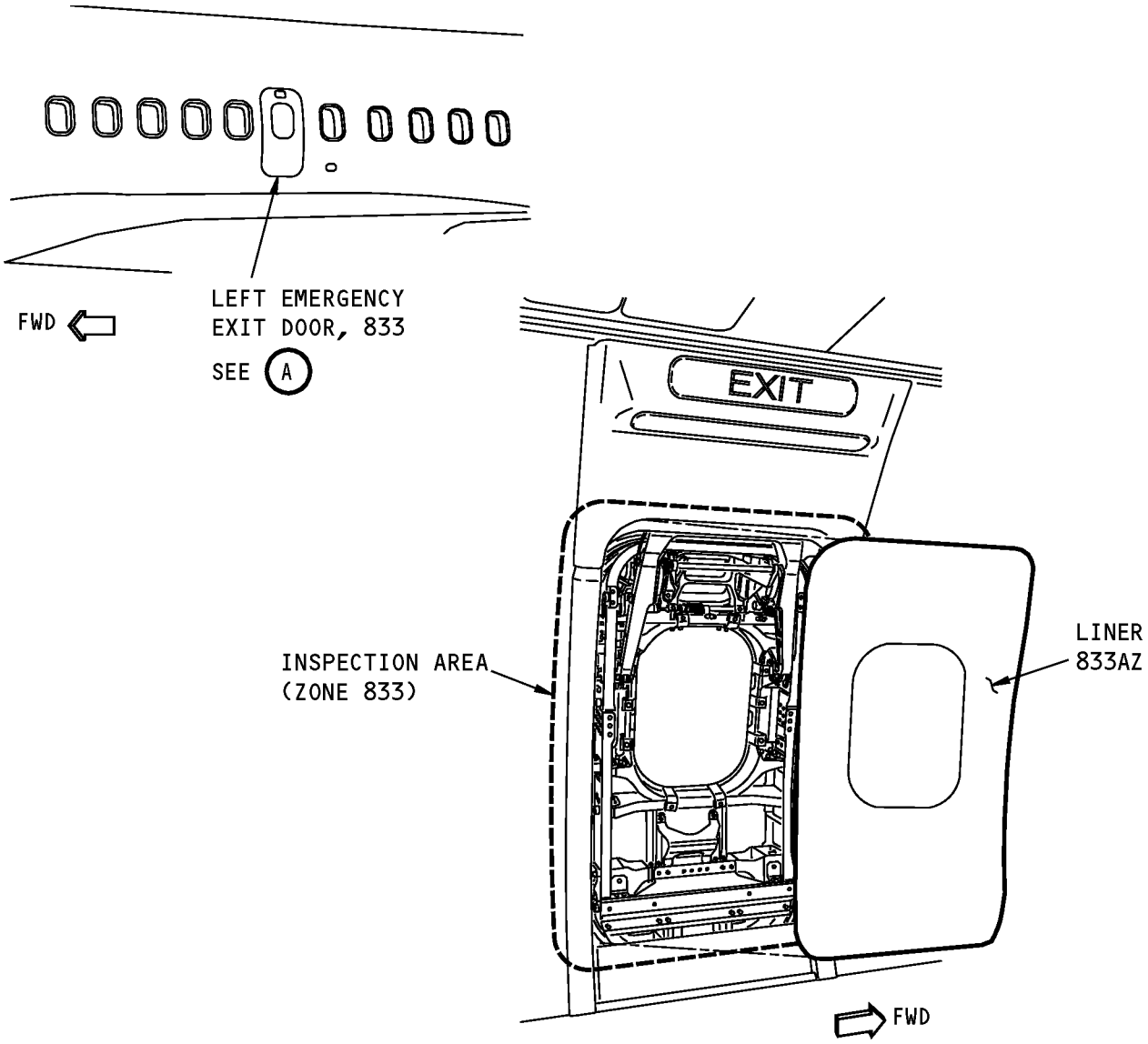
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-011

(1) Do the zonal inspection.

——————— END OF TASK ———————



LEFT EMERGENCY EXIT DOOR
(DOOR IN THE CLOSED POSITION
WITH DOOR LINING REMOVED)
A

737-700
(OTHER MODELS CONFIGURATION IS EQUIVALENT)

MPD ITEM
52-820-01

Left Emergency Exit Door General Visual (Internal)
Figure 211/05-41-08-990-811

TASK 05-41-08-210-812

12. EXTERNAL - ZONAL (GV): AFT PASSENGER DOOR

(Figure 212)

A. General

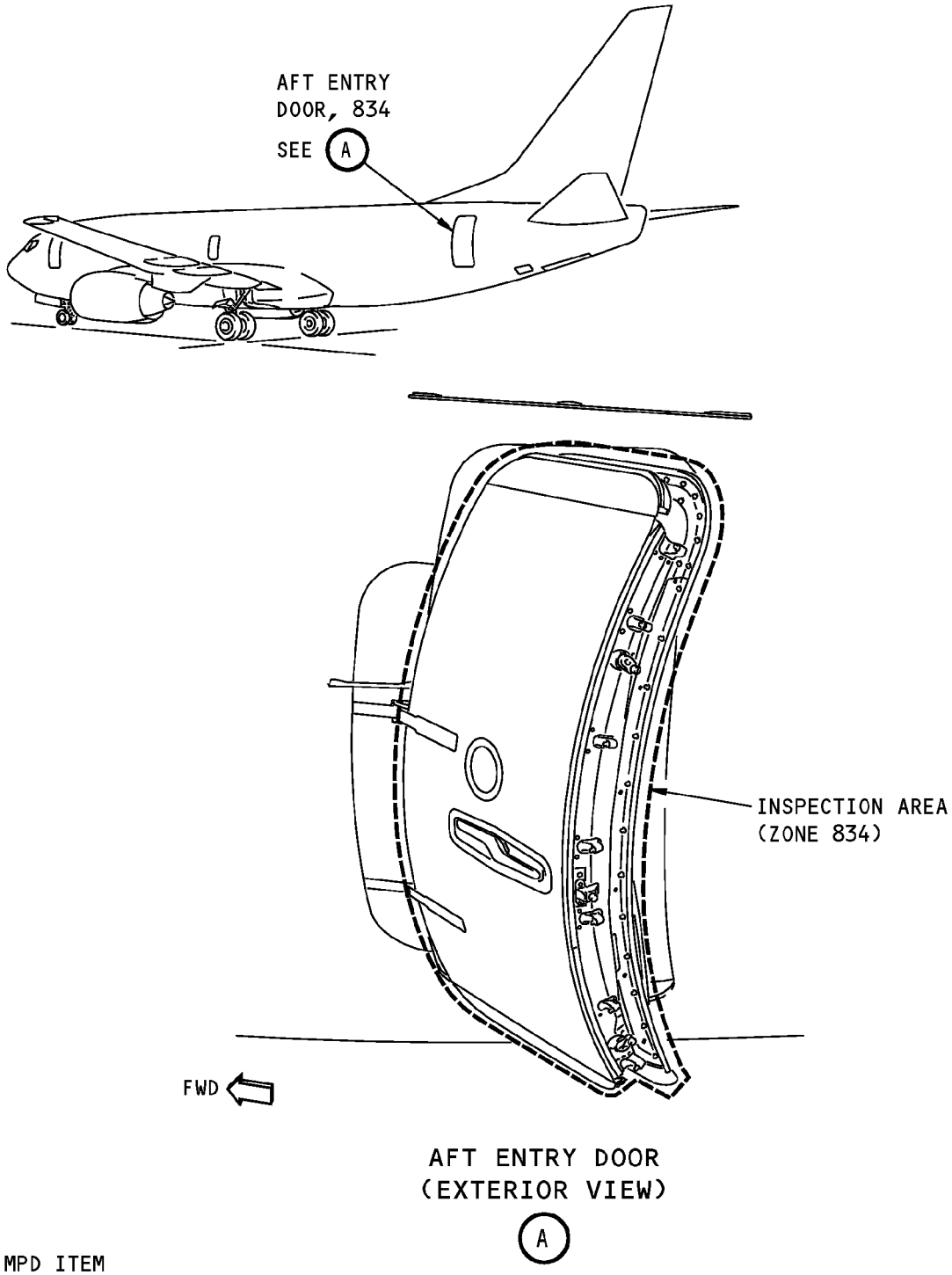
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-012

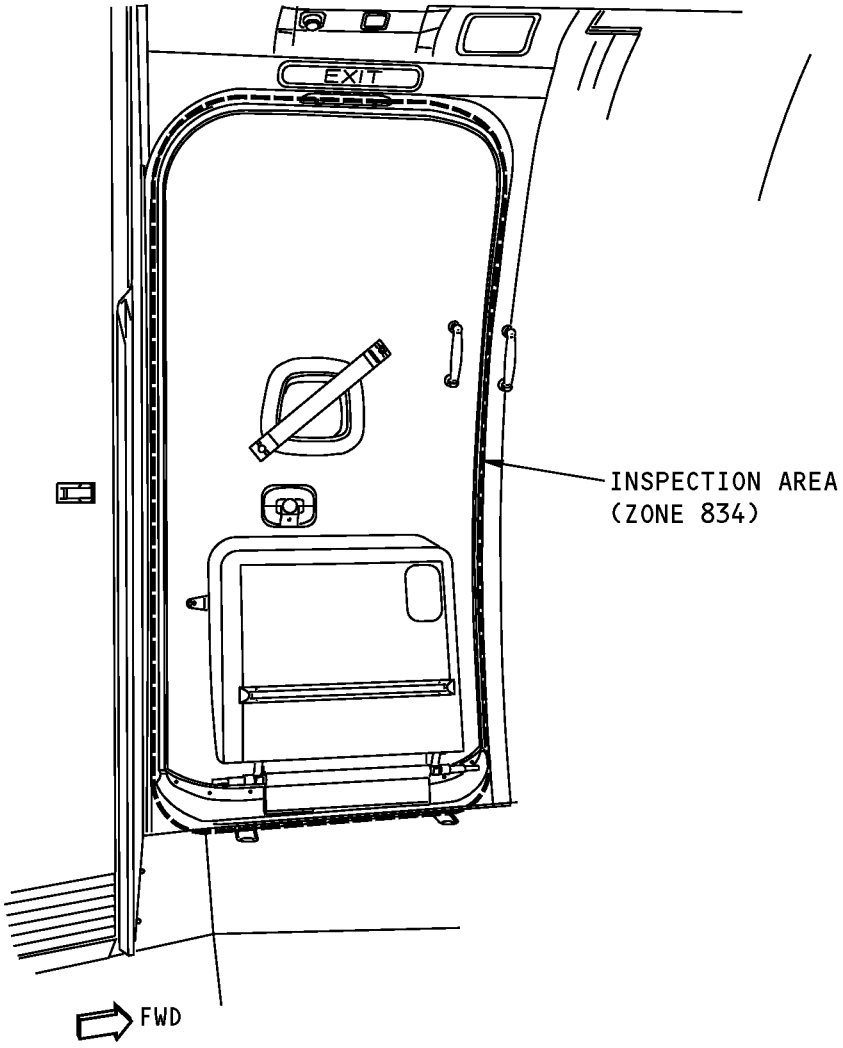
(1) Do the zonal inspection.

END OF TASK



MPD ITEM
52-822-01

Aft Entry Door General Visual (External)
Figure 212 (Sheet 1 of 2)/05-41-08-990-812



MPD ITEM
52-822-01

Aft Entry Door General Visual (External)
Figure 212 (Sheet 2 of 2)/05-41-08-990-812

TASK 05-41-08-210-813

13. INTERNAL - ZONAL (GV): AFT PASSENGER DOOR

(Figure 213)

A. General

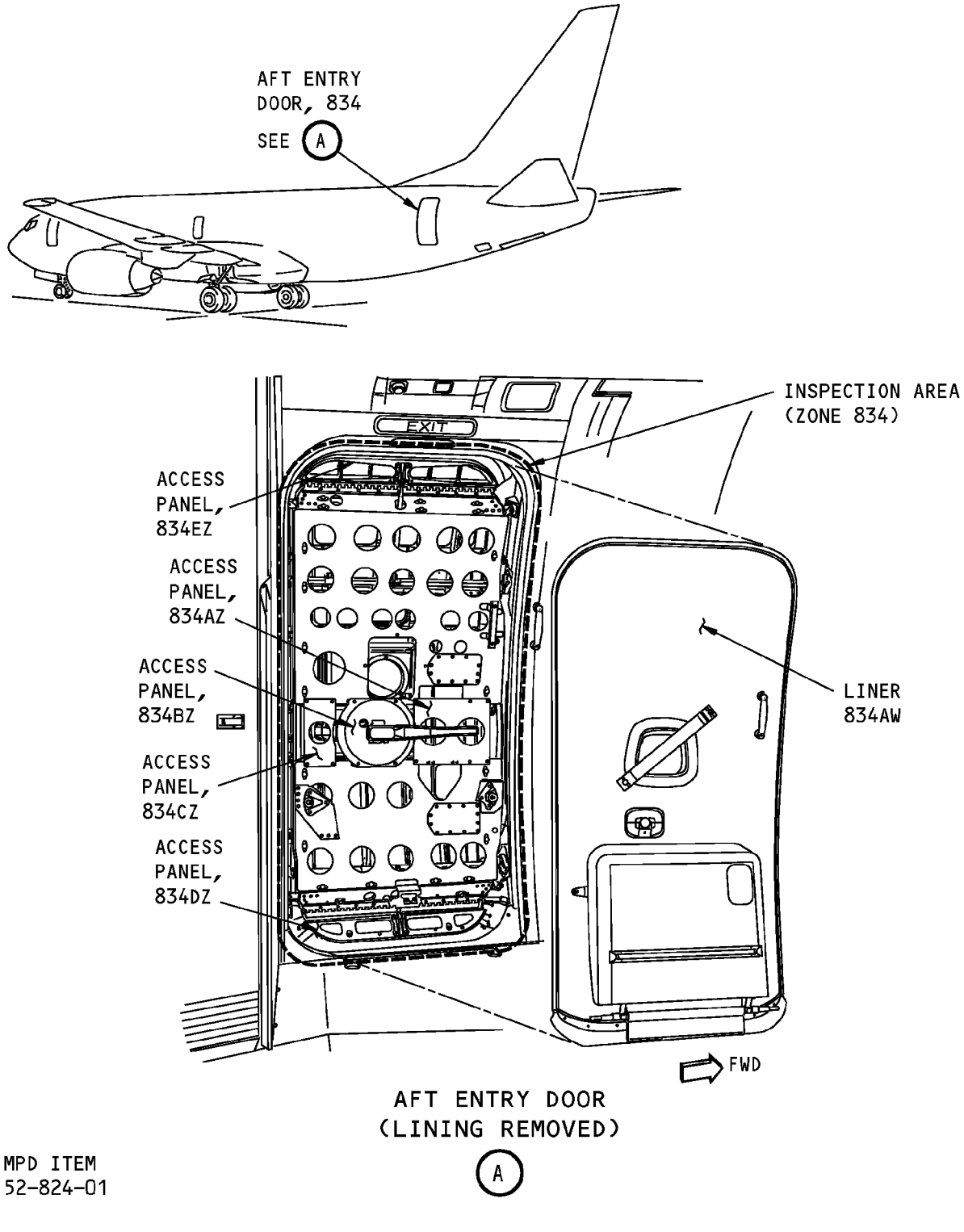
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-013

(1) Do the zonal inspection.

END OF TASK



Aft Entry Door General Visual (Internal)
Figure 213/05-41-08-990-813

TASK 05-41-08-210-816

14. EXTERNAL - ZONAL (GV): FORWARD GALLEY SERVICE DOOR

(Figure 214)

A. General

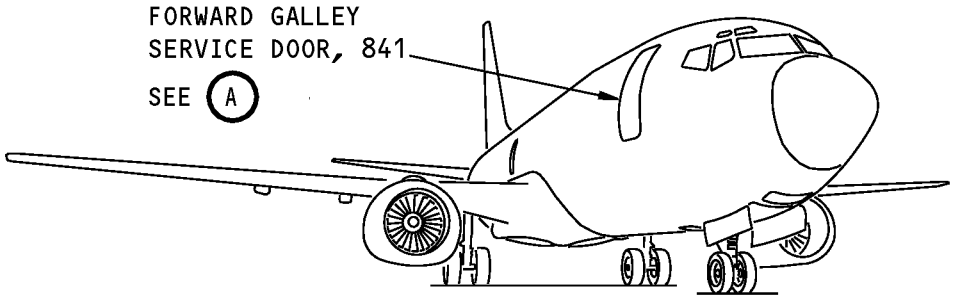
(1) This procedure is a scheduled maintenance task.

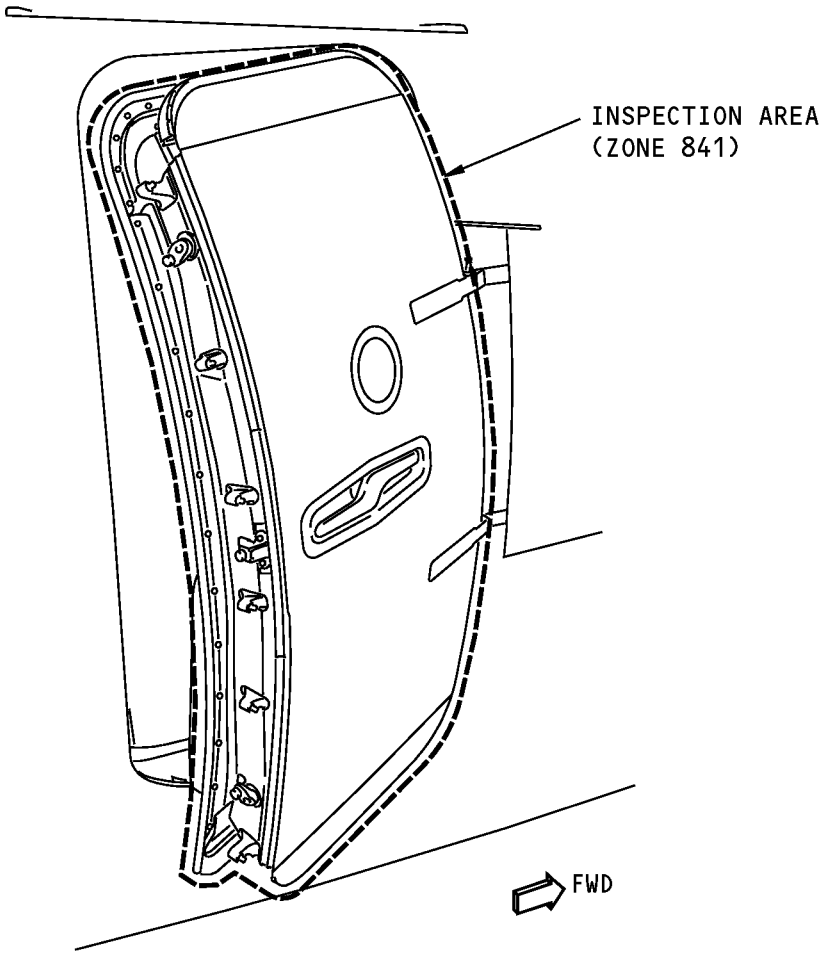
B. Zonal Inspection

SUBTASK 05-41-08-210-016

(1) Do the zonal inspection.

END OF TASK



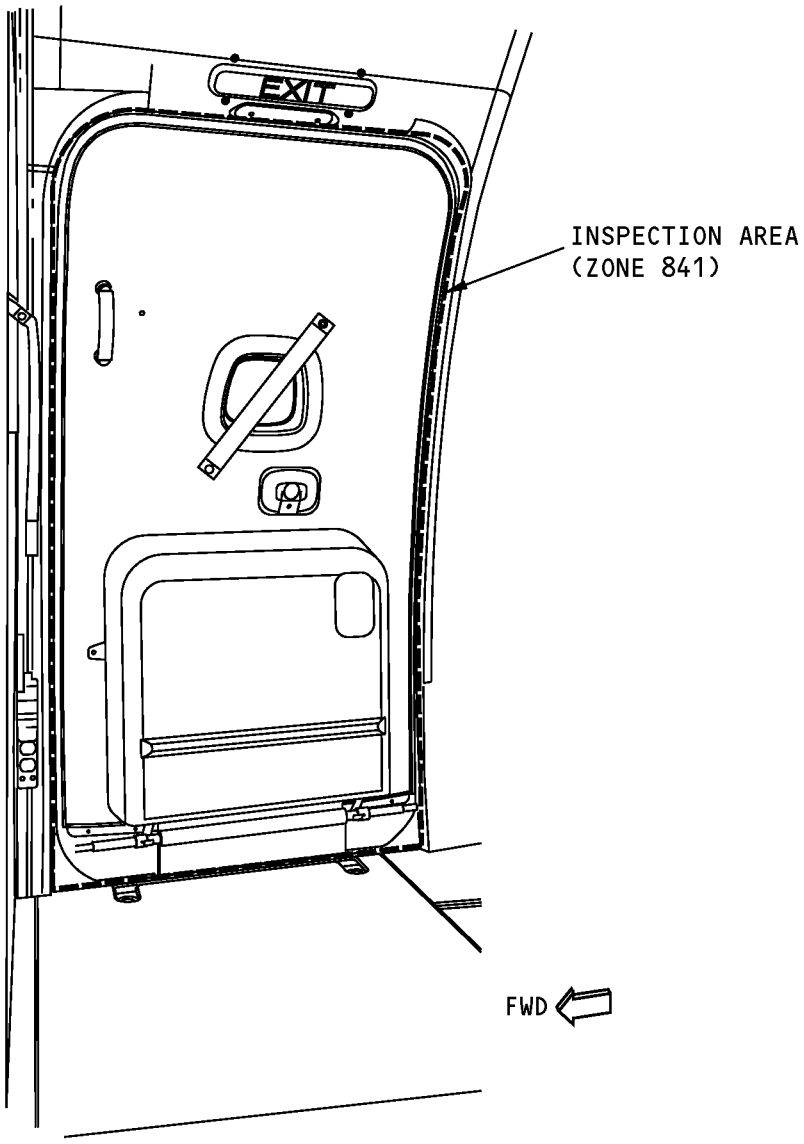


FORWARD GALLEY SERVICE DOOR
(EXTERIOR VIEW)

A

MPD ITEM
52-826-02

Forward Galley Service Door General Visual (External)
Figure 214 (Sheet 1 of 2)/05-41-08-990-814



FORWARD GALLEY SERVICE DOOR
(INTERIOR VIEW)

MPD ITEM
52-826-02

A

Forward Galley Service Door General Visual (External)
Figure 214 (Sheet 2 of 2)/05-41-08-990-814

TASK 05-41-08-210-817

15. INTERNAL - ZONAL (GV): FORWARD GALLEY SERVICE DOOR

(Figure 215)

A. General

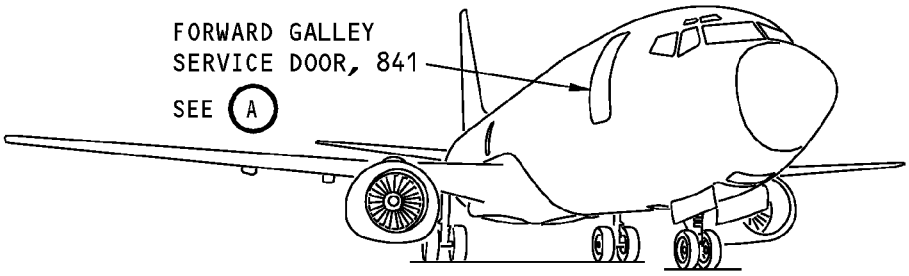
(1) This procedure is a scheduled maintenance task.

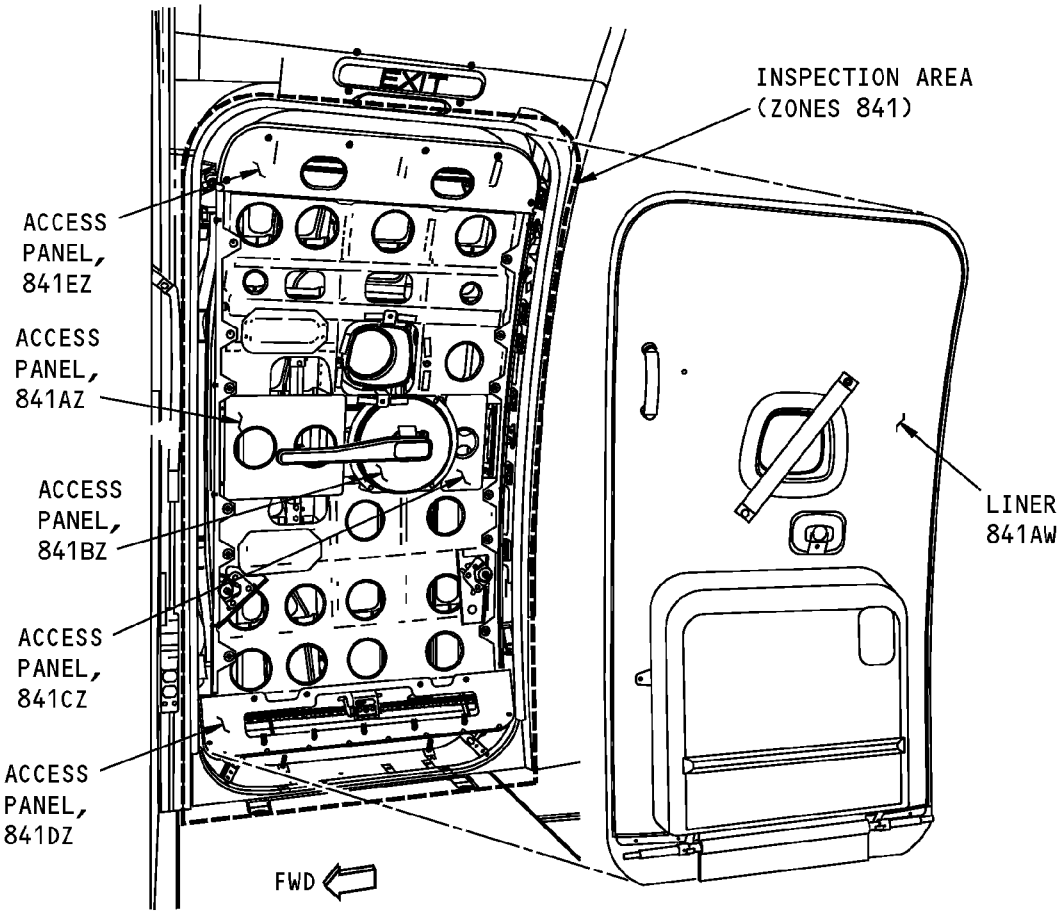
B. Zonal Inspection

SUBTASK 05-41-08-210-017

(1) Do the zonal inspection.

——————— END OF TASK ———————





FORWARD GALLEY SERVICE DOOR
(LINING REMOVED)

A

MPD ITEM
52-828-02

Forward Galley Service Door General Visual (Internal)
Figure 215/05-41-08-990-815

HAP 001-013, 015-026, 028-054

TASK 05-41-08-210-818

16. EXTERNAL - ZONAL (GV): AUTOMATIC OVERWING EXIT

(Figure 216)

A. General

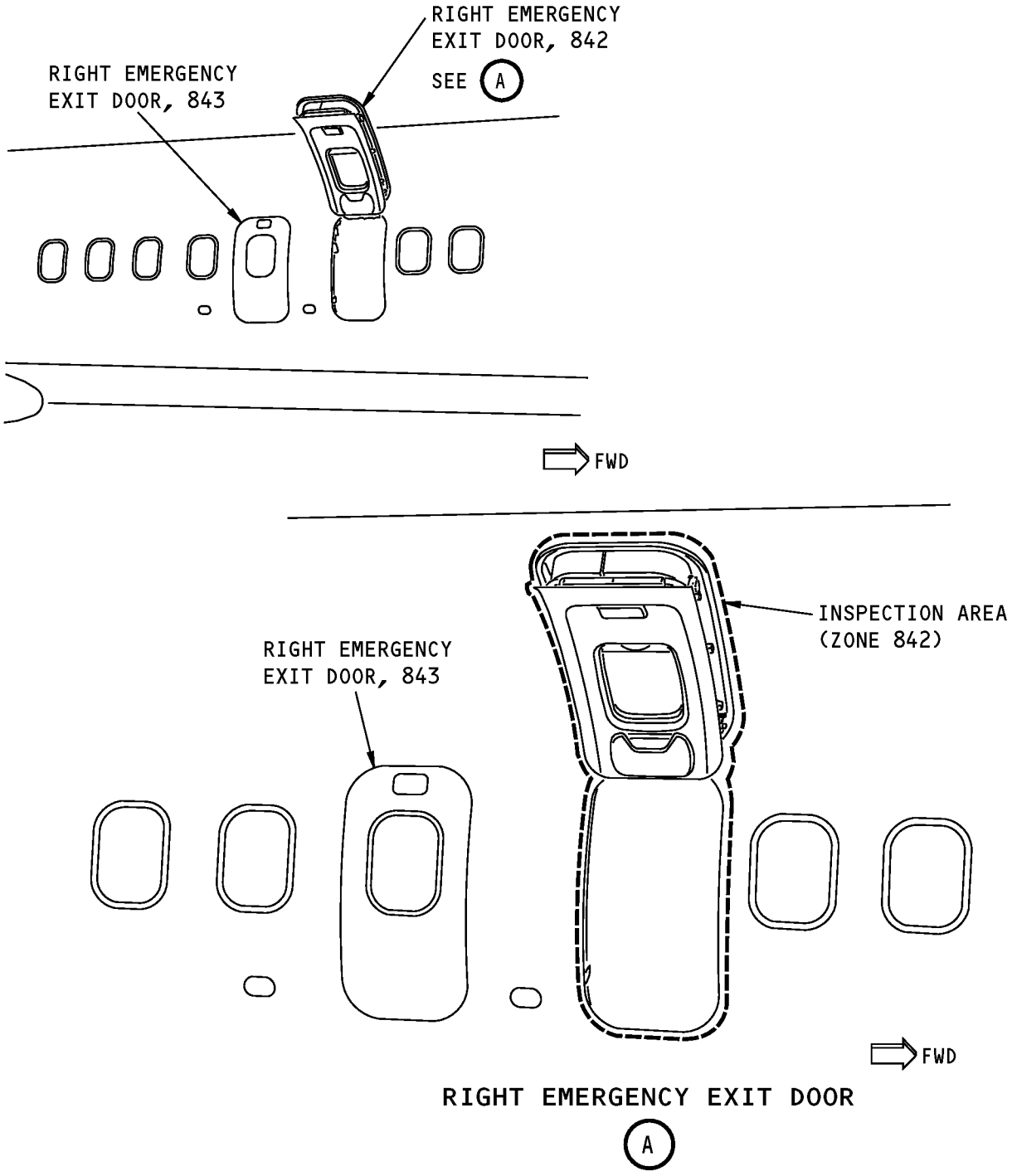
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-018

(1) Do the zonal inspection.

———————— END OF TASK ————————



737-800
(737-900 CONFIGURATION IS EQUIVALENT)

MPD ITEM
52-830-02

Right Emergency Exit Door General Visual (External)
Figure 216/05-41-08-990-816

TASK 05-41-08-210-819

17. INTERNAL - ZONAL (GV): AUTOMATIC OVERWING EXIT

(Figure 217)

A. General

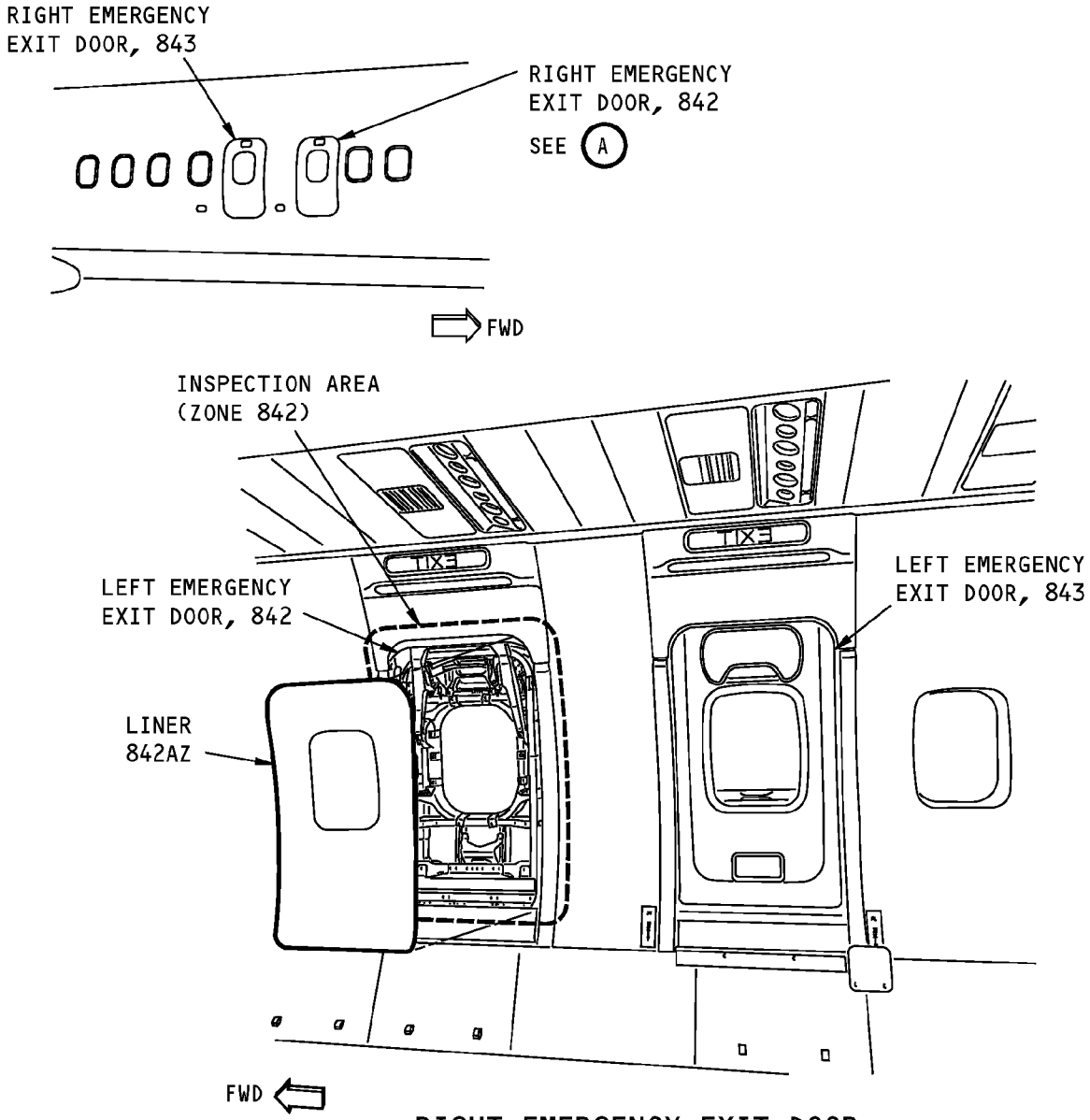
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-019

(1) Do the zonal inspection.

———————— END OF TASK ————————



MPD ITEM
52-832-02

Right Emergency Exit Door General Visual (Internal)
Figure 217/05-41-08-990-817

TASK 05-41-08-210-820

18. EXTERNAL - ZONAL (GV): AUTOMATIC OVERWING EXIT

(Figure 218)

A. General

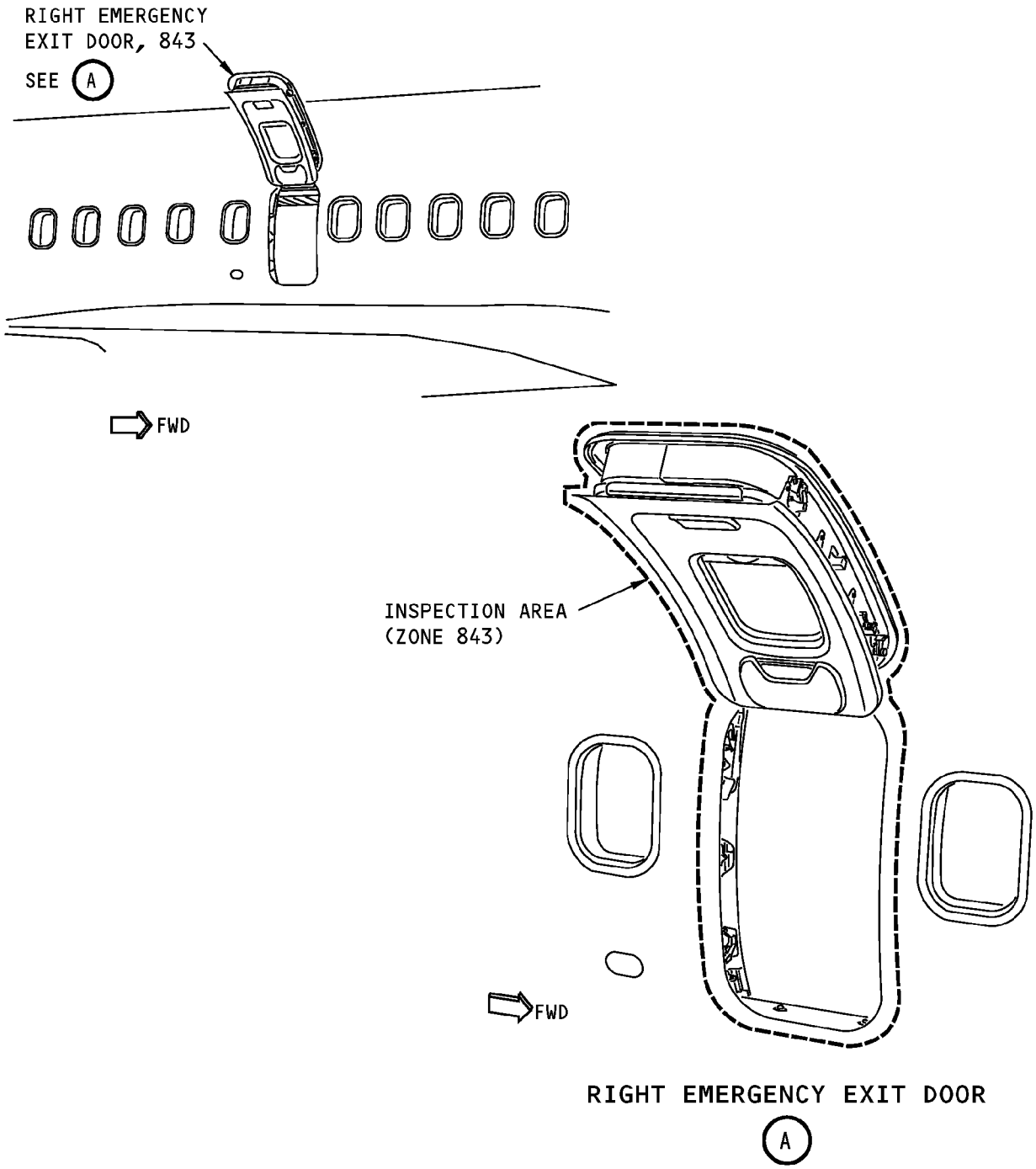
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-020

(1) Do the zonal inspection.

END OF TASK



Right Emergency Exit Door General Visual (External)
Figure 218/05-41-08-990-818

TASK 05-41-08-210-821

19. INTERNAL - ZONAL (GV): AUTOMATIC OVERWING EXIT

(Figure 219)

A. General

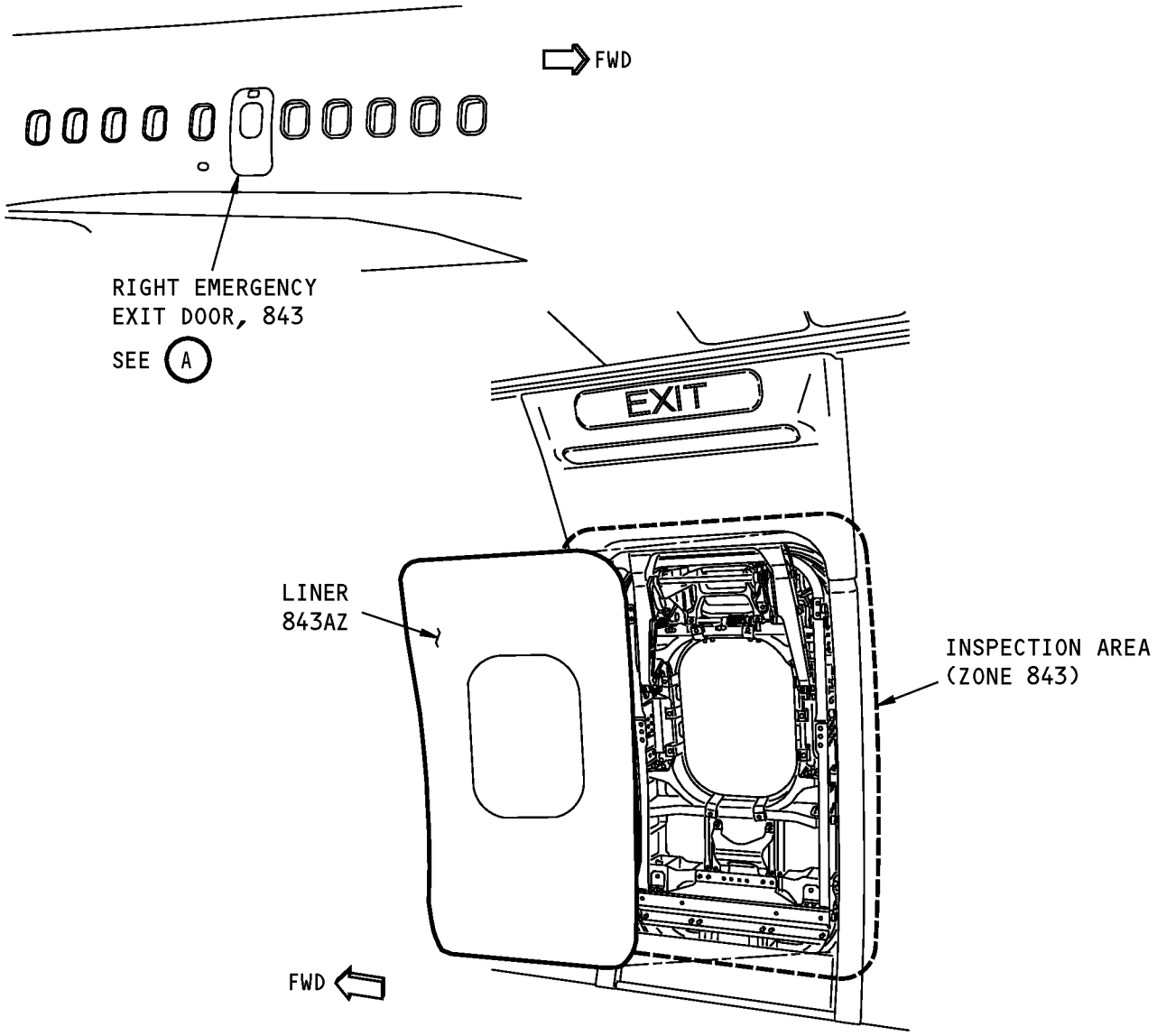
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-021

(1) Do the zonal inspection.

——————— END OF TASK ———————



RIGHT EMERGENCY EXIT DOOR
(DOOR IN THE CLOSED POSITION
WITH DOOR LINING REMOVED)

A

737-700
(OTHER MODELS CONFIGURATION IS EQUIVALENT)

MPD ITEM
52-836-02

Right Emergency Exit Door General Visual (Internal)
Figure 219/05-41-08-990-819

TASK 05-41-08-210-822

20. EXTERNAL - ZONAL (GV): AFT GALLEY SERVICE DOOR

(Figure 220)

A. General

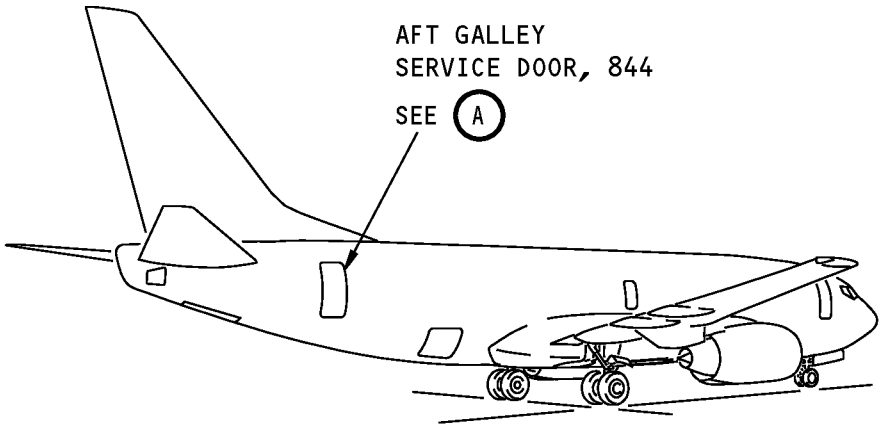
(1) This procedure is a scheduled maintenance task.

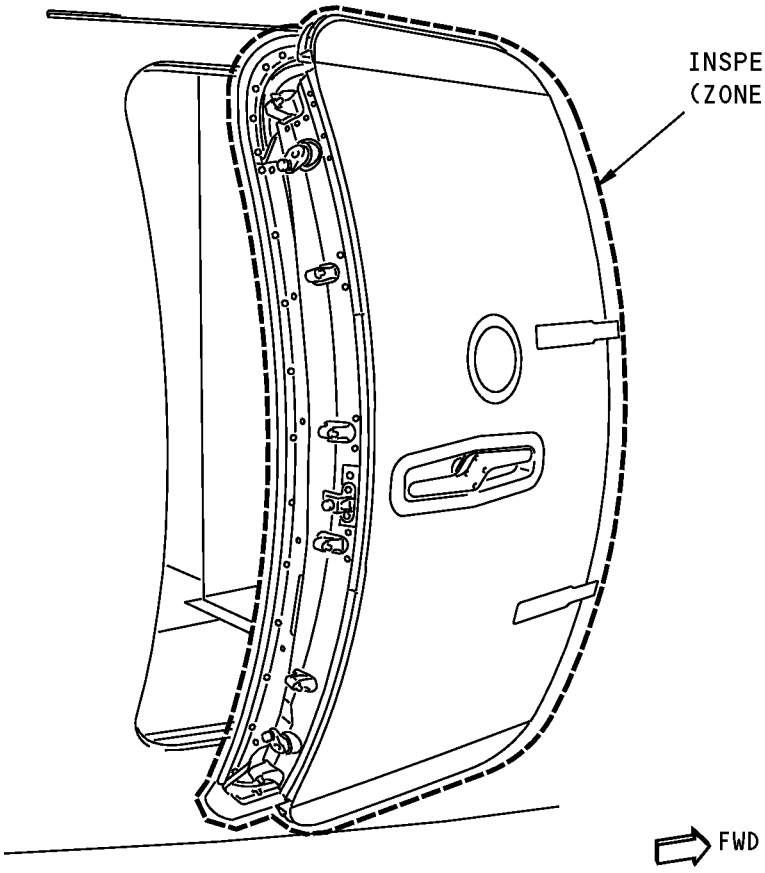
B. Zonal Inspection

SUBTASK 05-41-08-210-022

(1) Do the zonal inspection.

——————— END OF TASK ———————



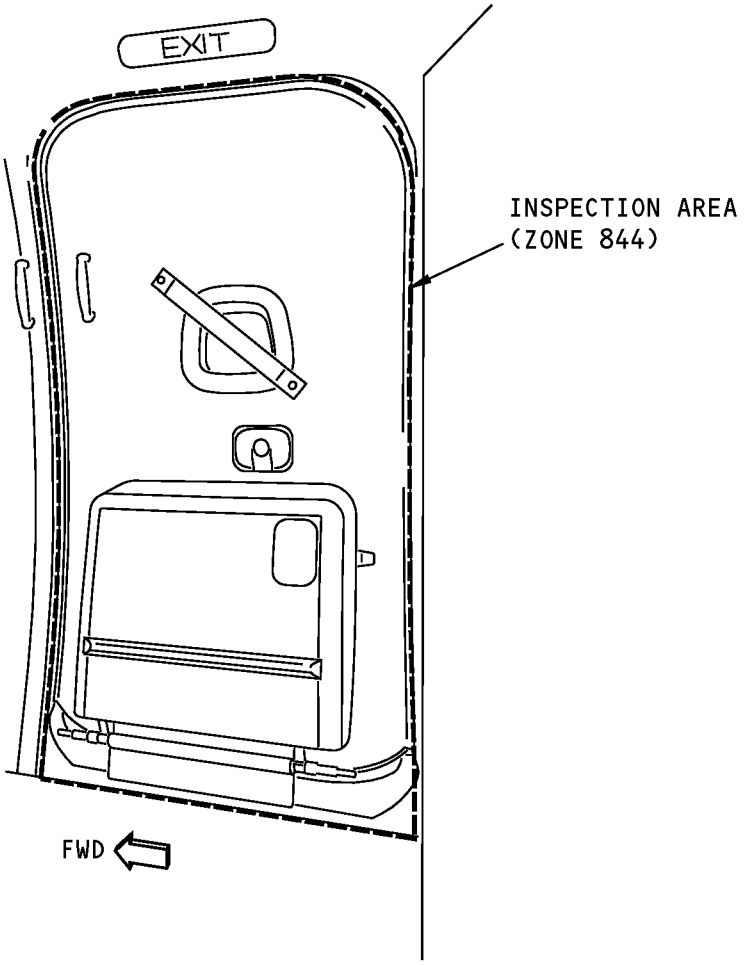


AFT GALLEY SERVICE DOOR
(EXTERIOR VIEW)

A

MPD ITEM
52-838-02

Aft Galley Service Door General Visual (External)
Figure 220 (Sheet 1 of 2)/05-41-08-990-820



AFT GALLEY SERVICE DOOR
(INTERIOR VIEW)

A

MPD ITEM
52-838-02

Aft Galley Service Door General Visual (External)
Figure 220 (Sheet 2 of 2)/05-41-08-990-820

TASK 05-41-08-210-823

21. INTERNAL - ZONAL (GV): AFT GALLEY SERVICE DOOR

(Figure 221)

A. General

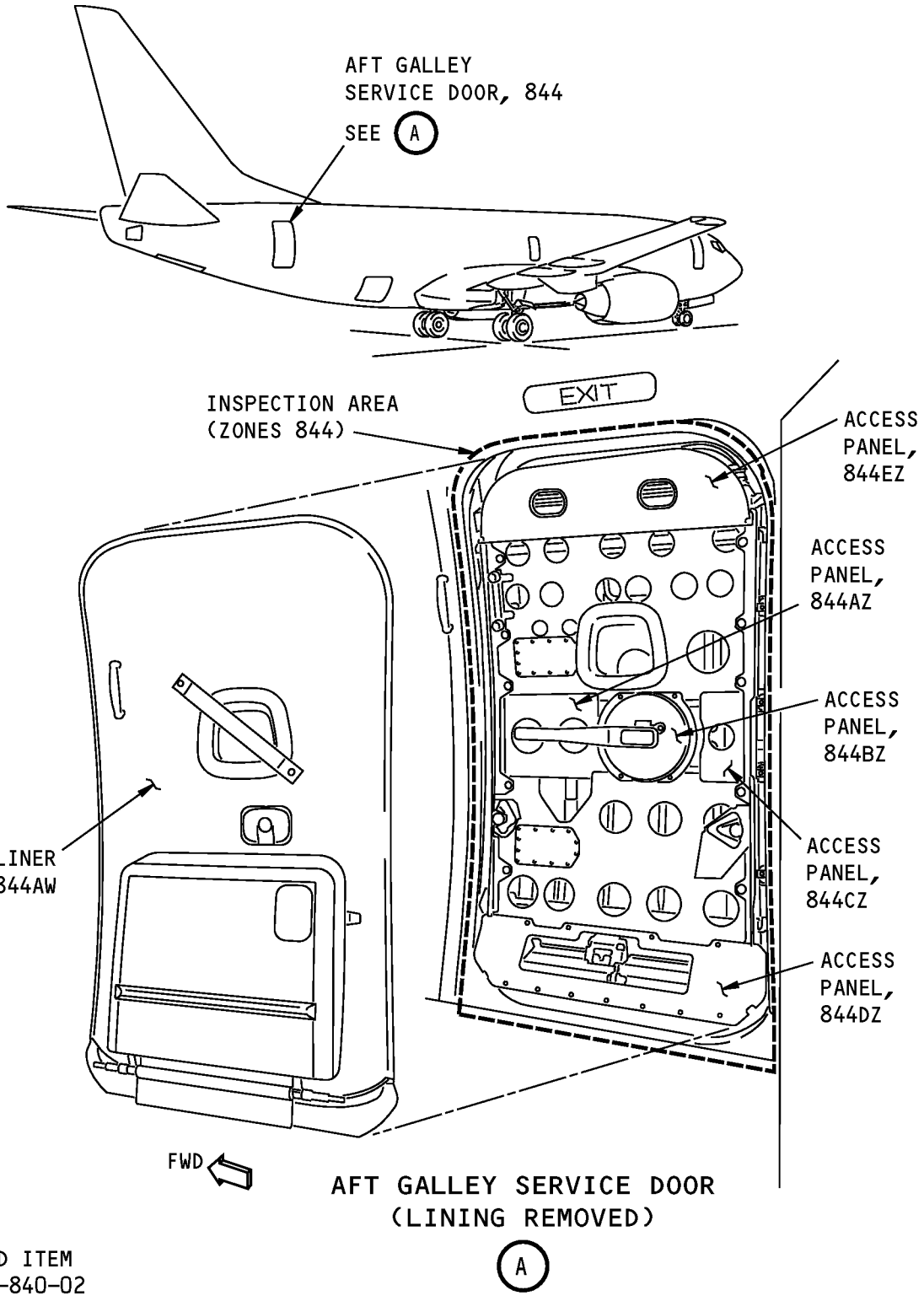
(1) This procedure is a scheduled maintenance task.

B. Zonal Inspection

SUBTASK 05-41-08-210-023

(1) Do the zonal inspection.

END OF TASK



Aft Galley Service Door General Visual (Internal)
Figure 221/05-41-08-990-821

HARD LANDING OR HIGH DRAG/SIDE LOAD LANDING - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. The Inspection

(1) This inspection is divided into two phases (Phase I and Phase II).

(2) The Phase I inspection is applicable when a Hard Landing or a High Drag/Side Load Landing occurs.

(a) If the inspection during Phase I does not show that damage has occurred, no more inspections are necessary.

(b) If the Phase I inspection shows that damage has occurred, the Phase II inspection must be done.

B. Hard Landing

(1) The hard landing procedure is for hard landings at any landing weight.

(a) If the landing is also overweight, the Overweight Landing Conditional Inspection, plus the Hard Landing Conditional Inspection, must be done as defined in the respective procedures. If damage is found in the Phase I Conditional Inspection of either procedure, then both Hard Landing and Overweight landing Conditional Inspection Phase II inspections must be done.

NOTE: For a hard landing that is overweight, the peak recorded vertical acceleration can be significantly less than the G-level thresholds provided for landings at or below the design landing weight.

NOTE: When both the Hard landing Conditional Inspection, and the Overweight Landing Conditional Inspections, as defined above, must be done, it is not necessary to do duplicative tasks twice, such as: Landing gear, nacelle struts, fuselage, wing LE fairings, horizontal stab, cargo area, engine inspection, flight controls. etc.

(2) The pilot must make a decision if a structural examination is necessary.

(a) If a structural examination is necessary, do the procedure "Phase I Inspection" in this section.

(b) For landing at or below maximum design landing weight on airplanes with flight data recording systems capable of at least eight (8) samples per second, the following can be used: An indication of a hard landing on the main landing gear is a peak recorded vertical acceleration that exceeds 2.1 G (incremental 1.1 G). This vertical accelerometer data must be measured by the flight data recorder accelerometer at a data sampling rate of at least eight (8) samples per second. This vertical acceleration G-level threshold is valid for a conventional landing with impact with no more than two (2) degrees of airplane roll, main landing gear touchdown first and normal rotation onto the nose gear. For a hard landing that is a hard nose landing or is accompanied by more than two (2) degrees of roll at the time of main landing gear impact, the recorded peak acceleration can be significantly less than the 2.1 G, but a hard landing inspection may still be necessary.

(c) For a landing at or below maximum design landing weight on airplanes with flight data recording systems capable of at least sixteen (16) samples per second, the following can be used: An indication of a hard landing on the main landing gear is a peak recorded vertical acceleration that exceeds 2.2 G (incremental 1.2 G). This vertical accelerometer data must be measured by the flight data recorder accelerometer at a data sampling rate of at least sixteen (16) samples per second. This vertical acceleration G-level threshold is valid for a conventional landing with impact with no more than two (2) degrees of airplane roll, main landing gear touchdown first and normal rotation onto the nose gear. For a hard landing that is a hard nose landing or is accompanied by more than two (2) degrees of roll at the time of main landing gear impact, the recorded peak acceleration can be significantly less than the 2.1 G, but a hard landing inspection may still be necessary.

C. High Drag/Side Load Landing

(1) A high drag/side load landing occurs if the airplane makes a landing with one or more of the conditions that follow:

(a) The airplane skids or overruns from the prepared surface onto an unprepared surface.

(b) The airplane lands short of the prepared surface.

(c) The airplane makes a landing which involves the blowing of two or more tires.

1) If the only inspection trigger that occurred was the blowing of two or more tires, then the blown tires do not count as ''damage'' for the purposes of determining if a Phase II inspection is necessary. In this case, if the Phase I inspection reveals no other damage beyond blown tires and damaged wheels or brakes, then the aircraft can be returned to service without having to complete a Phase II inspection.

(d) The airplane skids on the runway such that damage of the airplane is suspected.

D. When the conditional inspection tells you to "examine" a component, look for these conditions (replace or repair components, if it is necessary).

(1) Cracks

(2) Pulled apart structure

(3) Loose paint (paint flakes)

(4) Twisted parts (distortion)

(5) Bent components

(6) Fasteners holes that become larger or longer

(7) Loose fasteners

(8) Fasteners that have pulled out or are gone

(9) Delaminations

(10) Misalignment

(11) Interference

(12) Other signs of damage.

TASK 05-51-01-210-801

2. Phase I Inspection

A. References

Reference	Title
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)

(Continued)

Reference	Title
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-480-801	Leading Edge Flap and Slat Locks Installation (P/B 201)
SRM 51-10-03	Structural Repair Manual

B. Location Zones

Zone	Area
100	Lower Half of Fuselage
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors

C. Main Landing Gear Areas

SUBTASK 05-51-01-210-001

(1) Examine the main landing gear areas as follows:

(a) The tires

(b) The wheels

(c) The shock strut of the main gear for fluid leakage

(d) The doors and linkage of the main gear strut

(e) The top end of the shock strut for cracks and bolt distortion

(f) The landing gear beam.

D. Nose Landing Gear Area

SUBTASK 05-51-01-210-002

(1) Examine the nose landing gear areas that follow:

(a) The tires

(b) The wheels

(c) The nose wheel well.

1) Make sure all of the fasteners are installed in the correct positions.

2) Make sure there are no loose fasteners in the web of the nose wheel well near the trunnion support.

3) Examine the upper and lower ends of the shock strut of the nose gear for fluid leakage.

4) Examine the outer cylinder of the nose landing gear.

5) Examine the doors, hinges and retraction mechanism of the nose landing gear.

E. Fuselage Areas

SUBTASK 05-51-01-040-001

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAP ACTUATION SYSTEMS. FLAP ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-51-01-040-002

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE FLAPS AND SLAT ACTUATION SYSTEMS. FLAPS AND SLATS ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-51-01-210-003

(3) Examine the fuselage areas that follow:

(a) Examine the upper and lower fuselage skin panels forward and aft of the wing.

NOTE: Permanent wrinkles frequently occur on the lower side of the fuselage skins aft of STA 727.

(b) If you found wrinkles on the skin panels and you did not know they were there before, make an internal inspection.

NOTE: If the wrinkles were there before, make a careful inspection of the wrinkles for cracks.

(c) Examine the keel beam chords, stiffeners, webs and splices at station 663 thru 727A.

SUBTASK 05-51-01-200-001

(4) Examine the external fuselage skin at BS 1016 and the aft side of the pressure bulkhead for signs of buckling, deformation or damage.

(a) Do a detailed visual inspection of the exterior fuselage skin 10 inches (25.4 cm) forward and aft of the BS 1016 skin butt joint between stringers S-10L and S-10R.

NOTE: Gain access to the exterior of the fuselage skin at BS 1016 under the vertical stabilizer fairing, 323AL and 323AR.

(b) Do a detailed visual inspection of the entire aft side of the BS 1016 aft pressure bulkhead. Give particular attention to the upper bulkhead structure between skin stringers S-10L and S-10R.

NOTE: Access to the interior unpressurized aft pressure bulkhead area is through the aft access hatch, 311BL.

SUBTASK 05-51-01-210-012

(5) Perform a general visual examination of the areas around the probes and static ports.

(a) If obvious visual damage is found, then perform an RVSM check using this task: SRM 51-10-03

F. Wing Areas

SUBTASK 05-51-01-210-004

(1) Examine the wing areas that follow:

WARNING: DO NOT ENTER THE WING LEADING EDGE AND TRAILING EDGE AREAS BEFORE YOU INSTALL SAFETY LOCKS. THIS WILL PREVENT INJURY TO PERSONS FROM ACCIDENTAL FLAP/SLAT OPERATION.

(a) Install the leading edge flaps and slat locks.

1) Do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801.

(b) The strut-to-wing fairing panels on the upper and lower nacelle.

(c) Examine the wing leading edge fairing for displacement and other signs of damage.

G. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-01-410-001

(1) Install the components you removed if they are serviceable, or install replacement parts.

SUBTASK 05-51-01-080-001

(2) Remove the leading edge flaps and slat locks.

(a) Do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801.

SUBTASK 05-51-01-440-001

(3) Do the activation procedure for the trailing edge flap system.

(a) Do this task: Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801.

SUBTASK 05-51-01-440-002

(4) Do the activation procedure for the leading edge flap and slat system.

(a) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

H. Cabin Inspections

SUBTASK 05-51-01-210-010

(1) Do the following cabin inspections that follow to find possible damage:

(a) Do a visual inspection of all ceiling panels for dislodging and evidence due to impact damage.

(b) Do a visual inspection of all ceiling overhead bins for evidence of looseness and impact damage.

(c) Do a detailed visual inspection of all ceiling panels equipped with video monitors.

1) Inspect latches, stops, potting inserts and all fasteners.

(d) Continue the Cabin Inspection in the Phase II inspection if any cabin damage was found in the above Cabin Inspections including the ceiling panels, central overhead bins, or the video monitors. If no damage was found, no further cabin inspection is required and it is not necessary to continue the cabin inspection in Phase II.

——————— END OF TASK ———————

TASK 05-51-01-210-802

3. Phase II Inspection

A. References

Reference	Title
07-11-01-580-815	Lift the Airplane with the Jacks (P/B 201)
12-15-31-610-801	Main Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-802	Nose Landing Gear Shock Strut Servicing (P/B 301)
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-080-801	Leading Edge Flap and Slat Locks Removal (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-480-801	Leading Edge Flap and Slat Locks Installation (P/B 201)
32-00-10-211-801	Landing Gear Inner Cylinder Chrome Inspection (P/B 601)
32-11-21-960-801	Replace the Active Seals with the Spare Seals (P/B 801)
32-21-00-200-801	Nose Landing Gear Inspection (P/B 601)
32-21-00-700-801	Nose Landing Gear Torsional Freeplay Inspection (P/B 601)

(Continued)

Reference	Title
32-32-00-710-801	Main Landing Gear Operational Test (P/B 501)
32-33-00-710-801	Operational Test for the Nose Landing Gear (P/B 501)
32-34-00-730-801	Main Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
32-35-00-730-801	Nose Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
32-51-00-700-801	Nose Wheel Steering System Test (P/B 501)
71-00-00-200-803-F00	Inspection Of The Engine After A Hard Landing (More Than The Limits) (P/B 601)

B. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors

C. Landing gear

SUBTASK 05-51-01-580-001

(1) Do the landing gear checks that follow to make sure the landing gear operates correctly.

(a) Do this task: Lift the Airplane with the Jacks, TASK 07-11-01-580-815.

(b) Retract and then extend the main landing gear with the normal system to make sure they operate correctly.

1) Do this task: Main Landing Gear Operational Test, TASK 32-32-00-710-801.

(c) Retract and then extend the nose landing gear with the normal system to make sure it operates correctly.

1) Do this task: Operational Test for the Nose Landing Gear, TASK 32-33-00-710-801.

(d) Retract and then extend the main landing gear with the manual system to make sure they operate correctly.

1) Do this task: Main Gear Manual Extension System Test - Airplane on Jacks, TASK 32-34-00-730-801.

(e) Retract and then extend the nose landing gear with the manual system to make sure it operates correctly.

1) Do this task: Nose Gear Manual Extension System Test - Airplane on Jacks, TASK 32-35-00-730-801.

D. Main Landing Gear Areas

SUBTASK 05-51-01-210-005

(1) Do the steps that follow to examine the main landing gear:

(a) Do these steps if you remove a wheel because of a blown tire:

1) Examine the brake assemblies for damage.

2) Examine the wheel bearings for roughness.

(b) Examine the trunnion fitting area of the outer cylinder.

(c) Examine the torsion links.

(d) Examine the link assemblies of the drag brace.

(e) Examine the outer and inner cylinder lugs.

(f) Examine the main gear torsion links.

(g) Examine the drag and side strut linkage.

(h) Examine the walking beam fitting and the aft trunnion support fitting on the shock strut for cracks.

(i) Examine the actuator walking beam and linkage fittings.

(j) Examine the forward trunnion attachment to the rear spar and fuse pins.

(k) Examine the shock strut of the main landing gear for the correct fluid level. Do this task: Main Landing Gear Shock Strut Fluid Check, TASK 12-15-31-610-801.

1) If the fluid level is low; do these steps:

a) Do this task: Replace the Active Seals with the Spare Seals, TASK 32-11-21-960-801.

b) Remove the inner cylinder and examine it for distortion or cracks. Do this task: Landing Gear Inner Cylinder Chrome Inspection, TASK 32-00-10-211-801.

c) Examine the orifice support tube, while it is on the airplane, for cracks.

(l) Examine the wheel well of the main landing gear for fuel or other fluid leaks.

E. Nose Landing Gear Areas

SUBTASK 05-51-01-210-006

(1) Examine the nose landing gear areas that follow:

(a) Do this task: Nose Landing Gear Inspection, TASK 32-21-00-200-801.

(b) Do this task: Nose Landing Gear Torsional Freeplay Inspection, TASK 32-21-00-700-801.

(c) Examine the shock strut of the nose landing gear for fluid leakage.

(d) Examine the shock strut of the nose landing gear to make sure the pressure is satisfactory.

1) Do this task: Nose Landing Gear Shock Strut Servicing, TASK 12-15-41-610-802.

(e) If there is damage to the nose landing gear or if there was too much force on the nose landing gear in a hard landing, do these steps:

1) Remove the inner cylinder and examine it for distortion and cracks.

2) Examine the orifice support tube, while it is on the airplane, for distortion and cracks.

(f) Examine the wheel well of the nose landing gear for buckling and other damage.

1) Make sure there are no loose fasteners in the web of the nose wheel well near the trunnion support fittings.

2) Look for fuel or other fluid leaks.

(g) Do a check of the rigging of the steering mechanism.

1) Do this task: Nose Wheel Steering System Test, TASK 32-51-00-700-801.

F. Fuselage Areas

SUBTASK 05-51-01-040-003

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAP ACTUATION SYSTEMS. FLAP ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-51-01-040-004

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE FLAPS AND SLAT ACTUATION SYSTEMS. FLAPS AND SLATS ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-51-01-210-007

(3) Examine the fuselage areas that follow:

(a) Examine the lower fuselage structure.

NOTE: Make sure you examine the area below the body crease and from station 727 to 100 inches (254 cm) aft.

(b) Examine the wing-to-fuselage joints at stations 540 and 664.

(c) Examine the upper fuselage structure at station 540, 664 and 727.

(d) Examine the bulkheads at body stations 294.5 and 360 and the fuselage structure immediately outboard of the nose wheel well.

NOTE: You can examine the forward side if you use the access holes in the sidewalls of the nose wheel well. You can examine the aft side of the bulkhead at station 294.5 from the electronics compartment.

(e) Examine the keel beam chords, stiffeners, webs and splices at station 540 thru 727A.

(f) Examine the external surface of the fuselage for fuel or other fluid leaks.

(g) Remove the upper wing-to-body fairing forward of the aft fairing.

(h) Examine the trunnion support fitting at body station 706 for the main landing gear for cracks and bolt distortion.

(i) If you found wrinkles on the skin panels and you did not know they were there before, make an internal inspection.

NOTE: Permanent wrinkles frequently occur on the lowerside of the fuselage skin aft of STA 727. If the wrinkles were there before, make a careful inspection of the wrinkles for cracks.

(j) Examine at BS 1016 the upper center web installation on the forward side of the pressure bulkhead for any damage.

NOTE: Gain access to inspect the upper center web installation by removing the galley and lavatories as necessary.

G. Wing Areas

SUBTASK 05-51-01-210-008

(1) Do an inspection of the wing areas that follow:

WARNING: DO NOT ENTER THE WING LEADING EDGE AND TRAILING EDGE AREAS BEFORE YOU INSTALL SAFETY LOCKS. THIS WILL PREVENT INJURY TO PERSONS FROM ACCIDENTAL FLAP/SLAT OPERATION.

(a) Install the leading edge flaps and slat locks.

1) Do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801.

(b) Examine the wings, nacelles, and upper and lower nacelle strut-to-wing fairing for fuel or other fluid leaks.

(c) Examine the wing ribs along the aft side of the rear spar, WBL 92.5 and 114.0 for cracks.

(d) Examine the upper and lower trailing edge panels and the airplane structure for damage.

NOTE: Make sure you examine the area near the main landing gear beam carefully.

(e) Examine the flap areas that follow for sheared rivets and structure damage:

1) The inboard and outboard trailing edge flaps
2) The flap tracks
3) The drive screws
4) The linkages and fairings.

(f) Examine the inboard and outboard spoilers for sheared rivets and structure damage.

(g) Examine the flap track bolts on the outboard trailing edge flap for damage that can occur if the flaps touched the ground.

(h) Examine the flap track bolts on the inboard trailing edge flap for damage that can occur if the flaps touched the ground.

(i) Make sure the flight controls move freely and the cable tension is satisfactory.

H. Cabin Inspections

SUBTASK 05-51-01-210-011

(1) Continue the following inspection if any cabin damage was found in the above Cabin Inspection including the ceiling panels, central overhead bins, or the video monitors. If no damage was found, no further cabin inspection is required and it is not necessary to continue this Cabin Inspection.

(a) If ceiling panels without video monitors are found dislodged or damaged: Check for proper latching and installation. Repair as necessary.

(b) If central overhead stowage bins are found with impact damage or are loose, or if ceiling panels equipped with video monitors are found with broken latches: repair as necessary.

(c) Inspect all tie rods of affected zones for evidence of buckling or rupture. If any defect is found, replace as necessary.

(d) Examine lavatory tie rod attachments for damage consisting of breakage, cracks, and deformation. Inspect the tie rods for evidence of buckling or rupture.

(e) Examine the lavatory floor fittings for damage consisting of breakage, cracks, and deformation.

(f) Examine galley tie rod attachments for damage consisting of breakage, cracks, and deformation. Inspect the tie rods for evidence of buckling or rupture.

(g) Examine the galley floor fittings for damage consisting of breakage, cracks, and deformation.

(h) Examine, closet tie rod attachments for damage consisting of breakage, cracks, and deformation.

(i) Examine the closet floor fittings for damage consisting of breakage, cracks, and deformation.

I. Engine Areas

SUBTASK 05-51-01-210-009

(1) Do the steps that follow to examine the engine areas:

(a) Do an engine inspection after a hard landing.

1) Do this task: Inspection Of The Engine After A Hard Landing (More Than The Limits), TASK 71-00-00-200-803-F00.

(b) Examine the engine nacelle if it touched the ground.

J. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-01-410-002

(1) Install the components you removed if they are serviceable, or install replacement parts.

SUBTASK 05-51-01-080-002

(2) Remove the leading edge flaps and slat locks.

(a) Do this task: Leading Edge Flap and Slat Locks Removal, TASK 27-81-00-080-801.

SUBTASK 05-51-01-440-003

(3) Do the activation procedure for the trailing edge flap system.

(a) Do this task: Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801.

SUBTASK 05-51-01-440-004

(4) Do the activation procedure for the leading edge flap and slat system.

(a) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

——————— END OF TASK ———————

SEVERE OR UNUSUAL TURBULENCE, STALL, BUFFET OR SPEEDS MORE THAN DESIGN LIMITS - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure contains a task that is an inspection of the airplane after one of the following occurs:

(1) Severe turbulence or unusual turbulence

(2) Stall

(3) Buffets

(4) Airspeed more than its design limits.

TASK 05-51-04-210-801

2. Severe or Unusual Turbulence, Stall, Buffet, or Speeds More than the Design Limits Conditional Inspection

A. General

(1) When the conditional inspection tells you to "examine" a component, look for these conditions (repair or replace components, if it is necessary):

(a) Cracks

(b) Pulled apart structure

(c) Loose paint (paint flakes)

(d) Discoloration

(e) Twisted parts (distortion)

(f) Wrinkles or buckles in the structure

(g) Bent components

(h) Loose fasteners

(i) Fasteners that have pulled out or are gone

(j) Delaminations

(k) Fiber breakouts

(l) Misalignment

(m) Interference

(n) Nicks or gouges

(o) Other signs of damage.

B. References

Reference	Title
05-51-10-210-801	Dragged Engine Nacelle/Fan Blade Out/Engine Seizure/Engine and Strut Damage Conditional Inspection (P/B 201)
27-31-00-710-801	Elevator and Elevator Trim Control System - Operational Test (P/B 501)
27-41-00-820-801	Stabilizer Control Cable and Chain Adjustment (P/B 501)
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-480-801	Leading Edge Flap and Slat Locks Installation (P/B 201)

C. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage
300	Empennage
400	Powerplant and Nacelle Struts
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors
800	Doors

D. The data that follows applies to a severe or unusual turbulence condition:

NOTE: Severe turbulence is identified as turbulence which causes large, abrupt changes in altitude and/or attitude. The airplane could be out of control for a while. It usually causes large variations in airspeed. Passengers and crew are moved violently against their seat belts and loose objects will move around the airplane.

SUBTASK 05-51-04-210-016

(1) An inspection is required if the pilot reports severe turbulence.

(a) If an inspection is necessary, perform the tasks titled "Examine the Airplane Structure" and ''Cabin Inspections'' in this procedure.

(b) The flight maneuvering vertical load acceleration limits that follow are specified in the FAA Flight Manual, Section 1. If these flight maneuvering load acceleration limits are exceeded, refer to the Examine Airplane Structure procedure in this section:

1) Flaps up . . . . . 2.5g to -1.0g

2) Flaps down . . . . . 2.0g to 0.0g

NOTE: These flight maneuvering vertical load acceleration limits are not directly applicable to severe or unusual turbulence. Severe or unusual turbulence inspections may be required for conditions that do not exceed these limits.

E. The data that follows applies if a severe or unusual buffet condition occurs in flight:

SUBTASK 05-51-04-210-002

(1) Do this examination if an unusual vibration occurs in flight.

SUBTASK 05-51-04-210-003

(2) If a stall occurs after the initial buffet or stick shaker condition, an inspection is necessary.

(a) Do the procedure "Stall (After Initial Buffet or Stick Shaker) Structural Inspection procedure.

F. This information applies after the airplane is in severe or unusual buffeting:

SUBTASK 05-51-04-210-017

(1) If an unusual maneuver or a severe or unusual buffet condition occurs in flight, do the "Examine the Airplane Structure" in this procedure. Also do this examination if an unusual vibration occurs in flight.

G. The data that follows applies to airplane speeds more than the design speeds:

SUBTASK 05-51-04-210-004

(1) The maximum design speed of the airplane for usual flight operations is the Maximum Operating Limit Speed.

(a) The Maximum Operating Limit Speed is found in Section 1, LIMITATIONS of the airplane Flight Manual.

NOTE: The overspeed clacker will operate at this speed condition.

SUBTASK 05-51-04-210-005

(2) If the airplane speed is 20 knots or more than Vmo, or 0.02 mach or more above Mmo, do the "Examine the Airplane Structure" procedure in this section.

H. Examine the Airplane Structure

SUBTASK 05-51-04-040-001

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAP ACTUATION SYSTEMS. FLAP ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Do the deactivation procedure for the trailing edge flap system, do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-51-04-040-002

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE FLAPS AND SLAT ACTUATION SYSTEMS. FLAPS AND SLATS ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do the deactivation procedure for the leading edge flap and slat system, do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-51-04-210-006

(3) Do the inspections that follow:

(a) Examine the external surface of the fuselage.

1) Examine these areas carefully:

a) The keel beam between stations 540 and 727

b) The area above the wing aft of station 639

c) The bottom fuselage between stations 727 and 927

d) The fuselage between station 927 and 1088.

2) If external damage is found, examine all of the internal structure in the damaged area.

NOTE: Small distortions or buckling in the keel beam are satisfactory.

(b) Examine all of the external and internal structure of the fuselage, section 48 that you can get access to and/or is called out in this procedure for signs of buckling, deformation or damage.

NOTE: Look at the structure from the rear pressure bulkhead to the aft end of the airplane.

1) Examine these areas carefully:

a) Do a detailed visual inspection of the exterior fuselage skin 10 inches (25.4 cm) forward and aft of the BS 1016 skin butt joint between stringers S-10L and S-10R.

b) Do a detailed visual inspection of the entire aft side of the BS 1016 aft pressure bulkhead. Give particular attention to the upper bulkhead structure between skin stringers S-10L and S-10R.

NOTE: Access to the interior unpressurized aft pressure bulkhead area is through the aft access hatch, 311BL.

c) If any damage is found in the previous inspection steps of the fuselage - section 48 - of the aft pressure bulkhead around BS 1016, remove the galley and lavatories as necessary to gain access to the upper center web installation of the BS 1016 bulkhead on the forward side of the pressure bulkhead and do a detailed visual inspection of the upper center web installation of the BS 1016 bulkhead for any damage.

d) The horizontal stabilizer center section

NOTE: Gain access to the exterior of the fuselage skin at BS 1016 under the vertical stabilizer fairing, 323AL and 323AR.

2) Look at the jackscrew and hinges for signs of binding.

a) Examine the stabilizer jackscrew-mechanism mount fittings and support structure.

(c) Examine the horizontal stabilizer external surfaces for signs of buckling.

1) Make sure you look at the skin splices.

2) If external damage to the horizontal stabilizer is found, do the steps that follow:

a) Examine the horizontal stabilizer rear spar.

b) Examine the horizontal stabilizer rear spar webs.

c) Examine the terminal fittings for the front and rear spar of the horizontal stabilizer.

d) Examine all the internal primary structure in the damaged area that has access.

(d) Examine the elevator external surfaces.

1) If you find any external damage to the elevator, do the steps that follow:

a) Examine the front spar web.

b) Examine the elevator actuator bearings for signs of binding.

c) Examine the horizontal stabilizer rear spar webs.

d) Move the elevator slowly by hand:

<1> Make sure the elevator moves smoothly without binding.

<2> Make sure the elevator hinge bearings are not damaged.

NOTE: You can feel a slight vibration or racheting noise from the hinge bearings if they are damaged.

(e) Examine the fin external surfaces for signs of buckling.

1) If you find external damage to the fin, do the steps that follow:

a) Examine the fin attach fittings.

b) Examine the fin rear spar web.

c) Examine all of the internal primary structure in the damaged area that has access.

(f) Examine the rudder for signs of buckling.

1) If you find external damage to the rudder, examine all of the internal primary structure in the damaged area that has access.

(g) Examine the external surfaces around the top and bottom wing-to-body attachment; this includes the wing-to-body fairing.

1) If you see external damage; do the steps that follow:

a) Examine the body-to-wing joints.

b) Examine landing gear beam-to-body joints.

c) Examine the upper-wing skin splice.

WARNING: DO NOT ENTER THE WING LEADING EDGE AND TRAILING EDGE AREAS BEFORE YOU INSTALL SAFETY LOCKS. THIS WILL PREVENT INJURY TO PERSONS FROM ACCIDENTAL FLAP/SLAT OPERATION.

(h) Do the procedure for installing the leading edge flaps and slat locks, do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801

(i) Examine the external surfaces of the wing at the skin splices.

1) Examine the external surface of the top of the wing trailing edge.

2) If external damage is found, do the steps that follow:

a) Examine all of the internal primary structure in the damaged area that has access.

(j) Examine the wingtip fairings.

(k) Examine the wing control surfaces.

1) If you find external damage, do the steps that follow:

a) Examine the spars.

b) Examine all of the internal primary structure in the damaged area that has access.

c) Examine the control surface attachments at the front and rear spars.

SUBTASK 05-51-04-720-001

(4) Make sure the flight controls move freely.

(a) If unusual conditions are found, do the steps that follow:

1) Do a check of all the flight control force specifications.

2) Do this task: Stabilizer Control Cable and Chain Adjustment, TASK 27-41-00-820-801

3) Do this task Elevator and Elevator Trim Control System - Operational Test, TASK 27-31-00-710-801

NOTE: If necessary, refer to the applicable sections in AMM Chapter 27, Flight Controls.

SUBTASK 05-51-04-210-007

(5) Examine the engine strut panels, doors, and lower surface of the nacelle cowling.

(a) If you find unusual conditions, do the steps that follow:

1) Do this task: Dragged Engine Nacelle/Fan Blade Out/Engine Seizure/Engine and Strut Damage Conditional Inspection, TASK 05-51-10-210-801.

SUBTASK 05-51-04-210-008

(6) Examine the areas that follow for signs of fuel leaks or other types of fluid leaks:

(a) the wing

(b) the engine nacelles

(c) the fuselage external surfaces

(d) all landing gear wheel wells.

SUBTASK 05-51-04-210-009

(7) If flight load accelerations are more than flight manual limits, and the airplane showed signs of much damage following the most recent severe turbulence event, check the airplane alignment.

NOTE: The alignment check procedure is in the Structural Repair Manual (SRM).

SUBTASK 05-51-04-210-010

(8) Examine the landing gear doors for damage and looseness.

(a) If the landing gear unsafe lights were on during the turbulent part of the flight, do a check of the landing gear doors and uplocks.

SUBTASK 05-51-04-210-011

(9) Examine the inspection and blowout doors on the bottom surface of the wing and engine nacelles.

(a) Also examine the inspection and access doors on the bottom of the fuselage.

I. Stall (After Initial Buffet or Stick Shaker) Structural Inspection

SUBTASK 05-51-04-210-012

(1) Do the inspections that follow to find possible damage.

(a) Examine all of the internal structure of the fuselage, section 48 that has access.

1) Look at the structure from the rear pressure bulkhead to the aft end of the airplane.

2) Look carefully at the areas that follow:

a) the aft fuselage bulkheads

b) the horizontal stabilizer center sections

c) the attach fittings for the horizontal stabilizer (Station 1088 and 1156)

d) the terminal fittings for the front and rear spar of the horizontal stabilizer

e) the stabilizer hinge fittings

f) the stabilizer jackscrew-mechanism mount fittings and support structure.

3) Make sure the stabilizer jackscrew and hinges do not bind.

SUBTASK 05-51-04-210-013

(2) Examine the horizontal stabilizer external surfaces for signs of buckling.

(a) Look at the skin splices for cracks.

1) If external damage to the horizontal stabilizer is found, do the steps that follow:

a) examine the spars

b) examine all of the internal primary structure in the damaged area that has access.

SUBTASK 05-51-04-210-014

(3) Examine the elevator external surfaces.

(a) If any external damage to the elevator is found, do the steps that follow.

1) Examine the front spar web.

2) Examine the elevator actuator bearings for signs of binding.

3) Examine the elevator hinge bearing for signs of binding.

SUBTASK 05-51-04-720-002

(4) Make sure the flight controls move freely.

(a) If unusual conditions are found, do a check of all the flight control force specifications.

(b) Check the cable tensions, do this task: Stabilizer Control Cable and Chain Adjustment, TASK 27-41-00-820-801 and, do this task: Elevator and Elevator Trim Control System - Operational Test, TASK 27-31-00-710-801.

NOTE: If necessary, refer to the applicable sections in AMM Chapter 27, Flight Controls.

J. Cabin Inspections (after severe or unusual turbulence)

SUBTASK 05-51-04-210-015

(1) Do the inspections that follow to find possible damage:

(a) Do a visual inspection of all ceiling panels for dislodging and evidence do to impact damage.

(b) Do a visual inspection of all ceiling overhead bins for evidence of looseness and impact damage.

(c) Do a detailed visual inspection of all ceiling panels equipped with video monitors.

1) Inspect latches, stops, potting inserts and all fasteners.

(d) Continue the following inspection if any cabin damage was found in the above Cabin Inspection including the ceiling panels, central overhead bins, or the video monitors. If no damage was found, no further cabin inspection is required and it is not necessary to continue this Cabin Inspection.

1) If ceiling panels without video monitors are found dislodged or damaged: Check for proper latching and installation. Repair as necessary.

2) If central overhead stowage bins are found with impact damage or are loose, or if ceiling panels equipped with video monitors are found with broken latches: repair as necessary.

3) Inspect all tie rods of affected zones for evidence of buckling or rupture. If any defect is found, replace as necessary.

4) Examine lavatory tie rod attachments for damage consisting of breakage, cracks, and deformation. Inspect the tie rods for evidence of buckling or rupture.

5) Examine the lavatory floor fittings for damage consisting of breakage, cracks, and deformation.

6) Examine galley tie rod attachments for damage consisting of breakage, cracks, and deformation. Inspect the tie rods for evidence of buckling or rupture.

7) Examine the galley floor fittings for damage consisting of breakage, cracks, and deformation.

8) Examine, closet tie rod attachments for damage consisting of breakage, cracks, and deformation.

K. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-04-410-001

(1) Install the components you removed if they are serviceable, or install replacement parts.

SUBTASK 05-51-04-080-001

(2) Do the procedure for removing the leading edge flaps and slat locks, do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801

SUBTASK 05-51-04-440-001

(3) Do the activation procedure for the trailing edge flap system, do this task: Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801.

SUBTASK 05-51-04-440-002

(4) Do the activation procedure for the leading edge flap and slat system, do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

——————— END OF TASK ———————

HIGH ENERGY STOP/HEAT DAMAGE CONDITION - MAINTENANCE PRACTICES

1. General

A. This procedure contains three tasks:

(1) Inspect the landing gear wheels, brakes and axles after a high energy stop condition.

(2) Heat Damage Inspection.

(3) Tire Removal After Overspeed Landing.

TASK 05-51-07-210-801

2. High Energy Stop

WARNING: DO NOT GO NEAR THE MAIN LANDING GEAR FOR 1 HOUR AFTER THE AIRPLANE MAKES A HIGH-ENERGY STOP. INJURIES TO PERSONNEL CAN OCCUR.

A. General

(1) The level of the inspection depends on the level of absorbed kinetic energy.

(2) The heat absorbed by the airplane brake is slowly, but not fully transmitted to the wheel, tire, axle, and the in-axle components.

(3) The wheels have fuse plugs which are designed to melt and release the tire pressure.

NOTE: The fuse plugs melt at a specific design temperature.

(a) This is to stop ruptures of the tires and wheels when the wheel temperature gets too high.

(4) Use the brake engergy chart to approximate energy absorbed by a brake unit, see figure: (Figure 201 or Figure 202).

(a) This chart will give only the approximate energy absorbed during the stop.

1) The factors that follow will also affect the energy absorbed:

a) The residual energy from the previous stop.

b) The runway slope.

c) The wind conditions.

d) The thrust reverser use.

(b) Listed below are example values to show you how to use the Brake Energy Chart to obtain result values, (Figure 201 or Figure 202):

NOTE: The brake temperature monitor system (BTMS) indications are also shown in the bottom of the figure. If brake cooling is determined from the BTMS, use the hottest brake indication 10 to 15 minutes after the airplane has come to a complete stop, or inflight with gear retracted to determine recommended cooling schedule.

NOTE: The data values given below are for example only and must not be used to determine a specific airplane absorbed energy by a brake unit. The airplane operators must use actual values generated by the specific airplane high energy stop/heat event.

1) Example input values:

a) Gross Weight - 135,000 pounds (61,235 kg)

b) Brakes on Speed - 120 knots (no wind)

c) Pressure Altitude - 5000 ft

d) Outside Air Temperature - 80°F (26.7°C)

e) Landing stop using maximum manaul braking

f) No Thrust Reversers

2) Example result values:

a) Resultant Brake Energy - 26 million foot-pounds (35 million newton-meters)

b) Resultant is in the COOLING RECOMMENDED range

(5) A high energy condition can be a refused takeoff.

(a) It can also be any stop or sequence of stops that collect energy in the CAUTION or FUSE PLUG MELT range (Figure 201 or Figure 202).

(6) An indication that a high energy stop, or equivalent, has occurred is the release of a wheel fuse plug.

NOTE: If fuse plug releases do occur, the condition is a high energy stop within the fuse plug melt range.

(a) Energy levels are different between brakes after stops in the COOLING RECOMMENDED range.

(b) One or more brakes could have absorbed energy in the CAUTION range, and one or more wheel fuse plugs released.

B. References

Reference	Title
32-41-41-000-801	Main Landing Gear Brake Removal (P/B 401)
32-41-41-700-802	Main Landing Gear Brake Fast Check (Wheel Installed on the Airplane) (P/B 601)
32-41-41-700-803	Main Landing Gear Brake Inspection (Wheel Removed from the Airplane) (P/B 601)
32-42-11-000-801	Transducer Removal (P/B 401)
32-45-00-700-801	Wheels Fast Check (Wheel Installed on the Airplane) (P/B 601)
32-45-00-700-803	Tires Inspection (P/B 601)
32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)

C. Location Zones

Zone	Area
713	Nose Landing Gear
734	Left Main Landing Gear
744	Right Main Landing Gear

D. High Energy Stop Conditional Inspection - In CAUTION range

SUBTASK 05-51-07-210-001

(1) Do the steps that follow for the In Caution range inspection:

(a) Move the airplane away from the runway.

1) Do not use the brakes very much when you move the airplane.

2) Do not set the parking brake.

WARNING: DO NOT GO NEAR THE MAIN LANDING GEAR FOR 1 HOUR AFTER THE AIRPLANE MAKES A HIGH-ENERGY STOP. INJURIES TO PERSONNEL CAN OCCUR.

(b) Let the brakes, tires, and wheels cool so you can touch them.

(c) Examine the tires, do this task: Tires Inspection, TASK 32-45-00-700-803.

NOTE: Low tire pressure compared to the other tires can show a melted fuse plug.

1) If a fuse plug has melted, do the FUSE PLUG MELT Range inspection.

(d) Examine the wheels, do this task: Wheels Fast Check (Wheel Installed on the Airplane), TASK 32-45-00-700-801.

(e) Examine the brakes, do this task: Main Landing Gear Brake Fast Check (Wheel Installed on the Airplane), TASK 32-41-41-700-802.

(f) If the high energy condition was a refused takeoff do the step that follows:

1) Examine the thurst reverser blocker door cover assembly for cracking.

E. High Energy Stop Conditional Inspection - In FUSE PLUG MELT range

SUBTASK 05-51-07-210-002

(1) Do the steps that follow for the In FUSE PLUG MELT range inspection:

(a) Move the airplane away from the runway immediately because the tires will possibly deflate.

(b) Do not set the parking brake.

(c) Do not let the airplane move. Do one of these steps:

1) Keep the tow tug connected to the airplane.

2) Put the chocks on the nose landing gear tires.

WARNING: DO NOT GO NEAR THE MAIN LANDING GEAR FOR 1 HOUR AFTER THE AIRPLANE MAKES A HIGH-ENERGY STOP. INJURIES TO PERSONNEL CAN OCCUR.

WARNING: DO NOT SPRAY EXTINGUISHER OR COOLANT DIRECTLY ON THE INFLATED TIRE OR WHEEL. AN EXPLOSION CAN BE CAUSED AND INJURY TO PERSONS CAN OCCUR.

(d) After 1 hour, use water mist or fog on the wheel or tire to decrease the temperature. Or, wait 2 to 3 hours for the brakes, wheels and tires to cool so that they can be touched. If a chemical agent is used to extinguish a brake-area fire, thoroughly rinse the extinguishing agent from the brakes and surrounding components once they have cooled. Use large amounts of low-pressure, clean water to rinse.

NOTE: A different source of cooling can be an air conditioning cart or truck.

(e) Examine the tires on the axles where all tires are inflated, do this task: Tires Inspection, TASK 32-45-00-700-803.

(f) Examine the wheels on the axles where all tires are inflated, do this task: Wheels Fast Check (Wheel Installed on the Airplane), TASK 32-45-00-700-801.

(g) Examine the brakes on the axles where all tires are inflated, do this task: Main Landing Gear Brake Fast Check (Wheel Installed on the Airplane), TASK 32-41-41-700-802.

(h) Remove all main gear tires and wheels on the axles where some or all of the tires that are deflated, do this task: Main Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-11-000-801.

NOTE: Do this step after the landing gear is cool and safe to go near.

1) Tires from the wheels with melted fuse plugs must be discarded.

2) Tires from the wheels with good fuse plugs must be discarded or sent to a wheel repair facility for an inspection.

(i) On the axles where one or all of the tires are deflated, look for seized or damaged brakes, do this task: Main Landing Gear Brake Inspection (Wheel Removed from the Airplane), TASK 32-41-41-700-803.

(j) Remove the antiskid wheel speed transducer on the axles where some or all of the tires are deflated, do this task: Transducer Removal, TASK 32-42-11-000-801.

(k) Remove the brakes on the axles where the tires are deflated and you found damaged brakes, do this task: Main Landing Gear Brake Removal, TASK 32-41-41-000-801.

(l) Examine the main landing gear axle.

NOTE: If you find heat damage in the steps that follow, (Heat Damage Inspection (Ammonium Persuphate Solution), TASK 05-51-07-280-801).

1) Examine the Ti-Cad (titanium-cadmium) plating for heat damage.

NOTE: Heat damage can cause cadmium embrittlement of the steel substrate and is not always found by non-destructive inspection procedures.

NOTE: If you find an inorganic protective coating, the Ti-Cad plating could have been removed and the coating could have been applied during a previous inspection/repair.

a) Look for a white oxide material and blistered or melted plating.

b) If the plating shows signs of heat damage, remove the components.

2) Examine the hydraulic fluid-resistant paint on the axles and the lower end of the shock strut inner cylinder.

a) Look for a brown shade color that was caused by an overheat condition.

3) If the above two steps show that the coating has blistered and the parts have been overheated, remove the parts for a hardness test.

NOTE: Send the parts to the shop for approved repairs.

4) If the inspection in the first step 1) above shows that the coating has melted, inspect for evidence of embrittlement or cracking.

a) Use the fluorescent magnetic particle inspection techniques.

NOTE: Additional hand polishing and visual inspection techniques can be used if it is necessary.

WARNING: THE POWER CABLE OF THE BORESCOPE MUST BE IN GOOD CONDITION. IF THERE ARE ANY CIRCUMFERENTIAL CUTS, FRAYED AREAS, OR RUPTURES TO THE EXTERNAL RUBBER COVER OF THE CABLE, INJURY TO PERSONS CAN OCCUR.

(m) Examine the paint (green primer or light gray enamel) on the inner surfaces (bore) of the axle with a borescope.

NOTE: Use the borescope manufacturer instructions and look to a minimum depth of 16 inches (41 centimeters).

1) Look for discoloration or blistering.

a) Green paint will change to a light brown or black color.

b) Light gray paint will change to a yellow color.

2) If the plating shows signs of heat damage, do this task: Heat Damage Inspection (Ammonium Persuphate Solution), TASK 05-51-07-280-801.

3) If the paint shows only a minimum discoloration, you can wait for the Heat Damage Inspection (Ammonium Persulfate Solution).

a) When the airplane gets back to the primary base, do this task: Heat Damage Inspection (Ammonium Persuphate Solution), TASK 05-51-07-280-801.

NOTE: Do not land the airplane more than three times before you do this inspection.

(n) If the high energy condition was a refused takeoff do the step that follows:

1) Examine the thurst reverser blocker door cover assembly for cracking.

F. Put the Airplane Back to its Usual Condition.

SUBTASK 05-51-07-420-001

(1) Install the components you removed if they are serviceable, or install replacement parts.

——————— END OF TASK ———————

TASK 05-51-07-280-801

3. Heat Damage Inspection (Ammonium Persuphate Solution)

A. General

(1) This inspection is used to find if the high strength steel that showed visible signs of heat damage, had changed.

(a) It will look for a change in the temper or heat treat properties.

NOTE: Refer to product Material Safety Data Sheets (MSDS) and local requirements for proper handling procedures.

WARNING: DO NOT BREATHE THE VAPORS OF THE SOLVENTS OR ETCH SOLUTIONS. DO NOT GET THEM IN YOUR EYES, ON YOUR SKIN OR ON YOUR CLOTHES. IF YOU DO NOT OBEY THESE INSTRUCTIONS, INJURY TO PERSONS CAN OCCUR.

(2) This inspection will usually occur on the components of the landing gear axles.

(a) The signs of discolored or blistered paint or plating shows that a general intense heat has changed the temper of the axle.

1) When this happens, the ammonium persulfate procedure should be applied to the damaged part of the axle.

B. References

Reference	Title
32-11-85-000-801	Main Landing Gear Axle Removal (P/B 401)
32-11-85-420-801	Main Landing Gear Axle Installation (P/B 401)
32-41-41-400-801	Main Landing Gear Brake Installation (P/B 401)
32-42-21-400-801	Antiskid/Autobrake Control Unit Installation (P/B 401)
32-45-11-400-801	Main Landing Gear Wheel and Tire Assembly Installation (P/B 401)
51-21-21-370-801	Prepare the Surface to be Painted (P/B 701)
SOPM 20-42-10	Low Hydrogen Embrittlement Stylus Cadmium Plating

C. Consumable Materials

Reference	Description	Specification
B00081	Solvent - Trichloroethylene	BMS11-6
B00102	Abrasive - Aluminum Oxide Coated Cloth	ANSI B74.18
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5
G02412	Compound - Ammonium Persulfate	

D. Location Zones

Zone	Area
713	Nose Landing Gear
734	Left Main Landing Gear
744	Right Main Landing Gear

E. Ammonium Persulfate Solution Procedure

SUBTASK 05-51-07-120-001

(1) Do the steps that follow to apply the solution, ammonium persulfate compound, G02412.

NOTE: 100 grams of ammonium persulfate per 0.27 gallon (1.02 liters) of tap water will make the necessary solution.

WARNING: DO NOT BREATH THE VAPORS OF THE CAUSTIC STRIPPER. DO NOT GET IT IN YOUR EYES, ON YOUR SKIN, OR ON YOUR CLOTHES. INJURY TO PERSONS CAN OCCUR.

(a) Remove the paint from the heat damage areas, .

(b) Strip the cadmium surface with sandpaper, abrasive cloth, B00102 applied by hand.

1) Strip a minimum area of 0.5 in. (12.7 mm) larger than the area that is to be tested.

WARNING: DO NOT BREATHE THE VAPORS OF THE SOLVENTS OR ETCH SOLUTIONS. DO NOT GET THEM IN YOUR EYES, ON YOUR SKIN OR ON YOUR CLOTHES. IF YOU DO NOT OBEY THESE INSTRUCTION, INJURY TO PERSONS CAN OCCUR.

(c) Clean the area to be etched, with an applicable solvent like solvent, B00081.

(d) Remove the cadmium plating.

(e) Apply the ammonium persulfate solution, with a cheesecloth, cotton wiper, G00034, on the surface to be tested for 30 to 60 seconds.

WARNING: DO NOT LET THE ETCHANT SOLUTION TOUCH THE CADMIUM PLATED SURFACES. IF YOU DO NOT OBEY THESE INSTRUCTIONS, POISONOUS FUMES CAN OCCUR AND CAUSE INJURY TO PERSONS.

(f) Rinse the surface with hot or cold water immediately.

NOTE: Alcohol can also be used.

(g) Dry the surface with clean, dry compressed air, immediately.

F. Examine the Etched Area.

SUBTASK 05-51-07-210-003

(1) Do the steps that follow to examine the etched areas:

(a) Examine the parts with a bright light and without magnification.

1) Look for signs of heat damage.

(b) If all of the etched area is the same shade of gray, there was no change to the temper of the steel.

(c) If the area has been too hot it will be a lighter or darker color than the normal color.

NOTE: Darker color shows over-tempered martensite.

NOTE: Darker color in a lighter circle shows untempered martensite surrounded by overtempered material.

(d) If the etched area is mottled (has spots or streaks of a different color), the condition of the heat treat will be unknown.

NOTE: If this condition occurs, replace the axle.

1) Replace the axle if it is necessary, do this task: Main Landing Gear Axle Removal, TASK 32-11-85-000-801.

G. Put the airplane back to its usual condition.

SUBTASK 05-51-07-120-002

(1) Remove the etch with applicable abrasive paper, abrasive cloth, B00102.

NOTE: Do this step if the part is serviceable.

NOTE: If it is not serviceable, install replacement parts.

(2) Stylus the cadmium plate areas where the plating was removed (SOPM 20-42-10

SUBTASK 05-51-07-370-001

(3) Refinish the surface with the correct primer and paint, do this task: Prepare the Surface to be Painted, TASK 51-21-21-370-801.

SUBTASK 05-51-07-400-001

(4) Install the axle if it is applicable, do this task: Main Landing Gear Axle Installation, TASK 32-11-85-420-801.

SUBTASK 05-51-07-400-002

(5) Do this task: Main Landing Gear Brake Installation, TASK 32-41-41-400-801.

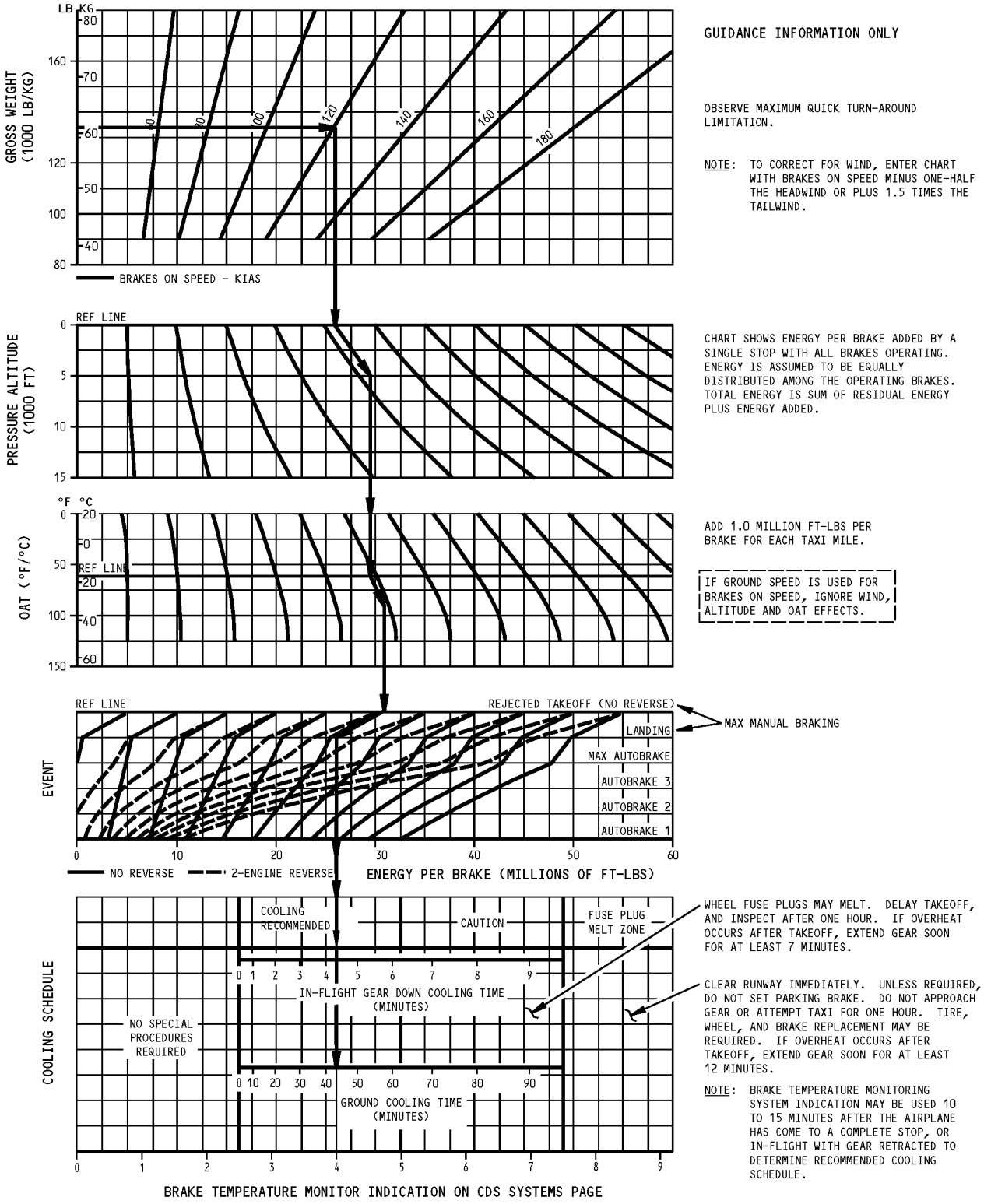
SUBTASK 05-51-07-400-003

(6) Do this task: Antiskid/Autobrake Control Unit Installation, TASK 32-42-21-400-801.

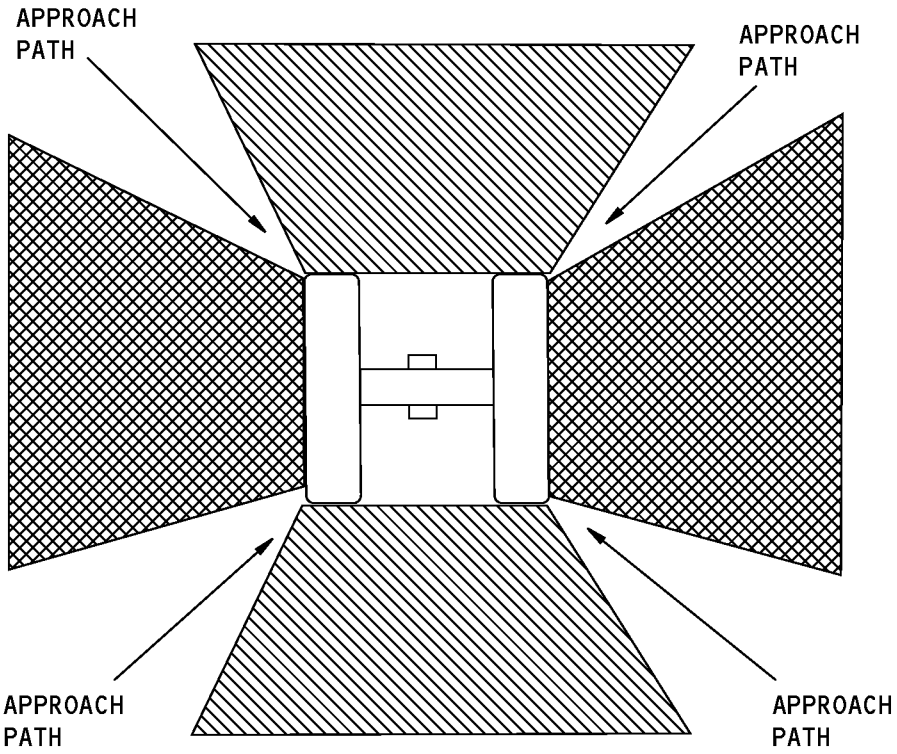
SUBTASK 05-51-07-400-004

(7) Do this task: Main Landing Gear Wheel and Tire Assembly Installation, TASK 32-45-11-400-801.

END OF TASK



Brake Cooling Schedule
Figure 201/05-51-07-990-801



TIRE HAZARD AREA
RIM HAZARD AREA

NOTE: DO NOT APPROACH MLG FOR INSPECTION OR INSTALLATION OF GEAR PINS UNTIL CLEARED

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Hot Brake and Tire Danger Areas
Figure 202/05-51-07-990-804

TASK 05-51-07-000-801

4. Tire Removal After Overspeed Landing

A. General

(1) If the tires have been subjected to an overspeed landing above the rated tire speed, all tires on the airplane should be removed and discarded.

B. References

Reference	Title
32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)
32-45-21-000-801	Nose Landing Gear Wheel and Tire Assembly Removal (P/B 401)

C. Remove The Tires

SUBTASK 05-51-07-020-001

(1) If the tires have been subjected to an overspeed landing above the rated tire speed, do these steps:

(a) Do this task: Main Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-11-000-801.

(b) Do this task: Nose Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-21-000-801.

(c) Discard all tires after removing them from the airplane.

——————— END OF TASK ———————

FLAP/SLAT DOWN OVERSPEED CONDITION - MAINTENANCE PRACTICES

1. General

A. First you must determine if the trailing edge flaps need to be inspected using the following criteria:

(1) When the trailing edge flaps are lowered at speeds more than the placard speeds permit, the flap components and related structures must be examined for damage and conditions defined in this procedure.

B. Second, you must determine if the leading edge slats need to be inspected using the following criteria:

(1) When the leading edge slats are lowered at speeds more than the flaps 1 placard speed for flap detents 1, 2, and 5, or more than the alternate flap extend speed placard (230 knots) for flap detents 10 and above, the slat components must be examined for damage and conditions defined in this procedure.

C. The conditional inspections are divided into two phases:

(1) Phase I Inspection.

(2) Phase II Inspection.

HAP 001-013, 015-026, 028-054

D. You must do the conditional inspection if an overspeed of the magnitude described below has occurred.

NOTE: If the trailing edge flaps were not extended when the overspeed condition occurred, Phase I and Phase II inspections of the trailing edge flaps are not required.

(1) If the overspeed was less than 15 knots, do a Phase I inspection in less than 100 flight hours of the overspeed condition.

(a) If damage is found during the Phase I inspection, do the Phase II inspection before the next flight.

(2) If the overspeed was 15 knots or more, do the Phase I and Phase II inspections before the next flight.

HAP 101-999

E. You must do the conditional inspection if an overspeed of the magnitude described below has occurred.

(1) If the overspeed was less than that shown in Table 201, do the Phase I inspection in less than 100 flight hours of the overspeed indication.

(a) If damage is found during the Phase I inspection, do the Phase II inspection before the next flight.

(2) If the overspeed was equal to or greater than that shown in Table 201, do the Phase I and Phase II inspections before the next flight.

Table 201

Flap Detent	Phase II Inspection Limit
1	265 KIAS*
2	265 KIAS*
5	265 KIAS*
10	225 KIAS

HAP 101-999 (Continued)

(Continued)

Flap Detent	Phase II Inspection Limit
15	217 KIAS
25	214 KIAS
30	190 KIAS
40	177 KIAS
* 245 KIAS when flaps are extended using the alternate (stanby) system.	

HAP ALL

F. When the conditional inspection tells you to "examine" a component, look for these conditions (repair or replace components, if it is necessary):

(1) Cracks
(2) Pulled apart structure
(3) Loose paint (paint flakes)
(4) Twisted parts (distortion)
(5) Bent components
(6) Loose fasteners
(7) Fasteners holes that became larger or longer
(8) Fasteners that have pulled out or are missing
(9) Delaminations
(10) Fiber breakouts
(11) Misalignment
(12) Interference
(13) Other signs of damage.

G. Before you do these inspections, you must extend the trailing edge flaps and the leading edge flaps and slats.

(1) You must also do the deactivation procedure for the trailing edge flaps.
(2) You must also do the deactivation procedure for the leading edge flaps.

TASK 05-51-08-210-801

2. Phase I Inspection

A. References

Reference	Title
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)

B. Location Zones

Zone	Area
500	Left Wing
600	Right Wing

C. Examine the Trailing Edge Flaps, if applicable

SUBTASK 05-51-08-010-001

(1) Extend the trailing edge flaps, do this task: Extend the Trailing Edge Flaps, TASK 27-51-00-860-803.

SUBTASK 05-51-08-040-001

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAP ACTUATION SYSTEMS. FLAP ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do the deactivation procedure for the trailing edge flap system, do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-51-08-210-001

(3) Examine the trailing edge flap components as follows:

(a) Examine the external skin of all flaps.

(b) Examine the flaps adjacent to the support structure for openings, distortions, or split sealant.

NOTE: Corrosion of the internal structure can be caused by splits in the sealant beads.

D. Examine the Leading Edge Flaps and Slats, if applicable

SUBTASK 05-51-08-010-002

(1) Extend the leading edge flaps and slats.

SUBTASK 05-51-08-040-002

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE FLAP/SLAT ACTUATION SYSTEMS. FLAP/SLAT ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do the deactivation procedure for the leading edge flap/slat system, do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-51-08-210-002

(3) Examine the leading edge flaps and slat components as follows:

(a) Examine all of the flaps and slat skins.

(b) Examine the slats adjacent to main track and auxiliary arm attachments for openings, distortion, or split sealant.

NOTE: Corrosion of the internal structure can be caused by splits in the sealant beads.

E. Put the Airplane Back to its Usual Condition if you will not do the Phase II inspection

SUBTASK 05-51-08-440-001

(1) Do the activation procedure for the trailing edge flap system, do this task: Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801.

SUBTASK 05-51-08-440-002

(2) Do the activation procedure for the leading edge flap/slat system.

SUBTASK 05-51-08-410-001

(3) Retract the trailing edge flaps, do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

SUBTASK 05-51-08-410-002

(4) Retract the leading edge flaps and slats.

——————— END OF TASK ———————

TASK 05-51-08-210-802

3. Phase II Inspection

A. References

Reference	Title
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)

B. Location Zones

Zone	Area
500	Left Wing
600	Right Wing

C. Examine the Trailing Edge Flaps and Slats, if applicable

SUBTASK 05-51-08-010-003

(1) Extend the trailing edge flaps, do this task: Extend the Trailing Edge Flaps, TASK 27-51-00-860-803.

SUBTASK 05-51-08-040-003

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAP ACTUATION SYSTEMS. FLAP ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do the deactivation procedure for the trailing edge flap system, do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-51-08-210-003

(3) Examine the trailing edge flap components as follows:

(a) the flap tracks

(b) the flap linkages

(c) the track attachment points

(d) the flap track support fittings

(e) the wing in-spar surfaces near flap support fittings

(f) the flap carriages for cracks

1) the bearings and the mounting bolts

(g) the actuator support structure

(h) the actuator and drive mechanism.

D. Examine the Leading Edge Flaps and Slats, if applicable

SUBTASK 05-51-08-010-004

(1) Extend the leading edge flaps and slats.

SUBTASK 05-51-08-040-004

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE FLAP/SLAT ACTUATION SYSTEMS. FLAP/SLAT ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do the deactivation procedure for the leading edge flap/slat system, do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-51-08-210-004

(3) Examine the leading edge flap and slat components as follows:

(a) External skins of flaps and slats

(b) Leading edge flap hinge rib and linkage attachments

(c) Slat auxiliary and main tracks

(d) Leading edge flap and slat support ribs and adjacent skin panels

(e) All drive mechanisms and related support structure

(f) Remove slat main track and auxiliary track roller bolts.

NOTE: You can insert a retaining pin to hold the roller bearing or slat while the bolt is removed.

1) Make sure the bolts are not cracked, bent, or show other signs of damage.

E. Put the Airplane Back to its Usual Condition.

SUBTASK 05-51-08-440-003

(1) Do the activation procedure for the trailing edge flap system, do this task: Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801.

SUBTASK 05-51-08-440-004

(2) Do the activation procedure for the leading edge flap/slat system.

SUBTASK 05-51-08-410-003

(3) Retract the trailing edge flaps, do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

SUBTASK 05-51-08-410-004

(4) Retract the leading edge flaps and slats.

SUBTASK 05-51-08-420-001

(5) Install the components you removed, or install replacement parts.

END OF TASK

OVERWEIGHT TAXI - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. Overweight Taxi is defined as taxiing at a weight that is more than the maximum-taxi weight (MTW) as specified in the Airplane Flight Manual (AFM).

(1) Before flight, you must decrease the airplane weight to that specified by the Airplane Flight Manual for takeoff.

B. Inspection Criteria; An immediate structural inspection is necessary if you:

(1) Taxi the airplane by more than 1/2% of the maximum-taxi-weight (MTW).

(2) Taxi the airplane overweight at any weight over the Maximum Design Taxi Weight (MTW) and have any of these conditions:

(a) High speed ground turn

(b) Sharp radius turn

(c) Heavy braking

(d) Taxi over rough pavement

(e) Pivoting (sharp radius turning with brakes on).

(3) If the criteria for the above paragraphs have not been met, no inspection is necessary.

(a) But, you must decrease the airplane weight to that specified by the Airplane Flight Manual before takeoff.

C. The Inspections

(1) The inspection is divided into Phase 1 and Phase 2.

(2) If the inspection for Phase 1 shows no signs of damage, the inspection is complete.

(3) If the Phase 1 inspection shows any sign of damage, the Phase 2 inspection must be done.

D. Inspections, Repairs, and Replacements

(1) When this procedure tells you to "examine" a part, look for these conditions:

(a) Cracks

(b) Structure that pulled apart

(c) Loose paint (paint flakes)

(d) Twisted parts (distortion)

(e) Bent parts

(f) Wrinkles or buckles in structure

(g) Fastener holes that became larger or longer

(h) Loose fasteners

(i) Missing fasteners (fasteners that have pulled out or are gone)

(j) Delaminations (a component with one or more layers pulled apart)

(k) Parts that are not aligned correctly

(l) Interference (clearance that is not sufficient between two parts)

(m) Discoloration (heat damage)

(n) Nicks or gouges

(o) Other signs of damage.

(2) Replace or repair the components that have one or more of the conditions given above.

TASK 05-51-09-212-801

2. Phase I Inspection

A. Airplane Inspection

SUBTASK 05-51-09-212-003

(1) Do the inspection of the main and nose landing gear.

(a) Examine all tires and wheels.

(b) Examine the support structure.

(c) Look for signs of fluid leakage at the top and bottom of the outer cylinder of the shock strut.

NOTE: A small quantity of hydraulic fluid on the surface of the inner cylinder of the shock strut is satisfactory.

SUBTASK 05-51-09-212-004

(2) Do the inspection of the landing gear, fuselage, and wing.

(a) Look for fuel leaks, and other fluid leaks, in the areas that follow:

1) All wheel well areas of the body, wing, and nose landing gear.

2) The lower external surface of the fuselage in the area of the wing-to-body fairing.

3) The wing.

——————— END OF TASK ———————

TASK 05-51-09-210-801

3. Phase 2 Inspection

A. References

Reference	Title
07-11-01-580-815	Lift the Airplane with the Jacks (P/B 201)
07-11-01-580-816	Lower the Airplane Off the Jacks (P/B 201)
07-11-21-580-801	Lift the Airplane Nose with the Nose Jack at Jack Point D (P/B 201)
07-11-21-580-802	Lower the Airplane Nose Off of the Jack (P/B 201)
12-15-31 P/B 301	MAIN LANDING GEAR SHOCK STRUT - SERVICING
12-15-41 P/B 301	NOSE LANDING GEAR SHOCK STRUT - SERVICING
32-11-00 P/B 401	MAIN LANDING GEAR - REMOVAL/INSTALLATION
32-21-00 P/B 401	NOSE LANDING GEAR - REMOVAL/INSTALLATION
32-32-00 P/B 501	MAIN GEAR EXTENSION AND RETRACTION - ADJUSTMENT/TEST
32-33-00 P/B 501	NOSE GEAR EXTENSION AND RETRACTION - ADJUSTMENT/TEST
32-51-00 P/B 501	NOSE WHEEL STEERING SYSTEM - ADJUSTMENT/TEST

B. Airplane Inspection

SUBTASK 05-51-09-212-005

(1) Do the inspection of the main landing gear and support structure.

(a) Make sure the shock strut pressures are normal and the hydraulic fluids are at the correct levels MAIN LANDING GEAR SHOCK STRUT - SERVICING, PAGEBLOCK 12-15-31/301.

(b) Lift the airplane with jacks Lift the Airplane with the Jacks, TASK 07-11-01-580-815.

(c) Examine the inner and outer cylinder lugs.

(d) Examine all structural components of the main landing gear and carefully examine the components that follow:

1) Shock strut
2) Trunnion Link
3) Drag strut
4) Torsion links
5) Side strut
6) Walking beam fitting of the shock strut
7) Walking beam for the main gear actuator
8) Linkage fittings of the walking beam and actuator
9) The attach nut of the orifice support tube (signs of fluid leakage)
10) Strut doors and the mechanism that retracts and extends the doors

(e) Examine the support structure of the main landing gear and carefully examine the components that follow:
1) Landing gear beam
2) Support fittings for the landing gear beam:
a) Inboard
b) Outboard.
3) Trunnion support fittings and attachment:
a) Forward
b) Aft
4) Stabilizer link and fittings between the rear spar and landing gear beam
5) Body fitting for side strut and uplock attachment

(f) Examine all of the pin joints and fuse pin connections.

(g) If you found tire damage in Phase 1, do the steps that follow.
1) Remove and examine the wheel structure.
2) Remove and examine the brake assembly.
3) Examine the axles.

(h) If one or more of the conditions that follow occurred; remove, disassemble, and examine all parts of the shock strut MAIN LANDING GEAR - REMOVAL/INSTALLATION, PAGEBLOCK 32-11-00/401.
1) The shock strut pressures were sufficiently low to cause damage.
2) They hydraulic fluid levels were sufficiently low to cause damage.
3) You found damage to one or more of the parts during your inspection of the landing gear.

NOTE: Do not remove the orifice support tube to examine it.

(i) Make sure the main landing gear retracts and extends correctly MAIN GEAR EXTENSION AND RETRACTION - ADJUSTMENT/TEST, PAGEBLOCK 32-32-00/501.

(j) Lower the airplane from the jacks Lower the Airplane Off the Jacks, TASK 07-11-01-580-816

SUBTASK 05-51-09-212-006

(2) Do the inspection of the nose landing gear and support structure.

(a) Make sure the shock strut pressures are normal and the hydraulic fluids are at the correct levels NOSE LANDING GEAR SHOCK STRUT - SERVICING, PAGEBLOCK 12-15-41/301.

(b) Lift the nose of the airplane with jacks Lift the Airplane Nose with the Nose Jack at Jack Point D, TASK 07-11-21-580-801.

(c) If you found tire damage in Phase 1, do the steps that follow.

1) Remove and examine the wheel structure

2) Examine the axle

(d) Examine all structural components of the nose landing gear and carefully examine the components that follow:

1) Shock strut

2) Torsion links

3) Drag strut

4) Lock links

5) Drag brace link

6) The attach nut of the orifice support tube (signs of fluid leakage)

(e) Examine the wheel well area and carefully examine the parts that follow:

1) Web (the left and right sidewalls)

2) Aft bulkhead

3) Trunnion attachments

4) Drag strut attachments

(f) Examine the wheel well bulkheads and fuselage outboard of nose wheel well at (Body Stations 294.5 and 360).

NOTE: You can do this inspection on the forward side through the access holes in the sidewalls of the nose wheel well. Examine the aft side of the bulkhead at Body Station 294.5 from the electronics compartment.

(g) If one or more of the conditions that follow occurred remove, disassemble, and examine all parts of the shock strutNOSE LANDING GEAR - REMOVAL/INSTALLATION, PAGEBLOCK 32-21-00/401.

1) The shock strut pressures were sufficiently low to cause damage.

2) The hydraulic fluid levels were sufficiently low to cause damage.

3) You found damage to one or more of the parts during your inspection of the landing gear.

NOTE: Do not remove the orifice support tube to examine it.

(h) Make sure the nose landing gear steering system is adjusted and operates correctly NOSE WHEEL STEERING SYSTEM - ADJUSTMENT/TEST, PAGEBLOCK 32-51-00/501.

(i) Make sure the nose landing gear retracts and extends correctly NOSE GEAR EXTENSION AND RETRACTION - ADJUSTMENT/TEST, PAGEBLOCK 32-33-00/501.

(j) Lower the nose of the airplane from the jacks Lower the Airplane Nose Off of the Jack, TASK 07-11-21-580-802.

SUBTASK 05-51-09-212-007

(3) Do the inspection of the fuselage.

NOTE: If you find external damage to the fuselage, always examine the adjacent internal structure.

(a) Examine the lower fuselage structure.

NOTE: Examine carefully in the area below the body crease from Body Station 727 to 100 inches (254cm) aft.

(b) Examine carefully these components (Body Stations 540 through 727A):

1) Keel beam chords

2) Stiffeners

3) Webs and splices

(c) Also examine carefully the top of the fuselage between S-6 left and S-6 right (Body Stations 540, 664, 727).

(d) Examine the upper and lower fuselage skin panels forward and aft of the wing.

NOTE: Permanent wrinkles frequently occur on the lower side of the fuselage skins aft of Body Station 727. An internal inspection is necessary if you found wrinkles that were not there before the landing. Examine the wrinkles carefully for cracks.

(e) Examine the wing-to-fuselage joints (Body Stations 540 and 664).

(f) Examine the fuselage skin joints above the landing gear beam.

C. Put the Airplane Back to its Usual Condition

SUBTASK 05-51-09-430-001

(1) Install the components you removed or install replacement components.

END OF TASK

DRAGGED ENGINE NACELLE/FAN BLADE OUT/ENGINE SEIZURE/THRUST REVERSER AND ATTACH POINTS DAMAGE - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure contains the following task:

(1) Dragged engine nacelle, fan blade out, engine seizure, engine, strut, and thrust reverser damaged conditional inspection.

B. This procedure gives an inspection for the conditions that follow:

(1) For the engine and strut after a dragged engine nacelle condition.

(2) After an engine seizure and other types of engine and strut damage.

(3) After an engine fan blade out and subsequent windmilling vibration.

(4) After a vibrational condition caused by loss of cowling or engine parts other than fan blades.

(5) After damage caused when hit by ground support equipment; except for minor, localized ground support equipment impact to the strut or cowling.

NOTE: These inspections are not necessary when the operator finds that small scratches/ dents, etc, were not caused by the conditions in this procedure.

C. When the conditional inspection tells you to "examine" a component, look for these conditions (repair or replace components, if it is necessary):

(1) Cracks

(2) Pulled apart structure

(3) Excessive looseness or wear

(4) Twisted parts (distortion)

(5) Bent components

(6) Loose fasteners

(7) Fasteners holes that became larger or longer

(8) Fasteners that have pulled out or are missing

(9) Excessive loading

(10) Peening of pins and bushings

(11) Bushing/bearing damage

(12) Bushing bearing fusion

(13) Lug distortion or damage

(14) Bolt distortion

(15) Misalignment

(16) Interference

(17) Other obvious or unusual signs of damages.

TASK 05-51-10-210-801

2. Dragged Engine Nacelle/Fan Blade Out/Engine Seizure/Engine and Strut Damage Conditional Inspection

A. References

Reference	Title
05-51-42-200-801	Engine Blade Out - EEBay and Flight Deck Panels Inspection (P/B 601)
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
54-52-06-010-801	Aft Fairing Access Panel Removal (P/B 401)
54-53-01-400-801	Strut Access Door Installation (P/B 401)
54-53-02-410-801	Forward Strut Fairing Panel (Thrust Reverser Strut Fairing) Installation (P/B 401)
71-00-00-800-802-F00	Foreign Object Damage Inspection (P/B 601)
71-00-02-000-801-F00	Power Plant Removal (P/B 401)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
78-31-06-200-801-F00	Blocker Door Inspection (Visual) (P/B 601)

B. Location Zones

Zone	Area
400	Powerplant and Nacelle Struts

C. Examine the Struts and Nacelles, and Adjacent Structure

SUBTASK 05-51-10-040-001

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE LE FLAPS, TE FLAPS, AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Do the steps that follow to deactivate the flaps and slats:

(a) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

(b) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-51-10-040-002

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 05-51-10-210-001

(3) Do the inspection of the struts and nacelles, and the adjacent structure.

(a) Visually examine the areas that follow:

1) The nacelle strut external surface,

2) The nacelle inlet, fan cowl, thrust reverser and exhaust (ground support equipment impacts),

3) The lower surface of the nacelle cowlings (ground impact).

4) Engine fan blades (full or partial fan blade loss).

(b) If damage is found in the areas noted above (except for minor, localized ground support equipment impacts), do these steps:

1) Remove the nacelle strut access doors,

2) Remove the forward strut thrust reverser and overwing fairings,

3) Remove the forward strut fairing thumbnail fairing,

4) Remove the aft strut fairing panels, do this task: Aft Fairing Access Panel Removal, TASK 54-52-06-010-801

5) Open the fan cowl and thrust reverser.

(c) Visually examine the following components for cracks, signs of offset deformation, or crank shafting of pins and/or bushings.

1) Strut fuse pin and link pin bores (perform examination in place - remove retention hardware),

2) Wing and strut fittings common to fuse and link pins,

3) Strut external upper spar and side skins,

4) Strut internal structure, including bulkheads and frames,

5) Forward engine mount assembly and aft mount assembly including thrust links.

SUBTASK 05-51-10-210-002

(4) Examine thrust reverser areas that follow:

(a) Look at the thrust reverser sleeves

(b) Look at the blocker door linkage for bent or broken links, do this task: Blocker Door Inspection (Visual), TASK 78-31-06-200-801-F00.

(c) Inspect thrusts reverser inlet crushable spacers and look for loose attach bolts.

(d) Inspect the thrust reverser hinges and latches.

(e) Inspect the fan cowl hinges and latches.

SUBTASK 05-51-10-210-003

(5) If you think an engine seizure or internal engine damage has occurred, examine the engine.

(a) Do this task: Foreign Object Damage Inspection, TASK 71-00-00-800-802-F00.

(b) Remove the engine if it is necessary, do this task: Power Plant Removal, TASK 71-00-02-000-801-F00.

SUBTASK 05-51-10-210-004

(6) Examine the EEBay and flight deck, do this task: Engine Blade Out - EEBay and Flight Deck Panels Inspection, TASK 05-51-42-200-801.

D. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-10-410-001

(1) Install all the components you removed if they are serviceable, or install replacement parts.

(a) Do this task: Strut Access Door Installation, TASK 54-53-01-400-801.

(b) Do this task: Forward Strut Fairing Panel (Thrust Reverser Strut Fairing) Installation, TASK 54-53-02-410-801.

SUBTASK 05-51-10-440-001

WARNING: DO THE ACTIVATION PROCEDURE FOR THE OPERATION OF THE THRUST REVERSER. BE CAREFUL, THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

SUBTASK 05-51-10-440-002

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE LE FLAPS, TE FLAPS, AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(3) Do the steps that follow to activate the flaps and slats:

(a) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

(b) Do this task: Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801.

——————— END OF TASK ———————

GALLEY SPILLAGE - MAINTENANCE PRACTICES

1. General

A. This procedure has one task.

(1) This task is to do an inspection and the clean-up of the areas of contamination after a liquid is spilled in the galley.

B. If liquids are spilled inside the galley, you must remove all signs of liquid and fully dry the areas of contamination immediately.

C. If the floor area of the galley area is not sealed correctly, liquid contamination can result in corrosion of the floor structure.

NOTE: Moisture above the galley floor can go through small holes in the floor surface area and stay out of view. This could possibly cause unwanted damage to the airplane structure or to equipment in the area below the galley floor.

TASK 05-51-13-211-801

2. Galley Spill Conditional - Inspection

A. General

(1) This inspection procedure is to be done when liquid has been spilled in the galley area.

NOTE: When a small amount of liquid is spilled, an inspection is not usually necessary.

(2) In the galley areas, a water (liquid) barrier is installed to contain liquid when it is spilled. To protect the water barrier, vinyl mats cover the galley floor.

(3) In the adjacent entry and service door thresholds, waste water drains are installed to remove liquids (gray water) from the floor. These drain holes must be kept free from blockages.

(4) The integrity of the water barrier seal, in the forward galley areas, is most important because the location of the electronic equipment compartment is directly below the forward galley.

(5) A leak from the forward galley which has a damaged water barrier, into the compartment below, could possibly cause serious damage to the electronic equipment. The result could be a possible hazard to the flight safety of the airplane.

(6) In all areas where gray water contamination has to be removed and cleaned, you must use an approved disinfectant to kill all harmful micro-organisms.

(7) The flight safety of the airplane, together with the safety of health and the prevention of bad smells, must be your first consideration when you do this task.

B. References

(1) MISCELLANEOUS MATERIALS - MAINTENANCE PRACTICES, PAGEBLOCK 20-30-51/201

(2) EQUIPMENT/FURNISHINGS - CLEANING/PAINTING, PAGEBLOCK 25-00-00/701

(3) ENTRY AND SERVICE AREA FLOOR COVERING - REMOVAL/INSTALLATION, PAGEBLOCK 25-27-21/401

(4) GALLEYS, SECTION 25-31

(5) SEALS AND SEALING - MAINTENANCE PRACTICES, PAGEBLOCK 51-31-00/201

(6) PASSENGER CABIN FLOORS, SECTION 53-21

(7) WATER BARRIER - REPAIRS, PAGEBLOCK 53-21-11/801

C. Equipment

(1) Workstand

D. Consumable Materials

(1) Gown - Disposal

(2) Gloves - Disposable

(3) Shop Coat - Disposable

(4) Mask, face - Disposable

(5) Glasses - Safety

(6) Cloth, lint-free

(7) Cheesecloth

(8) Disinfectant - Deodorizer Lysol

E. Access

(1) Location Zones

(a) 104 Forward Galley (1)

(b) 106 Forward Galley (2)

(c) 109 Aft Galley (3)

(d) 114 Aft Galley (4)

(e) 118 Aft Galley (6)

(f) 205 Electronic Compartment

(g) 218 Aft Cargo Compartment

(h) 219 Aft Cargo-Compartment Door

(i) 220 Aft Cargo-Compartment Equipment-Bay

(2) Access Panels

(a) 1201 Electronic-Equipment Compartment Door

(b) 4504 Aft Cargo-Compartment Door

F. References

Reference	Title
20-30-31 P/B 201	CLEANERS AND POLISHES - MAINTENANCE PRACTICES
20-30-51 P/B 201	MISCELLANEOUS MATERIALS - MAINTENANCE PRACTICES
25-00-00 P/B 701	EQUIPMENT/FURNISHINGS - CLEANING/PAINTING
25-27-21 P/B 401	ENTRY AND SERVICE AREA FLOOR COVERING - REMOVAL/INSTALLATION
25-31	GALLEYS
38-31-00 P/B 201	GRAY WATER/DRAIN SYSTEM - MAINTENANCE PRACTICES
51-31-00 P/B 201	SEALS AND SEALING - MAINTENANCE PRACTICES
53-21	PASSENGER CABIN FLOORS
53-21-00 P/B 401	PASSENGER CABIN FLOORS - REMOVAL/INSTALLATION
53-21-00 P/B 801	POLYURETHANE WATERSEAL - REPAIRS
53-21-11 P/B 801	WATER BARRIER - REPAIRS

G. Procedure

SUBTASK 05-51-13-160-001

(1) In the galley where the liquid was spilled, use a clean cloth or a sponge to remove all liquid from the floor of the galley area.

SUBTASK 05-51-13-010-001

(2) In the galley area where the liquid was spilled, at the soonest maintenance opportunity, remove the floor area covering ENTRY AND SERVICE AREA FLOOR COVERING - REMOVAL/INSTALLATION, PAGEBLOCK 25-27-21/401, to do an inspection of the waterseal.

NOTE: The waterseal of the galley area can be damaged if care is not taken when you remove the vinyl floor mats.

SUBTASK 05-51-13-160-002

(3) Use approved cleaning agents and disinfectants when you clean areas where blue water contamination has occurred CLEANERS AND POLISHES - MAINTENANCE PRACTICES, PAGEBLOCK 20-30-31/201.

SUBTASK 05-51-13-160-003

(4) Make sure the door threshold drain, adjacent to the galley area, is clear and free from blockages GRAY WATER/DRAIN SYSTEM - MAINTENANCE PRACTICES, PAGEBLOCK 38-31-00/201.

SUBTASK 05-51-13-212-001

(5) Inspect the fillet seal at the base of the galley for signs of damage.

SUBTASK 05-51-13-212-002

(6) Inspect the floor waterseal for signs of damage to materials and sealants.

SUBTASK 05-51-13-910-001

(7) If you find signs of damage to seals and/or sealing, refer to the approved repairs POLYURETHANE WATERSEAL - REPAIRS, PAGEBLOCK 53-21-00/801and WATER BARRIER - REPAIRS, PAGEBLOCK 53-21-11/801.

SUBTASK 05-51-13-010-002

(8) If the inspection is applicable to the forward galley, open the electronic-equipment compartment door for access.

SUBTASK 05-51-13-010-003

(9) If the inspection is applicable to the aft galley, open the aft cargo-compartment door for access, and remove the access panel on the rear bulkhead of the aft cargo- compartment.

SUBTASK 05-51-13-212-003

(10) Use a strong light and do a close visual examination of the area below the floor of the galley.

SUBTASK 05-51-13-360-001

(11) If you find signs of moisture below the galley area, in electronic-equipment compartment or the aft cargo-compartment equipment-bay, do the steps that follow:

(a) Use a clean cloth or a sponge to absorb and remove all moisture from the area.

(b) Do an examination of all the waste-water drain tubes and related clamps for signs of a leak.

(c) Tighten all clamps and/or replace damaged drain tubes as necessary.

(d) Examine the floor beams, intercostals and structure for signs of moisture and/or corrosion.

(e) Do an inspection of installed equipments, in the applicable equipment compartment for signs of contamination.

1) If you find signs of moisture on equipment electrical cables, use a dry air supply to remove all moisture from the contaminated areas.

NOTE: Electrical cable looms can hold moisture between the separate wires. If possible, open the wires in a contaminated cable when you dry the cable.

2) Do a check of contaminated connectors for moisture ingress and dry as necessary.

NOTE: If you think a connector is contaminated with moisture, you must disconnect and fully examine the connector and the related equipment connector.

3) If you find signs of moisture, use a clean cloth or a dry air supply to remove all moisture and fully dry the contaminated components.

SUBTASK 05-51-13-942-001

(12) If you do not find signs of moisture and the water barrier is in a serviceable condition, do the close out procedure.

NOTE: The removal of the galley and repairs to the floor water barrier are only necessary when signs of damage and leaks in the galley floor are found.

SUBTASK 05-51-13-010-004

(13) If your inspection shows damage to the water barrier of the galley floor area and/or shows the moisture travel to go below the galley floor, remove the applicable galley.

SUBTASK 05-51-13-010-005

(14) If necessary, remove the galley floor PASSENGER CABIN FLOORS - REMOVAL/INSTALLATION, PAGEBLOCK 53-21-00/401.

SUBTASK 05-51-13-160-004

(15) Fully clean the area and the floor panels and make sure you remove all the remaining sealant.

SUBTASK 05-51-13-350-001

(16) If corrosion is found on the airframe, refer to the Structural Repair Manual (SRM).

SUBTASK 05-51-13-420-001

(17) Install the galley floor PASSENGER CABIN FLOORS - REMOVAL/INSTALLATION, PAGEBLOCK 53-21-00/401, POLYURETHANE WATERSEAL - REPAIRS, PAGEBLOCK 53-21-00/801.

SUBTASK 05-51-13-410-001

(18) Install the water barrier in the galley WATER BARRIER - REPAIRS, PAGEBLOCK 53-21-11/801.

SUBTASK 05-51-13-420-002

(19) Install the galley (as applicable).

SUBTASK 05-51-13-710-001

(20) If an equipment is found to have been contaminated with moisture, you must do an operational test of the equipment after all the moisture has been removed.

SUBTASK 05-51-13-940-001

(21) Do the close out procedure as follows:

(a) Install the galley floor covering ENTRY AND SERVICE AREA FLOOR COVERING - REMOVAL/INSTALLATION, PAGEBLOCK 25-27-21/401.

(b) If applicable, close the electronic-equipment compartment door.

(c) If applicable, install the access panel on the rear bulkhead of the aft cargo compartment and close the aft cargo compartment door.

——————— END OF TASK ———————

MERCURY SPILLAGE CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This section has the task to examine and clean the airplane after a mercury spill.

TASK 05-51-14-210-801

2. Mercury Spillage Conditional Inspection

A. General

(1) When elemental mercury leaks on to an all metallic structure, severe structural strength degradation occurs. Be aware of the following:

(a) The rate of diffusion of the mercury into a metal is related to the type of metal touched.

(b) The diffusion of mercury is also related to the type of finish protection the metal has.

(c) But, when the diffusion of mercury has started, it cannot be stopped.

(d) Structural degradation after a mercury spill is not always visually apparent until a load is applied to a structure.

(2) Make a record of the general quantity of the mercury spilled.

(3) Make a record of the location where the mercury was spilled.

(4) Isolate the mercury spill area to prevent contamination to other areas.

(5) Structural repairs are necessary if there are signs of mercury contamination.

(6) Make sure there is no loose (free) mercury in the airplane.

(a) Use mercury sniffers and X-ray equipment (if available) to find loose (free) mercury.

(7) Inspection, clean-up, and repair must be done before the next flight.

(a) If the clean-up cannot be done immediately, apply a layer of corrosion inhibiting compound or engine oil.

NOTE: This will slow the rate at which the mercury goes into the airplane structure.

B. References

Reference	Title
25-52-00-200-804	Cargo Compartment Tiedown Fitting Inspection (P/B 601)
25-80-00-000-801	Insulation Blanket Removal (P/B 401)
25-80-00-400-801	Insulation Blanket Installation (P/B 401)

C. Tools/Equipment

Reference	Description
STD-1069	Container - Glass, Trap Type
STD-1070	Lens - Magnifying, 10X, Hand Held

D. Consumable Materials

Reference	Description	Specification
B00541	Cleaner - General Purpose Household Detergent	

E. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage

F. Lower Lobe (Major Zone 100) Mercury Spillage

SUBTASK 05-51-14-000-001

(1) Remove the insulation blankets in the spill area, do this task: Insulation Blanket Removal, TASK 25-80-00-000-801.

NOTE: Make sure you remove all blankets that go to the nearest lateral fluid dams.

(a) Discard the contaminated insulation blankets.

SUBTASK 05-51-14-100-001

WARNING: DO NOT GET MERCURY IN YOUR MOUTH, IN YOUR EYES, OR ON YOUR SKIN. DO NOT BREATH MERCURY FUMES. PUT ON PROTECTIVE SPLASH GOGGLES AND GLOVES WHEN YOU CLEAN A MERCURY SPILL. MERCURY IS POISONOUS AND CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

WARNING: MAKE SURE THERE IS VENTILATION WHEN THE MERCURY AREA IS CLEANED. MERCURY VAPORS CAN BE TOXIC AND CAUSE INJURY TO PERSONS.

WARNING: IF HANDS CONTACT MERCURY, KEEP THEM AWAY FROM YOUR MOUTH. DO NOT EAT, SMOKE, OR BLOW YOUR NOSE WITHOUT WASHING YOUR HANDS CAREFULLY WITH SOAP AND HOT WATER. MERCURY IS POISONOUS AND CAN CAUSE INJURY TO PERSONS.

WARNING: THE USE OF A VACUUM NOT APPROVED FOR THE COLLECTION OF MERCURY CAN CONTAMINATE THE VACUUM AND CAUSE MERCURY TO BECOME AIRBORN. DO NOT BREATH THE FUMES OF MERCURY. AIRBORN MERCURY AND MERCURY VAPORS CAN BE TOXIC AND CAUSE INJURY TO PERSONS.

(2) Remove all of the mercury with the steps that follow:

(a) Remove the mercury you can see with cardboard and paper troughs.

NOTE: You can also use zinc oxide tape, eye droppers, or a vacuum cleaner.

(b) Use a vacuum cleaner approved for the collection of mercury to clean an area where a large spill occurred.

(c) Clean a small mercury spill with the items that follow:

NOTE: Mercury fumes can cause contamination to a commercial vacuum cleaner. See the above WARNING.

NOTE: You can use a medicine dropper to clean hard to get to areas.

1) a trap-type trap type glass container, STD-1069.

2) Use a vacuum cleaner approved for the collection of mercury to clean an area.

G. Examine the Area of the Lower Lobe Mercury Spill

SUBTASK 05-51-14-210-001

(1) Examine the structure visually with a 10x hand held magnifying lens, STD-1070.

(a) Look for any bare metal, scratches, and/or chipped paint.

(b) Examine the floor seals in the area where the mercury has touched the airplane.

1) If the floor seal appears to have been damaged or touched by the mercury, apply a small amount of water to the floor seal.

a) Look to see if the water leaks through the floor seal.

2) If the floor seals show signs of damage, remove the floor panels and examine the structure below.

(c) If the mercury has touched the airplane near a frame or beam component, examine the frame and/or beam for structural degradation.

NOTE: A device which can find mercury (mercury sniffer) is recommended to find hidden deposits of mercury when the area touched by mercury is large in size. If available, x-ray equipment should be used to detect mercury.

(d) If you think mercury has penetrated into bare metal or structural joints, those areas must be X-rayed.

NOTE: Droplets of mercury show on an X-ray negative as small white stains. Mercury corrosion and embrittlement show as tree-like shapes which penetrate the structural component.

1) If signs of mercury are in joints, between faying surfaces, or trapped between structural members, disassemble and replace the parts as necessary to fully remove the mercury.

(e) If any airplane structure shows signs of mercury contamination, perform the necessary structural repair.

(f) Examine the cargo net restraint equipment components, do this task: Cargo Compartment Tiedown Fitting Inspection, TASK 25-52-00-200-804.

NOTE: Replace the cargo restraint equipment components that show signs of mercury contamination.

(g) After you remove the mercury spillage, and after the inspection is complete, clean your hands, your clothes, and your tools with general purpose household detergent cleaner, B00541.

H. Main Deck (Major Zone 200) Mercury Spillage

SUBTASK 05-51-14-000-002

WARNING: DO NOT GET MERCURY IN YOUR MOUTH, OR IN YOUR EYES, OR ON YOUR SKIN. DO NOT BREATH THE MERCURY FUMES. PUT ON PROTECTIVE SPLASH GOGGLES AND GLOVES WHEN YOU CLEAN A MERCURY SPILL. MERCURY IS POISONOUS AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

WARNING: MAKE SURE THERE IS VENTILATION WHEN THE MERCURY AREA IS CLEANED. MERCURY VAPORS CAN BE TOXIC AND CAUSE INJURY TO PERSONS.

WARNING: IF HANDS CONTACT MERCURY, KEEP THEM AWAY FROM YOUR MOUTH. DO NOT EAT, SMOKE, OR BLOW YOUR NOSE WITHOUT WASHING YOUR HANDS CAREFULLY WITH SOAP AND HOT WATER. MERCURY IS POISONOUS AND CAN CAUSE INJURY TO PERSONS.

WARNING: THE USE OF A VACUUM NOT APPROVED FOR THE COLLECTION OF MERCURY CAN CONTAMINATE THE VACUUM AND CAUSE MERCURY TO BECOME AIRBORN. DO NOT BREATH THE FUMES OF MERCURY. AIRBORN MERCURY AND MERCURY VAPORS CAN BE TOXIC AND CAUSE INJURY TO PERSONS.

(1) If there is a mercury spillage in the main deck, do the steps that follow to remove the mercury:

(a) Remove the mercury you can see with cardboard and paper troughs.

NOTE: You can also use zinc oxide tape, eye droppers, or a vacuum cleaner.

(b) Use a vacuum cleaner approved for the collection of mercury to clean an area where a large spill occurred.

(c) Clean a small mercury spill with the items that follow:

NOTE: Mercury fumes can cause contamination to a commercial vacuum cleaner.

NOTE: You can use a medicine dropper to clean hard to get to areas.

1) A trap-type trap type glass container, STD-1069.

2) Use a vacuum cleaner approved for the collection of mercury to clean an area.

I. Examine the Main Deck Area After a Mercury Spill

SUBTASK 05-51-14-210-002

(1) Examine the main deck in the area of the mercury spill for mercury contamination.

(a) Examine the floor seals in the area where the mercury has touched the airplane.

1) If the floor seal appears to have been damaged or touched by the mercury, apply a small amount of water to the floor seal.

a) Look to see if the water leaks through the floor seal.

2) If the floor seals show signs of damage, remove the floor panels and examine the structure below.

(b) Examine the structure visually with a 10x hand held magnifying lens, STD-1070.

1) Look for any bare metal, scratches, and/or chipped paint.

(c) If the mercury has touched the airplane near a frame or beam component, examine the frame and/or beam.

NOTE: A device which can find mercury (mercury sniffer) is recommended to find hidden deposits of mercury when the area touched by mercury is large in size. If available, x-ray equipment should be used to detect mercury.

(d) If you think mercury has penetrated into bare metal or structural joints, those areas must be X-rayed.

NOTE: Droplets of mercury show on an X-ray negative as small white stains. Mercury corrosion and embrittlement show as tree-like shapes which penetrate the structural component.

1) If signs of mercury are in joints, between faying surfaces, or trapped between structural members, the parts must be disassembled and replaced as necessary to fully remove the mercury.

(e) If any airplane structure shows signs of mercury contamination, the necessary structural repair must be done.

(f) Use a 10x hand held magnifying lens, STD-1070 to examine the seat track rails.

1) Look for bare metal, scratches, and/or chipped paint.

(g) After you remove the mercury spillage, and after the inspection is complete, clean your hands, your clothes, and your tools with general purpose household detergent cleaner, B00541.

J. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-14-410-001

(1) Install the components that you removed or install replacement parts.

(a) Do this task: Insulation Blanket Installation, TASK 25-80-00-400-801.

——————— END OF TASK ———————

BRAKE SEIZURE CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure contains the task to examine the wheel assemblies and brakes of the main landing gear after a brake seizure condition.

TASK 05-51-15-210-801

2. Brake Seizure Conditional Inspection

A. References

Reference	Title
05-51-17-210-802	Heat Damage Inspection of the Axle (P/B 201)
32-41-41-000-801	Main Landing Gear Brake Removal (P/B 401)
32-41-41-700-803	Main Landing Gear Brake Inspection (Wheel Removed from the Airplane) (P/B 601)
32-45-00-700-802	Wheels Inspection (Wheel Removed from the Airplane) (P/B 601)
32-45-00-700-803	Tires Inspection (P/B 601)
32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)

B. Location Zones

Zone	Area
700	Landing Gear and Landing Gear Doors

C. Examine the Main Landing Gear Wheels and Brakes

SUBTASK 05-51-15-000-001

(1) Remove the wheel and tire assembly of the main landing gear, do this task: Main Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-11-000-801.

SUBTASK 05-51-15-210-005

(2) Inspect the tires and wheels as follows:

(a) Do this task: Wheels Inspection (Wheel Removed from the Airplane), TASK 32-45-00-700-802.

(b) Do this task: Tires Inspection, TASK 32-45-00-700-803.

SUBTASK 05-51-15-000-002

(3) Remove the seized brake unit, do this task: Main Landing Gear Brake Removal, TASK 32-41-41-000-801.

(a) Examine the brake unit grease O-ring seal(s), installed on the inner diameter of the brake, and make sure they are not damaged by heat or wear, do this task: Main Landing Gear Brake Inspection (Wheel Removed from the Airplane), TASK 32-41-41-700-803.

(b) Examine the wheel bearing seal adjacent to the brake and replace the seal if it has been damaged by heat.

SUBTASK 05-51-15-210-003

(4) Examine the axles and the adjacent areas of the oleo for heat damage, do this task: Heat Damage Inspection of the Axle, TASK 05-51-17-210-802.

(a) Look for a brown shade color that is caused by an overheat condition.

(b) If the paint is a brown shade color, repair the damage.

D. Put the Airplane Back to its Usual Condition

SUBTASK 05-51-15-840-001

(1) Install the components you removed if they are servicable, or install replacement parts.

——————— END OF TASK ———————

FLAT SPOTTED TIRES - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure contains the task to inspect the wheels and brakes after the tires have become flat spotted.

(1) Flat spotted tires are from a locked wheel slide condition and not from a structural failure of the tire.

(2) You must do the inspections in the sequence given in this procedure to find the cause of the locked wheel condition.

B. The inspections are divided into two types.

(1) The first type of inspection is for conditions where only one tire is flat spotted.

(2) The second type of inspection is for conditions where multiple tires are flat spotted.

TASK 05-51-16-210-801

2. Flat Spotted Tires Conditional Inspection

A. References

Reference	Title
32-41-00-710-801	Normal and Alternate Brake Application - Functional Test (P/B 501)
32-41-41-700-802	Main Landing Gear Brake Fast Check (Wheel Installed on the Airplane) (P/B 601)
32-42-00-710-802	Transducer Operational Test (P/B 501)
32-42-00-720-801	Antiskid/Autobrake Control Unit Functional Test (P/B 501)
32-44-00-710-801	Parking Brake System - Operational Test (P/B 501)
32-45-00-700-801	Wheels Fast Check (Wheel Installed on the Airplane) (P/B 601)
32-45-00-700-803	Tires Inspection (P/B 601)

B. Location Zones

Zone	Area
700	Landing Gear and Landing Gear Doors

C. One Flat Spotted Tire Condition

SUBTASK 05-51-16-210-001

(1) Do the inspections that follow after a one flat spotted tire condition:

(a) Examine the tire.

1) Do this task: Tires Inspection, TASK 32-45-00-700-803.

(b) Examine the wheel for cracks or loose wheel bearings.

1) Do this task: Wheels Fast Check (Wheel Installed on the Airplane), TASK 32-45-00-700-801.

(c) Examine the brake.

1) Do this task: Main Landing Gear Brake Fast Check (Wheel Installed on the Airplane), TASK 32-41-41-700-802.

(d) Make sure the brake will operate correctly and is in a serviceable condition.

1) Do this task: Normal and Alternate Brake Application - Functional Test, TASK 32-41-00-710-801.

(e) Make sure the routing of the hydraulic lines and the wiring runs are correct.

(f) Do the transducer spin test and make sure that the correct brake releases when the transducer motion stops.

1) Do this task: Transducer Operational Test, TASK 32-42-00-710-802.

D. Multiple Flat Spotted Tire Condition

SUBTASK 05-51-16-200-001

(1) Do the inspections that follow after a multiple flat spotted tire condition:

(a) Examine the tires.

1) Do this task: Tires Inspection, TASK 32-45-00-700-803.

(b) Examine the wheels for cracks or loose wheel bearings.

1) Do this task: Wheels Fast Check (Wheel Installed on the Airplane), TASK 32-45-00-700-801.

(c) Examine the brakes.

1) Do this task: Main Landing Gear Brake Fast Check (Wheel Installed on the Airplane), TASK 32-41-41-700-802.

(d) Make sure the brakes will operate correctly and are in a serviceable condition.

1) Do this task: Normal and Alternate Brake Application - Functional Test, TASK 32-41-00-710-801.

(e) Make sure the routing of the hydraulic lines and the wiring runs are correct.

(f) Do the transducer spin test and make sure that the correct brakes release when the transducer motion stops.

1) Do this task: Transducer Operational Test, TASK 32-42-00-710-802.

(g) Make sure the hydraulic return filter is not blocked.

(h) Make sure the parking brake valve operates correctly.

1) Do this task: Parking Brake System - Operational Test, TASK 32-44-00-710-801.

2) Also make sure that the valve is fully open when the parking brake releases.

(i) Do a BITE test for the Antiskid/Autobrake system, do this task: Antiskid/Autobrake Control Unit Functional Test, TASK 32-42-00-720-801.

1) Make sure the Antiskid/Autobrake system has continuity.

E. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-16-410-001

(1) Install all the components you removed if they are servicable, or install replacement parts.

——————— END OF TASK ———————

WHEEL BEARING FAILURE/DAMAGE CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This inspection must be done before the next flight of the airplane.

B. This section has two tasks:

(1) Wheel Bearing Failure.

(2) Heat Damage Inspection of the Axle.

TASK 05-51-17-210-801

2. Wheel Bearing Failure

A. General

(1) This section gives an inspection procedure for landing gear wheels, brakes, axle sleeves, and axles after a wheel bearing failure.

(2) The degradation of wheel bearing components can occur as follows:

(a) Lubrication that is incorrect or not sufficient

(b) A decrease of the wheel bearing preload

(c) Contamination in the bearing

(d) Other damage that occurs.

(3) When you operate with damaged wheel bearings, it will cause heat in the adjacent parts:

(a) The axles

(b) The axle sleeves

(c) The spacers

(d) The wheel hubs.

(4) These parts can have scores if the bearing damage causes a seizure and then causes rotation that is relative to the adjacent parts.

(5) Do an inspection of the wheel bearings carefully during each tire change.

(6) The failure of a wheel bearing can be found by the symptoms or conditions that follow:

(a) Contamination of the wheel bearing grease with unwanted material.

(b) Metal particles or fragments in the area of the wheel and the brake

(c) The hubcap is damaged or is missing (main gear only)

(d) A wheel that is canted more than usual.

(e) The wheel and tire assembly are missing.

B. References

Reference	Title
32-41-41-000-801	Main Landing Gear Brake Removal (P/B 401)
32-41-41-400-801	Main Landing Gear Brake Installation (P/B 401)
32-41-41-700-803	Main Landing Gear Brake Inspection (Wheel Removed from the Airplane) (P/B 601)
32-42-11-000-801	Transducer Removal (P/B 401)
32-42-21-400-801	Antiskid/Autobrake Control Unit Installation (P/B 401)
32-45-00-700-801	Wheels Fast Check (Wheel Installed on the Airplane) (P/B 601)
32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)

(Continued)

Reference	Title
32-45-21-000-801	Nose Landing Gear Wheel and Tire Assembly Removal (P/B 401)

C. Location Zones

Zone	Area
700	Landing Gear and Landing Gear Doors

D. Wheel Inspection

SUBTASK 05-51-17-210-001

(1) Do the wheel inspection, do this task: Wheels Fast Check (Wheel Installed on the Airplane), TASK 32-45-00-700-801.

(a) When a main wheel shows signs of a wheel bearing failure, or other signs of damage, do this task: Main Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-11-000-801.

NOTE: The wheel and tire assembly, with the bearings, must be sent to the shop for disassembly and a detailed inspection.

(b) When a nose wheel shows signs of a wheel bearing failure or other signs of damage, do this task: Nose Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-21-000-801.

NOTE: The wheel and tire assembly, and the bearings must be sent to the shop to be disassembled and inspected.

(c) Make sure the wheels that are removed have the correct wheel bearings installed.

E. Brake Inspection

SUBTASK 05-51-17-210-002

(1) Do an inspection of the brake assembly (main landing gear only).

(a) Do this task: Main Landing Gear Brake Inspection (Wheel Removed from the Airplane), TASK 32-41-41-700-803.

(b) Examine the parts that follow:

1) Rotors

2) Stators

3) Torque tube backing plate

4) Other parts of the brake assembly that can become damaged.

(c) When a brake assembly shows signs of damage or does not operate correctly, remove the brake assembly, do this task: Main Landing Gear Brake Removal, TASK 32-41-41-000-801.

NOTE: The brake assembly must be sent to the shop to be disassembled and inspected.

F. Axle Inspection

SUBTASK 05-51-17-210-003

(1) Do an inspection of the main gear axle and axle sleeve.

(a) Remove the components that follow if they have not been removed:

NOTE: Make sure you do a check for damage.

1) Do this task: Main Landing Gear Brake Removal, TASK 32-41-41-000-801.

2) Do this task: Transducer Removal, TASK 32-42-11-000-801.

(b) Remove the grease or corrosion inhibitive compound (CIC) from the axle if it is necessary.

(c) Visually examine the components that follow and look for paint or primer discoloration, blistering, and structural damage:

NOTE: Discoloration is green primer that has turned brown or black and/or enamel turned yellow, brown, or black.

NOTE: Damage is scoring, metal transfer, and/or displacement of material.

1) The outer diameter of the axle sleeve, check for scoring.

NOTE: Scoring will be caused when the wheel bearing turns on the axle sleeve.

a) Repair or replace the sleeve if necessary.

2) The brake sleeve, check for scoring on the end adjacent to the inner wheel bearing cone.

a) Repair or replace the sleeve if necessary.

(d) Visually examine the axle nut and washer for signs of scores or other damage.

1) Replace or repair the nut and washer if necessary.

(e) If there is no damage, discoloration, or blistering, you can leave the axle in service as it is.

NOTE: No more inspections to the axle are necessary.

(f) If the axle has signs of heat damage, do this task: Heat Damage Inspection of the Axle, TASK 05-51-17-210-802.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-51-17-410-001

(1) Install all of the components you removed if they are servicable, or install replacement parts.

(a) Do this task: Main Landing Gear Brake Installation, TASK 32-41-41-400-801.

(b) Do this task: Antiskid/Autobrake Control Unit Installation, TASK 32-42-21-400-801.

——————— END OF TASK ———————

TASK 05-51-17-210-802

3. Heat Damage Inspection of the Axle

A. References

Reference	Title
05-51-07-280-801	Heat Damage Inspection (Ammonium Persuphate Solution) (P/B 201)
32-11-85-000-801	Main Landing Gear Axle Removal (P/B 401)
51-21-98-300-801	Heat, Weather and Oil Resistant Inorganic Protective Coating Application (P/B 701)

B. Location Zones

Zone	Area
700	Landing Gear and Landing Gear Doors

C. Main Landing Gear (MLG) Axle

SUBTASK 05-51-17-210-004

(1) Examine the MLG axle for heat damage as follows:

NOTE: This step is necessary only when the axle sleeve show signs of scoring, discoloration, or other damage, and the axle sleeve has been removed.

(a) If it is necessary to reapply the heat-resistant protective coating, do this task: Heat, Weather and Oil Resistant Inorganic Protective Coating Application, TASK 51-21-98-300-801.

(b) Examine the light-gray hydraulic-fluid resistant paint on the axle.

1) Look for a brown color caused when the paint becomes too hot.

(c) Do a check for discoloration of the chrome plating on the axle lands where the sleeve touches.

WARNING: THE POWER CABLE OF THE BORESCOPE MUST BE IN GOOD CONDITION. IF THERE ARE CIRCUMFERENTIAL CUTS, FRAYED AREAS, OR RUPTURES TO THE EXTERNAL RUBBER COVER OF THE CABLE, INJURY TO PERSONS CAN OCCUR.

(d) Examine the green primer on the inner surfaces (bore) of the axle with a borescope.

1) Use the borescope to a minimum depth of 16 inches and look for discoloration or blistered paint.

2) The green primer will turn to a light brown or black color when it becomes too hot.

NOTE: If the paint shows only a small discoloration, you can do the heat damage inspection when the airplane goes back to the primary base.

NOTE: Do not make more than three landings before you do this inspection.

SUBTASK 05-51-17-210-005

(2) If signs of heat damage to the main landing gear axle is found, do this task: Heat Damage Inspection (Ammonium Persuphate Solution), TASK 05-51-07-280-801.

(a) Remove the axle if it is necessary, do this task: Main Landing Gear Axle Removal, TASK 32-11-85-000-801.

SUBTASK 05-51-17-350-001

(3) If you find signs of damage in the areas that follow, repair or replace the damaged components:

NOTE: Heat damage to the cadmium plate can cause cadmium embrittlement of the steel substrate.

(a) The cadmium plate on the axle bore shows signs of heat damage.

(b) The chrome plate on the outer part of the axle shows signs of heat damage.

D. Nose Landing Gear (NLG) Axle

SUBTASK 05-51-17-210-006

(1) Do an inspection of the nose landing gear axle.

(a) Visually examine the parts that follow for scores or other damage:

1) The wheel bearing washer

2) The axle nut

3) The inner wheel bearing spacer.

(b) Replace or repair the components if necessary.

(c) Examine the NLG axle for damage.

1) Look for scores or discoloration of the chrome plated bearing lands on the axle.

2) Examine the light-gray, hydraulic-fluid-resistant, paint on the axle.

a) The paint will become a brown color when it becomes too hot.

WARNING: THE POWER CABLE OF THE BORESCOPE MUST BE IN GOOD CONDITION. IF THERE ARE CIRCUMFERENTIAL CUTS, FRAYED AREAS, OR RUPTURES TO THE EXTERNAL RUBBER COVER OF THE CABLE, INJURY TO PERSONS CAN OCCUR.

3) Examine the green primer on the inner surfaces (bore) of the axle with a borescope.

a) Use the borescope to a minimum depth of 7 inches and look for discoloration or blistering

b) The green primer will turn to a light brown or black color when it becomes too hot.

NOTE: If the paint shows only a small discoloration, you can do the heat damage inspection when the airplane goes back to the primary base.

NOTE: Do not make more than three landings before you do this inspection.

SUBTASK 05-51-17-210-007

(2) If signs of heat damage to the nose gear axle are found, do this task: Heat Damage Inspection (Ammonium Persuphate Solution), TASK 05-51-07-280-801.

SUBTASK 05-51-17-350-002

(3) If you find signs of damage in the areas that follow, repair or replace the damaged components:

NOTE: Heat damage to the cadmium plate can cause cadmium embrittlement of the steel substrate.

(a) The cadmium plate on the axle bore shows signs of heat damage

(b) The chrome plate on the outer part of the axle shows signs of heat damage.

E. Put the airplane back to its usual condition.

SUBTASK 05-51-17-400-001

(1) Install all of the components you removed if they are servicable, or install replacement parts.

——————— END OF TASK ———————

BIRD/HAIL STRIKE CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure contains these two tasks:

(1) Bird/Hail strike conditional inspection (in flight).

(2) Hail strike on the ground conditional inspection.

TASK 05-51-18-210-801

2. Bird/Hail Strike Conditional Inspection

A. General

(1) All of the inspections are visual unless shown differently in the procedure.

(2) Examine the external surfaces of the airplane structure in the general area of the bird/hail strike.

(a) If the initial inspection shows structural damage, then the internal structure must be inspected.

NOTE: If the bird/hail struck the nose radome, the inside of the radome should be inspected even if no damage is found on the exterior of the nose radome. If the bird/hail did not strike the nose radome, then no radome inspections need to be performed.

(b) Also inspect the hydraulic, pneumatic, and other systems in the area of the bird/hail strike for damage.

(3) When the conditional inspection tells you to "examine" a component, look for these conditions (repair or replace components, if it is necessary):

(a) Cracks

(b) Pulled apart structure

(c) Loose paint (paint flakes)

(d) Twisted parts (distortion)

(e) Bent components

(f) Ruptures

(g) Loose fasteners

(h) Fasteners holes that became larger or longer

(i) Fasteners that have pulled out or are gone

(j) Delaminations

(k) Fiber breakouts

(l) Misalignment

(m) Interference

(n) Other signs of damage.

(4) If damage is found during these inspections, go to the related maintenance manual section for the repair.

B. References

Reference	Title
12-40-04-100-801	Bird Strike Cleaning (P/B 201)
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)

(Continued)

Reference	Title
27-51-00-710-801	Trailing Edge Flap System Operational Test (P/B 501)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-700-801	Leading Edge Flap and Slat Operational Test in Primary Mode (P/B 501)
71-00-00-800-802-F00	Foreign Object Damage Inspection (P/B 601)

C. Location Zones

Zone	Area
111	Radome
300	Empennage
400	Powerplant and Nacelle Struts
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors

D. Bird/Hail Strike Conditional Inspection

SUBTASK 05-51-18-040-001

WARNING: PUT ON EQUIPMENT FOR PROTECTION BEFORE YOU TOUCH THE BIRD CARCASS, BLOOD, GUTS, AND RESIDUE. THIS CAN CONTAIN BACTERIA AND VIRUSES THAT CAN CAUSE ILLNESSES, AND INJURIES TO PERSONNEL.

WARNING: DO NOT LET THE BIRD CARCASS OR OTHER PIECES OF THE BIRD TOUCH YOUR SKIN. DISCARD THE BIRD PIECES IN A PLASTIC DISPOSAL BAG. THE BIRD PIECES CAN CONTAIN INFECTIOUS MATERIALS (BACTERIA AND VIRUSES). THEY CAN CAUSE ILLNESSES, AND INJURIES TO PERSONNEL.

(1) Before you touch any area of the airplane that may have been affected by the bird strike, do this task: Bird Strike Cleaning, TASK 12-40-04-100-801.

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE FLAP AND SLAT ACTUATION SYSTEMS. INJURY TO A PERSON OR DAMAGE TO EQUIPMENT CAN OCCUR IF THE FLAPS AND SLATS MOVE. FLAP AND SLAT ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY CAN CAUSE INJURY TO PERSONS.

(2) Extend the Leading edge flap and slat system and the trailing edge flap sytem in the full extend position.

(a) Do the deactivation procedure for the leading edge flap and slat system, do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

(b) Do the deactivation procedure for the trailing edge flap system, do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-51-18-210-001

(3) Examine the areas that follow. In particular, inspect the nearby components of these systems if evidence of bird remains or structural damage are found.

(a) the external and internal areas of the radome for:

1) cracks

2) delamination

3) soft spots
4) and core damage.

(b) the pilots' windows for:
1) delamination
2) spalling
3) or cracks.

(c) the forward-body nose section "eyebrow" area above the windows and radome.

(d) the wing

(e) the nacelle strut

(f) the leading edge fairing of the horizontal stabilizer.

(g) the leading edge fairing of the vertical stabilizer.

(h) Examine the strut panels, doors, and structure.

(i) Examine the wing leading edge and the wing trailing edge structure, panels, and doors.
1) Also examine the two sides of the honeycomb panels for:
a) cracks
b) delamination
c) soft spots
d) and core damage.

(j) Examine the leading edge slat mechanism and track fairing links.

(k) Examine the trailing edge flat mechanism and track fairing links.

(l) Examine the flight control surfaces.

(m) the passengers windows for:
1) displacement of the outer panel
2) crazing
3) cracks
4) or other types of window damage.

(n) Examine the nose landing gear doors and linkage.

(o) Examine the main landing gear doors and linkage. .

(p) If the landing gear was extended during the bird/hail strike, examine the landing gear.

SUBTASK 05-51-18-210-002

(4) Perform a general visual inspection of each engine nose cowl and the engine intake for signs of bird strike or foreign object damage.
(a) If there is indication of a bird strike or foreign object damage, perform this task: Foreign Object Damage Inspection, TASK 71-00-00-800-802-F00

SUBTASK 05-51-18-210-003

(5) Examine the external fuselage structure.
(a) If you find external damage, get access to the internal areas and examine:
1) all of the frames
2) the fittings and the component mounts
3) all of the components in the area

4) the pipes

5) the pulleys

6) the mechanical linkage.

7) Refer to SRM 51-10- for the analysis and continued service of airplanes with on-ground hail damage.

SUBTASK 05-51-18-710-001

(6) Do the tests that follow if you worked on the system subsequent to the inspection for damage:

(a) Do this task: Leading Edge Flap and Slat Operational Test in Primary Mode, TASK 27-81-00-700-801.

(b) Do this task: Trailing Edge Flap System Operational Test, TASK 27-51-00-710-801.

SUBTASK 05-51-18-210-004

(7) Inspect the hydraulic, pneumatic, and other systems in the area of the bird/hail strike for damage.

E. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-18-400-001

(1) Install the components you removed or install replacement parts.

SUBTASK 05-51-18-440-001

(2) Do the activation procedure for the leading edge flap and slat system, do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

SUBTASK 05-51-18-440-002

(3) Do the activation procedure for the trailing edge flap system, do this task: Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801.

———————— END OF TASK ————————

TASK 05-51-18-212-801

3. Hail Strike on the Ground Conditional Inspection

A. References

Reference	Title
27-51-00 P/B 201	TRAILING EDGE FLAP SYSTEM - MAINTENANCE PRACTICES
27-81-00 P/B 201	LEADING EDGE FLAP AND SLAT CONTROL SYSTEM - MAINTENANCE PRACTICES
SRM 51-10-01	Structural Repair Manual

B. Location Zones

Zone	Area
200	Upper Half of Fuselage
300	Empennage
400	Powerplant and Nacelle Struts
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors
800	Doors

C. Additional Information

NOTE: Additional information useful for this procedure may be found in these references:

- TRAILING EDGE FLAP SYSTEM - MAINTENANCE PRACTICES, PAGEBLOCK 27-51-00/201
- LEADING EDGE FLAP AND SLAT CONTROL SYSTEM - MAINTENANCE PRACTICES, PAGEBLOCK 27-81-00/201

D. Procedure

SUBTASK 05-51-18-040-002

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE FLAPS AND SLATS. THE FLAPS AND SLATS MOVE QUICKLY. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do the deactivation procedure for the trailing edge flap system: LEADING EDGE FLAP AND SLAT CONTROL SYSTEM - MAINTENANCE PRACTICES, PAGEBLOCK 27-81-00/201

SUBTASK 05-51-18-040-003

(2) Do the deactivation procedure for the trailing edge flap system: TRAILING EDGE FLAP SYSTEM - MAINTENANCE PRACTICES, PAGEBLOCK 27-51-00/201

SUBTASK 05-51-18-212-001

(3) Do the visual examinations of the areas that follow:

NOTE: When you examine the honeycomb panels, look at the two sides for cracks, delaminations, soft spots and core damage.

(a) The nose radome.

(b) The wings, for signs of hail damage to the areas that follow:

1) All horizontal surfaces.

2) Leading edges.

3) Trailing edges.

4) Panels.

(c) The flight control surfaces.

(d) The leading edge fairings on the horizontal stabilizer.

(e) The leading edge fairings on the vertical stabilizer.

(f) The external fuselage structure.

1) If signs of hail damage to the external fuselage structure is found, refer to SRM 51-10-01 for the aerodynamic smoothness and investigation and clean-up of damage.

(g) The flight compartment windows, for signs of hail damage as follows:

1) Cracks.

2) Displacement of the outer window.

3) Other types of window damage.

(h) The forward fuselage section above the flight compartment windows and the radome.

(i) the wing tip fairings and navigation lights.

(j) The passenger and cargo doors.

(k) The nacelle strut.

(l) The nose landing gear doors.

(m) The main landing gear doors.

(n) The passenger compartment windows for signs of hail damage as follows:

1) Cracks.

2) Displacement of the outer window.

3) Crazing.

4) Other types of window damage.

(o) Examine the nose cowl and the engine for signs of foreign object damage.

SUBTASK 05-51-18-212-002

(4) The allowable damage shown in the Structural Repair Manual is to be used to define the limits of damage within each component.

SUBTASK 05-51-18-440-003

(5) Do the reactivation procedure for the leading edge slat system: LEADING EDGE FLAP AND SLAT CONTROL SYSTEM - MAINTENANCE PRACTICES, PAGEBLOCK 27-81-00/201.

SUBTASK 05-51-18-440-004

(6) Do the reactivation procedure for the trailing edge flap system: TRAILING EDGE FLAP SYSTEM - MAINTENANCE PRACTICES, PAGEBLOCK 27-51-00/201.

——————— END OF TASK ———————

LIGHTNING STRIKE CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure has two tasks:

(1) Examine External and Internal Areas for Lightning Strike Damage

(2) Inspection and Operational Check of Radio and Navigation Systems

TASK 05-51-19-210-801

2. Examine External and Internal Areas for Lightning Strike Damage

Figure 201

A. General

(1) After the airplane is struck by lightning, a general inspection of the airplane is done to find the areas of the strike.

(2) There are always at least two strike points at different areas of the airplane surface; an entrance point, and exit point.

(3) A careful inspection of the strike area is done to find the type and quantity of damage which has occurred.

(4) The basic protection for fuel and for critical electronic systems is the metal fuselage and wing structure.

(5) Necessary protection is also supplied for the non-metal structure by aluminum mesh (the rudder has a picture frame configuration).

(6) The external structure prevents fuel ignition and electrical/electronic system damage.

(7) Critical electronic systems also rely on wire shields and proper shield terminations for indirect effects protection.

(8) When lightning initially strikes on the forward fuselage or engine nacelles, it will usually move rearward over the fuselage surface or over the wing surface.

(9) On the wing surface, the lightning will move aft of the nacelle or aft of the extended ends of the leading edge slats.

(10) When lightning initially strikes the aft area of the empennage or wing surface, it will stay there until the lightning current stops.

(11) The areas that initial lightning strikes will most occur are as follows (Figure 201):

(a) the nose section and radome

(b) the engine nacelles

(c) the wing tips

(d) the horizontal stabilizer tips and elevator tips

(e) the vertical fin tip and rudder tip.

(12) The areas that initial lightning strike do not normally occur are as follows:

(a) the drain masts

(b) the pitot probes

(c) the blade antennas

(d) the extended ends of leading edge slats

(e) the trailing edge flap track fairing tips

(f) the landing gear.

(13) Lightning strikes can cause two types of damage:

(a) Direct Damage is defined as follows:

1) Metallic surfaces are burned, melted or show signs of metal distortion.

2) Non-metallic surfaces are burned, punctured or delaminated.

(b) Indirect Damage is identified as damaged or upset electrical/electronic systems equipment, wire shielding and shield terminations. This is caused by large electrical transients on the wiring.

(14) Direct damage on metal structures will usually show as small circular melt marks approximately 1/8 inch in diameter.

NOTE: The melt marks can be in a small area.

(a) On a trailing edge surface, the melt marks can be along a larger surface area.

(b) Holes with a 1/4 inch diameter or greater are possible if a high intensity lightning strike occurs.

(c) Other signs of direct damage might be burned or discolored skins and fasteners.

(d) Cases have occurred where ferrous components have become strongly magnetic because of heavy lightning currents that are nearby.

(15) High intensity lightning strikes can cause problems to the electrical/electronic equipment.

NOTE: While the electrical system is protected from a possibility of direct lightning strike to electrical/electronic wires and cables, damage can occur. A high intensity lightning strike can produce electromagnetic fields within the unpressurized areas that are large enough to cause possible damage to the electrical system components.

(a) Specifically, problems to components which are located external to the pressurized fuselage.

(b) Wire shielding may also be disturbed or degraded.

(16) Frequently, a lightning strike is referred to as a static discharge.

NOTE: This incorrect reference sometimes causes confusion about the purpose of static dischargers (small rod devices) installed on the tips and trailing edges of airfoils. These devices do not prevent the lightning strikes on the airplane.

(a) The primary function of the static dischargers is to bleed off the static charge on the airplane.

1) This is to prevent static radio interference in the airplane avionics receivers (eg, VHF Comm, ADF, and VOR).

2) The static dischargers are frequently hit and damaged by lightning. Some of them are installed at a specified point as protection to a light or other system component. This is an added function beyond their normal function of static bleed off.

B. References

Reference	Title
23-61-00-760-801	Static Discharger Resistance Measurement (P/B 601)
27-11-00-710-801	Aileron Response (Operational) Test (P/B 501)
27-21-00-700-815-001	Rudder Centering Test (P/B 501)
27-21-00-700-815-002	Rudder Centering Test (P/B 501)
27-21-00-700-816-001	Rudder Pedal Forces Test (P/B 501)
27-21-00-700-816-002	Rudder Pedal Forces Test (P/B 501)
27-21-00-700-817-001	Rudder Travel Test (P/B 501)

(Continued)

Reference	Title
27-21-00-700-817-002	Rudder Travel Test (P/B 501)
27-21-00-700-819-001	Rudder Trim System Test (P/B 501)
27-21-00-700-819-002	Rudder Trim System Test (P/B 501)
27-31-00-700-815	Elevator Tab Control System - Operational Test (P/B 501)
27-31-00-710-801	Elevator and Elevator Trim Control System - Operational Test (P/B 501)
27-31-00-710-802	Elevator Control Column Override - Operational Test (P/B 501)
28-41-00-710-801	Operational Test - Fuel Quantity Indicating System (P/B 501)
28-41-00-720-801	Comparison Check - Fuel Quantity Indicating System (FQIS) with the Fuel Measuring Sticks (P/B 501)
33-44-00-710-801	Anti-Collision Lights - Operational Test (P/B 501)
33-51-00-710-801	Emergency Lights - Operational Test (P/B 501)
34-23-00-820-801	Standby Magnetic Compass Calibrator Procedure (P/B 201)
34-23-00-820-802	Standby Magnetic Compass Taxi/Tow Around Procedure (P/B 201)

C. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage
300	Empennage
400	Powerplant and Nacelle Struts
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors
800	Doors

D. Examine the Airplane External Surfaces

SUBTASK 05-51-19-210-001

(1) Examine the areas where you think the lightning strike occurred for signs of damage.

(a) Examine the Zone 1 surface for signs of a lightning strike (Figure 201).

1) Examine the internal and external surfaces of the nose radome.

a) Look at the honeycomb sandwich structure for burns, punctures, and pin holes.

2) Examine the metal structure for holes or pits.

a) Look for burned or unusual colored skin or rivets.

3) Examine the external surfaces of the composite honeycomb sandwich components.

a) Look for discolored paint and burned, punctured, or delaminated skin plies.

SUBTASK 05-51-19-340-001

CAUTION: MAKE SURE TO SEAL OR REPAIR ALL DAMAGE. FAILURE TO SEAL OR REPAIR DAMAGE CAN CAUSE MORE INTERNAL DAMAGE BECAUSE MOISTURE CAN GET IN.

(2) Repair or seal the damaged areas.

SUBTASK 05-51-19-210-002

(3) Examine the Zone 2 surface for signs of a lightning strike (Figure 201).

NOTE: Make sure you look in the areas where one surface stops and the other surface starts.

(a) Examine the Angle of Attack (AOA) sensors.

(b) Examine the pitot probes, static ports, and the areas around them for damage. Look for burns, punctures, discolored paint, and general skin distortion.

1) If damage is found, refer to SRM 51-10-03.

(c) Examine the metal structure for holes or pits.

1) Look for burned or discolored skin or rivets

(d) Examine external surfaces of composite honeycomb sandwich components.

1) Look for discolored paint, and burned, punctured, or delaminated skin plies.

SUBTASK 05-51-19-340-002

CAUTION: MAKE SURE TO SEAL OR REPAIR ALL DAMAGE. FAILURE TO SEAL OR REPAIR DAMAGE CAN CAUSE MORE INTERNAL DAMAGE BECAUSE MOISTURE CAN GET IN.

(4) Repair or seal the damaged areas.

SUBTASK 05-51-19-280-003

(5) If the entrance and exit points are not found during the examination of Zones 1 and 2 areas, examine Zone 3 (Figure 201) surface areas for signs of lightning strike damage.

(a) Do the examination that follows:

1) Examine the external surfaces carefully to find the entrance and exit points of lightning strike.

2) Make sure to look in the areas where one surface stops and another surface starts.

3) Examine the metallic structure for holes, pits, burned or discolored skin and rivets.

4) Examine the external surfaces of the composite components for discolored paint, burned, punctured, or delaminated skin plies.

5) You need to use instrumental NDI methods or tap tests to find composite structure damage you cannot see.

NOTE: Damage you cannot see, such as delamination, can extend to the area you can see. Delamination can be detected by instrumental NDI methods or by a tap test. For a tap test, use a solid metal disk and tap the area adjacent to the damaged area lightly. If there is delamination, you will hear a sound that is different than the sound of a solid bonded area. Refer to Nondestructive Test Manual.

SUBTASK 05-51-19-280-001

(6) Examine the composite structure around the area where a lightning strike may have occurred.

NOTE: Types of damage you can not see, like delamination, can extend to the areas around the damaged area you can see. You can find delaminations by instrumental NDI methods or by a tap test.

(a) Do the instrumental NDI procedure or the tap test.

NOTE: To do a tap test, use a solid metal disk and tap the area adjacent to the damage area lightly (the tap test will not work in the solid laminate in the primary structure). If the area is delaminated, you will hear a sound that is different than the sound of a solid bonded area. Refer to the Non-Destructive Test Manual (NDT).

1) Look for delamination or disbond.

SUBTASK 05-51-19-330-002

CAUTION: MAKE SURE TO SEAL OR REPAIR ALL DAMAGE. FAILURE TO SEAL OR REPAIR DAMAGE CAN CAUSE MORE INTERNAL DAMAGE BECAUSE MOISTURE CAN GET IN.

(7) Repair or seal the damaged areas.

SUBTASK 05-51-19-210-003

(8) Examine all of the external lights.

(a) Look for these items:

1) broken light assemblies,

2) broken or cracked lenses,

3) other visible damage.

(b) If you find damaged lights, do the following:

1) Examine the following items:

a) The first 3 ft (1 m) of wires from the damaged light in the direction of the circuit breaker.

b) The wires to the circuit breaker.

2) Repair or replace damaged parts as necessary until the light functions properly.

3) If the circuit breaker did not trip, then no further inspections for the wiring of the damaged light are required.

4) If the circuit breaker did trip, then locate the source of the anomaly and repair as necessary.

SUBTASK 05-51-19-710-002

(9) Do a test of the lights that follow:

(a) Do this task: Anti-Collision Lights - Operational Test, TASK 33-44-00-710-801.

(b) Do this task: Emergency Lights - Operational Test, TASK 33-51-00-710-801.

SUBTASK 05-51-19-210-004

(10) Examine the flight controls that follow:

(a) If the rudder shows signs of a lightning strike, examine these items for signs of damage:

1) The surface hinges.

2) The bearings.

3) The bondings.

(b) If the elevators show signs of a lightning strike, examine these items for signs of damage:

1) The surface hinges.

2) The bearings.

3) The bondings.

(c) If the ailerons show signs of a lightning strike, examine these items for signs of damage:

1) The surface hinges.

2) The bearings.

3) The bondings.

(d) If no damage is found, do a basic operational check of the flight controls as follows:

NOTE: If the flight controls operate correctly after you do these steps, no more inspections are necessary.

1) Move the rudder, control wheel and control column in both directions.

2) Make sure there is full travel and the flight controls move freely.

NOTE: Hold the nose wheel during the rudder check to prevent nose wheel movement. You can hold the nose wheel if you put in the steering lockout pin or remove the torsion link pin.

SUBTASK 05-51-19-710-003

(11) Do a functional test of the rudder system if it did not operate correctly during the operational check of the flight controls steps above.

(a) Do this task: Rudder Trim System Test, TASK 27-21-00-700-819-001 or Rudder Trim System Test, TASK 27-21-00-700-819-002.

(b) Do this task: Rudder Pedal Forces Test, TASK 27-21-00-700-816-001 or Rudder Pedal Forces Test, TASK 27-21-00-700-816-002.

(c) Do this task: Rudder Travel Test, TASK 27-21-00-700-817-001 or Rudder Travel Test, TASK 27-21-00-700-817-002.

(d) Do this task: Rudder Centering Test, TASK 27-21-00-700-815-001 or Rudder Centering Test, TASK 27-21-00-700-815-002.

SUBTASK 05-51-19-710-004

(12) Do a functional test of the elevator system if it did not operate correctly in the tests of the flight controls, as performed in the steps above.

(a) Do this task: Elevator Control Column Override - Operational Test, TASK 27-31-00-710-802.

(b) Do this task: Elevator Tab Control System - Operational Test, TASK 27-31-00-700-815.

(c) Do this task: Elevator and Elevator Trim Control System - Operational Test, TASK 27-31-00-710-801.

SUBTASK 05-51-19-710-005

(13) Do a functional test of the ailerons if they did not operate correctly in the tests the flight controls steps above.

(a) Do this task: Aileron Response (Operational) Test, TASK 27-11-00-710-801.

SUBTASK 05-51-19-210-005

(14) If the wingtips show signs of a lightning strike, examine the wingtips carefully.

(a) Also look carefully at the fuel vent outlet and surge tanks for signs of damage.

SUBTASK 05-51-19-210-014

(15) If the winglets show signs of a lightning strike, do a close visual examination on the winglets.

E. Examine the Static Dischargers

SUBTASK 05-51-19-210-006

(1) Do the inspections that follow:

(a) Make sure the static dischargers are attached, installed correctly, and not broken.

(b) Examine the dischargers for the following:

1) Burns.

2) Rough coating.

3) Pitted metal discharger retainers.

(c) Examine the dischargers for the following:

NOTE: Bent pins must be made straight.

1) Broken pins.

2) Bent pins.

3) Blunted tungsten pins.

(d) Look at the discharger for the following:

1) Erosion of the discharger coating.

NOTE: The leading edge erosion of the discharger must not extend back more than 1/3 of the width of the discharger.

2) Peeling of the tip cup.

SUBTASK 05-51-19-280-002

(2) Do a resistance test if there is a damaged static discharger, do this task: Static Discharger Resistance Measurement, TASK 23-61-00-760-801.

F. Examine External Wire Shields

SUBTASK 05-51-19-210-007

(1) Do the visual inspections that follow:

NOTE: If the lightning strike entrance and exit points can not be identified, then the external wire shield visual check is not required.

NOTE: If there are no wire shield terminations(s) in the area of the lightning strike entrance or exit points, then the external wire shield visual check is not required.

(a) In the area of the lightning strike entrance and exit points, do a visual check for damage to the wire shield terminations.

(b) If the flight crew has reported a problem with any system after the lightning strike, do a visual check for damage to wire shield terminations for that systems wiring.

(c) If damage is found at wire shield termination(s), check the full length of the wire bundle.

(d) Repair any damage found and do an operational check of the system that had the damaged.

G. Airplane Internal Test

SUBTASK 05-51-19-710-006

(1) If a lightning strike caused a system malfunction, do a full test of the defective system.

(a) Use the applicable maintenance manual section for that system.

SUBTASK 05-51-19-710-007

(2) Do a check of the standby magnetic compass system only if the flight crew found a deviation that is more than is permitted, do this task: Standby Magnetic Compass Taxi/Tow Around Procedure, TASK 34-23-00-820-802 or Standby Magnetic Compass Calibrator Procedure, TASK 34-23-00-820-801.

SUBTASK 05-51-19-210-008

(3) Make sure that the fuel quantity system is accurate.

(a) Do the operational test for the FQIS type on your airplane, do this task: Operational Test - Fuel Quantity Indicating System, TASK 28-41-00-710-801.

(b) If the FQIS test shows any problems, do this task: Comparison Check - Fuel Quantity Indicating System (FQIS) with the Fuel Measuring Sticks, TASK 28-41-00-720-801.

END OF TASK

TASK 05-51-19-710-801

3. Inspection and Operational Check of Radio and Navigation Systems

A. General

(1) The level of the checks after a lightning strike to the airplane is determined by flight crew information and the airplane condition after the incident. For example, if all the NAV/COM systems are exercised by the flight crew in flight after the lightning strike and no anomalies are found, then checks to the exercised systems would not normally be required. For systems not exercised by the flight crew in flight or systems where anomalies were found, additional checks to that system may be required. In addition, even if a system was exercised in flight after the lightning strike and no anomalies were found, but subsequent inspections showed lightning damage near that system antenna, additional checks of that system will be required.

(2) The level of the inspections and operation tests will come from flight crew information and the airplane conditions during, and after the incident.

NOTE: It is not necessary to examine the coaxial cables and the connectors if the: (a) Radio system had no problems during and after the incident, and the system antenna was not damaged; or (b) Operational checks were done and no problems were found.

B. References

Reference	Title
20-10-72-210-801	Coaxial Cable Inspection (P/B 201)
22-11-00-740-801	Digital Flight Control System (DFCS) - Operational Test (P/B 501)
23-12-00-730-801	VHF Communication System - System Test (P/B 501)
23-24-00-710-801-001	ELT - Operational Test (P/B 501)
31-62-00-710-801	Common Display System - Operational Test (P/B 501)
34-31-00-710-801	Instrument Landing System - Operational Test (P/B 501)
34-32-00-710-801	Marker Beacon System - Operational Test (P/B 501)
34-33-00-710-801	Low Range Radio Altimeter (LRRA) System - Operational Test (P/B 501)
34-43-00-710-803-002	Weather Radar (WXR) System - Operational Test (P/B 501)
34-45-00-710-801	TCAS - Operational Test (P/B 501)
34-51-00-710-801	VOR System - Operational Test (P/B 501)
34-53-00-710-801	Air Traffic Control System - Operational Test (P/B 501)
34-55-00-710-801	DME System - Operational Test (P/B 501)
34-57-00-730-802	Automatic Direction Finder System - System Test (P/B 501)
34-58-00-710-802	Global Positioning System - Operational Test (P/B 501)
53-52-00-200-801	Do a Check of the Nose Radome (P/B 601)

C. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage

D. Inspection of the Radio and Navigations Systems

SUBTASK 05-51-19-210-009

(1) Examine the antennas of the systems that follow for damage:

(a) HF

(b) VHF

(c) VOR

(d) DME

(e) ATC

(f) ILS

(g) ADF

(h) Radio Altimeter

(i) Marker Beacon Systems

(j) GPS

(k) TCAS

(l) ELT

SUBTASK 05-51-19-210-010

(2) Examine the nose radome as follows, do this task: Do a Check of the Nose Radome, TASK 53-52-00-200-801

(a) Look for pin holes, punctures, and paint that has chipped.

(b) Make sure the radome bonding straps are attached correctly to the airframe.

(c) Repair or replace the lightning diverter strips if they are damaged.

(d) If the radome is damaged, examine the antenna and the waveguide for damage.

E. Radio and Navigation System Operational Checks

SUBTASK 05-51-19-710-009

(1) Do a check of the HF Systems (if installed).

(a) Do an operational check on some frequencies of each HF system.

(b) Do a ground check of each system with a station that is a minimum of 100 miles away.

(c) Monitor some frequencies on each system to make sure the HF receiver operates.

SUBTASK 05-51-19-710-010

(2) VHF System, do this task: VHF Communication System - System Test, TASK 23-12-00-730-801.

(a) Do a loading check on some frequencies of each VHF transmitter; make sure that all transmitter meter indications are correct.

(b) Do a ground check of each VHF system with the local control tower facility to make sure the system works.

(c) Monitor some frequencies on each system to make sure the VHF receiver works.

SUBTASK 05-51-19-710-011

(3) VOR System

(a) Do this task: VOR System - Operational Test, TASK 34-51-00-710-801.

SUBTASK 05-51-19-710-012

(4) ADF System

(a) Do this task: Automatic Direction Finder System - System Test, TASK 34-57-00-730-802.

(b) Select a local AM broadcast or non direction beacon (NDB) station, then verify loud and clear ADF audio is heard and the ADF needle to the selected bearing (station).

SUBTASK 05-51-19-710-013

(5) Radar System

(a) Do this task: Weather Radar (WXR) System - Operational Test, TASK 34-43-00-710-803-002.

(b) Make sure the system reads targets at applicable ranges.

SUBTASK 05-51-19-710-014

(6) Radio Altimeter System

(a) Do this task: Low Range Radio Altimeter (LRRA) System - Operational Test, TASK 34-33-00-710-801.

SUBTASK 05-51-19-710-015

(7) DME System

(a) Do this task: DME System - Operational Test, TASK 34-55-00-710-801.

SUBTASK 05-51-19-710-016

(8) ATC System

(a) Do this task: Air Traffic Control System - Operational Test, TASK 34-53-00-710-801.

1) Do an operational check of the antenna transponder with a ramp tester.

SUBTASK 05-51-19-710-017

(9) Marker Beacon System

(a) Do this task: Marker Beacon System - Operational Test, TASK 34-32-00-710-801.

1) Do an operational check of the Marker Beacon with a ramp tester.

SUBTASK 05-51-19-710-018

(10) ILS System

(a) Do this task: Instrument Landing System - Operational Test, TASK 34-31-00-710-801.

SUBTASK 05-51-19-210-011

(11) Examine and do a test of the coaxial cables and connectors if it is necessary. Do this task: Coaxial Cable Inspection, TASK 20-10-72-210-801.

SUBTASK 05-51-19-710-021

(12) Common Display Unit

(a) Do this task: Common Display System - Operational Test, TASK 31-62-00-710-801.

SUBTASK 05-51-19-710-022

(13) Global Positioning System

(a) Do this task: Global Positioning System - Operational Test, TASK 34-58-00-710-802.

SUBTASK 05-51-19-710-024

(14) Traffic Alert and Collision Avoidance System

(a) Do this task: TCAS - Operational Test, TASK 34-45-00-710-801.

SUBTASK 05-51-19-710-026

(15) Emergency Locator Transmitter

(a) Do this task: ELT - Operational Test, TASK 23-24-00-710-801-001.

SUBTASK 05-51-19-710-027

(16) Digital Flight Control System

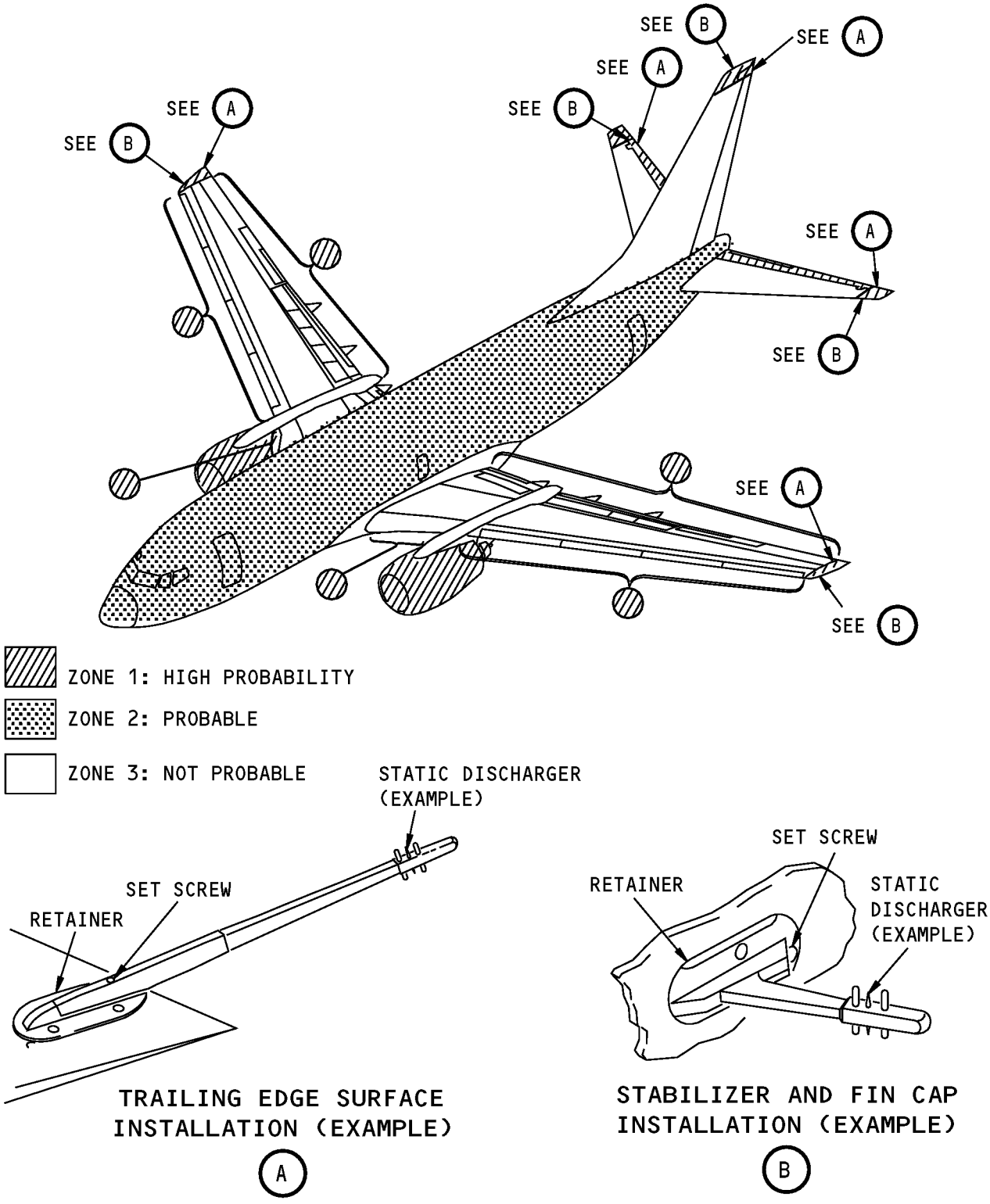
(a) Do this task: Digital Flight Control System (DFCS) - Operational Test, TASK 22-11-00-740-801.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 05-51-19-410-001

(1) Install the components you removed if they are serviceable, or install replacement parts.

——————— END OF TASK ———————



External Lightning Strike Areas
Figure 201/05-51-19-990-801

HYDRAULIC FLUID REACTION WITH TITANIUM - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This section gives procedures to examine bare, painted, or gold coated titanium parts.

(1) The inspection is necessary when the titanium touches fire resistant hydraulic fluid that has temperatures above 270° F (132° C).

NOTE: Hydraulic fluid above 270° F (132° C) will cause embrittlement of the titanium.

(2) Signs of hydraulic fluid contamination are a light glossy brown film, or a dull black carbonaceous residue.

(a) Also, look for a bare surface on painted titanium ducts.

TASK 05-51-22-210-801

2. Inspection of Titanium Parts When Contaminated With Fire-Resistant Hydraulic Fluid

A. References

Reference	Title
20-30-31-910-801	Cleaners and Polishes (P/B 201)
20-30-51-910-801	Miscellaneous Materials (P/B 201)
36-13-01-100-801	Pneumatic Duct Cleaning (P/B 701)

B. Tools/Equipment

Reference	Description
STD-1064	Scraper - Phenolic, Hard Resin

C. Consumable Materials

Reference	Description	Specification
B00062	Solvent - Acetone (99.5% Grade)	ASTM D 329 (Supersedes O-A-51)
B00153	Solvent - Toluene, Nitration	JAN-T-171, Grade A
B00230	Cleaner - Metal - Altrex B	
B00402	Cleaner - Aerospace Equipment	MIL-PRF-87937
B00638	Cleaner - Acidic Liquid - Honey Bee 60 (McGean-Rohco)	
B50085	Solvent - Skykleen 1000	BAC5750 PSD 6-80, PSD 9-22

D. Examine the Titanium Parts

NOTE: Titanium parts found in hydraulic fluid areas have a flat, black inorganic finish, or a gold coat for protection.

NOTE: Make sure that the black finish is not hydraulic fluid.

SUBTASK 05-51-22-210-001

(1) Examine all of the titanium parts in these areas for contamination, and metal or paint deterioration:

NOTE: Look for contamination, metal deterioration, or paint deterioration.

(a) the ducts in the wheel well areas

(b) the engine fan case

(c) the engine fire walls

(d) the ducts in the aft fuselage between the pressure bulkhead and the APU firewall

(e) some strut attach fittings and spar webs

(f) the landing gear beam

(g) the APU support structure

(h) the stabilizer links.

E. Cleaning Contaminated Titanium Parts

SUBTASK 05-51-22-110-001

(1) To clean the titanium parts that do not need to be treated for corrosion caused by high-temperature hydraulic fluid, do the step that follows, do this task: Pneumatic Duct Cleaning, TASK 36-13-01-100-801

(a) Clean the titanium with a manual cleaner such as the ones that follow, do this task: Cleaners and Polishes, TASK 20-30-31-910-801

1) solvent, B00153.

2) Altrex B cleaner, B00230.

3) Honey Bee 60 cleaner, B00638.

4) solvent, B50085.

(b) Remove the hydraulic fluid residue with solvent, B50085 or solvent, B00062 and hard resin phenolic scraper, STD-1064.

SUBTASK 05-51-22-100-001

(2) To clean and treat titanium parts that were contaminated with high-temperature hydraulic fluid, do the steps that follow:

CAUTION: DO NOT USE A VAPOR DEGREASER OR METHYL ALCOHOL TO CLEAN TITANIUM PARTS OR TITANIUM ALLOY PARTS. ALSO, DO NOT USE CHLORINATED MANUAL SOLVENTS ON TITANIUM OR TITANIUM ALLOY PARTS. DO NOT APPLY THESE MATERIALS TO TITANIUM THAT WILL BE USED IN TEMPERATURES MORE THAN 600°F. IF YOU DO NOT OBEY THESE INSTRUCTIONS, YOU CAN DAMAGE THE TITANIUM PARTS.

(a) Clean the titanium to remove the oil and other foreign material with solvent, B00153.

1) Do this task: Cleaners and Polishes, TASK 20-30-31-910-801.

(b) Remove the soft hydraulic fluid and the remaining hard hydraulic fluid contamination (shows as a light glossy, brown film) with cleaner, B00402.

1) Do this task: Cleaners and Polishes, TASK 20-30-31-910-801.

2) To remove the thick layers of the remaining hard hydraulic fluid contamination, let the cleaner set for approximately 20 to 40 minutes.

3) After the contamination is soft, remove it with a hard resin phenolic scraper, STD-1064.

NOTE: Do not use a power brush or abrasive blast to remove the contamination.

a) You can use a light abrasive to remove the remaining dried fluid, do this task: Miscellaneous Materials, TASK 20-30-51-910-801.

(c) Replace all parts that show paint deterioration and/or metal that is etched.

F. Put the Airplane Back to It's Initial Condition

SUBTASK 05-51-22-400-001

(1) Install the components you removed if they are servicable.

(a) If the components are not servicable, install replacement parts.

——————— END OF TASK ———————

CABIN OVERPRESSURE CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This task examines components which can be damaged because of overpressurization.

TASK 05-51-24-200-801

2. Cabin Overpressurization Conditional Inspection

A. General

(1) Equipment connected to pitot static systems will not be damaged by internal cabin pressure.

(2) Equipment temporarily disconnected from pitot static systems, or carried as spares, may be damaged by cabin pressure greater than 16 psia (110 kPa).

B. References

Reference	Title
35-12-00-800-801	Bleed the Crew Oxygen System Prior to System Maintenance or Repair (P/B 201)

C. Procedure

SUBTASK 05-51-24-720-001

(1) If a cabin overpressurization occurs that is more than 16 psia (110 kPa), but less than 21 psia (145 kPa), do the step that follow:

(a) Do a check of all components with pitot static connections that were disconnected, or carried as spares when the overpressurization occurred.

SUBTASK 05-51-24-720-002

(2) If a cabin overpressurization occurs that is more than 21 psia 145 kPa), do the steps that follow:

(a) Do the above step for pressurization between 16 and 21 psia (110 and 145 kPa).

(b) Do a check of the oxygen mask regulators from the oxygen system in the crew cabin, do this task: Bleed the Crew Oxygen System Prior to System Maintenance or Repair, TASK 35-12-00-800-801.

D. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-24-410-001

(1) Install the components you removed if they are servicable, or install replacement parts.

——————— END OF TASK ———————

EXTREME DUST CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This section gives procedures to examine the dust sensitive areas on the airplane when there are extreme dust conditions.

B. This procedure is for extreme dust conditions during the two conditions that follow:

(1) The airplane's flight path went through a cloud of extreme dust.

(2) If the airplane was parked or taxiing during the extreme dust condition.

TASK 05-51-27-210-801

2. Extreme Dust Conditional Inspection

A. References

Reference	Title
12-40-00-100-801	Clean the External Surfaces of the Airplane (P/B 201)

B. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage
300	Empennage
400	Powerplant and Nacelle Struts
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors

C. Procedure

SUBTASK 05-51-27-210-001

(1) Do an inspection to make sure the areas that follow are clean:

(a) Stabilizer trim and flap screw mechanisms.

(b) Static ports and pitot tubes.

(c) Landing gear shock strut inner cylinders.

(d) All landing gear actuator pushrods.

NOTE: This includes the main gear uplock actuator pushrods.

(e) Engine inlet and indicator probes.

(f) APU inlet.

D. Clean the Dust Contamination

SUBTASK 05-51-27-100-001

(1) If you find dust in the areas you examined, remove the dust.

(a) Do this task: Clean the External Surfaces of the Airplane, TASK 12-40-00-100-801.

——————— END OF TASK ———————

ICE OR SNOW CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This section gives the task to examine the airplane surface when there are ice or snow or slush conditions.

(1) When there is ice, snow, frost, and/or slush conditions before a flight, examine the surfaces of the airplane.

TASK 05-51-28-210-801

2. Ice or Snow Condition Maintenance Practices

A. References

Reference	Title
12-33-01-600-802	Cold Weather Maintenance Procedure (P/B 301)

B. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage
300	Empennage
500	Left Wing
600	Right Wing

C. Procedure

SUBTASK 05-51-28-210-001

(1) When there are ice or snow conditions, examine the airplane.

(a) Look at the areas that follow for ice or snow:

1) the fuselage.
2) the wings.
3) the TE flaps.
4) the LE flaps.
5) the LE slats.
6) the ailerons.
7) the stabilizers.
8) the elevators.
9) the rudder.
10) the accessible areas of the balance panels.
11) the accessible areas of control surface hinge points and hinges.
12) the gaps between wing structure and aileron nose.
13) the gaps between fin and rudder nose.
14) the gaps between horizontal stabilizer and elevator nose.
15) the engine fan blades.

(b) The areas that follow must not have any snow or ice on them before takeoff:

1) the total area of wing upper surface.
2) the wing leading edge.

3) all control surfaces.

4) all tab surfaces.

5) balance panel cavities.

6) the engine fan blades.

(c) Look in the engine inlet cowl for ice and snow.

1) Make sure the fan turns freely.

2) If there is ice on the engine fan blades, do this task: Cold Weather Maintenance Procedure, TASK 12-33-01-600-802

SUBTASK 05-51-28-610-001

(2) If there is ice, snow, slush, and/or frost, do the step that follows:

(a) Do this task: Cold Weather Maintenance Procedure, TASK 12-33-01-600-802.

——————— END OF TASK ———————

EXCEEDING MAXIMUM NOSE LANDING GEAR TOWING ANGLE OR MAXIMUM TOWING LOAD (CONDITIONAL INSPECTION) - MAINTENANCE PRACTICES

1. General

A. The following procedure is required for inadvertent turning greater than the maximum steering angle or towing more than the maximum towing loads.

B. This inspection procedure is divided into two phases (Phase I and Phase II)

(1) If the inspection during Phase I does not show that damage has occurred, no more inspections are necessary.

(2) If the Phase I inspection shows that damage has occurred, the Phase II inspection must be done.

(3) The Phase I inspection should be completed prior to the Phase II inspection.

C. When the conditional inspection tells you to "examine" a component, look for these conditions (replace or repair components, if it is necessary).

(1) Cracks

(2) Pulled apart structure

(3) Loose paint (paint flakes)

(4) Twisted parts (distortion)

(5) Bent components

(6) Fasteners holes that become larger or longer

(7) Loose fasteners

(8) Fasteners that have pulled out or are gone

(9) Delaminations

(10) Misalignment

(11) Interference

(12) Other signs of damage.

TASK 05-51-29-200-801

2. Phase I Inspection

A. References

Reference	Title
09-11-00-990-803	Figure: Towing Loads and Turning Radius (P/B 201)
32-45-00-700-801	Wheels Fast Check (Wheel Installed on the Airplane) (P/B 601)
32-45-00-700-803	Tires Inspection (P/B 601)
32-51-31-220-801	Inspect Nose Gear Steering Cables (P/B 601)

B. Location Zones

Zone	Area
700	Landing Gear and Landing Gear Doors

C. Nose Landing Gear Area, Exceeding Maximum Steering Angle, Maximum Towing Load.

Figure 09-11-00-990-803

SUBTASK 05-51-29-200-001

(1) Examine the nose landing gear areas that follow:

(a) The tires, do this task: Tires Inspection, TASK 32-45-00-700-803.

(b) The wheels, do this task: Wheels Fast Check (Wheel Installed on the Airplane), TASK 32-45-00-700-801.

(c) If damage occurred during towbarless towing, do these steps:

1) Verify the axle is not bent or deformed.

2) Examine the axle threads for excessive damage.

(d) Make sure all of the fasteners are installed in the correct positions.

(e) Make sure there are no loose fasteners in the web of the nose wheel well near the trunnion support.

(f) Examine the steering cable control system for signs of cable overload, do this task: Inspect Nose Gear Steering Cables, TASK 32-51-31-220-801.

1) Verify the pulley brackets are not deformed.

2) Verify the proper cable rigging.

(g) Examine the nose gear steering actuator rods for signs of necking or contact with the steering collar .

1) Verify the actuator rods are not bent.

(h) Examine the actuator rod end attachments to the steering collar for signs of deformation and excessive freeplay.

(i) If damage occurred during towbarless towing examine the following pins for signs of crank shafting, cracks or any other gross defects.

1) Torsion Link Pin, upper

2) Torsion Link Pin, lower

3) Torsion Link QD Plungers

4) Steering Collar Pins

(j) Examine the actuator trunnion attachments to the steering plates for signs of deformation and excessive freeplay.

(k) Examine the nose gear torque links for signs of deformation and excessive freeplay.

(l) Operationally check the steering system by commanding slow tiller inputs in both directions.

1) Verify no system binding occurs and there is no leakage from steering actuator rod seals.

(m) Examine the upper and lower ends of the shock strut of the nose gear for fluid leakage.

(n) Examine the outer cylinder of the nose landing gear.

(o) Examine the nose landing gear inner cylinder at tow fittings and steering cylinder attach points.

(p) Examine the nose landing gear inner cylinder torsion links attach lugs.

(q) Examine the nose landing gear trunnions for signs of damage.

(r) Examine the nose landing gear trunnion attachment areas.

1) Examine bolted connections (attaching upper end of outer cylinder and upper end of upper drag brace).

(s) Examine both upper and lower drag brace segments, attach lugs, and pins.

(t) Examine the doors, hinges and retraction mechanism of the nose landing gear.

END OF TASK

TASK 05-51-29-200-802

3. Phase II Inspection

A. References

Reference	Title
12-15-41-610-802	Nose Landing Gear Shock Strut Servicing (P/B 301)
32-21-00-200-801	Nose Landing Gear Inspection (P/B 601)
32-21-00-700-801	Nose Landing Gear Torsional Freeplay Inspection (P/B 601)
32-33-00-710-801	Operational Test for the Nose Landing Gear (P/B 501)
32-35-00-730-801	Nose Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
32-51-00-700-801	Nose Wheel Steering System Test (P/B 501)

B. Location Zones

Zone	Area
700	Landing Gear and Landing Gear Doors

C. Nose Landing Gear Operational Check

SUBTASK 05-51-29-200-002

(1) Retract and then extend the nose landing gear with the normal system to make sure it operates correctly.

(a) Do this task: Operational Test for the Nose Landing Gear, TASK 32-33-00-710-801.

(b) Retract and then extend the nose landing gear with the manual system to make sure it operate correctly.

1) Do this task: Nose Gear Manual Extension System Test - Airplane on Jacks, TASK 32-35-00-730-801.

D. Nose Landing Gear Inspections

SUBTASK 05-51-29-200-003

(1) Examine the nose landing gear areas that follow:

(a) Do this task: Nose Landing Gear Inspection, TASK 32-21-00-200-801.

(b) Do this task: Nose Landing Gear Torsional Freeplay Inspection, TASK 32-21-00-700-801.

(c) Examine the shock strut of the nose landing gear for fluid leakage.

(d) Examine the shock strut of the nose landing gear to make sure the pressure is satisfactory.

1) Do this task: Nose Landing Gear Shock Strut Servicing, TASK 12-15-41-610-802.

(e) If there is damage to the nose landing gear, do these steps:

1) Remove the inner cylinder and examine it for distortion and cracks.

2) Examine the orifice support tube, while it is on the airplane, for distortion and cracks.

3) Make sure there are no loose fasteners in the web of the nose wheel wall near the trunnion support fittings.

4) Look for fuel or other fluid leaks.

(f) Do a check of the rigging of the steering mechanism.

1) Do this task: Nose Wheel Steering System Test, TASK 32-51-00-700-801.

END OF TASK

VOLCANIC ASH CONDITION - MAINTENANCE PRACTICES

1. General

A. This procedure has a task to inspect the airplane for damage caused by volcanic ash.

B. The steps that follow are indications of an in-flight volcanic ash condition:

(1) Flight crew reports of an electrostatic discharge across the windshields.

(2) A bright glow in the engine inlets along with subsequent engine shutdown.

(3) A possible limited view through the windshields and windows.

C. Volcanic ash has the qualities that follow:

(1) It is highly abrasive.

(2) It is usually non-corrosive.

(3) It can remove a corrosion resistant finish.

(4) The dimensions of most ash particles are less than 5 microns with trace amounts that are more than 50 microns.

(5) It resembles talcum powder.

(6) It clings to exposed lubricated surfaces.

D. Clean the areas that are bare and are lubricated to prevent the conditions that follow:

(1) Volcanic ash on bare lubricated surfaces.

(2) Volcanic ash penetration of many conventional seals.

(3) Volcanic ash in the engine gas path.

(4) Volcanic ash in the air conditioning system.

(5) Volcanic ash in other openings on the airplane.

(6) Bare lubricated surfaces that are known to be contaminated with volcanic ash must be cleaned and relubricated.

NOTE: Do this as soon as possible to prevent unusual wear.

(7) Some of these parts are as follows:

(a) The inner cylinders of the landing gear shock struts.

(b) Hydraulic actuator rods.

(c) Stabilizer trim and flap screw mechanisms.

(8) You must monitor the parts that rotate or slide for signs of volcanic ash related damage.

NOTE: This procedure must be done as a follow-on program if initial damage was not found.

E. Volcanic ash incidents that have occurred to engines have shown that the ash will change its property.

(1) As the ash goes through the combustor, it will change from ash to between a plastic flow and a molten condition.

(2) In the molten condition, the ash will have very high adhesive qualities.

(a) The ash will bond to the nozzle guide vanes of the high pressure turbine.

(b) The ash will also bond to the rotor blades of the high pressure turbine.

1) When the ash bonds to these components, it causes a decrease in the turbine flow area.

2) The ash also causes a decrease of nozzle guide vane and turbine blade cooling air.

F. Do this inspection if one or more of the conditions that follow occur:

(1) An airplane's flight path went through a cloud of volcanic ash.

(2) An airplane is covered with volcanic ash during ground operations (towing, taxiing, parking, etc.) during volcanic ash fallout conditions.

NOTE: Fallout is identified as ash drifting down from the air, or is blown about by the wind. Fallout is also caused by the ash being blown or moved about because of the movement of airplanes and ramp vehicles.

(3) An airplane does a landing or takeoff during volcanic ash fallout conditions.

WARNING: DO NOT BREATHE VOLCANIC ASH. DO NOT GET VOLCANIC ASH IN YOUR EYES. PUT ON PROTECTIVE CLOTHES, EYE GOGGLES, AND A RESPIRATOR MASK THAT IS SUFFICIENT TO FILTER VOLCANIC ASH PARTICLES. VOLCANIC ASH CAN CAUSE EYE IRRITATION AND INJURY TO THE RESPIRATORY SYSTEM.

G. Volcanic ash can cause discomfort and injury to persons during fallout conditions.

(1) Precautions must be followed when you work in a volcanic ash environment. This will prevent the entry of volcanic ash into your eyes and your respiratory (breathing) system.

H. Remove the ash and repair the finish as soon as possible.

TASK 05-51-31-210-801

2. Volcanic Ash Conditional Inspection

A. General

(1) Inspect the airplane if one of these conditions occur:

(a) The airplane flight path was through a cloud of volcanic ash.

(b) Volcanic ash engulfs the airplane while it operates on the ground (towing, taxiing, parking, etc).

(c) The airplane lands or takes off in volcanic ash.

B. References

Reference	Title
12-11-00-680-801	Fuel System Sumping (P/B 301)
12-14-01-600-801	Potable Water System - Drain (P/B 301)
21-31-03-000-801	Aft Outflow Valve Assembly Removal (P/B 401)
21-32-01-000-801	Positive Pressure Relief Valve Removal (P/B 401)
21-32-02-000-801	Positive Pressure Relief Valve Filter Removal (P/B 401)
21-32-03-000-801	Negative Pressure Relief Vent Door Removal (P/B 201)
21-51-01-000-801-001	Flow Control and Shutoff Valve Removal (P/B 401)
21-51-01-000-802-002	Left Flow Control and Shutoff Valve Removal (P/B 401)
21-51-01-000-805-002	Right Flow Control and Shutoff Valve Removal (P/B 401)
21-51-04-000-801-001	Air Cycle Machine (ACM) Removal (P/B 401)
21-51-04-000-802-002	Air Cycle Machine (ACM) Removal (P/B 401)
21-51-05-000-801	Water Separator Removal (P/B 201)
21-51-05-100-801	Coalescer Bag Cleaning (P/B 201)
21-51-12-000-801	Condenser Removal (P/B 401)
21-51-21-000-801	Ram Air Inlet Actuator Removal (P/B 401)
21-51-22-000-801	Ram Air Inlet Deflector Door Removal (P/B 401)
21-51-22-000-802	Ram Air Inlet Deflector Door Shaft Assembly Removal (P/B 401)
21-51-23-000-801	Ram Air Inlet Modulation Panels Removal (P/B 401)

(Continued)

Reference	Title
21-51-30-000-801	Low Limit (35 Degree F) Valve Removal (P/B 401)
24-11-21-000-801	Integrated Drive Generator (IDG) Air/Oil Cooler Removal (P/B 401)
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-080-801	Leading Edge Flap and Slat Locks Removal (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-480-801	Leading Edge Flap and Slat Locks Installation (P/B 201)
28-11-11-000-802	Surge Tank Access Door - Removal (P/B 401)
29-11-00-200-801	Hydraulic Fluid Check (P/B 601)
30-11-11-000-801	Wing Thermal Anti-Icing Shutoff Valve Removal (P/B 401)
30-21-11-000-801	Engine Cowl TAI Valve Removal (P/B 401)
32-11-00-200-801	Main Landing Gear Inspection (P/B 601)
32-21-00-200-801	Nose Landing Gear Inspection (P/B 601)
32-41-31-000-801	Brake Metering Valve Removal (P/B 401)
32-41-41-700-802	Main Landing Gear Brake Fast Check (Wheel Installed on the Airplane) (P/B 601)
32-41-93-700-801	Alternate Brake Selector Valve Test (P/B 401)
33-41-00-960-801	Wing Illumination Light - Lamp Replacement (P/B 201)
33-42-01-960-801	Fixed Landing Light - Lamp Replacement (P/B 201)
33-42-02-960-802	Retractable Landing Light - Light Assembly Replacement (P/B 201)
33-43-11-960-801	Forward Position Light - Lamp Replacement (P/B 201)
33-43-11-960-802	Forward Position Light - Lamp Replacement (P/B 201)
33-43-12-960-801	Aft Position Light - Lamp Replacement (P/B 201)
33-44-01-960-803	Upper Anti-Collision Light - Lens Replacement (P/B 201)
33-44-02-960-803	Lower Anti-Collision Light - Lens Replacement (P/B 201)
33-44-04-960-803	Tail Anti-Collision Light - Lens Replacement (P/B 201)
33-45-01-960-801	Taxi Light - Lamp Replacement (P/B 201)
33-45-02-960-801	Runway Turnoff Light - Lamp Replacement (P/B 201)
35-12-00-700-801	Crew Oxygen Stowage Box Test (Mask Stowed in Stowage Box) (P/B 501)
35-12-00-700-802	Crew Oxygen Mask-Regulator Test (P/B 501)
35-22-00-700-801	Passenger Oxygen System - Functional Test (P/B 501)
36-11-02-000-801	Bleed Air Check Valve Removal (P/B 401)
36-11-03-000-801	Bleed Air Regulator Removal (P/B 401)
36-11-04-000-801	PRSOV Removal (P/B 401)
36-11-05-000-801	Thermostat Removal (P/B 401)
36-11-06-000-801	High Stage Valve Removal (P/B 401)
36-11-07-000-801	High Stage Regulator Removal (P/B 401)
36-12-01-000-801	Bleed Air Precooler Removal (P/B 401)
36-12-02-000-801	Precooler Control Valve Removal (P/B 401)
36-12-03-000-801	Precooler Control Valve Sensor Removal (P/B 401)
36-13-03-000-801	Ground Pneumatic Connector Check Valve Removal (P/B 401)
36-13-04-000-801	Engine Bleed Air Isolation Valve Removal (P/B 401)
36-14-02-000-801	APU Check Valve Removal (P/B 401)
36-21-01-000-801	Duct Pressure Transducer Removal (P/B 401)
38-11-03-000-801	Fill/Overflow Valve Removal (P/B 401)

(Continued)

Reference	Title
38-11-04-960-801	Water Filter Replacement (P/B 401)
38-14-01-000-801	Water Quantity Transmitter Removal (P/B 401)
38-42-10-960-801	Bleed Air Filter Element Replacement (P/B 401)
49-31-21-000-801	Inlet Fuel Filter Element Removal (P/B 401)
49-52-13-000-801	Bleed Air Duct Removal (P/B 401)
49-81-11-200-801	Exhaust Duct Muffler Inspection (P/B 601)
49-91-12-000-801	Oil Filter Elements Removal (P/B 401)
71-00-00-200-802-F00	Inspection of the Engine After Volcanic Ash, Dust or Sand Ingestion (P/B 601)
80-11-03-000-801-F00	Start Valve Removal (P/B 401)

C. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage
300	Empennage
400	Powerplant and Nacelle Struts
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors
800	Doors

D. Leading Edge External Surfaces

SUBTASK 05-51-31-210-001

(1) Do the steps that follow to examine the airplane leading edges.

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAP ACTUATION SYSTEMS. FLAP ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(a) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE FLAPS AND SLAT ACTUATION SYSTEMS. FLAPS AND SLATS ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(b) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

(c) Visually inspect the front of the fuselage.

NOTE: This includes the weather radome.

(d) Visually inspect the engine nacelles.

(e) Visually inspect the vertical stabilizer.

(f) Visually inspect the wing.

NOTE: Examine the wing leading edges for dents, abrasion, and allowable skin thickness as shown in the Structual Repair Manual.

1) Examine the leading edge of the wing for damage.

NOTE: Refer to the Structural Repair Manual (SRM) for the applicable skin thickness and allowable damage limits.

(g) Visually inspect the windshield and windows:

1) Visually inspect for abrasion damage that limits the vision.

(h) Make sure there is no ash on or in the pitot/static probes and static ports.

E. Engines

SUBTASK 05-51-31-210-002

(1) Do the steps that follow to examine the engines.

(a) Examine the engines for damage, do this task: Inspection of the Engine After Volcanic Ash, Dust or Sand Ingestion, TASK 71-00-00-200-802-F00.

(b) Examine the engine control mechanisms and linkages for volcanic ash.

F. Examine the Air Condition Systems

SUBTASK 05-51-31-210-003

(1) Do the steps that follow to examine the air conditioning system:

(a) Examine the aft outflow valve, do this task: Aft Outflow Valve Assembly Removal, TASK 21-31-03-000-801.

1) If you find volcanic ash in the valve, clean or replace the valve.

(b) Remove and examine the negative pressure relief doors, do this task: Negative Pressure Relief Vent Door Removal, TASK 21-32-03-000-801.

1) If you find volcanic ash in the door area, clean or replace the door and linkage.

(c) Remove and examine the positive pressure relief valves, do this task: Positive Pressure Relief Valve Removal, TASK 21-32-01-000-801.

1) If you find volcanic ash in the valves, clean or replace the valves.

(d) Remove and examine the positive pressure relief valve filters, do this task: Positive Pressure Relief Valve Filter Removal, TASK 21-32-02-000-801.

1) If you find volcanic ash in the filters, clean or replace the filters.

(e) Examine the ram air inlet deflector door, do this task: Ram Air Inlet Deflector Door Removal, TASK 21-51-22-000-801.

1) If you find volcanic ash in the deflectors, clean the deflectors and movable joints.

(f) Examine the ram air inlet deflector door shaft assemblies, do this task: Ram Air Inlet Deflector Door Shaft Assembly Removal, TASK 21-51-22-000-802.

1) If you find volcanic ash in the shaft assemblies, clean the shaft assemblies.

(g) Examine the ram air inlet modulation panels, do this task: Ram Air Inlet Modulation Panels Removal, TASK 21-51-23-000-801.

1) If you find volcanic ash in the modulation panels, clean the panels and movable joints.

(h) Examine the ram air inlet modulation panel shaft assemblies.

1) If you find volcanic ash in the shaft assemblies, clean the shaft assemblies.

(i) Examine the ram air exhaust modulation louver assemblies.

1) If you find volcanic ash in the louver assemblies, clean the louvers, bearings and movable joints.

(j) Examine the ram air inlet actuators, do this task: Ram Air Inlet Actuator Removal, TASK 21-51-21-000-801.

1) If you find volcanic ash in the actuators, clean or replace the actuators.

HAP 101-999

(k) Remove and examine the air cycle machines (ACM), do this task: Air Cycle Machine (ACM) Removal, TASK 21-51-04-000-801-001

1) If you find volcanic ash in the air cycle machine valves, clean or replace the air cycle machine.

HAP 001-013, 015-026, 028-054

(l) Remove and examine the air cycle machines (ACM), do this task: Air Cycle Machine (ACM) Removal, TASK 21-51-04-000-802-002

1) If you find volcanic ash in the air cycle machine valves, clean or replace the air cycle machine.

HAP ALL

(m) Remove and examine the air cycle cooling pack primary and secondary Heat Exchangers.

1) If you find volcanic ash in the heat exchangers, clean or replace the heat exchangers.

HAP 101-999

(n) Remove and examine the water collectors, do this task: Water Separator Removal, TASK 21-51-05-000-801.

1) If you find volcanic ash in the water collectors, clean or replace the water coalescer bag, do this task: Coalescer Bag Cleaning, TASK 21-51-05-100-801.

HAP 001-013, 015-026, 028-054

(o) Remove and examine the condensers, do this task: Condenser Removal, TASK 21-51-12-000-801

1) If you find volcanic ash in the condensers, clean or replace the condensers.

HAP 101-999

(p) Remove and examine the pack 35°F control valves, do this task: Low Limit (35 Degree F) Valve Removal, TASK 21-51-30-000-801.

1) If you find volcanic ash in the control valves, clean or replace the control valves.

(q) Remove and examine the flow control pack valves, do this task: Flow Control and Shutoff Valve Removal, TASK 21-51-01-000-801-001.

1) If you find volcanic ash in the pack valves, clean or replace the pack valves.

HAP 001-013, 015-026, 028-054

(r) Remove and examine the flow control pack valves, do this task: Left Flow Control and Shutoff Valve Removal, TASK 21-51-01-000-802-002 or Right Flow Control and Shutoff Valve Removal, TASK 21-51-01-000-805-002.

1) If you find volcanic ash in the pack valves, clean or replace the pack valves.

HAP ALL

(s) Remove and examine the recirculating air fans.

1) If you find volcanic ash in the fans, clean or replace the fans.

(t) Remove and examine one of the trim air nozzles.

1) If you find volcanic ash in one of the trim nozzles, remove and clean all of the trim nozzles.

(u) Remove and examine the recirculation air filters.

1) If you find volcanic ash in the filters, clean or replace the filters.

(v) Remove and examine the recirculation air check valves.

1) If you find volcanic ash in the valves, clean or replace the valves.

(w) Remove and examine the equipment cooling automatic flow control valve.

1) If you find volcanic ash in the valve, remove or replace the valve.

a) Also, remove the ash from the duct.

(x) Remove and examine the exhaust fans and check valves.

1) If you find volcanic ash in the fans or valves, clean or replace the fans and valves.

(y) Remove and examine the pack temperature control valve.

1) If you find volcanic ash in the control valves, clean or replace the valves.

(z) Remove and examine the trim air valves.

1) If you find volcanic ash in the valves, clean or replace the valves.

G. Pneumatic System

SUBTASK 05-51-31-210-004

(1) Examine the pneumatic system.

(a)

do this task: Bleed Air Precooler Removal, TASK 36-12-01-000-801

(b) If you find ash in the bleed air precooler, remove the components that follow and look for volcanic ash.

1) Do this task: High Stage Valve Removal, TASK 36-11-06-000-801.

2) Do this task: PRSOV Removal, TASK 36-11-04-000-801.

3) Do this task: Bleed Air Check Valve Removal, TASK 36-11-02-000-801.

4) Do this task: Start Valve Removal, TASK 80-11-03-000-801-F00.

5) Do this task: Precooler Control Valve Removal, TASK 36-12-02-000-801.

6) Do this task: Engine Bleed Air Isolation Valve Removal, TASK 36-13-04-000-801.

7) Do this task: APU Check Valve Removal, TASK 36-14-02-000-801.

8) Do this task: Ground Pneumatic Connector Check Valve Removal, TASK 36-13-03-000-801.

9) Do this task: Engine Cowl TAI Valve Removal, TASK 30-21-11-000-801.

10) Do this task: Duct Pressure Transducer Removal, TASK 36-21-01-000-801.

11) Do this task: High Stage Regulator Removal, TASK 36-11-07-000-801.

12) Do this task: Bleed Air Regulator Removal, TASK 36-11-03-000-801.

13) Do this task: Thermostat Removal, TASK 36-11-05-000-801.

14) Do this task: Precooler Control Valve Sensor Removal, TASK 36-12-03-000-801.

SUBTASK 05-51-31-210-005

(2) Examine all of the external lights lenses for abrasions and damage.

NOTE: If the lights or lenses are frosted or damaged, replace then when it is possible.

(a) Do this task: Wing Illumination Light - Lamp Replacement, TASK 33-41-00-960-801.

(b) Do this task: Fixed Landing Light - Lamp Replacement, TASK 33-42-01-960-801.

(c) Do this task: Retractable Landing Light - Light Assembly Replacement, TASK 33-42-02-960-802.

(d) Do this task: Forward Position Light - Lamp Replacement, TASK 33-43-11-960-801 or Forward Position Light - Lamp Replacement, TASK 33-43-11-960-802.

(e) Do this task: Aft Position Light - Lamp Replacement, TASK 33-43-12-960-801.

(f) Do this task: Upper Anti-Collision Light - Lens Replacement, TASK 33-44-01-960-803.

(g) Do this task: Lower Anti-Collision Light - Lens Replacement, TASK 33-44-02-960-803.

(h) Do this task: Tail Anti-Collision Light - Lens Replacement, TASK 33-44-04-960-803.

(i) Do this task: Taxi Light - Lamp Replacement, TASK 33-45-01-960-801.

(j) Do this task: Runway Turnoff Light - Lamp Replacement, TASK 33-45-02-960-801.

H. Fuel System

SUBTASK 05-51-31-210-006

(1) Examine the fuel system for volcanic ash contamination.

(a) Look for ash in a fuel sample from each fuel tank sump, do this task: (Fuel System Sumping, TASK 12-11-00-680-801).

(b) Look for ash in a fuel sample from each surge tank sump (if there is fuel in the surge tanks).

(c) Visually inspect for ash in each surge tank, do this task: Surge Tank Access Door - Removal, TASK 28-11-11-000-802.

I. Oxygen System

SUBTASK 05-51-31-210-007

(1) If you find volcanic ash in the passenger and control cabin, examine the oxygen system.

(a) Remove the stowage boxes for the mask and regulator and look for ash, do this task: Crew Oxygen Stowage Box Test (Mask Stowed in Stowage Box), TASK 35-12-00-700-801.

(b) Examine portable oxygen masks for ash, do this task: Crew Oxygen Mask-Regulator Test, TASK 35-12-00-700-802.

(c) Examine the passenger oxygen masks for ash, do this task: Passenger Oxygen System - Functional Test, TASK 35-22-00-700-801.

J. Auxiliary Power Unit (APU)

SUBTASK 05-51-31-210-008

(1) Examine the auxiliary power unit (APU) for volcanic ash contamination.

(a) Examine the inlet and exhaust ducts for ash contamination.

(b) If there is ash in the APU inlet or exhaust ducts, look for volcanic ash in the components that follow:

1) Do this task: Oil Filter Elements Removal, TASK 49-91-12-000-801.

2) the APU air filters

3) Do this task: Inlet Fuel Filter Element Removal, TASK 49-31-21-000-801.

4) Do this task: Exhaust Duct Muffler Inspection, TASK 49-81-11-200-801.

5) Do this task: Bleed Air Duct Removal, TASK 49-52-13-000-801.

K. Potable Water System

SUBTASK 05-51-31-210-009

(1) Examine the potable water system for volcanic ash contamination.

(a) Remove the bleed air filter and look for ash contamination, do this task: Bleed Air Filter Element Replacement, TASK 38-42-10-960-801.

(b) If there is ash in the air filter, do these steps:

1) Visually inspect for ash in a sample from the potable water tanks, do this task: Potable Water System - Drain, TASK 12-14-01-600-801.

HAP 001-013, 015-026, 028-030

2) Visually inspect for ash contamination in the water filter, do this task: Water Filter Replacement, TASK 38-11-04-960-801.

HAP ALL

3) Remove the fill/overflow valves and look for ash contamination, do this task: Fill/Overflow Valve Removal, TASK 38-11-03-000-801.

4) Remove the water quantity transmitters and look for ash contamination, do this task: Water Quantity Transmitter Removal, TASK 38-14-01-000-801.

L. Smoke Detectors

SUBTASK 05-51-31-210-010

(1) Examine all of the cargo compartment smoke detectors for volcanic ash contamination.

M. Fire Extinguisher Bottle Nozzles

SUBTASK 05-51-31-210-011

(1) Examine the nozzles of the fire extinguisher bottles that follow for volcanic ash contamination:

(a) The engine fire extinguisher bottles

(b) The APU fire extinguisher bottle.

N. Engine Accesssories

SUBTASK 05-51-31-210-012

(1) Examine the engine accessories that follow for volcanic ash contamination:

(a) Examine the integrated drive generator air and oil cooler for ash, do this task: Integrated Drive Generator (IDG) Air/Oil Cooler Removal, TASK 24-11-21-000-801.

O. Landing Gear

SUBTASK 05-51-31-210-013

(1) Examine the landing gear components that follow for volcanic ash contamination:

NOTE: If you find volcanic ash, remove the ash.

(a) The bare inner cylinders of the nose and main landing gear shocks struts.

(b) All bare piston rods on all hydraulic actuators.

(c) All attachment points for the landing gear components.

(d) All landing gear:

1) door hinges

2) lock mechanisms

3) Do this task: Main Landing Gear Inspection, TASK 32-11-00-200-801.

4) Do this task: Nose Landing Gear Inspection, TASK 32-21-00-200-801.

5) all cables and pulleys

6) all proximity switches.

(e) landing gear brakes, do this task: Main Landing Gear Brake Fast Check (Wheel Installed on the Airplane), TASK 32-41-41-700-802.

1) The selector valves, do this task: Alternate Brake Selector Valve Test, TASK 32-41-93-700-801.

2) The brake metering valves, do this task: Brake Metering Valve Removal, TASK 32-41-31-000-801.

P. Hydraulic Systems

SUBTASK 05-51-31-210-014

(1) Examine the hydraulic system for signs of volcanic ash contamination.

(a) Visually inspect for ash in a sample of the hydraulic fluid, do this task: Hydraulic Fluid Check, TASK 29-11-00-200-801.

Q. Flight Controls

SUBTASK 05-51-31-210-015

(1) Examine the flight controls for signs of volcanic ash contamination:

NOTE: The flight control include the ailerons, elevator, rudder, leading edge flaps and slats, and spoilers.

WARNING: DO NOT ENTER THE WING LEADING EDGE AND TRAILING EDGE AREAS BEFORE YOU INSTALL SAFETY LOCKS. THIS WILL PREVENT INJURY TO PERSONS FROM ACCIDENTAL FLAP/SLAT OPERATION.

(a) Do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801.

(b) Examine the bare actuator piston rods of the components that follow:

1) the ailerons

2) the elevator

3) the rudder

4) the leading edge flaps and slats

5) the spoilers.

(c) the control cables in unpressurized areas

(d) the stabilizer jackscrew

(e) the flight control surface hinges

(f) the trailing edge flap tracks

(g) the flap ball screw surfaces

(h) the flap mechanisms

(i) the trailing edge flap track fairings and linkages

(j) the leading edge flap and slat mechanisms

(k) the aileron and elevator balance panels.

R. Wing and Nacelle Anti-Ice System

SUBTASK 05-51-31-210-016

(1) Examine the anti-ice system for signs of volcanic ash contamination.

(a) Remove the anti-ice valves for the wing and look for volcanic ash contamination, do this task: Wing Thermal Anti-Icing Shutoff Valve Removal, TASK 30-11-11-000-801.

(b) Remove the anti-ice valves for the inlet cowl from the engine and look for volcanic ash contamination, do this task: Engine Cowl TAI Valve Removal, TASK 30-21-11-000-801.

S. Internal Areas of the Airplane

SUBTASK 05-51-31-210-017

(1) Examine the internal areas of the airplane that follow for signs of volcanic ash contamination.

(a) Visually inspect ash on these components in the upper and main compartments:

1) the flight compartment
2) the powered crew seats
3) the flight instruments
4) the electrical/electronic control panels
5) the passenger compartment
6) the closets
7) the passenger seats
8) the lavatories
9) the lavatory components
10) the galleys
11) the galley components
12) the floor coverings
13) refrigeration/chiller units (if installed)

(b) baggage and cargo systems

(c) electrical and electronic compartments

(d) Electronic Equipment Racks

(e) control cables and mechanisms.

T. Put the Airplane Back to Its Usual Condition

SUBTASK 05-51-31-410-001

(1) Install the components you removed if they are servicable, or install replacement parts.

SUBTASK 05-51-31-440-001

(2) Do this task: Leading Edge Flap and Slat Locks Removal, TASK 27-81-00-080-801.

SUBTASK 05-51-31-440-002

(3) Do this task: Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801.

SUBTASK 05-51-31-440-003

(4) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

——————— END OF TASK ———————

TAIL STRIKE/SKID CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This inspection procedure must be done if an airplane tail strike (tail dragged or touched the runway) occurred when the airplane landed or during a takeoff.

(1) If the green part of the warning decal on the aft side of the tail skid cartridge is not visible, a tail strike may have occurred.

HAP 001-013, 015-026, 028-054

B. The tail skid assembly located on the keel line consists of a drag lever, with a drag shoe.

(1) The tail skid assembly is designed to drag the drag shoe along the ground and also to compress the crushable cartridge in the shock absorber.

HAP ALL

C. Damage can occur to the fuselage when the tail touches the runway.

(1) If you find damage, refer to the applicable Structural Repair Manual (SRM) procedures.

D. This procedure has the following task(s):

(1) Tail Strike Inspection.

HAP 001-013, 015-026, 028-054

(2) Tail Skid Inspection.

HAP ALL

TASK 05-51-32-210-801

2. Tail Strike Inspection

A. References

Reference	Title
27-41-00-700-801	Stabilizer Manual Trim and Trim Indicator Test (P/B 501)
27-41-11-000-801	Horizontal Stabilizer Removal (P/B 401)
27-41-11-400-801	Horizontal Stabilizer Installation (P/B 401)
27-41-41-210-801	Stabilizer Control Mechanism Detail Visual Inspection (P/B 601)
32-71-00-200-801	Tailskid Cartridge Assembly - Inspection/Check (P/B 601)
32-71-00-900-801	Tailskid Shoe Inspection (P/B 601)
51-21-99 P/B 701	DECORATIVE EXTERIOR PAINT SYSTEM - CLEANING/PAINTING

B. Location Zones

Zone	Area
100	Lower Half of Fuselage
144	Area Below Aft Cargo Compartment - Right
145	Aft Cargo Compartment Equipment Bay - Left
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

C. Tail Strike Inspection Procedure

HAP 001-013, 015-026, 028-054

SUBTASK 05-51-32-210-003

(1) Examine the tail skid assembly drag shoe for tail strike damage as follows:

(a) Tail drag shoe damage includes wear, cracks or missing pieces per, do this task: Tailskid Shoe Inspection, TASK 32-71-00-900-801.

(b) Check the green part of the warning decal on the aft side of the tail skid cartridge. If the green part of the warning decal is not visible, a tail strike may have occurred, additional inspection is required, proceed with this procedure, do this task: Tailskid Cartridge Assembly - Inspection/Check, TASK 32-71-00-200-801.

(c) If the green part of the warning decal on the aft side of the tail skid cartridge is visible, only a visual inspection of the tail skid assembly drag shoe or the failure is required. However, if the tail drag shoe or the fairing is damaged, continue the inspection, proceed with this procedure.

HAP ALL

SUBTASK 05-51-32-210-005

(2) Inspect the external skin surfaces of the lower aft fuselage.

(a) Look from station 947 (approximate aft of the cargo bay aft bulkhead) to the APU compartment.

1) Look for signs of scrapes and cracked or buckled belly skin. Also look for fasteners that are loose or are not there.

a) scrapes

b) holes

c) cracked skin

d) burns

e) buckled belly skin

f) loose fasteners

g) missing fasteners

2) Look at the following areas for broken, bent, (distorted), missing parts or other damage:

a) The APU firewall.

b) The APU drain.

c) The doors of the APU compartment.

d) The drain mast.

3) Inspect the upper fuselage structure aft of the wing rear spar for buckled structure, cracks and paint that has flaked.

(b) Inspect for fasteners that are loose or missing.

SUBTASK 05-51-32-200-001

(3) Examine all of the external and internal structure of the fuselage, section 48, body station (BS) 1016, that you can get access to and/or is called out in this procedure for signs of buckling, deformation or damage.

NOTE: Look at the structure from the rear pressure bulkhead to the aft end of the airplane.

(a) Do a detailed visual inspection of the exterior fuselage skin 10 inches (25.4 cm) forward and aft of the BS 1016 skin butt joint between stringers S-10L and S-10R.

NOTE: Gain access to the exterior of the fuselage skin at BS 1016 under the vertical stabilizer fairing, 323AL and 323AR.

(b) Do a detailed visual inspection of the entire aft side of the BS 1016 aft pressure bulkhead. Give particular attention to the upper bulkhead structure between skin stringers S-10L and S-10R.

NOTE: Access to the interior unpressurized aft pressure bulkhead area is through the aft access hatch, 311BL.

SUBTASK 05-51-32-210-007

(4) When you find external damage, inspect the fuselage internally as follows:

(a) In the area of the tail strike:

1) Inspect for bent or cracked stringers, frames, or clips.

2) Inspect for buckled or wrinkled webs.

3) Inspect for loose or missing fasteners and paint that has flaked.

4) Inspect the lower area of the aft pressure bulkhead for damage.

(b) Aft pressure bulkhead at BS 1016:

1) Examine at BS 1016 the upper center web installation on the forward side of the pressure bulkhead for any damage.

NOTE: Gain access to inspect the upper center web installation by removing the galley and lavatories as necessary.

SUBTASK 05-51-32-800-001

(5) If damage is found in the above paragraphs, use the applicable Structural Repair Manual and do the repairs.

D. Stabilizer Position Indicator System Procedure.

SUBTASK 05-51-32-210-008

(1) Inspect the stabilizer position indication system components: do this task: Stabilizer Manual Trim and Trim Indicator Test, TASK 27-41-00-700-801

(a) Inspect for broken cables.

(b) Inspect for cables that are out of the pulley groove.

(c) When there is no internal damage to the fuselage structure, do the operational test for the stabilizer position indication system.

1) Do this task: Stabilizer Control Mechanism Detail Visual Inspection, TASK 27-41-41-210-801.

2) Do this task: Stabilizer Manual Trim and Trim Indicator Test, TASK 27-41-00-700-801.

(d) When there is internal damage to the fuselage structure, do the system test for the stabilizer position indicating system.

SUBTASK 05-51-32-210-009

(2) If the stabilizer position indicating system components are damaged,

(a) Do this task: Horizontal Stabilizer Removal, TASK 27-41-11-000-801.

(b) Do this task: Horizontal Stabilizer Installation, TASK 27-41-11-400-801.

E. Put the airplane back to its usual condition.

SUBTASK 05-51-32-410-002

(1) Install all of the components you removed if the components are serviceable, or install replacement parts.

SUBTASK 05-51-32-370-001

(2) If the tail skid drag shoe is within tolerance and the paint finish on the lower surface of the tail skid drag shoe has been gouged or scratched by contact with the runway, paint the skid drag shoe in accordance with the Decorative Exterior Finishes procedure (DECORATIVE EXTERIOR PAINT SYSTEM - CLEANING/PAINTING, PAGEBLOCK 51-21-99/701).

NOTE: If the tail skid drag shoe scratch or gouge damage is not painted over, a person may interpret the damage as new and request an unnecessary inspection. The addition of paint can help to determine when new tail strikes have occured.

END OF TASK

HAP 001-013, 015-026, 028-054

TASK 05-51-32-210-802

3. Tail Skid Inspection

A. References

Reference	Title
32-71-00-200-801	Tailskid Cartridge Assembly - Inspection/Check (P/B 601)
32-71-00-900-801	Tailskid Shoe Inspection (P/B 601)

B. Location Zones

Zone	Area
100	Lower Half of Fuselage
144	Area Below Aft Cargo Compartment - Right
145	Aft Cargo Compartment Equipment Bay - Left
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

C. Tail Skid Inspection

SUBTASK 05-51-32-210-010

(1) External Tail Drag Inspection

(a) Visually inspect the tail skid and skin surfaces of the lower aft fuselage, do this task: Tailskid Shoe Inspection, TASK 32-71-00-900-801

(b) Make sure the crushable cartridge is within servicable limits, do this task: Tailskid Cartridge Assembly - Inspection/Check, TASK 32-71-00-200-801

(c) Make sure the tail drag shoe is servicable and within tolerance limits, do this task: Tailskid Shoe Inspection, TASK 32-71-00-900-801

(d) Inspect the tailskid drag assembly for cracks or fractures.

(e) Inspect from zone 140 to the APU compartment for signs of the conditions that follow:

NOTE: This inspection is the lower area of Section 47 and 48.

1) Look for signs of scrapes and cracked or buckled belly skin. Also look for fasteners that are loose or are not there.

a) scrapes

b) holes

c) cracked skin

d) burns

e) buckled belly skin

f) loose fasteners

g) missing fasteners

SUBTASK 05-51-32-210-012

(2) Internal Tail Drag Inspection

(a) When you find external damage, examine the fuselage internally in the area of the tail drag.

(b) Look for bent or cracked:

1) stringers

2) frames

3) clips

4) wrinkled webs.

5) Look for loose or missing fasteners.

(c) Examine the lower area of the aft pressure bulkhead for damage.

SUBTASK 05-51-32-800-003

(3) If you find internal or external damage, use the applicable Structural Repair Manual (SRM) for the repairs.

D. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-32-410-003

(1) Install all of the components you removed if they are servicable, or install replacement parts.

——————— END OF TASK ———————

HOT AIR DUCT RUPTURE CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This section has two tasks to examine the airplane after a hot air duct rupture.

B. The first task examines the airplane structure for possible heat damage caused by a ruptured duct.

C. The second task examines the airplane nacelle structure for possible structural damage caused by a ruptured duct that has occured below the strut for which there was a subsequent deployment of the affected thrust reverser.

TASK 05-51-34-210-801

2. Airplane Structure Hot Air Duct Rupture Conditional Inspection

A. Location Zones

Zone	Area
100	Lower Half of Fuselage
400	Powerplant and Nacelle Struts
500	Left Wing
600	Right Wing

B. Procedure

SUBTASK 05-51-34-210-001

(1) Examine the area of the airplane structure which has had a high heat condition caused by a ruptured pneumatic duct.

(a) If you find damage, refer to the Structural Repair Manual (SRM) and the Non Destructive Test Manual (51-00-00, Part 6) for the repairs.

C. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-34-410-001

(1) Install the components you removed if they are servicable, or install replacement parts.

——————— END OF TASK ———————

TASK 05-51-34-200-802

3. Nacelle Structure Hot Air Duct Rupture Conditional Inspection

A. Location Zones

Zone	Area
400	Powerplant and Nacelle Struts

B. Procedure

SUBTASK 05-51-34-210-002

(1) Contact Boeing for specifics of information related to the inspection of the inner wall for both location and the method of inspection.

C. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-34-410-002

(1) Install the components you removed if they are servicable, or install replacement parts.

——————— END OF TASK ———————

OVERWEIGHT LANDING - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. Overweight Landing

(1) When the airplane lands at a weight that is above the maximum-design-landing weight (MLW), it is an overweight landing.

(a) When an overweight landing occurs, an airplane inspection is necessary as defined in this procedure.

(b) If the landing was also a hard landing, the Hard Landing Conditional Maintenance Practices Inspection, plus the Overweight Landing Conditional Inspection, must be done as defined in the respective procedures. If damage is found in the Phase I Conditional Inspection of either procedure, as defined above, then both the Overweight and Hard Landing Phase II inspections must be done.

NOTE: The pilot must make the decision if the airplane landing was a hard landing.

B. The Inspection

(1) The inspection is divided into two phases (Phase I and Phase II).

NOTE: The pilot must make the decision if the airplane landing was a hard landing. An Overweight Landing that was not accompanied by a Hard Landing does not require a hard landing inspection.

(a) Phase I, option A inspection is applicable when the airplane landing was overweight, but was not a hard landing.

(b) Phase I, option B inspection is applicable when airplane landing was overweight and also a hard landing.

(2) If the inspection per Phase I does not show that damage has occurred, no more inspections are necessary.

(3) If the Phase I, option A inspection shows that damage has occurred, you must do the Phase I, option.B inspection.

(4) If the Phase I, option B inspection shows that damage has occurred, you must do the Phase II inspection.

C. When the conditional inspection tells you to "examine" a component, look for these conditions (repair or replace components, if it is necessary):

(1) Cracks

(2) Pulled apart structure

(3) Loose paint (paint flakes)

(4) Discoloration

(5) Twisted parts (distortion)

(6) Wrinkles or buckles in the structure

(7) Bent components

(8) Loose fasteners

(9) Fasteners that have pulled out or are gone

(10) Delaminations

(11) Fiber breakouts

(12) Misalignment

(13) Interference

(14) Nicks or gouges

(15) Other signs of damage.

TASK 05-51-35-210-801

2. Phase I Inspection

A. General

(1) If the pilot beleves the Overweight Landing was also accompanied by a Hard Landing as described in PAGEBLOCK 05-51-01/201, do the Phase I, option B, Overweight Landing inspection in this task and then do the Hard Landing Conditional Phase I Inspection as defined in PAGEBLOCK 05-51-01/201.. If damage is found in the Phase I Conditional Inspection of either procedure, then both Hard Landing and Overweight landing Conditional Inspection Phase II inspections must be done.

B. References

Reference	Title
05-51-01	HARD LANDING OR HIGH DRAG/SIDE LOAD LANDING
05-51-01 P/B 201	HARD LANDING OR HIGH DRAG/SIDE LOAD LANDING - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-080-801	Leading Edge Flap and Slat Locks Removal (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
32-11-00-200-801	Main Landing Gear Inspection (P/B 601)
32-45-00-700-801	Wheels Fast Check (Wheel Installed on the Airplane) (P/B 601)
32-45-00-700-803	Tires Inspection (P/B 601)

C. Location Zones

Zone	Area
100	Lower Half of Fuselage
300	Empennage
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors

D. Phase I, option A, Examine the airplane structure for an overweight landing that was also not a hard landing.

SUBTASK 05-51-35-040-001

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE FLAPS AND SLATS. THE FLAPS AND SLATS MOVE QUICKLY. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-51-35-040-002

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAP BEFORE YOU DO WORK ON THE FLAP SYSTEM. THE FLAPS MOVE QUICKLY. THEY CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(2) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-51-35-210-001

(3) Examine the areas of the airplane landing gear that follow:

(a) Examine the main landing gear tires and wheels for signs of damage.

(b) Examine the main landing gear shock strut for signs of hydraulic fluid leakage, (Main Landing Gear Inspection, TASK 32-11-00-200-801).

NOTE: A small quantity of hydraulic fluid on the inner cylinder is satisfactory.

(c) Examine the tires and wheels of the nose landing gear for signs of damage.

(d) Examine the upper and lower ends of the shock strut of the nose landing gear for signs of hydraulic fluid leakage.

NOTE: A small quantity of hydraulic fluid on the inner cylinder is satisfactory.

E. Phase I, option B, Examine the airplane structure for an overweight landing that was also a hard landing.

SUBTASK 05-51-35-210-010

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE FLAPS AND SLATS. THE FLAPS AND SLATS MOVE QUICKLY. INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-51-35-210-011

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAP BEFORE YOU DO WORK ON THE FLAP SYSTEM. THE FLAPS MOVE QUICKLY. THEY CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(2) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-51-35-210-002

(3) Examine the areas of the main landing gear that follow:

(a) Do this task: Tires Inspection, TASK 32-45-00-700-803.

(b) Do this task: Wheels Fast Check (Wheel Installed on the Airplane), TASK 32-45-00-700-801.

(c) The upper and lower ends of the main landing gear shock strut for signs of hydraulic fluid leakage.

NOTE: A small quantity of hydraulic fluid on the inner cylinder is satisfactory.

(d) The doors and linkage of the main landing gear strut doors.

(e) The trunnion link and the upper end of the shock strut.

(f) The landing gear beam and attachment fittings.

(g) The attach nut for the orifice support tube on the main gear for fluid leakage.

SUBTASK 05-51-35-210-003

(4) Examine the areas of the nose landing gear that follow:

(a) The nose wheel well.

NOTE: Look carefully in the area near the trunnion and the support fittings of the drag strut.

(b) Do this task: Tires Inspection, TASK 32-45-00-700-803.

(c) Do this task: Wheels Fast Check (Wheel Installed on the Airplane), TASK 32-45-00-700-801.

(d) The upper and lower ends of the shock strut for signs of hydraulic fluid leakage.

NOTE: A small quantity of hydraulic fluid on the inner cylinder is satisfactory.

(e) The outer cylinder.

(f) The attach nut for the orifice support tube for fluid leakage.

(g) The doors, the hinges, and the retraction mechanism.

SUBTASK 05-51-35-210-004

(5) Examine the Fuselage and Wing areas that follow:

(a) The engine strut:

1) panels

2) doors

3) structure.

(b) The leading edge wing-to-body fairing for movement from its usual position.

(c) The inboard trailing edge flaps.

(d) The top and lower fuselage skin panels forward and aft of the wing.

NOTE: Permanent wrinkles often occur on the lower side fuselage skins aft of STA 727. An internal inspection is necessary if you find these wrinkles and they did not exist before the landing. If they did exist, examine the wrinkles carefully for cracks.

(e) The keel beam chords, stiffeners, webs, and splices at STA 663 through 727A.

(f) The strut-to-wing fairing panels for the top and lower nacelle.

(g) The wing leading edge-fairing.

SUBTASK 05-51-35-200-001

(6) Examine external fuselage skin at BS 1016 and the aft side of the pressure bulkhead for signs of buckling, deformation or damage.

(a) Do a detailed visual inspection of the exterior fuselage skin 10 inches (25.4 cm) forward and aft of the BS 1016 skin butt joint between stringers S-10L and S-10R.

NOTE: Gain access to the exterior of the fuselage skin at BS 1016 under the vertical stabilizer fairing, 323AL and 323AR.

(b) Do a detailed visual inspection of interior of the entire aft side of the BS 1016 aft pressure bulkhead. Give particular attention to the upper bulkhead structure between skin stringers S-10L and S-10R.

NOTE: Access to the interior unpressurized aft pressure bulkhead area is through the aft access hatch, 311BL.

(c) Do a detailed visual inspection of interior of the entire aft side of the BS 1042 aft pressure bulkhead. Give particular attention to the upper bulkhead structure between skin stringers S-10L and S-10R.

NOTE: Access to the interior unpressurized aft pressure bulkhead area is through the aft access hatch, 311BL.

SUBTASK 05-51-35-200-003

(7) Do the Hard Landing Conditional Inspection examination, do this task: HARD LANDING OR HIGH DRAG/SIDE LOAD LANDING, SUBJECT 05-51-01as defined in the procedure. If damage is found in the Phase I Conditional Inspection of either procedure, then both Hard Landing and Overweight landing Conditional Inspection Phase II inspections must be done.

NOTE: When both the Hard landing Conditional Inspection, and the Overweight Landing Conditional Inspections, as defined above, must be done, it is not necessary to do duplicative tasks twice, such as: Landing gear, nacelle struts, fuselage, wing LE fairings, horizontal stab, cargo area, engine inspection, flight controls. etc.

F. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-35-410-001

(1) Install the components you removed if they are servicable, or install replacement parts.

SUBTASK 05-51-35-020-001

(2) Remove the safety locks.

(a) Do this task: Leading Edge Flap and Slat Locks Removal, TASK 27-81-00-080-801.

SUBTASK 05-51-35-440-001

(3) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

SUBTASK 05-51-35-440-002

(4) Do this task: Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801.

END OF TASK

TASK 05-51-35-200-801

3. Phase II Inspection

A. References

Reference	Title
05-51-01-210-801	Phase I Inspection (P/B 201)
05-51-10-210-801	Dragged Engine Nacelle/Fan Blade Out/Engine Seizure/Engine and Strut Damage Conditional Inspection (P/B 201)
07-11-01-580-815	Lift the Airplane with the Jacks (P/B 201)
07-11-01-580-816	Lower the Airplane Off the Jacks (P/B 201)
12-15-31-610-801	Main Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-801	Nose Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-802	Nose Landing Gear Shock Strut Servicing (P/B 301)
27-09-14-820-801	Control Cables - Rigging (P/B 201)
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-080-801	Leading Edge Flap and Slat Locks Removal (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-480-801	Leading Edge Flap and Slat Locks Installation (P/B 201)
32-00-10-211-801	Landing Gear Inner Cylinder Chrome Inspection (P/B 601)
32-11-00-200-801	Main Landing Gear Inspection (P/B 601)
32-11-21-960-801	Replace the Active Seals with the Spare Seals (P/B 801)
32-32-00-710-801	Main Landing Gear Operational Test (P/B 501)
32-33-00-710-801	Operational Test for the Nose Landing Gear (P/B 501)

(Continued)

Reference	Title
32-34-00-730-801	Main Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
32-35-00-730-801	Nose Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
32-41-41-700-803	Main Landing Gear Brake Inspection (Wheel Removed from the Airplane) (P/B 601)
32-45-00-700-802	Wheels Inspection (Wheel Removed from the Airplane) (P/B 601)
32-45-00-700-803	Tires Inspection (P/B 601)
32-51-00-820-802	Nose Wheel Steering System Adjustment (P/B 501)

B. Location Zones

Zone	Area
100	Lower Half of Fuselage
300	Empennage
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors

C. Examine the Landing Gear

SUBTASK 05-51-35-040-003

CAUTION: DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE FLAPS AND SLAT ACTUATION SYSTEMS. FLAPS AND SLATS ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-51-35-040-004

CAUTION: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAP ACTUATION SYSTEMS. FLAP ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-51-35-580-001

(3) Lift the airplane on jacks, do this task: Lift the Airplane with the Jacks, TASK 07-11-01-580-815.

SUBTASK 05-51-35-710-001

(4) Do a test of the main and nose landing gear for signs of interference, misalignment, or distortion.

(a) Do this task: Main Landing Gear Operational Test, TASK 32-32-00-710-801.

(b) Do this task: Operational Test for the Nose Landing Gear, TASK 32-33-00-710-801.

(c) Do this task: Main Gear Manual Extension System Test - Airplane on Jacks, TASK 32-34-00-730-801.

(d) Do this task: Nose Gear Manual Extension System Test - Airplane on Jacks, TASK 32-35-00-730-801.

D. Main Landing Gear

SUBTASK 05-51-35-210-005

(1) Examine the main landing gear areas that follow, do this task: Main Landing Gear Inspection, TASK 32-11-00-200-801.

(a) If it is necessary to remove a main landing gear wheel (or wheels) because of a flat tire, do the steps that follow:

1) Do this task: Wheels Inspection (Wheel Removed from the Airplane), TASK 32-45-00-700-802.

2) Do this task: Main Landing Gear Brake Inspection (Wheel Removed from the Airplane), TASK 32-41-41-700-803.

3) Make sure the wheel bearings are smooth.

(b) Examine the outer and inner cylinder lugs.

(c) Examine the trunnion link fittings for cracks.

(d) Examine the torsion links.

(e) Examine the drag brace link.

(f) Examine the side strut, the side strut linkage, and the attachments.

(g) Look at the hydraulic fluid levels in the shock struts, do this task: Main Landing Gear Shock Strut Fluid Check, TASK 12-15-31-610-801.

1) If the fluid level is low, do these steps:

a) Do this task: Replace the Active Seals with the Spare Seals, TASK 32-11-21-960-801.

b) Remove the inner cylinder and examine it for distortion or cracks. Do this task: Landing Gear Inner Cylinder Chrome Inspection, TASK 32-00-10-211-801.

c) Examine the orifice support tube for cracks.

NOTE: Do not remove the orifice support tube to examine it.

(h) Examine the walking beam fitting of the shock strut.

(i) Examine the support fitting on the aft trunnion of the shock strut.

(j) The walking beam for the main gear actuator

1) The linkage fittings of the walking beam and the actuator.

(k) Examine the drag strut.

(l) Examine the main gear outer cylinder to trunnion link attach bolt.

NOTE: To do this you must remove the bolt and examine the holes and the bushing for elongation.

(m) Examine the wheel well of the landing gear for signs of fuel or other fluid leaks near the landing gear.

E. Nose Landing Gear

SUBTASK 05-51-35-210-006

(1) Examine the areas of the nose landing gear that follow, :

(a) If it is necessary to remove a nose landing gear wheel (or wheels) because of a flat tire, do the steps that follow:

1) Do this task: Tires Inspection, TASK 32-45-00-700-803.

2) Do this task: Wheels Inspection (Wheel Removed from the Airplane), TASK 32-45-00-700-802.

(b) Examine the trunnion fitting area of the outer cylinder.

(c) Examine the torsion links.

1) Examine the drag brace link assemblies.

(d) Make sure the shock strut pressure is correct and the hydraulic fluid is at the correct level.

1) Do this task: Nose Landing Gear Shock Strut Fluid Check, TASK 12-15-41-610-801.

2) Do this task: Nose Landing Gear Shock Strut Servicing, TASK 12-15-41-610-802.

(e) If you find damage in the trunnion fitting area or torsion links, or if there was a hard landing and a high impact on the nose gear:

1) Remove the shock strut inner cylinder.

2) Examine the nose gear for distortion and cracks.

3) Do this task: Phase I Inspection, TASK 05-51-01-210-801.

(f) Examine the wheel well area for signs of fluid leaks near the landing gear.

(g) Do a check of the adjustment of the steering mechanism of the nose landing gear, do this task: Nose Wheel Steering System Adjustment, TASK 32-51-00-820-802.

SUBTASK 05-51-35-580-002

(2) Lower the airplane off of the jacks, do this task: Lower the Airplane Off the Jacks, TASK 07-11-01-580-816.

F. Fuselage and Wing Areas

SUBTASK 05-51-35-860-002

WARNING: DO NOT ENTER THE WING LEADING EDGE AND TRAILING EDGE AREAS BEFORE YOU INSTALL SAFETY LOCKS. THIS WILL PREVENT INJURY TO PERSONS FROM ACCIDENTAL FLAP/SLAT OPERATION.

(1) Install the safety locks.

(a) Do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801.

SUBTASK 05-51-35-210-007

(2) Examine the fuselage and wing areas that follow:

(a) The bulkheads at body STA 294.5 and 360, fuselage structure immediately outboard of the nose wheel well

NOTE: You can do this inspection on the forward side through the access holes in the sidewalls of the nose wheel well. Examine the aft side of the bulkhead at ATA 294.5 from the electronics compartment.

(b) The wheel well of the nose landing gear and the web of the nose wheel well

NOTE: Examine closely in the area of the trunnion support fittings.

(c) Remove the upper wing-to-body fairing immediately forward of the aft fairing (Refer to the operator's standard procedure).

(d) Examine the lower fuselage structure.

NOTE: Examine closely in the area below the body crease from STA 727 to 100 inches (254 centimeters) aft.

(e) Examine these components at STA 540 through STA 727A:

1) The keel beam chords

2) The stiffeners

3) The webs and the splices.

(f) Examine at BS 1016 the upper center web installation on the forward side of the pressure bulkhead for any damage.

NOTE: Gain access to inspect the upper center web installation by removing the galley and lavatories as necessary.

(g) Examine the wing to fuselage joints at STA 540 and 664.

(h) Examine the upper fuselage structure between S-6 Left and S-6 Right at STA's 540, 664, and 727.

(i) The body STA 706 trunnion support fitting for the main landing gear.

(j) Look for signs of fuel leaks, or other fluid leaks in the areas that follow:

1) The wings.

2) The nacelles.

3) The engine struts.

4) The external surface of the fuselage.

5) The wheel well of the nose landing gear.

6) The wheel wells of the main landing gear.

(k) Examine the top and lower fuselage skin panels forward and aft of the wing for buckles, wrinkles or tears.

NOTE: Permanent wrinkles often occur on the lower side fuselage skins aft of STA 727. An interior inspection is necessary if you find these wrinkles and they did not exist before the landing. If they did exist, examine the wrinkles carefully for cracks.

(l) Examine the wing ribs along the aft side of the rear spar at WBL 92.5 and 114.0 for cracks.

(m) Examine the upper and lower trailing edge panels and structure.

NOTE: Examine closely the area of the main landing gear beam.

(n) Examine the flight control components that follow for sheared rivets and structure damage:

1) The inboard and outboard trailing edge flaps.

2) The flap tracks.

3) The drive screws for the flaps.

4) The linkages and the fairings for the flaps.

5) The inboard and outboard spoilers.

(o) Examine the flap components that follow for crankshafting when it is possible the flaps touched the ground:

1) The flap track bolts of the outboard trailing edge flaps.

2) The flap track bolts of the inboard trailing edge flaps.

(p) Install the upper wing-to-body fairing immediately forward of the aft fairing (Refer to the operator's standard procedure).

G. Engine Nacelles

SUBTASK 05-51-35-210-008

(1) Examine the engine after an overweight landing if it is necessary.

SUBTASK 05-51-35-210-009

(2) Do an inspection of a dragged engine nacelle if it is necessary, do this task: Dragged Engine Nacelle/Fan Blade Out/Engine Seizure/Engine and Strut Damage Conditional Inspection, TASK 05-51-10-210-801.

H. Flight Controls

SUBTASK 05-51-35-710-002

(1) Do a check of the flight controls for smooth movement and correct cable tension, do this task: Control Cables - Rigging, TASK 27-09-14-820-801.

I. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-35-410-002

(1) Install the components you removed if they are servicable, or install replacement parts.

SUBTASK 05-51-35-020-002

(2) Remove the safety locks.

(a) Do this task: Leading Edge Flap and Slat Locks Removal, TASK 27-81-00-080-801.

SUBTASK 05-51-35-440-003

(3) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

SUBTASK 05-51-35-440-004

(4) Do this task: Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801.

———————— END OF TASK ————————

ENGINE BLADE OUT - EE BAY AND FLIGHT DECK PANELS - INSPECTION/CHECK

1. General

A. This subject will address the maintenance practices for the EE bay and flight deck panels following a significant blade loss event and prior to returning the airplane to service.

B. The following is the minimum maintenance inspection check:

(1) Electrical Equipment Rack (E1, E2, E3, E4, E5 and E8) Inspection.

TASK 05-51-42-200-801

2. Engine Blade Out - EEBay and Flight Deck Panels Inspection

A. References

Reference	Title
20-10-07-000-801	E/E Box Removal (P/B 201)

B. Electrical Equipment Rack Inspection.

SUBTASK 05-51-42-200-001

(1) Inspect for damage in the following areas:

NOTE: Repair all damage found per the standard SRM procedure.

(a) E1 electrical equipment rack stanchions and its attachments to structure, shelves, and trays, do this task: E/E Box Removal, TASK 20-10-07-000-801

(b) E2 electrical equipment rack stanchions and its attachments to structure, shelves, and trays,

(c) E3 electrical equipment rack stanchions and its attachments to structure, shelves, and trays, do this task: E/E Box Removal, TASK 20-10-07-000-801

(d) E4 electrical equipment rack stanchions and its attachments to structure, shelves, and trays, do this task: E/E Box Removal, TASK 20-10-07-000-801

(e) E5 electrical equipment rack stanchions and its attachments to structure, shelves, and trays, do this task: E/E Box Removal, TASK 20-10-07-000-801

(f) E8 electrical equipment rack stanchions and its attachments to structure, shelves, and trays, if installed, do this task: E/E Box Removal, TASK 20-10-07-000-801

C. Flight Deck Panel Inspection.

SUBTASK 05-51-42-210-002

(1) Inspect for damage in the following flight deck panels:

NOTE: Repair all damage found per the standard SRM procedure.

(a) P1 Captain Instrument Panel.

(b) P2 Center Instrument Panel.

(c) P3 First Officer Instrument Panel.

(d) P5 Forward and Aft Overhead Panels.

(e) P7 Glareshield Panel.

(f) P8 Aft Electronic Panel.

(g) P9 Forward Electronic Panel.

(h) P18 Component Circuit Breaker Panel.

END OF TASK

NACELLE/STRUT PRESSURE RELIEF DOORS OPEN CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure contains two tasks:

(1) Examine the Nacelle/Strut Structure

(2) Examine the Pneumatic Ducts.

B. The pressure relief doors are made to open to prevent too much pressure in the nacelle/strut structure.

(1) There can be too much pressure in the nacelle/strut when a pneumatic duct breaks.

(2) Also, the pressure relief doors can open if a condition occurs which can cause temporary or permanent distortion.

(a) Example conditions are as follows, but others can also occur:

1) hard Landings

2) severe turbulence

3) engine Vibration

TASK 05-51-44-200-801

2. Examine the Nacelle/Strut Structure

A. Location Zones

Zone	Area
400	Powerplant and Nacelle Struts

B. Procedure

SUBTASK 05-51-44-210-001

(1) Examine the nacelle/strut inner and outer surfaces for:

NOTE: Carefully examine the surfaces for discoloration and/or paint that is flaked. This could be a sign of a broken pneumatic duct.

(a) distortion

(b) cracks

(c) pulled rivets

(d) rivets which are missing

(e) discolored paint

(f) paint that is flaked.

END OF TASK

TASK 05-51-44-210-801

3. Examine the Pneumatic Ducts

A. Location Zones

Zone	Area
400	Powerplant and Nacelle Struts

B. Procedure

SUBTASK 05-51-44-210-002

(1) Examine the components that follow:

(a) hard ducts

(b) flexible sense lines for cracks and tears.

(c) clamps for tightness

(d) nuts for tightness

(e) fasteners for tightness.

C. Put the Airplane Back to It's Initial Condition

SUBTASK 05-51-44-410-001

(1) Install the components you removed if they are serviceable.

(a) If the components are not serviceable, install replacement parts.

——————— END OF TASK ———————

LANDING GEAR OPERATION ABOVE DESIGN SPEED CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure contains the task to inspect the airplane when the landing gear has been operated at speeds more than the permitted placard speed.

B. A structural inspection is applicable when the landing gear is operated in flight at speeds more than the permitted maximum placard speed.

TASK 05-51-47-210-801

2. Landing Gear Operation Above Design Speed Condition, Conditional Inspection

A. Location Zones

Zone	Area
700	Landing Gear and Landing Gear Doors

B. Examine the Main Gear Door Areas

SUBTASK 05-51-47-210-001

(1) Examine main landing gear areas that follow:

(a) The doors.

(b) The hinges.

(c) The linkage and linkage support structure.

(d) The fairing panels.

1) Look for:

a) distortion

b) cracks

c) misalignment

d) displacement

e) fastener holes that are elongated or torn

f) fasteners that have pulled out

g) fastener locations where fasteners are not there

h) other signs of damage.

SUBTASK 05-51-47-210-002

(2) Examine the systems that are installed in the wheel wells of the main landing gear for damage or possible malfunction.

C. Examine the Nose Gear Door Area

SUBTASK 05-51-47-210-003

(1) Examine the nose landing gear areas that follow:

(a) The doors.

(b) The hinges.

(c) The linkage and linkage support structure.

(d) The fairing panels.

1) Look for:

a) distortion

b) cracks

c) misalignment

d) displacement

e) fastener holes that are elongated or torn

f) fasteners that have pulled out

g) fastener locations where fasteners are not there

h) other signs of damage.

SUBTASK 05-51-47-210-004

(2) Examine the systems that are installed in the nose wheel well for damage or possible malfunction.

D. Put the Airplane Back to Its Usual Condition

SUBTASK 05-51-47-410-001

(1) Install the components that were removed, or install replacement parts.

———————— END OF TASK ————————

INTERIOR ICE CONDITION - MAINTENANCE PRACTICES

1. General

A. In the usual operation of the airplane, air comes through the airplane structure. During flight, the water vapor in the air can condense and freeze in the airplane. When you continuously operate the airplane in cold weather, ground temperatures below the freezing point will not let the ice melt. Too much ice will lower the performance of the airplane below the permitted values.

TASK 05-51-53-210-801

2. Interior Ice Removal

A. General

(1) This task is for interior ice removal in airplanes that have continuous operation in cold weather.

NOTE: This procedure will remove the ice build-up on the inside of the airplane structure.

(2) In the usual operation of the airplane, air comes through the airplane structure. During flight, the water vapor in the air can condense and freeze in the airplane. When you continuously operate the airplane in cold weather, ground temperatures below the freezing point will not let the ice melt. Too much ice will lower the performance of the airplane below the permitted values.

B. References

Reference	Title
51-41-11-200-801	External Drainage Inspection/Check (P/B 601)

C. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage

D. Upper Lobe Ice Inspection

SUBTASK 05-51-53-010-001

(1) Get access to the main deck overhead above WL 270 in the front, middle and aft stations.

(a) To get access on passenger airplanes, you must also remove some of the main deck ceiling panels.

SUBTASK 05-51-53-010-002

(2) Remove or lift the insulation blankets to do a check of the airplane skin, stringers, and frames.

(a) Make sure no ice has collected on the airplane skin, stringers, or frames.

1) If you do not find ice, you must do the Lower Lobe Ice Inspection.

2) If you do find ice, you must do the Overall Airplane Ice Removal.

E. Lower Lobe Ice Inspection

NOTE: Do this procedure to find if ice has collected in the lower lobes (below WL 210).

SUBTASK 05-51-53-010-003

(1) Remove the floor panels over the aisle in the main deck at approximately STA 660.

SUBTASK 05-51-53-210-001

(2) Look for ice collection between the longitudinal floor beams over the wing box and wheel well.

SUBTASK 05-51-53-010-004

(3) Remove the sidewall liners in the aft lower cargo compartment at approximately STA 747.

SUBTASK 05-51-53-210-002

(4) Look for ice collection in the bilge area.

(a) If you do find ice, you must do the Overall Airplane Ice Removal.

(b) If you do not find ice, no further action is necessary.

F. Overall Airplane Ice Removal

NOTE: Do this procedure to remove all ice that has collected throughout the airplane structure.

SUBTASK 05-51-53-580-001

(1) Move the airplane to a hangar where the air temperature is above 32°F (0°C).

SUBTASK 05-51-53-010-005

(2) Open the doors on the main deck to let the air flow freely.

SUBTASK 05-51-53-010-006

(3) Remove all the main deck seats and floor panels to get access to the ice.

SUBTASK 05-51-53-010-007

(4) Remove the insulation blankets from the sidewall and below the floor in the forward and aft lower lobe cargo compartment where it is possible.

NOTE: This will let the water flow freely to the structural drains and will make sure the blankets do not get wet.

SUBTASK 05-51-53-010-008

(5) Remove the insulation blankets in the nose wheel well area (forward of the EE bay).

SUBTASK 05-51-53-660-002

WARNING: DO NOT PUT HOT AIR DIRECTLY ON HALON OR OXYGEN BOTTLES. IF YOU PUT HOT AIR ON THE HALON OR OXYGEN BOTTLES, THE BOTTLES CAN EXPLODE.

CAUTION: THE TEMPERATURE OF THE HOT AIR MUST NOT BE ABOVE 150° F (70° C). HOT AIR CAN CAUSE DAMAGE TO AIRPLANE SYSTEMS.

(6) Use a conditioned ground cart to blow hot air on the open airplane structure in the lower lobes and main deck (if it is applicable) to melt the ice that has collected.

SUBTASK 05-51-53-610-001

(7) Make sure the airplanes structural drains in the bilge are open to let the water drain.

(a) Do this task: External Drainage Inspection/Check, TASK 51-41-11-200-801.

SUBTASK 05-51-53-660-003

(8) Use Figure 201 to find the time needed to melt the ice.

NOTE: You can use a conditioned ground cart to heat the inside of the airplane. This will shorten the time needed to melt the ice.

SUBTASK 05-51-53-840-001

(9) After the water drains, put the airplane back to its usual condition.

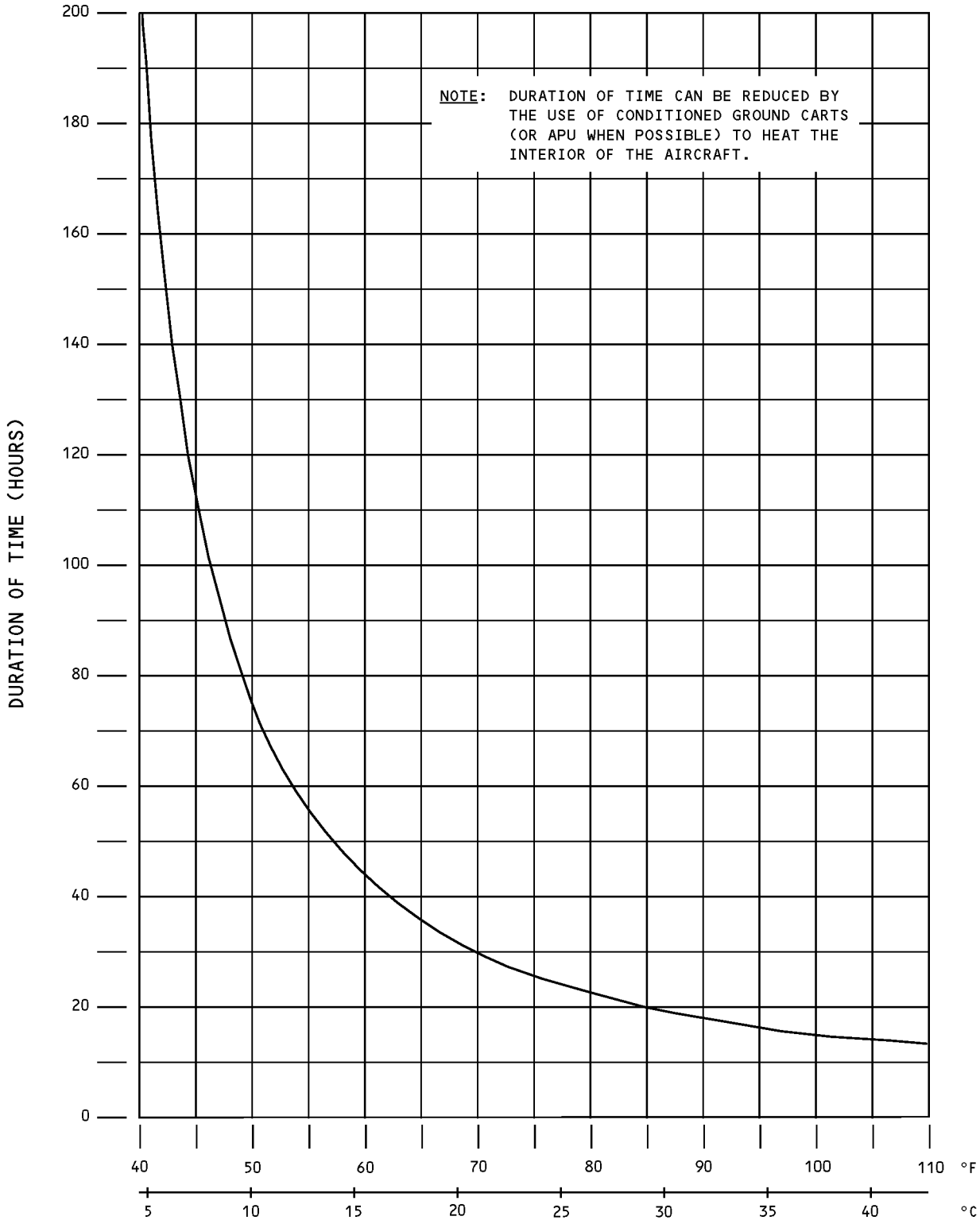
SUBTASK 05-51-53-020-001

(10) You must remove or dry all wet insulation blankets before you install them again.

SUBTASK 05-51-53-840-002

(11) After the water drains, put the airplane back to its usual condition.

END OF TASK



Air Temperature Outside Airplane Time Required to Melt Interior Ice
Figure 201/05-51-53-990-801

TIRE TREAD LOSS OR TIRE BURST - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure contains the task to inspect the airplane after a tire has lost it's tread, or has burst.

B. When a landing gear tire loses it's tread or a tire bursts, a careful inspection of some areas is necessary.

(1) These inspections look for damage and/or blockage caused by pieces of the tire.

C. Damage caused by the tire pieces can be seen as pieces of rubber and/or bitumen marks on the surface of the structure.

TASK 05-51-54-210-801

2. Tire Tread Loss or Tire Burst Conditional Inspection

A. References

Reference	Title
27-11-00-700-803	Manual Reversion Control Friction Test (P/B 501)
27-11-00-700-804	Control Wheel Centering Check (P/B 501)
27-11-00-700-805	Aileron Control Wheel Force Test (P/B 501)
27-11-00-700-806	Aileron Spring Cartridge and Transfer Mechanism Functional Test (P/B 501)
27-11-00-700-807	Control Wheel Travel Stop Test (P/B 501)
27-11-00-700-809	Aileron Travel Test (P/B 501)
27-11-00-720-801	Aileron Power Control Unit (PCU) Pogos - Functional Test (P/B 501)
27-11-00-730-801	Aileron Trim Response Test (P/B 501)
27-11-00-820-804	Aileron Feel and Centering Unit Adjustment (P/B 501)
27-51-00-210-801	Trailing Edge Flap Drive System Inspection (P/B 601)
27-51-00-720-803	Alternate Flap Control System Functional Test (P/B 501)
27-51-00-730-801	Trailing Edge Flap System Test (P/B 501)
27-59-00-730-801	Flap Skew Detection System Functional Test (P/B 501)
27-61-00-710-801	Spoiler Control System Operational Test (P/B 501)
27-61-00-820-801	Spoiler Control Cables Adjustment (P/B 501)
27-61-00-820-802	Ratio Changer Input Rod Adjustment (P/B 501)
27-61-00-820-805	Spoiler Mixer Adjustment (P/B 501)
27-62-00-000-801	Ground Spoiler Control Valve Adjustment (P/B 501)
27-62-00-710-801	Speed Brake Control System Operational Test (P/B 501)
27-62-00-800-803	Speed Brake Lever Friction Test (P/B 501)
27-62-51-000-801	Ground Spoiler Interlock Valve Cable Removal (P/B 401)
27-62-51-400-801	Ground Spoiler Interlock Valve Cable Installation (P/B 401)
27-81-00-860-801	Leading Edge Flap and Slat System Operation With Primary Control (P/B 201)
27-81-00-860-802	Leading Edge Flap and Slat System Operation With Alternate Control (P/B 201)
32-45-00-700-803	Tires Inspection (P/B 601)
71-00-00-800-802-F00	Foreign Object Damage Inspection (P/B 601)

B. Location Zones

Zone	Area
100	Lower Half of Fuselage
300	Empennage

(Continued)

Zone	Area
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors

C. Procedure

SUBTASK 05-51-54-210-001

(1) Do the steps that follow to inspect for damage after a tire tread loss or tire burst:

(a) Examine the areas that follow for damage, delamination, or local separation, and soft spots because of core crush:

NOTE: To find delamination or local separation areas, tap the surface with a coin. To find areas of core crush, push on the surface.

1) The wing upper inboard fixed trailing edge panel
2) The wing lower inboard fixed trailing edge panel
3) The inboard trailing edge flaps
4) The inboard trailing edge fairings
5) The ADF Antenna
6) The lower fuselage wing-to-body fuselage panels.

(b) Examine the inboard trailing edge flaps for tire fragments lodged in linkages or in flap carriages (main and foreflap sequence carriages).

(c) Examine the components that follow for damage and blockage because of pieces of the tire.

1) The trailing edge flap jackscrews
2) The actuating linkages
3) The actuating rods.

(d) Examine the landing gear wheel well areas as follows for damage, distortion, and blockage from pieces of the tire.

1) The wheel well doors
2) The wheel well door actuating rods
3) The hydraulic plumbing
4) The flap drive torque tubes
5) The control cables and mechanisms
6) The frangible hydraulic fittings located in the wheel well fairing

(e) Examine the landing gear assemblies, related components, and hydraulic lines for damage and/or hydraulic fluid leakage.

1) On the right hand landing gear assemblies, check the ground spoiler interlock valve cable for damage and freedom of movement; These are the tasks:

Ground Spoiler Interlock Valve Cable Removal, TASK 27-62-51-000-801

Ground Spoiler Interlock Valve Cable Installation, TASK 27-62-51-400-801.

(f) Examine the other tires for possible damage; do this task: Tires Inspection, TASK 32-45-00-700-803.

NOTE: Carefully inspect the other tires for slash and/or wire penetration damage of the tread or the sidewall.

1) If the damaged tire is deflated, or is more than 20% below the specified pressure, replace the wheel and tire assembly that is on the same axle.

SUBTASK 05-51-54-210-002

(2) Examine the engine nacelles and inlets for damage when the nose gear tire tread is lost or the nose gear tire burst, do this task: Foreign Object Damage Inspection, TASK 71-00-00-800-802-F00.

SUBTASK 05-51-54-210-003

(3) If it is determined that the tire burst occured when the landing gear was retracted, you must look for damage in the wheel well areas.

(a) If the damage is visible on the forward bulkhead, do these tasks:

- Aileron Feel and Centering Unit Adjustment, TASK 27-11-00-820-804
- Manual Reversion Control Friction Test, TASK 27-11-00-700-803
- Control Wheel Centering Check, TASK 27-11-00-700-804
- Aileron Control Wheel Force Test, TASK 27-11-00-700-805
- Aileron Spring Cartridge and Transfer Mechanism Functional Test, TASK 27-11-00-700-806
- Control Wheel Travel Stop Test, TASK 27-11-00-700-807
- Aileron Travel Test, TASK 27-11-00-700-809
- Aileron Power Control Unit (PCU) Pogos - Functional Test, TASK 27-11-00-720-801
- Aileron Trim Response Test, TASK 27-11-00-730-801
- Spoiler Control System Operational Test, TASK 27-61-00-710-801
- Spoiler Control Cables Adjustment, TASK 27-61-00-820-801
- Ratio Changer Input Rod Adjustment, TASK 27-61-00-820-802
- Spoiler Mixer Adjustment, TASK 27-61-00-820-805
- Speed Brake Control System Operational Test, TASK 27-62-00-710-801
- Ground Spoiler Control Valve Adjustment, TASK 27-62-00-000-801
- Speed Brake Lever Friction Test, TASK 27-62-00-800-803.

(b) If the damage is visible on the aft bulkhead, do these tasks:

- Trailing Edge Flap System Test, TASK 27-51-00-730-801
- Alternate Flap Control System Functional Test, TASK 27-51-00-720-803
- Trailing Edge Flap Drive System Inspection, TASK 27-51-00-210-801
- Flap Skew Detection System Functional Test, TASK 27-59-00-730-801
- Leading Edge Flap and Slat System Operation With Primary Control, TASK 27-81-00-860-801
- Leading Edge Flap and Slat System Operation With Alternate Control, TASK 27-81-00-860-802

(c) If there is no visible damage on either bulkhead, do the tasks assigned above for both damage on the forward and aft bulkheads.

D. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-54-410-001

(1) Install all the components you removed if they are serviceable, or install replacement parts.

———————— END OF TASK ————————

SMOKE OR FUMES IN CABIN - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure contains the information to perform an inspection to determine the cause of smoke or fumes entering the cabin during operation.

TASK 05-51-56-200-801

2. Smoke or Fumes in Cabin (Conditional Inspection)

A. References

Reference	Title
FIM 21-00 TASK 806	Smoke or Fumes in the Cabin, Source Unknown - Fault Isolation

B. Examine the Cabin

SUBTASK 05-51-56-280-001

(1) If smoke or fumes are detected in the cabin during airplane operation, do this task: Smoke or Fumed in the Cabin, Source Unknown - FIM 21-00 TASK 806.

——————— END OF TASK ———————

ACID SPILLAGE CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure has one task.

(1) A conditional inspection for acid spillage.

B. This task has an inspection and clean up procedures for areas where acid has touched the airplane.

C. The primary source of acid spillage is in the battery compartments where acid electrolytes may overflow during charging or spill during battery servicing.

D. Acid based corrosion removal compounds and airplane cleaners are used quite extensively during routine maintenance repair. Spills do occur at times and thorough neutralizing and/or rinsing is necessary to preclude corrosion damage.

E. Containers of acid concentrates or acid based chemicals may be part of a cargo and may be broken during loading or unloading. Spillage from such sources are usually larger in scale than spills previously mentioned. It is, therefore, advisable that the acid spillage be neutralized as soon as possible.

F. Operators should also be cognizant of the fact that acids may deteriorate nonmetallic materials such as fabrics, wood, leather, etc.

TASK 05-51-57-000-801

2. Corrosion Removal After Acid Spills

A. Tools/Equipment

Reference	Description
STD-419	Gloves - Rubber, Elbow Length
STD-1392	Shield - Face
STD-1393	Aprons
STD-1394	Boots
STD-1395	Head Gear
STD-3904	Goggles - Safety

B. Consumable Materials

Reference	Description	Specification
B00095	Compound - Sodium Bicarbonate	ASTM D928
B00334	Cleaner - bicarbonate of soda	
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

C. Procedure

SUBTASK 05-51-57-910-001

WARNING: ACIDS ACCIDENTALLY SPILLED ON SKIN, CLOTHING OR OTHER MATERIAL SHOULD BE FLOODED IMMEDIATELY WITH CLEAN WATER. IF EYES ARE INVOLVED FLOOD WITH COPIOUS QUANTITY OF CLEAN WATER AND CONSULT A PHYSICIAN IMMEDIATELY.

(1) Take these precautions when you work with an acid spill condition:

(a) Adequate protective clothing should be worn when handling or working in acid contaminated areas.

1) elbow length rubber gloves, STD-419

2) safety goggle, STD-3904

3) shield, STD-1392

4) aprons, STD-1393

5) boots, STD-1394

6) head gear, STD-1395

(b) Wash hands after using acid neutrtalizing treatment solution and/or materials before eating or smoking.

(c) Waste materials, solvents, chemical solutions, wiping rags, masking materials, etc., shall be collected and disposed of safely.

SUBTASK 05-51-57-940-001

(2) Do these steps to isolate the contaminated area:

(a) Do not allow acid spills to spread from areas of contamination.

(b) Using plastic sheets is advised for protection of equipment beneath battery areas. If equipment is operating, venting requirements should be maintained.

(c) Consider protecting uncontaminated areas by taping down protective material such as plastic sheets.

SUBTASK 05-51-57-110-001

(3) Do these steps to clean the area of an acid spillage:

(a) If equipment is adjacent to the treatment area use plastic sheets to cover the equipment to prevent inadvertent splashing of acids or treatment fluids.

(b) Wipe up excess fluids with cloth and discard cloth into plastic container for disposition.

(c) Neutralize the treatment area with a 20% bicarbonate of soda cleaner, B00334 solution applied with a brush or cloth swab. Particular attention should be given to faying surface joints. Pressure application may be required to flush the joint thoroughly.

NOTE: One pound (.45 kg) of compound, B00095 in 1 gallon (3.8 liters) of water will give the necessary solution.

(d) Apply the solution with a cloth, mop, brush, or sponge.

1) Make sure the solution goes into the contaminated faying surface joints.

NOTE: A pressure application of the solution can be necessary to flush the faying surface joints and some access areas fully.

(e) Apply the solution until bubbles cease in the acid/solution.

NOTE: When the bubbles cease, the acid has become neutral.

(f) Then allow the solution to remain on the surface for an additional 5 minutes after the bubbles stop.

(g) Remove the solution with mop or sponge.

(h) Flush the area with large quantities of clean water.

1) Rub the surface with a soft brush.

(i) Do a test of the cleaned area with litmus paper.

NOTE: The litmus paper should read between 7 and 8 when the area is fully cleaned.

(j) Wipe dry with clean cloths.

(k) After thoroughly dry, repair or replace damaged finishes if it is necessary. Refer to CPM 20-50-00 and CPM 20-60-00 for protective finish systems.

(l) Apply water displacing corrosion preventive, corrosion inhibiting compound, G00009, over entire area.

NOTE: For details of application of corrosion inhibiting compound, G00009 refer to CPM 20-60-00.

——————— END OF TASK ———————

AIRFRAME VIBRATION CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure has this task:

(1) A check to locate the cause of in-flight airframe vibration with steps to eliminate or reduce this vibration.

TASK 05-51-67-280-801

2. Conditional Inspection

(Figure 201)

A. General

(1) You can possibly feel a vibration similar to mach buffet in the forward cabin when these conditions occur:

(a) At high speed, the trailing edge flaps can cause the vibration.

(b) At low speeds on climb and in cruise, these parts can cause the vibration:

1) ground spoiler float

2) too much play in the outboard aileron and tab

3) loose doors and fairings.

B. References

Reference	Title
21-51-23-400-801	Ram Air Inlet Modulation Panels Installation (P/B 401)
27-09-14-820-801	Control Cables - Rigging (P/B 201)
27-51-11-820-801	Inboard Trailing Edge Flap Adjustment (P/B 501)
27-51-12-200-801	Inboard Aft Flap Inspection (P/B 601)
27-51-13-200-802	Inboard Flap Inboard Carriage Inspection (P/B 601)
27-51-21-820-801	Outboard Trailing Edge Flap Adjustment (P/B 501)
27-51-28-820-801	Outboard Flap Outboard Support Fairing Adjustment (P/B 501)
32-13-21-000-801	Main Landing Gear Wing Door Adjustment (P/B 501)
32-22-11-000-802	Nose Landing Gear Wheel Well Doors Adjustment (P/B 501)
49-11-00-200-801	APU Power Plant Inspection (P/B 601)
49-15-11-200-801	Air Inlet Seal Inspection (P/B 601)
53-31-21-000-801	Vortex Generator Assembly Removal (P/B 401)
72-21-02-200-801-F00	Fan Module Inspection (P/B 601)

C. Procedure

SUBTASK 05-51-67-210-001

(1) Vibration symptom and maintenance action in-flight airframe vibration, see (Figure 201).

SUBTASK 05-51-67-280-001

(2) If you feel vibration mostly in the forward and aft fuselage, with the trailing edge flaps in the up position, do these steps:

(a) Examine the elevator.

1) Make sure there is not too much play in these parts for the elevator trim tab:

a) the tab pushrod

b) the tab lockout mechanism

c) the tab hinges.

2) Make sure the hinge fitting bolts on the elevator are not loose.

3) Do a check for the hinge bolts on the elevator balance panel .

4) Make sure these parts on the elevator output torque tubes are not loose or worn:

a) the bolts that attach the inner or outer torque tubes

b) the crank

c) the control

d) the pushrod

e) the elevator mast fitting.

5) Make sure the elevator hinge seals and nose seals are installed correctly without damage.

(b) Examine the doors, panels, and fairings.

1) Make sure all the doors, panels, and fairings are correctly aligned and attached.

(c) Examine the landing gear doors.

1) Make sure the nose and main gear doors are aligned and all the seals are installed without damage.

2) Make sure the nose gear doors are adjusted correctly.

(d) Examine the horizontal stabilizer.

1) Make sure the hinge bearing for the horizontal stabilizer does not have too much play.

(e) Check the elevator control cable tension, do this task: Control Cables - Rigging, TASK 27-09-14-820-801 .

(f) Examine the APU.

1) Make sure there is no indication of a problem with the auxiliary power unit (APU), do this task: APU Power Plant Inspection, TASK 49-11-00-200-801.

2) Make sure the compartments for the APU inlet door are not loose or worn, do this task: Air Inlet Seal Inspection, TASK 49-15-11-200-801.

(g) Examine the aft vortex generators (not installed on all airplanes).

1) Make sure the vortex generators on the aft body are not loose and do not have damage, if necessary, do this task: Vortex Generator Assembly Removal, TASK 53-31-21-000-801.

SUBTASK 05-51-67-280-002

(3) If you feel vibration mostly in the wing root area, with the trailing edge flaps in the up position, do these steps:

(a) Examine the trailing edge flaps.

1) Make sure the trailing edge panels on the top of the wings are adjusted correctly, do this task: Outboard Trailing Edge Flap Adjustment, TASK 27-51-21-820-801.

2) Make sure the flap track fairing on the outboard trailing edge is not loose and does not have damage, do this task: Outboard Flap Outboard Support Fairing Adjustment, TASK 27-51-28-820-801.

3) Make sure the aft flap on the trailing edge is not delaminated and is in good condition (Ref SRM 51-40-6).

(b) Examine the ram air system.

1) Make sure the seals on the ram air inlet modulation panel are attached, do this task: Ram Air Inlet Modulation Panels Installation, TASK 21-51-23-400-801.

(c) Examine the main landing gear door.

1) Make sure the wing door for the main landing gear is adjusted correctly, do this task: Main Landing Gear Wing Door Adjustment, TASK 32-13-21-000-801.

SUBTASK 05-51-67-280-003

(4) If you feel vibration in the wing root area, with the trailing flaps extended between 2 and 5 units, do these steps:

(a) Examine the flaps.

1) Do a check for vertical play in the flap assembly on the trailing edge, do this task: Inboard Trailing Edge Flap Adjustment, TASK 27-51-11-820-801.

2) Make sure the sequence carriage bearing for the inboard flap is not worn, do this task: Inboard Flap Inboard Carriage Inspection, TASK 27-51-13-200-802.

3) Do a check for play in the aft segment of the inboard flap on the trailing edge.

4) Make sure the cam roller bearing of the actuating mechanism on the aft segment is not worn and is in good condition.

5) Make sure the panels on the trailing edge on the top of the wing are adjusted correctly, do this task: Outboard Trailing Edge Flap Adjustment, TASK 27-51-21-820-801.

6) Do a check for the interface blade seals.

7) Make sure the access panel to the slat actuator for the leading edge is not loose.

8) Make sure the trailing edge aft flaps are in good condition.

9) Make sure the inboard mid flap seal plate is in good condition, do this task: Inboard Aft Flap Inspection, TASK 27-51-12-200-801.

NOTE: A misadjusted seal plate can cause a humming noise that can be heard at the seats just aft of the wing.

SUBTASK 05-51-67-280-004

(5) If you feel vibration with noise, do these steps:

(a) Make sure there is sealant at the wing-to-body fairing.

(b) Do a check of the ground service check swing valve.

(c) Make sure the air distribution ducts are not loose and do not vibrate.

(d) Make sure the nose landing gear door is adjusted correctly, do this task: Nose Landing Gear Wheel Well Doors Adjustment, TASK 32-22-11-000-802.

SUBTASK 05-51-67-280-005

(6) If you feel vibration and possibly noise mostly over the wing, do these steps:

(a) Make sure the seal door for the krueger flap on the wing leading edge is adjusted correctly.

(b) Do a check for low frequency engine vibrations.

(c) Make sure the fan rotor is balanced, do this task: Fan Module Inspection, TASK 72-21-02-200-801-F00.

——————— END OF TASK ———————

CHECK NUMBER	CHECKS AND SYMTOMS	INSPECTIONS/TEST/MAINTENANCE
1	HMU Related Vibration (Lateral Oscillation/Vibration) Low frequency (5 to 20 Hz) vibration felt in the crew compartment and aft empennage. Lateral oscillation/ vibration usually felt during engine power changes. In some cases the vibration is felt during climb only. Key visual parameters may be a slight N1 fluctuation (0.1 to 0.5% N1) and the affected engine nacelle can be noticeably shaking. No change in AVM indication. No audible noise.	Do the following: 1. Should vibration occur, a slight engine speed change (±1 percent N1) may move the airframe out of the vibratory mode. 2. Change the thrust lever position one engine at a time to find the engine which is causing the vibration by observing any N1 fluctuations or engine movement. 3. Remove and replace the hydro mechanical unit (HMU) of the suspect engine (AMM 73-21-10/401) at the earliest maintenance convenience.
2	N2 Tone (HPC Mode) Clear, audible harmonic tone/ vibration during descent above 15,000 ft. at idle power, or on ground at idle power. The tone can be detected by flight crew or passengers (highest nose in mid cabin). Tactile vibration and/or AVM gauge movement from a normal position of approximately 0.20 scalar units (no tone) to approximately 1.0 units (with tone).	Do the following: 1. Other than an optional slight throttle increase by the flight crew to minimuze the noise tone level, no crew or maintenance action is required. 2. AVM download can confirm HPC and/or HPT peak vibration levels, near 68% N2. Otherwise refer to AMM 71-00-00/201, Engine limits.
3	Buzzsaw Noise (Fan Blade) Audible response during takeoff and low altitude climb described as a buzzsaw noise. No increase in vibration levels. Most perceptible in the forward cabin.	Do the following: 1. No action required. This is a characteristic of the engine.

Vibration Symptom and Maintenance Action In-Flight Airframe Vibration
Figure 201 (Sheet 1 of 3)/05-51-67-990-802

CHECK NUMBER	CHECKS AND SYMTOMS	INSPECTIONS/TEST/MAINTENANCE
4	N1 Related Vibration (Fan Unbalance) High Frequency (50-90 Hz). Typically characterized as an audible "rumble" or "growl" Increased noise level at cruise, top of climb and/on hold power. Flight deck and cabin noise are roughly similar. Tactile vibration may exist.	Do the following: 1. Download AVM data to determine if trim balance is required. NOTE: Some operators have adopted the practice of performing an engine trim balance per AMM 71-00-00/501 test 14A when engine vibration is between 1.5 and 2.0 units. These operators have found this to be an effective means for managing engine vibration.
5	Start Rumble Very loud growl that occurs at low power such as during starts and near minimum idle. No observable change in engine vibration level. Ground phenomena only.	Do the following: 1. Replace the HMU within five cycles for units that demostrate intermittent rumble on start or idle. 2. If the rumble is sustained or occurs above idle, replace HMU prior to next flight.
6	High frequency vibration usually manifested as a sound but is some cases might be felt. The vibration can be constant during all phases of flight and may vary with increased airspeed. Vibration might be heard/felt in a specified location or may be transmitted to a broad area of the airframe.	Do the following: 1. Adjust nose landing gear doors (AMM 32-22-11/501). Check all fasteners for security of attachment. 2. Adjust main landing gear shock strut and wing doors (AMM 32-13-11/501 and AMM 32-13-21/501). Check all fasteners for security of attachment. 3. Check for the missing sealant at the wing-to-body fairing. 4. Check lower fuselage doors, access panels and hatches located in the vicinity of the crew compartment. 5. check seals common to leading edge flap (AMM 27-81-11/401).

Vibration Symptom and Maintenance Action In-Flight Airframe Vibration
Figure 201 (Sheet 2 of 3)/05-51-67-990-802

CHECK NUMBER	CHECKS AND SYMTOMS	INSPECTIONS/TEST/MAINTENANCE
7	Vibration in rudder pedals Vibration may be felt or heard in aft galley. Vibration may disappear with rudder or rudder trim input.	Do the following: 1. Confirm vibration is unrelated to an engine or engines. 2. Check NLG (AMM 32-22-11/501, MLG (AMM 32-13-11/601 and AMM 32-13-21/501) door rigging and seal installation. 3. At a convenient maintenance opportunity when manpower and materials are available, incorporate SB 737-55-1069 retrofit to add seal at rudder to fuselage interface. 4. Evaluate incorporation of SB 737-55-1062, scheduled for May 1999, Rudder LE Rib Addition/ Inspection.
8	Elevator/Elevator Tab Related Vibration Vibration felt in the flight deck with higher levels felt in the aft cabin that can occur during any phase of flight. Vibration levels diminish with reduction in airspeed. Vibration may be triggered by deployment of speedbrakes.	Do the following: 1. Inspect elevator tab hinges, visually inspect elevator tab mechanism, control rods, and control rod to tab attachment per SB 737-55A1072. 2. Perform elevator tab freeplay inspection per SB 737-55A1072. 3. Conduct elevator inspections per AMM 27-31-32. Note: If no faults are found after accomplishment of the aforementioned inspections, contact Boeing prior to further revenue flight.

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Vibration Symptom and Maintenance Action In-Flight Airframe Vibration
Figure 201 (Sheet 3 of 3)/05-51-67-990-802

MAIN LANDING GEAR SHIMMY/VIBRATION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This inspection applies to airplanes during landing and takeoff that have experienced a main landing gear (MLG) shimmy or vibration.

NOTE: Shimmy is defined as a rapid and violent torsional oscillation / vibration of the MLG caused by asymmetric wheel spin on one main landing gear.

B. The Inspection

(1) This inspection is divided into two phases (Phase I and Phase II).

(2) The Phase I inspection is applicable when a MLG shimmy/vibration occurs during landing and takeoff.

(a) If the inspection during Phase I does not show that damage has occurred, no more inspections are necessary.

(b) If the Phase I inspection shows that damage has occurred, the Phase II inspection must be done.

(3) The pilot must make the decision if this structural examination is necessary.

(a) If a structural examination is necessary, do the procedure "Phase I Inspection" in this section.

C. When the conditional inspection tells you to "examine" a component, look for these conditions (replace or repair components, if it is necessary).

(1) Cracks

(2) Pulled apart structure

(3) Loose paint (paint flakes)

(4) Twisted parts (distortion)

(5) Bent components

(6) Fasteners holes that become larger or longer

(7) Loose fasteners

(8) Fasteners that have pulled out or are gone

(9) Delaminations

(10) Misalignment

(11) Interference

(12) Other signs of damage.

TASK 05-51-68-210-801

2. Phase I Inspection

A. References

Reference	Title
20-10-07-000-801	E/E Box Removal (P/B 201)
27-11-00-710-801	Aileron Response (Operational) Test (P/B 501)
27-51-00-210-801	Trailing Edge Flap Drive System Inspection (P/B 601)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-51-00-710-801	Trailing Edge Flap System Operational Test (P/B 501)
27-51-12-200-801	Inboard Aft Flap Inspection (P/B 601)
27-51-22-200-801	Outboard Aft Flap Inspection (P/B 601)

(Continued)

Reference	Title
27-51-23-200-801	Outboard Flap Outboard Carriage Inspection (P/B 601)
27-61-00-710-801	Spoiler Control System Operational Test (P/B 501)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-480-801	Leading Edge Flap and Slat Locks Installation (P/B 201)
32-11-00-200-801	Main Landing Gear Inspection (P/B 601)
32-11-51-200-801	Main Landing Gear Torsion Links Inspection (P/B 601)
49-13-11-200-801	APU Mounts Inspection (APU Removed) (P/B 601)

B. Location Zones

Zone	Area
100	Lower Half of Fuselage
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors

C. Main Landing Gear Areas

SUBTASK 05-51-68-210-001

(1) Examine the main landing gear areas as follows:

(a) The tires

(b) The wheels

(c) The shock strut of the main gear for fluid leakage

(d) The doors and linkage of the main gear strut.

(e) The wiring.

(f) The brackets, sensors and hydraulic tubing, (Main Landing Gear Inspection, TASK 32-11-00-200-801).

(g) The actuators.

(h) The top end of the shock strut for cracks and bolt distortion.

(i) The landing gear beam.

(j) The Trunnion.

(k) The Stabilizer Beams.

(l) The inboard attachment of main landing gear beam.

(m) Outboard attachment of main landing gear beam.

(n) Examine the MLG torsion links and attachments, (Main Landing Gear Torsion Links Inspection, TASK 32-11-51-200-801).

NOTE: Look for damage and deformation.

(o) Examine the MLG upper torsion link pin.

NOTE: This pin attaches the upper torsion link to the outer cylinder.

1) To inspect for a bent or sheared pin rotate the upper torsion link pin. The entire pin, including the nut should rotate. A wrench or other suitable hand tool may be required to rotate the pin.

a) If the upper torsion link pin does not rotate, do this task: Main Landing Gear Torsion Links Inspection, TASK 32-11-51-200-801.

NOTE: If the bushings are cracked the MLG will have to be removed for further inspection.

b) Make sure the apex pin is secure and not damaged.

D. Fuselage Areas

SUBTASK 05-51-68-210-002

(1) Examine the fuselage areas that follow:

(a) Examine the upper and lower fuselage skin panels forward and aft of the wing.

NOTE: Permanent wrinkles frequently occur on the lower side of the fuselage skins aft of STA 727.

(b) If you found wrinkles on the skin panels and you did not know they were there before, make an internal inspection.

NOTE: If the wrinkles were there before, make a careful inspection of the wrinkles for cracks.

(c) Examine the keel beam chords, stiffeners, webs and splices at station 663 thru 727A.

SUBTASK 05-51-68-200-001

(2) Examine the external fuselage skin at BS 1016 and the aft side of the pressure bulkhead for signs of buckling, deformation or damage.

(a) Do a detailed visual inspection of the exterior fuselage skin 10 inches (25.4 cm) forward and aft of the BS 1016 skin butt joint between stringers S-10L and S-10R.

NOTE: Gain access to the exterior of the fuselage skin at BS 1016 under the vertical stabilizer fairing, 323AL and 323AR.

(b) Do a detailed visual inspection of the entire aft side of the BS 1016 aft pressure bulkhead. Give particular attention to the upper bulkhead structure between skin stringers S-10L and S-10R.

NOTE: Access to the interior unpressurized aft pressure bulkhead area is through the aft access hatch, 311BL.

E. Electrical Equipment Rack Inspection.

SUBTASK 05-51-68-200-002

(1) Inspect for damage in the following areas:

NOTE: Repair all damage found per the standard SRM procedure.

(a) E1 electrical equipment rack stanchions and its attachments to structure, shelves, and trays, do this task: E/E Box Removal, TASK 20-10-07-000-801

(b) E2 electrical equipment rack stanchions and its attachments to structure, shelves, and trays,

(c) E3 electrical equipment rack stanchions and its attachments to structure, shelves, and trays, do this task: E/E Box Removal, TASK 20-10-07-000-801

(d) E4 electrical equipment rack stanchions and its attachments to structure, shelves, and trays, do this task: E/E Box Removal, TASK 20-10-07-000-801

(e) E5 electrical equipment rack stanchions and its attachments to structure, shelves, and trays, do this task: E/E Box Removal, TASK 20-10-07-000-801

(f) E8 electrical equipment rack stanchions and its attachments to structure, shelves, and trays, if installed, do this task: E/E Box Removal, TASK 20-10-07-000-801

F. APU Structure Inspection.

SUBTASK 05-51-68-200-003

(1) Inspect the APU Mounts (APU removed), do this task: APU Mounts Inspection (APU Removed), TASK 49-13-11-200-801.

G. Wing Areas

SUBTASK 05-51-68-210-003

(1) Examine the wing areas that follow:

WARNING: DO NOT ENTER THE WING LEADING EDGE AND TRAILING EDGE AREAS BEFORE YOU INSTALL SAFETY LOCKS. THIS WILL PREVENT INJURY TO PERSONS FROM ACCIDENTAL FLAP/SLAT OPERATION.

(a) Install the leading edge flaps and slat locks.

1) Do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801.

(b) The strut-to-wing fairing panels on the upper and lower nacelle.

1) Make sure the fasteners are installed in the correct position.

(c) Examine the wing leading edge fairing for displacement and other signs of damage.

(d) Do the following inspections with attention to find possible damage to:

1) Carriage number 2, both inboard and outboard side of the carriage.

2) Track number 1 and track number 2 of the inboard and outboard lower flanges of the track.

3) Carriage number 1 and number 2 forward and aft roller bolts.

4) Bellcrank number 1 and number 2.

5) Aft flap program tracks, Outboard flap.

6) Flap track fairing linkages.

a) Examine the trailing edge flaps, do this task: Trailing Edge Flap Drive System Inspection, TASK 27-51-00-210-801.

b) Inboard Aft Flap, do this task: Inboard Aft Flap Inspection, TASK 27-51-12-200-801.

c) Outboard Aft Flap, do this task: Outboard Aft Flap Inspection, TASK 27-51-22-200-801.

d) Outboard Flap Carriages, do this task: Outboard Flap Outboard Carriage Inspection, TASK 27-51-23-200-801

7) Perform the following operational checks:

a) Do this task: Trailing Edge Flap System Operational Test, TASK 27-51-00-710-801.

b) Do this task: Spoiler Control System Operational Test, TASK 27-61-00-710-801.

c) Do this task: Aileron Response (Operational) Test, TASK 27-11-00-710-801.

H. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-68-410-001

(1) Install the components you removed if they are serviceable, or install replacement parts.

SUBTASK 05-51-68-080-001

(2) Remove the leading edge flaps and slat locks.

(a) Do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801.

SUBTASK 05-51-68-440-001

(3) Do the activation procedure for the trailing edge flap system.

(a) Do this task: Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801.

SUBTASK 05-51-68-440-002

(4) Do the activation procedure for the leading edge flap and slat system.

(a) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

I. Cabin Inspections

SUBTASK 05-51-68-210-004

(1) Do the following cabin inspections that follow to find possible damage:

(a) Do a visual inspection of all ceiling panels for dislodging.

(b) Do a visual inspection of all ceiling overhead bins for evidence of looseness.

(c) Do a detailed visual inspection of all ceiling panels equipped with video monitors.

1) Inspect latches, stops, potting inserts and all fasteners.

(d) Continue the Cabin Inspection in the Phase II inspection if any cabin damage was found in the above Cabin Inspections including the ceiling panels, central overhead bins, or the video monitors. If no damage was found, no further cabin inspection is required and it is not necessary to continue the cabin inspection in Phase II.

——————— END OF TASK ———————

TASK 05-51-68-210-802

3. Phase II Inspection

A. References

Reference	Title
07-11-01-580-815	Lift the Airplane with the Jacks (P/B 201)
12-15-31-610-802	Main Landing Gear Shock Strut Servicing (P/B 301)
25-23-61-000-801	Passenger Service Unit (PSU) Removal (P/B 201)
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-080-801	Leading Edge Flap and Slat Locks Removal (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-480-801	Leading Edge Flap and Slat Locks Installation (P/B 201)
32-11-00-200-801	Main Landing Gear Inspection (P/B 601)
32-32-00-710-801	Main Landing Gear Operational Test (P/B 501)
32-33-00-710-801	Operational Test for the Nose Landing Gear (P/B 501)
32-34-00-730-801	Main Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
57-15-00-000-801	Landing Gear Support Beam Removal (P/B 401)
57-15-00-200-801	Landing Gear Support Beam Inspection (P/B 601)
71-00-00-200-803-F00	Inspection Of The Engine After A Hard Landing (More Than The Limits) (P/B 601)

B. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage
500	Left Wing
600	Right Wing
700	Landing Gear and Landing Gear Doors

C. Landing gear

SUBTASK 05-51-68-710-001

(1) Do the landing gear checks that follow to make sure the landing gear operates correctly.

(a) Do this task: Lift the Airplane with the Jacks, TASK 07-11-01-580-815.

(b) Retract and then extend the main landing gear with the normal system to make sure they operate correctly.

1) Do this task: Main Landing Gear Operational Test, TASK 32-32-00-710-801.

(c) Retract and then extend the nose landing gear with the normal system to make sure it operates correctly.

1) Do this task: Operational Test for the Nose Landing Gear, TASK 32-33-00-710-801.

(d) Retract and then extend the main landing gear with the manual system to make sure they operate correctly.

1) Do this task: Main Gear Manual Extension System Test - Airplane on Jacks, TASK 32-34-00-730-801.

(e) Retract and then extend the nose landing gear with the manual system to make sure it operates correctly.

1) Do this task: Operational Test for the Nose Landing Gear, TASK 32-33-00-710-801.

D. Main Landing Gear Areas

SUBTASK 05-51-68-210-005

(1) Do the steps that follow to examine the main landing gear:

(a) Inspect the fuse pins at the inboard attachment and outboard attchment of the main landing gear beam.

1) Remove the landing gear support beam: do this task: Landing Gear Support Beam Removal, TASK 57-15-00-000-801.

2) Inspect the fuse pins, bolts, and bushings: do this task: Landing Gear Support Beam Inspection, TASK 57-15-00-200-801.

(b) Do these steps if you remove a wheel because of a blown tire:

1) Examine the brake assemblies for damage.

2) Examine the wheel bearings for roughness.

3) Examine the axle for damage.

(c) Examine the forward and aft trunnion area of the outer cylinder.

(d) Examine the sliding surface of the inner cylinder.

(e) Remove the upper and lower torsion links and examine the following:

1) Visually inspect the bushings and lugs.

2) Examine and inspect the dimensions of the attachment lugs and pins.

NOTE: If deformation is found, remove the bushings and check the dimensions of the lug bores and faces.

(f) Examine the axle.

(g) Examine and check the dimensions of the outer and inner cylinder torsion link lugs.

NOTE: If deformation is found, remove the bushings and check the dimensions of the lug bores and faces.

(h) Examine the side strut linkage.

(i) Examine the actuator walking beam and linkage fittings.

(j) Examine the forward trunnion attachment to the rear spar and fuse pins.

(k) Examine the shock strut of the main landing gear for damage or signs of excessive leakage, do this task: Main Landing Gear Inspection, TASK 32-11-00-200-801.

1) If excessive leakage is found, do this task: Main Landing Gear Shock Strut Servicing, TASK 12-15-31-610-802

If the shock strut servicing was not correct, do the following steps:

a) Remove the inner cylinder and examine it for distortion or cracks.

b) Check the dimensions of the barrel of the inner cylinder and axles for distortion, bending and cracking.

c) Examine the interior components of the shock strut for damage.

(l) Examine the wheel well of the main landing gear for fuel or other fluid leaks.

E. Fuselage Areas

SUBTASK 05-51-68-040-001

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAP ACTUATION SYSTEMS. FLAP ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-51-68-040-002

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE FLAPS AND SLAT ACTUATION SYSTEMS. FLAPS AND SLATS ACTUATION SYSTEMS MUST NOT BE OPERATED DURING THIS INSPECTION. FAILURE TO OBEY THIS WARNING CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-51-68-210-006

(3) Examine the fuselage areas that follow:

(a) Examine the lower fuselage structure.

NOTE: Make sure you examine the area below the body crease and from station 727 to 100 inches (254 cm) aft.

(b) Examine the wing-to-fuselage joints at stations 540 and 664.

(c) Examine the upper fuselage structure at station 540, 664 and 727.

(d) Examine the bulkheads at body stations 294.5 and 360 and the fuselage structure immediately outboard of the nose wheel well.

NOTE: You can examine the forward side if you use the access holes in the sidewalls of the nose wheel well. You can examine the aft side of the bulkhead at station 294.5 from the electronics compartment.

(e) Examine the keel beam chords, stiffeners, webs and splices at station 540 thru 727A.

(f) Examine the external surface of the fuselage for fuel or other fluid leaks.

(g) Remove the upper wing-to-body fairing forward of the aft fairing.

(h) Examine the trunnion support fitting at body station 706 for the main landing gear for cracks and bolt distortion.

(i) If you found wrinkles on the skin panels and you did not know they were there before, make an internal inspection.

NOTE: Permanent wrinkles frequently occur on the lowerside of the fuselage skin aft of STA 727. If the wrinkles were there before, make a careful inspection of the wrinkles for cracks.

(j) Examine at BS 1016 the upper center web installation on the forward side of the pressure bulkhead for any damage.

NOTE: Gain access to inspect the upper center web installation by removing the galley and lavatories as necessary.

F. Wing Areas

SUBTASK 05-51-68-210-007

(1) Do an inspection of the wing areas that follow:

WARNING: DO NOT ENTER THE WING LEADING EDGE AND TRAILING EDGE AREAS BEFORE YOU INSTALL SAFETY LOCKS. THIS WILL PREVENT INJURY TO PERSONS FROM ACCIDENTAL FLAP/SLAT OPERATION.

(a) Install the leading edge flaps and slat locks.

1) Do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801.

(b) Examine the wings, nacelles, and upper and lower nacelle strut-to-wing fairing for fuel or other fluid leaks.

(c) Examine the wing ribs along the aft side of the rear spar, WBL 92.5 and 114.0 for cracks.

(d) Examine the upper and lower trailing edge panels and the airplane structure for damage.

NOTE: Make sure you examine the area near the main landing gear beam carefully.

(e) Examine the flap areas that follow for sheared rivets and structure damage:

1) The inboard and outboard trailing edge flaps

2) The flap tracks

3) The drive screws

4) The linkages and fairings.

(f) Examine the inboard and outboard spoilers for sheared rivets and structure damage.

(g) Examine the flap track bolts on the outboard trailing edge flap for damage that can occur if the flaps touched the ground.

(h) Examine the flap track bolts on the inboard trailing edge flap for damage that can occur if the flaps touched the ground.

(i) Make sure the flight controls move freely and the cable tension is satisfactory.

G. Cabin Inspections

SUBTASK 05-51-68-210-008

(1) Continue the following inspection if any cabin damage was found in the above Cabin Inspection including the ceiling panels, central overhead bins, or the video monitors. If no damage was found, no further cabin inspection is required and it is not necessary to continue this Cabin Inspection.

(a) If ceiling panels without video monitors are found dislodged or damaged: Check for proper latching and installation. Repair as necessary.

(b) If central overhead stowage bins are found with impact damage or are loose, or if ceiling panels equipped with video monitors are found with broken latches: repair as necessary.

(c) Inspect all tie rods of affected zones for evidence of buckling or rupture. If any defect is found, replace as necessary.

(d) Examine lavatory tie rod attachments for damage consisting of breakage, cracks, and deformation. Inspect the tie rods for evidence of buckling or rupture.

(e) Examine the lavatory floor fittings for damage consisting of breakage, cracks, and deformation.

(f) Examine galley tie rod attachments for damage consisting of breakage, cracks, and deformation. Inspect the tie rods for evidence of buckling or rupture.

(g) Examine the galley floor fittings for damage consisting of breakage, cracks, and deformation.

(h) Examine, closet tie rod attachments for damage consisting of breakage, cracks, and deformation.

(i) Examine the passenger service units (PSU), do this task: Passenger Service Unit (PSU) Removal, TASK 25-23-61-000-801.

(j) Examine the closet floor fittings for damage consisting of breakage, cracks, and deformation.

H. Engine Areas

SUBTASK 05-51-68-210-009

(1) Do the steps that follow to examine the engine areas:

(a) Do an engine inspection after a hard landing.

1) Do this task: Inspection Of The Engine After A Hard Landing (More Than The Limits), TASK 71-00-00-200-803-F00.

(b) Examine the engine nacelle if it touched the ground.

I. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-68-410-002

(1) Install the components you removed if they are serviceable, or install replacement parts.

SUBTASK 05-51-68-080-002

(2) Remove the leading edge flaps and slat locks.

(a) Do this task: Leading Edge Flap and Slat Locks Removal, TASK 27-81-00-080-801.

SUBTASK 05-51-68-440-003

(3) Do the activation procedure for the trailing edge flap system.

(a) Do this task: Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801.

SUBTASK 05-51-68-440-004

(4) Do the activation procedure for the leading edge flap and slat system.

(a) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

——————— END OF TASK ———————

CONDITIONED AIR PACK OUTLET DUCT SYSTEM FAILURE - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure contains the task to examine the applicable air check valves after an upstream duct failure.

(1) The conditioned air check valves can be damaged when there is an upstream duct failure of the pack outlet.

(a) When there is a duct failure, the applicable conditioned air check valve must be removed and inspected.

(b) There is one conditioned air check valve found downstream of each air cooling pack, near the forward bulkhead of the ECS bay.

(2) The trim air check valves can be damaged when there is an upstream duct failure of the pack outlet.

(a) When there is a duct failure, the applicable trim air check valve must be removed and inspected.

(b) There is one trim air check valve found in each of the air conditioning bays.

TASK 05-51-80-210-801

2. Conditioned Air Pack Outlet Conditional Inspection

A. References

Reference	Title
21-51-07-000-801-001	Conditioned Air Check Valve Removal (P/B 401)
21-51-07-000-802-002	Conditioned Air Check Valve Removal (P/B 401)
21-51-07-400-801-001	Conditioned Air Check Valve Installation (P/B 401)
21-51-07-400-802-002	Conditioned Air Check Valve Installation (P/B 401)
21-61-03-000-801	Hot Air Check Valve Removal (P/B 401)
21-61-03-400-801	Hot Air Check Valve Installation (P/B 401)

B. Location Zones

Zone	Area
120	Subzone - Body Station 396 to Body Station 540

C. Procedure

SUBTASK 05-51-80-000-001

(1) Remove the applicable conditioned air check valve for inspection, do this task: Conditioned Air Check Valve Removal, TASK 21-51-07-000-801-001 or Conditioned Air Check Valve Removal, TASK 21-51-07-000-802-002.

HAP 101-999

SUBTASK 05-51-80-000-002

(2) Remove the applicable trim air check valve for inspection, do this task: Hot Air Check Valve Removal, TASK 21-61-03-000-801

HAP ALL

SUBTASK 05-51-80-210-001

(3) Do a visual inspection of the applicable air check valve.

(a) Look for:

1) missing parts
2) cracks
3) corrosion
4) flapper deformation
5) restricted flapper movement.

SUBTASK 05-51-80-400-001

(4) Install the applicable conditioned air check valve for inspection, do this task: Conditioned Air Check Valve Installation, TASK 21-51-07-400-801-001 or Conditioned Air Check Valve Installation, TASK 21-51-07-400-802-002.

SUBTASK 05-51-80-400-002

(5) Install the applicable trim air check valve for inspection.

HAP 101-999

NOTE: Do this task: Hot Air Check Valve Installation, TASK 21-61-03-400-801.

HAP ALL

D. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-80-410-001

(1) Install the components you removed if they are servicable, or install replacement parts.

END OF TASK

CABIN DEPRESSURIZATION CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure contains the task to inspect the airplane after cabin depressurization condition.

TASK 05-51-81-210-801

2. Cabin Depressurization Conditional Inspection

A. References

Reference	Title
21-31-03-000-801	Aft Outflow Valve Assembly Removal (P/B 401)
21-32-05-000-801	Ceiling Blowout Panel Removal (P/B 401)
21-32-05-400-801	Ceiling Blowout Panel Installation (P/B 401)
25-52-00-200-803	Cargo Compartment Liner Inspection (P/B 601)

B. Location Zones

Zone	Area
100	Lower Half of Fuselage
121	Forward Cargo Compartment - Left
122	Forward Cargo Compartment - Right
141	Aft Cargo Compartment - Left
142	Aft Cargo Compartment - Right
190	Subzone - Wing-to-Body Fairing

C. Procedure

SUBTASK 05-51-81-210-001

(1) When you have a cabin depressurization condition do the steps that follow:

(a) Examine the decompression panels for movement:

1) Do this task: Ceiling Blowout Panel Removal, TASK 21-32-05-000-801.

2) Do this task: Ceiling Blowout Panel Installation, TASK 21-32-05-400-801.

(b) Examine the cargo compartment, do this task: Cargo Compartment Liner Inspection, TASK 25-52-00-200-803 for the conditions that follow:

1) sidewall panels that have moved

2) insulation that has moved

3) lining that has moved.

(c) Examine the aft outflow valve, do this task: Aft Outflow Valve Assembly Removal, TASK 21-31-03-000-801.

1) Examine the area around the aft outflow valve for damage.

D. Put the Airplane Back to It's Usual Condition

SUBTASK 05-51-81-410-001

(1) Install the components you removed if they are servicable, or install replacement parts.

END OF TASK

EXCESSIVE CABIN PRESSURE LEAKAGE - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION)

1. General

A. This procedure gives steps to do a leakage test to the airplane fuselage.

NOTE: Any pressure over 4.5 psi differential needs to be coordinated with Boeing before the test is conducted.

TASK 05-51-91-790-801

2. Cabin Pressure Leak Test

Figure 201 Figure 202

A. General

(1) This test uses the airplane equipment to pressurize the airplane and monitor the procedure.

(2) This leakage test is used to make sure the fuselage pressurized areas are tight.

(3) Many small leakage areas can add to create an excessive fuselage leakage rate.

(a) It is recommended that all sources of leakage be repaired.

(4) If leakage is found during this inspection, go to the related maintenance manual section for the repair.

WARNING: OBEY ALL SAFETY STANDARDS FOR COMPRESSION AND DECOMPRESSION WHEN PERSONS ARE IN A PRESSURIZED AREA. SUDDEN PRESSURE CHANGES WILL CAUSE PAIN AND INJURY AND MUST NOT BE DONE. WHEN YOU DO NOT OBEY THE SAFETY PRECAUTIONS, INJURY TO PERSONS WILL OCCUR.

(5) When persons are in the airplane during this test, they must be in good physical condition.

(6) When a person feels pain during a pressure change, you must lower the pressure or make it stable immediately.

NOTE: Do this to make sure the person can make the pressure equal in their ears.

NOTE: Also, lower the pressure to remove the person from the airplane.

(7) Pressurize the airplane with one of the steps that follow:

NOTE: A method to calculate absolute pressure is as follows:

Determine the field atmospheric pressure (in inches of mercury). Divide field atmospheric pressure by 2.036 and add the result to the gauge pressure or differential pressure inside the cabin to give the absolute pressure (PSIA). For example: If the field atmospheric pressure is 29.86 inHG and the cabin differential pressure is 4.0 psid, divide 29.86 by 2.036 which equals 14.67 psi. Add the cabin differential pressure (in psi) to the field pressure (4.0 psid + 14.67 psi = 18.67 psia) to obtain an absolute pressure of 18.67 psi.

(a) The primary air pressure source is the APU.

(b) You can use the engine bleed air for the pressure source.

(c) You can use an external ground source.

NOTE: The external ground source must supply 2000 cfm (56.6 M^3/minute) of air at 10 psig (69 kPa).

(d) The cabin differential pressure and the rates of pressurization and bleed-down are monitored in the control cabin.

1) They are monitored on the differential pressure indicator.

(e) Figure 201 shows how to get a correction factor used in connection with some test data.

(f) Figure 202 shows the straight line curves for the permitted airplane leakage rates.

B. References

Reference	Title
21-00-00-800-802	Remove Conditioned Air from the Airplane (P/B 201)
21-00-00-800-803	Supply Conditioned Air with a Cooling Pack (P/B 201)
34-11-00-790-813	Left Static System Full-range Leak Test (P/B 501)
34-11-00-790-814	Right Static System Full-range Leak Test (P/B 501)
34-11-01-200-804	Pitot Probe - Detailed Inspection (P/B 601)
34-11-02-200-803	Static Port - Detailed Inspection (P/B 601)
35-12-85-000-802	Oxygen Mask/Regulator Removal (P/B 401)
35-12-85-400-802	Oxygen Mask/Regulator Installation (P/B 401)
49-11-00-860-801	APU Starting and Operation (P/B 201)
49-11-00-860-802	APU Usual Shutdown (P/B 201)

C. Tools/Equipment

Reference	Description
STD-836	Stopwatch

D. Prepare for the Cabin Pressure Leakage Test

SUBTASK 05-51-91-780-001

(1) Do the steps that follow to prepare the airplane for the leakage test:

HAP 101-999

CAUTION: MAKE SURE THAT YOU REMOVE POWER TO ALL PROPELLER OR IMPELLER TYPE FANS (EXCEPT EQUIPMENT COOLING FANS) WITHIN THE PRESSURIZED CABIN IF THE PRESSURE WILL EXCEED 15.7 PSIA (108.2 KPA). PRESSURE GREATER THAN 15.7 PSIA (108.2 KPA) CAN CAUSE THE FAN TO WORK TOO HARD AND OVERHEAT. THIS CAN CAUSE DAMAGE TO THE FAN.

(a) Put the RECIRC FAN switch on the Air Conditioning Panel, P5 to the OFF position for the right recirculation fan (737-600/700).

HAP 001-013, 015-026, 028-054

CAUTION: MAKE SURE THAT YOU REMOVE POWER TO ALL PROPELLER OR IMPELLER TYPE FANS (EXCEPT EQUIPMENT COOLING FANS) WITHIN THE PRESSURIZED CABIN IF THE PRESSURE WILL EXCEED 15.7 PSIA. PRESSURE GREATER THAN 15.7 PSIA CAN CAUSE THE FAN TO WORK TOO HARD AND OVERHEAT. THIS CAN CAUSE DAMAGE TO THE FAN.

(b) Put the RECIRC FAN switch on the Air Conditioning Panel, P5 to the OFF position for the left recirculation fan (737-800/900).

HAP ALL

(c) Remove the oxygen mask regulators from the oxygen system in the crew cabin, do this task: Oxygen Mask/Regulator Removal, TASK 35-12-85-000-802.

NOTE: The removal of the oxygen equipment is not necessary if the absolute pressure is not more than 20 psi (138 kPa) or if the differential pressure is not more than 7 psi (48 kPa).

NOTE: A method to calculate absolute pressure is as follows:

Determine the field atmospheric pressure (in inches of mercury). Divide field atmospheric pressure by 2.036 and add the result to the gauge pressure or differential pressure inside the cabin to give the absolute pressure (PSIA). For example: If the field atmospheric pressure is 29.86 inHG and the cabin differential pressure is 4.0 psid, divide 29.86 by 2.036 which equals 14.67 psi. Add the cabin differential pressure (in psi) to the field pressure (4.0 psid + 14.67 psi = 18.67 psia) to obtain an absolute pressure of 18.67 psi.

CAUTION: MAKE SURE THAT ALL OF THE PITOT STATIC SYSTEM IS THERE AND THE LEAK TEST HAS BEEN DONE. ALSO, REMOVE ALL AIR DATA UNITS THAT ARE NOT CONNECTED TO THE PITOT STATIC SYSTEM BEFORE YOU START THE FUSELAGE LEAKAGE TEST. DAMAGE TO EQUIPMENT CAN OCCUR IF THE PITOT STATIC SYSTEM IS NOT COMPLETE AND PRESSURE TIGHT.

(d) Make sure that all of the pitot static system is there and it is leak tested, do this tasks: Static Port - Detailed Inspection, TASK 34-11-02-200-803 and, do this task: Pitot Probe - Detailed Inspection, TASK 34-11-01-200-804.

1) If installed, remove all spare air data units and air data units that have disconnected pitot static lines from the airplane.

2) The open pitot static lines must be sealed with a cap.

(e) Start the APU and use it as a pressure source, do this task: APU Starting and Operation, TASK 49-11-00-860-801.

1) As an alternative, you can use a ground pneumatic cart as an air source.

NOTE: If you use a ground cart to supply pneumatic power, it must supply 2000 cfm (56.6 M^3/minute) of air at 10 psi (69 kPa).

(f) Operate an air cycle cooling pack, do this task: Supply Conditioned Air with a Cooling Pack, TASK 21-00-00-800-803.

NOTE: You can use the left or the right air cycle cooling pack.

1) Make sure the pressurization mode selector on the P5 forward overhead panel is in AUTO position.

2) Operate the pack in AUTO at approximately 70°F (21°C).

3) Make sure the aft outflow valve position indicator show the valve is fully open.

E. Cabin Pressure Leakage Test

SUBTASK 05-51-91-790-001

(1) Do the cabin pressure leakage test:

(a) Make sure all of the airplane doors are properly closed and sealed.

(b) Put the pressurization mode selector on the P5 forward overhead panel to MAN position to turn off the auto control for the valve.

(c) Record the cabin temperature, external ambient pressure, and external ambient temperature.

(d) Start to close the aft outflow valve when the air condition system has become stable.

WARNING: DO NOT INCREASE THE PRESSURE MORE THAN 1000 FEET A MINUTE. WHEN YOU INCREASE THE PRESSURE MORE THAN 1000 FEET A MINUTE, DAMAGE TO THE AIRPLANE STRUCTURE OR INJURY TO PERSONS CAN OCCUR.

(e) Slowly increase the cabin pressure with the manual control toggle, at a rate of approximately 300 feet a minute.

NOTE: The rate of pressure can be more than 300 feet a minute but not more than 1000 feet a minute.

1) Adjust the outflow valve position to allow for a comfortable rate of change in cabin pressure.

NOTE: The increase in pressure can cause the lav or galley smoke detectors to sound an alarm when there is no smoke.

WARNING: THE INDICATION ON THE CABIN DIFFERENTIAL INDICATOR MUST NOT BE MORE THAN 4.0 PSI DURING A NORMAL TEST. WHEN YOU INCREASE THE PRESSURE MORE THAN 4.0 PSI, DAMAGE TO THE AIRPLANE STRUCTURE OR INJURY TO PERSONS CAN OCCUR.

(f) Increase the cabin pressure until the cabin differential indicator shows a differential pressure of 4.0 psi.

NOTE: Equipment cooling fans work harder at cabin pressures more than 15.7 psia. Limit the operation of fans at high cabin pressure to less than 30 minutes.

NOTE: If a fan overheats and stops during high cabin pressure operation, the equipment cooling OFF lights will illuminate. If this occurs, select ALTERNATE to restore the equipment cooling air flow. After a cool-down period, the internal thermostats in the overheat fan will automatically reset. The fan will become operational again.

(g) Fully close the outflow valve when you have a differential pressure of 4.0 psi.

1) Make sure the valve position indicator shows that the valve is fully closed.

(h) Turn the air conditioning packs to OFF, do this task: Remove Conditioned Air from the Airplane, TASK 21-00-00-800-802.

(i) Shutdown the APU (or other pressurization source) if it is necessary, do this task: APU Usual Shutdown, TASK 49-11-00-860-802.

(j) In less than five minutes after you turn off the air conditioning packs, make a record of the data.

NOTE: If the aft outflow valve did not stay fully closed during the leakage test, the pressure/time data is not correct.

(k) Make a record of the pressure differential and the time during the cabin bleed down.

1) Start the test at 4.0 psi differential (time zero).

2) Stop the test at 2.5 psi differential.

(l) Make five to ten data sets of each of the items that follow:

1) The time on the stopwatch, STD-836.

2) The cabin differential pressure.

3) The cabin temperature

4) The external ambient pressure.

(m) If you will do the test again, make sure you do a cool down time of not less than 20 minutes.

1) Do the cool down time with the equipment cooling fans operating at zero differential pressure.

NOTE: This will make sure the fans will not overheat.

F. Leakage Rate Analysis

SUBTASK 05-51-91-720-001

(1) Do the leakage rate analysis.

(a) Get the correction factor from (Figure 201) to correct the time data for each data point.

NOTE: You want to use the correction factors with the bleed down time data when the ambient pressure does not equal 14.7 psi and/or the cabin temperature does not equal 70 degress F.

(b) Make a graph from the points that follow:

1) The differential pressure data on the vertical axis of (Figure 202).

2) The time on the horizontal axis of (Figure 202).

(c) Plot each time and pressure data point onto the chart shown in (Figure 202).

(d) Make a straight line through the two axis points (Figure 202).

1) If the plotted line is in the upper zone in Figure 202, the pressure leakage rate is satisfactory.

G. Areas of Possible Leakage

SUBTASK 05-51-91-790-002

(1) Do a check of the areas that follow for excessive leakage:

NOTE: Do this while the airplane is pressurized between 3 psid and 4 psid and the test shows possible leaks.

(a) Make sure the electronic cooling system automatic flow control valve is closed correctly.

NOTE: The valve should be fully closed at a differential pressure of 1.1 psi.

(b) Make sure the bilge drains which are found along the bottom center line of the airplane are correctly closed.

NOTE: The bilge drain valves close at approximately 2.0 psid.

(c) Make a check of all door and hatch seals for leakage.

(d) Make a check of all flight deck windows for leakage.

(e) Make a check of the aft outflow valve for leakage.

(f) Make a check of the aft outflow valve seal for leakage.

(g) Make a check of the cabin pressure safety relief valves for leakage.

(h) Make a check of the cabin pressure negative relief valve seal for leakage.

(i) Make a check of the water service panel seals for leakage.

(j) Make a check of all air conditioning and APU duct seals at the pressure bulkhead penetrations for leakage.

NOTE: These are found in the A/C bay, aft pressure dome, right wheel well, and forward pack bays.

(k) Make a check of the control cable seals in the pressure bulkhead penetrations for excessive leakage.

(l) Do a check of the areas which are difficult to access because they can also have leaks.

1) Structure hidden by the wing-to-body fairing and the APU bulkhead area should be checked for potential structure and seal leaks.

(m) Make a check of the ball valve drain located in the main landing gear wheel well.

H. Put the Airplane Back to its Usual Condition

SUBTASK 05-51-91-410-001

(1) Install the components that were removed if they are serviceable, or install replacement parts.

SUBTASK 05-51-91-790-003

(2) Do a check of the pitot static system for leaks and correct operation.

NOTE: If it is necessary, do this tasks: Left Static System Full-range Leak Test, TASK 34-11-00-790-813 and Right Static System Full-range Leak Test, TASK 34-11-00-790-814.

SUBTASK 05-51-91-860-001

(3) If the equipment cooling supply exhaust fans were selected from NORMAL to ALTERNATE, the switches must be returned to the NORMAL position.

SUBTASK 05-51-91-360-001

(4) If you found leaks during the test, repair the leaks.

SUBTASK 05-51-91-860-003

(5) Move the pressurization mode selector on the P5 forward overhead panel to AUTO.

SUBTASK 05-51-91-420-001

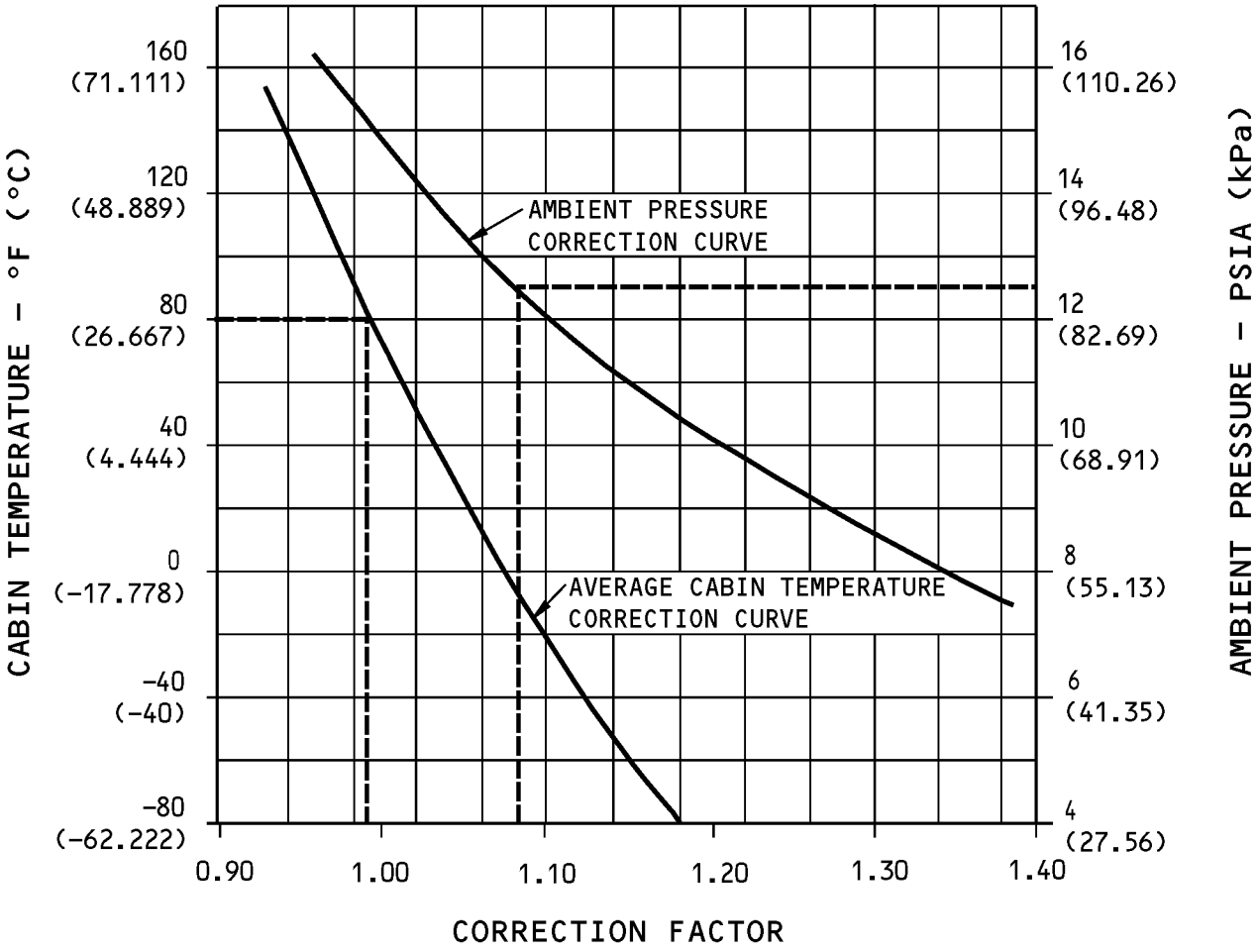
(6) If the crew oxygen mask regulator was removed, then install and test the mask demand regulator. Do this task: Oxygen Mask/Regulator Installation, TASK 35-12-85-400-802.

——————— END OF TASK ———————

HOW TO USE CURVE:

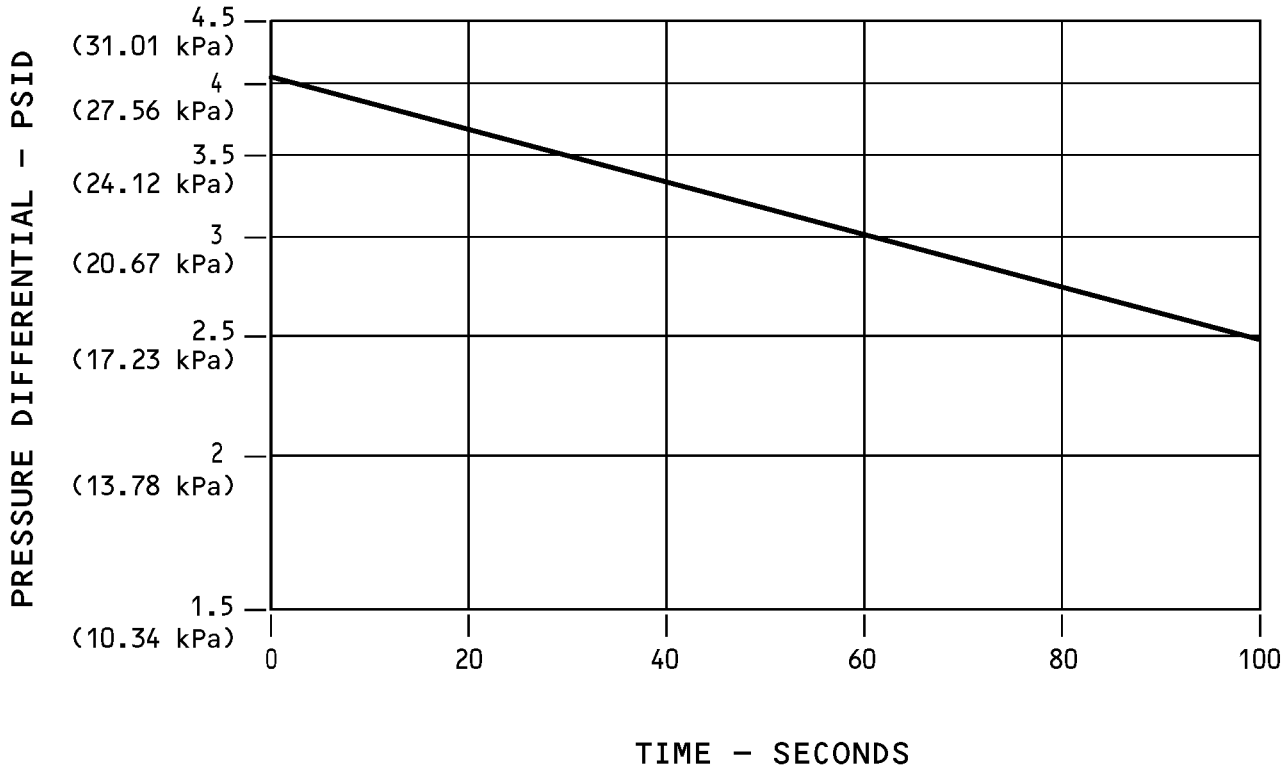
EXAMPLE: ASSUME A DIFFERENTIAL PRESSURE OF 3.3 PSIG (22.75 kPa) IS MEASURED AFTER 50 SECONDS THE CABIN TEMPERATURE IS 80°F (26.669°C) AND THE AMBIENT PRESSURE IS 12.50 PSIA (86.18 kPa).

THE CORRECTED TIME, TO BE PLOTTED ON THE FIGURE 202 CURVE, IS EQUAL TO THE MEASURED TIME DIVIDED BY BOTH THE TEMPERATURE AND PRESSURE CORRECTION FACTORS. FROM CURVES BELOW: TEMPERATURE CORRECTION FACTOR IS 0.99 AND PRESSURE CORRECTION FACTOR IS 1.08. THE PRODUCT OF THE TWO FACTORS IS 1.07. THUS, TIME CORRECTED TO AN AMBIENT PRESSURE OF 14.7 PSIA (101.35 kPa) AND CABIN TEMPERATURE OF 70°F (21.111°C) IS EQUAL TO 50 DIVIDED BY 1.07=47 SECONDS.



NOTE: CORRECTION FACTOR TO BE APPLIED TO BLEED DOWN TIME WHEN AMBIENT PRESSURE DOES NOT EQUAL 14.7 PSIA (101.35 kPa) AND/OR CABIN TEMPERATURE DOES NOT EQUAL 70°F (21.111°C).

Pressure Leakage Test Correction Factor
Figure 201/05-51-91-990-801



NOTE: 2.5 PSIG (17.23 kPa) IS THE RECOMMENDED MINIMUM TEST POINT.

Pressure Leakage Rate Check Chart
Figure 202/05-51-91-990-802

COLD-SOAKED FUEL FROST – MAINTENANCE PRACTICES

1. General

A. This procedure has this task:

(1) Cold-soaked fuel frost maintenance:

(a) Conditional inspection for cold-soaked fuel frost on the wing surfaces when the fuel temperature as given on the flight deck is below 4°C (39.2°F).

1) If the fuel temperature indicator or probe does not work, begin the inspection for cold-soaked fuel frost.

(b) Removal of ice or frost from the wing surfaces if certain conditions are not met.

NOTE: Light coatings of frost due to cold-soaked fuel, up to 1/8-inch (3 mm) in thickness, are allowed on the lower wing surfaces. Cold-soaked fuel frost is also allowed on the upper surface if it is identified by meeting the conditions given in this procedure.

TASK 05-51-92-660-801

2. Cold-Soaked Fuel Frost Maintenance

(Figure 201, Figure 202)

A. References

Reference	Title
12-33-01-600-802	Cold Weather Maintenance Procedure (P/B 301)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-2480	Platform - Mobile Elevating Work Platform SJ II Series (Part #: 4620, Supplier: 3AF08, A/P Effectivity: 737-ALL)
STD-405	Gauge - Feeler

C. Location Zones

Zone	Area
500	Left Wing
600	Right Wing

D. Inspection for Cold-Soaked Fuel Frost

SUBTASK 05-51-92-210-001

(1) If the temperature of the fuel in the main fuel tanks is greater than 4°C (39.2°F), no additional inspection for cold-soaked fuel frost is required.

(a) If the fuel temperature indicator or probe does not work, begin the inspection for cold-soaked fuel frost.

SUBTASK 05-51-92-210-002

(2) If the temperature of the fuel in the main fuel tanks is less than 4°C (39.2°F), do these steps:

(a) Inspect the wing lower surfaces for ice or frost. If ice or frost is present but is only inboard of the fuel measuring stick No. 4, no additional inspection of the upper surfaces is required (see warning below).

(b) If ice or frost is present on the wing lower surface outboard of fuel measuring stick No. 4, use a work platform, COM-2480 or equivalent hoist to inspect the upper wing surfaces for the presence of ice or frost.

WARNING: REMOVE ALL FROST OR ICE WITH A THICKNESS MORE THAN THE LIMIT GIVEN. TOO MUCH ICE CAN CAUSE AN IN-FLIGHT SAFETY PROBLEM.

(c) If there is too much ice on the lower surface (1/8-inch [3 mm] thick), remove it with the applicable deicing/anti-icing equipment (Cold Weather Maintenance Procedure, TASK 12-33-01-600-802).

(d) If no ice or frost is present on the wing upper surfaces, no additional inspection is required.

E. Procedure

SUBTASK 05-51-92-660-001

(1) When ice or frost is present on the top wing surface, do these steps:

(a) Determine if these conditions are met. If all of these conditions are met, the frost can be identified as permissible cold-soaked fuel frost and no further action is necessary. The airplane may be released for flight.

1) The outside air temperature is above freezing (0°C, 32°F).

2) There is no precipitation or visible moisture (rain, snow, drizzle, fog with less than 1 mile visibility, etc.)

3) The frost is on or between the main black lines marking the wing fuel tanks, is less than 1/16 inch (1.6 mm) thick (Figure 201, Figure 202), and the extent of the frost is similar on both wings. Measure the frost on the lower wing surface with a feeler gauge, STD-405 or equivalent device.

NOTE: If the frost on the wing lower surface is less than 1/16 inch (1.6 mm) thick, the cold soaked fuel frost on the wing upper surface will be less than 1/16 inch (1.6 mm) thick. If the frost on the wing lower surface is between 1/16 inch (1.6 mm) and 1/8 inch (3.2 mm) thick, the frost on the upper surface should be measured to ensure it is less than 1/16 inch (1.6 mm) thick.

4) There is no ice or frost anywhere on the upper surface of the wing, including the leading edges and the control surfaces, beyond the outer edge of the black lines defining the cold soaked fuel frost area.

(b) If the above conditions are not met, do this step:

1) Apply deicing/anti-icing fluids to the wings with the appropriate deicing/anti-icing equipment to remove all of the ice or frost present (Cold Weather Maintenance Procedure, TASK 12-33-01-600-802).

SUBTASK 05-51-92-660-002

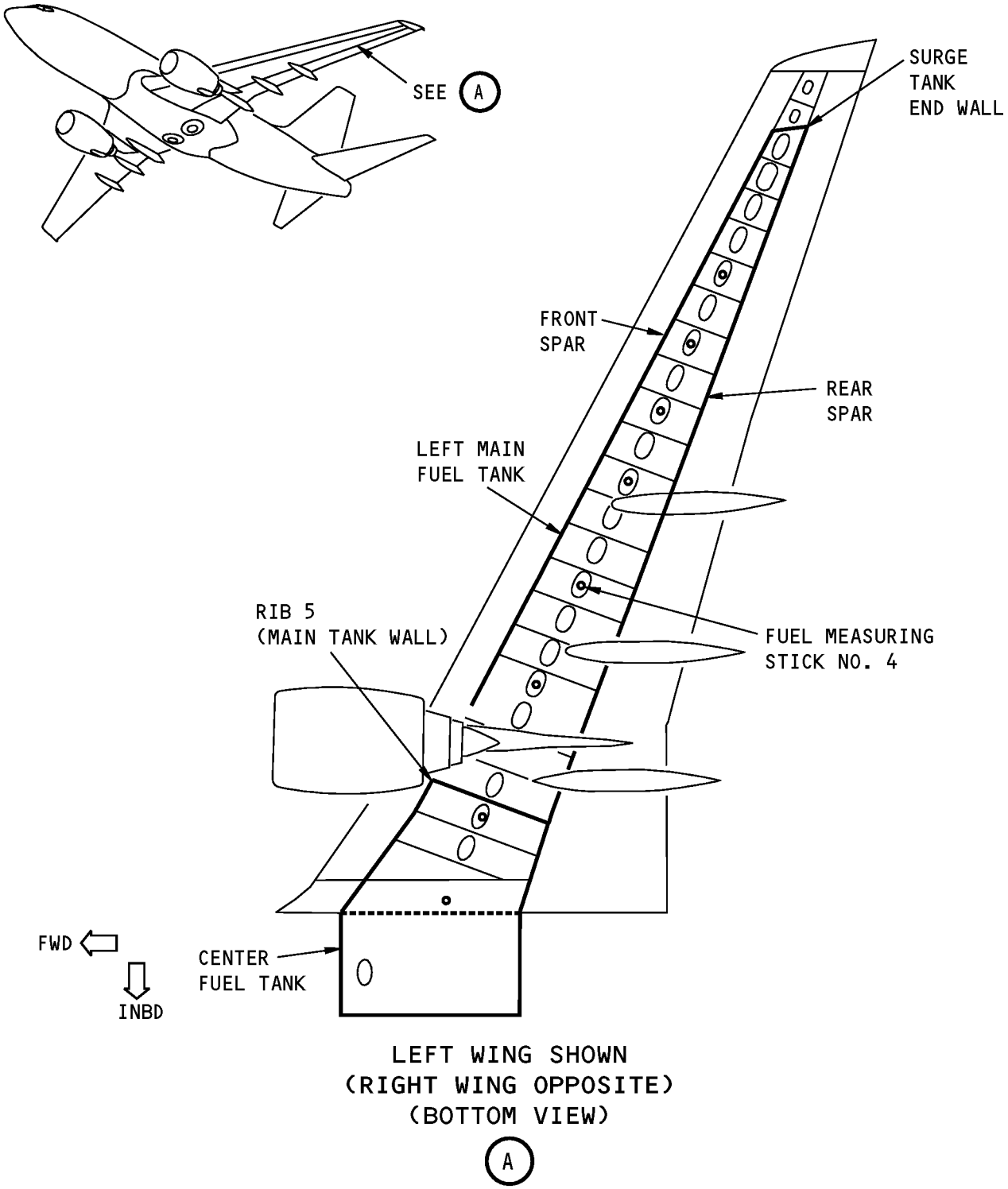
WARNING: REMOVE ALL ICE FROM ALL LEADING EDGE DEVICES, ALL CONTROL SURFACES, TAB SURFACES, AND BALANCE PANEL CAVITIES BEFORE TAKEOFF. ICE CAN CAUSE AN IN-FLIGHT SAFETY PROBLEM.

(2) Make sure all ice and frost is removed from leading edge devices, control surfaces, tab surfaces, winglets (if installed), and balance panel cavities prior to takeoff.

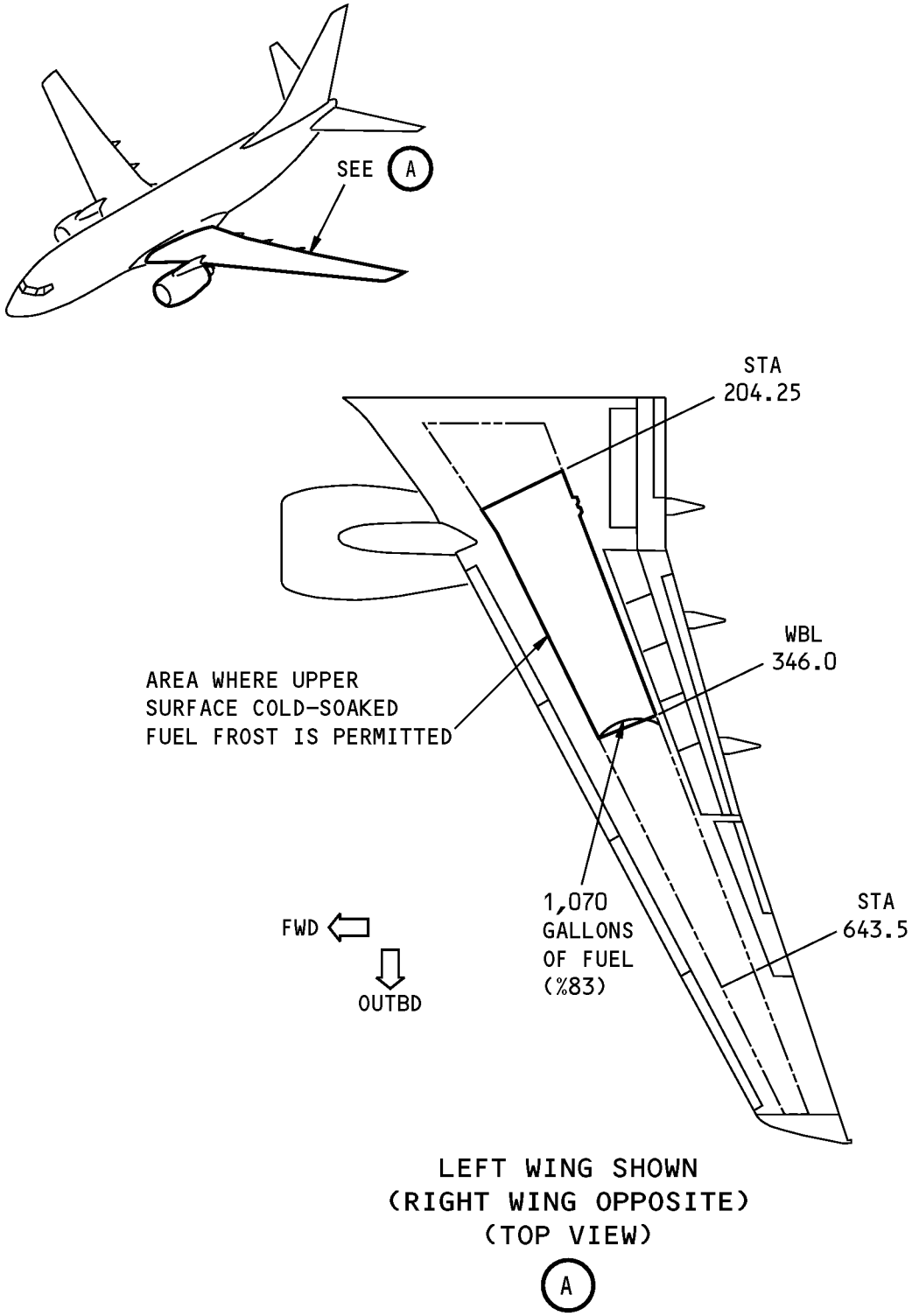
SUBTASK 05-51-92-660-003

(3) If ice or frost re-forms on the wings prior to takeoff, do the step (1) of the above procedure to determine if the frost is acceptable for flight or to remove ice and frost from the wings.

END OF TASK



Ice/Frost Examination Areas
Figure 201/05-51-92-990-801



Allowable Cold-Soaked Fuel Frost - Upper Wing Surface
Figure 202/05-51-92-990-803

HIRF/LIGHTNING - FLIGHT CONTROLS BOND STRAPS - INSPECTION/CHECK

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure has eight tasks:

(1) General Visual inspection of the bond strap between the rudder and the vertical stabilizer.

(2) General Visual inspection of the bond straps between the aileron and the wing.

(3) General Visual inspection of the bond straps between the leading edge flap and the wing.

(4) General Visual inspection of the bond straps between the spoiler and the wing.

(5) General Visual inspection of the bond straps between the elevator and the horizontal stabilizer.

(6) General Visual inspection of the bond straps between the strut and the wing.

(7) General Visual inspection of the bond straps between the air conditioning pack compartment door and the airplane structure.

(8) General Visual inspection of the bond straps between the main landing gear door and the airplane structure.

TASK 05-55-08-200-801

2. Rudder Bonding Strap HIRF/Lightning Inspection

(Figure 601)

A. General

(1) This procedure is a scheduled maintenance task.

(2) Do not remove sealant when you do this task.

(3) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-21-00-800-801	Rudder Hydraulic System A, B, or Standby Pressurization (P/B 201)
27-21-00-800-802	Remove Pressure from the Rudder Hydraulic Systems A, B, and Standby (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
324	Vertical Fin - Rear Spar To Trailing Edge
325	Vertical Fin - Rudder

D. Access Panels

Number	Name/Location
324AAL	Panel Assy - Trailing Edge, Beam Seal, Vert Fin
324ABL	Panel Assy - Trailing Edge, Beam Seal, Vertical Fin

E. Prepare for the Procedure

SUBTASK 05-55-08-040-001

WARNING: DO THIS SPECIFIED TASKS BEFORE ATTEMPTING TO GAIN ACCESS TO THE BOND STRAP: REMOVE PRESSURE FROM THE RUDDER HYDRAULIC SYSTEMS A, B AND STANDY. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do this task: Remove Pressure from the Rudder Hydraulic Systems A, B, and Standby, TASK 27-21-00-800-802.

SUBTASK 05-55-08-010-001

(2) Remove the following panels to gain visual access to the bond strap on the rudder:

(a) Open these access panels:

Number	Name/Location
324AAL	Panel Assy - Trailing Edge, Beam Seal, Vert Fin
324ABL	Panel Assy - Trailing Edge, Beam Seal, Vertical Fin

F. Procedure

SUBTASK 05-55-08-210-001

(1) Do a visual inspection of the bond strap shown in the illustration, (Figure 601).

(a) Inspect the bond strap in accordance with criteria specified in (SWPM 20-20-00).

NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.

SUBTASK 05-55-08-410-001

(2) Return the airplane to normal.

(a) Close these access panels:

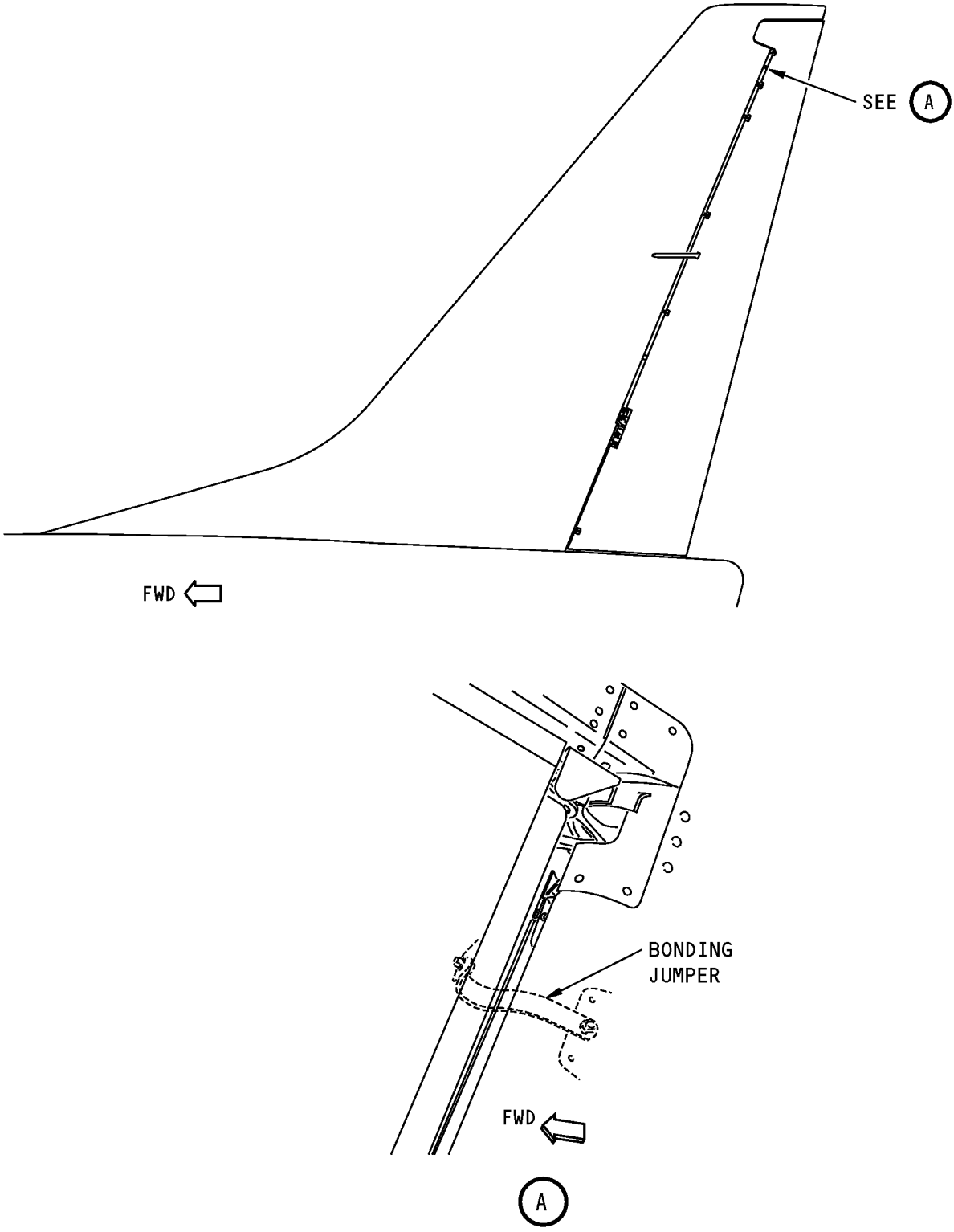
Number	Name/Location
324AAL	Panel Assy - Trailing Edge, Beam Seal, Vert Fin
324ABL	Panel Assy - Trailing Edge, Beam Seal, Vertical Fin

(b) Install the panels removed above.

SUBTASK 05-55-08-440-001

(3) Do this task: Rudder Hydraulic System A, B, or Standby Pressurization, TASK 27-21-00-800-801.

———————— END OF TASK ————————



High Intensity Radiated Fields (HIRF) Inspection (Rudder Bonding Straps)
Figure 601/05-55-08-990-816

TASK 05-55-08-200-802

3. Aileron Bonding Straps HIRF/Lightning Inspection

(Figure 602)

A. General

(1) This procedure is a scheduled maintenance task.

(2) Do not remove sealant when you do this task.

(3) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-11-00-860-801	Remove Pressure from the Aileron Hydraulic Systems A and B (P/B 201)
27-11-00-860-802	Put the Aileron Hydraulic Systems A and B Back to the Condition Before Pressure Removal (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
572	Left Wing - Aileron
672	Right Wing - Aileron

D. Access Panels

Number	Name/Location
571BB	Lower Outboard Fixed Trailing Edge Access Panel
571CB	Lower Outboard Fixed Trailing Edge Access Panel
571DB	Lower Outboard Fixed Trailing Edge Access Panel
671BB	Lower Outboard Fixed Trailing Edge Access Panel
671CB	Lower Outboard Fixed Trailing Edge Access Panel
671DB	Lower Outboard Fixed Trailing Edge Access Panel

E. Prepare for the Procedure

SUBTASK 05-55-08-040-002

WARNING: DO THESE SPECIFIED TASKS BEFORE ATTEMPTING TO GAIN ACCESS TO THE BOND STRAPS: REMOVE PRESSURE FROM THE AILERON HYDRAULIC SYSTEMS A AND B. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do this task: Remove Pressure from the Aileron Hydraulic Systems A and B, TASK 27-11-00-860-801.

SUBTASK 05-55-08-010-002

(2) Remove the following panels to gain visual access to the bond straps on the aileron:

(a) On the left wing, open these access panels:

Number	Name/Location
571BB	Lower Outboard Fixed Trailing Edge Access Panel
571CB	Lower Outboard Fixed Trailing Edge Access Panel
571DB	Lower Outboard Fixed Trailing Edge Access Panel

1) Hinge covers

(b) On the right wing, open these access panels:

Number	Name/Location
671BB	Lower Outboard Fixed Trailing Edge Access Panel
671CB	Lower Outboard Fixed Trailing Edge Access Panel
671DB	Lower Outboard Fixed Trailing Edge Access Panel

1) Hinge covers

F. Procedure

SUBTASK 05-55-08-210-002

(1) Do a visual inspection of the bond straps shown in the illustration, (Figure 602).

(a) Inspect the bond strap in accordance with criteria specified in (SWPM 20-20-00).

NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.

SUBTASK 05-55-08-410-002

(2) Return the airplane to normal.

SUBTASK 05-55-08-410-003

(3) Install the following panels:

(a) On the left wing, install these access panels:

Number	Name/Location
571BB	Lower Outboard Fixed Trailing Edge Access Panel
571CB	Lower Outboard Fixed Trailing Edge Access Panel
571DB	Lower Outboard Fixed Trailing Edge Access Panel

1) Hinge covers

(b) On the right wing, install these access panels:

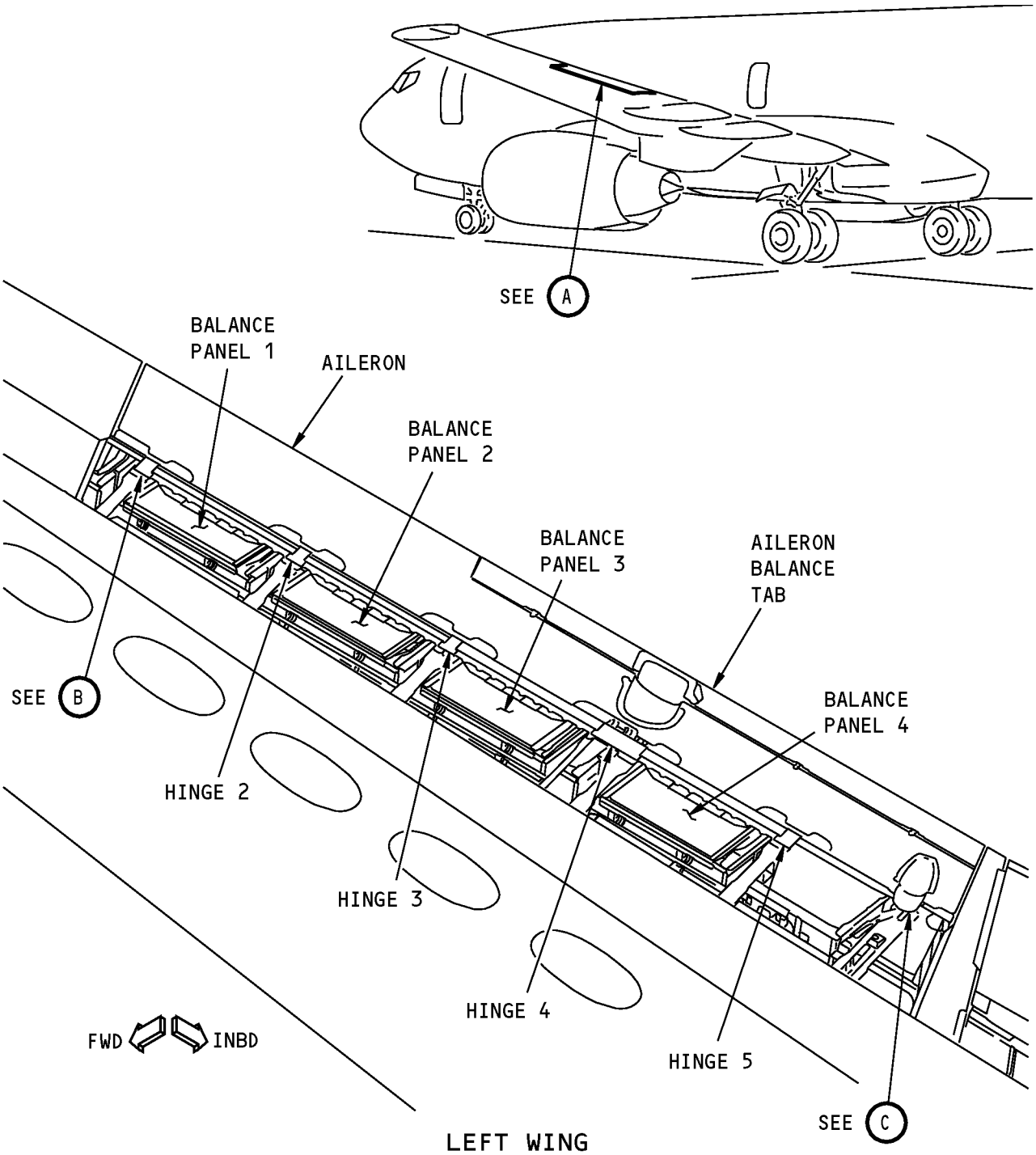
Number	Name/Location
671BB	Lower Outboard Fixed Trailing Edge Access Panel
671CB	Lower Outboard Fixed Trailing Edge Access Panel
671DB	Lower Outboard Fixed Trailing Edge Access Panel

1) Hinge covers

SUBTASK 05-55-08-440-002

(4) Do this task: Put the Aileron Hydraulic Systems A and B Back to the Condition Before Pressure Removal, TASK 27-11-00-860-802.

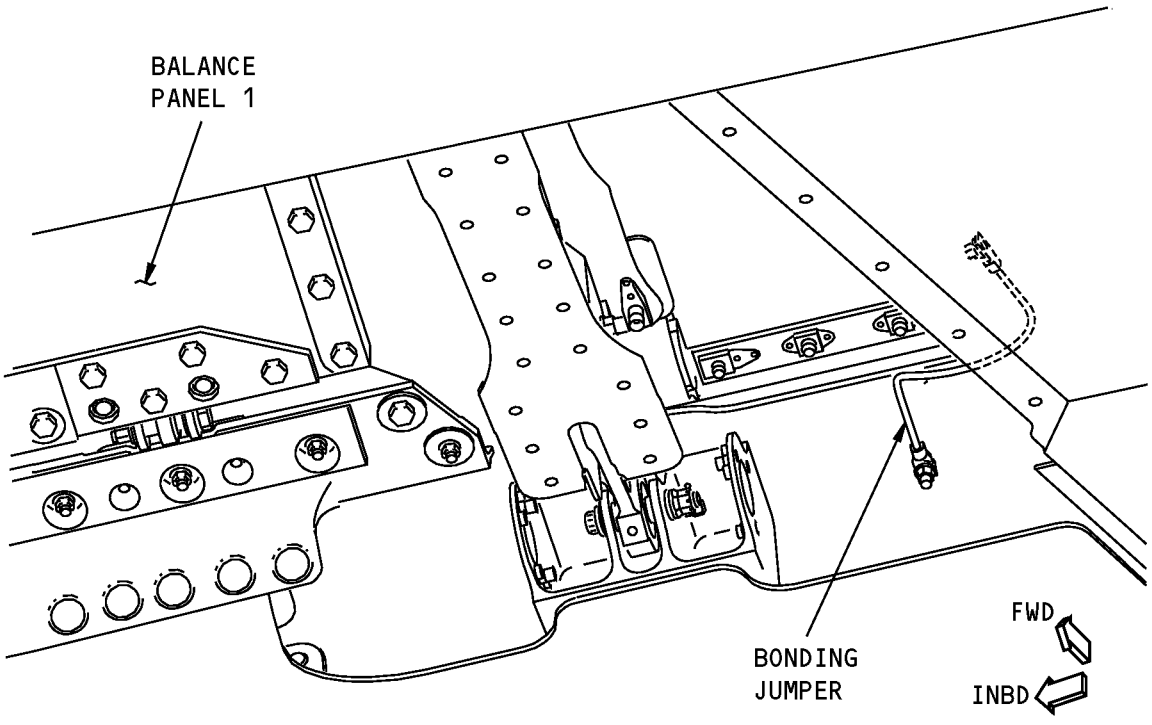
——————— END OF TASK ———————

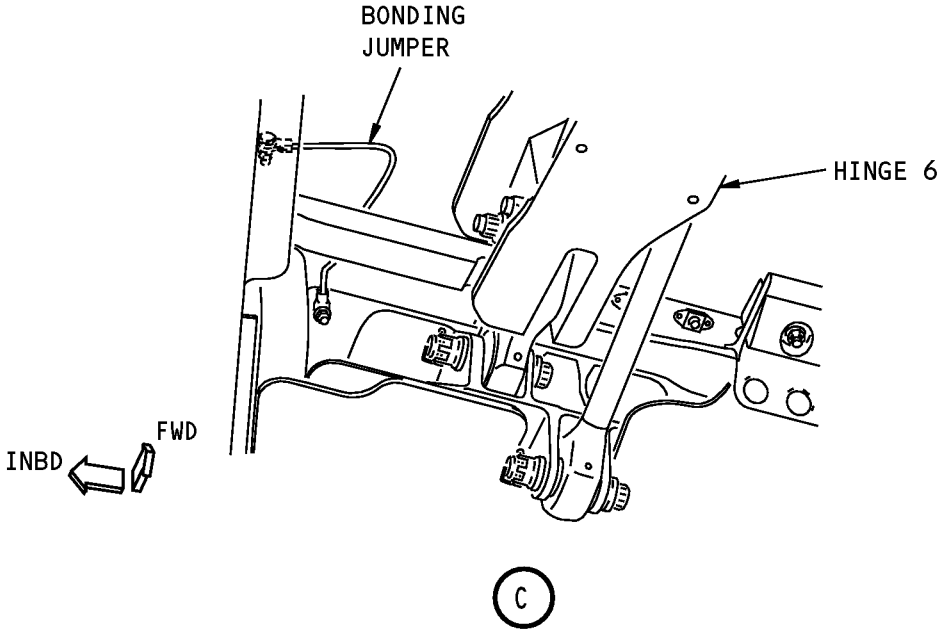


LEFT WING
(RIGHT WING IS OPPOSITE)

A

High Intensity Radiated Fields (HIRF) Inspection (Aileron Bonding Straps)
Figure 602 (Sheet 1 of 2)/05-55-08-990-815





High Intensity Radiated Fields (HIRF) Inspection (Aileron Bonding Straps)
Figure 602 (Sheet 2 of 2)/05-55-08-990-815

TASK 05-55-08-200-803

4. Leading Edge Flap Bonding Straps HIRF/Lightning Inspection

(Figure 603)

A. General

(1) This procedure is a scheduled maintenance task.

(2) Do not remove sealant when you do this task.

(3) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-080-801	Leading Edge Flap and Slat Locks Removal (P/B 201)
27-81-00-480-801	Leading Edge Flap and Slat Locks Installation (P/B 201)
29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1734	Lockout Set - Leading Edge Slats and Krueger Flaps Actuators (Part #: C27051-29, Supplier: 81205, A/P Effectivity: 737-600, -700, -700C, -700ER, -700QC, -800, -900, -900ER, -BBJ) (Opt Part #: C27051-1, Supplier: 81205, A/P Effectivity: 737-600, -700, -700C, -700ER, -700QC, -800, -900, -BBJ)

D. Location Zones

Zone	Area
512	Left Wing - Krueger Flap No. 2
513	Left Wing - Krueger Flap No. 1
612	Right Wing - Krueger Flap No. 3
613	Right Wing - Krueger Flap No. 4

E. Prepare for the Procedure

SUBTASK 05-55-08-860-001

WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) To pressurize hydraulic system B, do this task: Hydraulic System A or B Pressurization, TASK 29-11-00-860-801.

SUBTASK 05-55-08-860-002

WARNING: MAKE SURE PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE FLAPS AND SLATS AND THE TRAILING EDGE FLAPS. THE FLAPS AND SLATS WILL EXTEND. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(WARNING PRECEDES)

CAUTION: MAKE SURE THE INBOARD FAN DUCT COWL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE CLOSED OR REMOVED BEFORE YOU EXTEND THE LEADING EDGE FLAPS AND SLATS. THERE IS NOT SUFFICIENT CLEARANCE FOR THE FLAPS AND SLATS TO EXTEND IF THE INBOARD FAN DUCT COWL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE IN THE OPEN POSITION. THIS CAN CAUSE DAMAGE TO EQUIPMENT.

(2) Move the flap control lever to the 1-unit detent to extend the leading edge flaps.

SUBTASK 05-55-08-860-003

(3) To remove power from hyraulic system B, do this task: Hydraulic System A or B Power Removal, TASK 29-11-00-860-805.

SUBTASK 05-55-08-480-001

WARNING: CAREFULLY INSTALL THE LEADING EDGE FLAP ACTUATOR LOCK TO PREVENT ACCIDENTAL OPERATION OF THE LEADING EDGE FLAPS. THE LEADING EDGE FLAPS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(4) Install the lockout set, SPL-1734 on the actuator of the adjacent leading edge flap. To do this, do this task: Leading Edge Flap and Slat Locks Installation, TASK 27-81-00-480-801.

F. Procedure

SUBTASK 05-55-08-210-003

(1) Do a visual inspection of the bond straps shown in the illustration, (Figure 603).

(a) Inspect the bond strap in accordance with criteria specified in (SWPM 20-20-00).

NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.

SUBTASK 05-55-08-410-004

(2) Return the airplane to normal.

SUBTASK 05-55-08-080-001

WARNING: CAREFULLY REMOVE THE LEADING EDGE FLAP ACTUATOR LOCK TO PREVENT ACCIDENTAL OPERATION OF THE LEADINGE EDGE FLAPS. THE LEADING EDGE FLAPS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(3) Remove the lockout set, SPL-1734 from the actuator of the leading edge flap. To do this, do this task: Leading Edge Flap and Slat Locks Removal, TASK 27-81-00-080-801.

SUBTASK 05-55-08-860-004

WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(4) To pressurize hydraulic system B, do this task: Hydraulic System A or B Pressurization, TASK 29-11-00-860-801.

SUBTASK 05-55-08-860-005

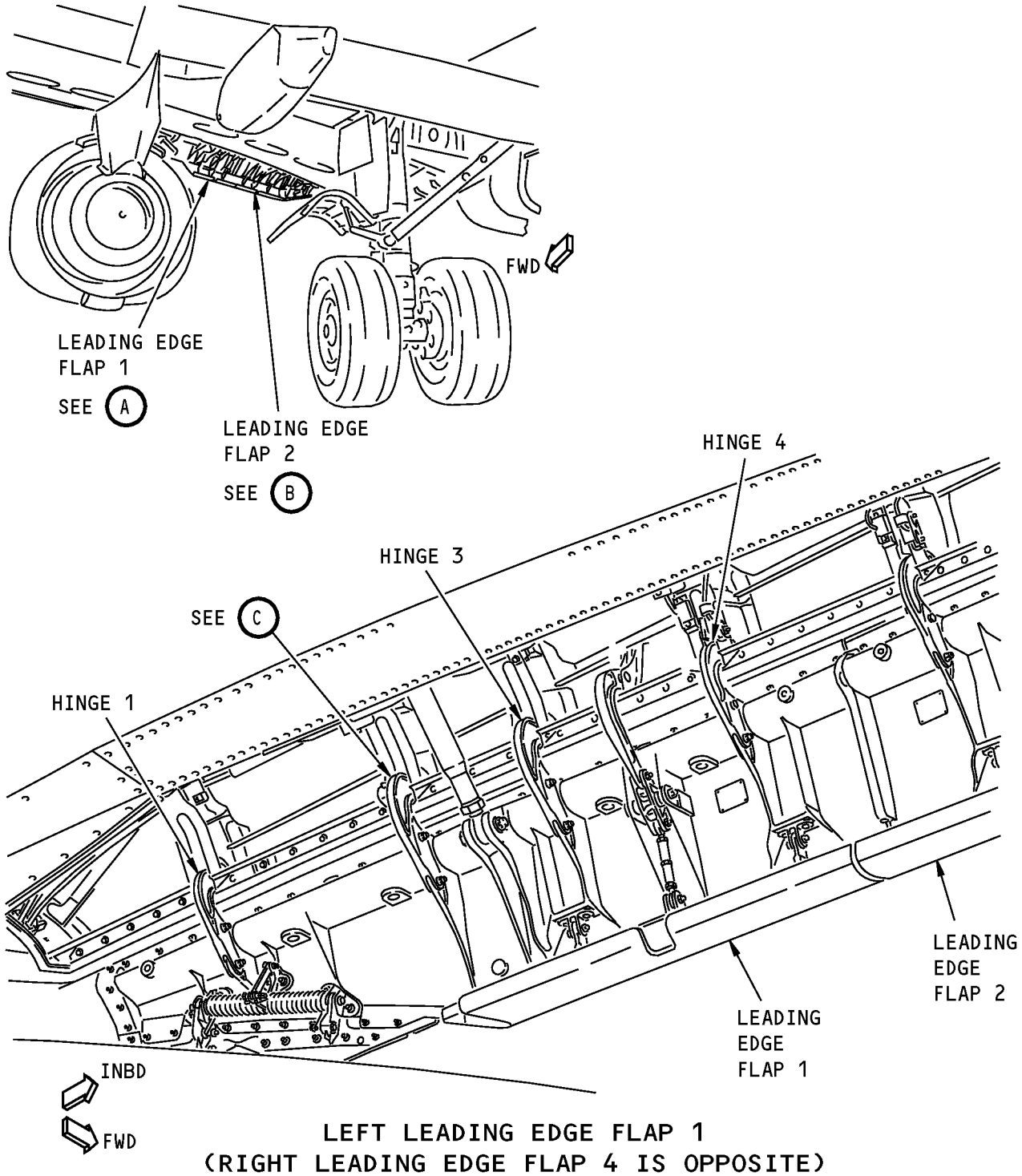
WARNING: MAKE SURE PERSONS AND EQUIPMENT ARE CLEAR OF THE LEADING EDGE FLAPS AND SLATS AND THE TRAILING EDGE FLAPS. THE LEADING EDGE FLAPS AND SLATS AND THE TRAILING EDGE FLAPS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(5) Move the flap control lever to the UP detent to retract the leading edge flaps.

SUBTASK 05-55-08-860-006

(6) To remove power from hydraulic system B, do this task: Hydraulic System A or B Power Removal, TASK 29-11-00-860-805.

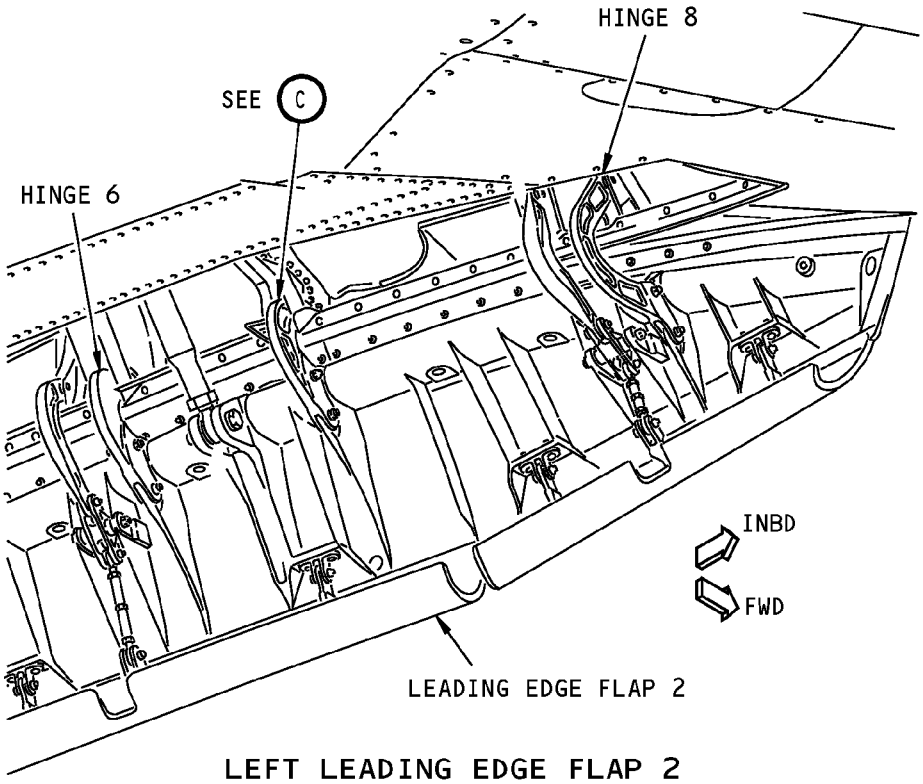
—————— END OF TASK ——————



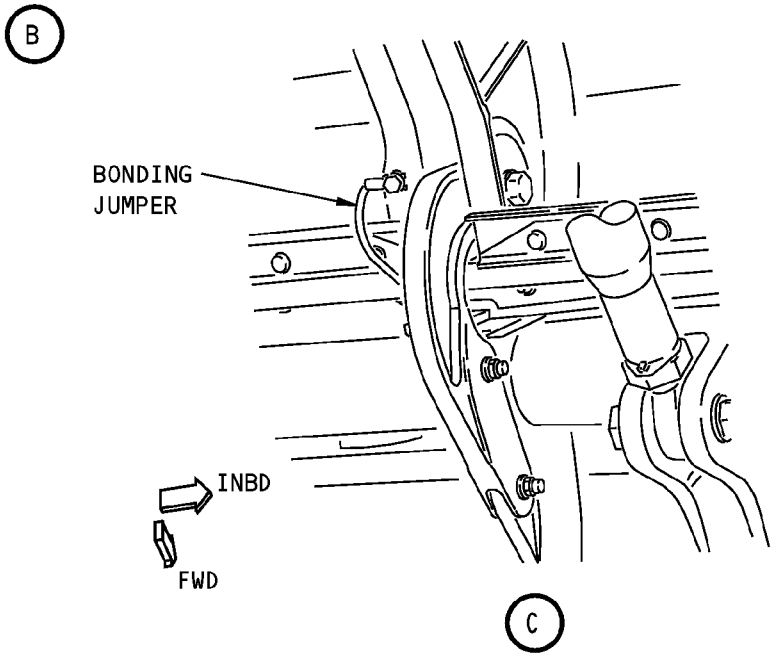
LEFT LEADING EDGE FLAP 1
(RIGHT LEADING EDGE FLAP 4 IS OPPOSITE)

A

High Intensity Radiated Fields (HIRF) Inspection (Leading Edge Flap Bonding Straps)
Figure 603 (Sheet 1 of 2)/05-55-08-990-814



LEFT LEADING EDGE FLAP 2
(RIGHT LEADING EDGE FLAP 3 IS OPPOSITE)



High Intensity Radiated Fields (HIRF) Inspection (Leading Edge Flap Bonding Straps)
Figure 603 (Sheet 2 of 2)/05-55-08-990-814

TASK 05-55-08-200-804

5. Spoiler Bonding Straps HIRF/Lightning Inspection

(Figure 604)

A. General

(1) This procedure is a scheduled maintenance task.

(2) Do not remove sealant when you do this task.

(3) Do not remove system LRUs when you do this task.

B. References

Reference	Title
24-22-00-860-811	Supply Electrical Power (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
27-61-00-800-801	Spoiler Hydraulic Systems A and B Pressurization (P/B 201)
27-61-00-840-801	Put the Spoiler Hydraulic systems A and B Back to the Condition Before the Pressurization (P/B 201)
27-62-00-800-801	Speed Brake Hydraulic Systems A and B Pressurization (P/B 201)
27-62-00-800-802	Remove Pressure from the Speed Brake Hydraulic Systems A and B (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1745	Set - Lock, Flight Spoiler Actuator (Contains 8 Lock Assemblies) (Part #: C27047-41, Supplier: 81205, A/P Effectivity: 737-600, -700, -700C, -700ER, -700QC, -800, -900, -BBJ) (Opt Part #: C27047-19, Supplier: 81205, A/P Effectivity: 737-600, -700, -700C, -700ER, -700QC, -800, -900, -BBJ)

D. Location Zones

Zone	Area
562	Left Wing - Spoiler No. 5
563	Left Wing - Spoiler No. 4
564	Left Wing - Spoiler No. 3
565	Left Wing - Spoiler No. 2
662	Right Wing - Spoiler No. 8
663	Right Wing - Spoiler No. 9
664	Right Wing - Spoiler No. 10
665	Right Wing - Spoiler No. 11

E. Prepare for the Procedure

SUBTASK 05-55-08-860-007

(1) Do this task: Supply Electrical Power, TASK 24-22-00-860-811.

SUBTASK 05-55-08-860-008

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Do this task: Speed Brake Hydraulic Systems A and B Pressurization, TASK 27-62-00-800-801.

SUBTASK 05-55-08-860-009

(3) Do this task: Extend the Trailing Edge Flaps, TASK 27-51-00-860-803.

SUBTASK 05-55-08-860-010

(4) Put the speed brake lever in the UP position to lift the spoilers.

SUBTASK 05-55-08-480-002

(5) Install the set, SPL-1745 on the actuator for the applicable flight spoiler.

SUBTASK 05-55-08-860-011

(6) Do this task: Remove Pressure from the Speed Brake Hydraulic Systems A and B, TASK 27-62-00-800-802.

F. Procedure

SUBTASK 05-55-08-210-004

(1) Do a visual inspection of the bond straps shown in the illustration, (Figure 604).

(a) Inspect the bond strap in accordance with criteria specified in (SWPM 20-20-00).

NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.

SUBTASK 05-55-08-410-005

(2) Return the airplane to normal.

SUBTASK 05-55-08-080-002

(3) Remove set, SPL-1745.

SUBTASK 05-55-08-860-012

(4) Do this task: Put the Spoiler Hydraulic systems A and B Back to the Condition Before the Pressurization, TASK 27-61-00-840-801.

SUBTASK 05-55-08-860-013

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF ALL CONTROL SURFACES BEFORE YOU SUPPLY HYDRAULIC POWER. AILERONS, RUDDERS, ELEVATORS, FLAPS, SLATS, SPOILERS, LANDING GEAR, AND THRUST REVERSERS CAN MOVE QUICKLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(5) Do this task: Spoiler Hydraulic Systems A and B Pressurization, TASK 27-61-00-800-801.

SUBTASK 05-55-08-860-014

(6) Move the speed brake lever to the DOWN position to lower the spoilers.

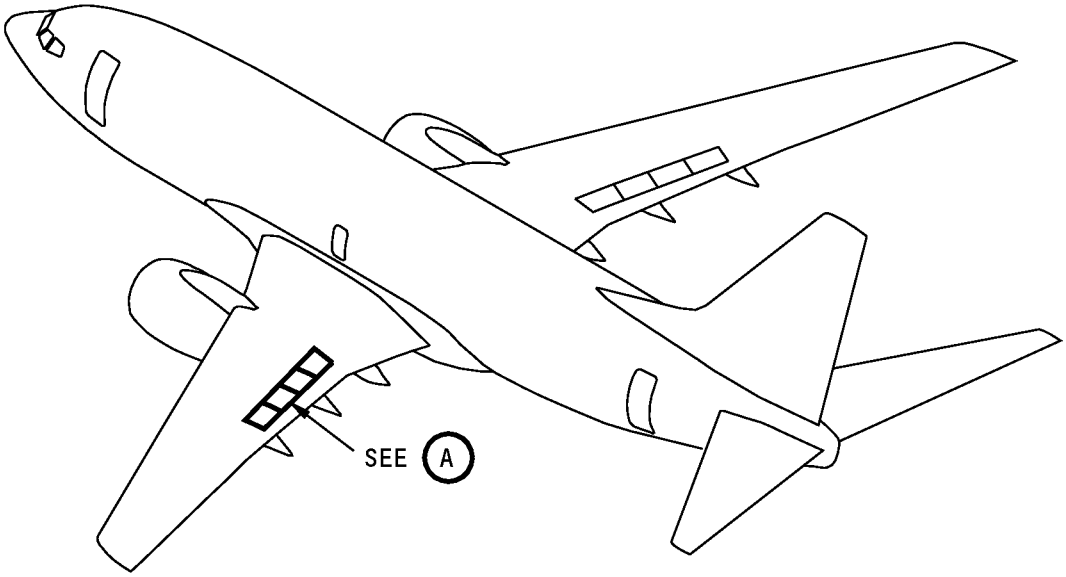
SUBTASK 05-55-08-860-015

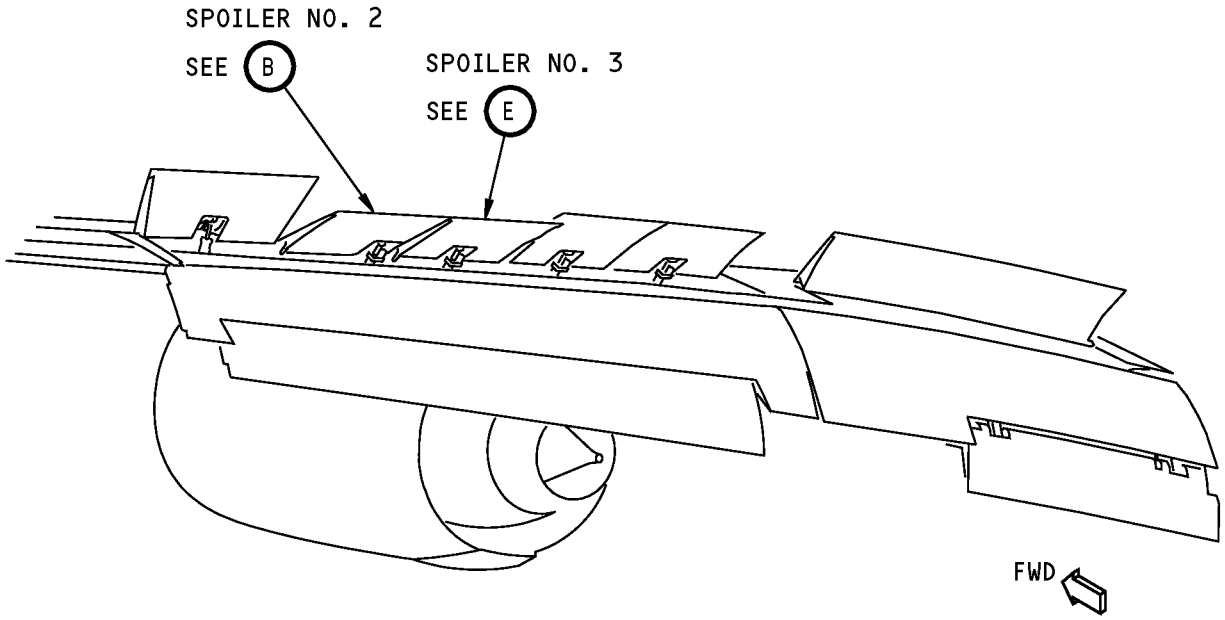
(7) Do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

SUBTASK 05-55-08-860-016

(8) Do this task: Put the Spoiler Hydraulic systems A and B Back to the Condition Before the Pressurization, TASK 27-61-00-840-801.

——————— END OF TASK ———————

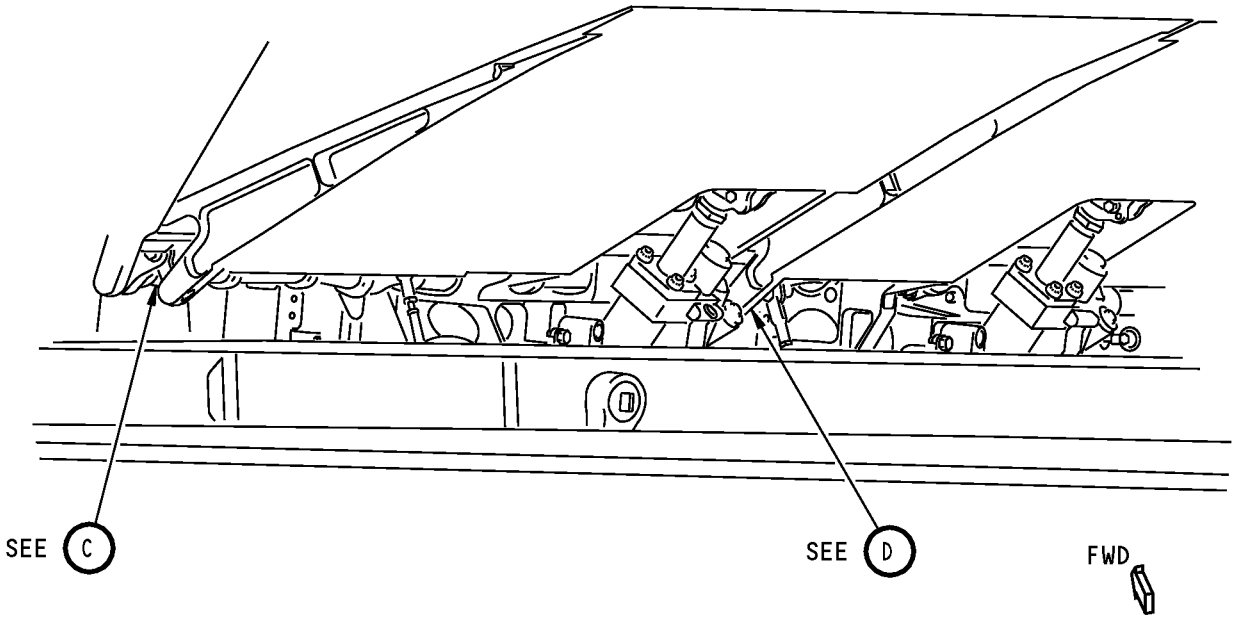




LEFT WING
(RIGHT WING IS EQUIVALENT)

A

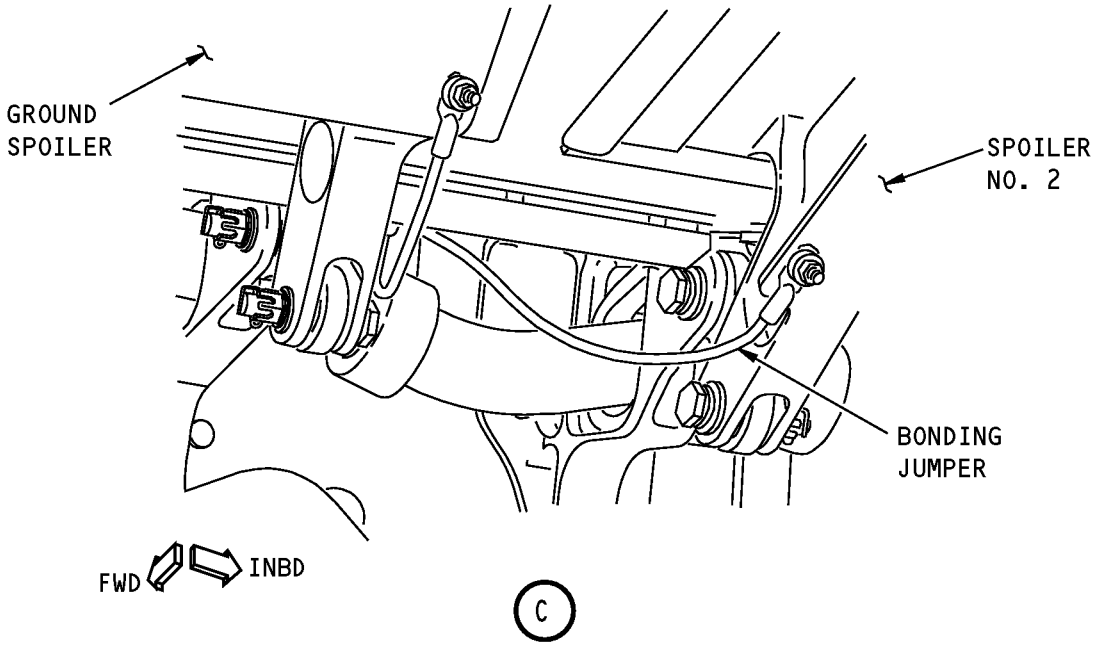
High Intensity Radiated Fields (HIRF) Inspection (Spoiler Bonding Straps)
Figure 604 (Sheet 1 of 5)/05-55-08-990-813

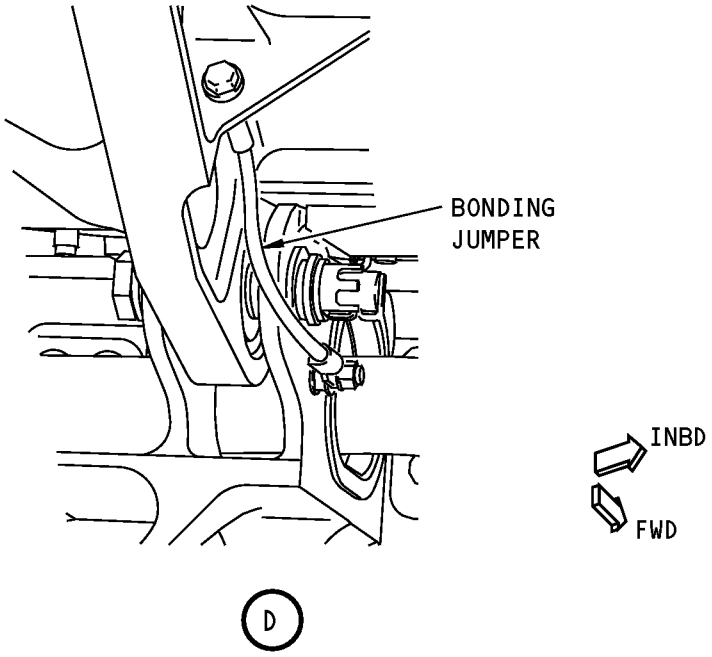


SPOILER NO. 2

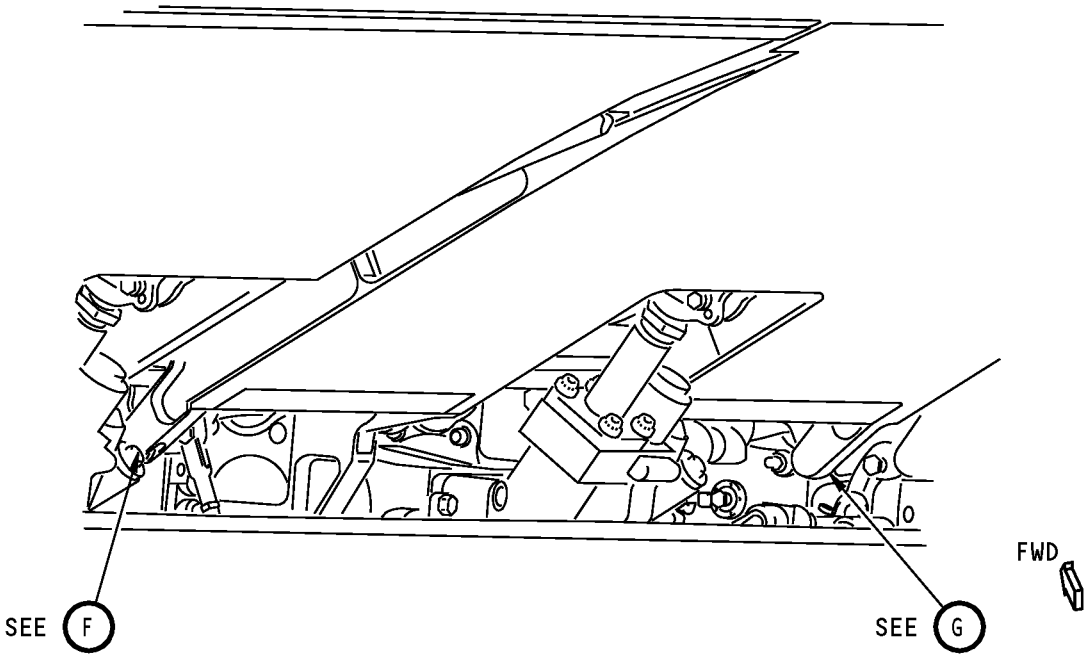
B

High Intensity Radiated Fields (HIRF) Inspection (Spoiler Bonding Straps)
Figure 604 (Sheet 2 of 5)/05-55-08-990-813



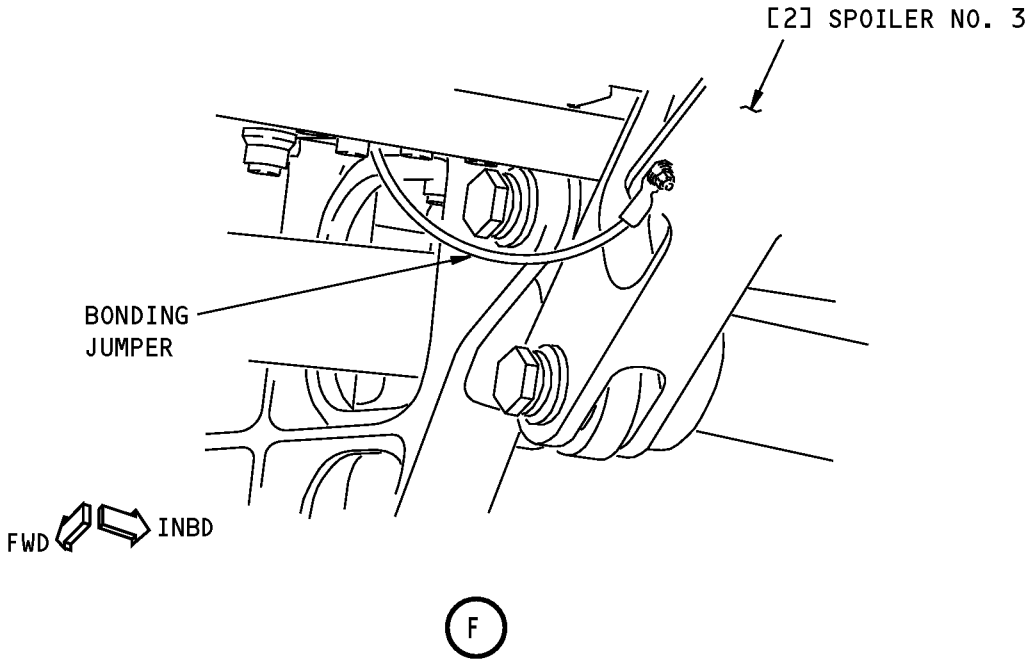


High Intensity Radiated Fields (HIRF) Inspection (Spoiler Bonding Straps)
Figure 604 (Sheet 3 of 5)/05-55-08-990-813



SPOILER NO. 3
(SPOILER NO. 4 AND 5 ARE EQUIVALENT)
E

High Intensity Radiated Fields (HIRF) Inspection (Spoiler Bonding Straps)
Figure 604 (Sheet 4 of 5)/05-55-08-990-813



High Intensity Radiated Fields (HIRF) Inspection (Spoiler Bonding Straps)
Figure 604 (Sheet 5 of 5)/05-55-08-990-813

TASK 05-55-08-200-805

6. Elevator Bonding Straps HIRF/Lightning Inspection

(Figure 605)

A. General

(1) This procedure is a scheduled maintenance task.

(2) Do not remove sealant when you do this task.

(3) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-31-00-800-802	Remove Pressure from the Elevator Hydraulic Systems A and B (P/B 201)
27-31-00-840-802	Put the Elevator Systems A and B Back to the Condition Before the Pressure Removal (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
334	Left Horizontal Stabilizer - Elevator
344	Right Horizontal Stabilizer - Elevator

D. Access Panels

Number	Name/Location
334GB	Horizontal Stabilizer, Elevator Hinge Cover
334NB	Horizontal Stabilizer, Elevator Hinge Cover
344GB	Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09
344NB	Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 265.45

E. Prepare for the Procedure

SUBTASK 05-55-08-860-017

(1) Make sure that pressure is removed from the elevator hydraulic systems A and B. To remove it, do this task: Remove Pressure from the Elevator Hydraulic Systems A and B, TASK 27-31-00-800-802.

SUBTASK 05-55-08-010-003

(2) For the left elevator, open these access panels:

Number	Name/Location
334GB	Horizontal Stabilizer, Elevator Hinge Cover
334NB	Horizontal Stabilizer, Elevator Hinge Cover

SUBTASK 05-55-08-010-004

(3) For the right elevator, open these access panels:

Number	Name/Location
344GB	Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09
344NB	Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 265.45

F. Procedure

SUBTASK 05-55-08-210-005

(1) Do a visual inspection of the bond straps shown in the illustration, (Figure 605).

(a) Inspect the bond strap in accordance with criteria specified in (SWPM 20-20-00).

NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.

SUBTASK 05-55-08-410-006

(2) Return the airplane to normal.

SUBTASK 05-55-08-410-007

(3) For the left elevator, install these access panels:

Number	Name/Location
334GB	Horizontal Stabilizer, Elevator Hinge Cover
334NB	Horizontal Stabilizer, Elevator Hinge Cover

SUBTASK 05-55-08-410-008

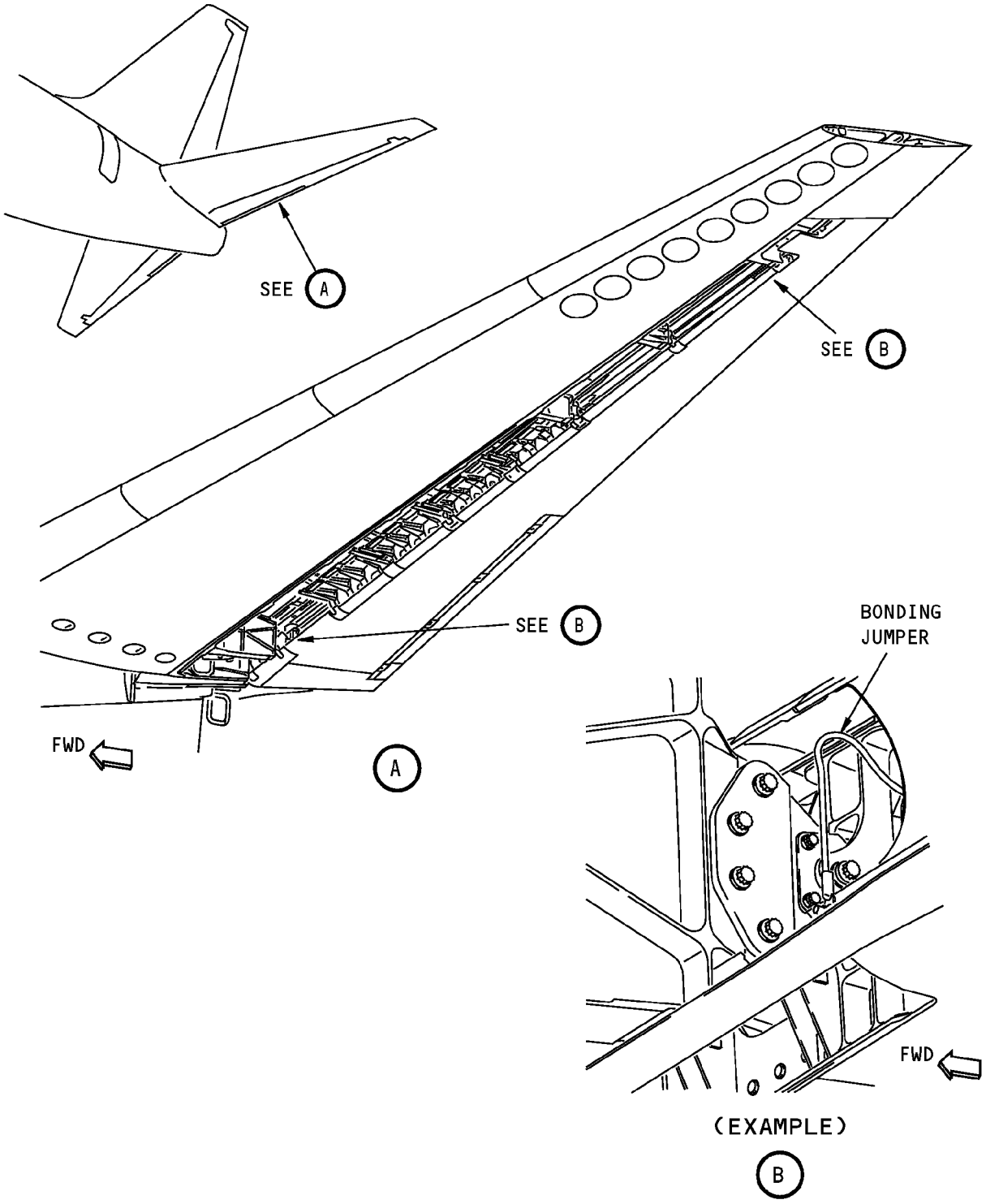
(4) For the right elevator, install these access panels:

Number	Name/Location
344GB	Horizontal Stabilizer, Hinge Cover, Elevator Station 24.09
344NB	Horizontal Stabilizer, Elevator Hinge Cover, Elevator Sta 265.45

SUBTASK 05-55-08-860-018

(5) Do this task: Put the Elevator Systems A and B Back to the Condition Before the Pressure Removal, TASK 27-31-00-840-802.

END OF TASK



High Intensity Radiated Fields (HIRF) Inspection (Elevator Bonding Straps)
Figure 605/05-55-08-990-812

TASK 05-55-08-200-806

7. Strut Bonding Straps HIRF/Lightning Inspection

(Figure 606)

A. General

(1) This procedure is a scheduled maintenance task.

(2) Do not remove sealant when you do this task.

(3) Do not remove system LRUs when you do this task.

B. References

Reference	Title
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
431	Engine 1 - Forward Strut Fairing
441	Engine 2 - Forward Strut Fairing

D. Access Panels

Number	Name/Location
431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1
441CR	Forward Strut Fairing, Right Overwing Fairing, Strut 2

E. Prepare for the Procedure

SUBTASK 05-55-08-010-005

(1) For the left strut, open this access panel:

Number	Name/Location
431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1

SUBTASK 05-55-08-010-006

(2) For the right strut, open this access panel:

Number	Name/Location
441CR	Forward Strut Fairing, Right Overwing Fairing, Strut 2

F. Procedure

SUBTASK 05-55-08-210-006

(1) Do a general visual inspection of the bond straps shown in the illustration, (Figure 606).

(a) Inspect the bond strap in accordance with criteria specified in (SWPM 20-20-00).

NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.

SUBTASK 05-55-08-410-009

(2) Return the airplane to normal.

SUBTASK 05-55-08-410-010

(3) For the left strut, install this access panel:

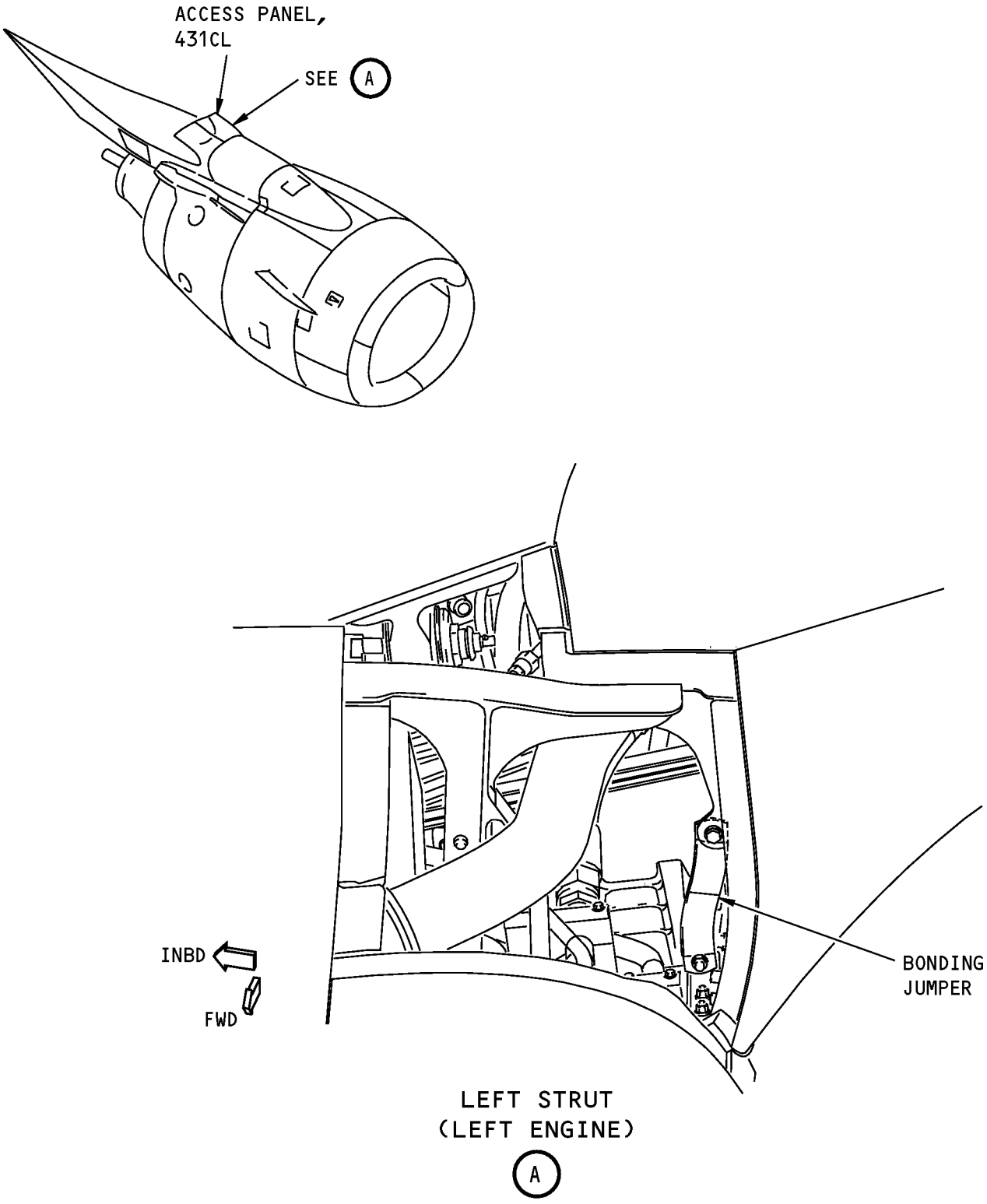
Number	Name/Location
431CL	Forward Strut Fairing, Left Overwing Fairing, Strut 1

SUBTASK 05-55-08-410-011

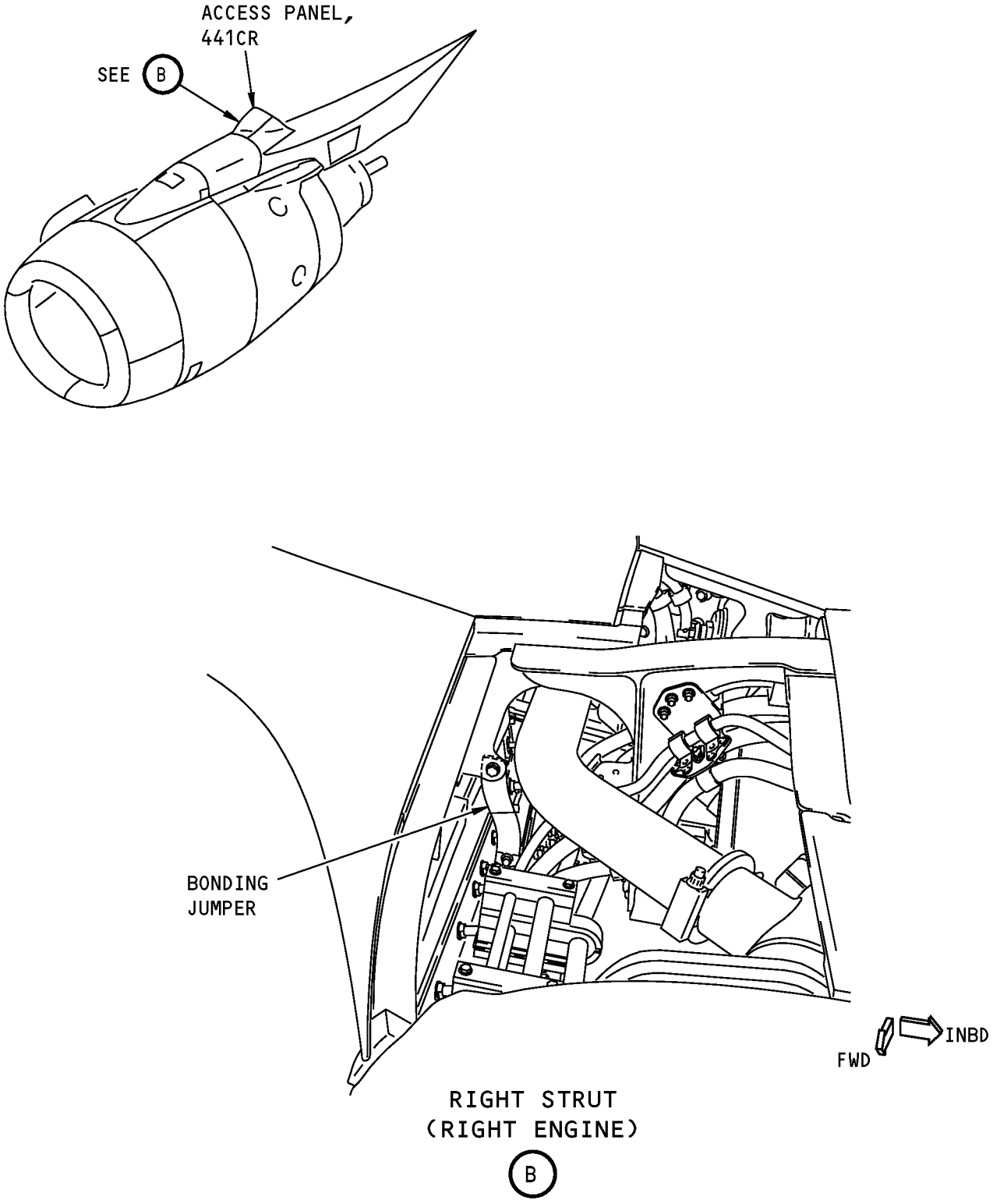
(4) For the right strut, install this access panel:

Number	Name/Location
441CR	Forward Strut Fairing, Right Overwing Fairing, Strut 2

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Strut Bonding Straps)
Figure 606 (Sheet 1 of 2)/05-55-08-990-811



High Intensity Radiated Fields (HIRF) Inspection (Strut Bonding Straps)
Figure 606 (Sheet 2 of 2)/05-55-08-990-811

TASK 05-55-08-200-807

8. Air Conditioning Pack Compartment Door Bonding Straps HIRF/Lightning Inspection

(Figure 607)

A. General

(1) This procedure is a scheduled maintenance task.

(2) Do not remove sealant when you do this task.

(3) Do not remove system LRUs when you do this task.

B. References

Reference	Title
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
190	Subzone - Wing-to-Body Fairing

D. Access Panels

Number	Name/Location
192CL	Air Conditioning Access Door
192CR	Air Conditioning Access Door

E. Prepare for the Procedure

SUBTASK 05-55-08-010-007

(1) Open these access panels:

Number	Name/Location
192CL	Air Conditioning Access Door
192CR	Air Conditioning Access Door

F. Procedure

SUBTASK 05-55-08-210-007

(1) Do a visual inspection of the bond straps shown in the illustration, (Figure 607).

(a) Inspect the bond strap in accordance with criteria specified in (SWPM 20-20-00).

NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.

SUBTASK 05-55-08-410-012

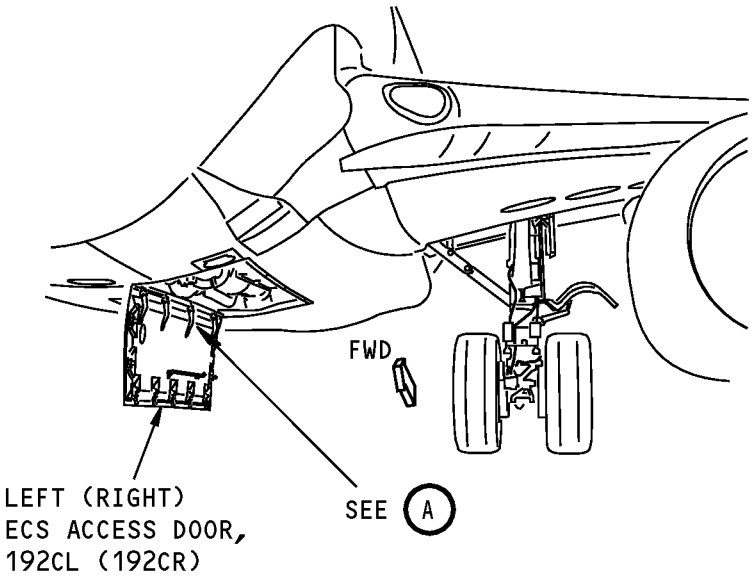
(2) Return the airplane to normal.

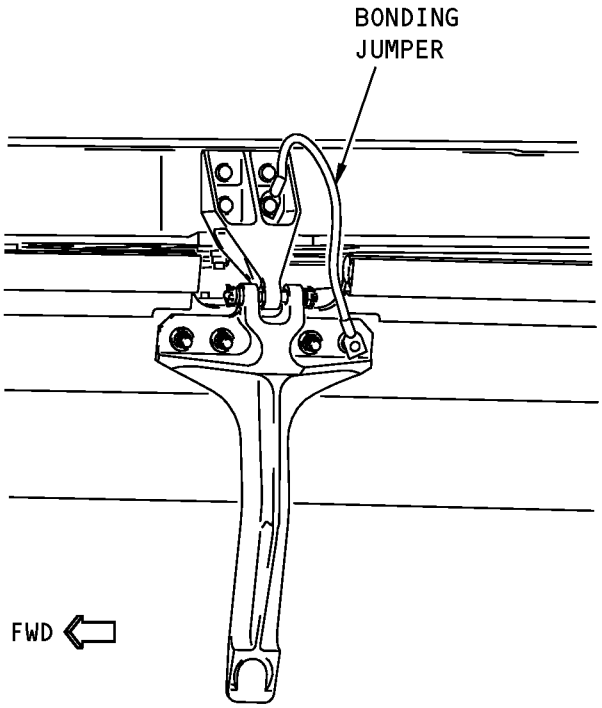
SUBTASK 05-55-08-410-013

(3) Install these access panels:

Number	Name/Location
192CL	Air Conditioning Access Door
192CR	Air Conditioning Access Door

END OF TASK





AIR CONDITIONING PACK
COMPARTMENT DOOR HINGE
(EXAMPLE)

A

High Intensity Radiated Fields (HIRF) Inspection (Air Conditioning Pack Compartment Door Bonding Straps)
Figure 607/05-55-08-990-810

TASK 05-55-08-200-808

9. Main Landing Gear Door Bonding Straps HIRF/Lightning Inspection

(Figure 608)

A. General

(1) This procedure is a scheduled maintenance task.

(2) Do not remove sealant when you do this task.

(3) Do not remove system LRUs when you do this task.

B. References

Reference	Title
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
133	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Left
134	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Right
731	Left Main Landing Gear - Outboard Door
732	Left Main Landing Gear - Center Door
733	Left Main Landing Gear - Inboard Door
734	Left Main Landing Gear
741	Right Main Landing Gear - Outboard Door
742	Right Main Landing Gear - Center Door
743	Right Main Landing Gear - Inboard Door
744	Right Main Landing Gear

D. Prepare for the Procedure

SUBTASK 05-55-08-480-003

WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) If the downlock pins are not installed on all the landing gear, do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801.

SUBTASK 05-55-08-480-004

(2) Put chocks around the tires of all the landing gear.

E. Procedure

SUBTASK 05-55-08-210-008

(1) Do a visual inspection of the bond straps shown in the illustration, (Figure 608).

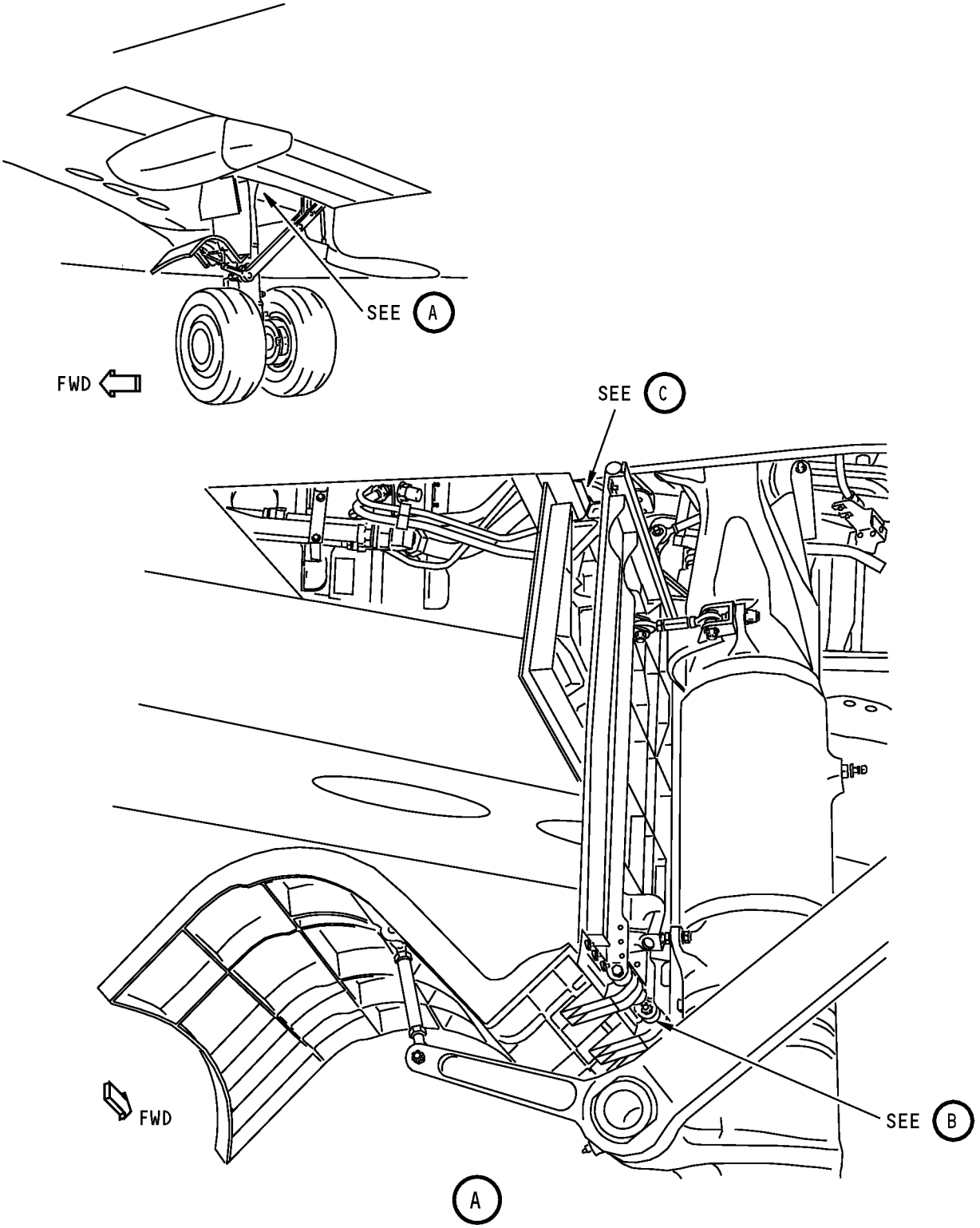
(a) Inspect the bond strap in accordance with criteria specified in (SWPM 20-20-00).

NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task.

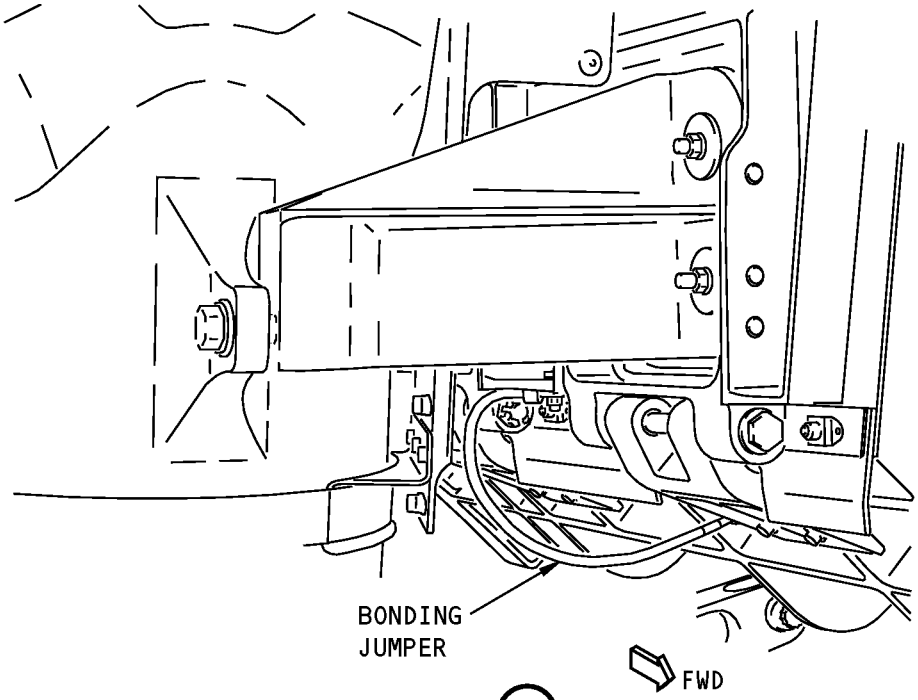
SUBTASK 05-55-08-410-014

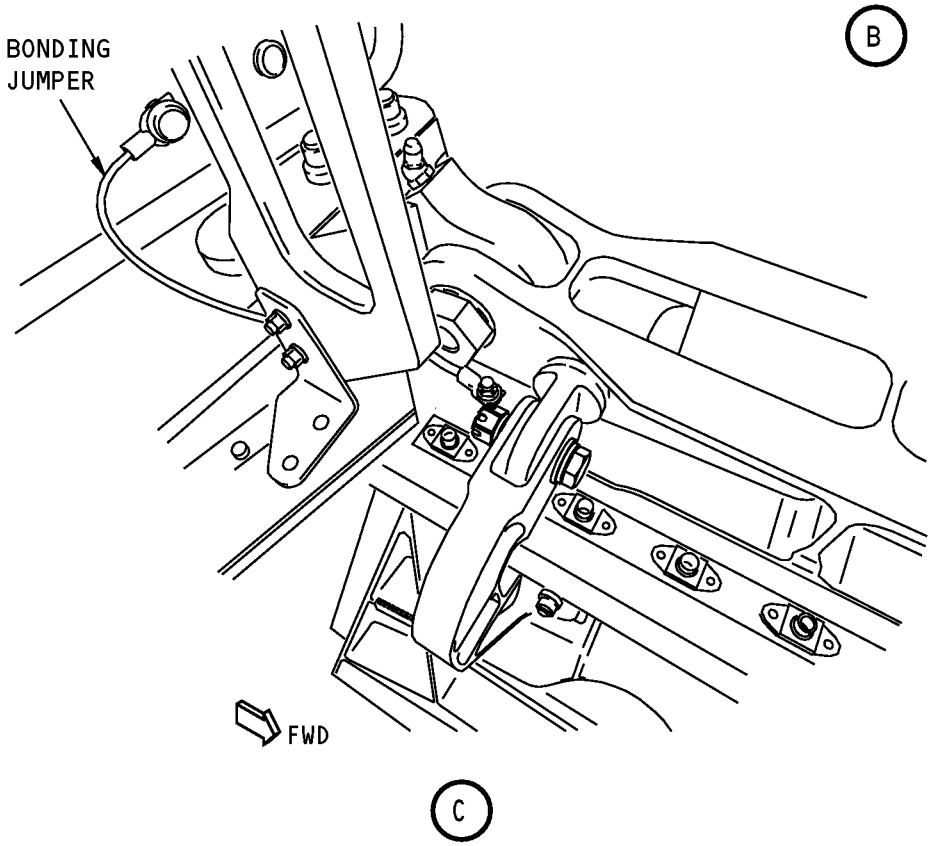
(2) Return the airplane to normal.

END OF TASK



High Intensity Radiated Fields (HIRF) Inspection (Main Landing Gear Door Bonding Straps)
Figure 608 (Sheet 1 of 2)/05-55-08-990-809





High Intensity Radiated Fields (HIRF) Inspection (Main Landing Gear Door Bonding Straps)
Figure 608 (Sheet 2 of 2)/05-55-08-990-809

HIRF/LIGHTNING - ENGINE WIRING HARNESSES - INSPECTION/CHECK

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure has four tasks:

(1) General Visual inspection of the engine wiring harnesses, with the cowls open.

(2) Detailed Visual inspection of the engine wiring harnesses, with the cowls open.

(3) HIRF/Lightning Detailed Visual Inspection of the connectors in the Thrust Reverser for the Left Engine.

(4) HIRF/Lightning Detailed Visual Inspection of the connectors in the Thrust Reverser for the Right Engine.

TASK 05-55-10-200-801

2. Engine Wiring Harness HIRF/Lightning General Visual Inspection

(Figure 601, Figure 602, Figure 603, Figure 604, Figure 605, Figure 606, Figure 607, Figure 608, Figure 609, Figure 610, Figure 611, Figure 612)

A. General

(1) This procedure is a scheduled maintenance task.

(2) Do not remove sealant when you do this task.

(3) Do not disassemble connectors when you do this task.

(4) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)

C. Location Zones

Zone	Area
413	Engine 1 - Fan Cowl, Left
414	Engine 1 - Fan Cowl, Right
415	Engine 1 - Thrust Reverser, Left
416	Engine 1 - Thrust Reverser, Right
423	Engine 2 - Fan Cowl, Left
424	Engine 2 - Fan Cowl, Right
425	Engine 2 - Thrust Reverser, Left
426	Engine 2 - Thrust Reverser, Right

D. Prepare for the Procedure

SUBTASK 05-55-10-040-005

WARNING: DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSERS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 05-55-10-040-006

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-10-040-007

(3) Do this task: Open the Fan Cowl Panels, TASK 71-11-02-010-801-F00.

SUBTASK 05-55-10-040-008

(4) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

E. Procedure

SUBTASK 05-55-10-210-001

(1) Do a General Visual inspection of the wire harnesses and cables shown in (Table 601) for the applicable engine.

(a) Make sure the connectors are tight.

NOTE: Do not loosen or disconnect the connectors.

1) Make sure back shells are hand tight.

2) Make sure coupling rings are engaged at their detent.

a) If there is lockwire on the coupling ring, make sure it is not loose.

3) If locking tabs are used, make sure they are not broken or loose.

(b) Make sure there is no damage at the connector.

NOTE: If you notice any damage along the length of the wire bundle, make a note and do any repairs which are necessary after you complete this task.

(c) Make sure there is no corrosion at the connector.

(d) Make sure the shielding at the connector has not degraded due to obvious damage, failure or irregularity.

NOTE: If you notice any damage associated with the Engine/Airplane Interface cables, make a note and do any necesary repairs after you complete this task. With the exception of the wire bundles indicated in the table below, the Engine Harnesses are considered LRUs and should not be repaired.

Table 601/05-55-10-993-816

CABLE NUMBER	FIGURE NUMBER	FUNCTION	BUNDLE REPAIR REFERENCE	INTERCONNECTS
MW0301	601	ENGINE/AIR˜ PLANE INTERFACE	NOT APPLICABLE	EEC-J1, IGNITION EXCITER N1 SPEED SENSOR
MW0302	602	ENGINE/AIR˜ PLANE INTERFACE	NOT APPLICABLE	EEC-J2, IGNITION EXCITER

(Continued)

CABLE NUMBER	FIGURE NUMBER	FUNCTION	BUNDLE REPAIR REFERENCE	INTERCONNECTS
MW0303	603	ENGINE/AIR˜ PLANE INTERFACE	NOT APPLICABLE	EEC-J3
MW0304	604	ENGINE/AIR˜ PLANE INTERFACE	NOT APPLICABLE	EEC-J4
J5 HARNESS	605	ENGINE HARNESS	NOT APPLICABLE	EEC-J5, HMU, FUEL FLOWMETER, N2 SPEED SENSOR
J6 HARNESS	606	ENGINE HARNESS	NOT APPLICABLE	EEC-J6, HMU, OIL TEMP SENSOR, N2 SPEED SENSOR
J7 HARNESS	607	ENGINE HARNESS	NOT APPLICABLE	EEC-J7, N1 SPEED SENSOR, EEC ALTER-NATOR, OIL DIFF PRESS SWITCH, T12 SENSOR, OIL PRESS SENSOR
J8 HARNESS	608	ENGINE HARNESS	NOT APPLICABLE	EEC-J8, N1 SPEED SENSOR, EEC ALTER-NATOR, FUEL DIFF PRESS SWITCH, T12 SENSOR, OIL PRESSURE SENSOR, ELEC CHIP DETECTOR HARNESS (OPTIONAL)
J9 HARNESS	609	ENGINE HARNESS	NOT APPLICABLE	EEC-J9, CJ9 HARNESS, VSV ACTUATOR, HPTACC VALVE, LPTACC VALVE, T3 SENSOR, BURNER STAGING VALVE, TRANSIENT BLEED VALVE, VARIABLE BLEED VALVE ACTUATOR, PT25 SENSOR
CJ9 HARNESS	610	ENGINE HARNESS	AMM 73-21-06-300-801-F00	J9 HARNESS, EGT HARNESSES (SEC 1&2), TCC SENSOR, T5 SENSOR (OPTIONAL)

(Continued)

CABLE NUMBER	FIGURE NUMBER	FUNCTION	BUNDLE REPAIR REFERENCE	INTERCONNECTS
J10 HARNESS	611	ENGINE HARNESS	NOT APPLICABLE	EEC-J10, CJ10 HARNESS, VSV ACTUATOR, HPTACC VALVE, LPTACC VALVE, T3 SENSOR, BURNER STAGING VALVE, TRANSIENT BLEED VALVE, VARIABLE BLEED VALVE ACTUATOR, PT25 SENSOR
CJ10 HARNESS	612	ENGINE HARNESS	AMM 73-21-06-801-F00	J10 HARNESS, EGT HARNESSES (SEC 3&4)

SUBTASK 05-55-10-840-002

(2) Return the airplane to the original condition

(a) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00

(b) Do this task: Close the Fan Cowl Panels, TASK 71-11-02-410-801-F00

(c) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801

(d) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803

—————— END OF TASK ——————

TASK 05-55-10-220-801

3. Engine Wiring Harness HIRF/Lightning Detailed Visual Inspection

(Figure 601, Figure 602, Figure 603, Figure 604, Figure 605, Figure 606, Figure 607, Figure 608, Figure 609, Figure 610, Figure 611, Figure 612)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring and connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

(Continued)

Reference	Title
78-31-00-010-801-F00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-804-F00	Close the Thrust Reverser (Selection) (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
413	Engine 1 - Fan Cowl, Left
414	Engine 1 - Fan Cowl, Right
415	Engine 1 - Thrust Reverser, Left
416	Engine 1 - Thrust Reverser, Right
423	Engine 2 - Fan Cowl, Left
424	Engine 2 - Fan Cowl, Right
425	Engine 2 - Thrust Reverser, Left
426	Engine 2 - Thrust Reverser, Right

D. Prepare for the Procedure

SUBTASK 05-55-10-040-001

WARNING: DO THESE SPECIFIED TASKS IN THE CORRECT SEQUENCE BEFORE YOU OPEN THE THRUST REVERSERS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE AND OPEN THE FAN COWL PANELS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 05-55-10-040-002

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-10-040-003

(3) Do this task: Open the Fan Cowl Panels, TASK 71-11-02-010-801-F00.

SUBTASK 05-55-10-040-004

(4) Do this task: Open the Thrust Reverser (Selection), TASK 78-31-00-010-801-F00.

E. Procedure

SUBTASK 05-55-10-210-002

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 602) for the applicable engine.

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Make sure the strain relief at the end of the backshell is tight.

b) Make sure the shield pigtails are tight.

c) Make sure the shield grounding band is tight.

(b) Do a check of the wire bundle cables.

1) Make sure the wire bundle cables are not chafed, cut or worn.

(c) Replace or repair any damaged components or wiring found during this inspection (SWPM Chapter 20).

Table 602/05-55-10-993-817

CABLE NUMBER	FIGURE NUMBER	FUNCTION	INTERCONNECTS
MW0301	601	ENGINE/AIRPLANE INTERFACE	EEC-J1, IGNITION EXCITER N1 SPEED SENSOR
MW0302	602	ENGINE/AIRPLANE INTERFACE	EEC-J2, IGNITION EXCITER
MW0303	603	ENGINE/AIRPLANE INTERFACE	EEC-J3
MW0304	604	ENGINE/AIRPLANE INTERFACE	EEC-J4
J5 HARNESS	605	ENGINE HARNESS	EEC-J5, HMU, FUEL FLOWMETER, N2 SPEED SENSOR
J6 HARNESS	606	ENGINE HARNESS	EEC-J6, HMU, OIL TEMP SENSOR, N2 SPEED SENSOR
J7 HARNESS	607	ENGINE HARNESS	EEC-J7, N1 SPEED SENSOR, EEC ALTER- NATOR, OIL DIFF PRESS SWITCH, T12 SENSOR, OIL PRESS SENSOR
J8 HARNESS	608	ENGINE HARNESS	EEC-J8, N1 SPEED SENSOR, EEC ALTER- NATOR, FUEL DIFF PRESS SWITCH, T12 SENSOR, OIL PRESSURE SENSOR, ELEC CHIP DETECTOR HARNESS (OPTIONAL)
J9 HARNESS	609	ENGINE HARNESS	EEC-J9, CJ9 HARNESS, VSV ACTUATOR, HPTACC VALVE, LPTACC VALVE, T3 SENSOR, BURNER STAGING VALVE, TRANSIENT BLEED VALVE, VARIABLE BLEED VALVE ACTUATOR, PT25 SENSOR
CJ9 HARNESS	610	ENGINE HARNESS	J9 HARNESS, EGT HARNESSES (SEC 1&2), TCC SENSOR, T5 SENSOR (OPTIONAL)
J10 HARNESS	611	ENGINE HARNESS	EEC-J10, CJ10 HARNESS, VSV ACTUATOR, HPTACC VALVE, LPTACC VALVE, T3 SENSOR, BURNER STAGING VALVE, TRANSIENT BLEED VALVE, VARIABLE BLEED VALVE ACTUATOR, PT25 SENSOR
CJ10 HARNESS	612	ENGINE HARNESS	J10 HARNESS, EGT HARNESSES (SEC 3&4)

SUBTASK 05-55-10-840-001

(2) Return the airplane to the original condition

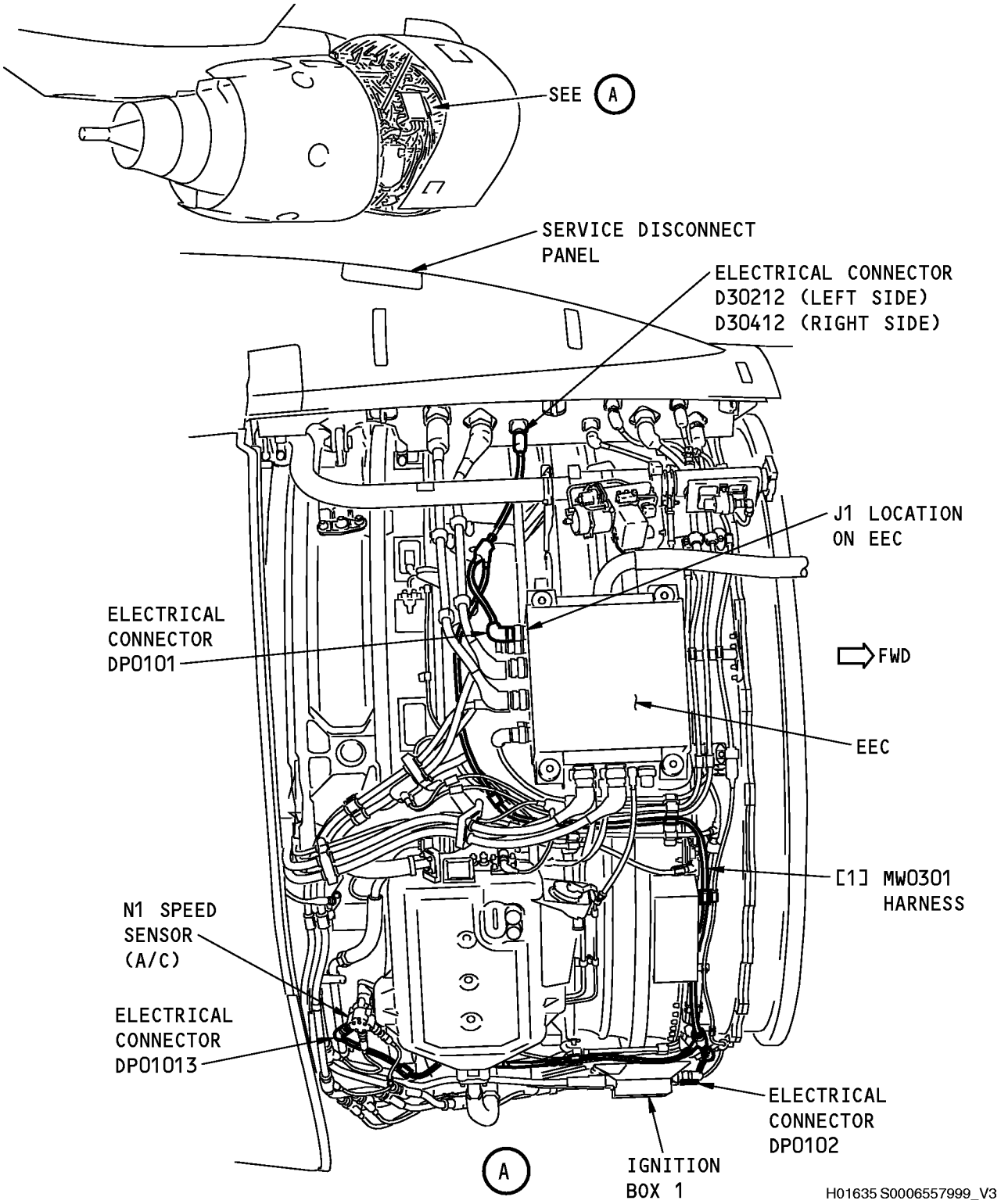
(a) Do this task: Close the Fan Cowl Panels, TASK 71-11-02-410-801-F00

(b) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-804-F00

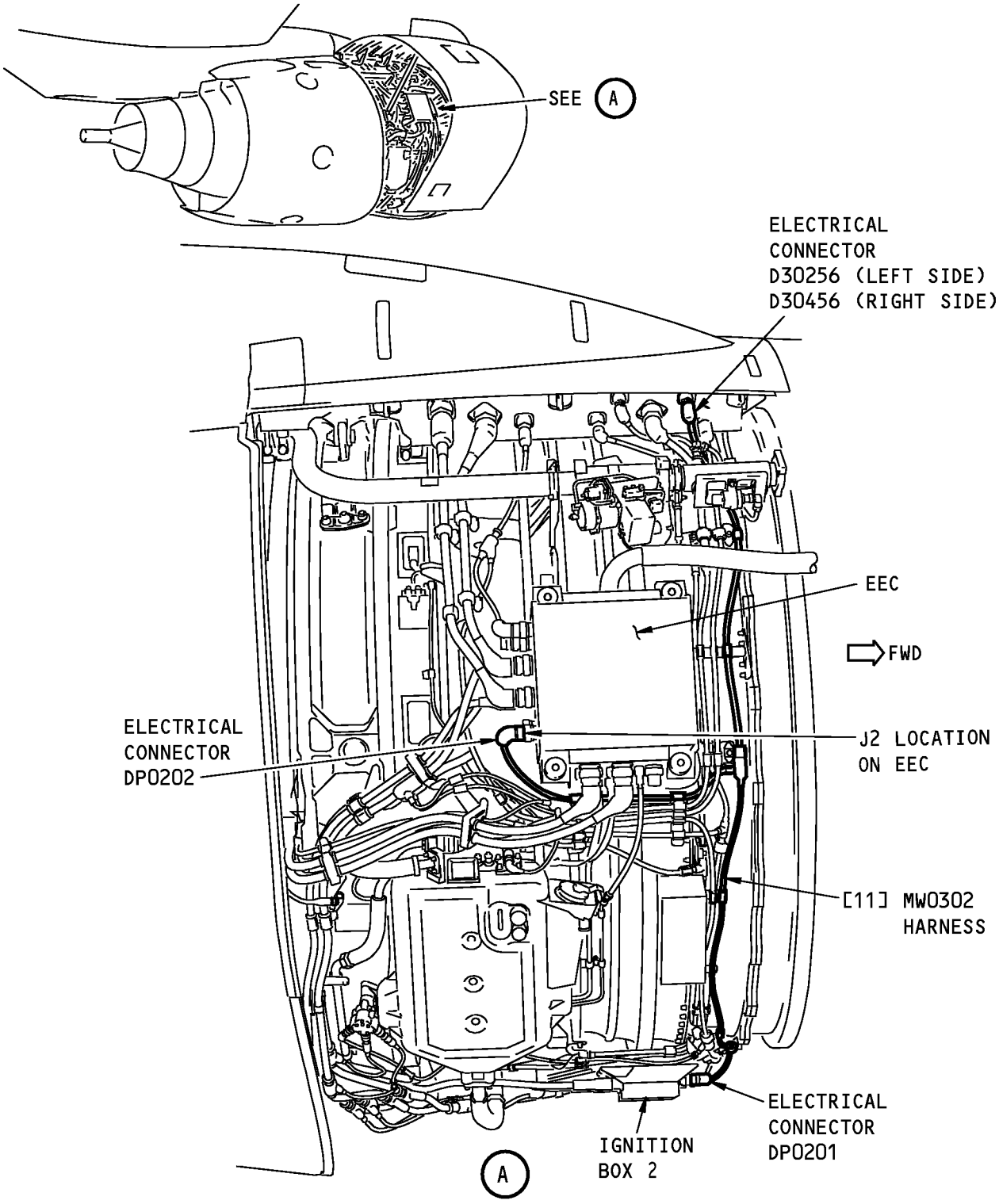
(c) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801

(d) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803

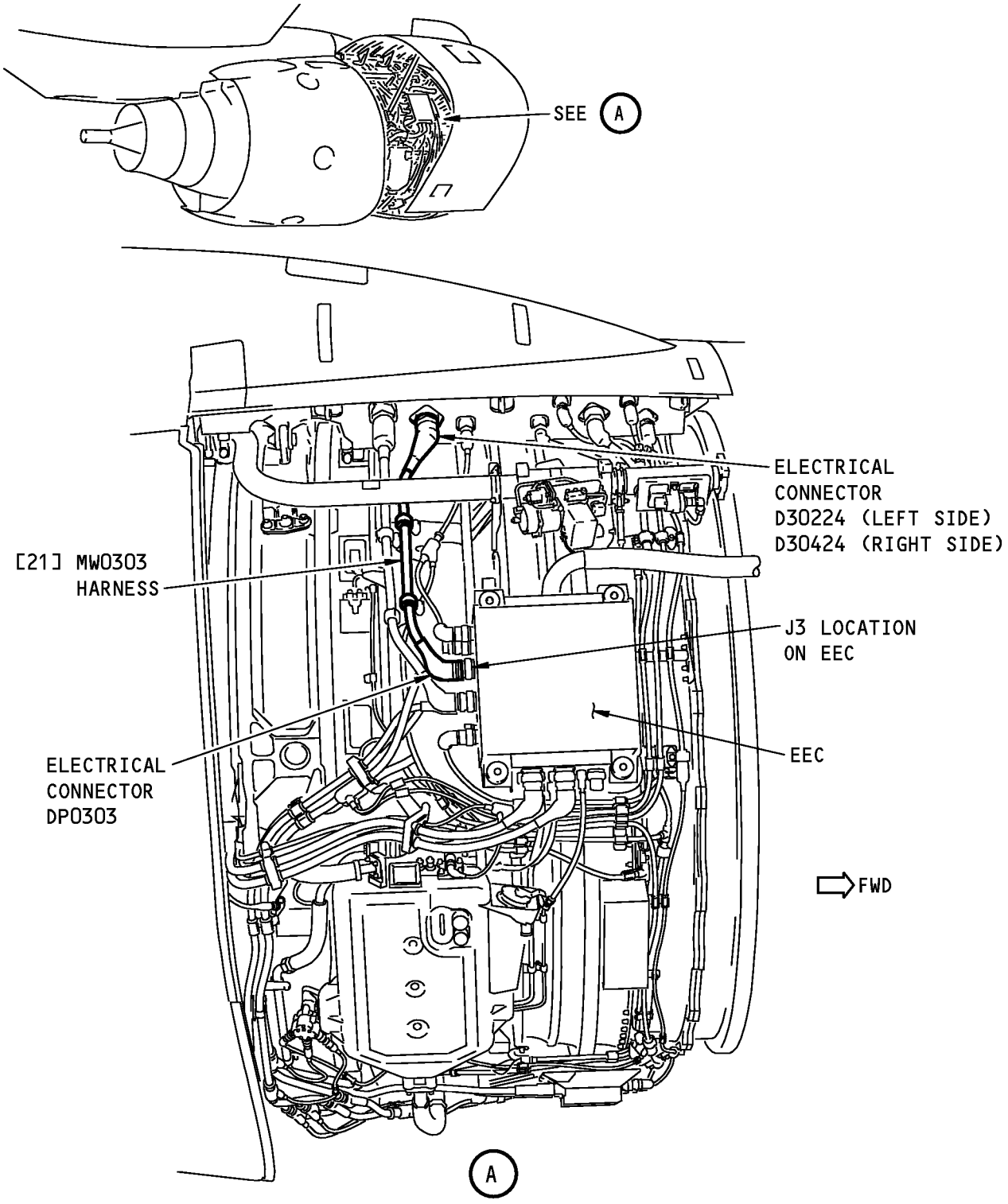
END OF TASK



High Intensity Radiated Fields (HIRF) Inspection (MW0301 Nacelle Wiring Harness)
Figure 601/05-55-10-990-801

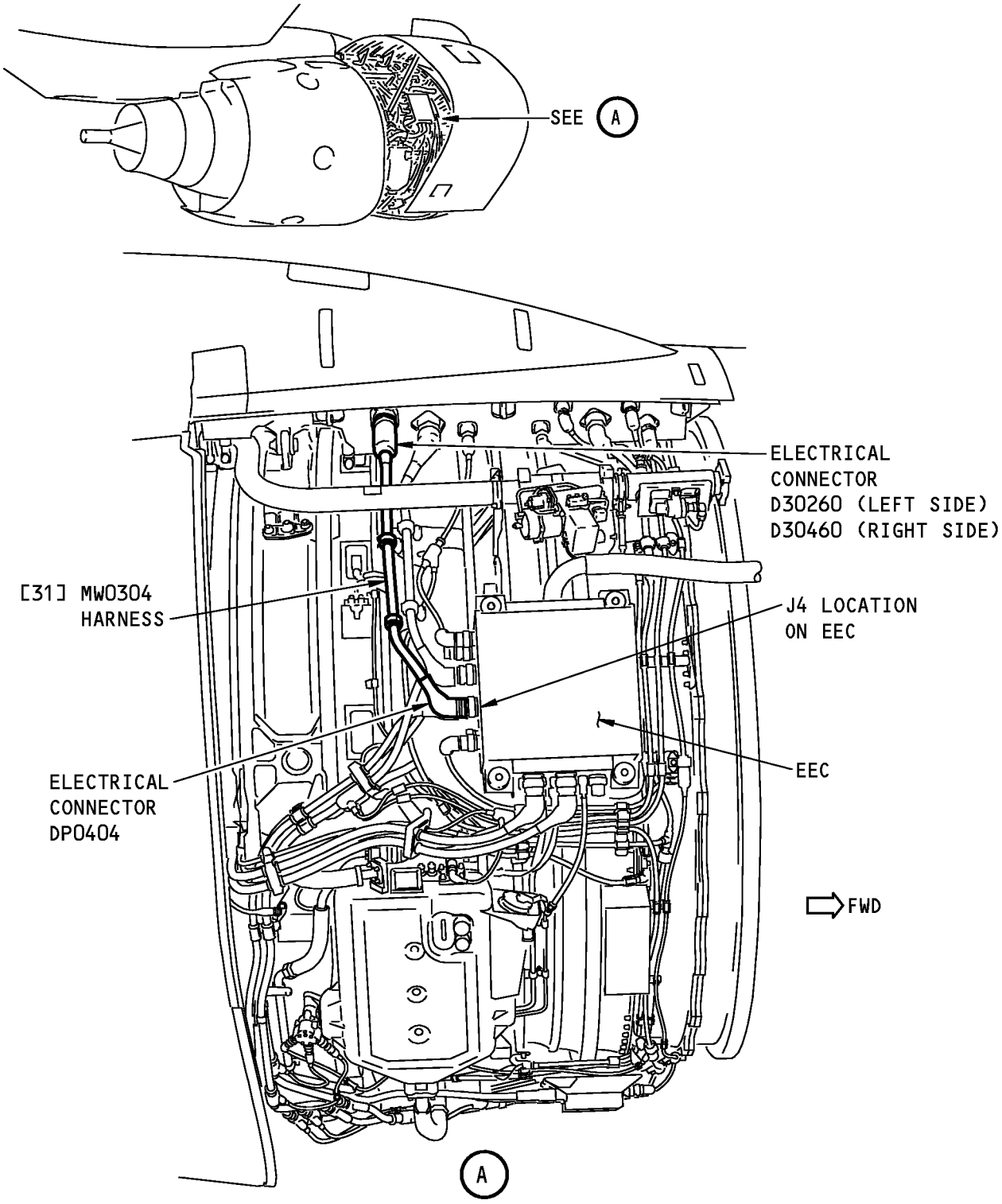


High Intensity Radiated Fields (HIRF) Inspection (MW0302 Nacelle Wiring Harness)
Figure 602/05-55-10-990-802



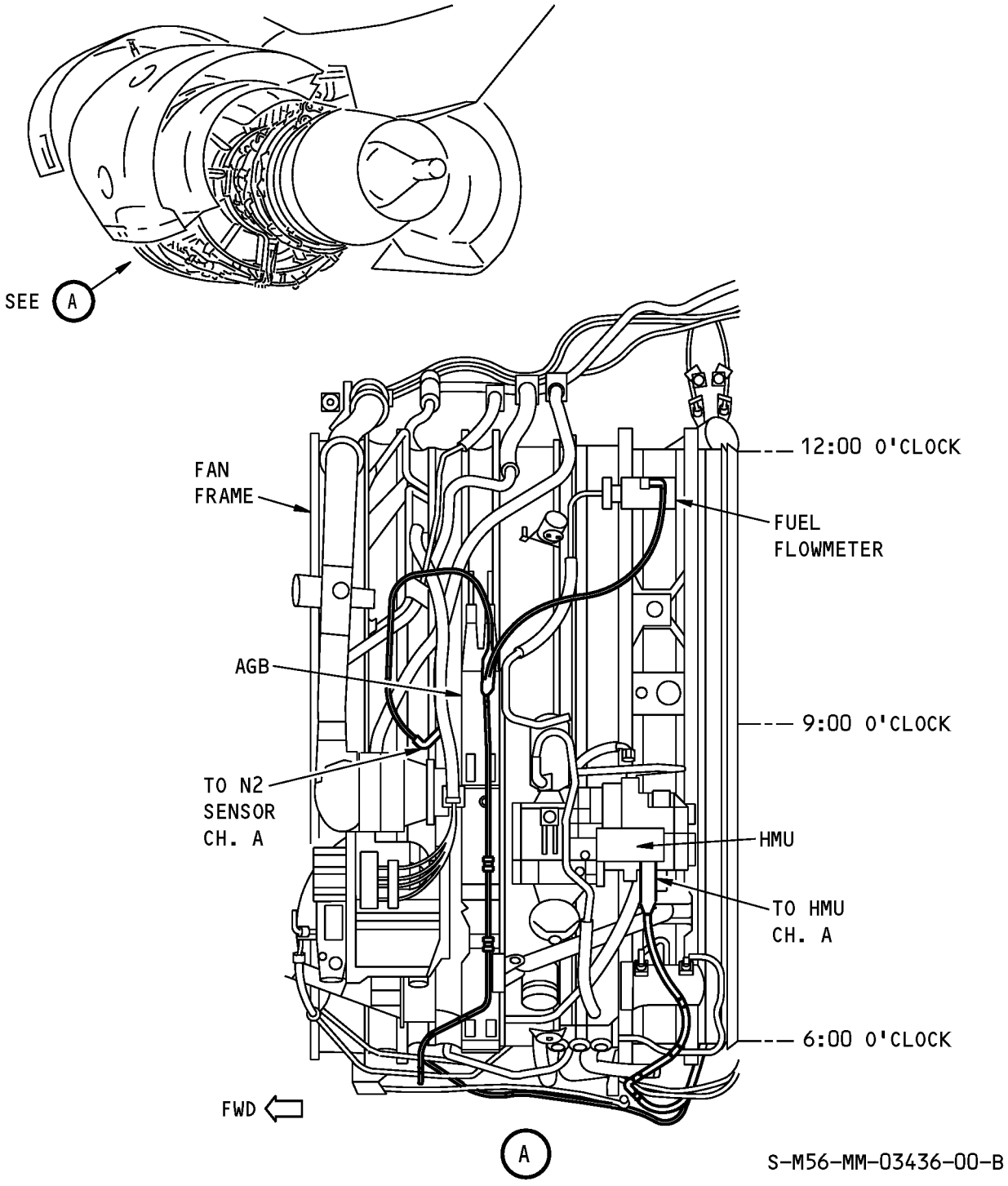
H01645 S0006558001_V3

High Intensity Radiated Fields (HIRF) Inspection (MW0303 Nacelle Wiring Harness)
Figure 603/05-55-10-990-803

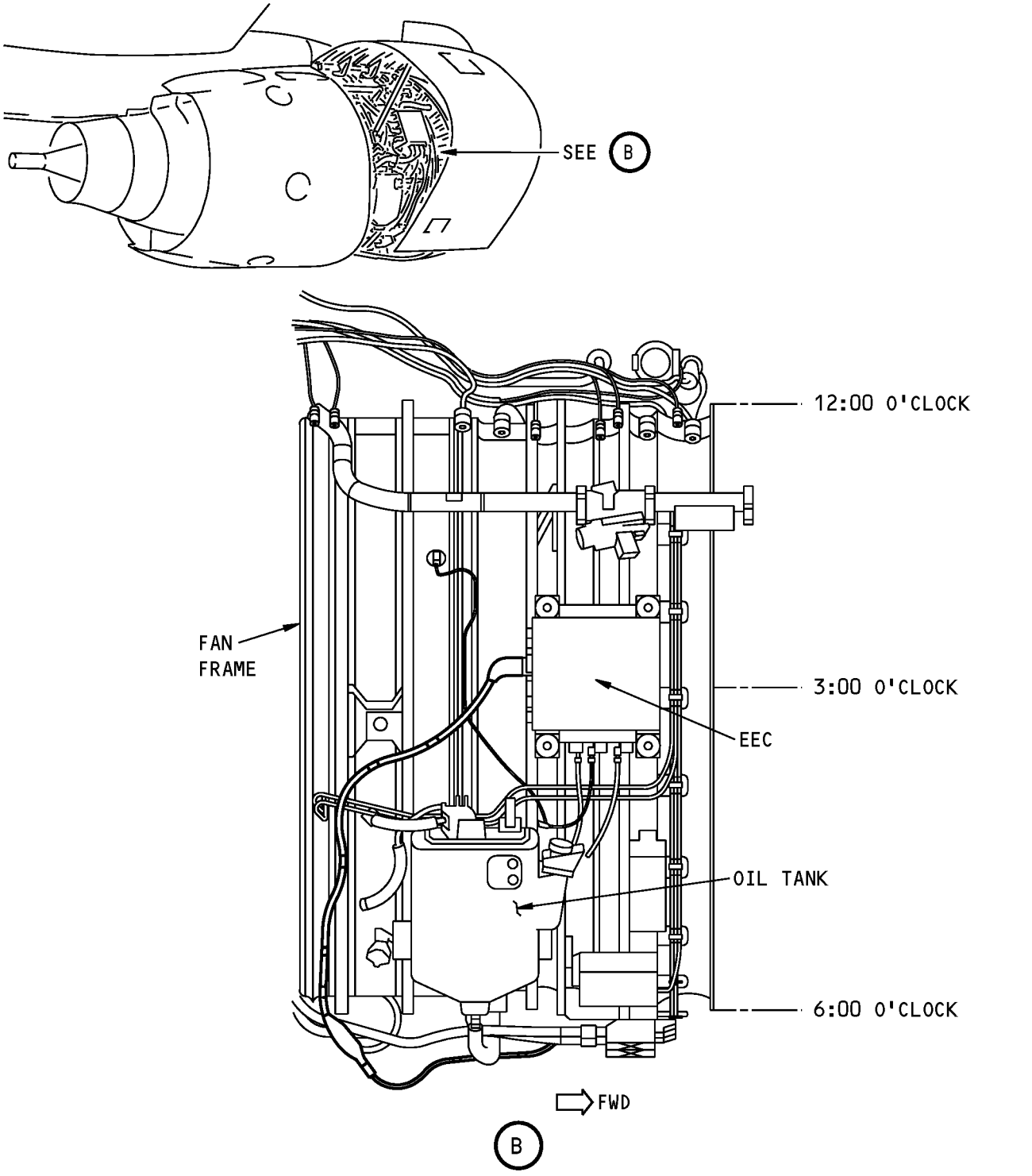


H01647 S0006558002_V3

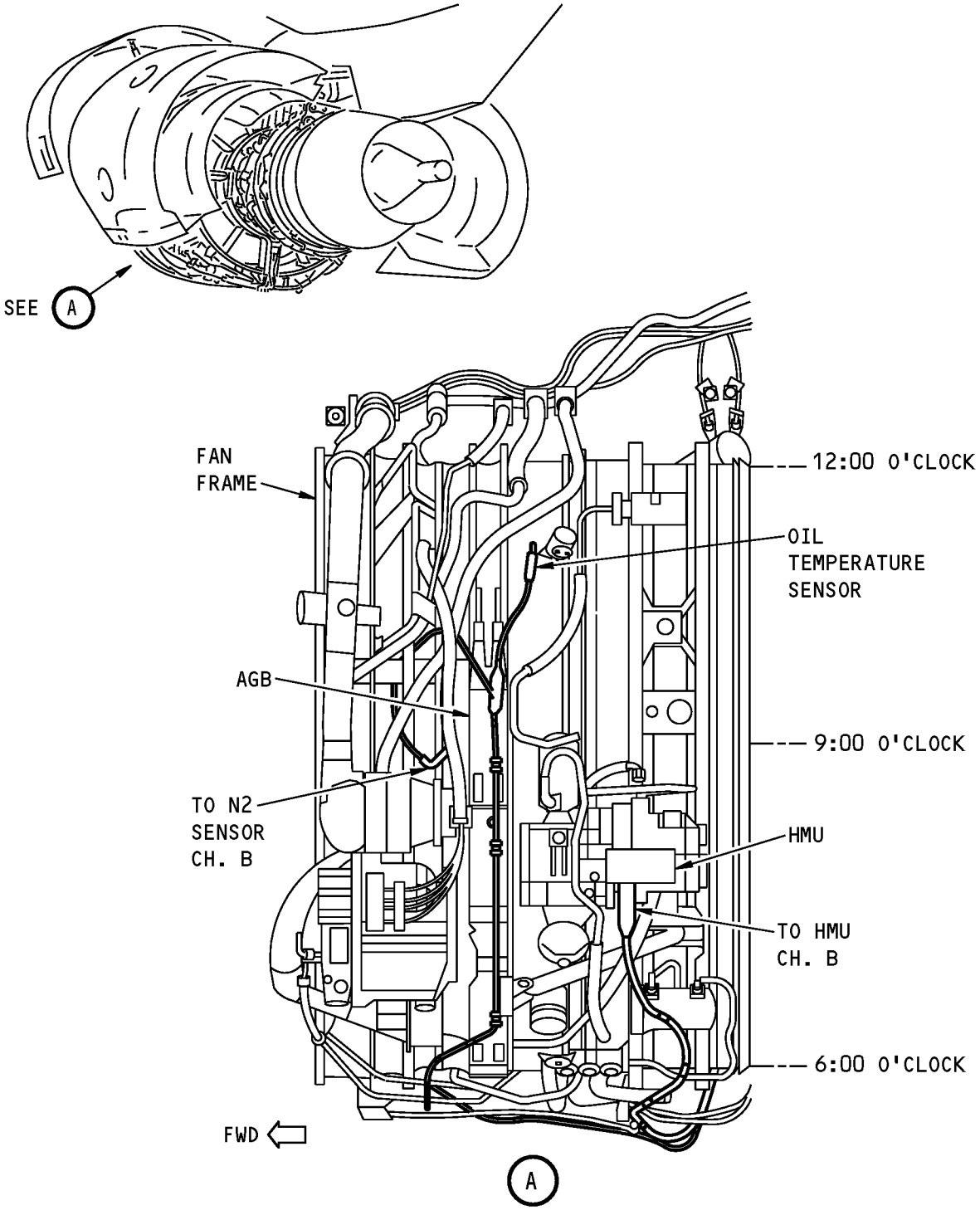
High Intensity Radiated Fields (HIRF) Inspection (MW0304 Nacelle Wiring Harness)
Figure 604/05-55-10-990-804



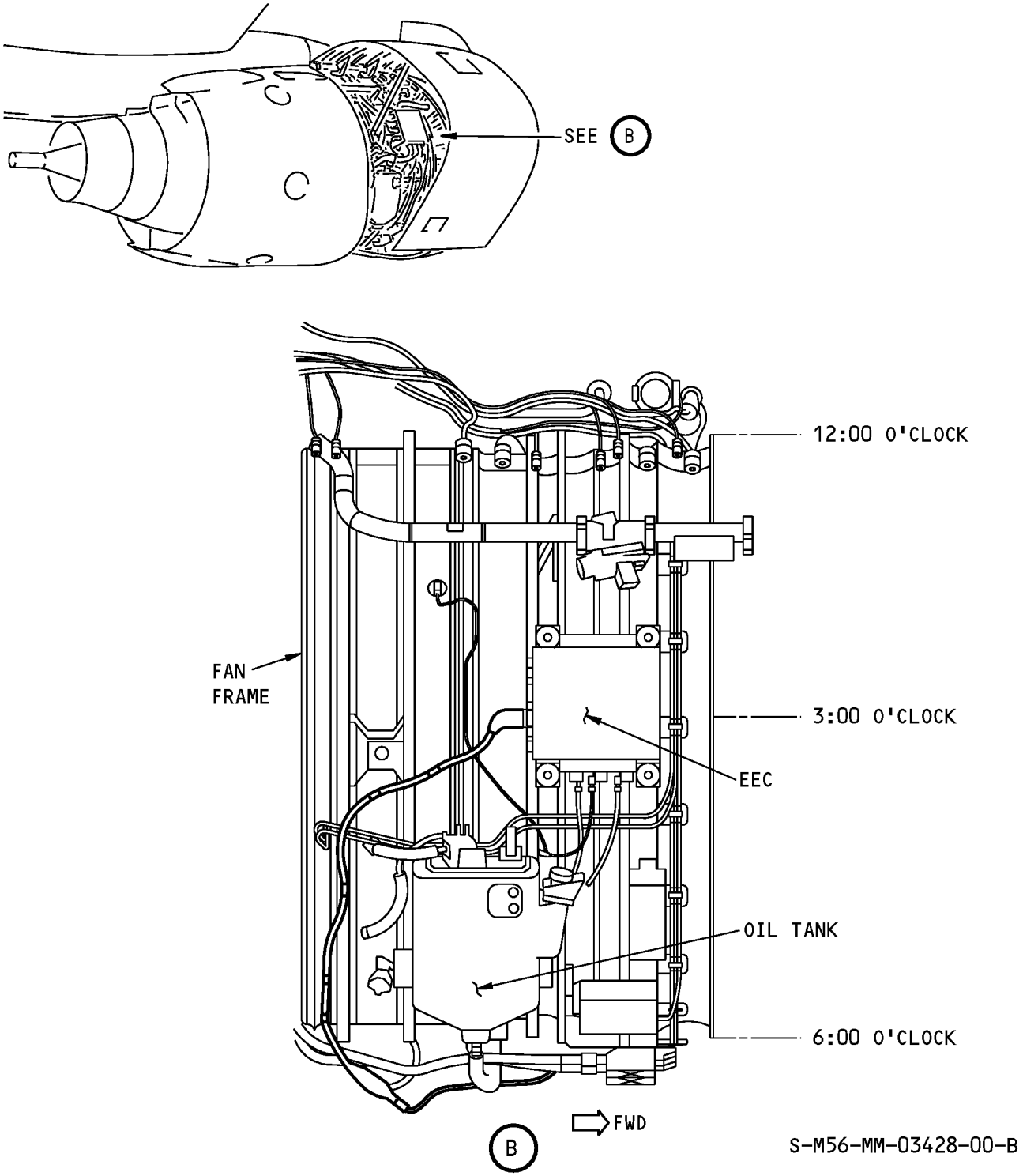
High Intensity Radiated Fields (HIRF) Inspection (J5 Harness)
Figure 605 (Sheet 1 of 2)/05-55-10-990-805



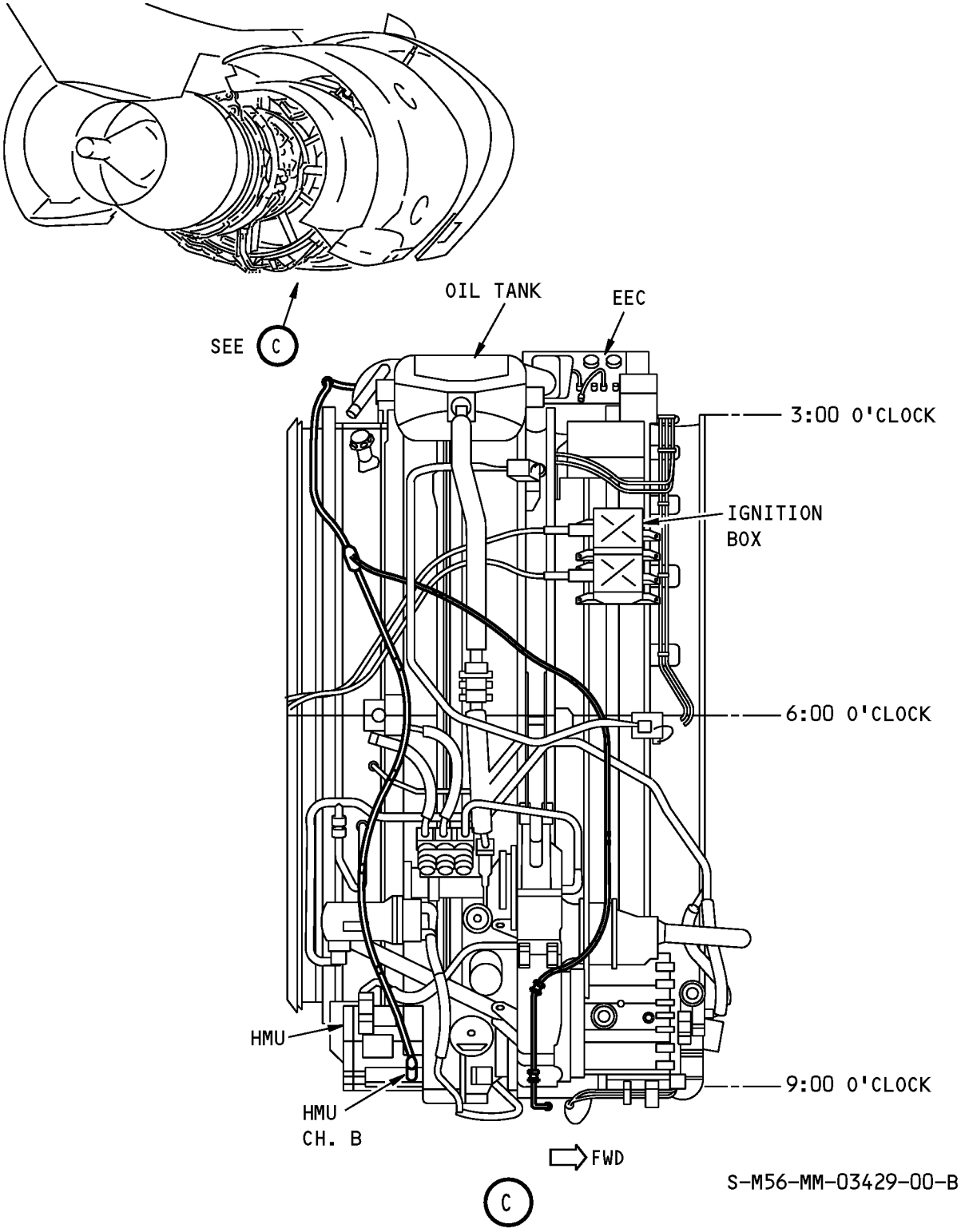
High Intensity Radiated Fields (HIRF) Inspection (J5 Harness)
Figure 605 (Sheet 2 of 2)/05-55-10-990-805



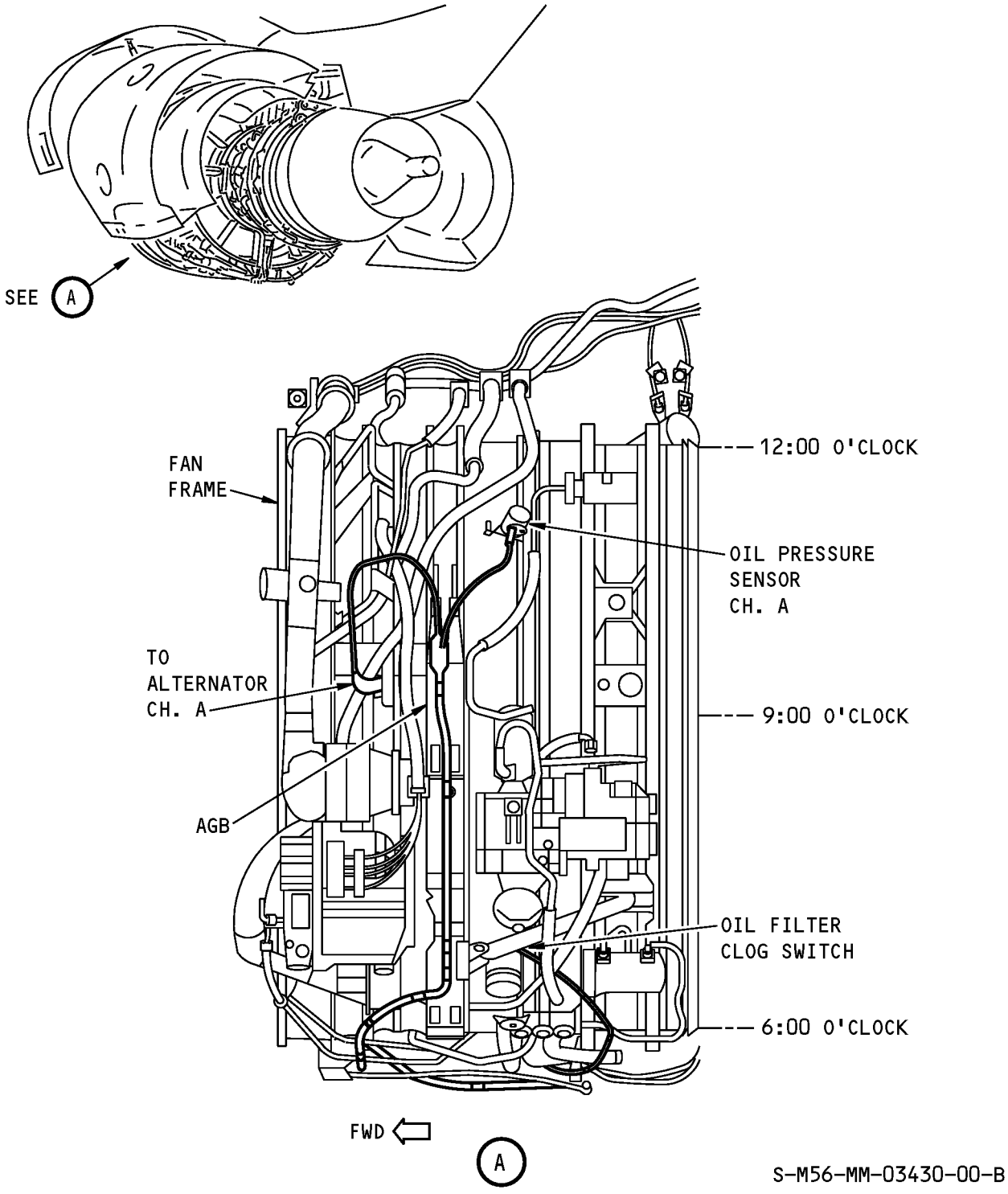
High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 606 (Sheet 1 of 3)/05-55-10-990-806



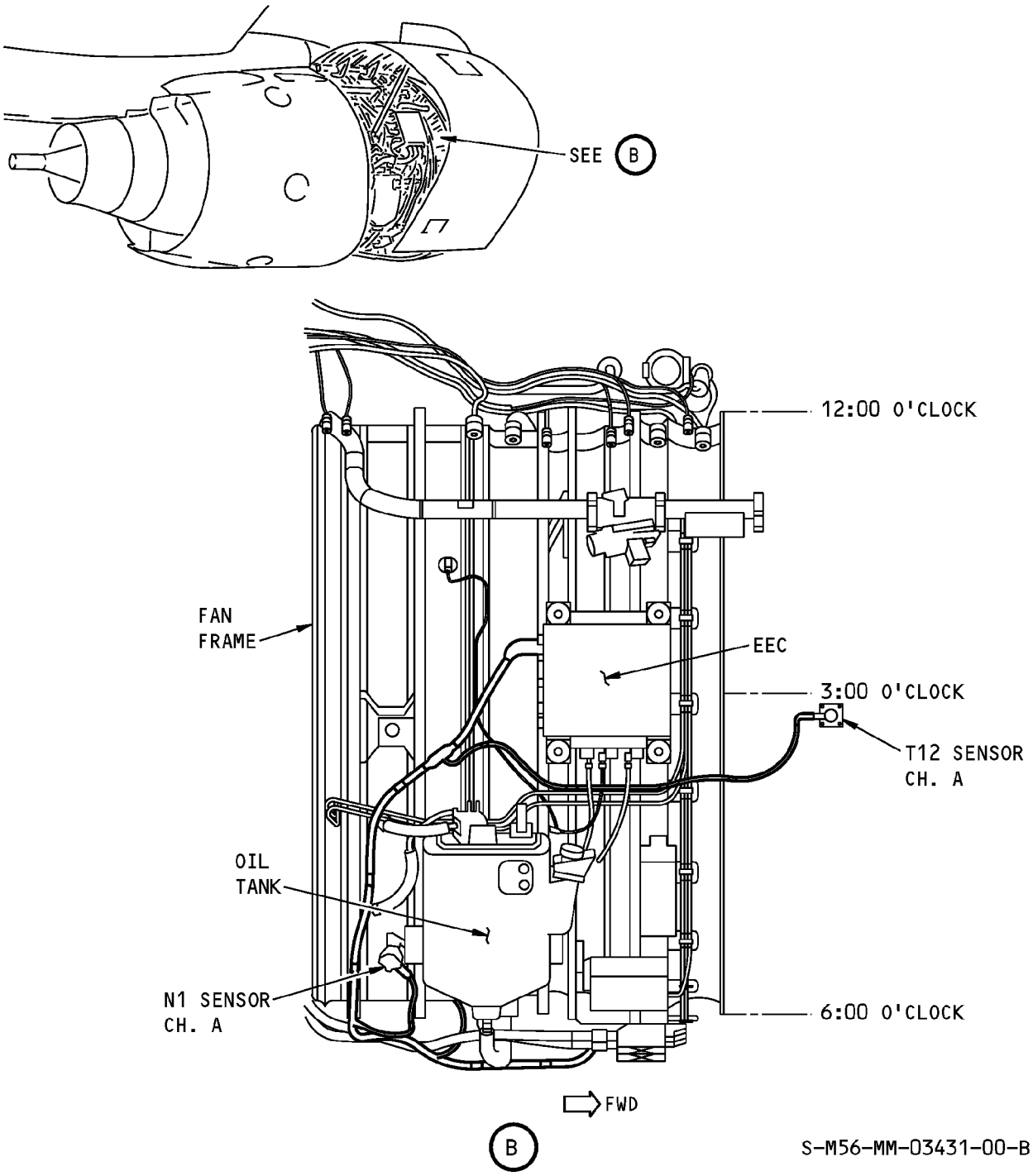
High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 606 (Sheet 2 of 3)/05-55-10-990-806



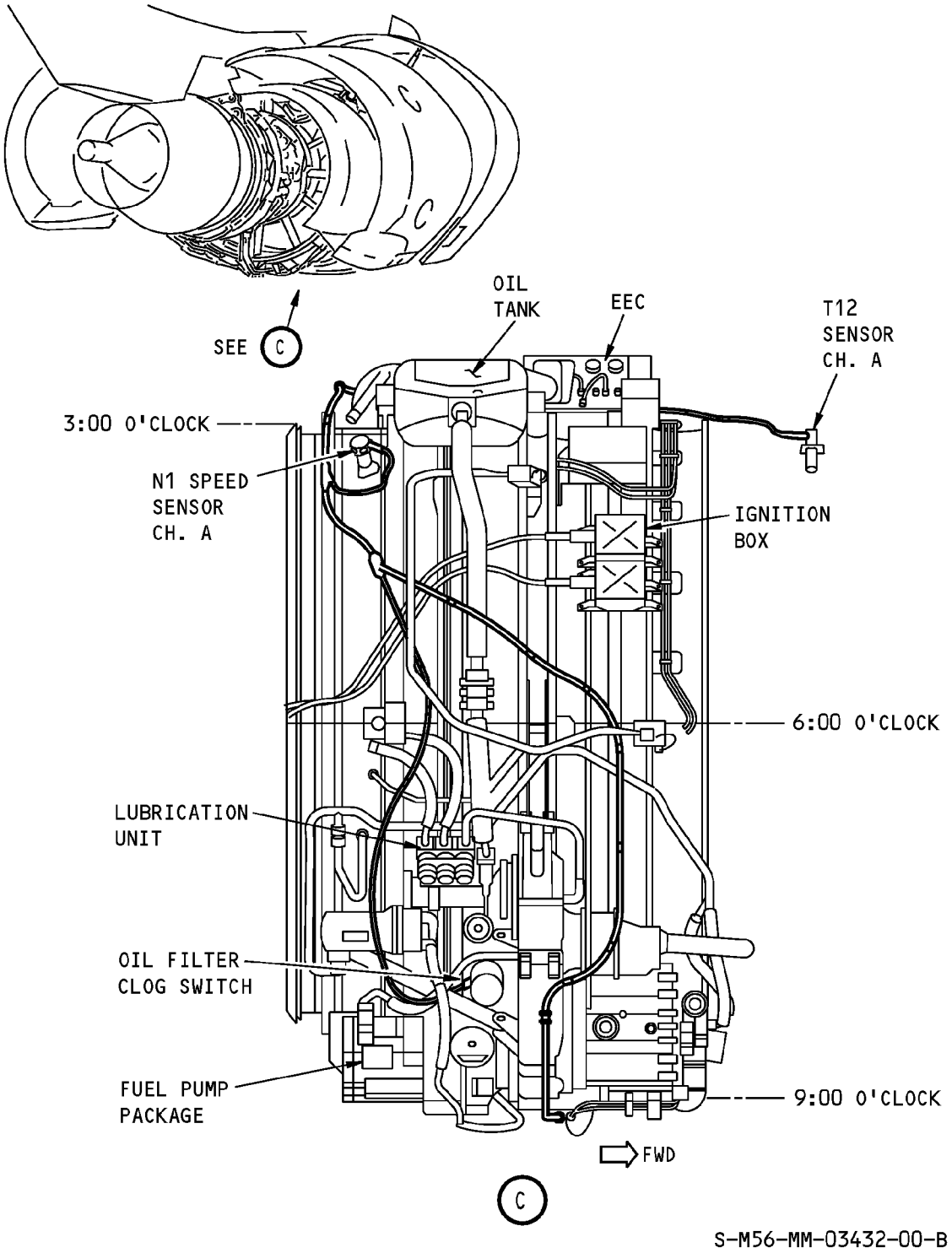
High Intensity Radiated Fields (HIRF) Inspection (J6 Harness)
Figure 606 (Sheet 3 of 3)/05-55-10-990-806



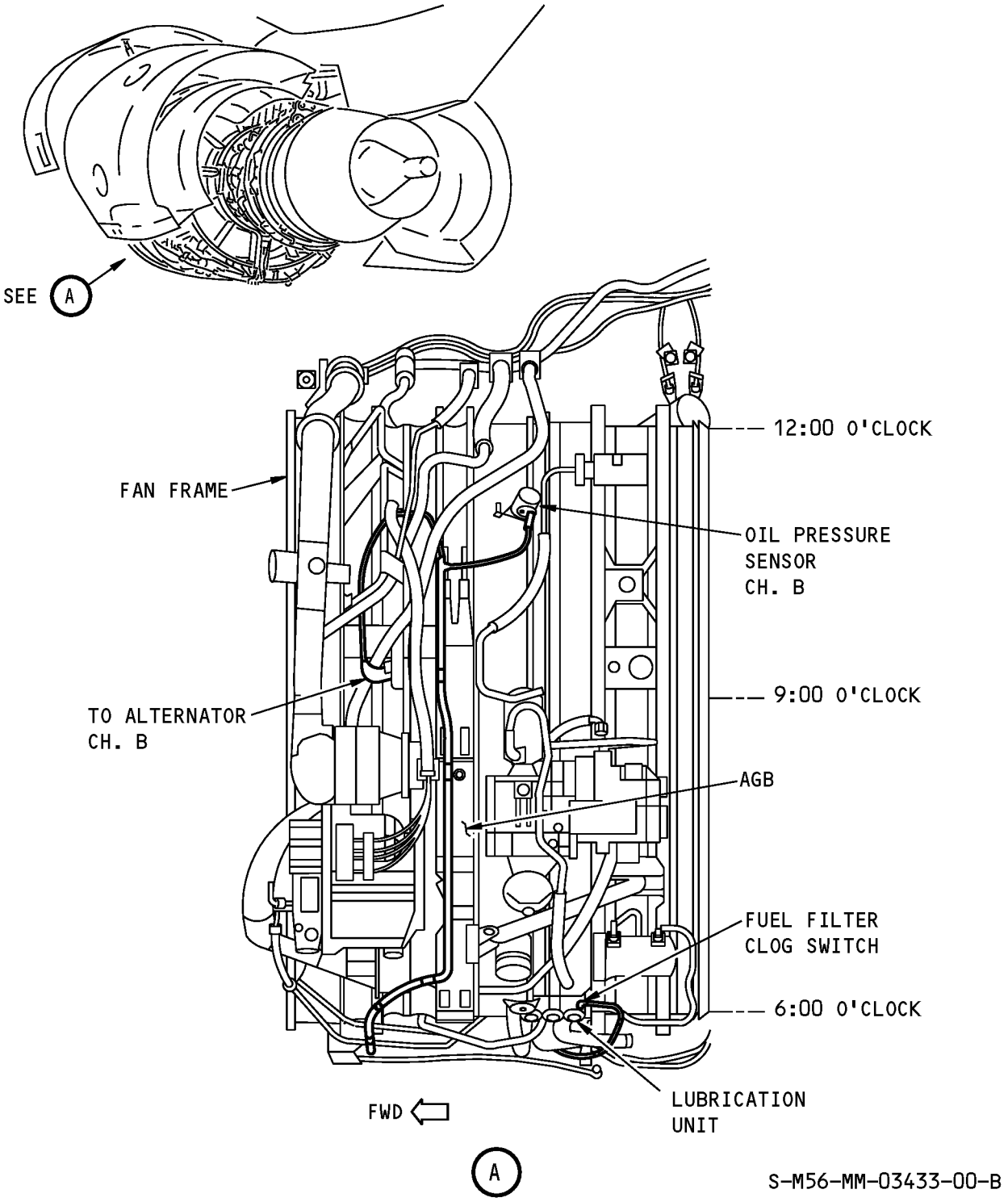
High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 607 (Sheet 1 of 3)/05-55-10-990-807



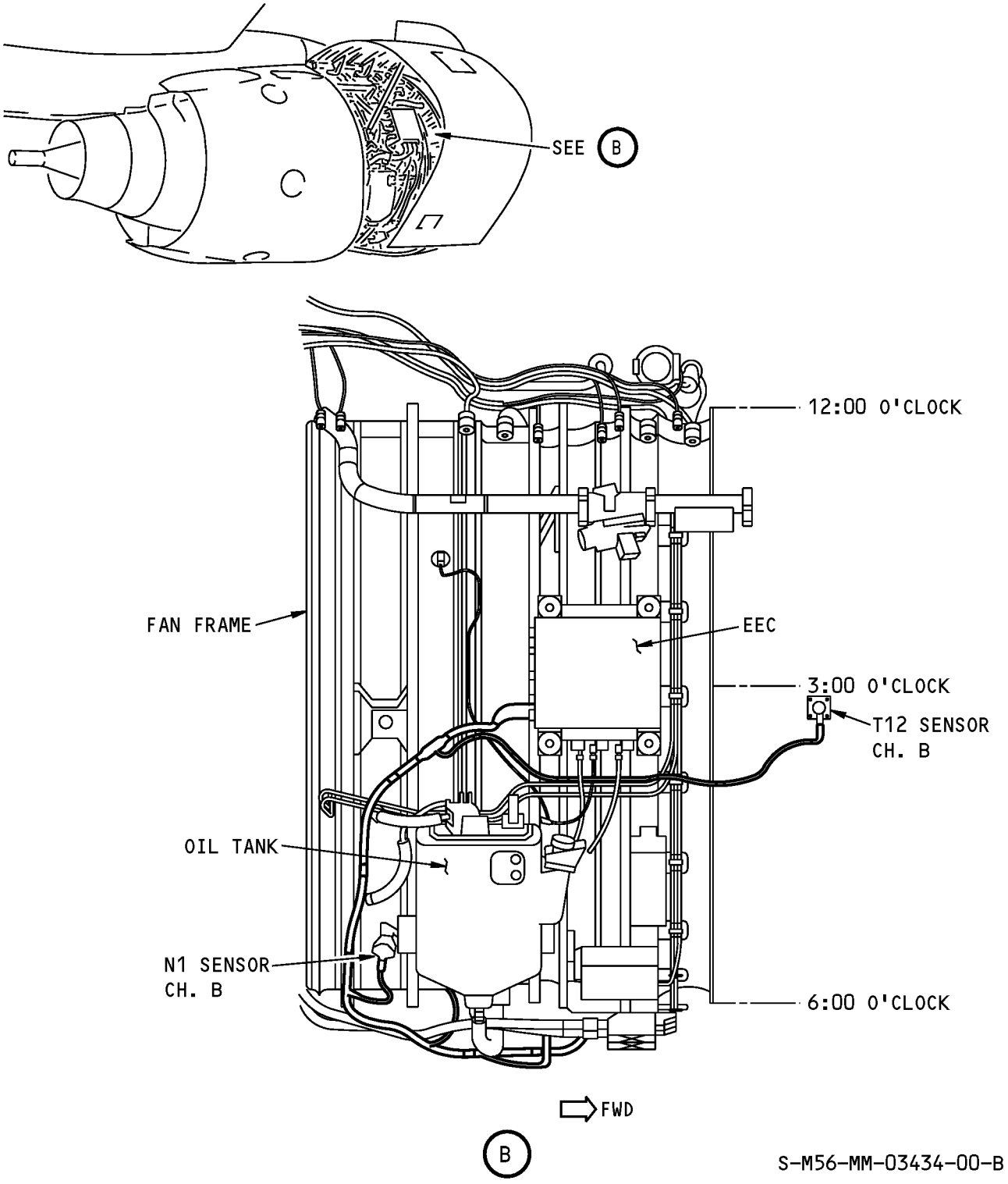
High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 607 (Sheet 2 of 3)/05-55-10-990-807



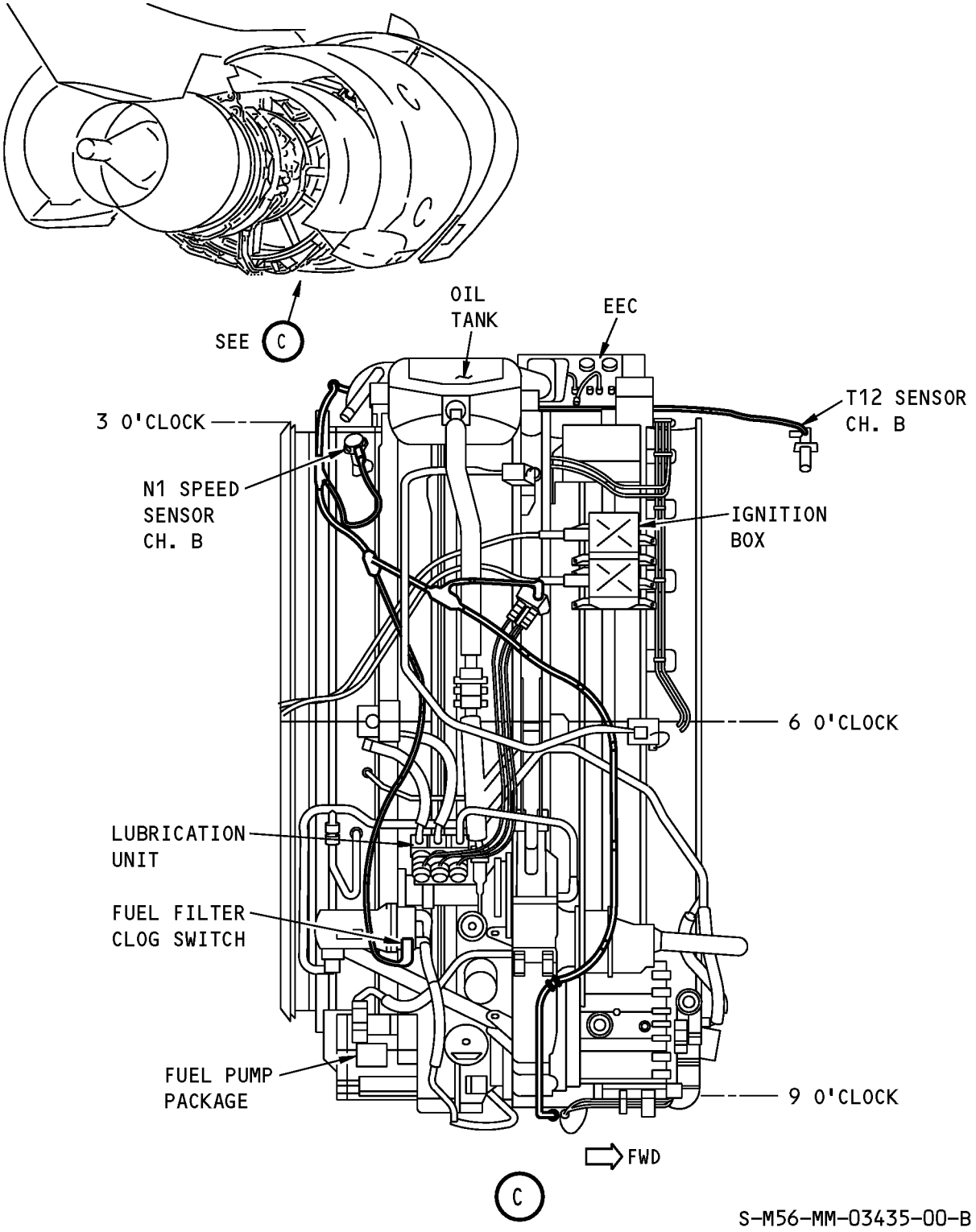
High Intensity Radiated Fields (HIRF) Inspection (J7 Harness)
Figure 607 (Sheet 3 of 3)/05-55-10-990-807



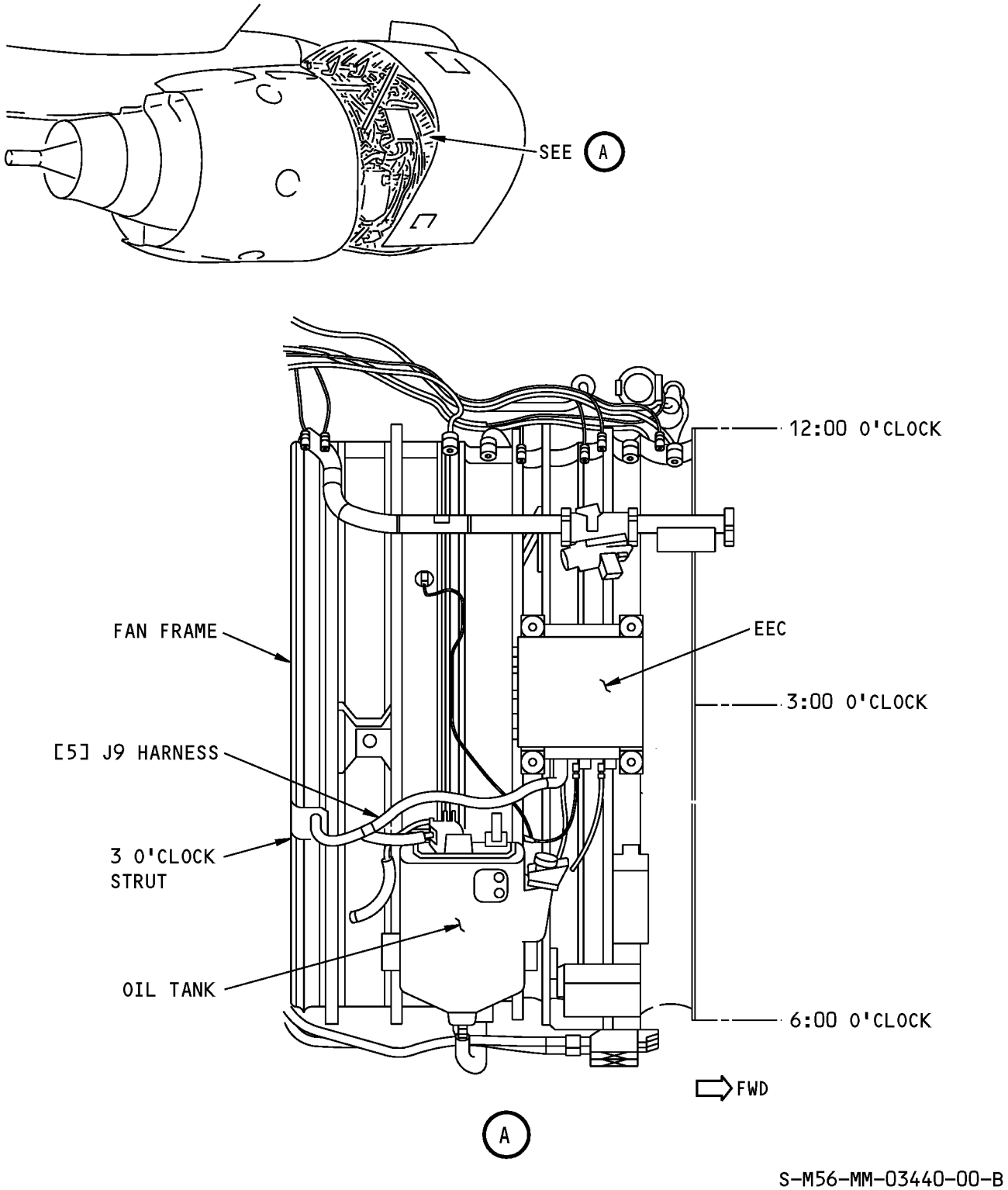
High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 608 (Sheet 1 of 3)/05-55-10-990-808



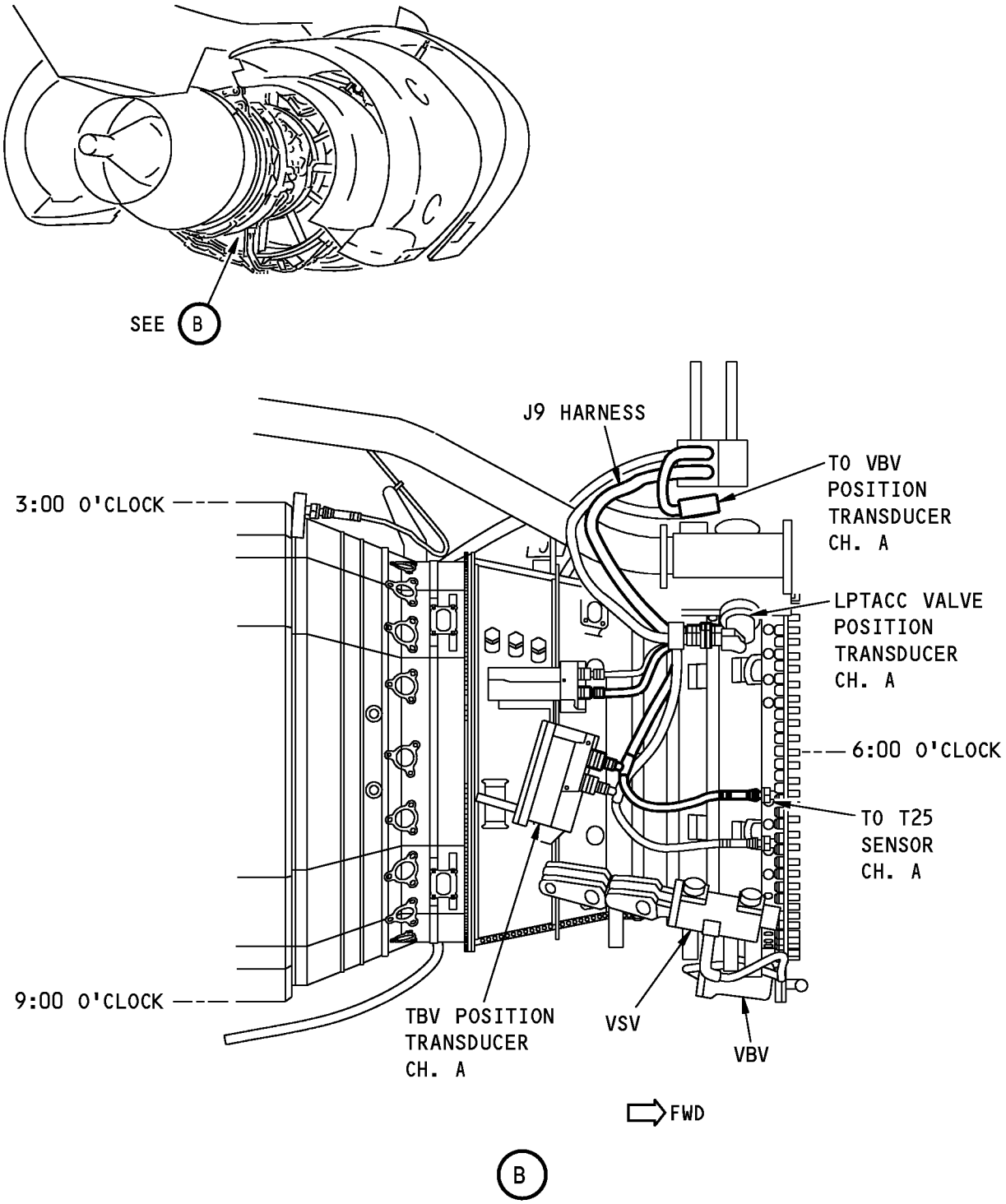
High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 608 (Sheet 2 of 3)/05-55-10-990-808



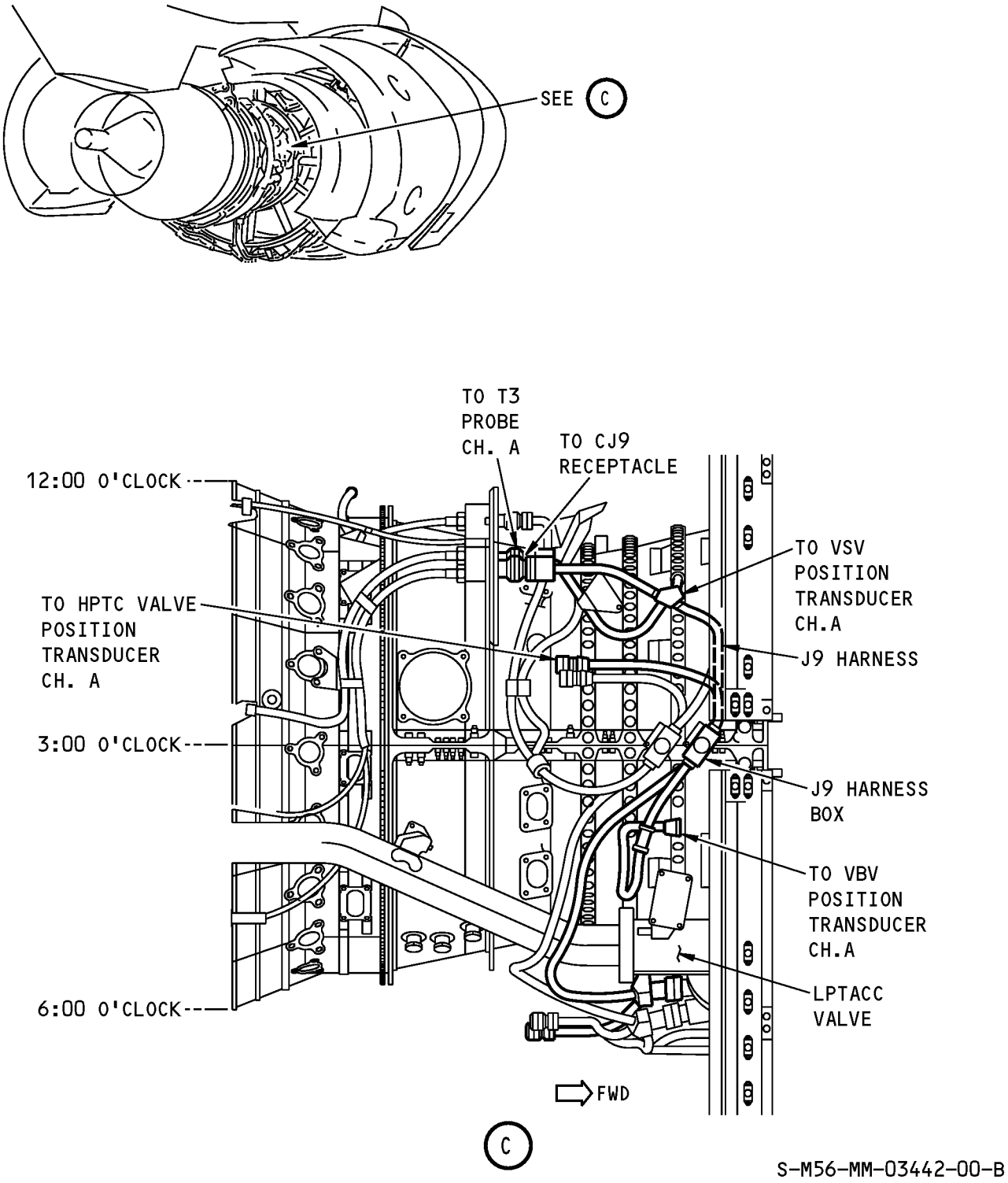
High Intensity Radiated Fields (HIRF) Inspection (J8 Harness)
Figure 608 (Sheet 3 of 3)/05-55-10-990-808



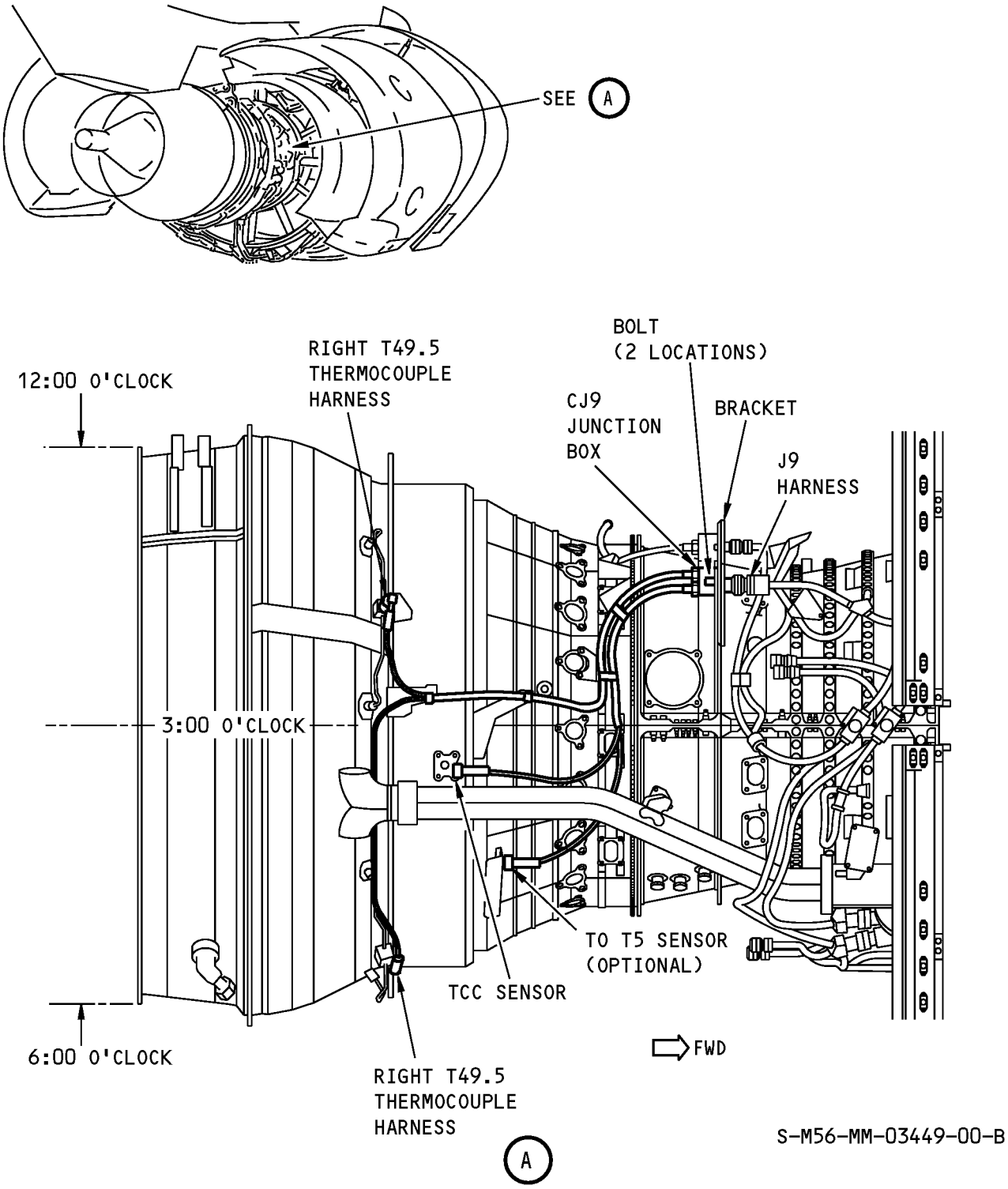
High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 609 (Sheet 1 of 3)/05-55-10-990-809



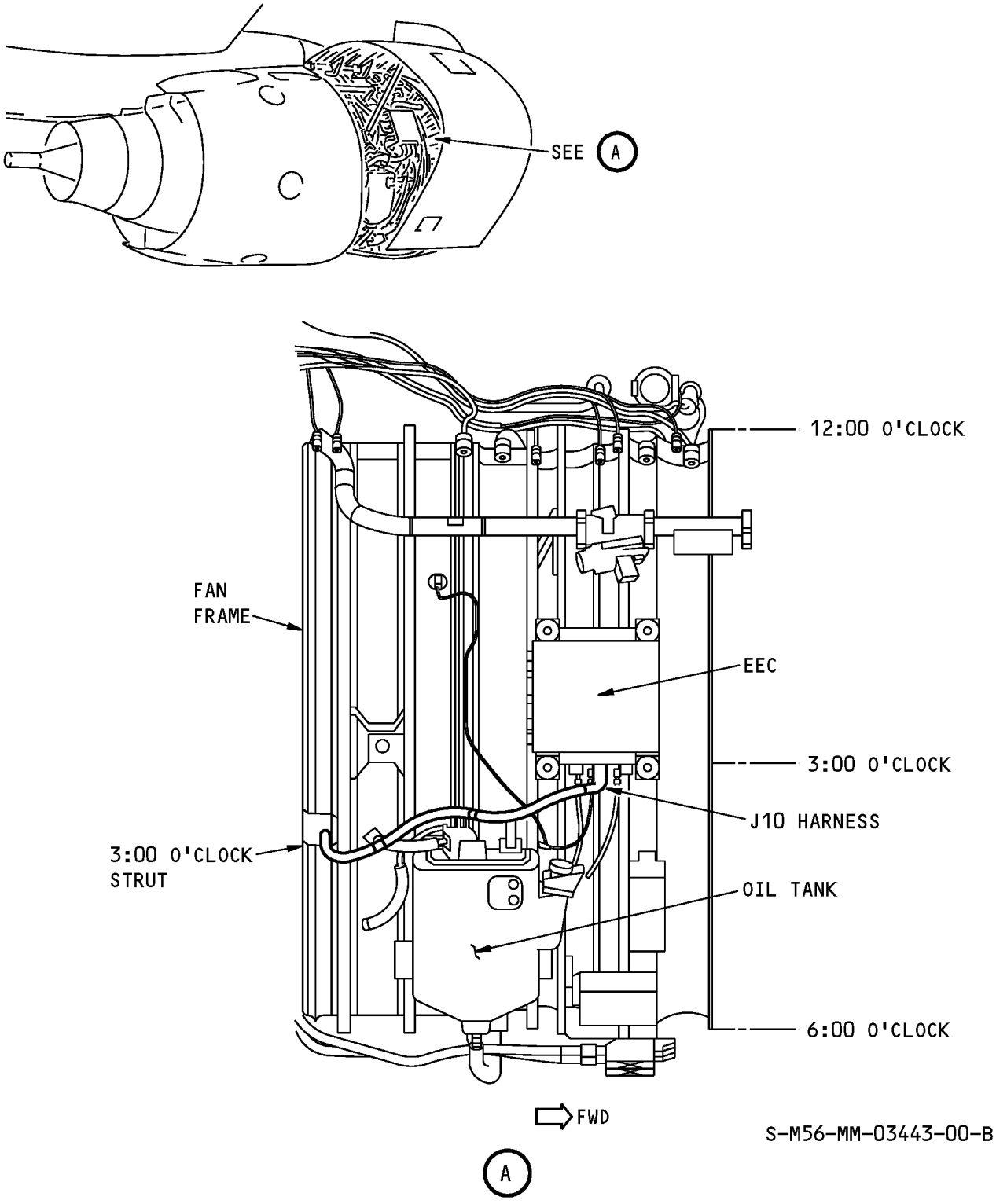
High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 609 (Sheet 2 of 3)/05-55-10-990-809



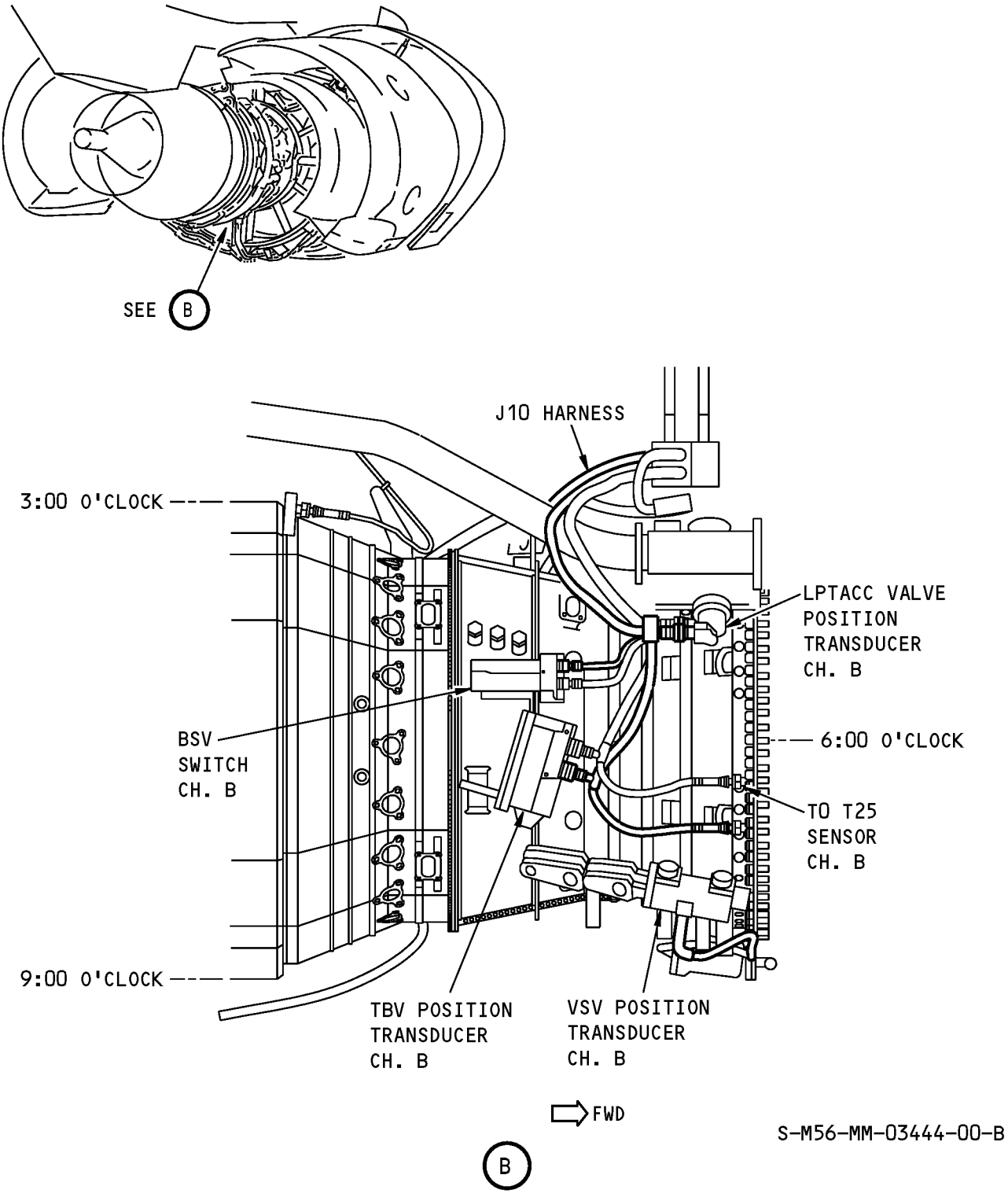
High Intensity Radiated Fields (HIRF) Inspection (J9 Harness)
Figure 609 (Sheet 3 of 3)/05-55-10-990-809



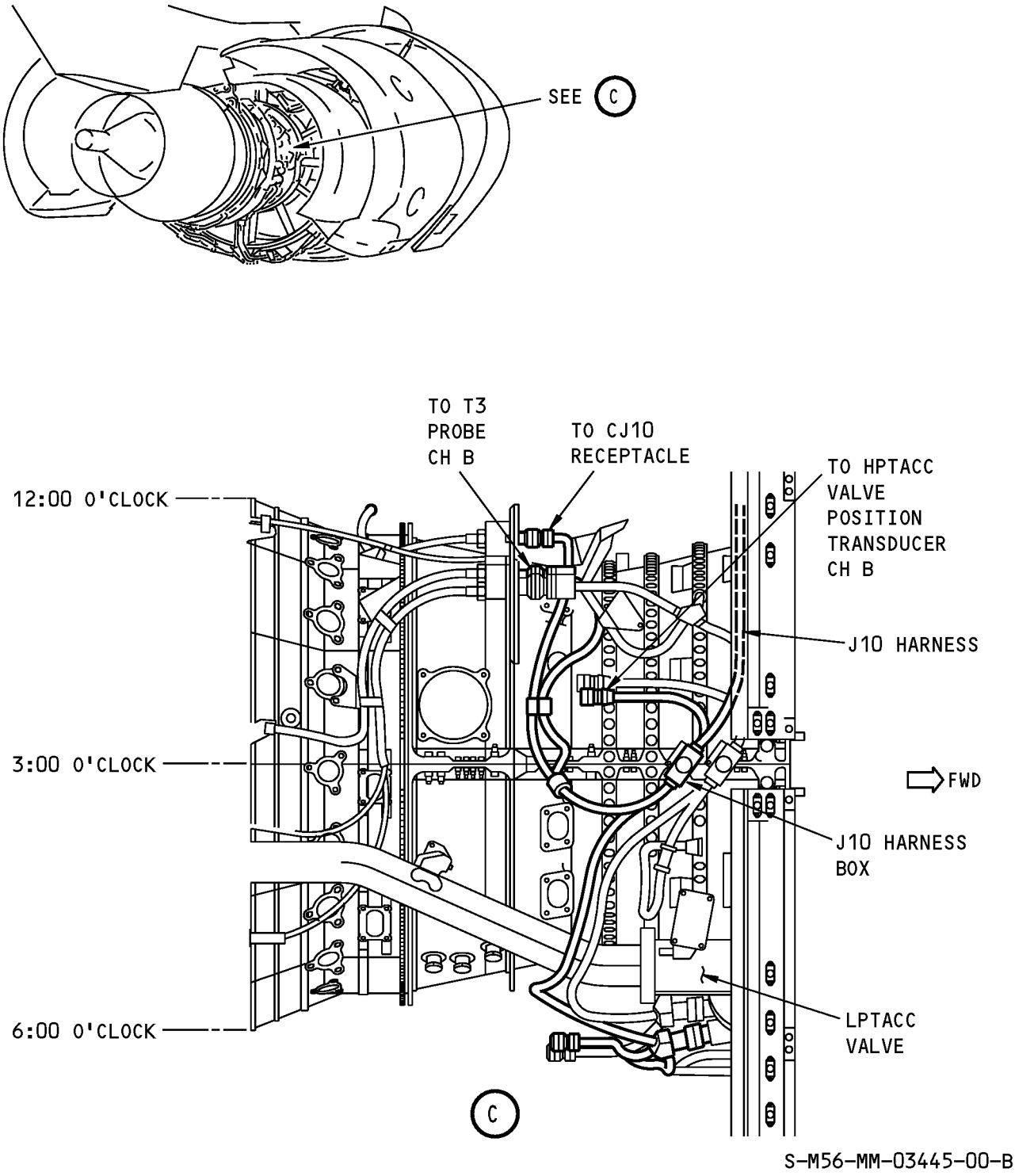
High Intensity Radiated Fields (HIRF) Inspection (CJ9 Harness)
Figure 610/05-55-10-990-810



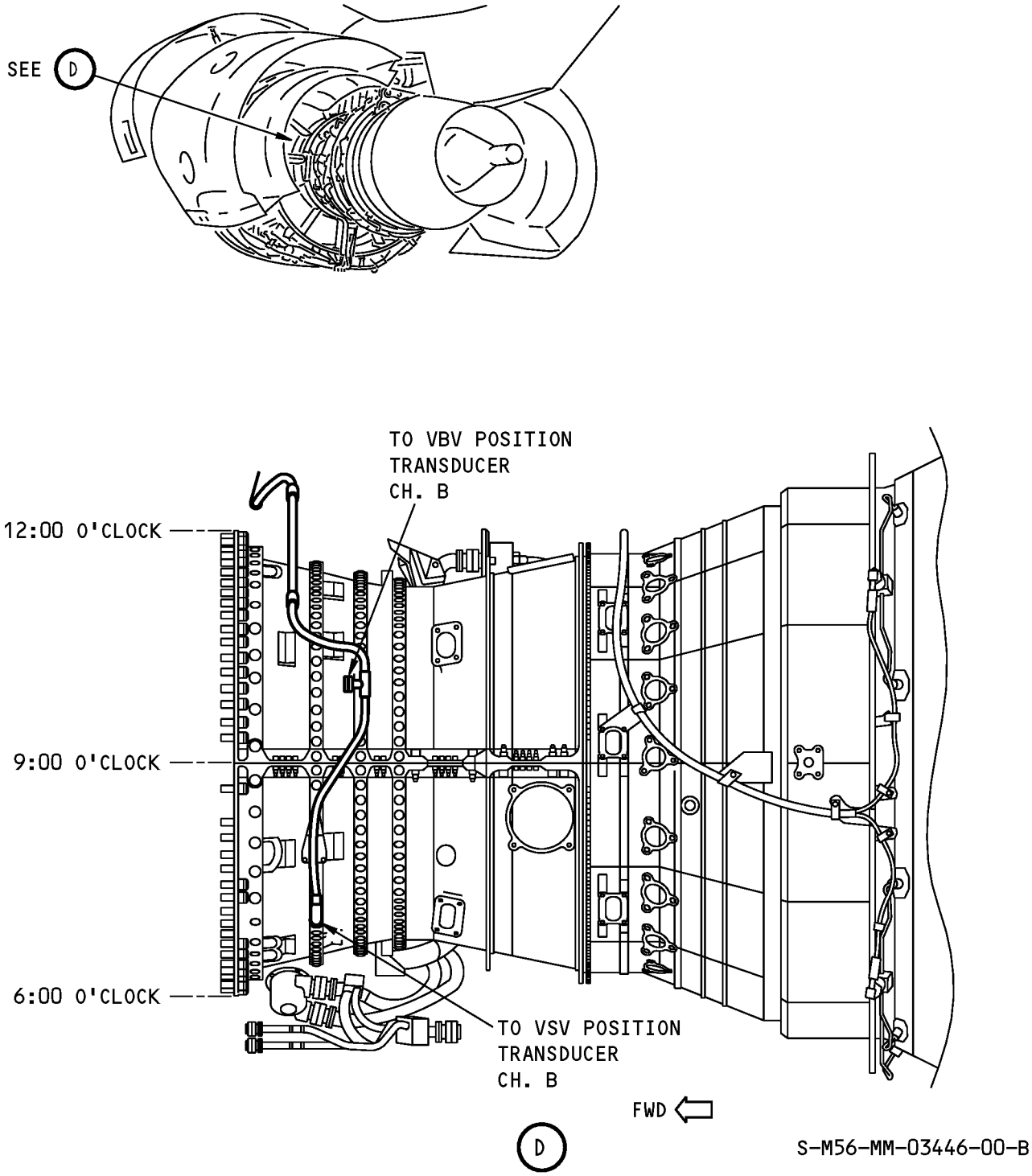
High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 611 (Sheet 1 of 4)/05-55-10-990-811



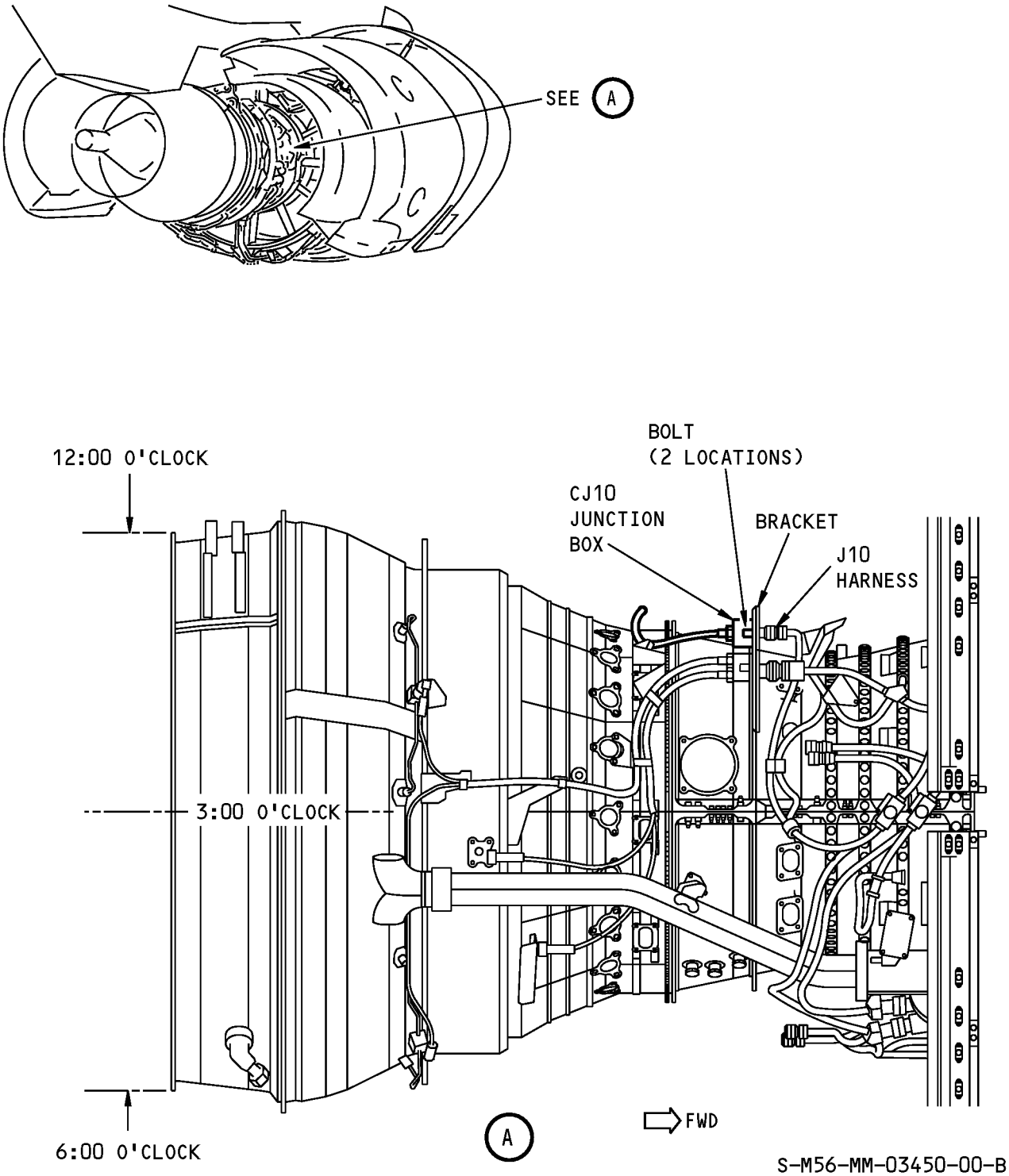
High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 611 (Sheet 2 of 4)/05-55-10-990-811



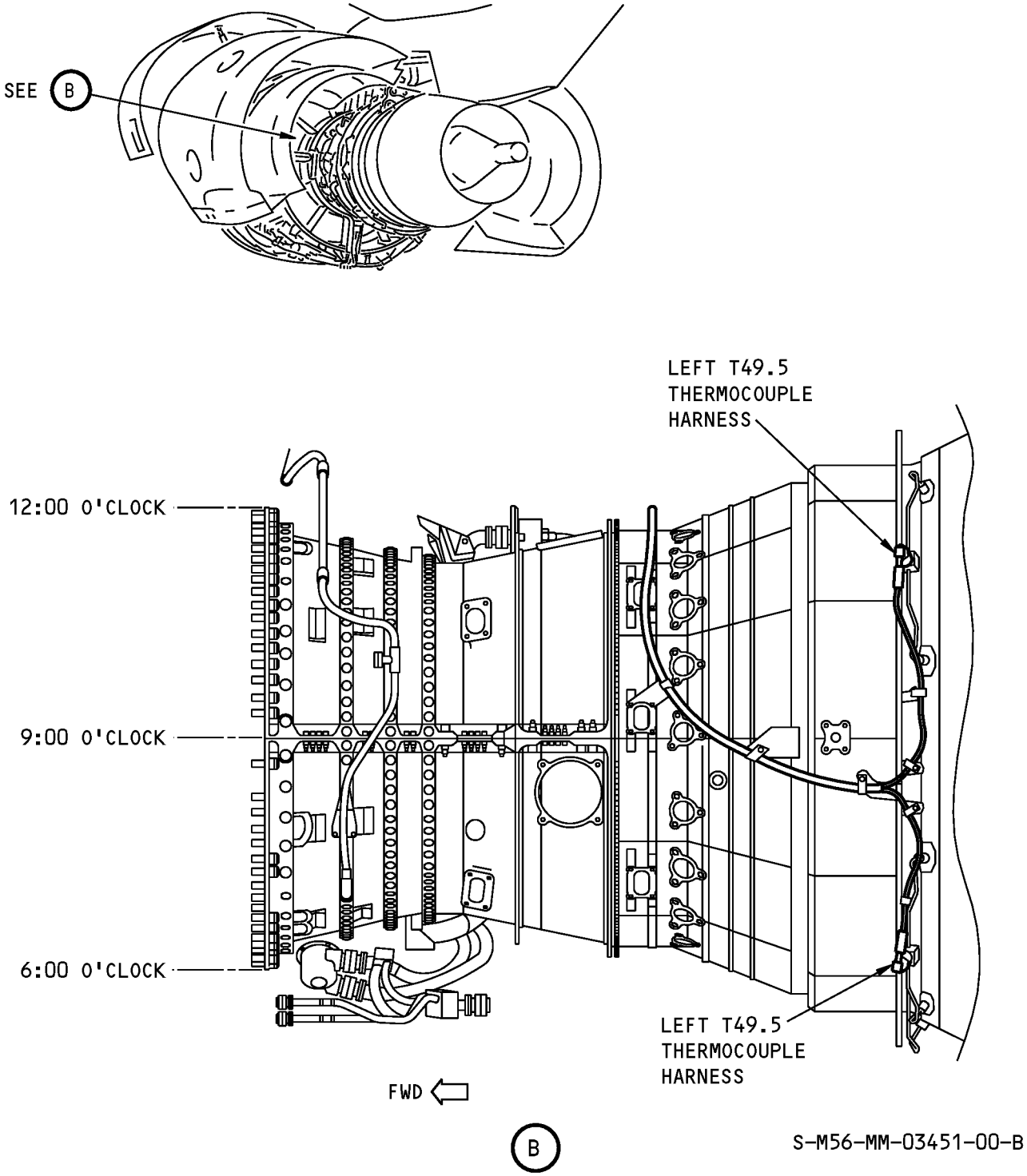
High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 611 (Sheet 3 of 4)/05-55-10-990-811



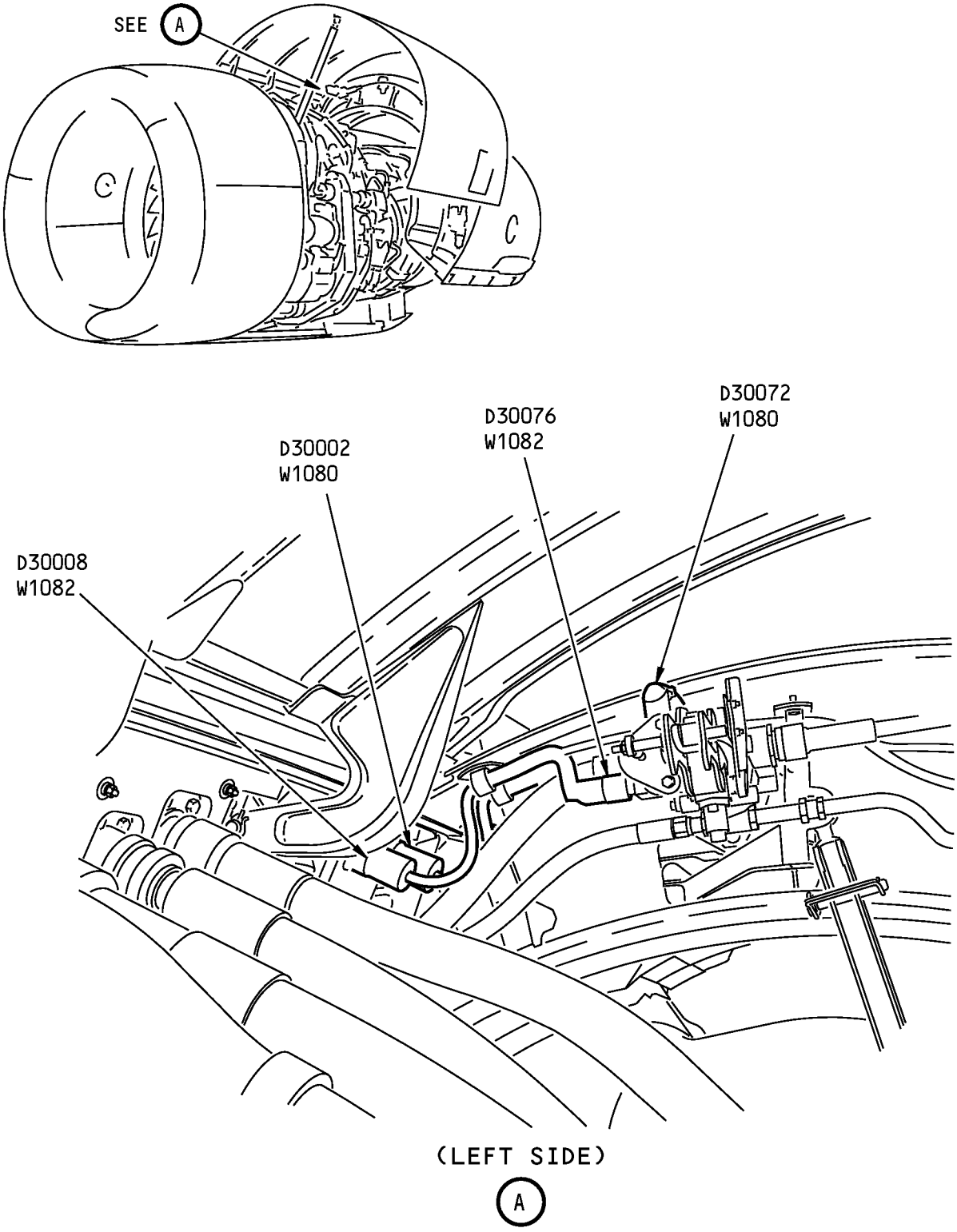
High Intensity Radiated Fields (HIRF) Inspection (J10 Harness)
Figure 611 (Sheet 4 of 4)/05-55-10-990-811



High Intensity Radiated Fields (HIRF) Inspection (CJ10 Harness)
Figure 612 (Sheet 1 of 2)/05-55-10-990-812



High Intensity Radiated Fields (HIRF) Inspection (CJ10 Harness)
Figure 612 (Sheet 2 of 2)/05-55-10-990-812



High Intensity Radiated Fields (HIRF) Inspection (Left Engine Thrust Reverser)
Figure 613/05-55-10-990-813

TASK 05-55-10-200-802

4. Connector Inspection - Thrust Reverser - Left Engine

(Figure 613)

A. General

(1) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
415	Engine 1 - Thrust Reverser, Left
416	Engine 1 - Thrust Reverser, Right

D. Access Panels

Number	Name/Location
415AL	Left Forward Thrust Reverser Hinge Fairing, Engine 1
416AR	Right Forward Thrust Reverser Hinge Fairing, Engine 1
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1

E. Prepare for the Procedure

SUBTASK 05-55-10-220-001

WARNING: DO THESE SPECIFIED TASKS BEFORE ATTEMPTING TO GAIN ACCESS TO THE THRUST REVERSER CONNECTORS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE AND DEACTIVATE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 05-55-10-220-002

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-10-220-003

(3) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 05-55-10-020-001

(4) Remove the following access panels:

Number	Name/Location
415AL	Left Forward Thrust Reverser Hinge Fairing, Engine 1
416AR	Right Forward Thrust Reverser Hinge Fairing, Engine 1
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1

F. Visual Check of the Left Engine Thrust Reverser connectors

SUBTASK 05-55-10-220-004

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 603) (Figure 613).

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Make sure the strain relief at the end of the backshell is tight.

b) Make sure the shield pigtails are tight.

c) Make sure the shield grounding band is tight.

(b) Replace or repair any damaged components found during this inspection (SWPM 20-20-00).

Table 603/05-55-10-993-820

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1080	D30002	613	A	AS2 T/R 1vdt EEC
	D30072	613	A	EEC-T/R 1vdt (T396)
W1082	D30008	613	A	AS2 T/R Firewall
	D30076	613	A	EEC-T/R 1vdt (T396)

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-10-020-002

(1) Install the following:

Number	Name/Location
415AL	Left Forward Thrust Reverser Hinge Fairing, Engine 1
416AR	Right Forward Thrust Reverser Hinge Fairing, Engine 1
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1

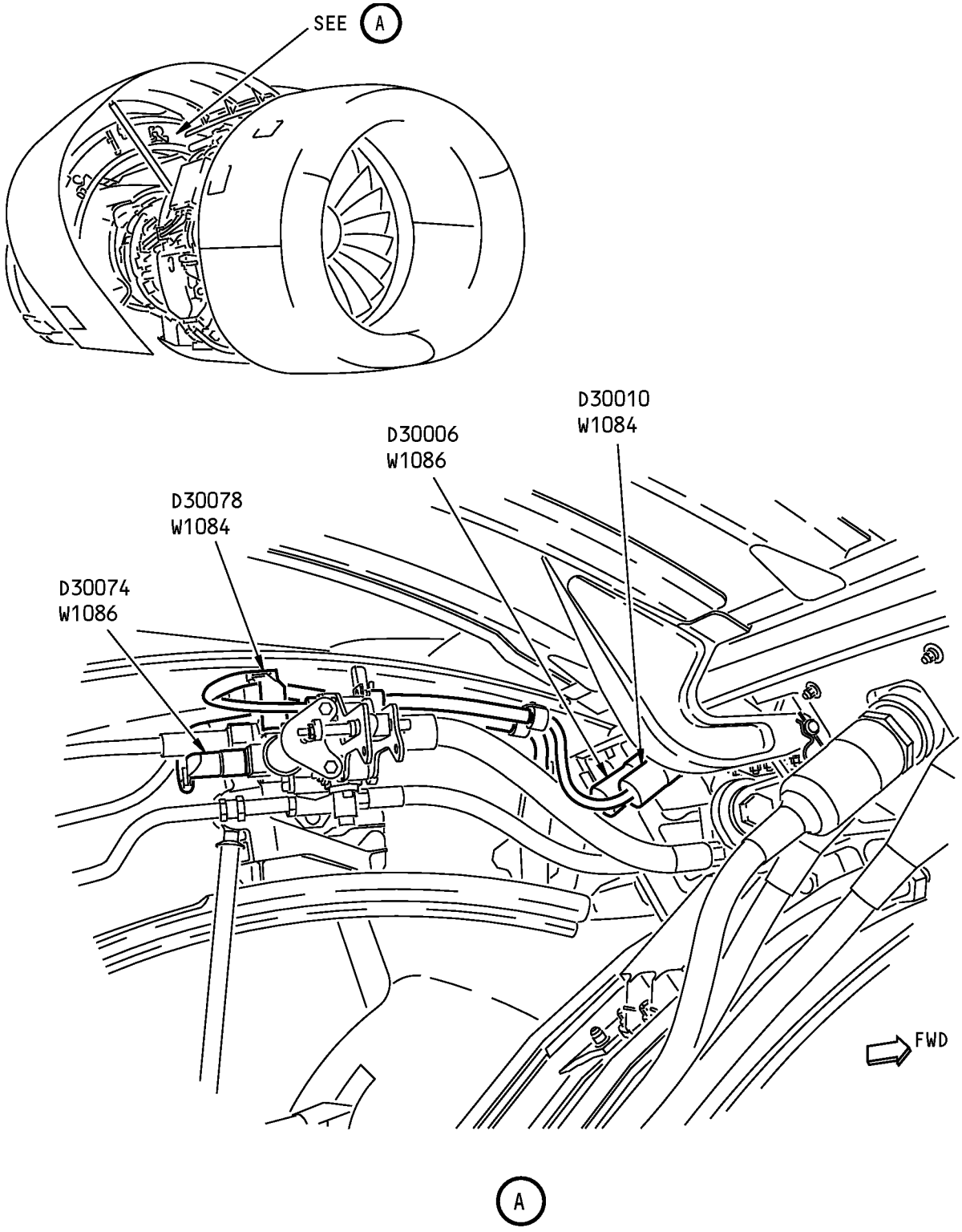
SUBTASK 05-55-10-220-005

(2) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

SUBTASK 05-55-10-220-006

(3) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Right Engine Thrust Reverser)
Figure 614/05-55-10-990-814

TASK 05-55-10-200-803

5. Connector Inspection - Thrust Reverser - Right Engine

(Figure 614)

A. General

(1) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
425	Engine 2 - Thrust Reverser, Left
426	Engine 2 - Thrust Reverser, Right

D. Access Panels

Number	Name/Location
425AL	Left Forward Thrust Reverser Hinge Fairing, Engine 2
425CL	Left Bump Fairing For Thrust Reverser Hinge Fairing, Engine 2
426AR	Right Forward Thrust Reverser Hinge Fairing, Engine 2
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2
441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2

E. Prepare for the procedure

SUBTASK 05-55-10-220-007

WARNING: DO THESE SPECIFIED TASKS BEFORE ATTEMPTING TO GAIN ACCESS TO THE THRUST REVERSER CONNECTORS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE AND DEACTIVATE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 05-55-10-220-008

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-10-220-009

(3) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 05-55-10-020-003

(4) Remove the following access panels:

Number	Name/Location
425AL	Left Forward Thrust Reverser Hinge Fairing, Engine 2
425CL	Left Bump Fairing For Thrust Reverser Hinge Fairing, Engine 2
426AR	Right Forward Thrust Reverser Hinge Fairing, Engine 2
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2
441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2

F. Procedure

SUBTASK 05-55-10-220-010

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 604) (Figure 614).

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Make sure the strain relief at the end of the backshell is tight.

b) Make sure the shield pigtails are tight.

c) Make sure the shield grounding band is tight.

(b) Replace or repair any damaged components found during this inspection (SWPM 20-20-00).

Table 604/05-55-10-993-821

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1084	D30010	614	A	AS3 T/R 1vdt EEC
	D30078	614	A	EEC - T/R 1vdt (T397)
W1086	D30006	614	A	AS3 T/R Firewall
	D30074	614	A	EEC - T/R 1vdt (T397)

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-10-020-004

(1) Install these access panels:

Number	Name/Location
425AL	Left Forward Thrust Reverser Hinge Fairing, Engine 2
425CL	Left Bump Fairing For Thrust Reverser Hinge Fairing, Engine 2
426AR	Right Forward Thrust Reverser Hinge Fairing, Engine 2
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2
441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2

SUBTASK 05-55-10-210-003

(2) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

SUBTASK 05-55-10-220-011

(3) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

END OF TASK

HIRF/LIGHTNING - ENGINE BOND STRAPS - INSPECTION/CHECK

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure has this task:

(1) General Visual inspection of the bond straps between the engine and strut.

TASK 05-55-11-200-801

2. Engine Bonding Straps HIRF/Lightning Inspection

(Figure 601)

A. General

(1) This procedure is a scheduled maintenance task.

(2) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
415	Engine 1 - Thrust Reverser, Left
416	Engine 1 - Thrust Reverser, Right
425	Engine 2 - Thrust Reverser, Left
426	Engine 2 - Thrust Reverser, Right

D. Access Panels

Number	Name/Location
415AL	Left Forward Thrust Reverser Hinge Fairing, Engine 1
416AR	Right Forward Thrust Reverser Hinge Fairing, Engine 1
416CR	Right Bump Fairing For Thrust Reverser Hinge Fairing, Engine 1
425AL	Left Forward Thrust Reverser Hinge Fairing, Engine 2
425CL	Left Bump Fairing For Thrust Reverser Hinge Fairing, Engine 2
426AR	Right Forward Thrust Reverser Hinge Fairing, Engine 2
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2
441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2

E. Procedure

SUBTASK 05-55-11-210-001

(1) Do the following steps to inspect the engine bond straps.

WARNING: DO THESE SPECIFIED TASKS BEFORE ATTEMPTING TO GAIN ACCESS TO THE BOND STRAPS: RETRACT THE LEADING EDGE, DO THE DEACTIVATION PROCEDURE FOR THE LEADING EDGE AND DEACTIVATE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE ABOVE SEQUENCE, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(a) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

(b) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

(c) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

(d) Remove the following panels to gain visual access to the bond straps on both sides of both engines:

NOTE: Boeing recommends removal of the Forward Strut Fairing/Left and Right Mid Strut Fairing panels to avoid possible interference damage when removing the T/R Hinge Fairings below.

1) For Engine 1, remove the following panels:

Number	Name/Location
415AL	Left Forward Thrust Reverser Hinge Fairing, Engine 1
416AR	Right Forward Thrust Reverser Hinge Fairing, Engine 1
416CR	Right Bump Fairing For Thrust Reverser Hinge Fairing, Engine 1
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1

2) For Engine 2, remove the following panels:

Number	Name/Location
425AL	Left Forward Thrust Reverser Hinge Fairing, Engine 2
425CL	Left Bump Fairing For Thrust Reverser Hinge Fairing, Engine 2
426AR	Right Forward Thrust Reverser Hinge Fairing, Engine 2
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2
441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2

(e) Do a visual inspection of the bond straps shown in the illustration, (Figure 601).

1) Make sure the fasteners are tight at both ends of the straps.

NOTE: Do not loosen or disconnect the fasteners.

2) Inspect the bond strap in accordance with criteria contained in (SWPM 20-20-00).

NOTE: If you notice any damage along the length of the bond strap, make a note and do any repairs which are necessary after you complete this task

(f) Return the airplane to normal.

1) Install these access panels that follow for Engine 1:

Number	Name/Location
415AL	Left Forward Thrust Reverser Hinge Fairing, Engine 1
416AR	Right Forward Thrust Reverser Hinge Fairing, Engine 1
416CR	Right Bump Fairing For Thrust Reverser Hinge Fairing, Engine 1
431BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 1
431BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 1

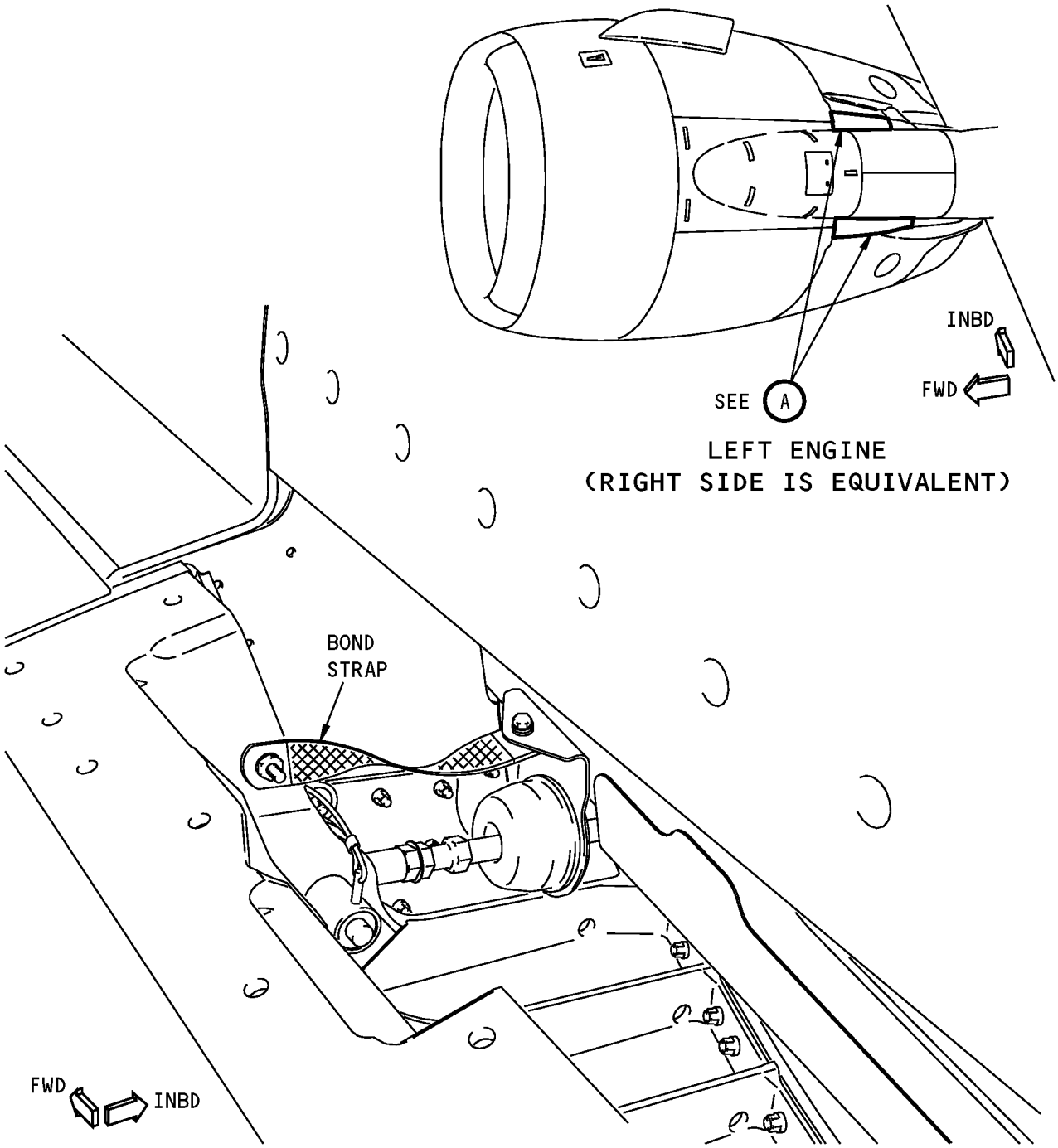
2) Install the access panels that follow for Engine 2:

Number	Name/Location
425AL	Left Forward Thrust Reverser Hinge Fairing, Engine 2
425CL	Left Bump Fairing For Thrust Reverser Hinge Fairing, Engine 2
426AR	Right Forward Thrust Reverser Hinge Fairing, Engine 2
441BL	Forward Strut Fairing, Left Mid Strut Fairing, Strut 2
441BR	Forward Strut Fairing, Right Mid Strut Fairing, Strut 2

(g) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801

(h) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Engine Bond Straps)
Figure 601/05-55-11-990-801

HIRF/LIGHTNING - INSIDE THE PRESSURE VESSEL - INSPECTION

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure has these tasks:

(1) Detailed Visual Inspections of the HIRF/Lightning protection of critical connectors inside the pressure vessel.

(2) Detailed Visual Inspections of the HIRF/Lightning protection of critical shield pigtails inside the pressure vessel.

(3) General Visual Inspections of the HIRF/Lightning protection of critical wire bundles inside the pressure vessel.

TASK 05-55-15-200-804

2. Detailed Visual Inspection - Connectors Inside the Pressure Vessel

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

NOTE: Additional information related to inspection details can be found in the 737-6/7/8/9 Maintenance Planning Document.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
25-21-45-000-801	Sculptured Ceiling Panel Removal (P/B 401)
25-21-45-400-801	Sculptured Ceiling Panel Installation (P/B 401)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Location Zones

Zone	Area
112	Area Forward of Nose Landing Gear Wheel Well
113	Area Above and Outboard of Nose Landing Gear Wheel Well - Left
117	Electrical and Electronics Compartment - Left
118	Electrical and Electronics Compartment - Right
121	Forward Cargo Compartment - Left
122	Forward Cargo Compartment - Right
211	Flight Compartment - Left
212	Flight Compartment - Right
230	Subzone - Passenger Compartment - Body Station 360.00 to 663.75

D. Access Panels

Number	Name/Location
112A	Forward Access Door
113BW	Forward Nose Wheel Well Panel
117A	Electronic Equipment Access Door

E. Procedure

SUBTASK 05-55-15-200-030

(1) Inspect connectors in the Forward Access Area

(a) Prepare for the procedure

(Figure 601)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

(b) Procedure

1) Open this access panel:

Number	Name/Location
112A	Forward Access Door

2) Do a Detailed Visual inspection of the connectors listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	PNL OR MODULE	WD
W6570	D11306	Figure 601	M1827	28-41-11

3) Put the airplane back to it's usual condition if necessary:

a) Close the panel opened above.

SUBTASK 05-55-15-200-031

(2) Inspect connectors in the Nose Wheel Well

(a) Prepare for the procedure

(Figure 602)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

(b) Procedure

1) Open this access panel:

Number	Name/Location
113BW	Forward Nose Wheel Well Panel

2) Gain access to the inside of Junction Box J48:

a) Remove the 4 bolts holding the protective cover in place and set it aside.

3) Do a Detailed Visual inspection of the connectors listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W0088	D48116J	Figure 602	B	J48A Pos 13	28-41-11
	D48128J	Figure 602	B	J48A Pos 24	28-41-11
W5158	D48116P	Figure 602	B	J48A Pos 13	28-41-11
W6570	D48128P	Figure 602	B	J48A Pos 24	28-41-11

4) Put the airplane back to it's usual condition if necessary:
   a) Reinstall the Junction Box protective cover.
   b) Close the access panel opened above.

SUBTASK 05-55-15-200-032

(3) Inspect connectors in the E/E Bay Main Equipment Center
   (a) Prepare for the procedure
   (Figure 603)
   1) Make sure the MLG is down and locked.
      a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801
   (b) Procedure
   1) Open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

   2) Do a Detailed Visual inspection of the connectors listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W2363	D04069P	Figure 603	B	E1-1	22-11-11
W2465	D08019J	Figure 603	C	E1-4	22-11-11
W5367	D04073P	Figure 603	B	E1-1 Pos 27	22-11-31
W5375	D04077J	Figure 603	C	E1-4 Pos 15	22-11-31

3) Put the airplane back to it's usual condition if necessary:
   a) Close the access panel opened above.

SUBTASK 05-55-15-200-033

(4) Inspect connectors in the Forward Cargo Compartment, Forward
   (a) Prepare for the procedure
   (Figure 604)
   1) Make sure the MLG is down and locked.
      a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801
      b) Remove the protective covers from the E2, E3, and E4 racks (Figure 604)
   (b) Procedure
   1) Do a Detailed Visual inspection of the connectors listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W0220	D40130J	Figure 604	B	E2-2 Pos 25	73-31-11
	D40136J	Figure 604	B	E2-2 Pos 7	80-11-11
	D40450J	Figure 604	B	E2-2 Pos 24	73-31-11
W0410	D40156J	Figure 604	D	E4-1 Pos 50	73-21-21
	D40158J	Figure 604	D	E4-1 Pos 42	76-21-21
	D40390J	Figure 604	D	E4-1 Pos 52	73-21-31
W0422	D40164J	Figure 604	D	E4-2 Pos 15	28-41-11
	D40388J	Figure 604	D	E4-2 Pos 24	27-62-11
	D40618J	Figure 604	D	E4-2 Pos 35	24-33-11
W3170	D49994P	Figure 604	C	E3-1 Pos 14	79-33-11
W4170	D40732P	Figure 604	C	E3-1 Pos 36	77-12-11
W5158	D40618P	Figure 604	D	E4-2 Pos 35	24-33-11
W5162	D40130P	Figure 604	B	E2-2 Pos 25	73-31-11
W5310	D40448P	Figure 604	C	E3-1 Pos 11	73-24-11
	D40450P	Figure 604	B	E2-2 Pos 24	73-31-11
W5375	D42053P	Figure 604	C	E3-2 Pos 47	27-18-11
W5564	D40136P	Figure 604	B	E2-2 Pos 7	80-11-11
W6162	D40156P	Figure 604	D	E4-1 Pos 50	73-21-21
W6412	D40338P	Figure 604	D	E4-2 Pos 24	27-62-11
	D40390P	Figure 604	D	E4 -1 Pos 52	73-21-31
	D40394P	Figure 604	D	E3-1 Pos 34	36-11-11
W6564	D40158P	Figure 604	D	E4-1 Pos 42	76-21-21
W6586	D40164P	Figure 604	D	E4-2 Pos 15	28-41-11

2) Put the airplane back to it's usual condition if necessary:

a) Reinstall the protective covers opened above.

SUBTASK 05-55-15-200-034

(5) Inspect connectors in the Forward Cargo Compartment, Aft

(a) Prepare for the procedure

(Figure 605)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

2) Remove the protective covers that allow access to the AC0520 and AD0520 disconnect panels. (Figure 605)

(b) Procedure

1) Do a Detailed Visual Inspection of the connectors listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W5162	D39921	Figure 605	B	AC0520 DM11	73-21-21
W5170	D39925	Figure 605	B	AC0520 DM13	79-31-11
W5172	D39917	Figure 605	B	AC0520 DM09	73-21-21
W5564	D39909	Figure 605	B	AC0520 DM05	76-21-11
W6162	D39922	Figure 605	C	AD0520 DM12	73-21-21
W6170	D39926	Figure 605	C	AD0520 DM14	30-21-21
W6172	D39918	Figure 605	C	AD0520 DM10	73-21-21
W6564	D39910	Figure 605	C	AD0520 DM06	76-21-21
W6586	D39906	Figure 605	C	AD0520 DM04	28-41-11

2) Put the airplane back to it's usual condition if necessary:

a) Reinstall the protective covers opened above.

SUBTASK 05-55-15-200-035

(6) Inspect connectors in the Flight Compartment

(a) Prepare for the procedure

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

2) Gain access to the connectors forward of the Mode Control Panel, under the pilots glareshield access panel(Figure 606).

a) Loosen the four, quarter-turn fasteners and remove the center section of the Pilots Glareshield assembly.

3) Gain access to the ground studs behind the AutoBrake/AntiSkid/Engine Control Panel(Figure 606).

a) Loosen the four, quarter turn fasteners and lift the AutoBrake/AntiSkid/Engine Control Panel assembly out of the center main panel.

b) Carefully hang the panel assembly by the connecting wire bundles.

(b) Procedure

1) Do a Detailed Visual Inspection of the wiring near the connectors and ground studs listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W2363	D00299P	Figure 606	A	Mode Control Panel	22-11-11
	D00301P	Figure 606	A	Mode Control Panel	22-11-11
	GD977	Figure 606	B	Shield Ground	22-11-11
	GD981	Figure 606	B	Shield Ground	22-11-11

(Continued)

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W2465	D01815P	Figure 606	A	Mode Control Panel	22-11-11
	GD980	Figure 606	B	Shield Ground	22-11-11
	GD985	Figure 606	B	Shield Ground	22-11-11

2) Put the airplane back to it's usual condition if necessary:

a) Reinstall the AutoBrake/AntiSkid/Engine Control Panel assembly and tighten the fasteners.

b) Reinstall the center section of the Pilots Glareshield assembly and tighten the four, quarter-turn fasteners.

SUBTASK 05-55-15-200-036

(7) Inspect connectors in the Passenger Cabin, Forward

(a) Prepare for the procedure

(Figure 607)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

2) Gain access to the disconnect panels above the passenger compartment ceiling.

a) Do this task for ceiling panels at Station 410 and 424:(Figure 614)

<1> (Sculptured Ceiling Panel Removal, TASK 25-21-45-000-801)

(b) Procedure

1) Do a Detailed Visual Inspection of the connectors listed in the table.

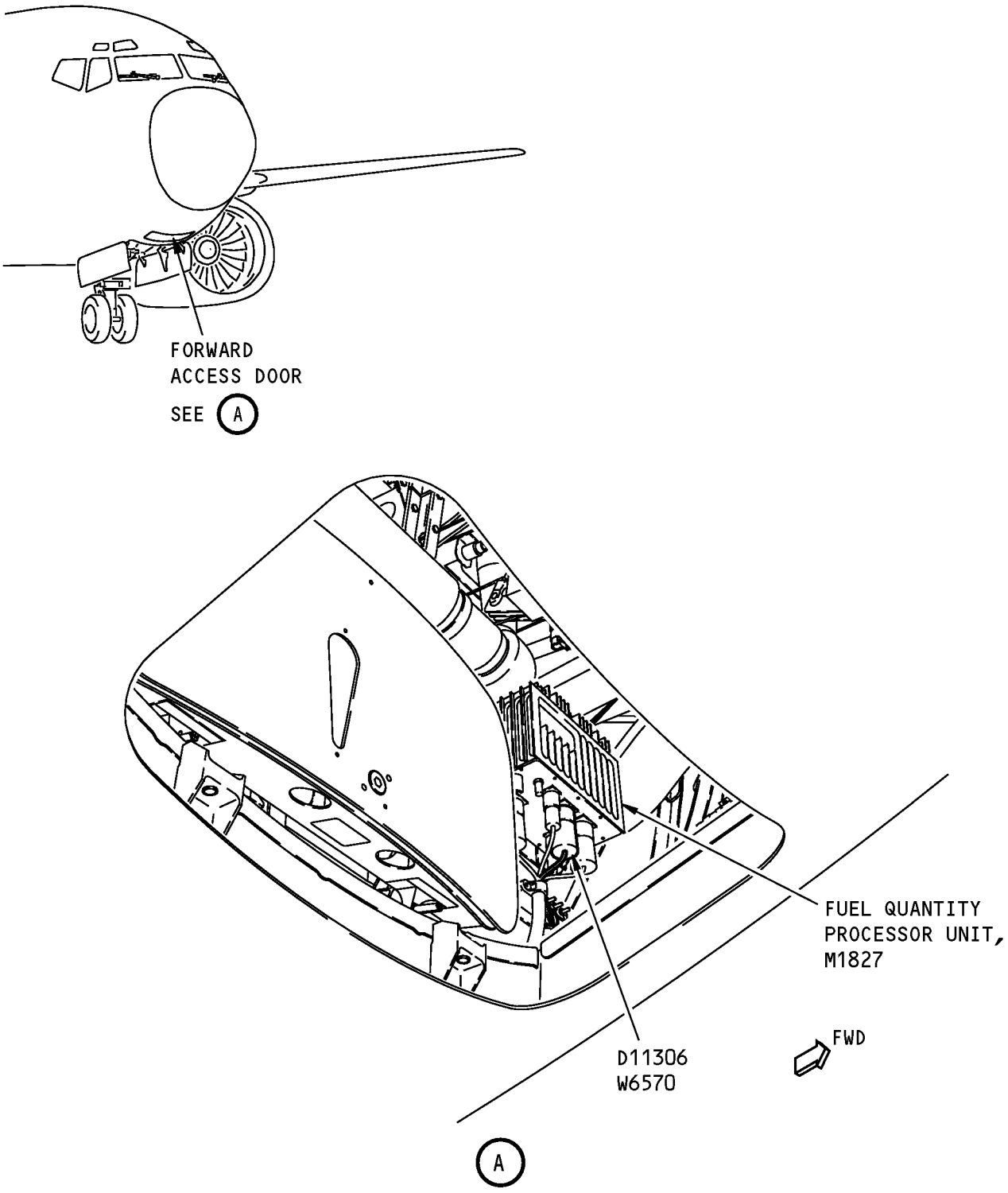
WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W3170	D40736P	Figure 607	B	AB0420A Pos 2	79-31-11
	D40734P	Figure 607	B	AB0420A Pos 1	79-31-11
W4170	D40728P	Figure 607	C	AB0405B Pos 1	77-12-11
W5170	D40734J	Figure 607	B	AB0420A Pos 1	79-31-11
W5172	D40736J	Figure 607	B	AB0420A Pos 2	79-31-11
W6170	D40728J	Figure 607	C	AB0405B Pos 1	77-12-11

2) Put the airplane back to it's usual condition if necessary:

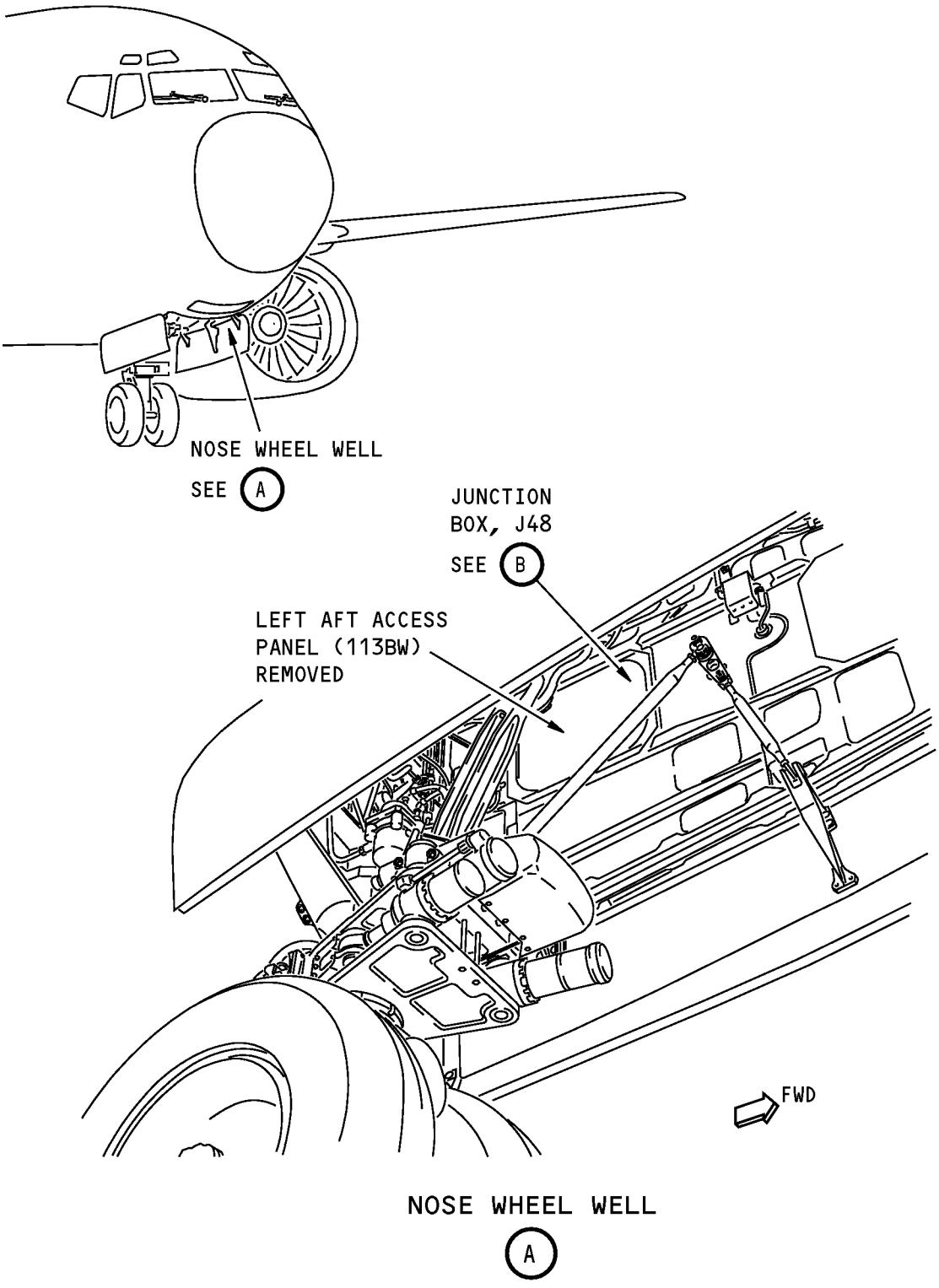
a) Do this task for the panels removed above:(Figure 614)

<1> (Sculptured Ceiling Panel Installation, TASK 25-21-45-400-801)

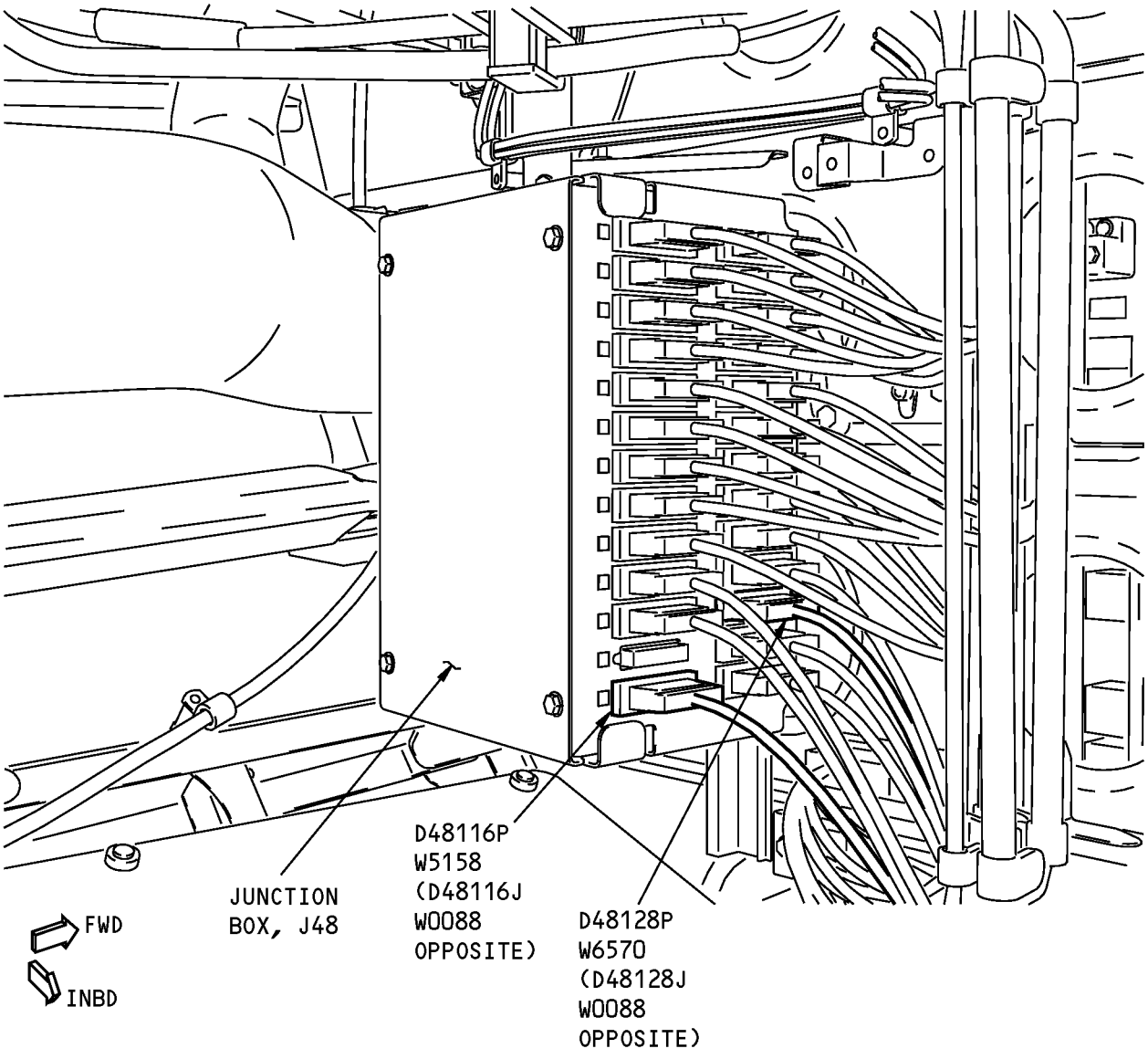
END OF TASK



HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD ACCESS AREA - INSPECTION
Figure 601/05-55-15-990-832



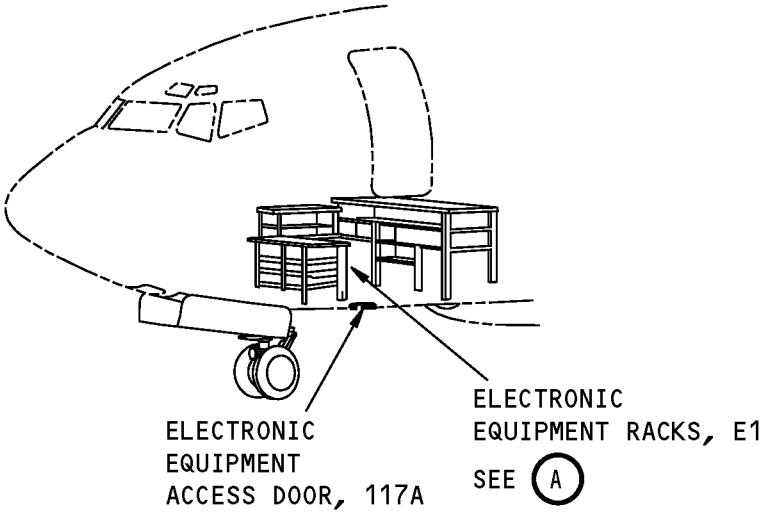
HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE NOSE WHEEL WELL - INSPECTION
Figure 602 (Sheet 1 of 2)/05-55-15-990-833

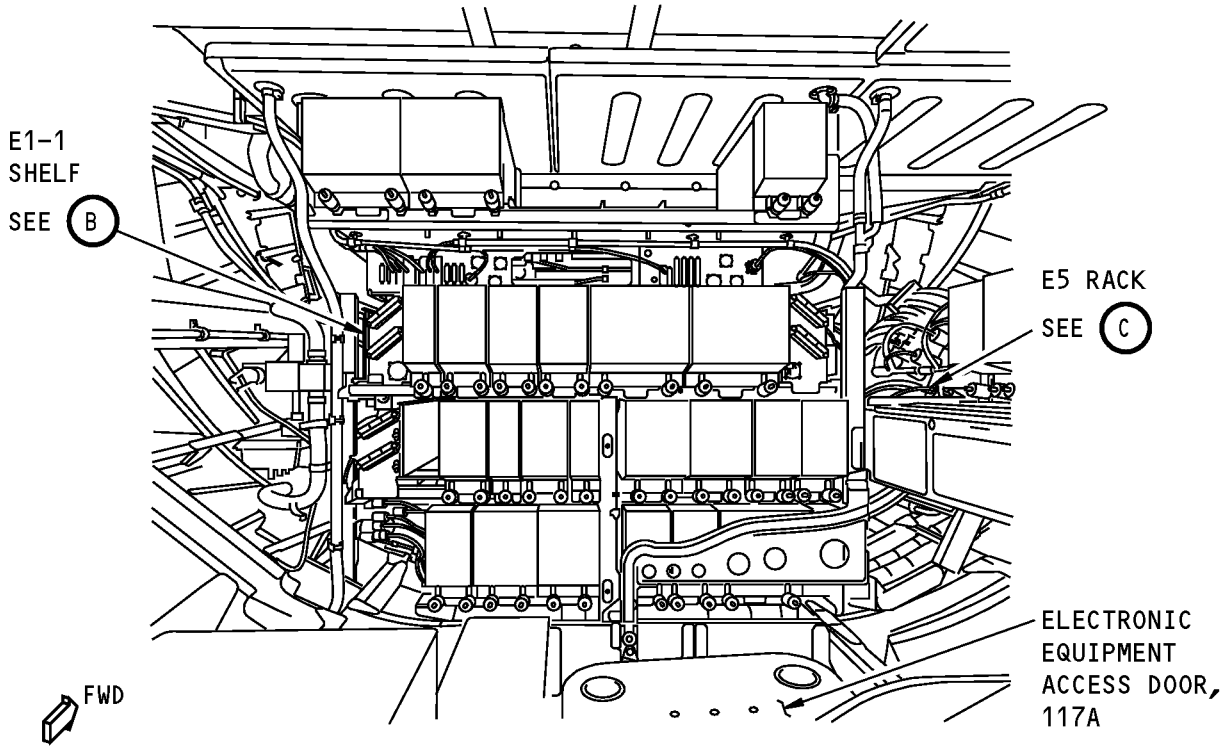


JUNCTION BOX, J48

B

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE NOSE WHEEL WELL - INSPECTION
Figure 602 (Sheet 2 of 2)/05-55-15-990-833

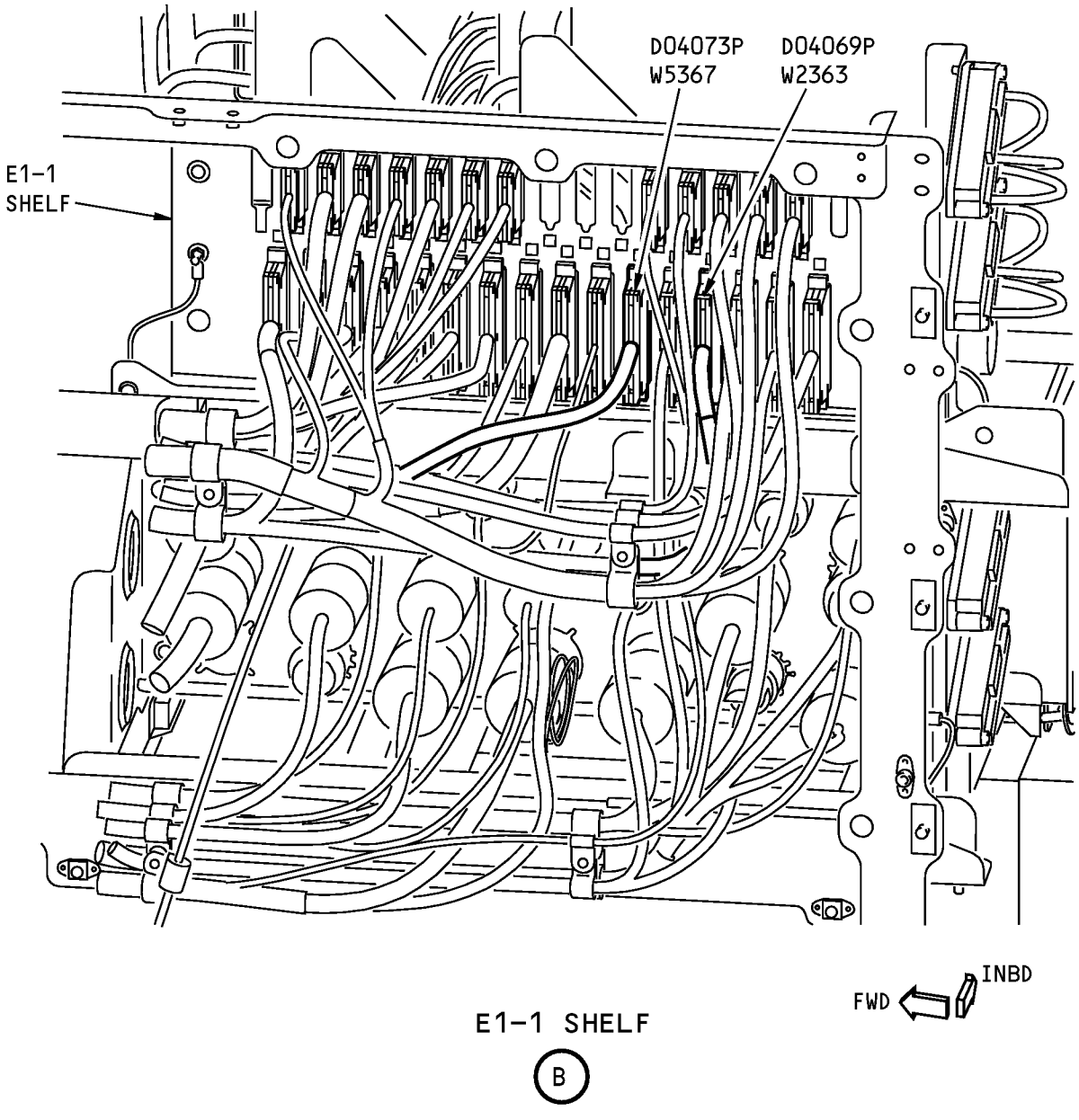




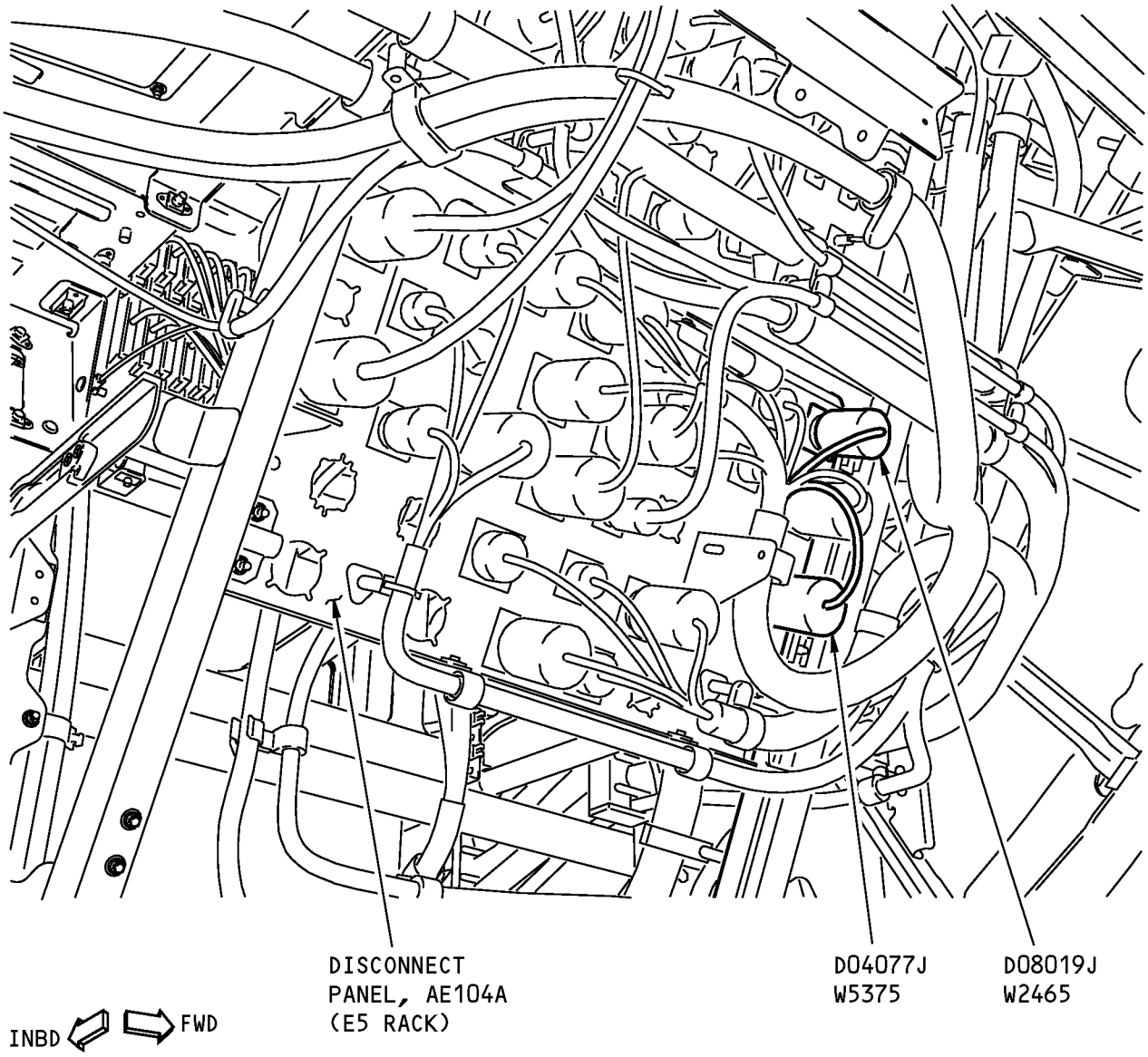
ELECTRONIC EQUIPMENT RACKS

A

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 603 (Sheet 1 of 3)/05-55-15-990-834



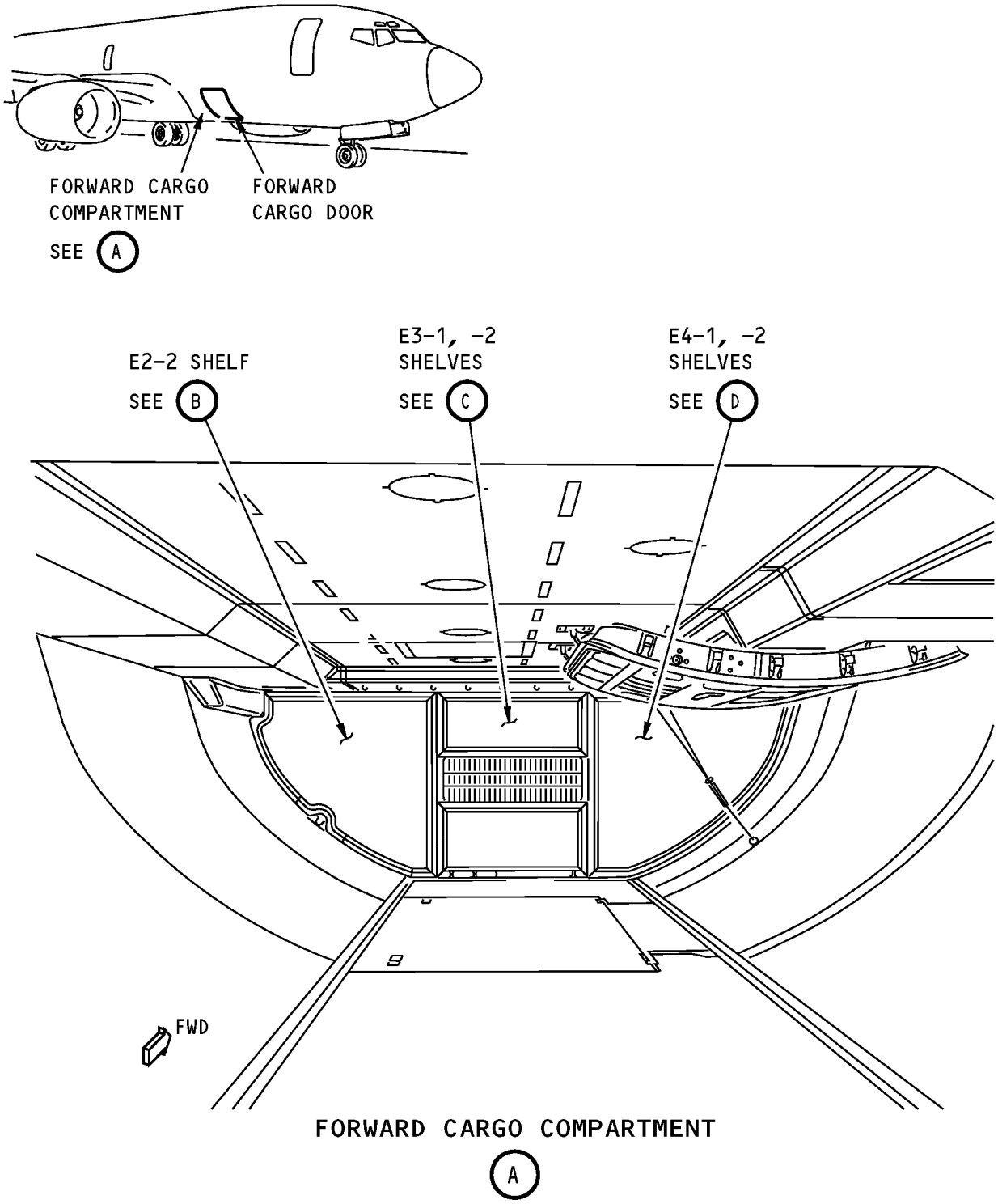
HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 603 (Sheet 2 of 3)/05-55-15-990-834



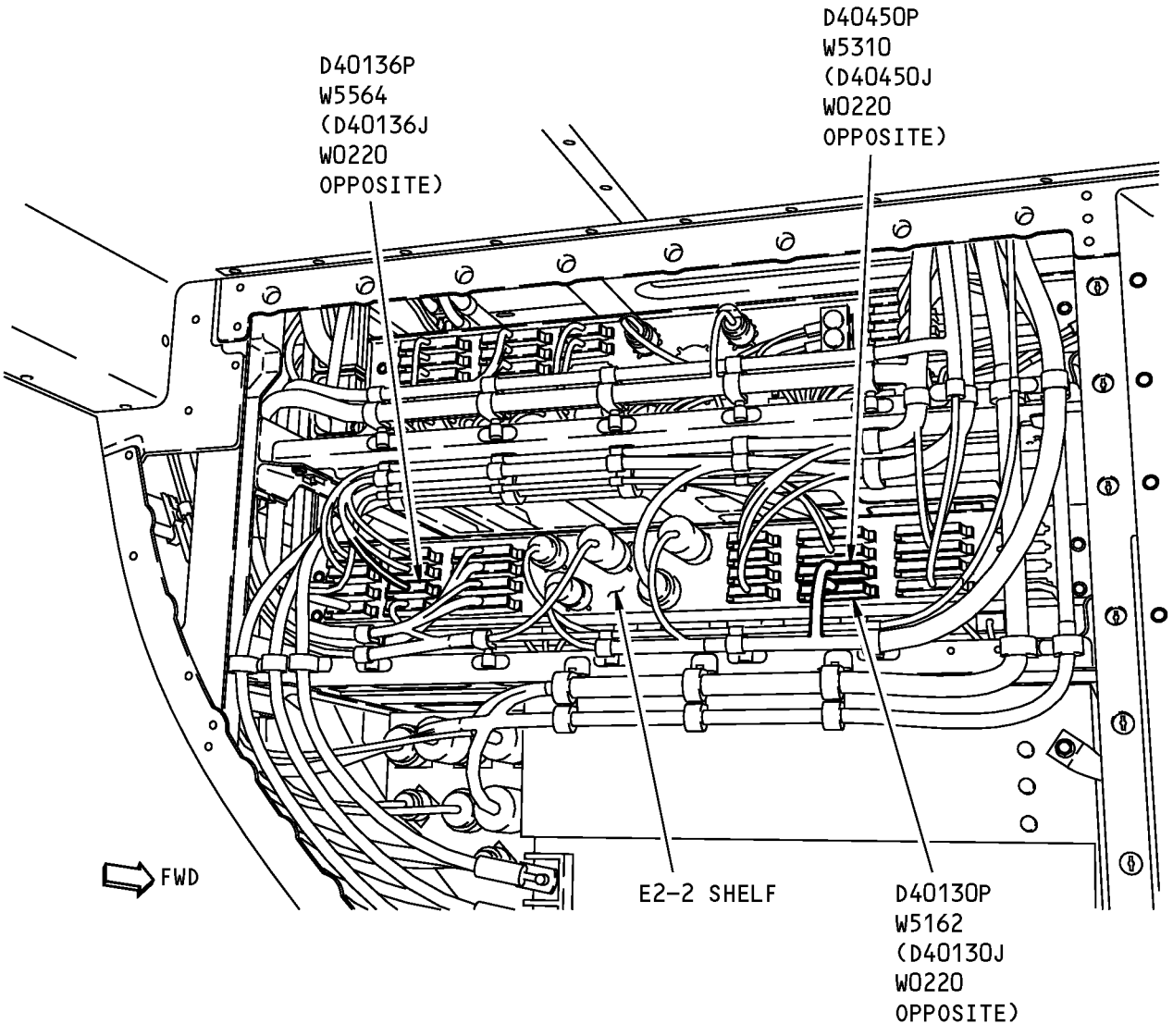
DISCONNECT PANEL, AE0104A

C

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 603 (Sheet 3 of 3)/05-55-15-990-834



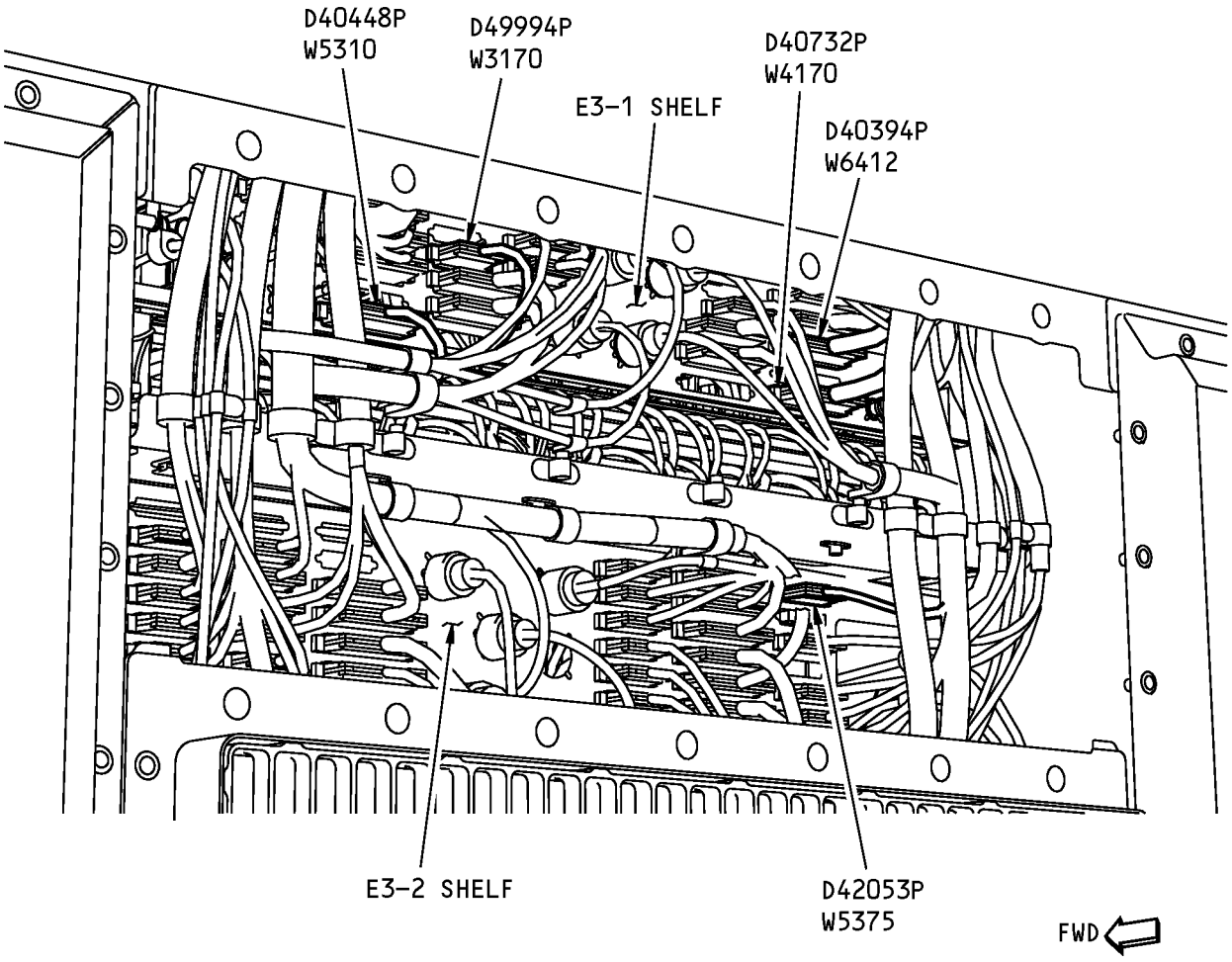
HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 604 (Sheet 1 of 4)/05-55-15-990-835



E2-2 SHELF

B

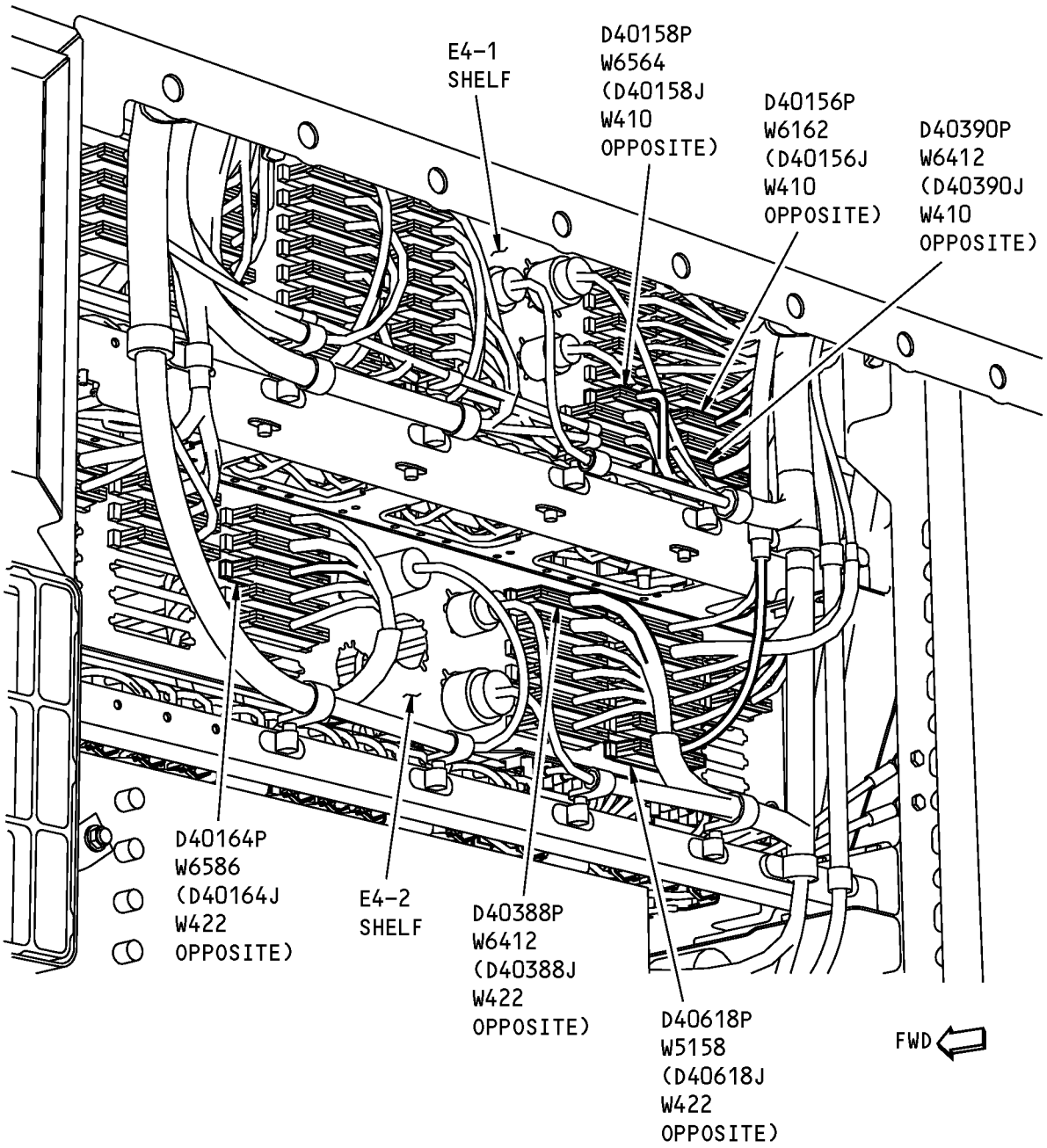
HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 604 (Sheet 2 of 4)/05-55-15-990-835



E3-1, -2 SHELVES

C

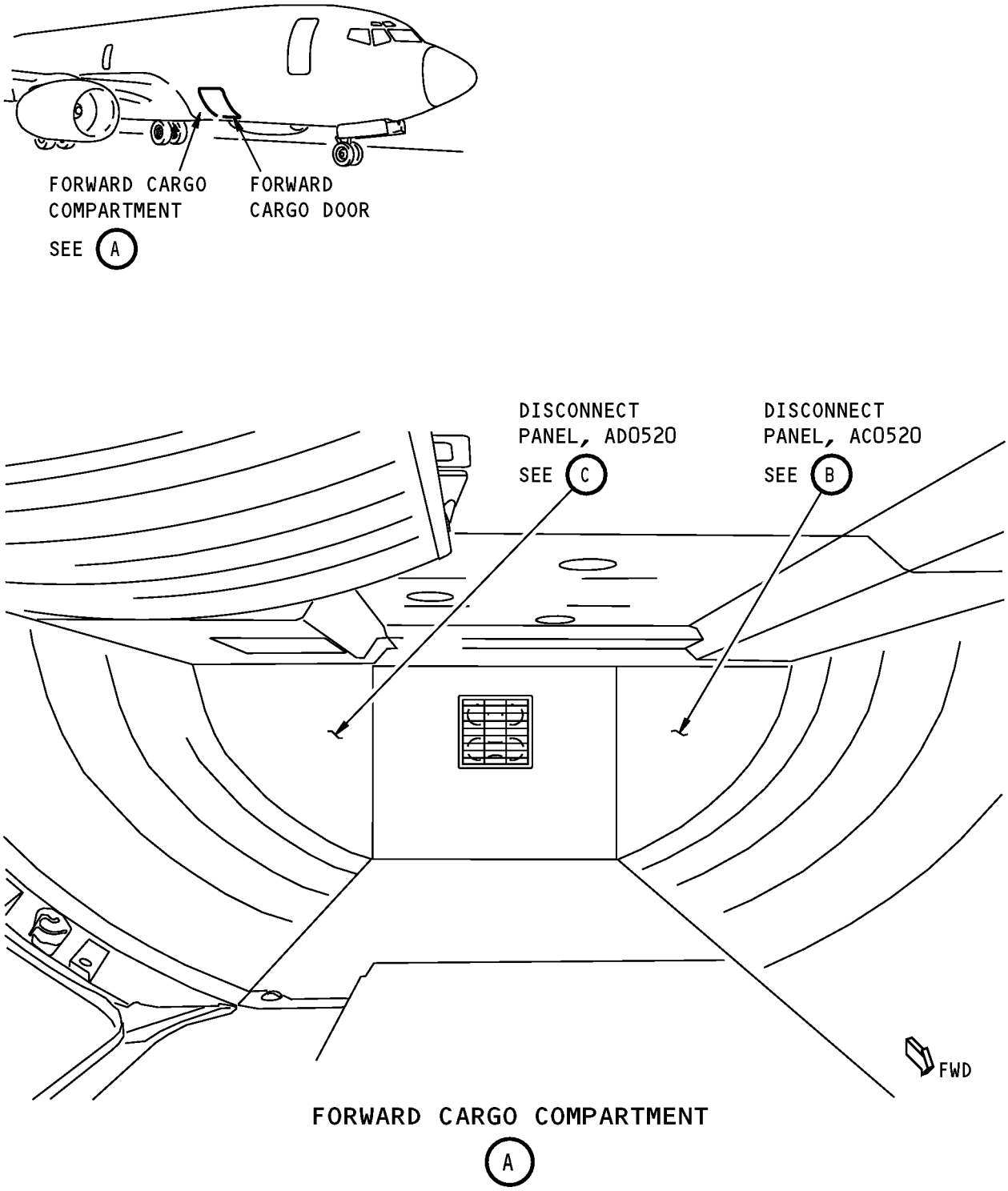
HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 604 (Sheet 3 of 4)/05-55-15-990-835



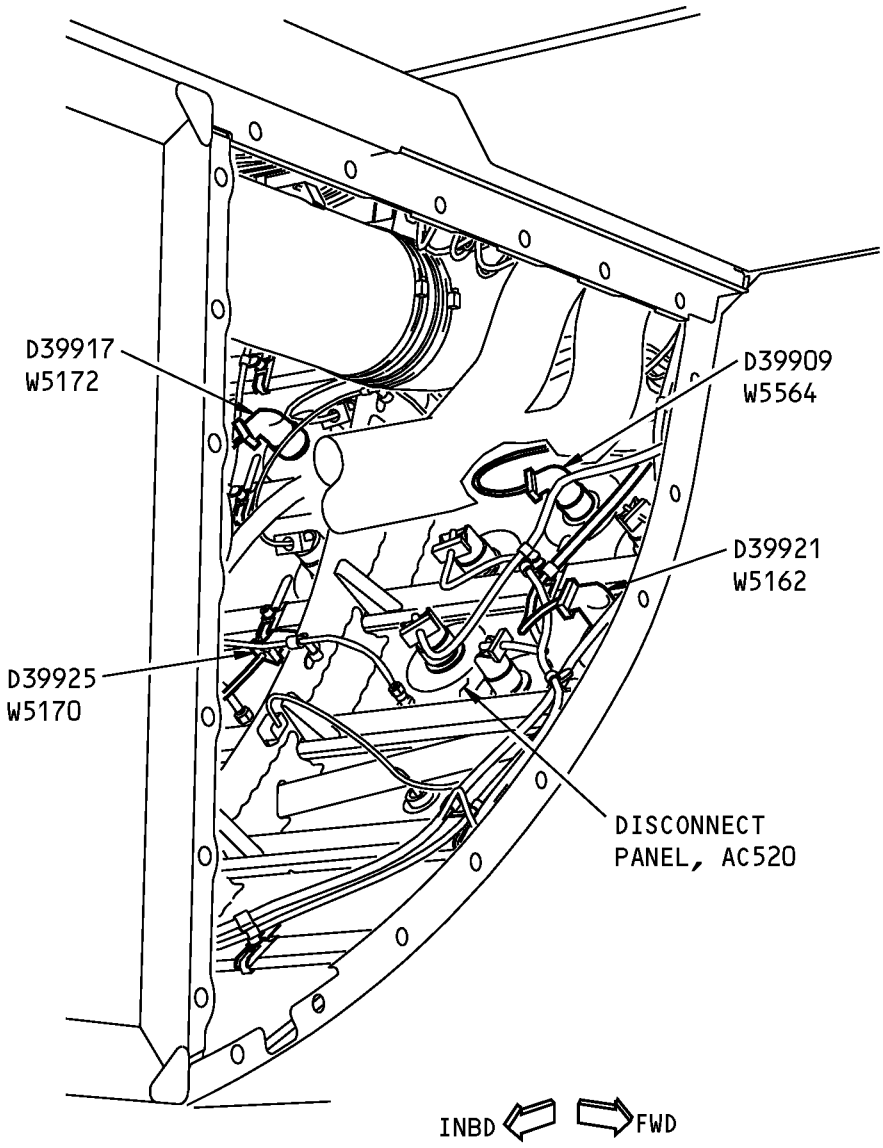
E4-1, -2 SHELVES

(D)

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 604 (Sheet 4 of 4)/05-55-15-990-835



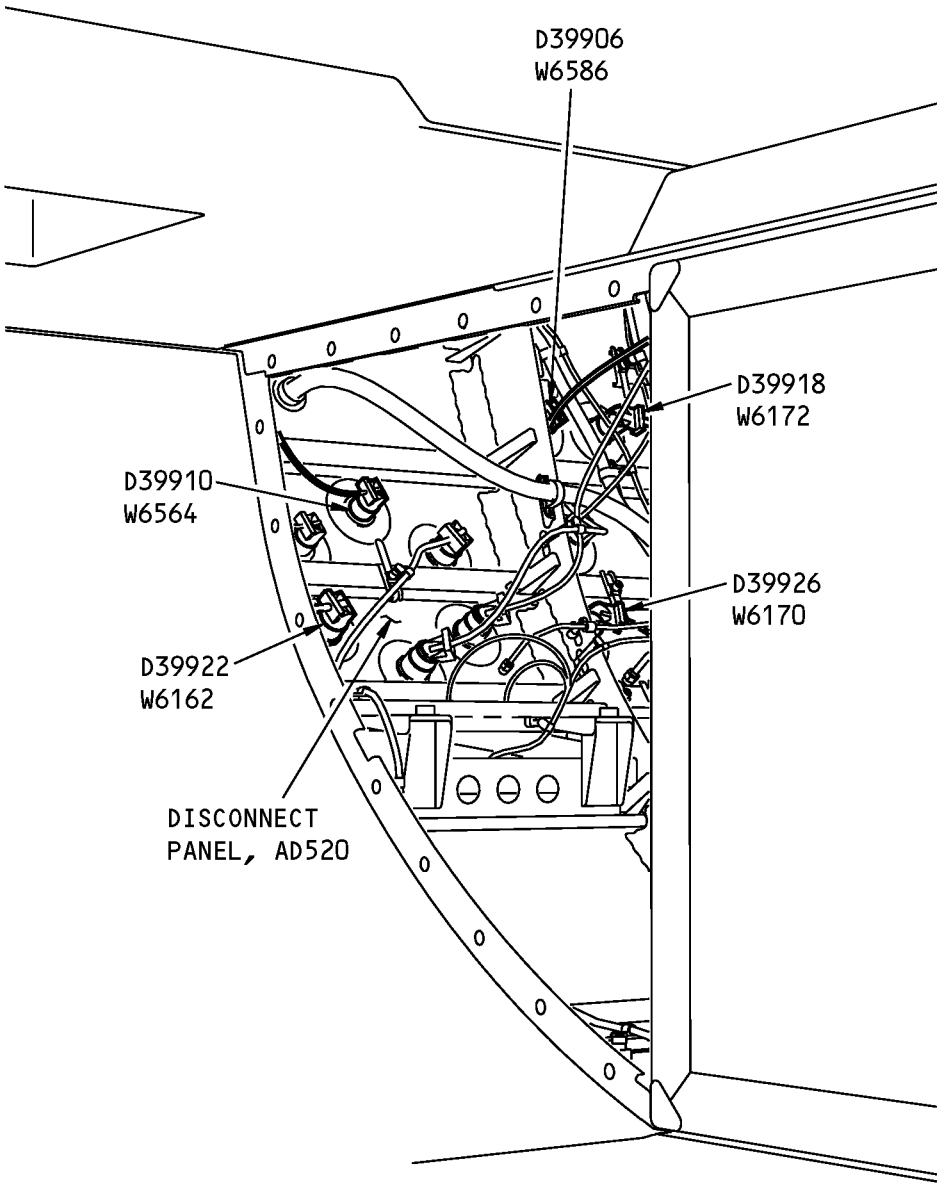
HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 605 (Sheet 1 of 3)/05-55-15-990-836



DISCONNECT PANEL, AC0520

B

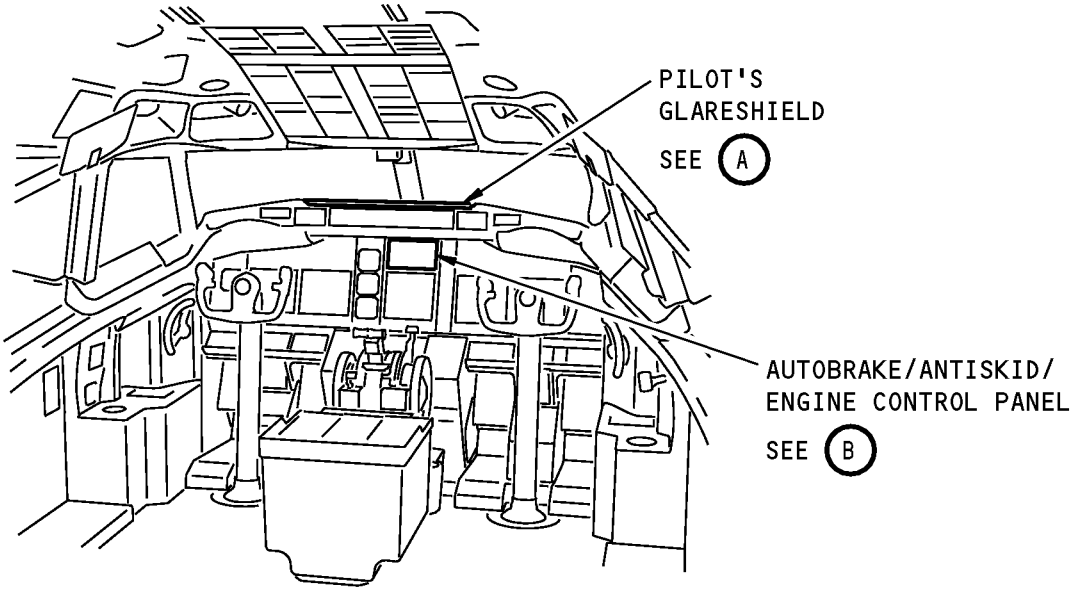
HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 605 (Sheet 2 of 3)/05-55-15-990-836



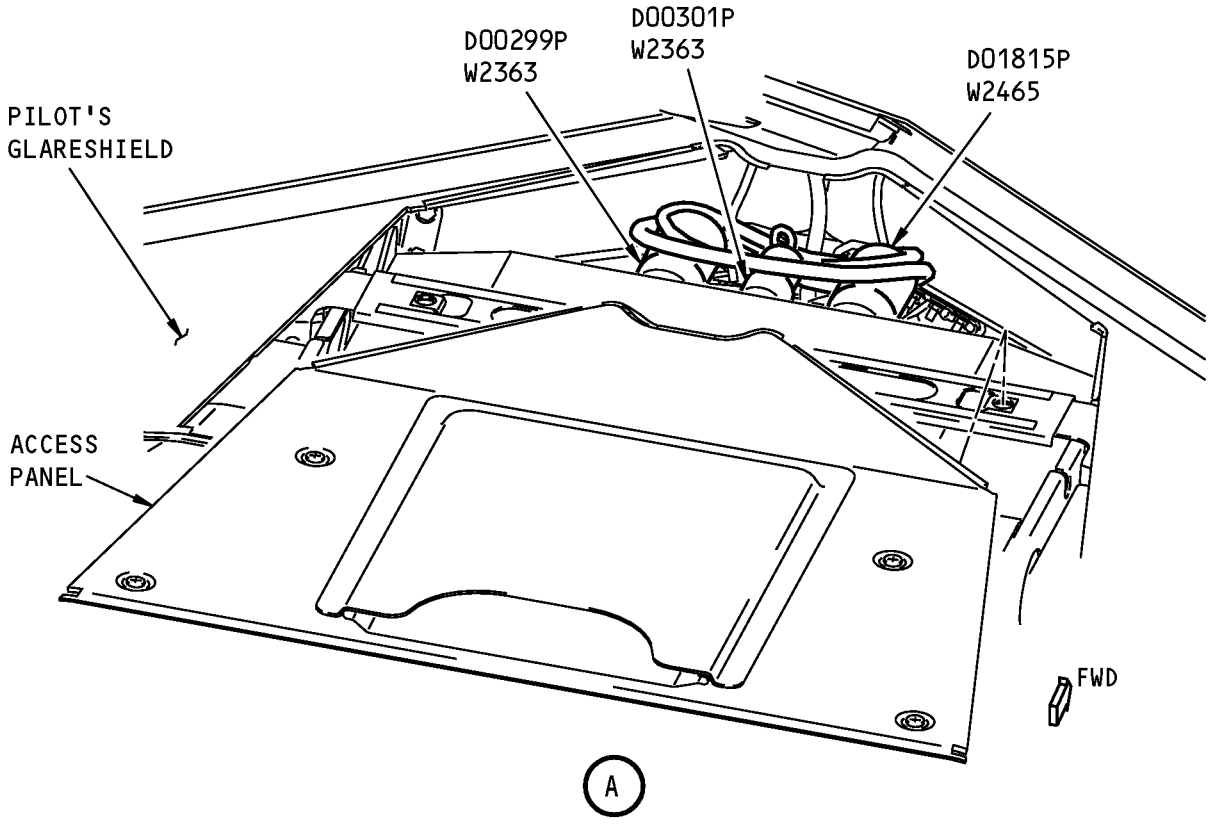
DISCONNECT PANEL, AD0520

C

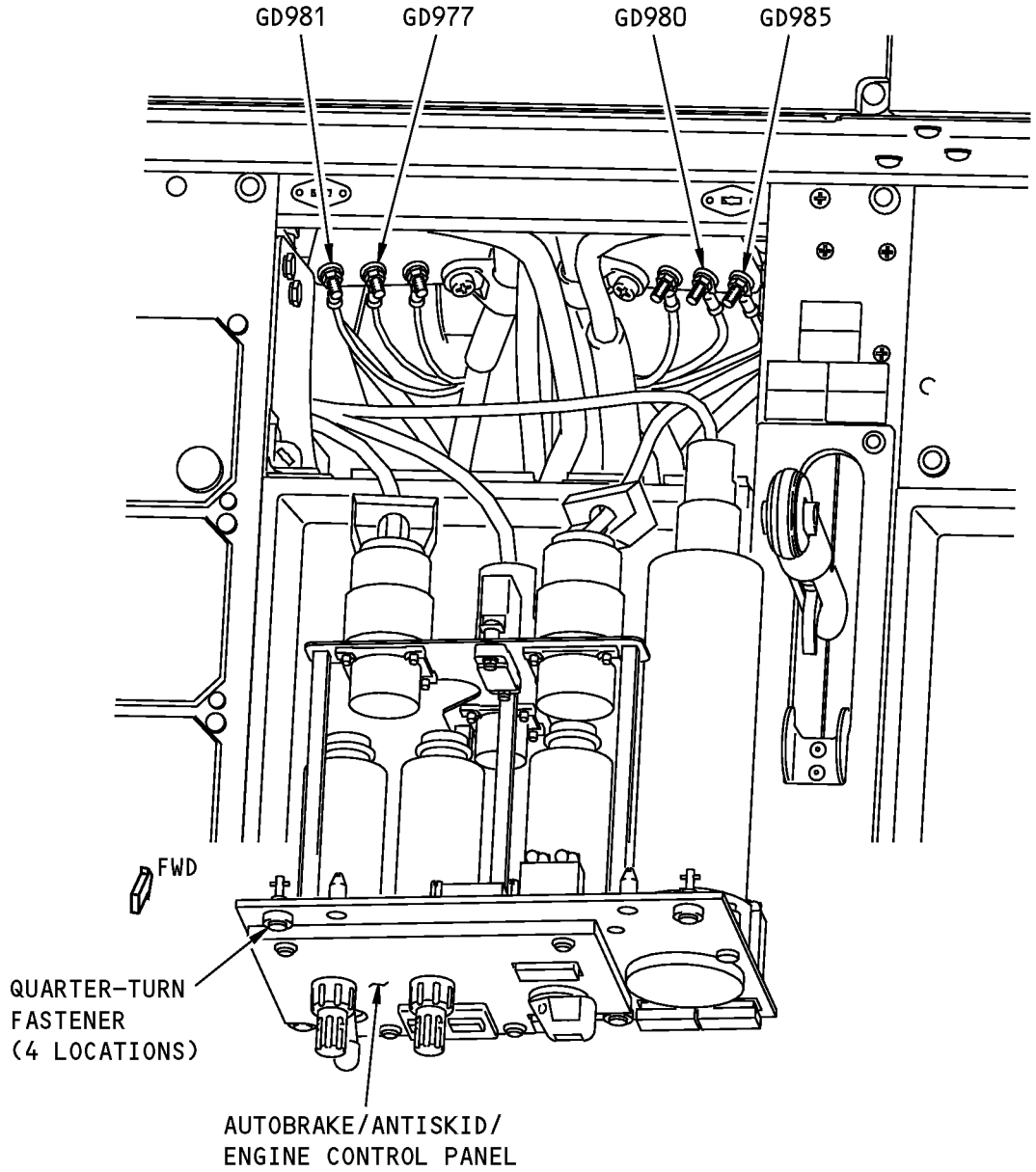
HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 605 (Sheet 3 of 3)/05-55-15-990-836



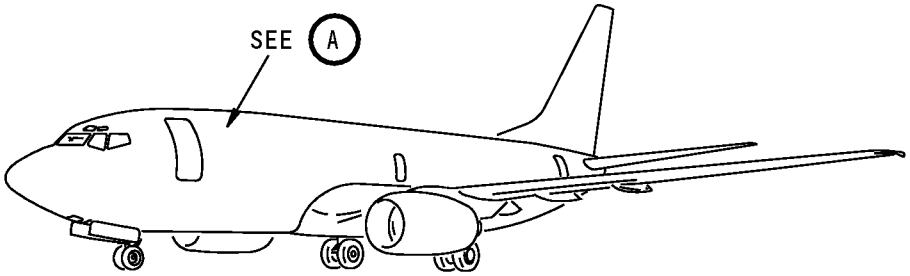
FLIGHT COMPARTMENT

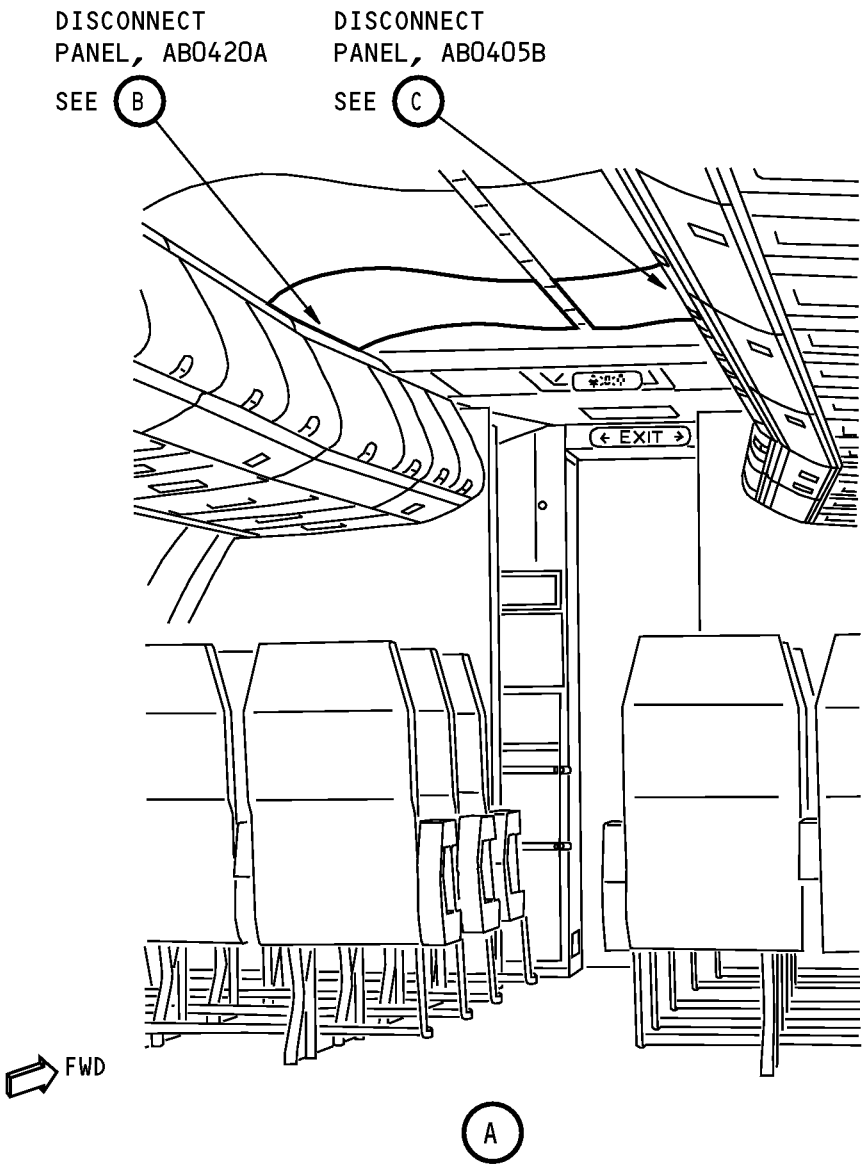


HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 606 (Sheet 1 of 2)/05-55-15-990-837

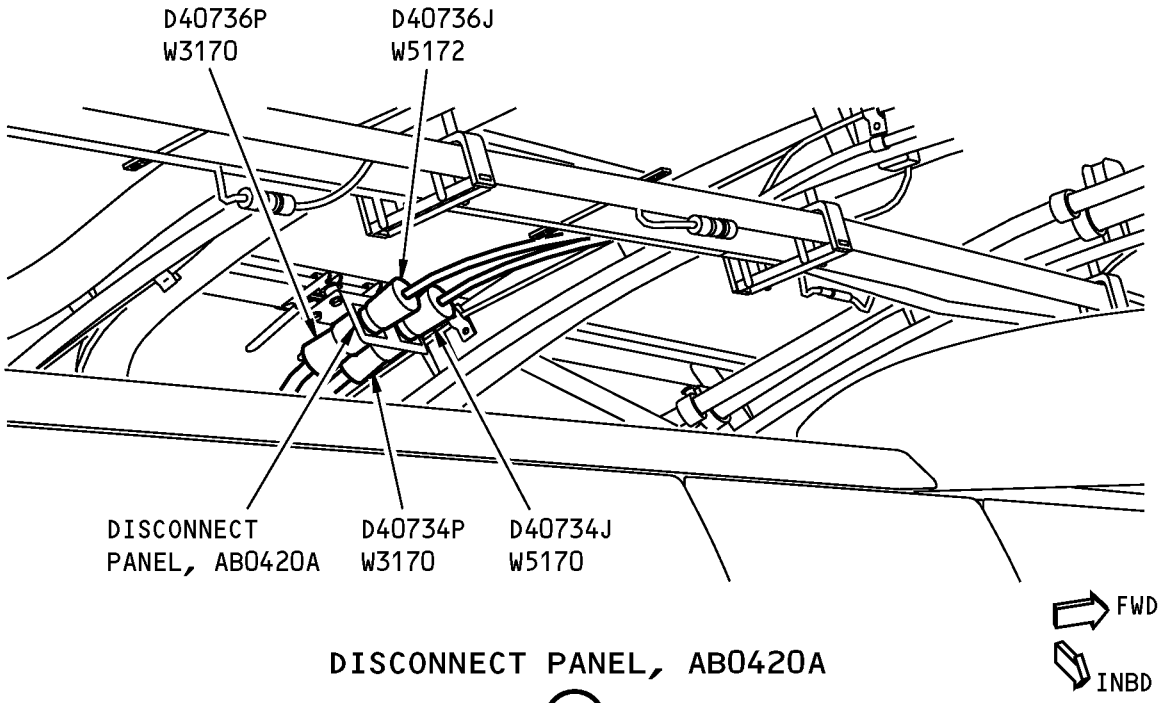


HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 606 (Sheet 2 of 2)/05-55-15-990-837



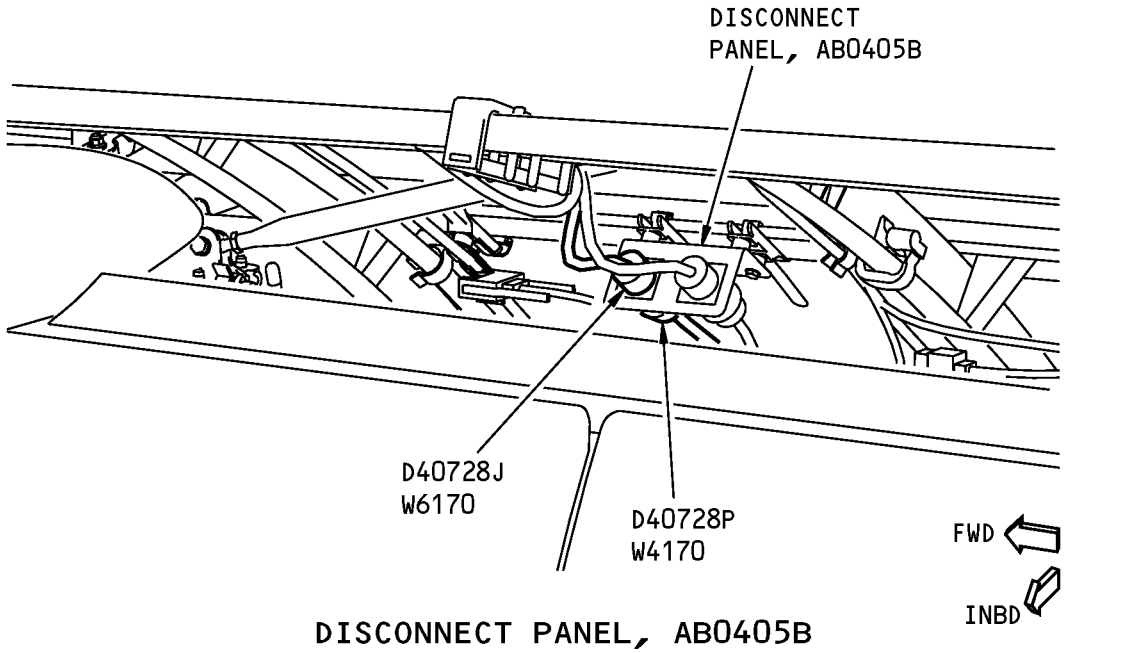


HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE PASSENGER CABIN, FORWARD - INSPECTION
Figure 607 (Sheet 1 of 2)/05-55-15-990-838



DISCONNECT PANEL, AB0420A

B



DISCONNECT PANEL, AB0405B

C

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE PASSENGER CABIN, FORWARD - INSPECTION
Figure 607 (Sheet 2 of 2)/05-55-15-990-838

TASK 05-55-15-200-805

3. Detailed Visual Inspection - Connector Pigtails inside the Pressure Vessel

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

NOTE: Additional information related to inspection details can be found in the 737-6/7/8/9 Maintenance Planning Document.

(a) You will search for evidence of connector pigtail irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
25-21-45-000-801	Sculptured Ceiling Panel Removal (P/B 401)
25-21-45-400-801	Sculptured Ceiling Panel Installation (P/B 401)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Location Zones

Zone	Area
112	Area Forward of Nose Landing Gear Wheel Well
113	Area Above and Outboard of Nose Landing Gear Wheel Well - Left
117	Electrical and Electronics Compartment - Left
118	Electrical and Electronics Compartment - Right
121	Forward Cargo Compartment - Left
122	Forward Cargo Compartment - Right
211	Flight Compartment - Left
212	Flight Compartment - Right
230	Subzone - Passenger Compartment - Body Station 360.00 to 663.75

D. Access Panels

Number	Name/Location
112A	Forward Access Door
113BW	Forward Nose Wheel Well Panel
117A	Electronic Equipment Access Door

E. Procedure

SUBTASK 05-55-15-200-009

(1) Inspect connector pigtails in the Forward Access Area

(a) Prepare for the procedure

(Figure 608)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

(b) Procedure

1) Open this access panel:

Number	Name/Location
112A	Forward Access Door

2) Do a Detailed Visual inspection of the pigtails associated with connectors listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	PNL OR MODULE	WD
W6570	D11306	Figure 608	M1827	28-41-11

3) Put the airplane back to it's usual condition if necessary:

a) Close the panel opened above.

SUBTASK 05-55-15-200-010

(2) Inspect connector pigtails in the Nose Wheel Well

(a) Prepare for the procedure

(Figure 609)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

(b) Procedure

1) Open this access panel:

Number	Name/Location
113BW	Forward Nose Wheel Well Panel

2) Gain access to the inside of Junction Box J48:

a) Remove the 4 bolts holding the protective cover in place and set it aside.

3) Do a Detailed Visual inspection of the pigtails associated with connectors listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W0088	D48116J	Figure 609	B	J48A Pos 13	28-41-11
	D48128J	Figure 609	B	J48A Pos 24	28-41-11
W5158	D48116P	Figure 609	B	J48A Pos 13	28-41-11
W6570	D48128P	Figure 609	B	J48A Pos 24	28-41-11

4) Put the airplane back to it's usual condition if necessary:

a) Reinstall the Junction Box protective cover.

b) Close the access panel opened above.

SUBTASK 05-55-15-200-011

(3) Inspect connector pigtails in the E/E Bay Main Equipment Center

(a) Prepare for the procedure

(Figure 610)

1) Make sure the MLG is down and locked.
   a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

(b) Procedure

1) Open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

2) Do a Detailed Visual inspection of the pigtails associated with connectors listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W2363	D04069P	Figure 610	B	E1-1	22-11-11
W2465	D08019J	Figure 610	C	E1-4	22-11-11
W5367	D04073P	Figure 610	B	E1-1 Pos 27	22-11-31
W5375	D04077J	Figure 610	C	E1-4 Pos 15	22-11-31

3) Put the airplane back to it's usual condition if necessary:
   a) Close the access panel opened above.

SUBTASK 05-55-15-200-012

(4) Inspect connector pigtails in the Forward Cargo Compartment, Forward

(a) Prepare for the procedure

(Figure 611)

1) Make sure the MLG is down and locked.
   a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801
   b) Remove the protective covers from the E2, E3, and E4 racks (Figure 611)

(b) Procedure

1) Do a Detailed Visual inspection of the pigtails associated with connectors listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W0220	D40130J	Figure 611	B	E2-2 Pos 25	73-31-11
	D40136J	Figure 611	B	E2-2 Pos 7	80-11-11
	D40450J	Figure 611	B	E2-2 Pos 24	73-31-11
W0410	D40156J	Figure 611	D	E4-1 Pos 50	73-21-21
	D40158J	Figure 611	D	E4-1 Pos 42	76-21-21
	D40390J	Figure 611	D	E4-1 Pos 52	73-21-31
W0422	D40164J	Figure 611	D	E4-2 Pos 15	28-41-11
	D40388J	Figure 611	D	E4-2 Pos 24	27-62-11
	D40618J	Figure 611	D	E4-2 Pos 35	24-33-11

(Continued)

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W3170	D49994P	Figure 611	C	E3-1 Pos 14	79-33-11
W4170	D40732P	Figure 611	C	E3-1 Pos 36	77-12-11
W5158	D40618P	Figure 611	D	E4-2 Pos 35	24-33-11
W5162	D40130P	Figure 611	B	E2-2 Pos 25	73-31-11
W5310	D40448P	Figure 611	C	E3-1 Pos 11	73-24-11
	D40450P	Figure 611	B	E2-2 Pos 24	73-31-11
W5375	D42053P	Figure 611	C	E3-2 Pos 47	27-18-11
W5564	D40136P	Figure 611	B	E2-2 Pos 7	80-11-11
W6162	D40156P	Figure 611	D	E4-1 Pos 50	73-21-21
W6412	D40338P	Figure 611	D	E4-2 Pos 24	27-62-11
	D40390P	Figure 611	D	E4 -1 Pos 52	73-21-31
	D40394P	Figure 611	D	E3-1 Pos 34	36-11-11
W6564	D40158P	Figure 611	D	E4-1 Pos 42	76-21-21
W6586	D40164P	Figure 611	D	E4-2 Pos 15	28-41-11

2) Put the airplane back to it's usual condition if necessary:

a) Reinstall the protective covers opened above.

SUBTASK 05-55-15-200-013

(5) Inspect connector pigtails in the Forward Cargo Compartment, Aft

(a) Prepare for the procedure

(Figure 612)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

2) Remove the protective covers that allow access to the AC0520 and AD0520 disconnect panels. (Figure 612)

(b) Procedure

1) Do a Detailed Visual Inspection of the pigtails associated with connectors listed in the table.

WIRE BUNDLE	CONNEC˜ TOR	FIGURE	FIG REF	PNL OR MODULE	WD
W5162	D39921	Figure 612	B	AC0520 DM11	73-21-21
W5170	D39925	Figure 612	B	AC0520 DM13	79-31-11
W5172	D39917	Figure 612	B	AC0520 DM09	73-21-21
W5564	D39909	Figure 612	B	AC0520 DM05	76-21-11
W6162	D39922	Figure 612	C	AD0520 DM12	73-21-21

(Continued)

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W6170	D39926	Figure 612	C	AD0520 DM14	30-21-21
W6172	D39918	Figure 612	C	AD0520 DM10	73-21-21
W6564	D39910	Figure 612	C	AD0520 DM06	76-21-21
W6586	D39906	Figure 612	C	AD0520 DM04	28-41-11

2) Put the airplane back to it's usual condition if necessary:

a) Reinstall the protective covers opened above.

SUBTASK 05-55-15-200-014

(6) Inspect connector pigtails in the Flight Compartment

(a) Prepare for the procedure

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

2) Gain access to the connectors forward of the Mode Control Panel, under the pilots glareshield access panel (Figure 613).

a) Loosen the four, quarter-turn fasteners and remove the center section of the Pilots Glareshield assembly.

3) Gain access to the ground studs behind the AutoBrake/AntiSkid/Engine Control Panel.(Figure 613)

a) Loosen the four, quarter turn fasteners and lift the AutoBrake/AntiSkid/Engine Control Panel assembly out of the center main panel.

b) Carefully hang the panel assembly by the connecting wire bundles.

(b) Procedure

1) Do a Detailed Visual Inspection of the pigtails associated with connectors and ground studs listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W2363	D00299P	Figure 613	A	Mode Control Panel	22-11-11
	D00301P	Figure 613	A	Mode Control Panel	22-11-11
	GD977	Figure 613	B	Shield Ground	22-11-11
	GD981	Figure 613	B	Shield Ground	22-11-11
W2465	D01815P	Figure 613	A	Mode Control Panel	22-11-11
	GD980	Figure 613	B	Shield Ground	22-11-11
	GD985	Figure 613	B	Shield Ground	22-11-11

2) Put the airplane back to it's usual condition if necessary:

a) Reinstall the AutoBrake/AntiSkid/Engine Control Panel assembly and tighten the fasteners.

b) Reinstall the center section of the Pilots Glareshield assembly and tighten the four, quarter-turn fasteners.

SUBTASK 05-55-15-200-015

(7) Inspect connector pigtails in the Passenger Cabin, Forward

(a) Prepare for the procedure

(Figure 614)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

2) Gain access to the disconnect panels above the passenger compartment ceiling.

a) Do this task for ceiling panels at Station 410 and 424:(Figure 614)

<1> (Sculptured Ceiling Panel Removal, TASK 25-21-45-000-801)

(b) Procedure

1) Do a Detailed Visual Inspection of the pigtails associated with connectors listed in the table.

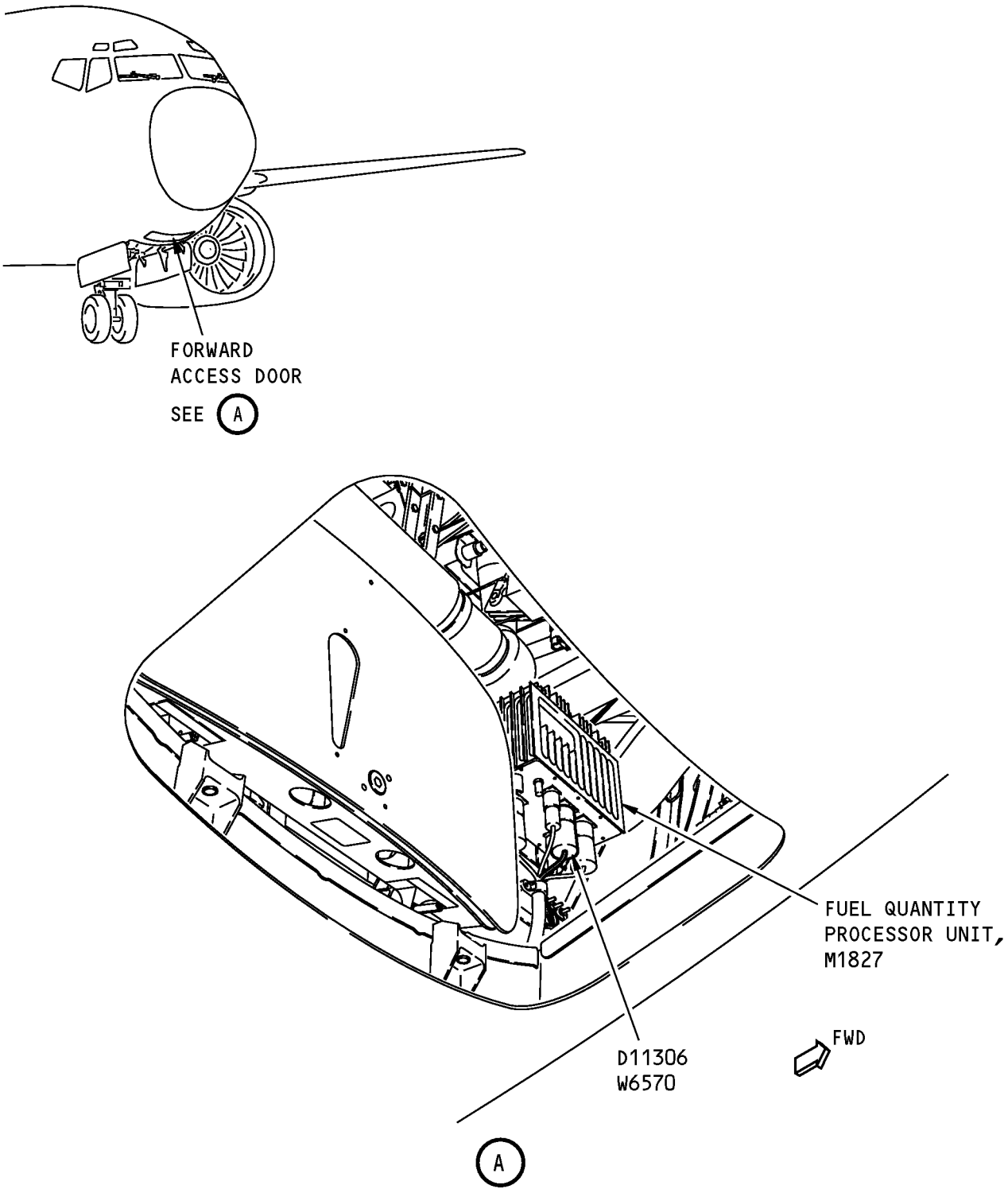
WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W3170	D40736P	Figure 614	B	AB0420A Pos 2	79-31-11
	D40734P	Figure 614	B	AB0420A Pos 1	79-31-11
W4170	D40728P	Figure 614	C	AB0405B Pos 1	77-12-11
W5170	D40734J	Figure 614	B	AB0420A Pos 1	79-31-11
W5172	D40736J	Figure 614	B	AB0420A Pos 2	79-31-11
W6170	D40728J	Figure 614	C	AB0405B Pos 1	77-12-11

2) Put the airplane back to it's usual condition if necessary:

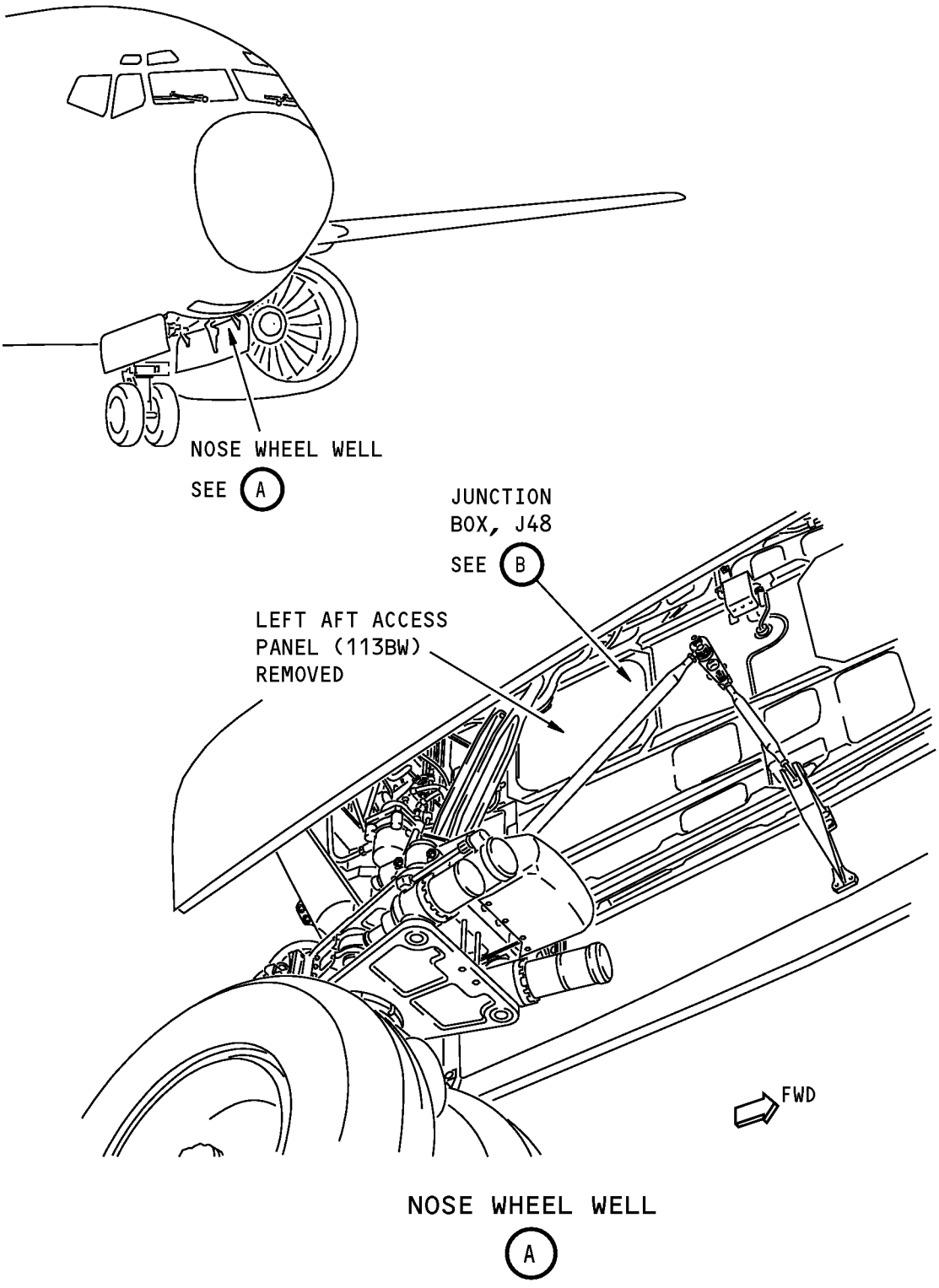
a) Do this task for the panels removed above:(Figure 614)

<1> (Sculptured Ceiling Panel Installation, TASK 25-21-45-400-801)

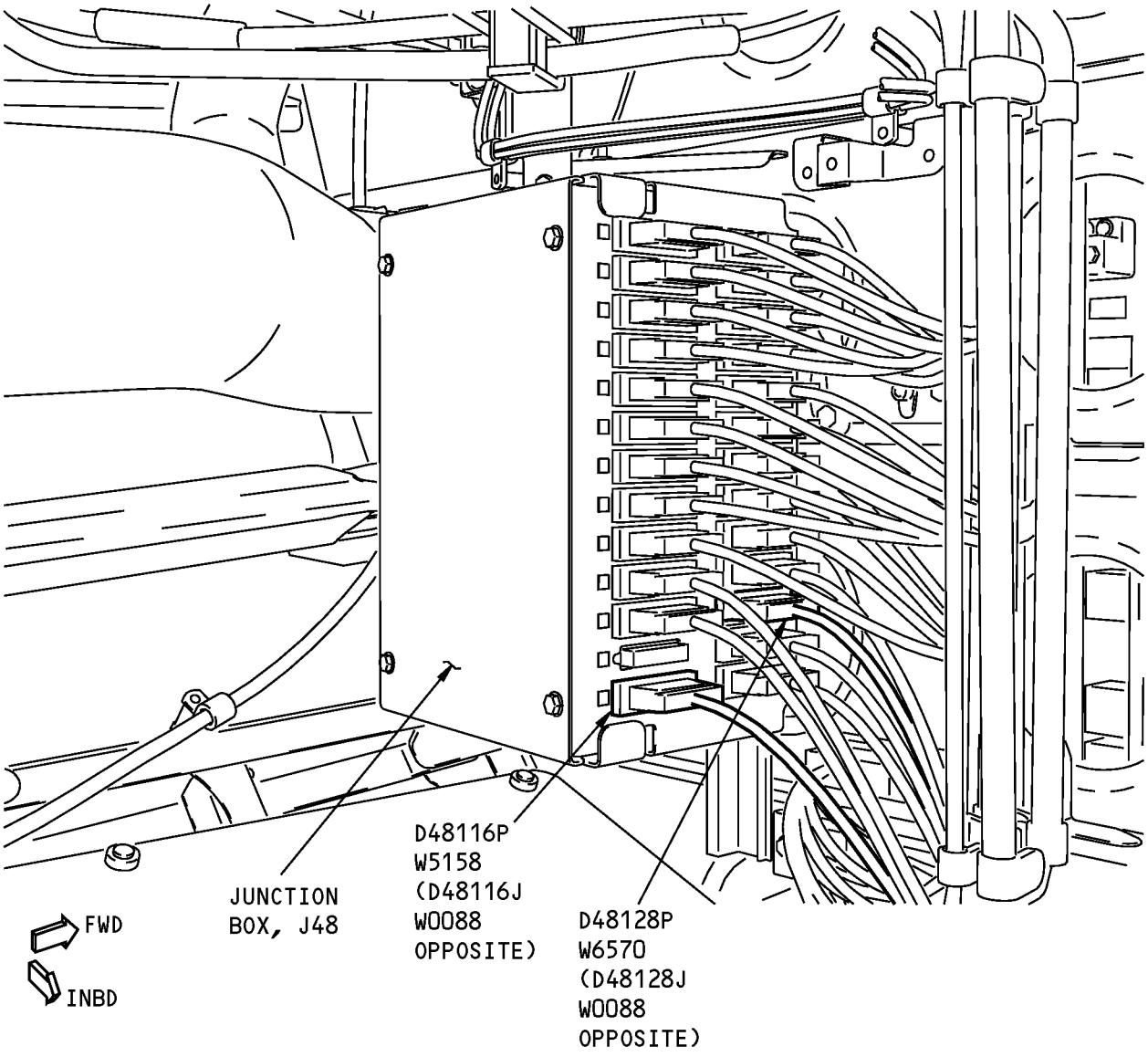
——————— END OF TASK ———————



HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD ACCESS AREA - INSPECTION
Figure 608/05-55-15-990-811



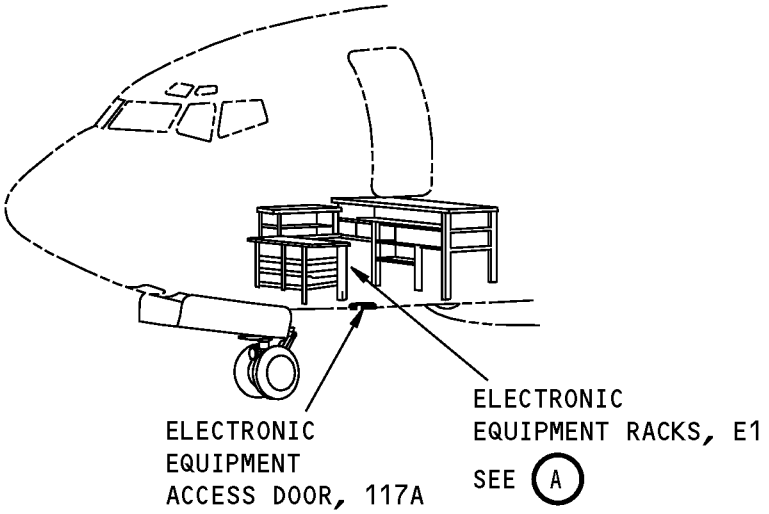
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE NOSE WHEEL WELL - INSPECTION
Figure 609 (Sheet 1 of 2)/05-55-15-990-812

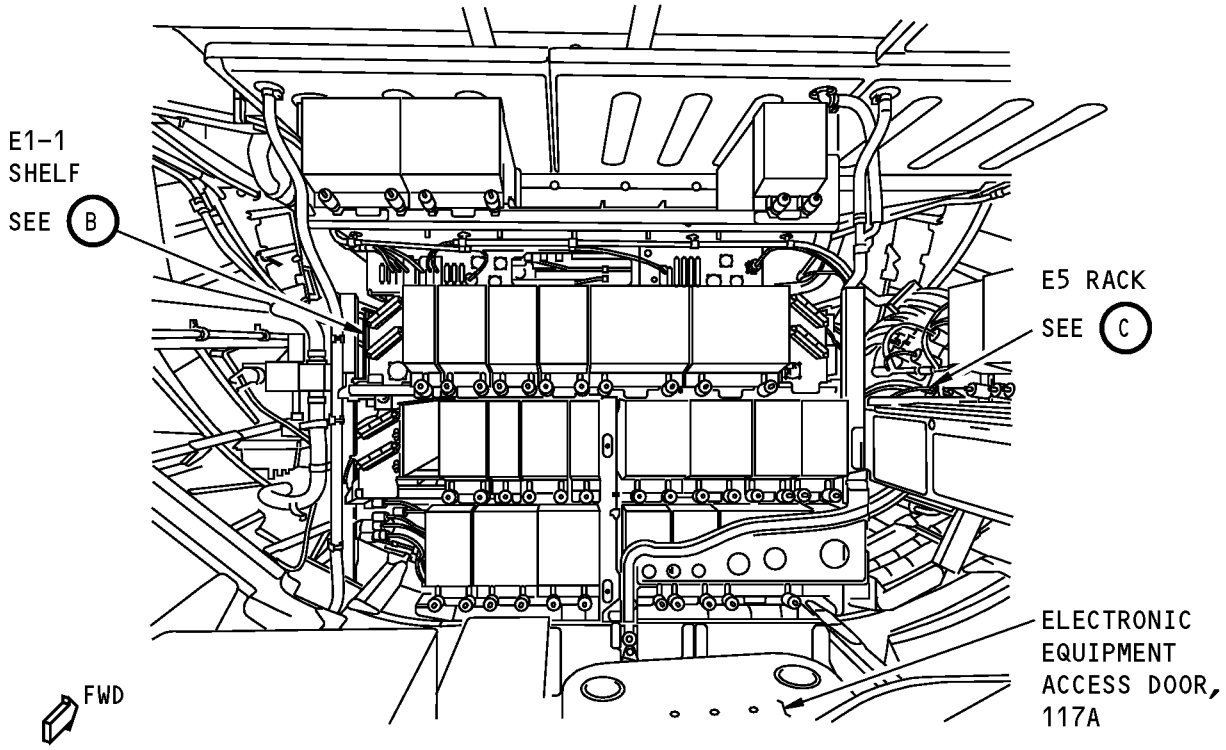


JUNCTION BOX, J48

B

HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE NOSE WHEEL WELL - INSPECTION
Figure 609 (Sheet 2 of 2)/05-55-15-990-812

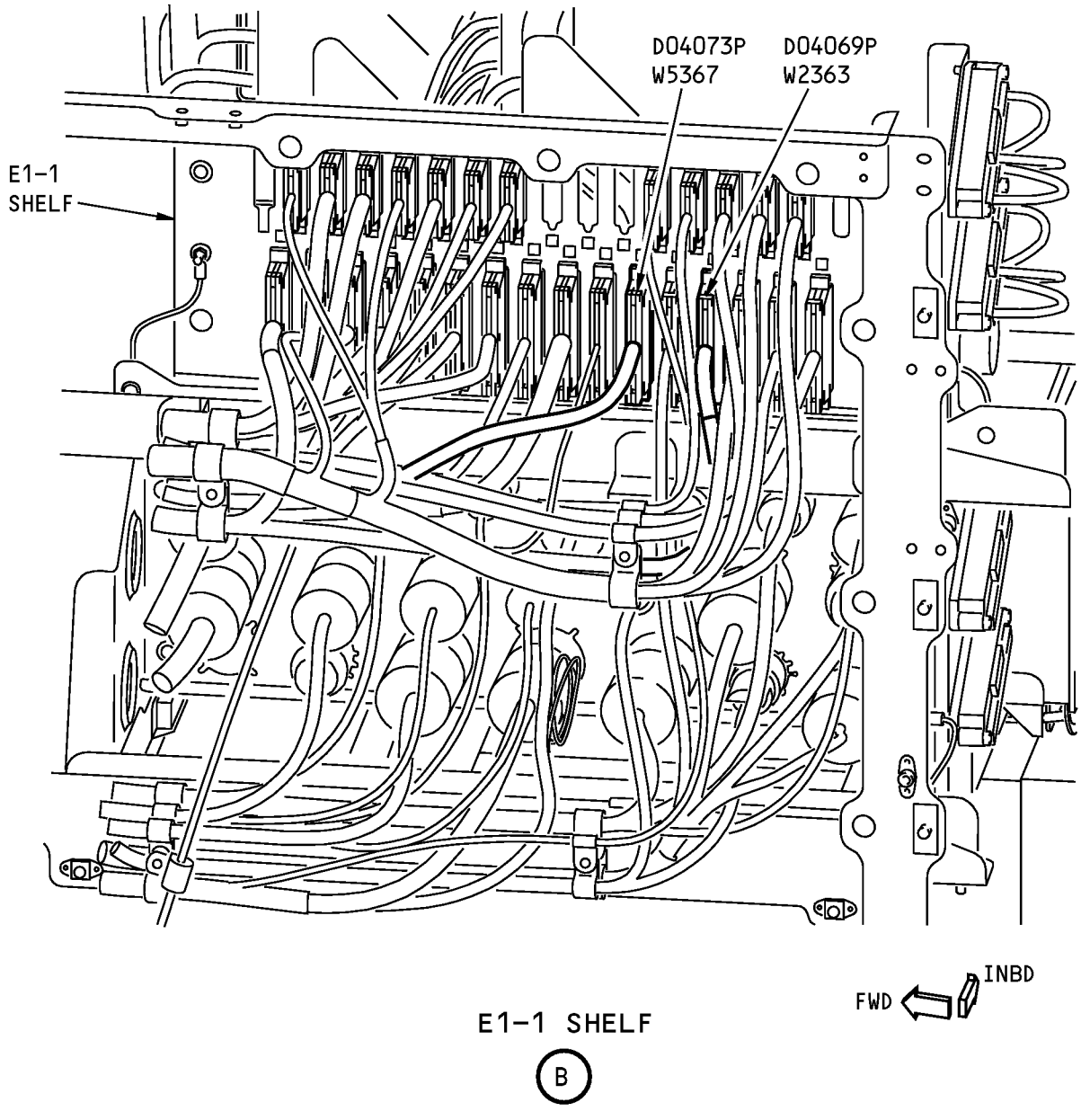




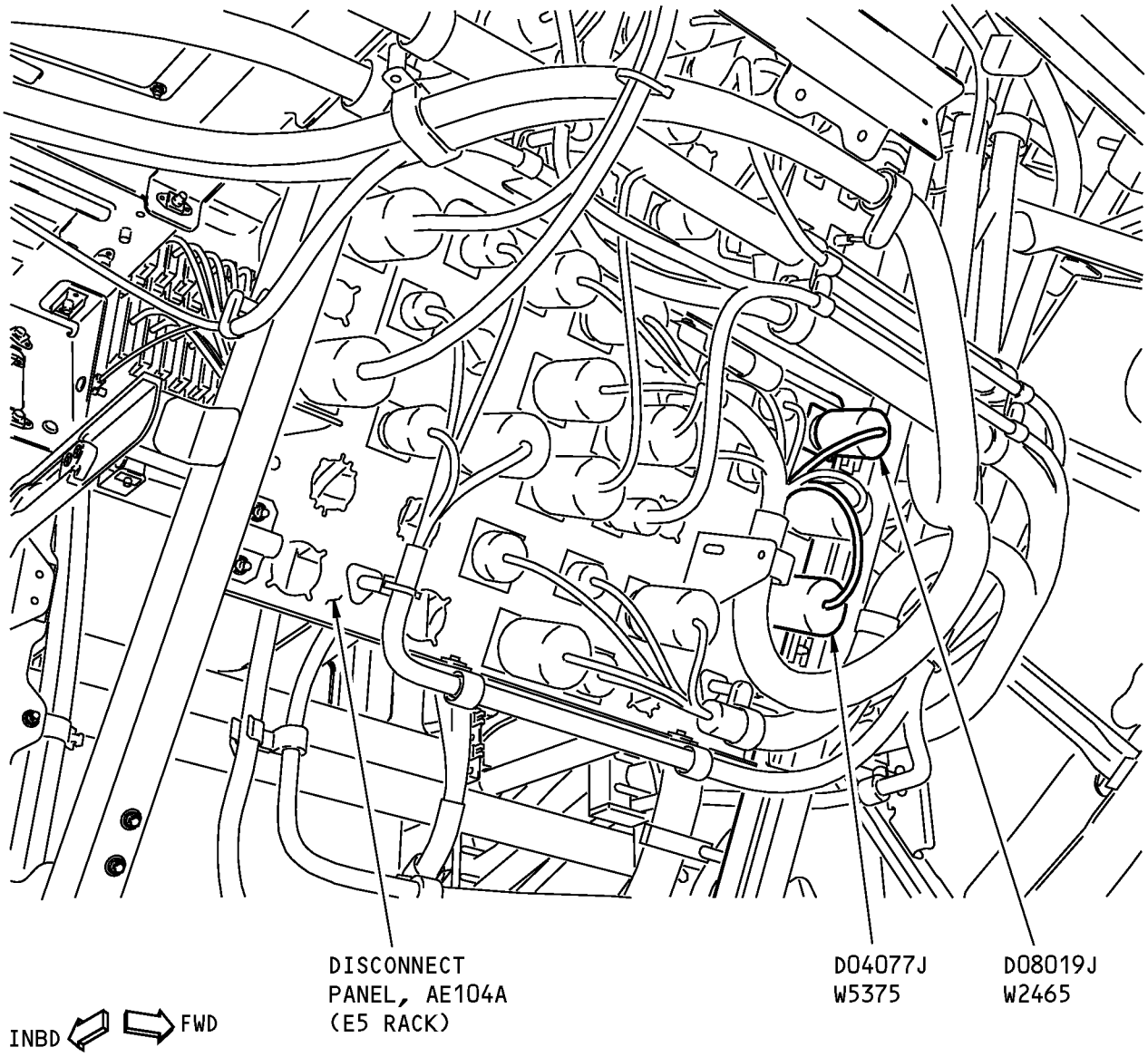
ELECTRONIC EQUIPMENT RACKS

A

HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 610 (Sheet 1 of 3)/05-55-15-990-813



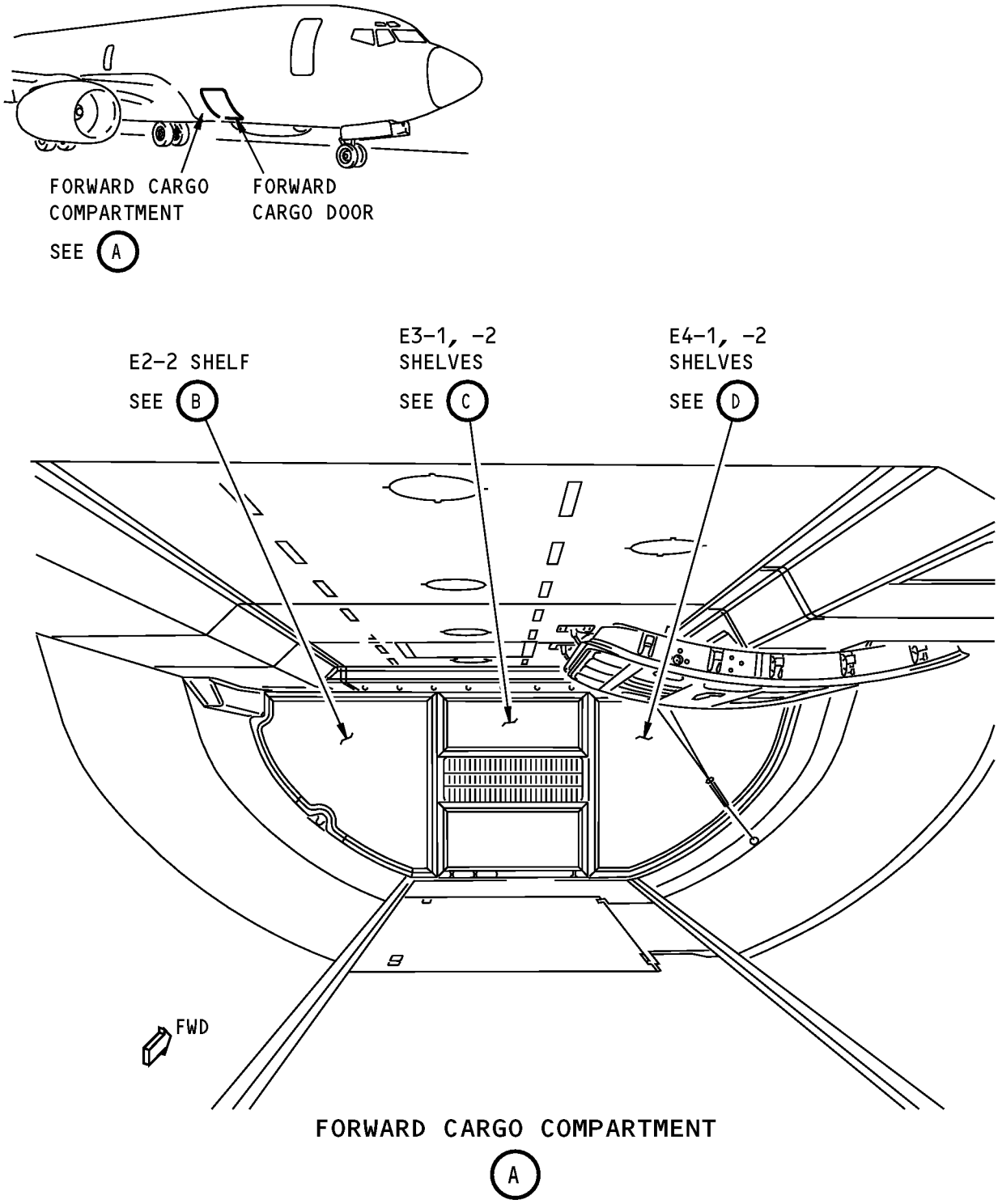
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 610 (Sheet 2 of 3)/05-55-15-990-813



DISCONNECT PANEL, AE0104A

C

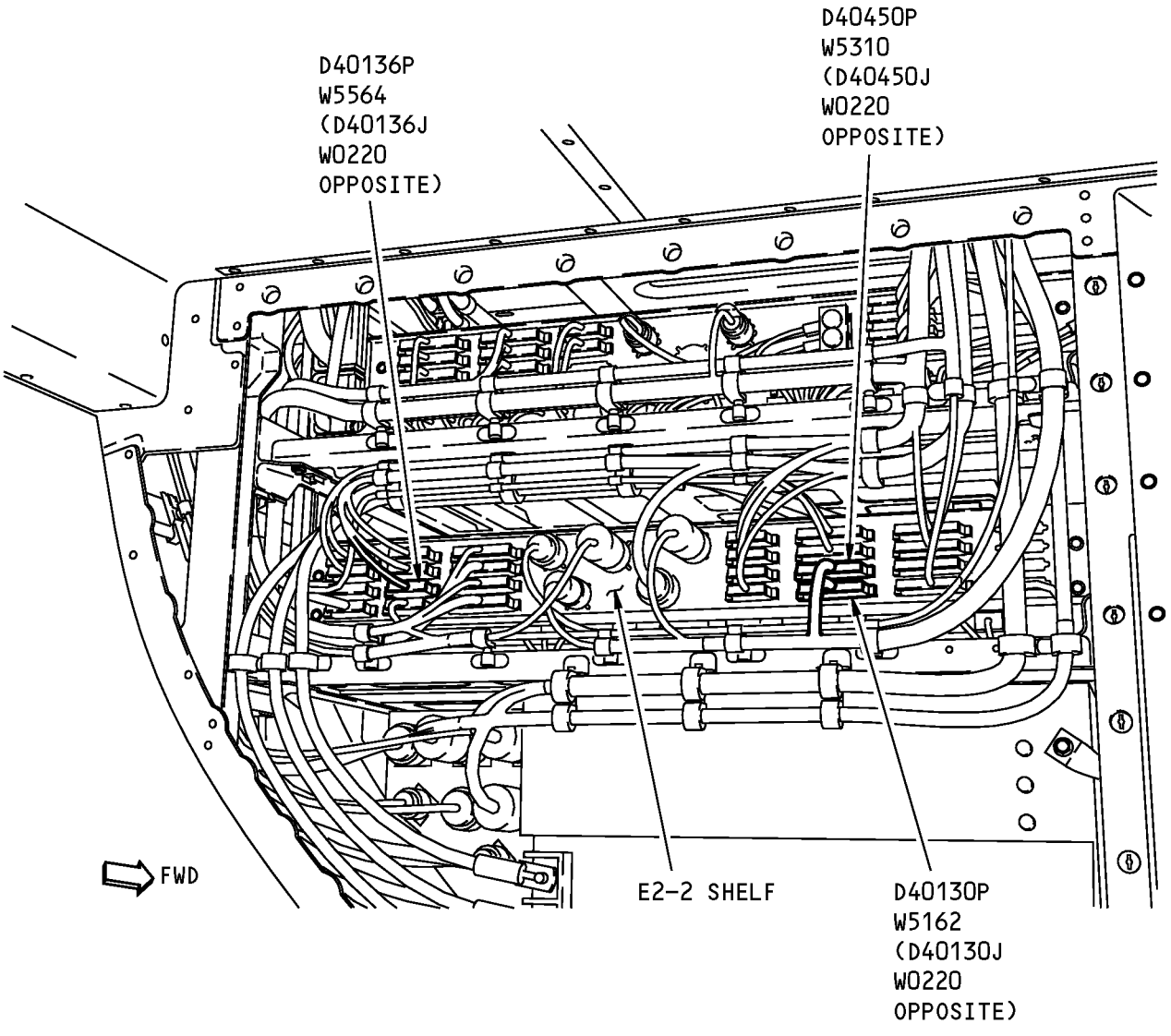
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 610 (Sheet 3 of 3)/05-55-15-990-813



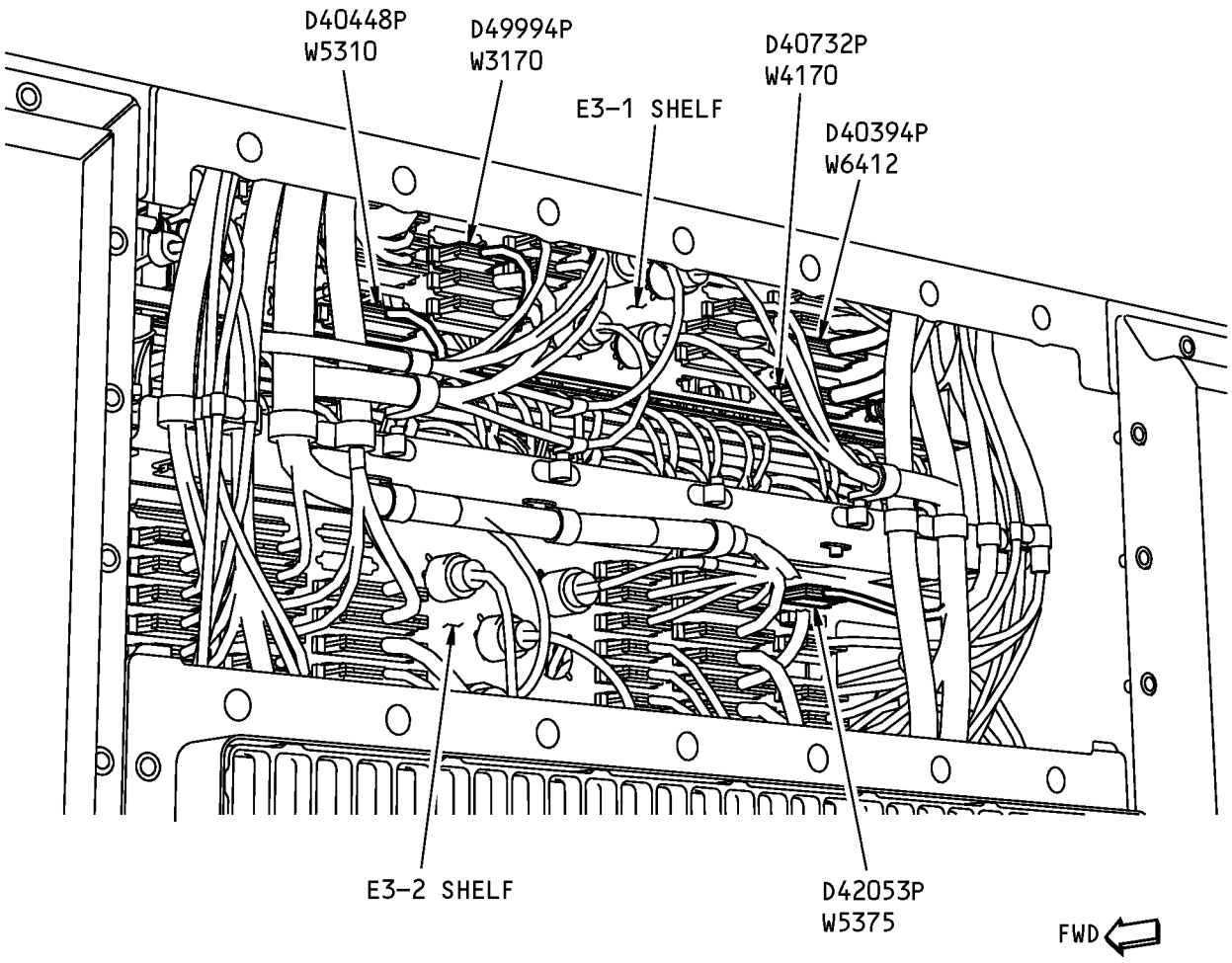
FORWARD CARGO COMPARTMENT

A

HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 611 (Sheet 1 of 4)/05-55-15-990-814



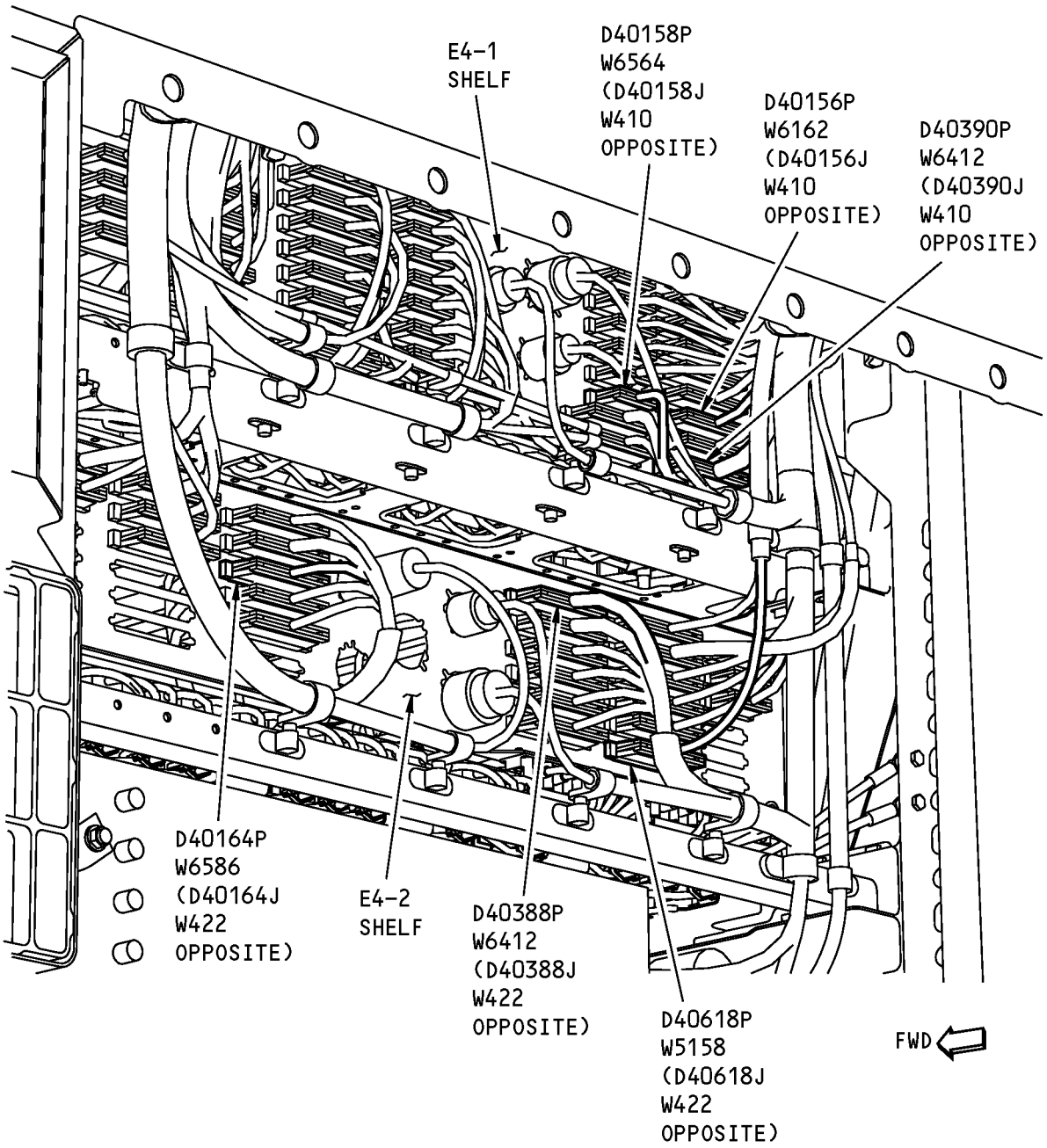
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 611 (Sheet 2 of 4)/05-55-15-990-814



E3-1, -2 SHELVES

C

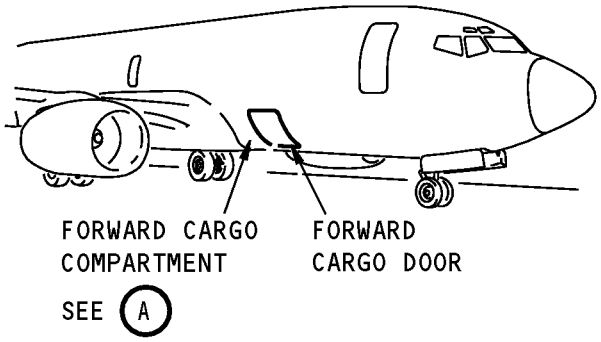
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 611 (Sheet 3 of 4)/05-55-15-990-814

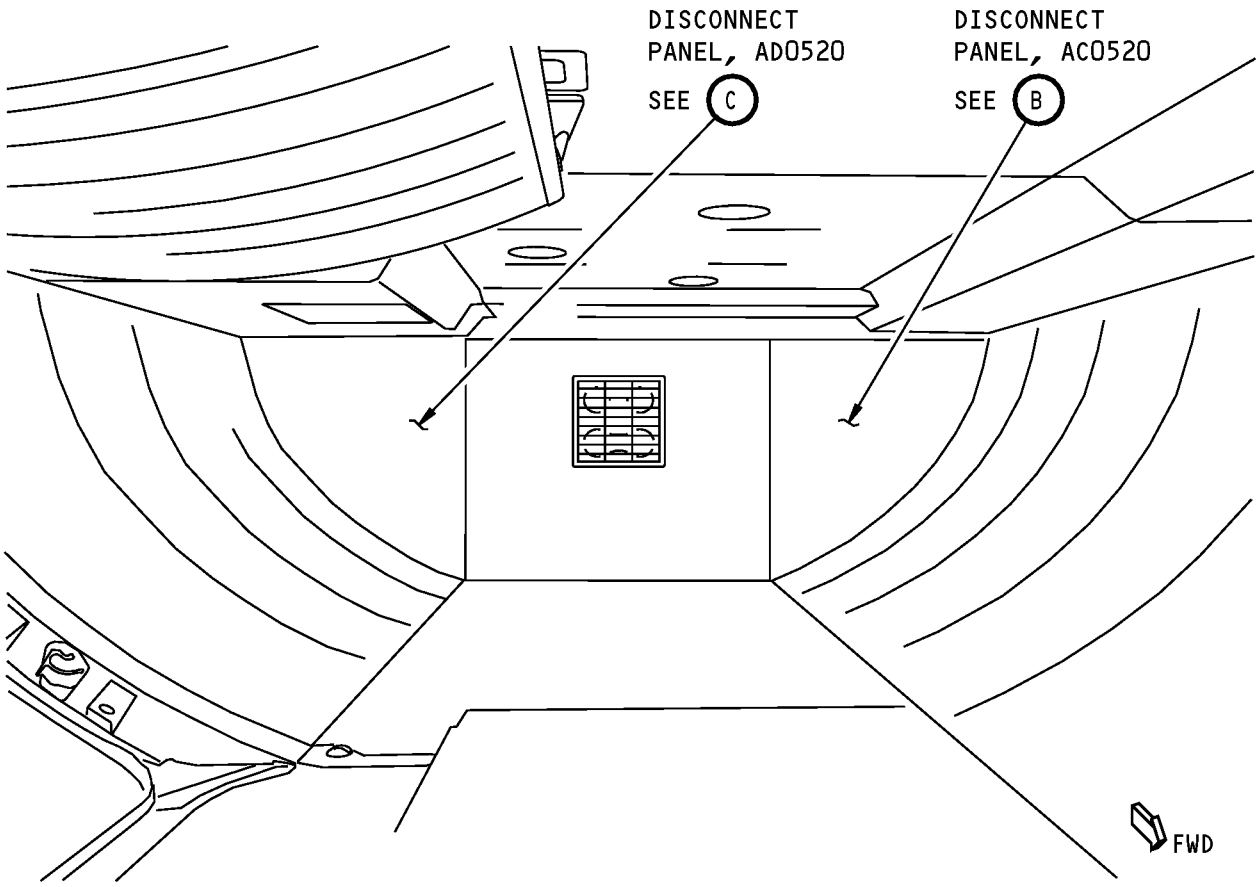


E4-1, -2 SHELVES

(D)

HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 611 (Sheet 4 of 4)/05-55-15-990-814

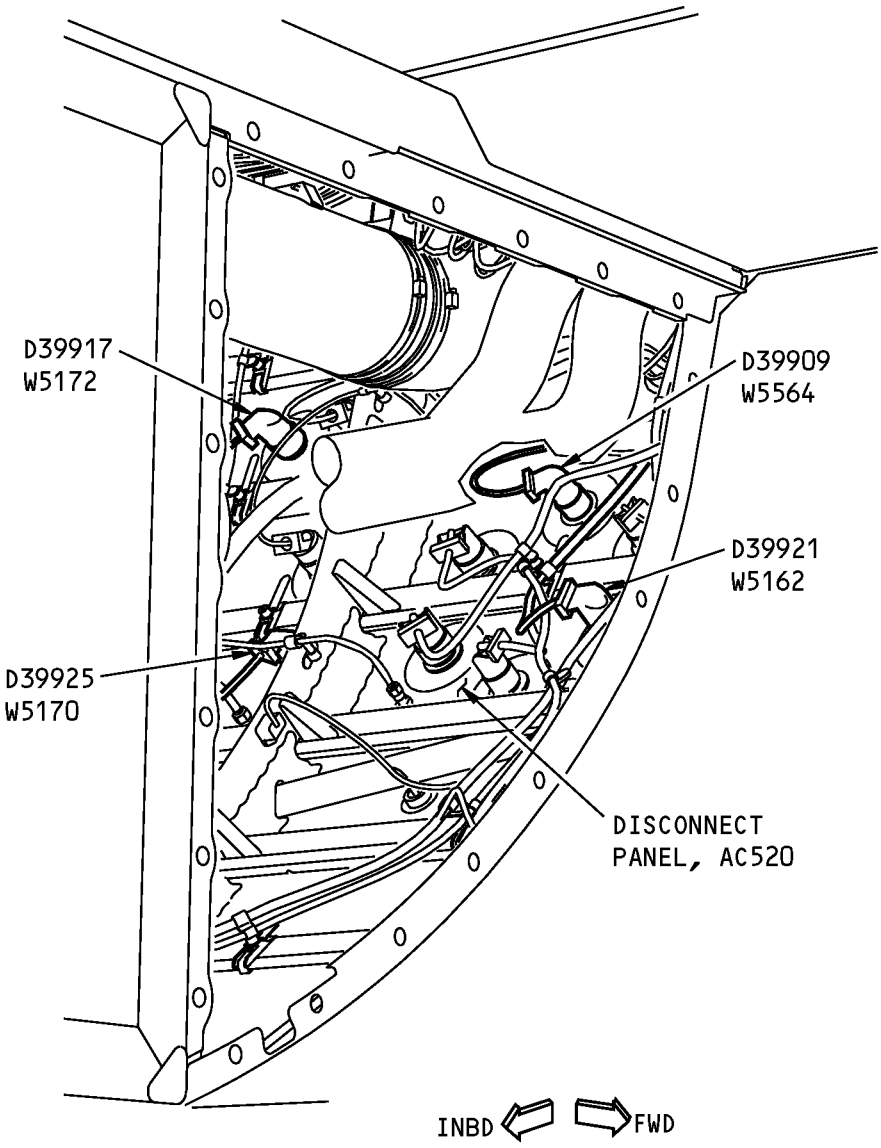




FORWARD CARGO COMPARTMENT

A

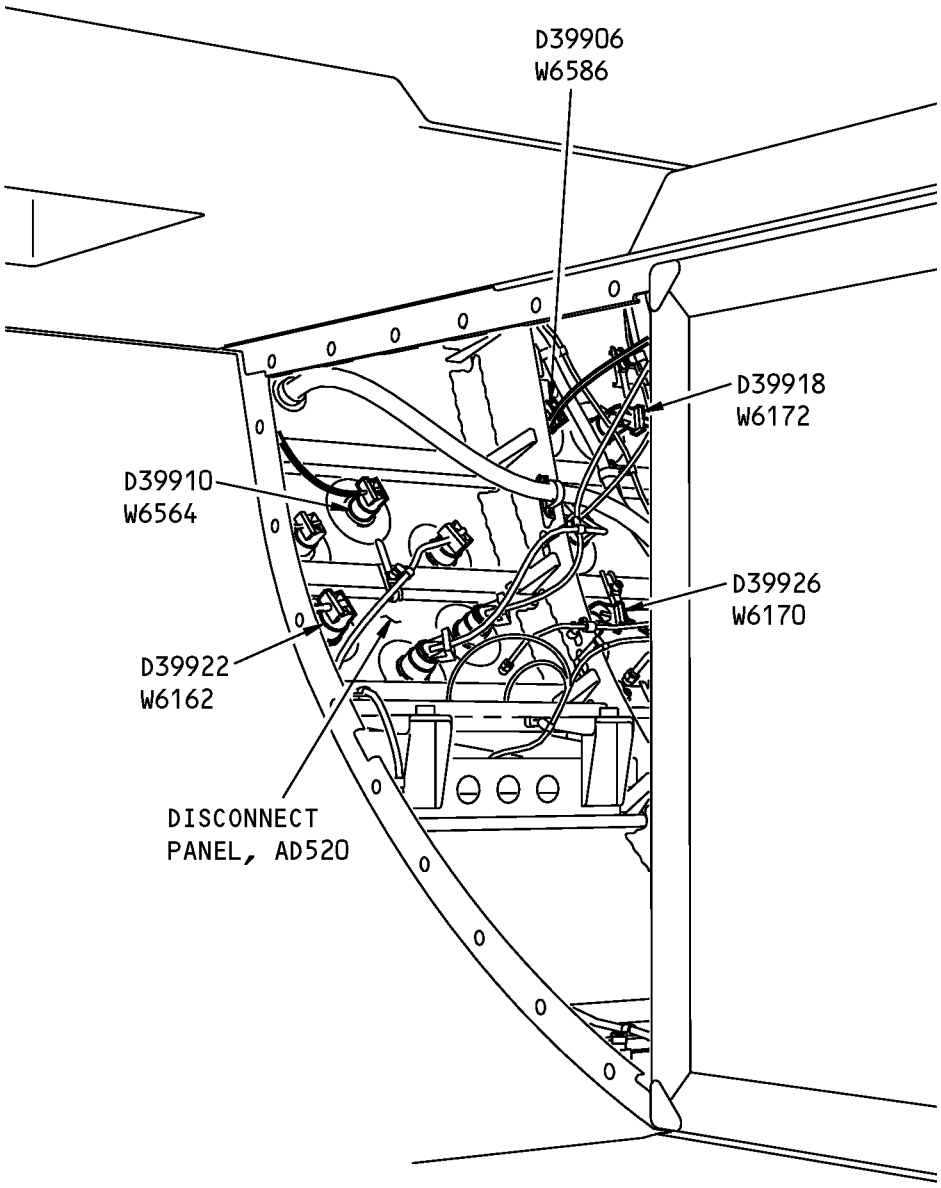
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 612 (Sheet 1 of 3)/05-55-15-990-815



DISCONNECT PANEL, AC0520

B

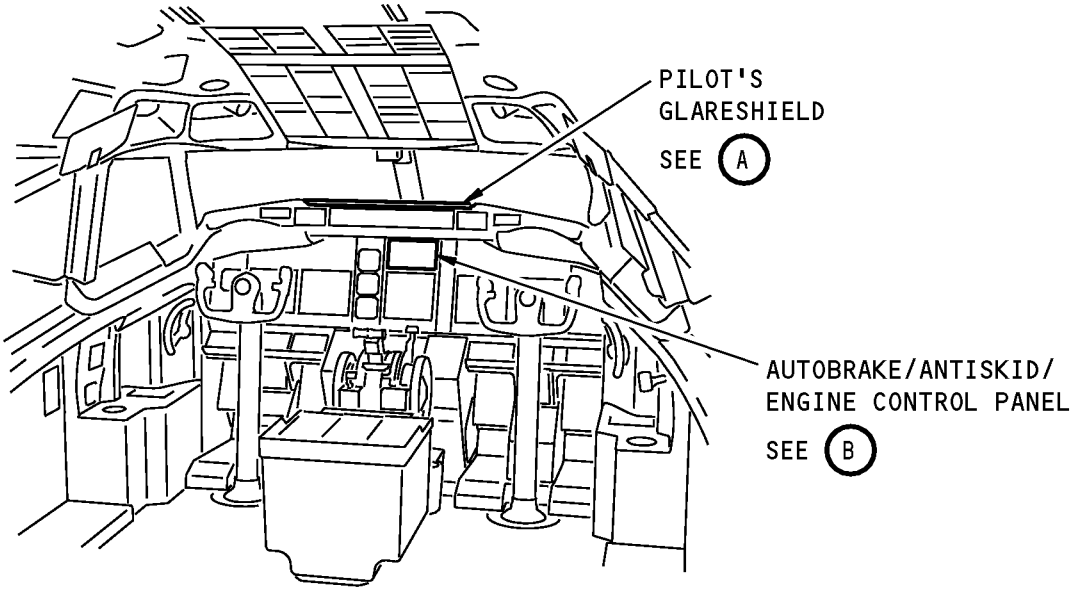
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 612 (Sheet 2 of 3)/05-55-15-990-815



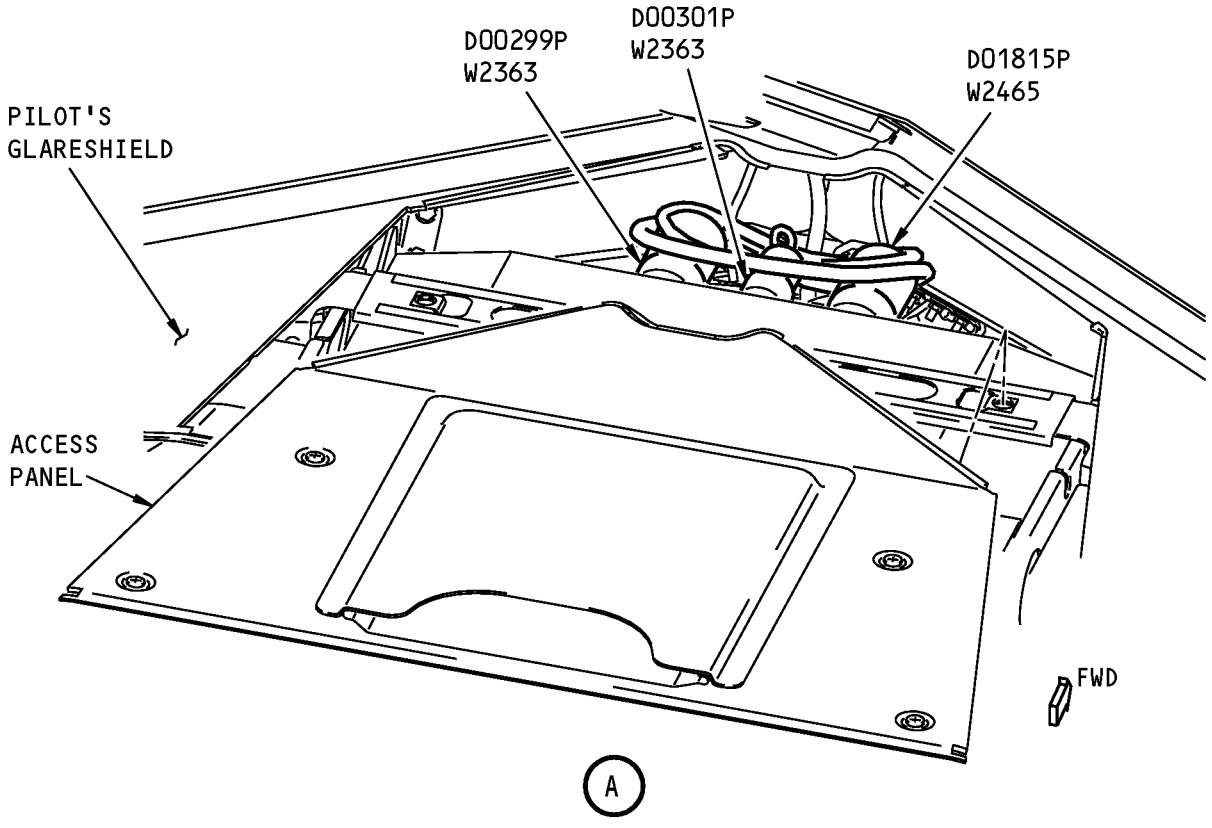
DISCONNECT PANEL, AD0520

C

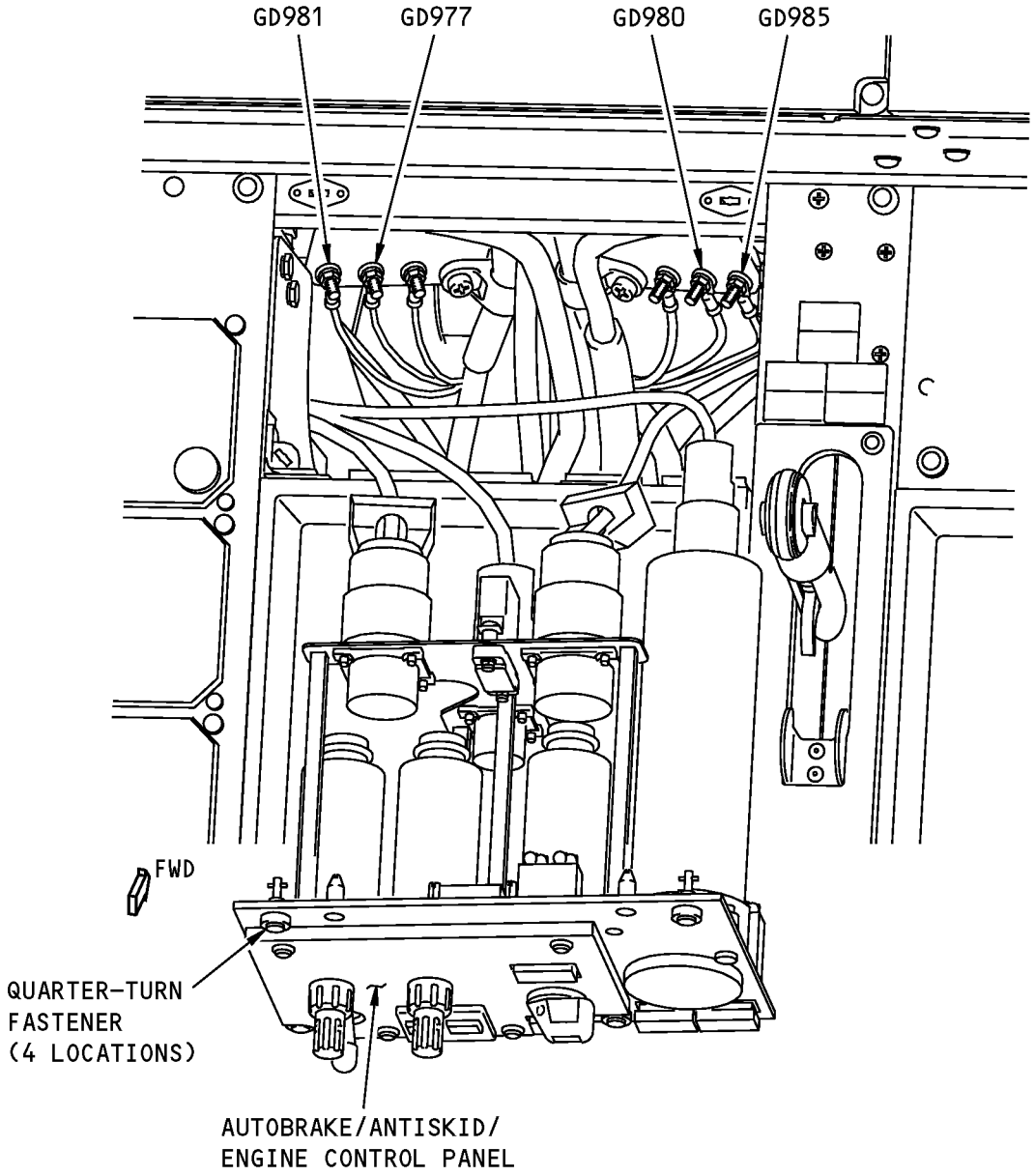
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 612 (Sheet 3 of 3)/05-55-15-990-815



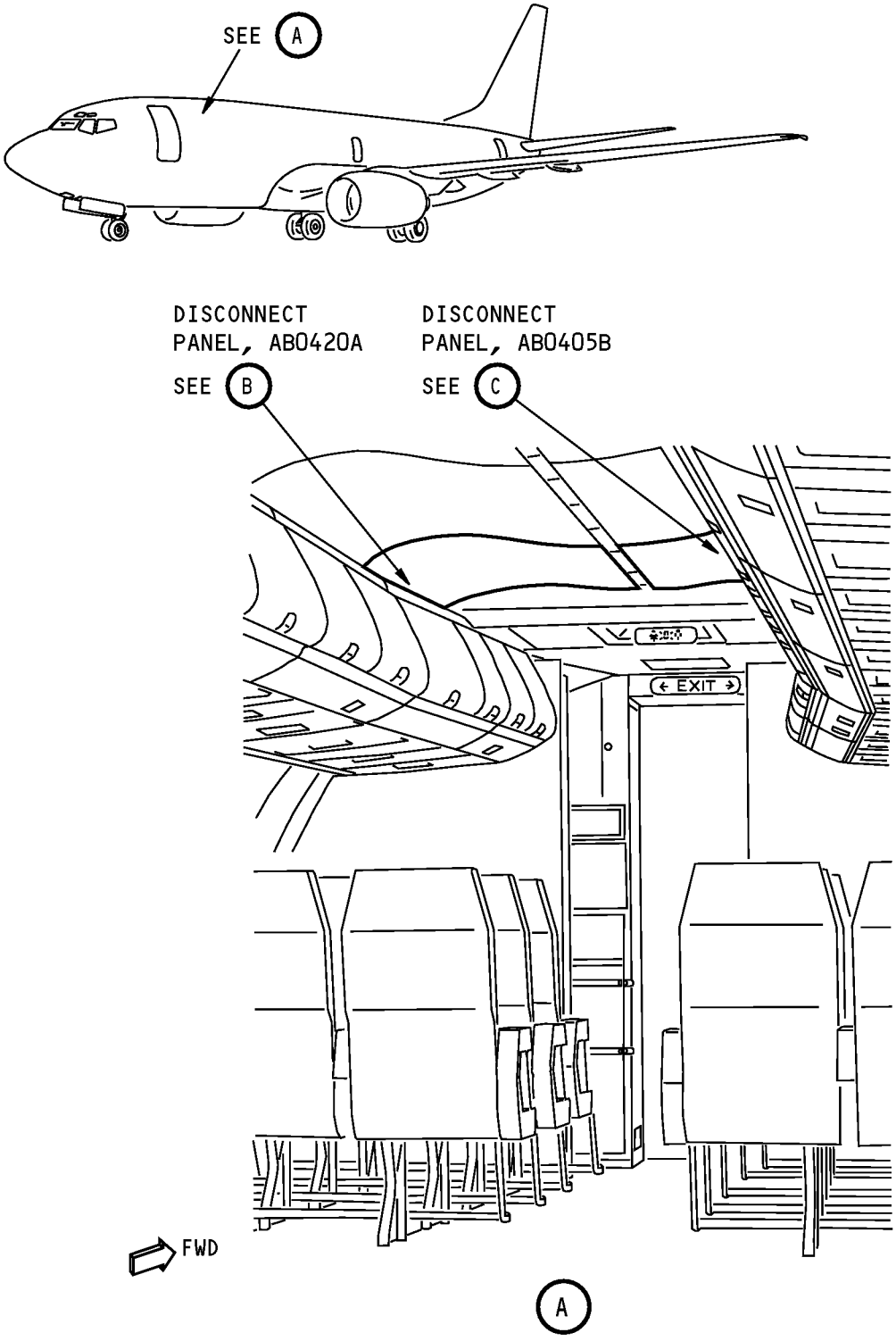
FLIGHT COMPARTMENT



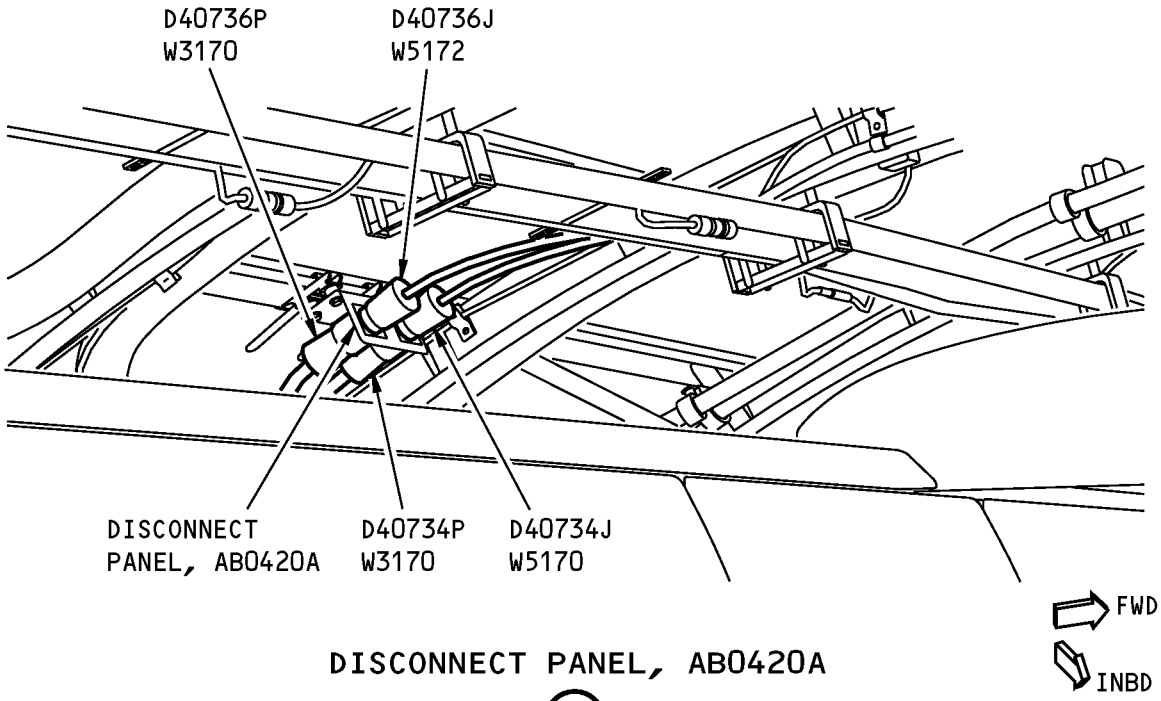
HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 613 (Sheet 1 of 2)/05-55-15-990-816



HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 613 (Sheet 2 of 2)/05-55-15-990-816

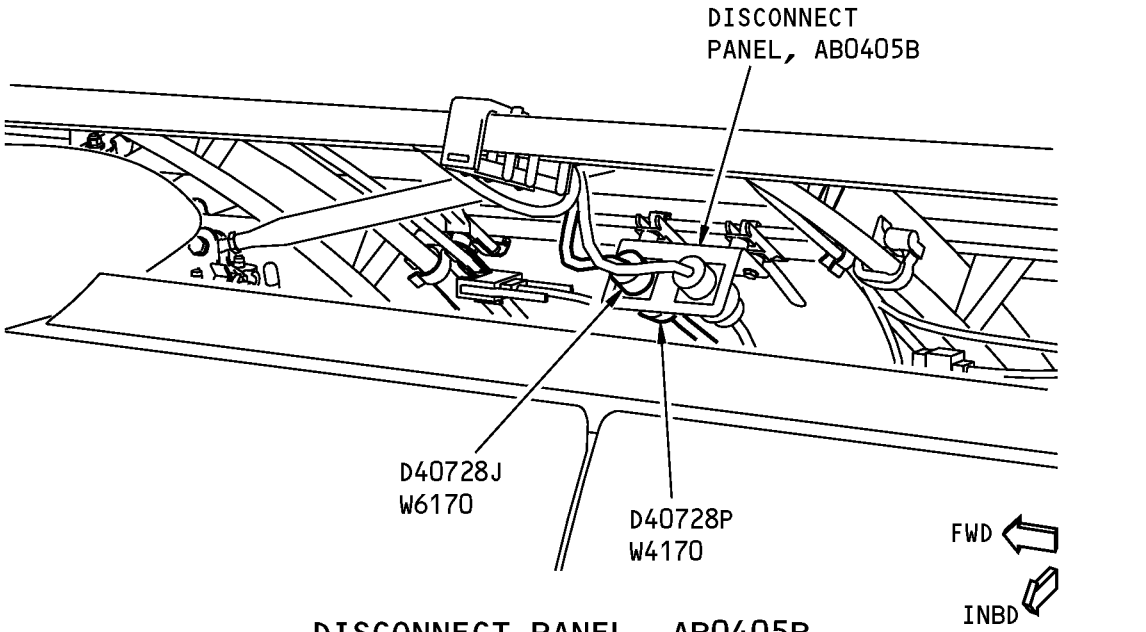


HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE PASSENGER CABIN, FORWARD - INSPECTION
Figure 614 (Sheet 1 of 2)/05-55-15-990-817



DISCONNECT PANEL, AB0420A

B



DISCONNECT PANEL, AB0405B

C

HIRF/LIGHTNING PROTECTION - PIGTAILS IN THE PASSENGER CABIN, FORWARD - INSPECTION
Figure 614 (Sheet 2 of 2)/05-55-15-990-817

TASK 05-55-15-200-806

4. General Visual Inspection - Wiring at Connectors Inside the Pressure Vessel

A. General

(1) This procedure is a scheduled maintenance task.

(2) A General Visual Inspection is a visual check for obvious damage associated with assemblies or installations.

NOTE: Additional information related to inspection details can be found in the 737-6/7/8/9 Maintenance Planning Document.

(a) You will search for evidence of wiring irregularities near connectors, using normally available lighting.

(b) You may need inspection aids such as mirrors.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
25-21-45-000-801	Sculptured Ceiling Panel Removal (P/B 401)
25-21-45-400-801	Sculptured Ceiling Panel Installation (P/B 401)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Location Zones

Zone	Area
112	Area Forward of Nose Landing Gear Wheel Well
113	Area Above and Outboard of Nose Landing Gear Wheel Well - Left
117	Electrical and Electronics Compartment - Left
118	Electrical and Electronics Compartment - Right
121	Forward Cargo Compartment - Left
122	Forward Cargo Compartment - Right
211	Flight Compartment - Left
212	Flight Compartment - Right
230	Subzone - Passenger Compartment - Body Station 360.00 to 663.75

D. Access Panels

Number	Name/Location
112A	Forward Access Door
113BW	Forward Nose Wheel Well Panel
117A	Electronic Equipment Access Door

E. Procedure

SUBTASK 05-55-15-200-016

(1) Inspect wiring near connectors in the Forward Access Area

(a) Prepare for the procedure

(Figure 615)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

(b) Procedure

1) Open this access panel:

Number	Name/Location
112A	Forward Access Door

2) Do a General Visual inspection of the wiring near the connector listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	PNL OR MODULE	WD
W6570	D11306	Figure 615	M1827	28-41-11

3) Put the airplane back to it's usual condition if necessary:

a) Close the panel opened above.

SUBTASK 05-55-15-200-017

(2) Inspect wiring near connectors in the Nose Wheel Well

(a) Prepare for the procedure

(Figure 616)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

(b) Procedure

1) Open this access panel:

Number	Name/Location
113BW	Forward Nose Wheel Well Panel

2) Gain access to the inside of Junction Box J48:

a) Remove the 4 bolts holding the protective cover in place and set it aside.

3) Do a General Visual inspection of the wiring near the connectors listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W0088	D48116J	Figure 616	B	J48A Pos 13	28-41-11
	D48128J	Figure 616	B	J48A Pos 24	28-41-11
W5158	D48116P	Figure 616	B	J48A Pos 13	28-41-11
W6570	D48128P	Figure 616	B	J48A Pos 24	28-41-11

4) Put the airplane back to it's usual condition if necessary:

a) Reinstall the Junction Box protective cover.

b) Close the access panel opened above.

SUBTASK 05-55-15-200-018

(3) Inspect wiring near connectors in the E/E Bay Main Equipment Center

(a) Prepare for the procedure

(Figure 617)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

(b) Procedure

1) Open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

2) Do a General Visual inspection of the wiring near the connectors listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W2363	D04069P	Figure 617	B	E1-1	22-11-11
W2465	D08019J	Figure 617	C	E1-4	22-11-11
W5367	D04073P	Figure 617	B	E1-1 Pos 27	22-11-31
W5375	D04077J	Figure 617	C	E1-4 Pos 15	22-11-31

3) Put the airplane back to it's usual condition if necessary:

a) Close the access panel opened above.

SUBTASK 05-55-15-200-019

(4) Inspect wiring near connectors in the Forward Cargo Compartment, Forward

(a) Prepare for the procedure

(Figure 618)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

b) Remove the protective covers from the E2, E3, and E4 racks (Figure 618)

(b) Procedure

1) Do a General Visual inspection of the wiring near the connectors listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W0220	D40130J	Figure 618	B	E2-2 Pos 25	73-31-11
	D40136J	Figure 618	B	E2-2 Pos 7	80-11-11
	D40450J	Figure 618	B	E2-2 Pos 24	73-31-11
W0410	D40156J	Figure 618	D	E4-1 Pos 50	73-21-21
	D40158J	Figure 618	D	E4-1 Pos 42	76-21-21
	D40390J	Figure 618	D	E4-1 Pos 52	73-21-31
W0422	D40164J	Figure 618	D	E4-2 Pos 15	28-41-11
	D40388J	Figure 618	D	E4-2 Pos 24	27-62-11
	D40618J	Figure 618	D	E4-2 Pos 35	24-33-11
W3170	D49994P	Figure 618	C	E3-1 Pos 14	79-33-11
W4170	D40732P	Figure 618	C	E3-1 Pos 36	77-12-11
W5158	D40618P	Figure 618	D	E4-2 Pos 35	24-33-11

(Continued)

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W5162	D40130P	Figure 618	B	E2-2 Pos 25	73-31-11
W5310	D40448P	Figure 618	C	E3-1 Pos 11	73-24-11
	D40450P	Figure 618	B	E2-2 Pos 24	73-31-11
W5375	D42053P	Figure 618	C	E3-2 Pos 47	27-18-11
W5564	D40136P	Figure 618	B	E2-2 Pos 7	80-11-11
W6162	D40156P	Figure 618	D	E4-1 Pos 50	73-21-21
W6412	D40338P	Figure 618	D	E4-2 Pos 24	27-62-11
	D40390P	Figure 618	D	E4 -1 Pos 52	73-21-31
	D40394P	Figure 618	D	E3-1 Pos 34	36-11-11
W6564	D40158P	Figure 618	D	E4-1 Pos 42	76-21-21
W6586	D40164P	Figure 618	D	E4-2 Pos 15	28-41-11

2) Put the airplane back to it's usual condition if necessary:

a) Reinstall the protective covers opened above.

SUBTASK 05-55-15-200-020

(5) Inspect wiring near connectors in the Forward Cargo Compartment, Aft

(a) Prepare for the procedure

(Figure 619)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

2) Remove the protective covers that allow access to the AC0520 and AD0520 disconnect panels. (Figure 619)

(b) Procedure

1) Do a General Visual Inspection of the wiring near the connectors listed in the table.

WIRE BUNDLE	CONNEC˜ TOR	FIGURE	FIG REF	PNL OR MODULE	WD
W5162	D39921	Figure 619	B	AC0520 DM11	73-21-21
W5170	D39925	Figure 619	B	AC0520 DM13	79-31-11
W5172	D39917	Figure 619	B	AC0520 DM09	73-21-21
W5564	D39909	Figure 619	B	AC0520 DM05	76-21-11
W6162	D39922	Figure 619	C	AD0520 DM12	73-21-21
W6170	D39926	Figure 619	C	AD0520 DM14	30-21-21
W6172	D39918	Figure 619	C	AD0520 DM10	73-21-21
W6564	D39910	Figure 619	C	AD0520 DM06	76-21-21

(Continued)

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W6586	D39906	Figure 619	C	AD0520 DM04	28-41-11

2) Put the airplane back to it's usual condition if necessary:

a) Reinstall the protective covers opened above.

SUBTASK 05-55-15-200-021

(6) Inspect wiring near connectors in the Flight Compartment

(a) Prepare for the procedure

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

2) Gain access to the connectors forward of the Mode Control Panel, under the pilots glareshield access panel(Figure 620) .

a) Loosen the four, quarter-turn fasteners and remove the center section of the Pilots Glareshield assembly.

3) Gain access to the ground studs behind the AutoBrake/AntiSkid/Engine Control Panel.(Figure 620)

a) Loosen the four, quarter turn fasteners and lift the AutoBrake/AntiSkid/Engine Control Panel assembly out of the center main panel.

b) Carefully hang the panel assembly by the connecting wire bundles.

(b) Procedure

1) Do a General Visual Inspection of the wiring near the connectors and ground studs listed in the table.

WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W2363	D00299P	Figure 620	A	Mode Control Panel	22-11-11
	D00301P	Figure 620	A	Mode Control Panel	22-11-11
	GD977	Figure 620	B	Shield Ground	22-11-11
	GD981	Figure 620	B	Shield Ground	22-11-11
W2465	D01815P	Figure 620	A	Mode Control Panel	22-11-11
	GD980	Figure 620	B	Shield Ground	22-11-11
	GD985	Figure 620	B	Shield Ground	22-11-11

2) Put the airplane back to it's usual condition if necessary:

a) Reinstall the AutoBrake/AntiSkid/Engine Control Panel assembly and tighten the fasteners.

b) Reinstall the center section of the Pilots Glareshield assembly and tighten the four, quarter-turn fasteners.

SUBTASK 05-55-15-200-022

(7) Inspect wiring near connectors in the Passenger Cabin, Forward

(a) Prepare for the procedure

(Figure 621)

1) Make sure the MLG is down and locked.

a) Do this task:Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

2) Gain access to the disconnect panels above the passenger compartment ceiling.

a) Do this task for ceiling panels at Station 410 and 424:(Figure 621)

<1> (Sculptured Ceiling Panel Removal, TASK 25-21-45-000-801)

(b) Procedure

1) Do a General Visual Inspection of the wiring near the connectors listed in the table.

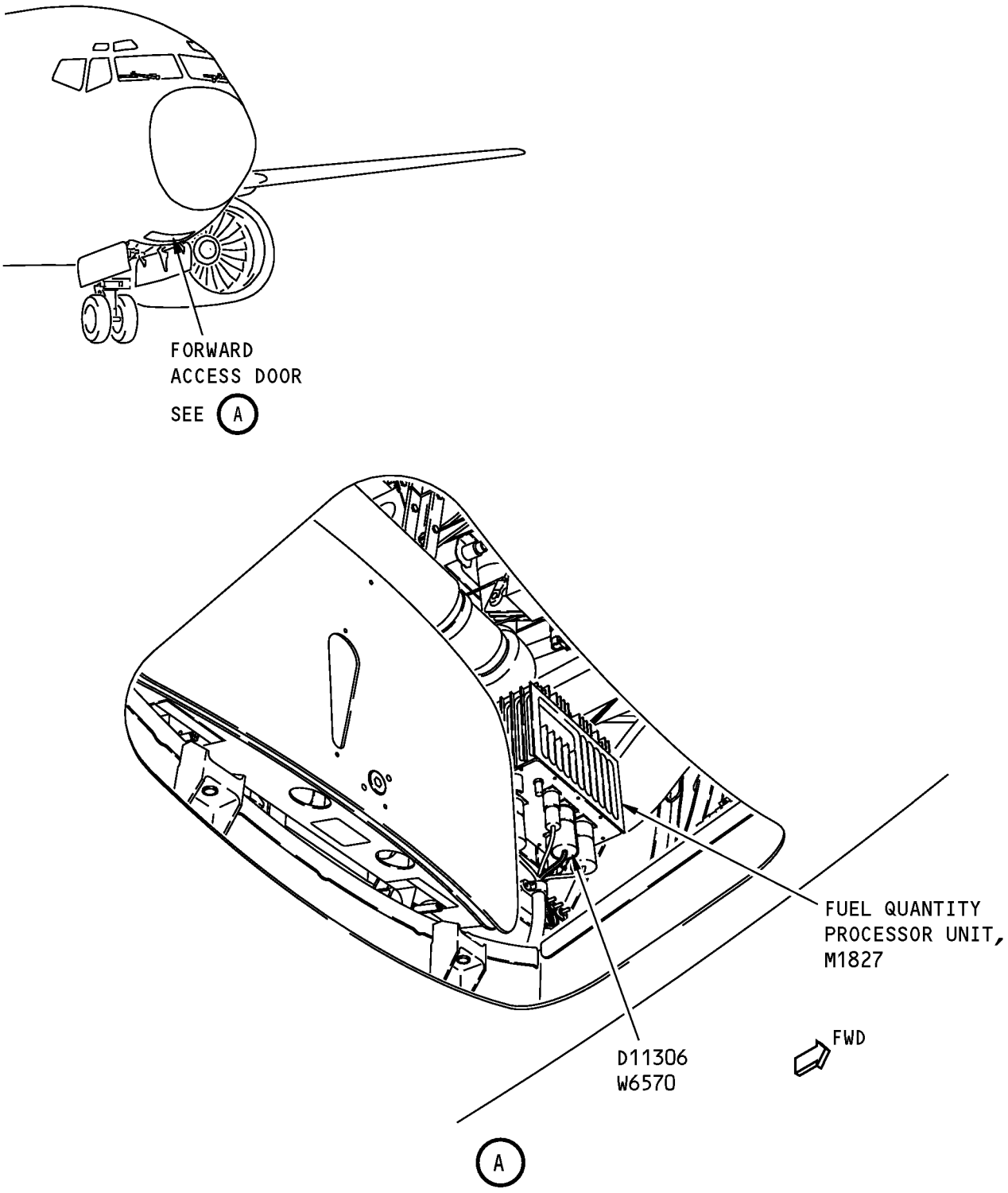
WIRE BUNDLE	CONNECTOR	FIGURE	FIG REF	PNL OR MODULE	WD
W3170	D40736P	Figure 621	B	AB0420A Pos 2	79-31-11
	D40734P	Figure 621	B	AB0420A Pos 1	79-31-11
W4170	D40728P	Figure 621	C	AB0405B Pos 1	77-12-11
W5170	D40734J	Figure 621	B	AB0420A Pos 1	79-31-11
W5172	D40736J	Figure 621	B	AB0420A Pos 2	79-31-11
W6170	D40728J	Figure 621	C	AB0405B Pos 1	77-12-11

2) Put the airplane back to it's usual condition if necessary:

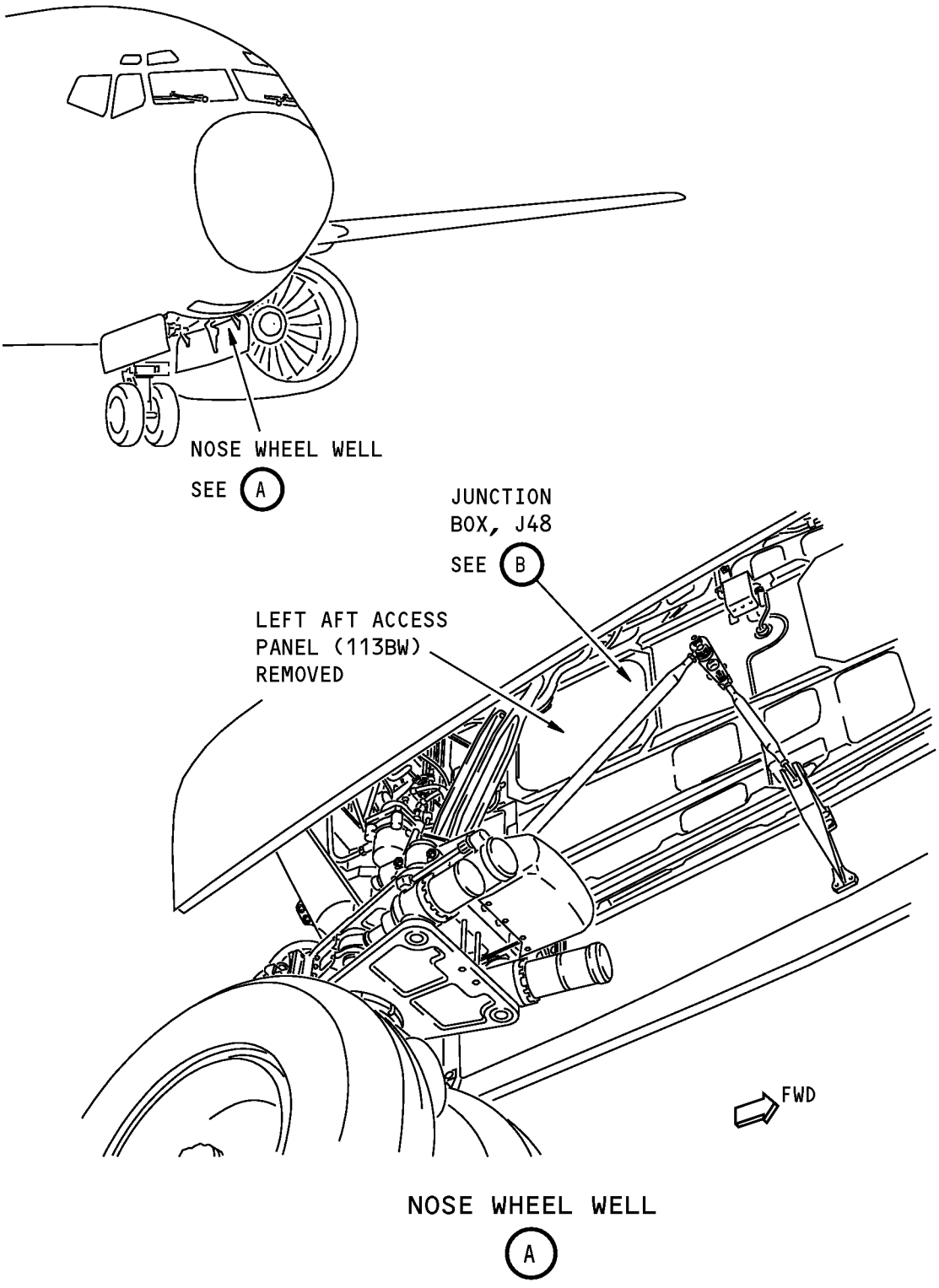
a) Do this task for the panels removed above:(Figure 621)

<1> (Sculptured Ceiling Panel Installation, TASK 25-21-45-400-801)

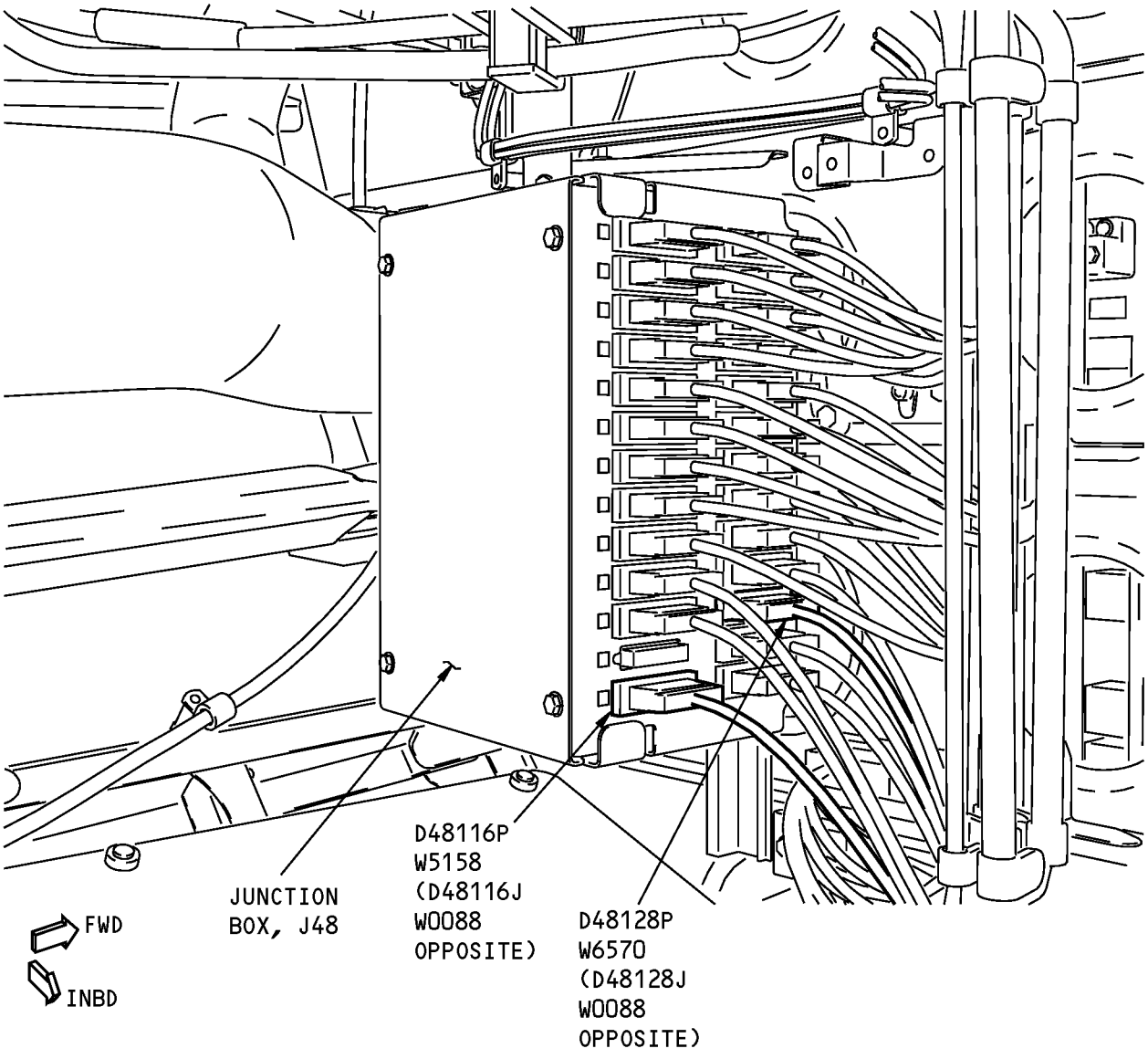
———————— END OF TASK ————————



HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD ACCESS AREA - INSPECTION
Figure 615/05-55-15-990-818



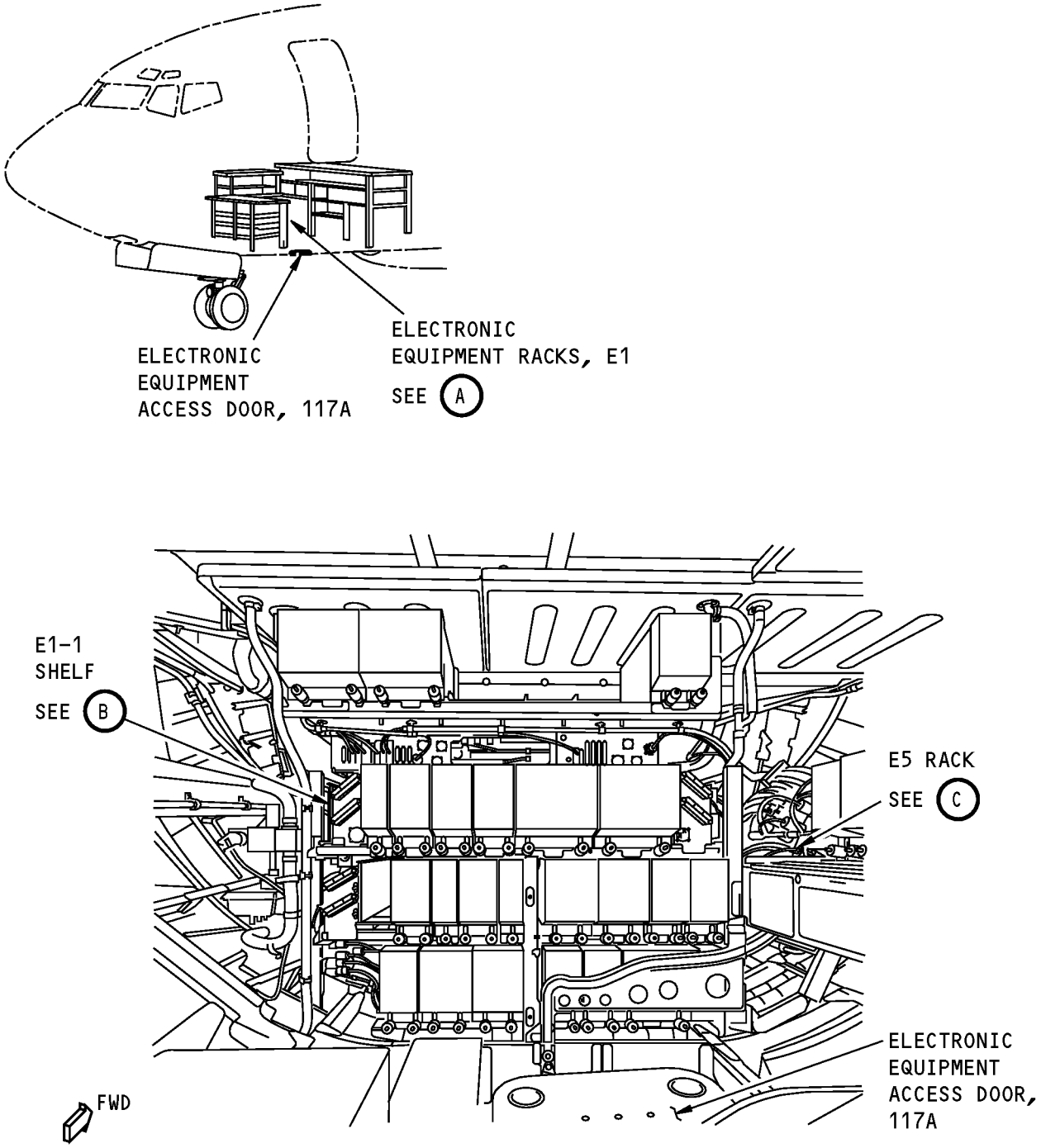
HIRF/LIGHTNING PROTECTION - WIRING IN THE NOSE WHEEL WELL - INSPECTION
Figure 616 (Sheet 1 of 2)/05-55-15-990-819



JUNCTION BOX, J48

B

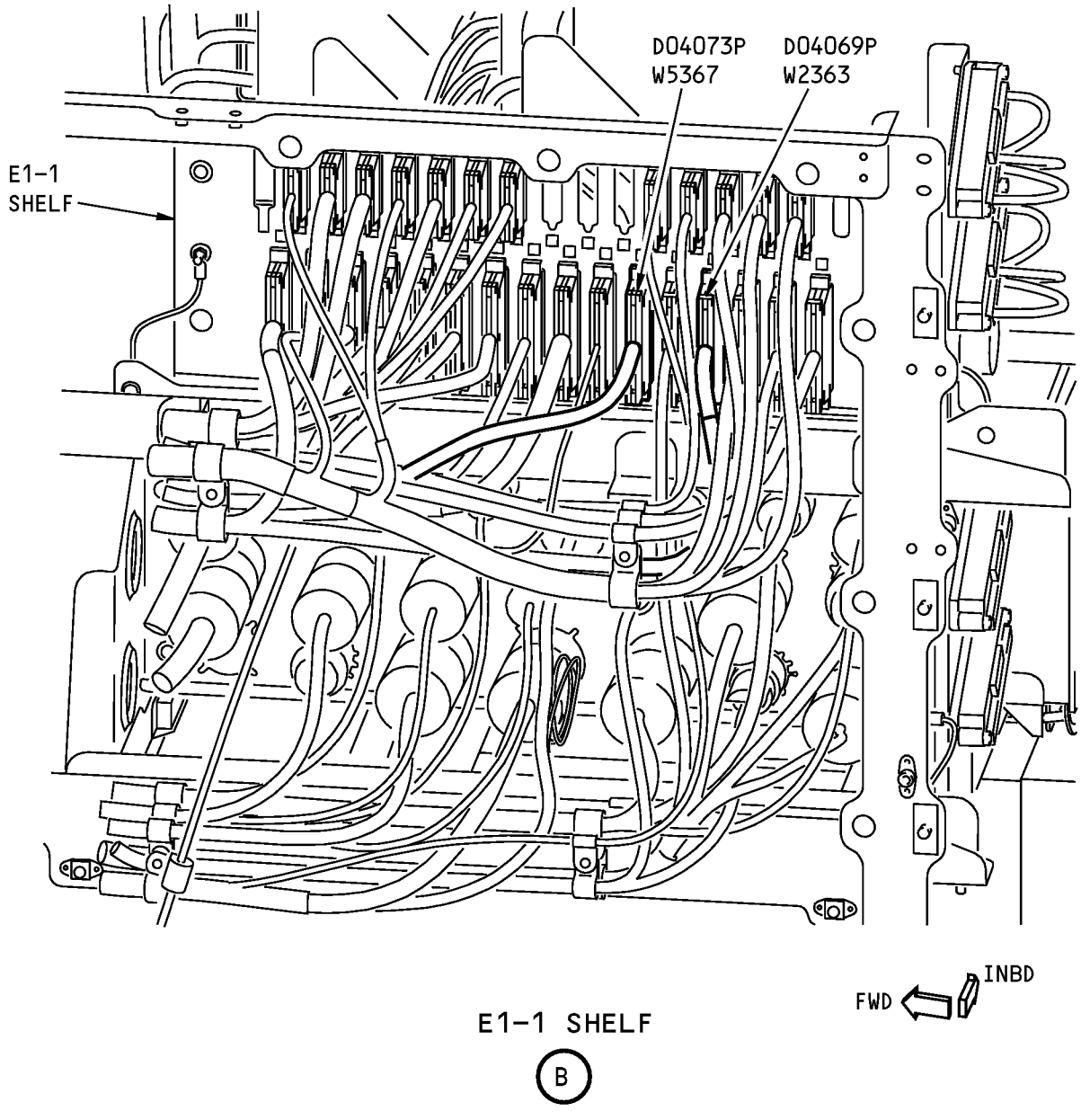
HIRF/LIGHTNING PROTECTION - WIRING IN THE NOSE WHEEL WELL - INSPECTION
Figure 616 (Sheet 2 of 2)/05-55-15-990-819



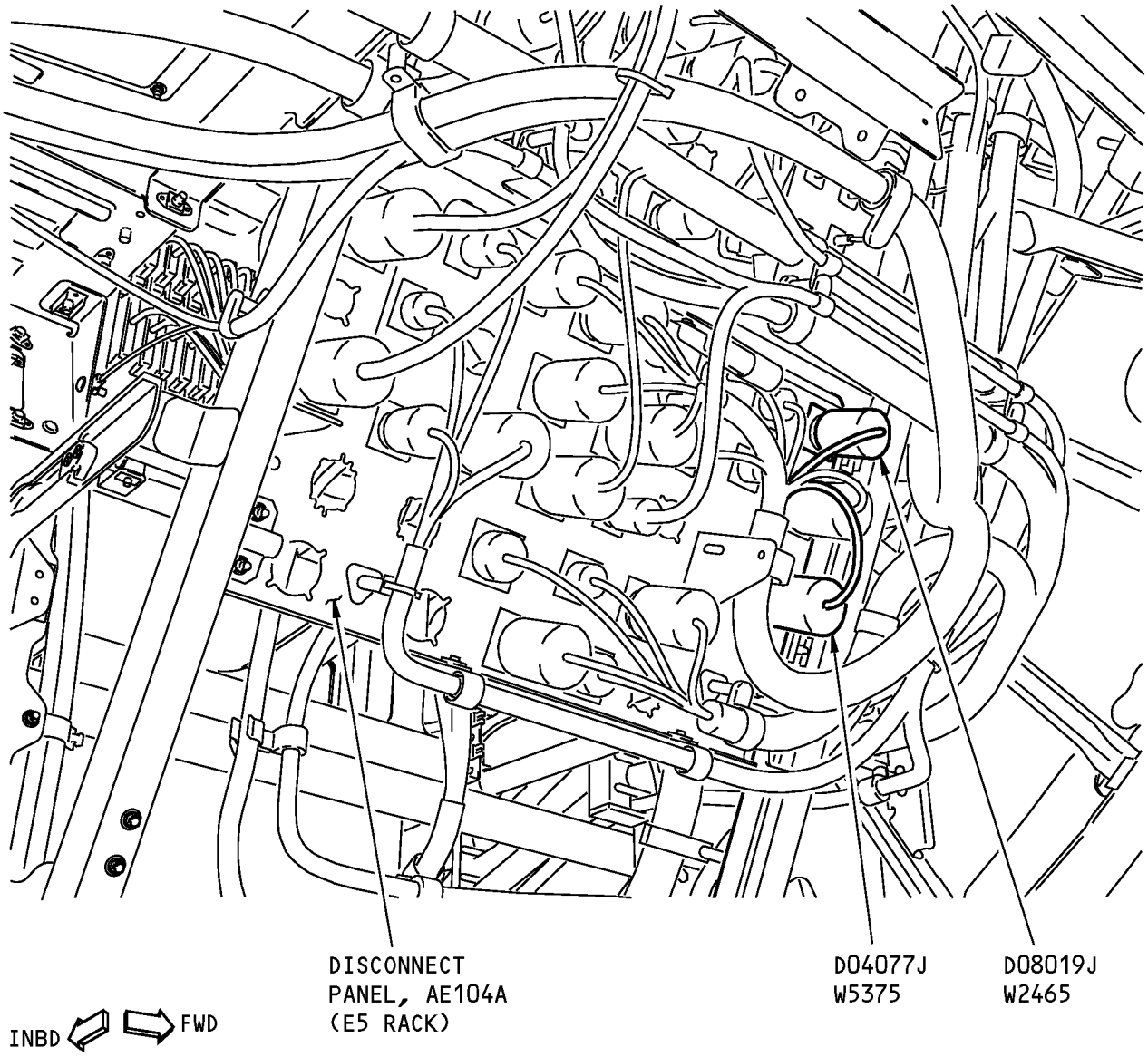
ELECTRONIC EQUIPMENT RACKS

A

HIRF/LIGHTNING PROTECTION - WIRING IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 617 (Sheet 1 of 3)/05-55-15-990-820



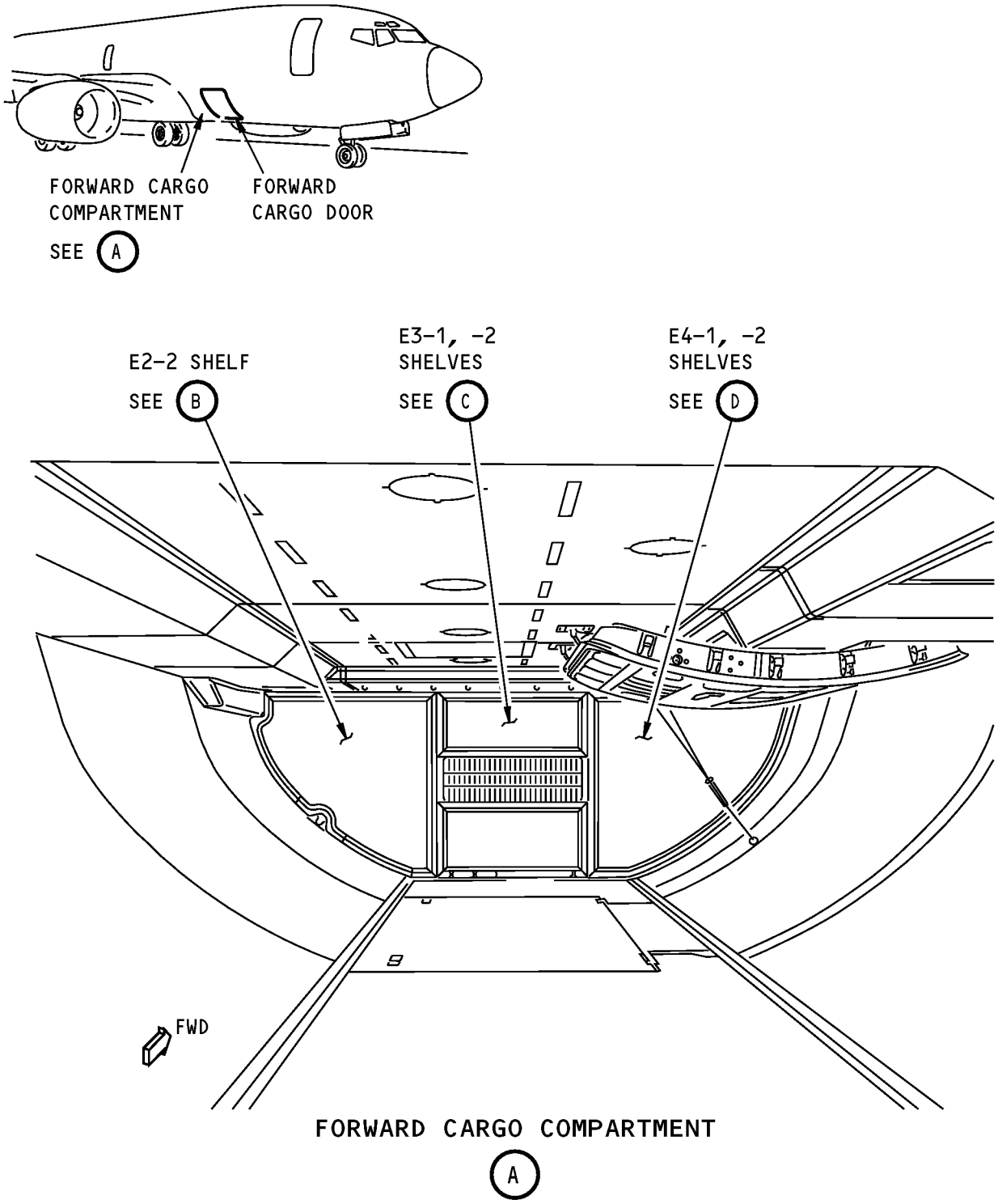
HIRF/LIGHTNING PROTECTION - WIRING IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 617 (Sheet 2 of 3)/05-55-15-990-820



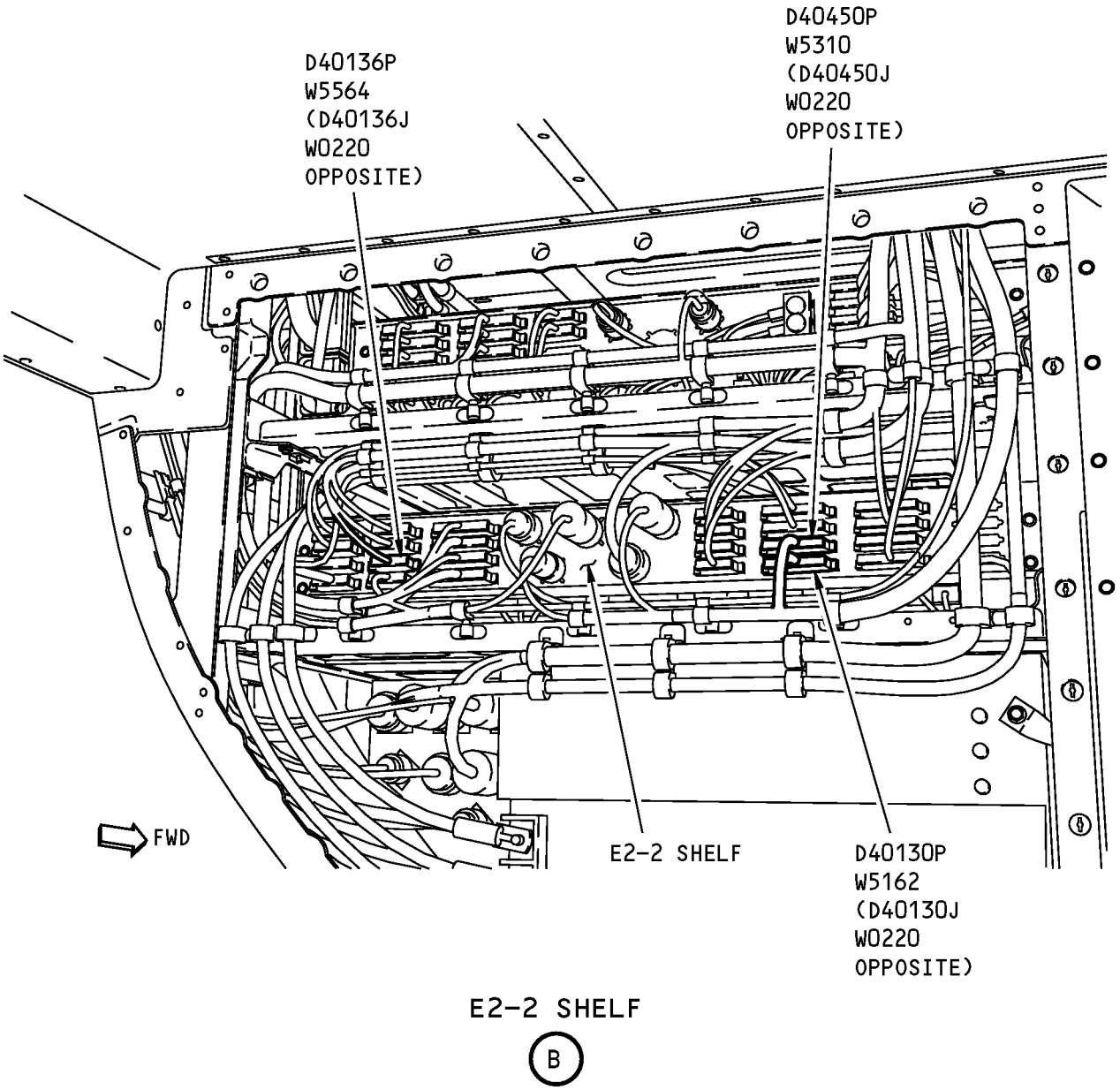
DISCONNECT PANEL, AE0104A

C

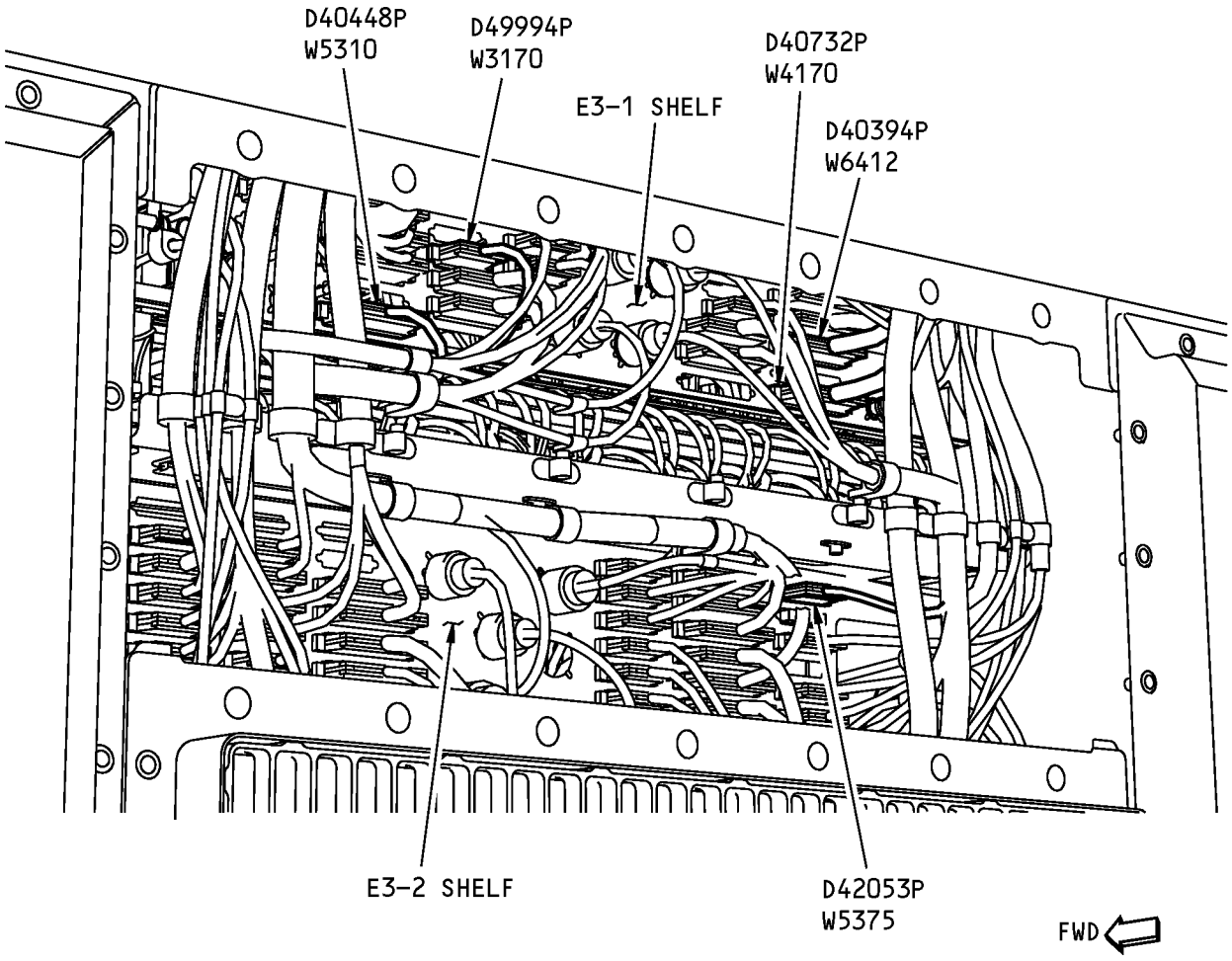
HIRF/LIGHTNING PROTECTION - WIRING IN THE E/E BAY MAIN EQUIPMENT CENTER - INSPECTION
Figure 617 (Sheet 3 of 3)/05-55-15-990-820



HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 618 (Sheet 1 of 4)/05-55-15-990-821



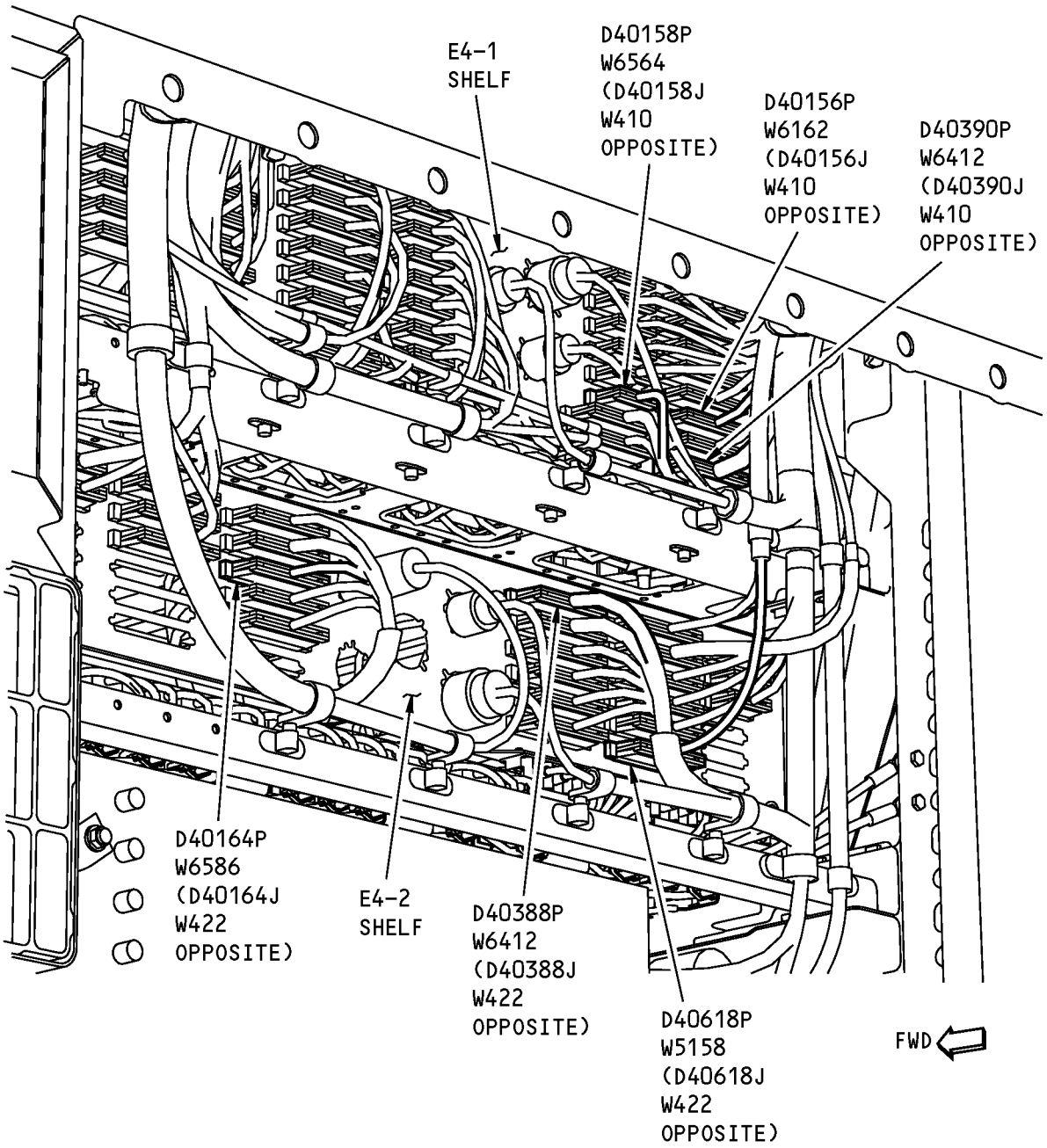
HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 618 (Sheet 2 of 4)/05-55-15-990-821



E3-1, -2 SHELVES

C

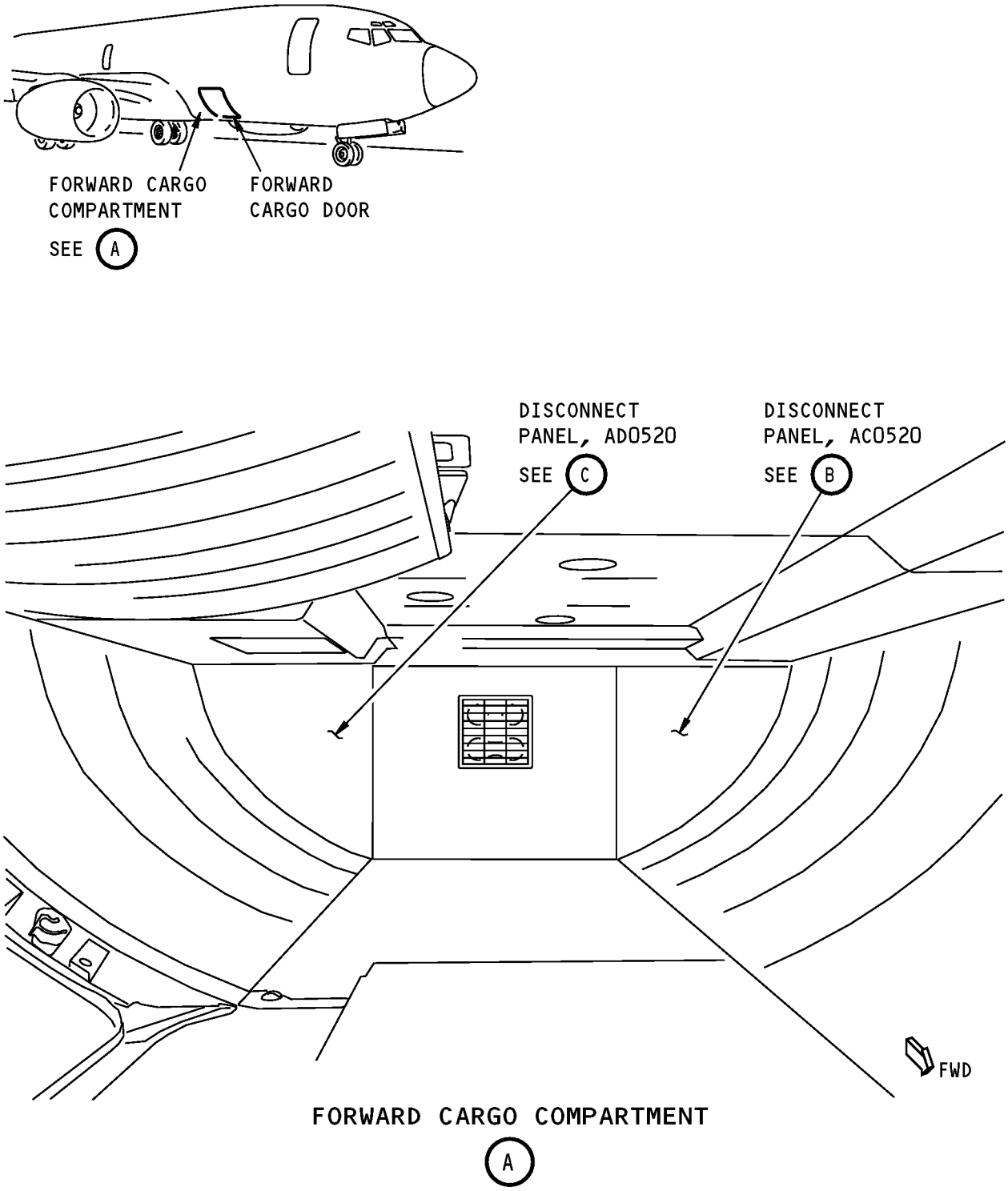
HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 618 (Sheet 3 of 4)/05-55-15-990-821



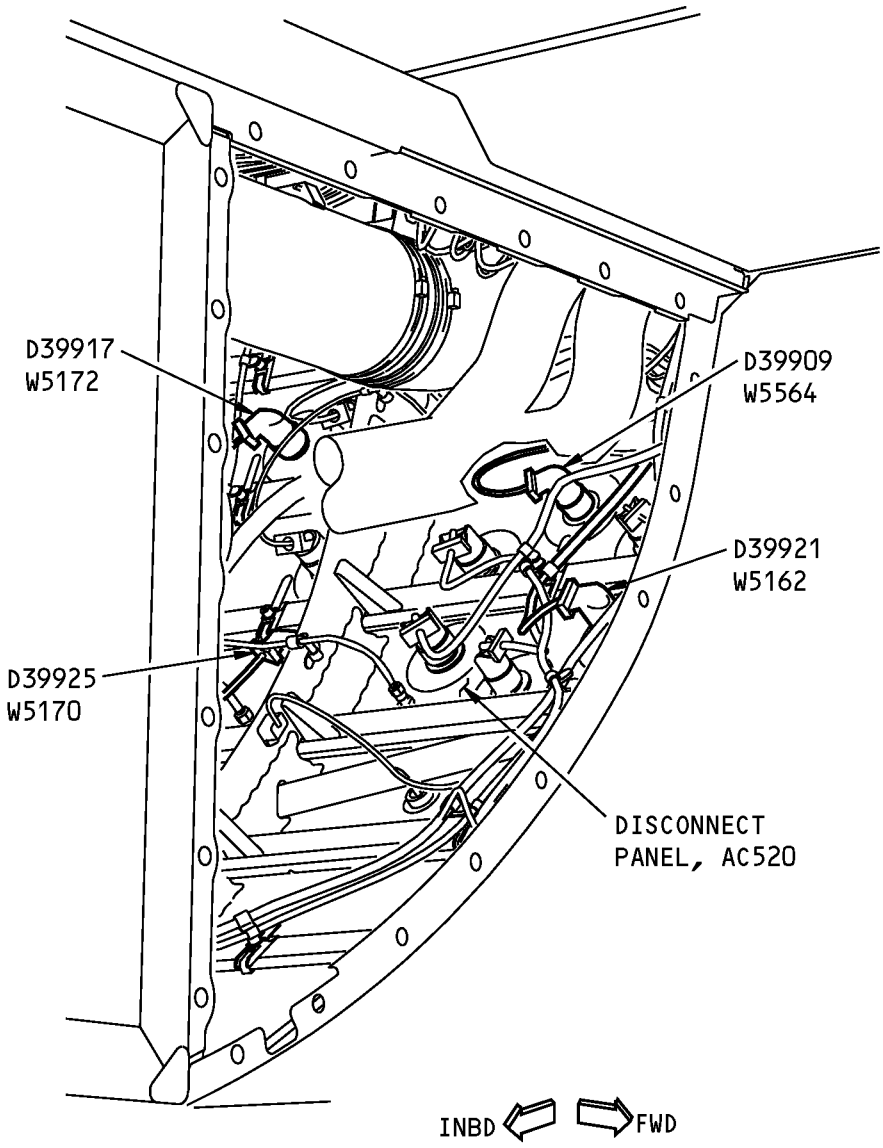
E4-1, -2 SHELVES

(D)

HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 618 (Sheet 4 of 4)/05-55-15-990-821



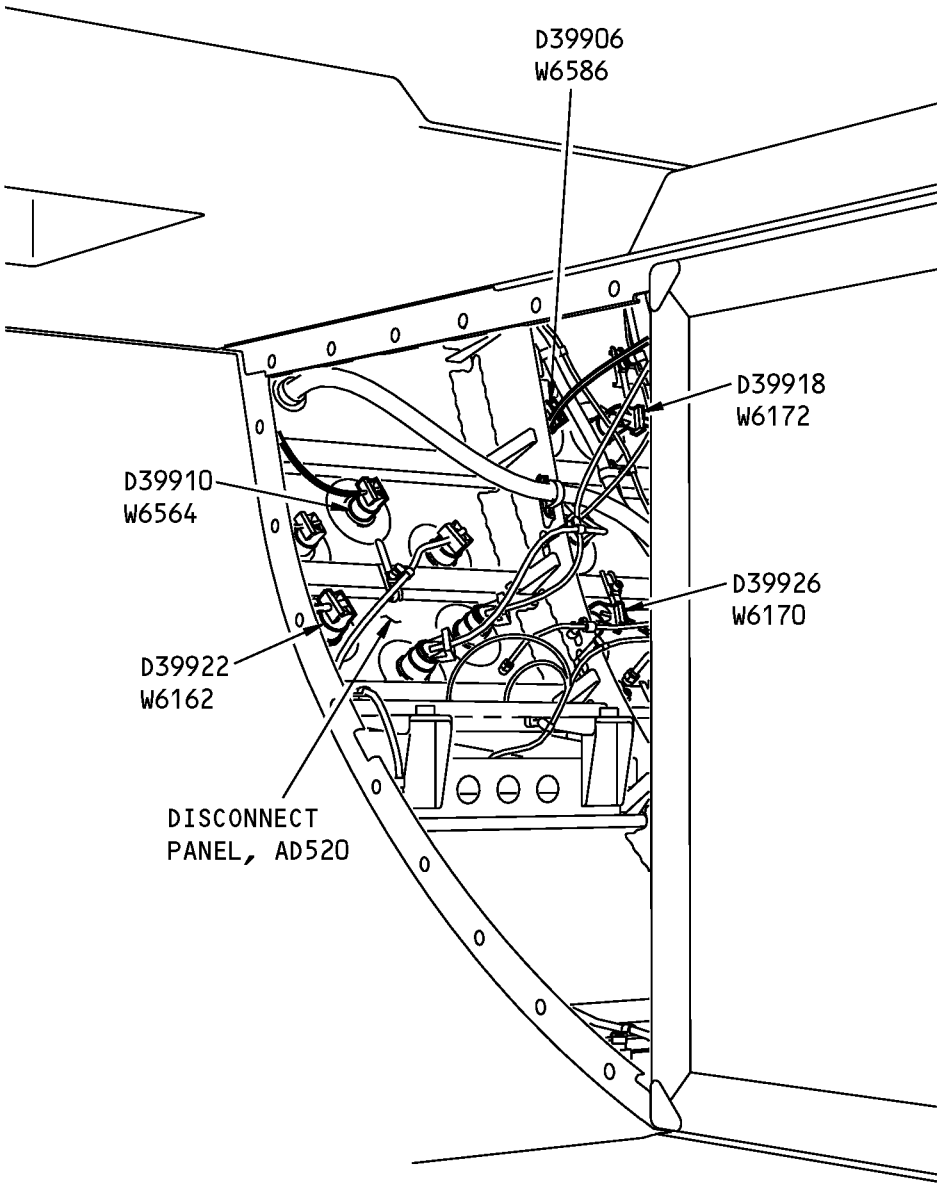
HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 619 (Sheet 1 of 3)/05-55-15-990-822



DISCONNECT PANEL, AC0520

B

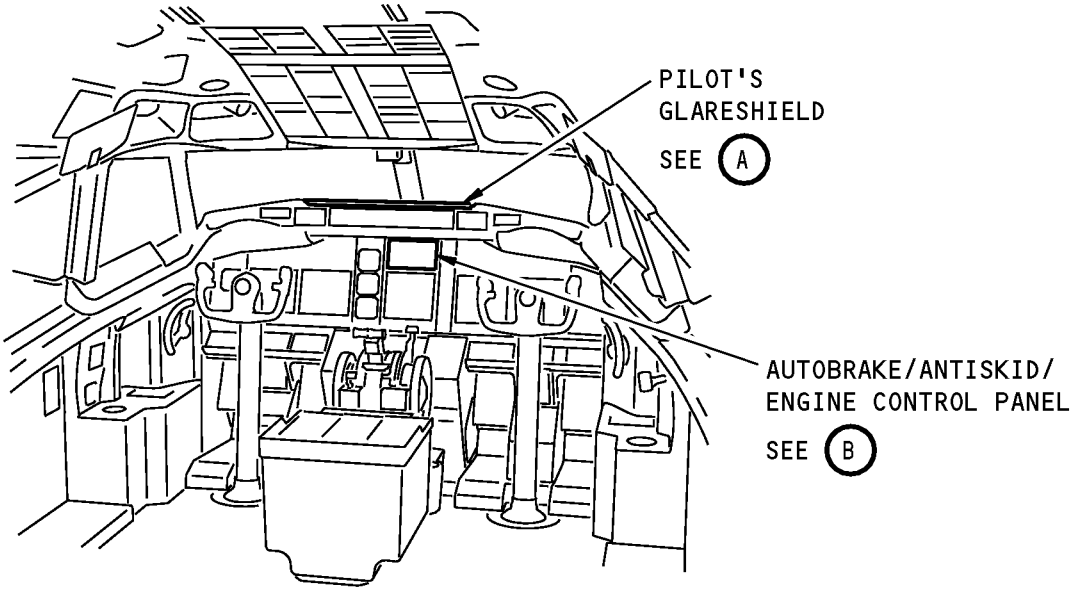
HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 619 (Sheet 2 of 3)/05-55-15-990-822



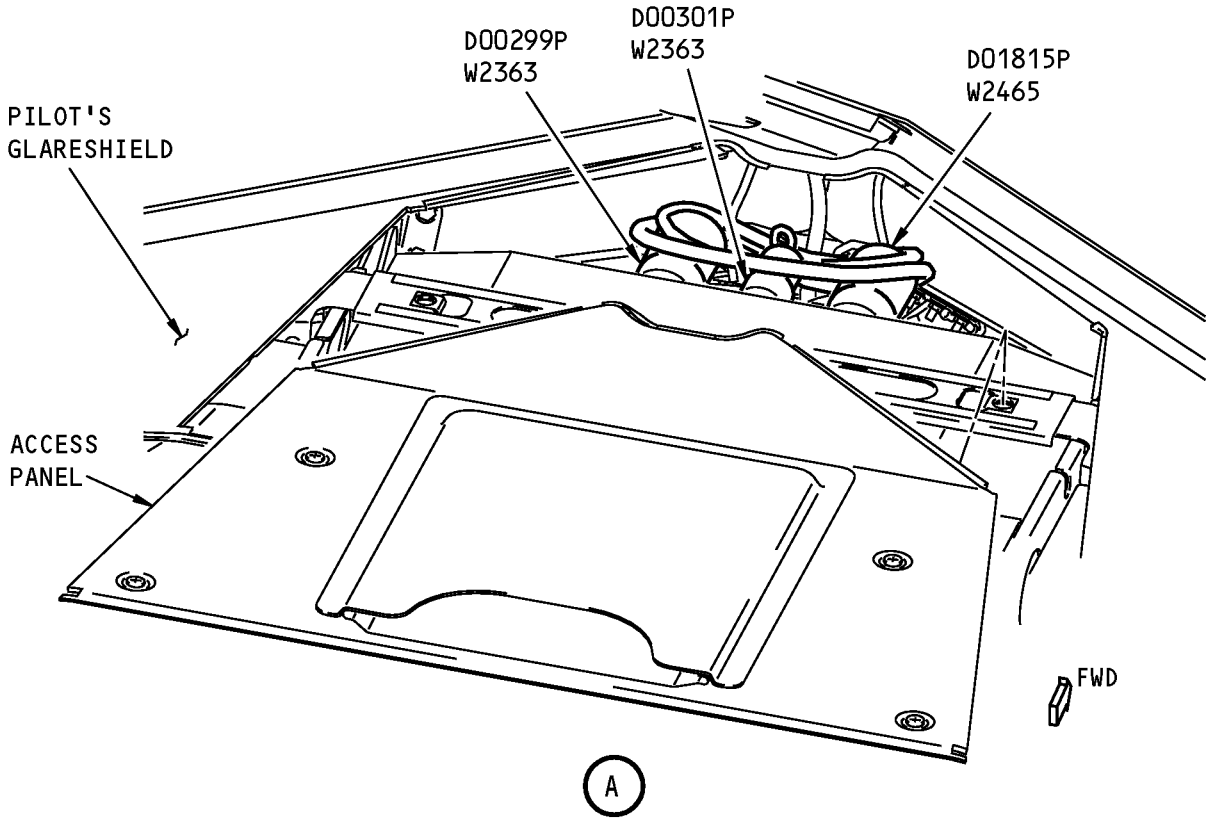
DISCONNECT PANEL, AD0520

C

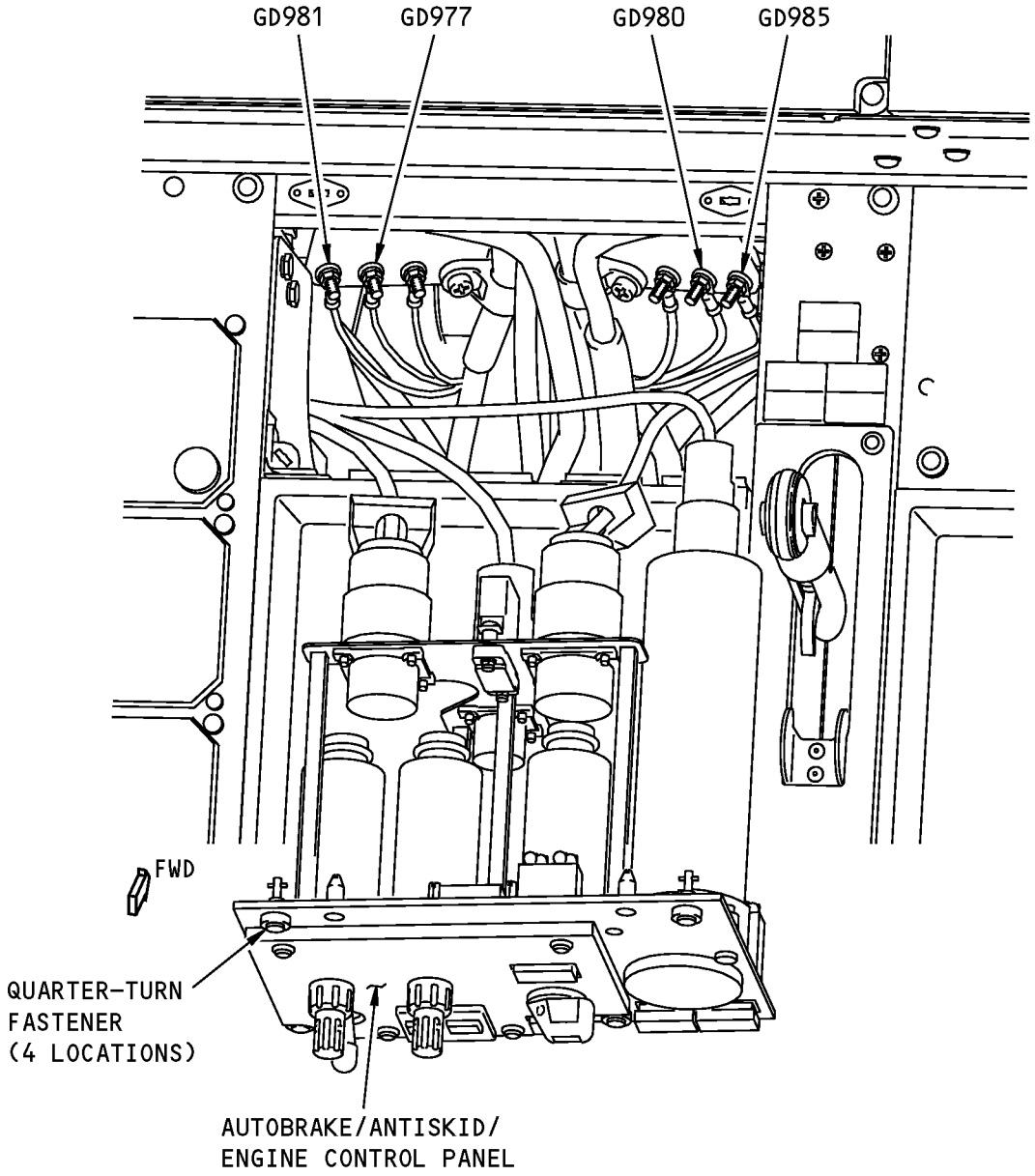
HIRF/LIGHTNING PROTECTION - WIRING IN THE FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 619 (Sheet 3 of 3)/05-55-15-990-822



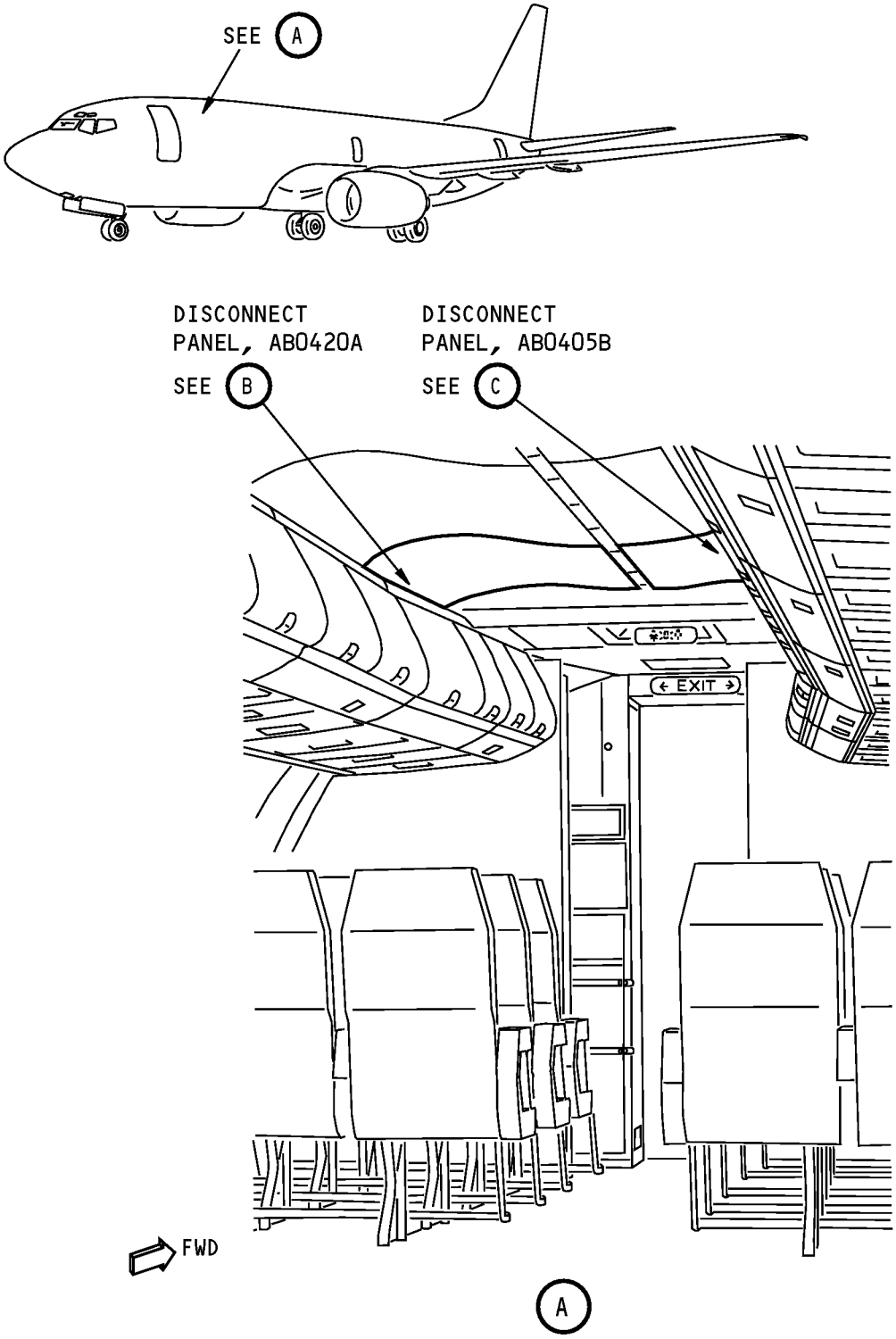
FLIGHT COMPARTMENT



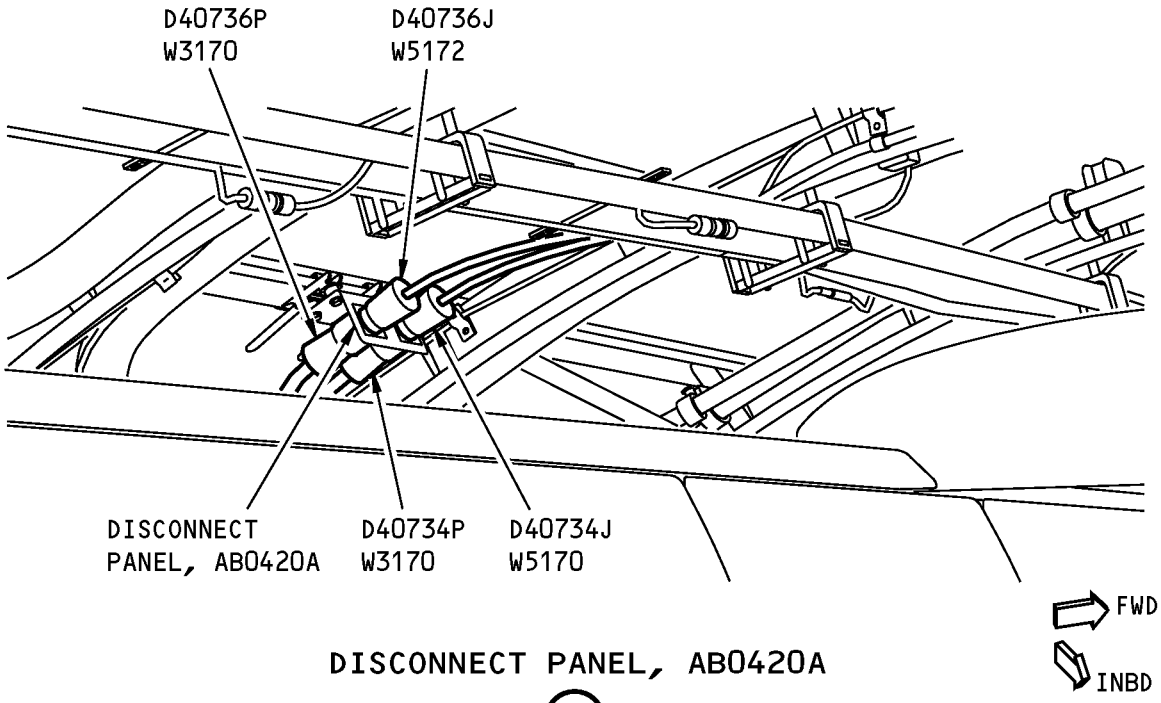
HIRF/LIGHTNING PROTECTION - WIRING IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 620 (Sheet 1 of 2)/05-55-15-990-823



HIRF/LIGHTNING PROTECTION - WIRING IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 620 (Sheet 2 of 2)/05-55-15-990-823

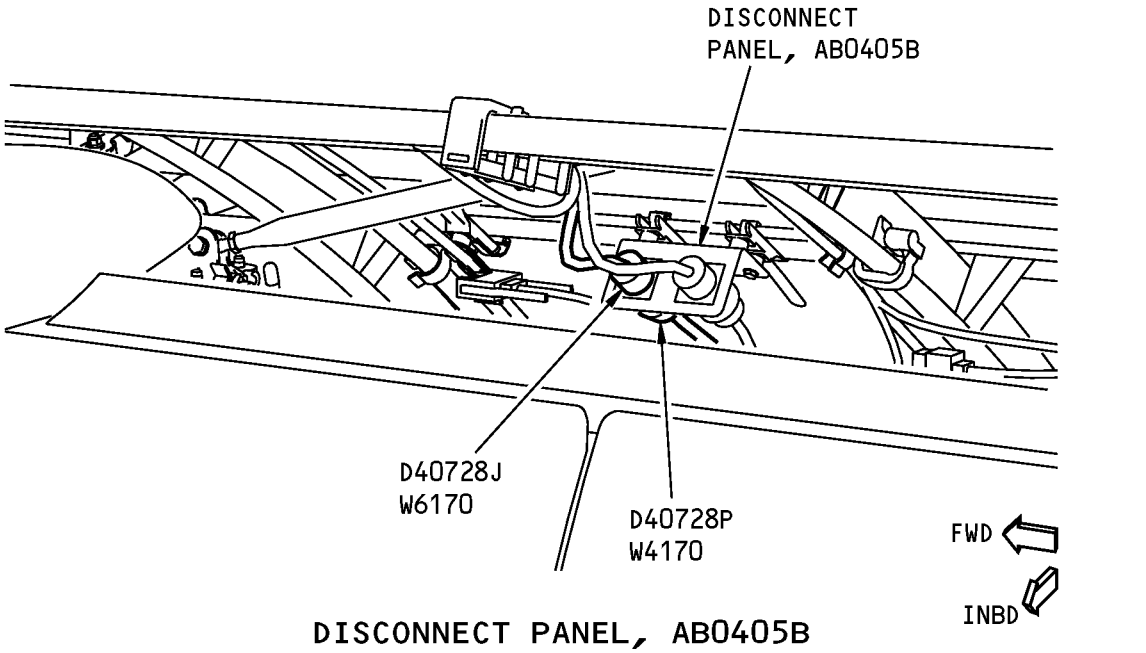


HIRF/LIGHTNING PROTECTION - WIRING IN THE PASSENGER CABIN, FORWARD - INSPECTION
Figure 621 (Sheet 1 of 2)/05-55-15-990-824



DISCONNECT PANEL, AB0420A

B



DISCONNECT PANEL, AB0405B

C

HIRF/LIGHTNING PROTECTION - WIRING IN THE PASSENGER CABIN, FORWARD - INSPECTION
Figure 621 (Sheet 2 of 2)/05-55-15-990-824

HIRF/LIGHTNING CONNECTORS ON LEFT SIDE OF THE AIRPLANE - INSPECTION/CHECK

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure has five tasks:

(1) HIRF/Lightning Detailed Visual Inspection of selected connectors in the Left Wheel Well.

(2) HIRF/Lightning Detailed Visual Inspection of selected connectors in the Left Wing To Body Fairing area.

(3) HIRF/Lightning Detailed Visual Inspection of selected connectors routed along the Left Wing Trailing Edge.

(4) HIRF/Lightning Detailed Visual Inspection of selected connectors routed along the Left Wing Leading Edge.

(5) HIRF/Lightning Detailed Visual Inspection of the connectors at the Strut Disconnect panel on the Left Engine.

TASK 05-55-23-200-802

2. Connector Inspection - Left Wheel Well

(Figure 601)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
133	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Left

D. Prepare for the procedure

SUBTASK 05-55-23-010-002

(1) Make sure the MLG and Doors are locked open.

(a) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

E. Procedure

SUBTASK 05-55-23-220-002

(1) Do a Detailed Visual Inspection of the connectors shown in the (Table 601) Figure 601.

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.
2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.
3) Make sure the back shell is not loose or damaged.
   a) Make sure the strain relief at the end of the backshell is tight.
   b) Make sure the shield pigtails are tight.
   c) Make sure the shield grounding band is tight.

(b) Replace or repair any damaged components found during this inspection (SWPM 20-20-00).

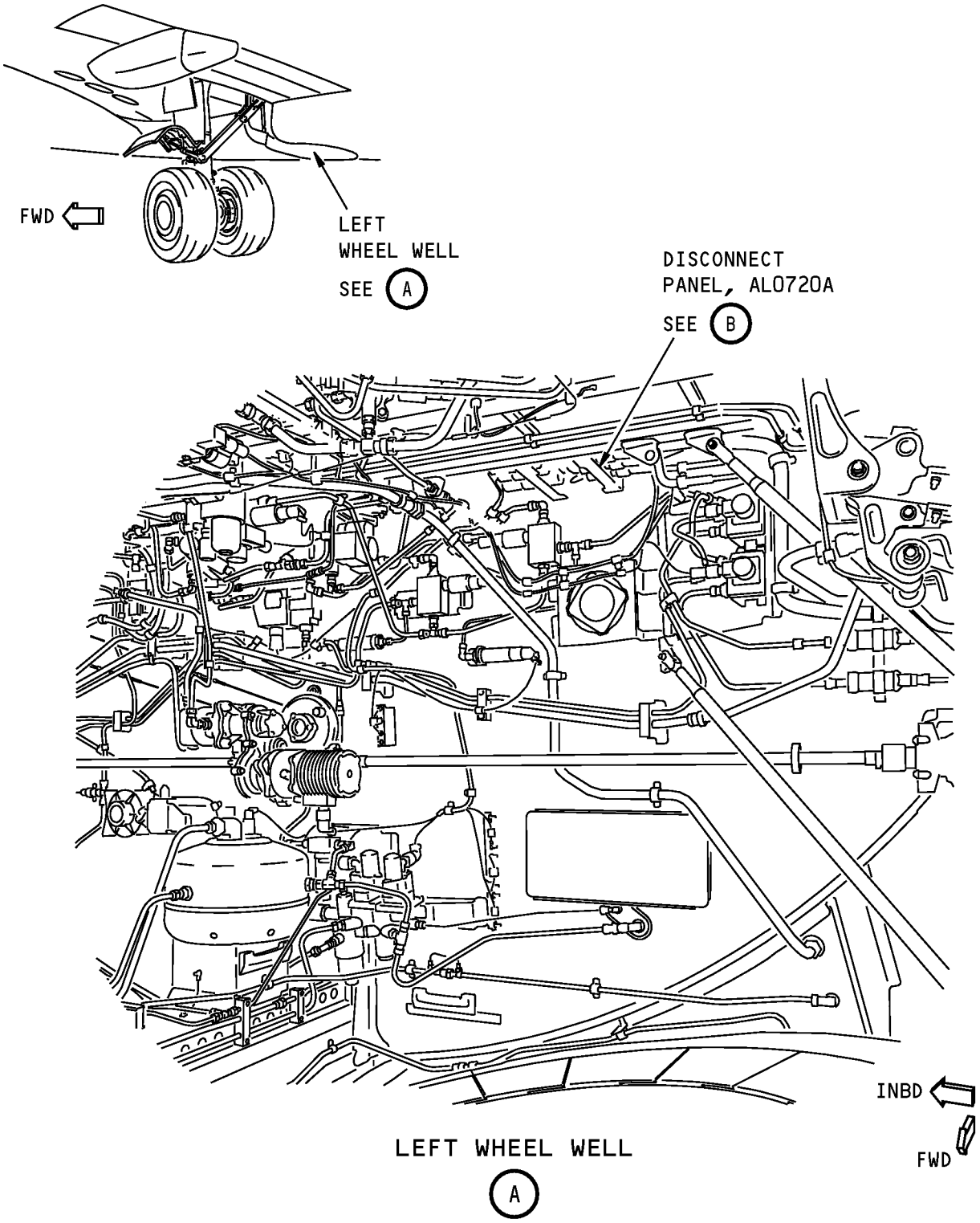
Table 601/05-55-23-993-809

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1022	D42100P	601	B	AL720A - Spoiler 4 Position, FCC
	D42102P	601	B	AL720A - Spoiler 4 Position, FCC
W5375	D42100J	601	B	AL720A - Spoiler 4 Position, FCC
W5367	D42102J	601	B	AL720A - Spoiler 4 Position, FCC

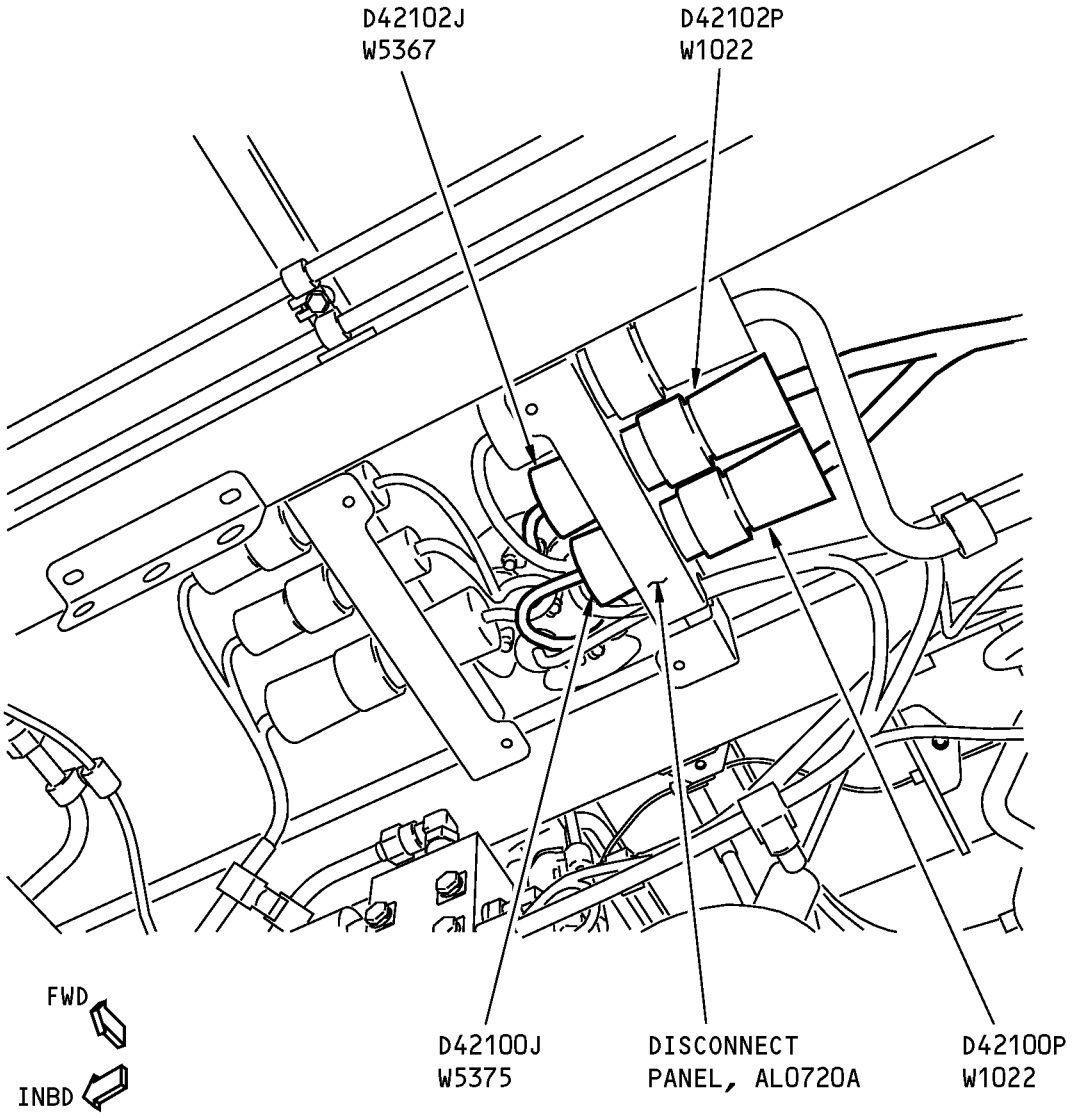
SUBTASK 05-55-23-940-001

(2) Put the plane back in the usual condition.

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Left Main Landing Gear Wheel Well)
Figure 601 (Sheet 1 of 2)/05-55-23-990-808



DISCONNECT PANEL, AL0720A

B

NOTE: COVER PLATE
REMOVED

High Intensity Radiated Fields (HIRF) Inspection (Left Main Landing Gear Wheel Well)
Figure 601 (Sheet 2 of 2)/05-55-23-990-808

TASK 05-55-23-200-803

3. Connector Inspection - Left Wing To Body Fairing

(Figure 602)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
191	Lower Wing-To-Body Fairing - Forward of Wing Box

D. Access Panels

Number	Name/Location
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

E. Prepare for the procedure

SUBTASK 05-55-23-040-005

(1) Deactivate the Leading Edge Slats:

(a) Do this task::Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801

SUBTASK 05-55-23-220-003

(2) Remove the following access panel:

Number	Name/Location
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

F. Procedure

SUBTASK 05-55-23-220-004

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 602) (Figure 602)

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.
   a) Make sure the strain relief at the end of the backshell is tight.
   b) Make sure the shield pigtails are tight.
   c) Make sure the shield grounding band is tight.

(b) Replace or repair any damaged components found during this inspection (SWPM 20-20-00).

Table 602/05-55-23-993-810

WIRE BUNDLE	CONNECTOR	FIG	FIG REG	PNL OR MODULE
W1174	D39919	602	A	AC520, CDS - EEC
W1176	D39923	602	A	AC520, EEC
W1178	D39927	602	A	AC520, EEC
W1182	D39931	602	A	AC520, Alt Pwr - EEC
W1184	D39911	602	A	AC520, CDS - M2 Speed
	D39935	602	A	AC520, EEC - Starter Valve

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-23-210-001

(1) Install the following access panel:

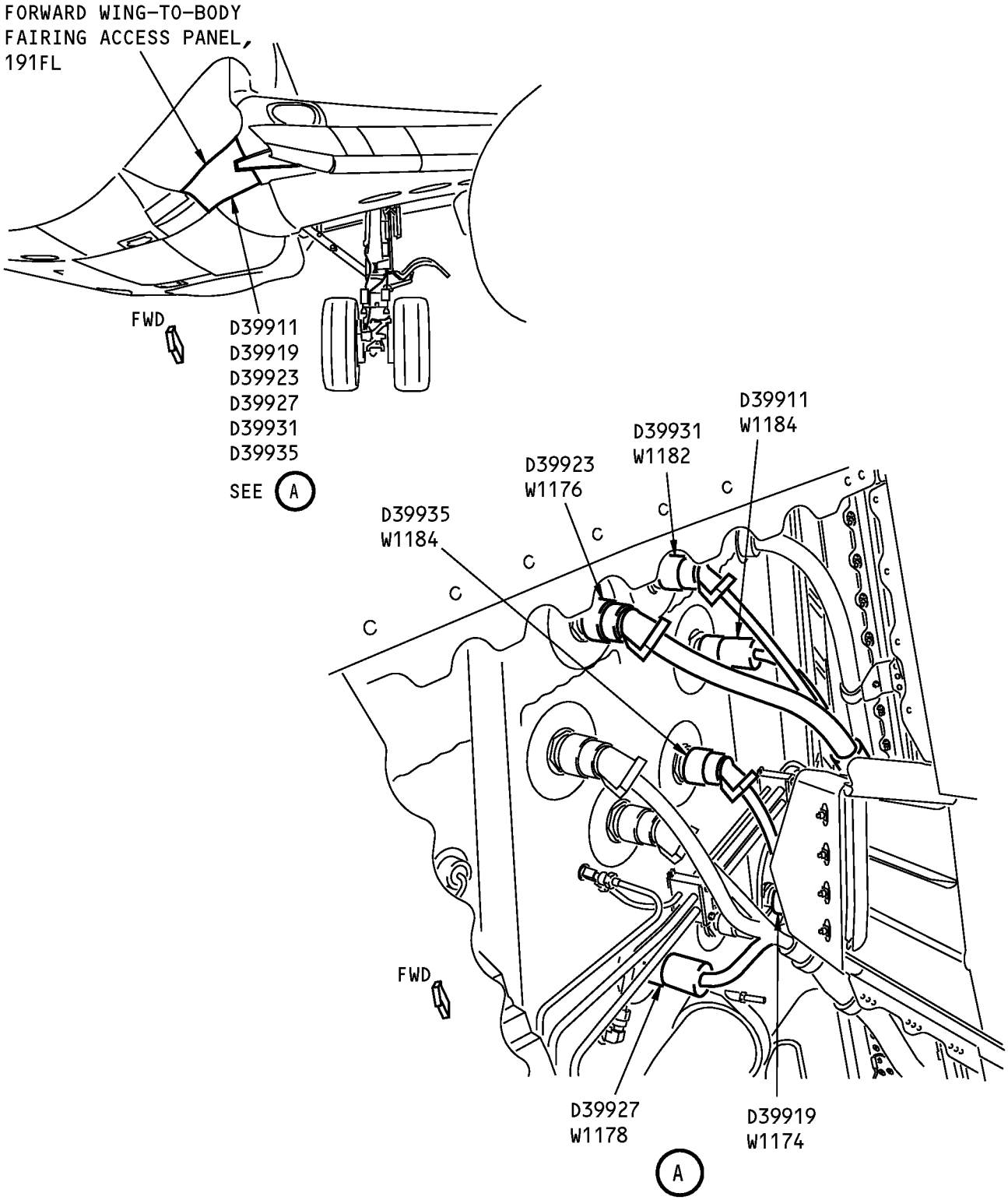
Number	Name/Location
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-23-440-002

(2) Re-Activate the Leading Edge slats if necessary:

(a) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Left Wing-to-Body Fairing Disconnect)
Figure 602/05-55-23-990-803

TASK 05-55-23-200-804

4. Connector Inspection - Left Wing Trailing Edge

(Figure 603)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
550	Subzone - Left Wing: Trailing Edge, Aft of Rear Spar, Inbd of Outboard Trailing Edge Flap
560	Subzone - Left Wing: Trailing Edge , Aft of Rear Spar, Outboard of Inbd Trailing Edge Flap, Inbd of Fixed Trailing Edge

D. Prepare for the procedure

SUBTASK 05-55-23-220-005

(1) Do this task: Extend the Trailing Edge Flaps, TASK 27-51-00-860-803.

SUBTASK 05-55-23-220-012

(2) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

E. Procedure

SUBTASK 05-55-23-220-006

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 603) (Figure 603).

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Make sure the strain relief at the end of the backshell is tight.

b) Make sure the shield pigtails are tight.

c) Make sure the shield grounding band is tight.

(b) Replace or repair any damaged components found during this inspection (SWPM 20-20-00).

Table 603/05-55-23-993-811

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
HAP 001-007				
W1022	D40024J	603	B	AW254L-Spoiler 4 Position, FCC
HAP 008-013, 015-026, 028-054, 101-999				
W1022	D40024P	603	B	AW254L-Spoiler 4 Position, FCC
HAP ALL				
W1024	D00275	603	C	T427-Flap Posn Sensor
	D1695J	603	A	Spoiler 4, FCC (pos 1)
	D1699J	603	A	Spoiler 4, FCC (pos 2)
HAP 001-007				
	D40024P	603	B	AW254L-Spoiler Position Sensor,FCC
HAP 008-013, 015-026, 028-054, 101-999				
	D40024J	603	B	AW254L-Spoiler Position Sensor, FCC
HAP ALL				

F. Put the Airplane Back to Its Usual Condition

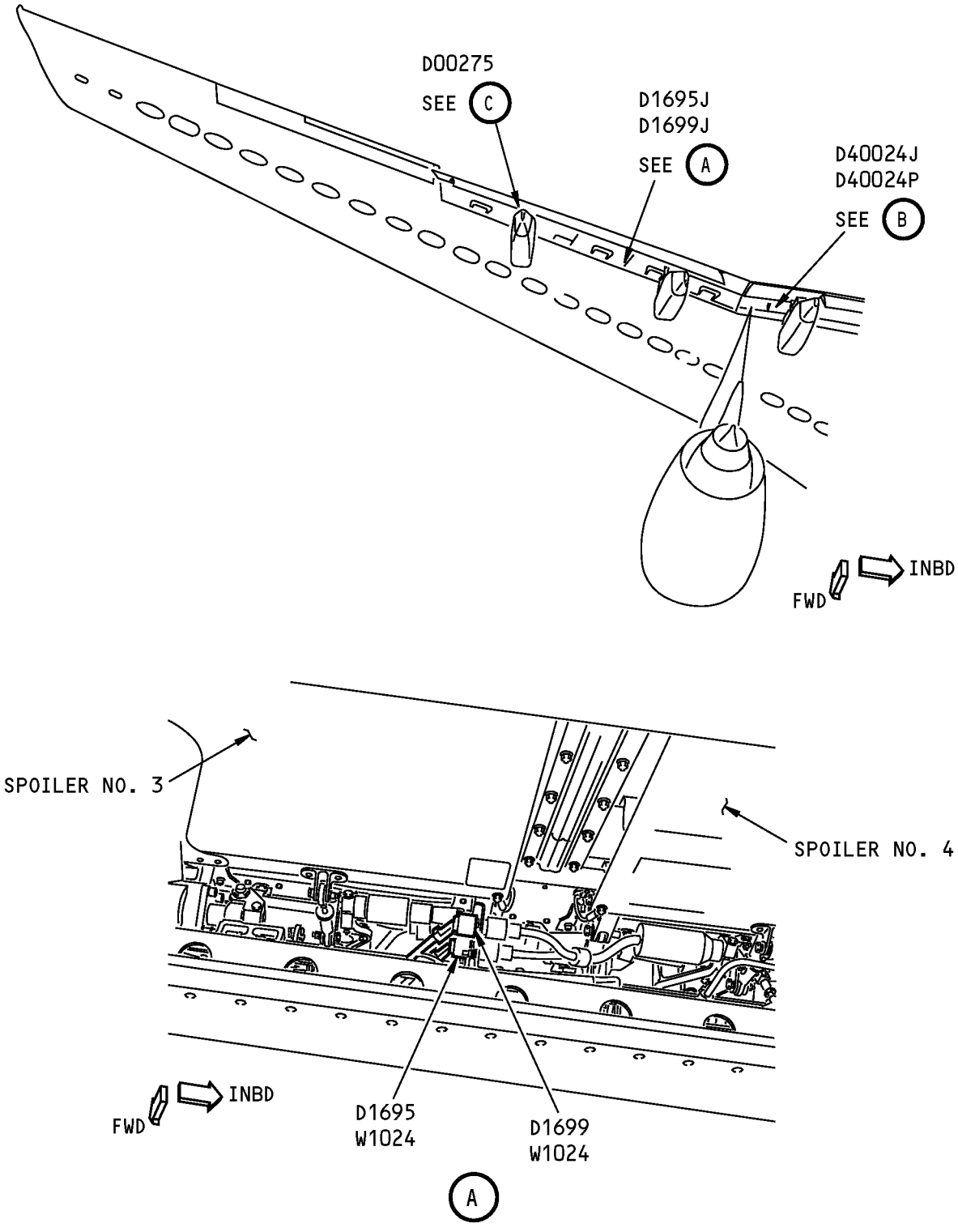
SUBTASK 05-55-23-440-003

(1) Do this task Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801

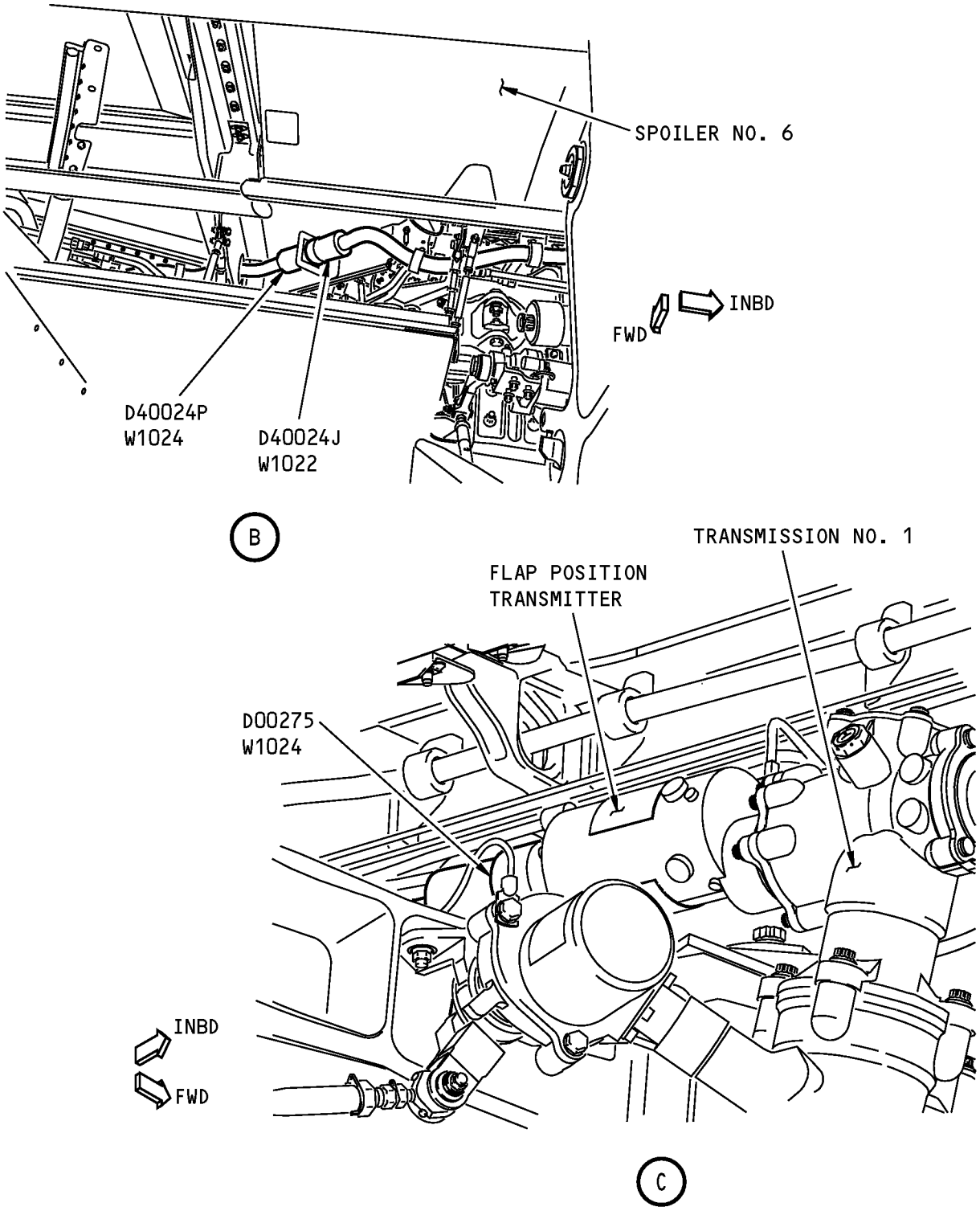
SUBTASK 05-55-23-210-002

(2) Do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

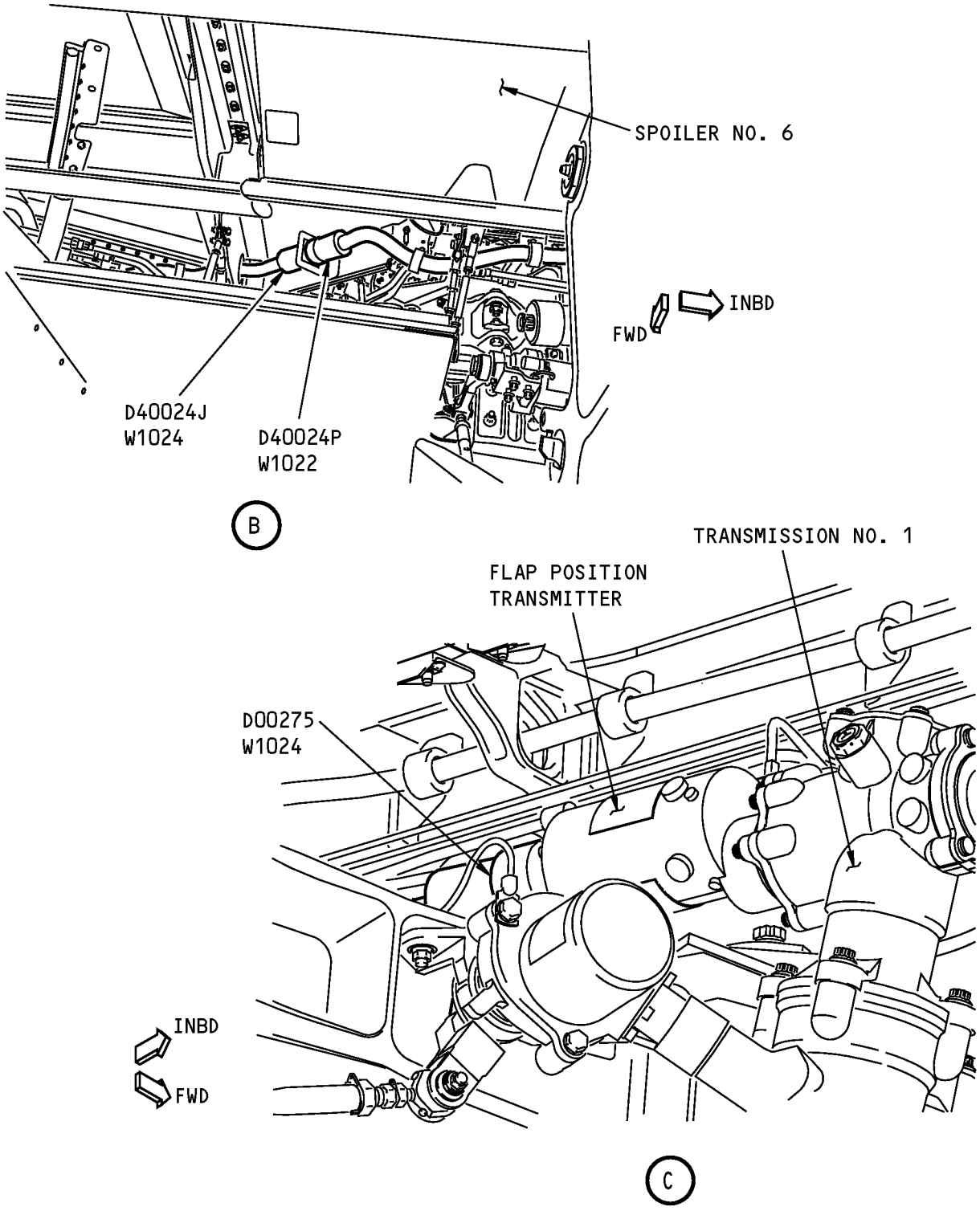
——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Left Wing Trailing Edge)
Figure 603 (Sheet 1 of 3)/05-55-23-990-804



High Intensity Radiated Fields (HIRF) Inspection (Left Wing Trailing Edge)
Figure 603 (Sheet 2 of 3)/05-55-23-990-804



High Intensity Radiated Fields (HIRF) Inspection (Left Wing Trailing Edge)
Figure 603 (Sheet 3 of 3)/05-55-23-990-804

TASK 05-55-23-200-805

5. Connector Inspection - Left Wing Leading Edge

Figure 604

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
510	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Inbd of Strut and Nacelle Gap Cover Area
520	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Outboard of Strut and Nacelle Gap Cover Area

D. Access Panels

Number	Name/Location
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

E. Prepare for the procedure

SUBTASK 05-55-23-220-007

(1) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803.

SUBTASK 05-55-23-220-008

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-23-210-003

(3) Remove the following access panels:

Number	Name/Location
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

F. Procedure

SUBTASK 05-55-23-220-009

(1) Do a Detailed Visual Inspection of the connectors shown in the (Table 604) (Figure 604.

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Make sure the strain relief at the end of the backshell is tight.

b) Make sure the shield pigtails are tight.

c) Make sure the shield grounding band is tight.

(b) Replace or repair any damaged components found during this inspection (SWPM 20-20-00).

Table 604/05-55-23-993-812

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1164	D30016	604	B	AW258L, M2 speed - CDS
W1166	D30064	604	B	AW258L, Pwr relay-alt pwr EEC
W1168	D30084	604	B	AW258L, EEC, CDS
W1170	D8056P	604	B	AW258L
W1172	D30042	604	B	AW258L, EEC - P8
W1174	D30040	604	C	AW258L, CDS - EEC
W1176	D30082	604	C	AW258L, EEC
W1178	D8056J	604	C	AW258L, Alt pwr - EEC
W1182	D30062	604	C	AW258L, Alt pwr - EEC
W1184	D30014	604	C	AW258L, CDS - M2 Speed

G. Put the Airplane Back to Its Usual Condition.

SUBTASK 05-55-23-440-001

(1) Install the following access panels:

Number	Name/Location
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

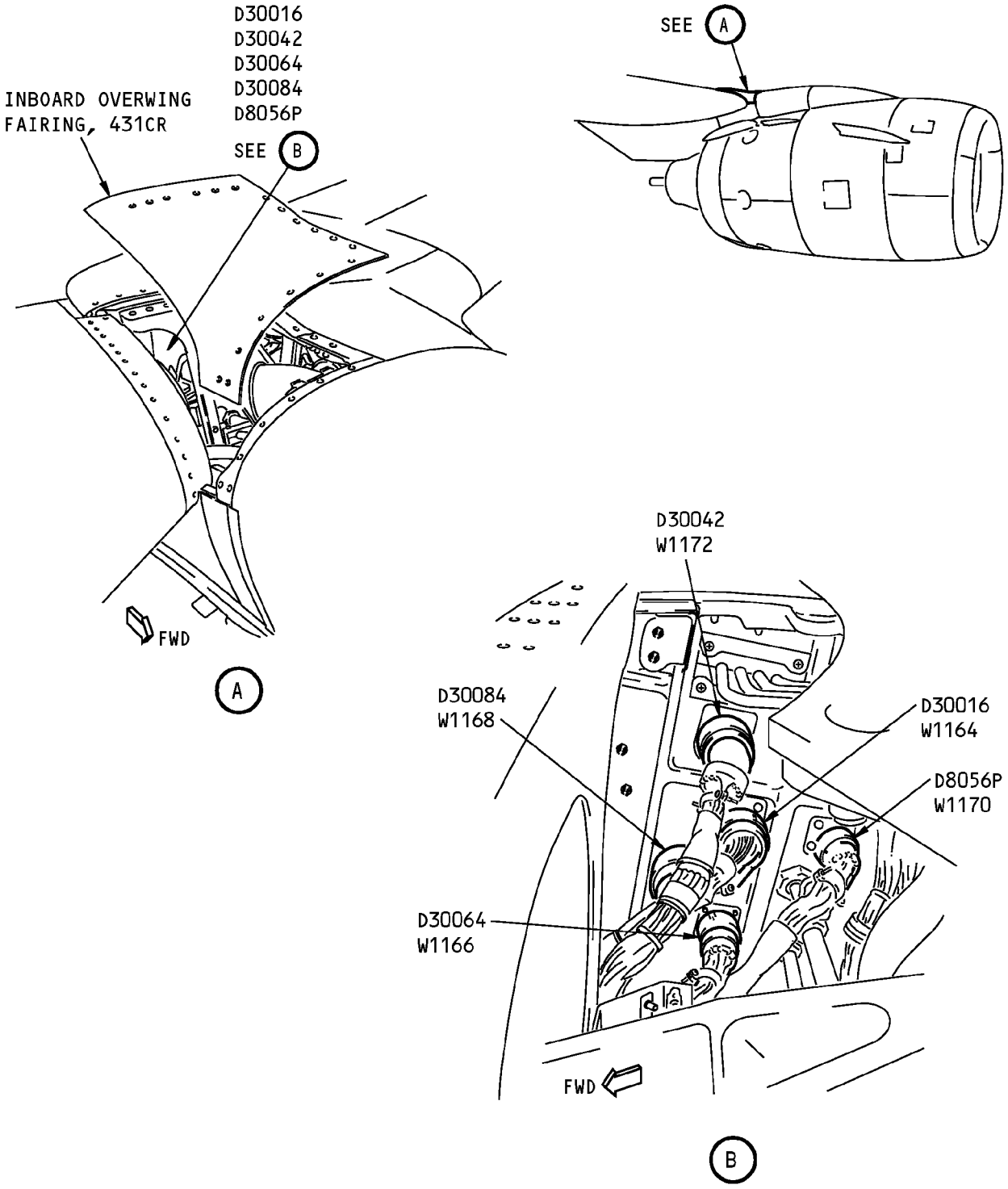
SUBTASK 05-55-23-220-010

(2) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

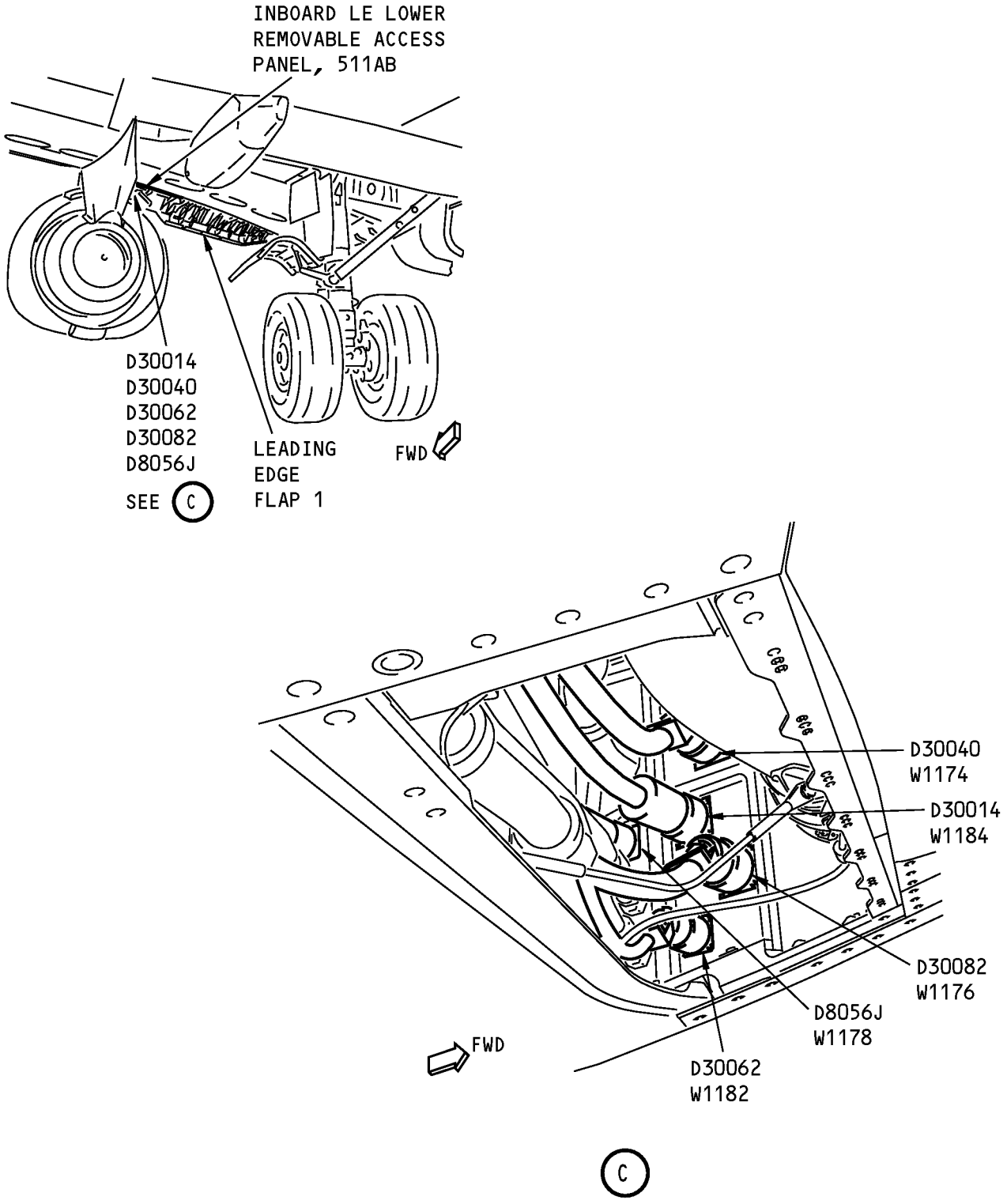
SUBTASK 05-55-23-220-011

(3) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

END OF TASK



High Intensity Radiated Fields (HIRF) Inspection (Left Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 1 of 2)/05-55-23-990-805



High Intensity Radiated Fields (HIRF) Inspection (Left Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 2 of 2)/05-55-23-990-805

TASK 05-55-23-200-806

6. Connector Inspection - Strut Disconnect - Left Engine

(Figure 605)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
431	Engine 1 - Forward Strut Fairing

D. Access Panels

Number	Name/Location
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

E. Prepare for the procedure

SUBTASK 05-55-23-020-001

(1) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 05-55-23-040-001

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-23-040-002

(3) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 05-55-23-020-002

(4) Remove the following access panels:

Number	Name/Location
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

F. Procedure

SUBTASK 05-55-23-200-001

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 605) (Figure 605).

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Make sure the strain relief at the end of the backshell is tight.

b) Make sure the shield pigtails are tight.

c) Make sure the shield grounding band is tight.

(b) Replace or repair any damaged components found during this inspection (SWPM 20-20-00).

Table 605/05-55-23-993-813

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1164	D30234	605	A	AS1L, M2 speed - CDS
W1166	D30256	605	A	AS1L, Pwr relay-alt pwr EEC
W1168	D30208	605	C	AS2L, T/R 1vdt - EEC
	D30210	605	B	AS2l
	D30260	605	A	AS1L
W1170	D30212	605	A	AS1L, EEC-eng start
	D30228	605	A	AS1L
W1172	D30224	605	A	AS1L, EEC - P8
	D30202	605	C	T/R Lvdt, EEC - P8
	D30206	605	B	T/R Lvdt, EEC - P8

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-23-210-004

(1) Install the following access panels:

Number	Name/Location
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

SUBTASK 05-55-23-040-003

(2) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

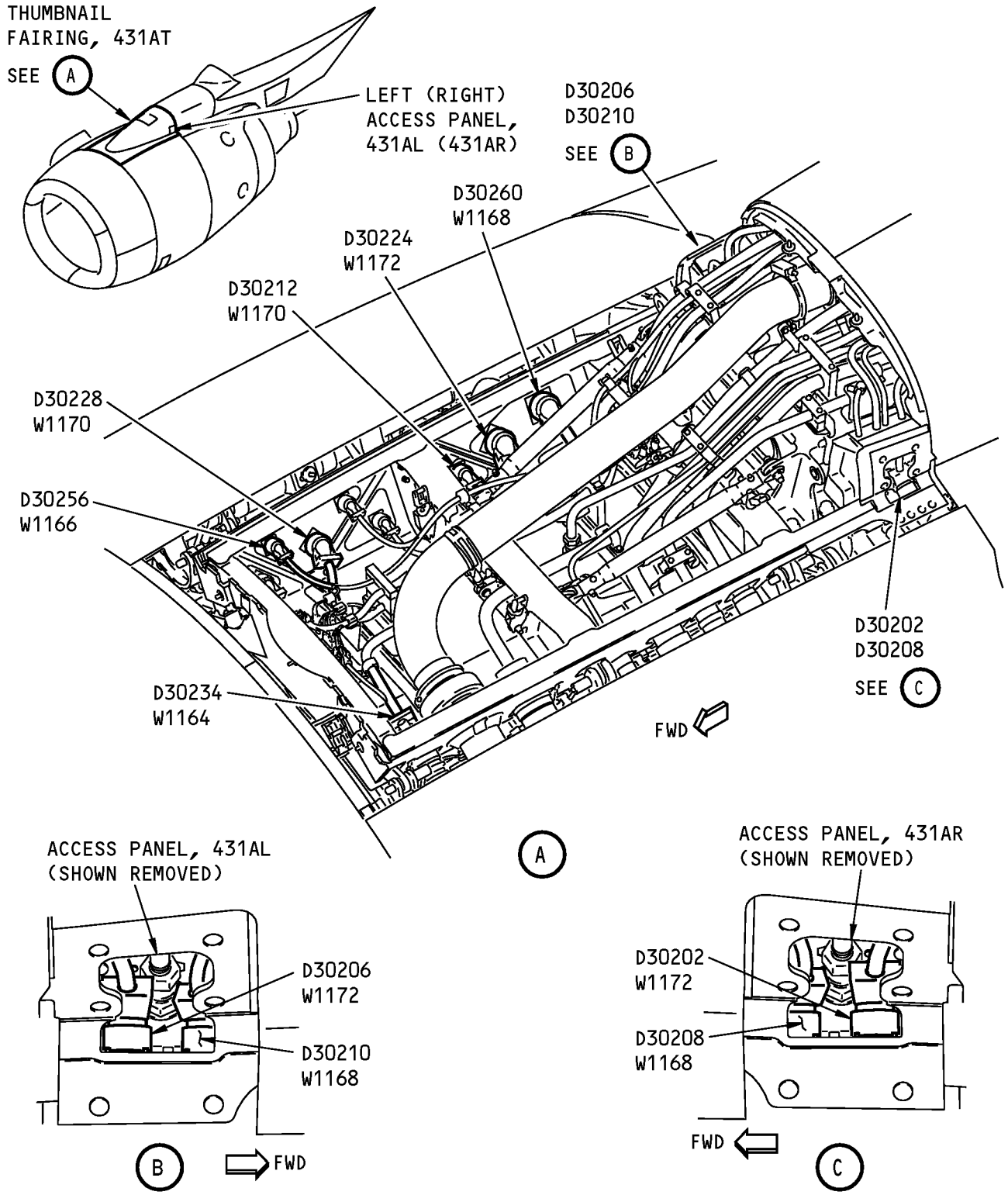
SUBTASK 05-55-23-040-004

(3) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

SUBTASK 05-55-23-020-003

(4) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Left Engine Strut)
Figure 605/05-55-23-990-807

HIRF/LIGHTNING CONNECTORS ON RIGHT SIDE OF THE AIRPLANE - INSPECTION/CHECK

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure has five tasks:

(1) HIRF/Lightning Detailed Visual Inspection of selected connectors in the Right Wheel Well.

(2) HIRF/Lightning Detailed Visual Inspection of selected connectors in the Right Wing To Body Fairing area.

(3) HIRF/Lightning Detailed Visual Inspection of selected connectors routed along the Right Wing Trailing Edge.

(4) HIRF/Lightning Detailed Visual Inspection of selected connectors routed along the Right Wing Leading Edge.

(5) HIRF/Lightning Detailed Visual Inspection of the connectors at the Strut Disconnect panel on the Right Engine.

TASK 05-55-24-200-802

2. Connector Inspection - Right Wheel Well

(Figure 601)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
134	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Right

D. Prepare for the procedure

SUBTASK 05-55-24-010-002

(1) Make sure the MLG and Doors are locked open.

(a) Do this task Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

E. Procedure

SUBTASK 05-55-24-220-002

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 601) Figure 601.

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.
2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.
3) Make sure the back shell is not loose or damaged.
   a) Make sure the strain relief at the end of the backshell is tight.
   b) Make sure the shield pigtails are tight.
   c) Make sure the shield grounding band is tight.

(b) Replace or repair any damaged components found during this inspection (SWPM 20-20-00).

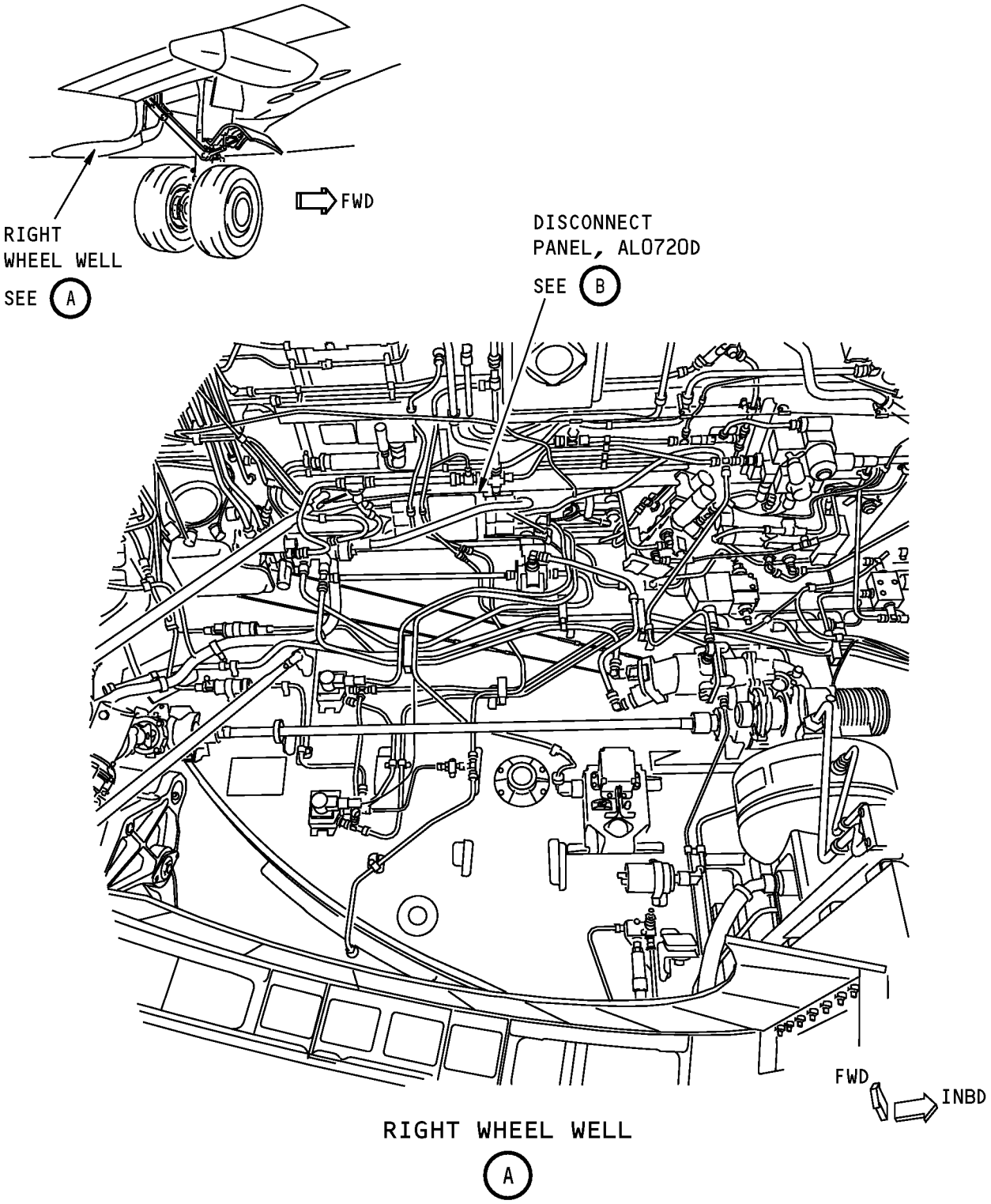
Table 601/05-55-24-993-809

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1032	D43100P	601	B	AL720C, Spoiler 9 Position, DFCS
	D43102P	601	B	AL720B, Spoiler 9 Position, DFCS
W5375	D43102J	601	B	AL720B, Spoiler 9 Position, DFCS

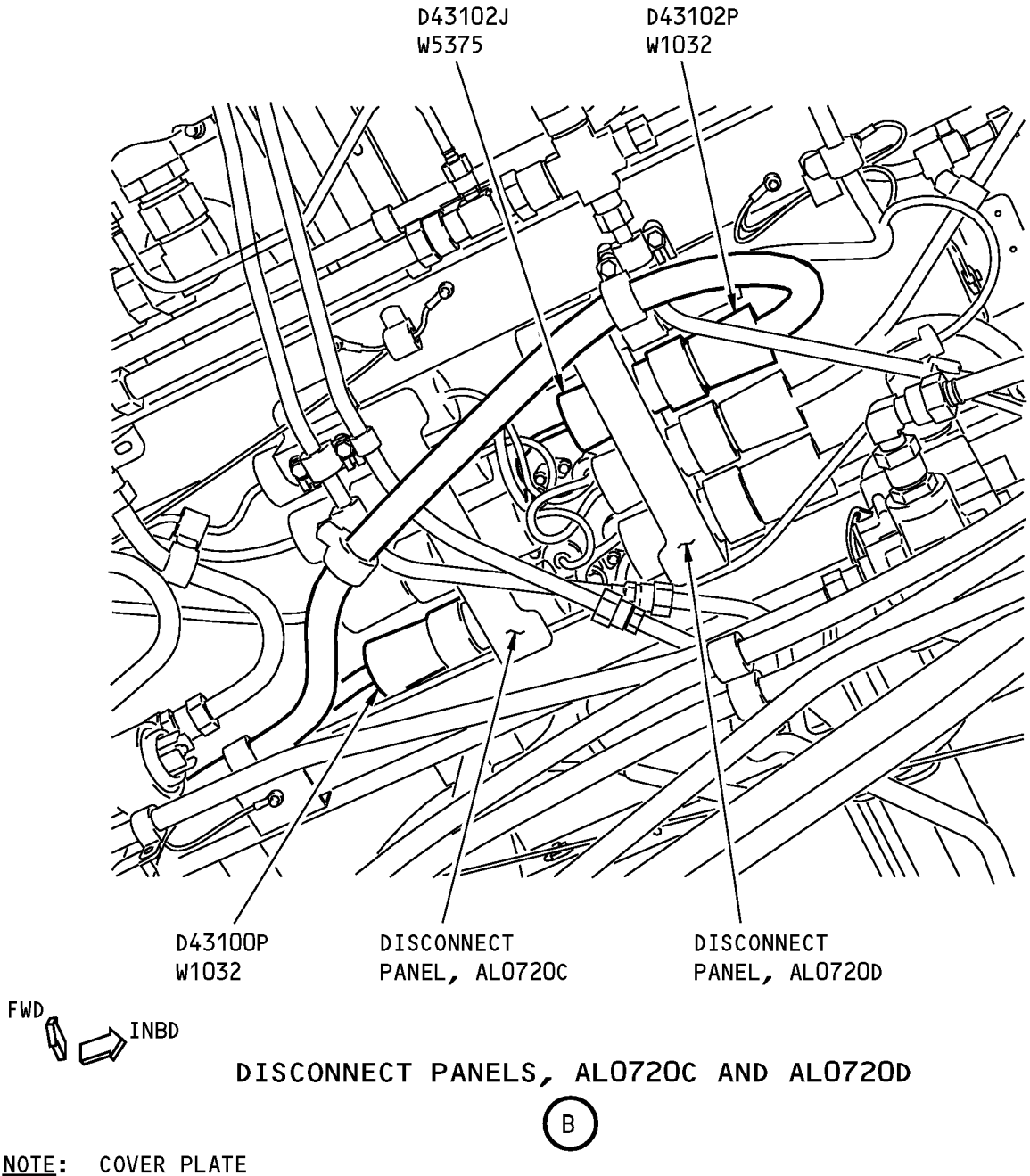
SUBTASK 05-55-24-940-001

(2) Put the airplane back to its usual condition

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Left Main Landing Gear Wheel Well)
Figure 601 (Sheet 1 of 2)/05-55-24-990-809



High Intensity Radiated Fields (HIRF) Inspection (Left Main Landing Gear Wheel Well)
Figure 601 (Sheet 2 of 2)/05-55-24-990-809

TASK 05-55-24-200-803

3. Connector Inspection - Right Wing To Body Fairing

(Figure 602)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
191	Lower Wing-To-Body Fairing - Forward of Wing Box

D. Access Panels

Number	Name/Location
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

E. Prepare for the procedure

SUBTASK 05-55-24-040-005

(1) Deactivate the Leading Edge Slats:

(a) Do This task:Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801

SUBTASK 05-55-24-220-003

(2) Remove the following access panel:

Number	Name/Location
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

F. Procedure

SUBTASK 05-55-24-220-004

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 602) (Figure 602).

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.
   a) Make sure the strain relief at the end of the backshell is tight.
   b) Make sure the shield pigtails are tight.
   c) Make sure the shield grounding band is tight.

(b) Replace or repair any damaged components found during this inspection (SWPM 20-20-00).

Table 602/05-55-24-993-810

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1274	D39920	602	A	AD520, EEC
W1276	D39924	602	A	AD520, EEC
W1278	D39928	602	A	AC520, Alt pwr - EEC
W1282	D39932	602	A	AC520, Alt pwr - Relay
W1284	D39912	602	A	AC520, EEC - Starter valve
W1664	D39908	602	A	AD520

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-24-210-001

(1) Install the following access panel:

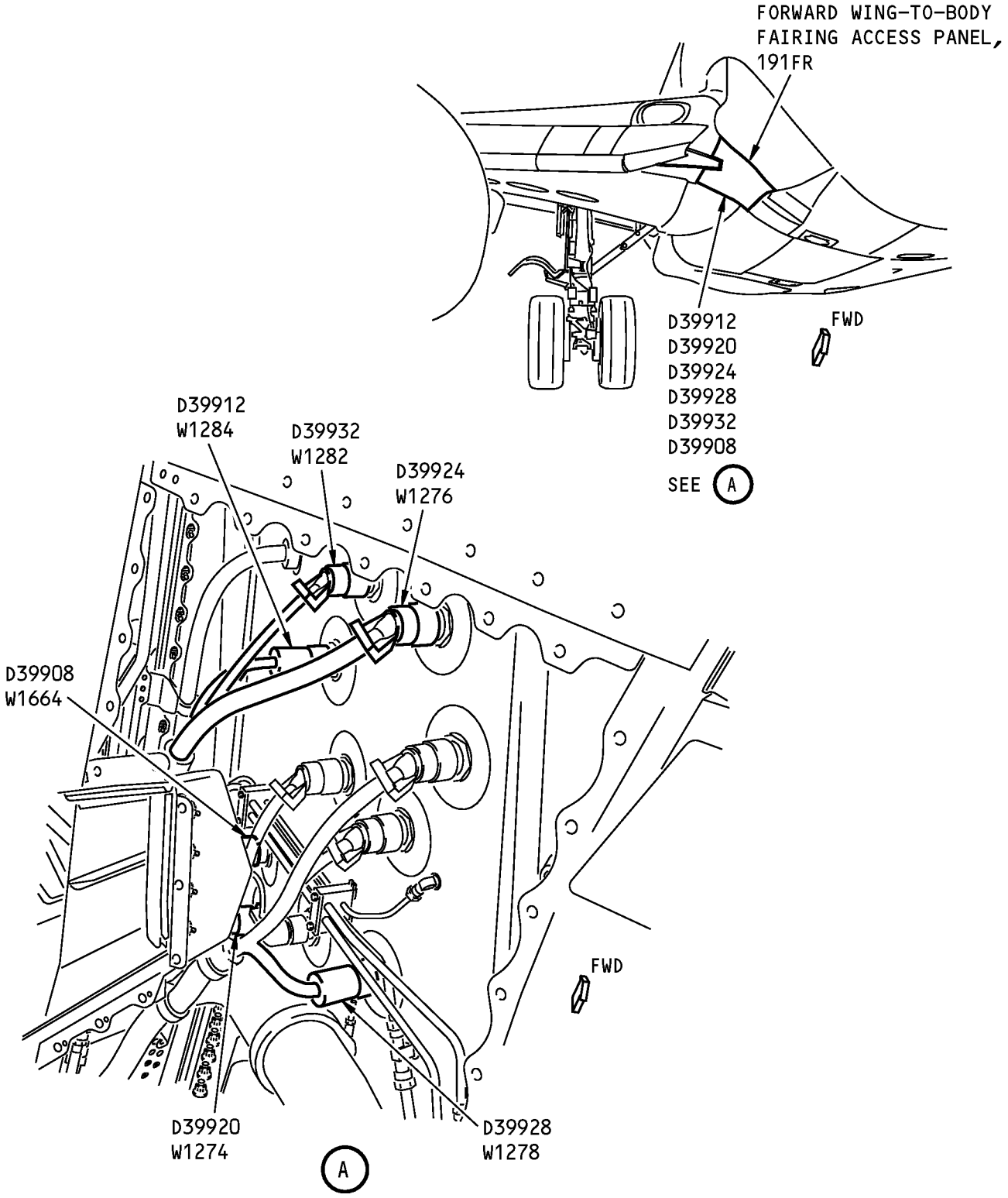
Number	Name/Location
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-24-440-002

(2) Re-Activate the Leading Edge slats if necessary:

(a) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Right Wing-to-Body Fairing Disconnect)
Figure 602/05-55-24-990-803

TASK 05-55-24-200-804

4. Connector Inspection - Right Wing Trailing Edge

(Figure 603)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
650	Subzone - Right Wing: Trailing Edge, Aft of Rear Spar, Inboard of Outboard Trailing Edge Flap
660	Subzone - Right Wing: Trailing Edge, Aft of Rear Spar, Outboard of Inboard Trailing Edge Flap, Inboard of Fixed Trailing Edge

D. Prepare for the procedure

SUBTASK 05-55-24-220-005

(1) Do this task: Extend the Trailing Edge Flaps, TASK 27-51-00-860-803.

SUBTASK 05-55-24-220-012

(2) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

E. Procedure

SUBTASK 05-55-24-220-006

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 603) (Figure 603).

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Make sure the strain relief at the end of the backshell is tight.

b) Make sure the shield pigtails are tight.

c) Make sure the shield grounding band is tight.

(b) Replace or repair any damaged components found during this inspection (SWPM 20-20-00).

Table 603/05-55-24-993-811

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
HAP 001-007				
W1032	D40034J	603	B	AW254R - DFCS
HAP 008-013, 015-026, 028-054, 101-999				
W1032	D40034P	603	B	AW254R - DFCS
HAP ALL				
W1034	D00229	603	C	T428-Flap Posn Sensor
	D1697J	603	A	Spoiler 9, sensor, FCC (a)
	D1701J	603	A	Spoiler 9, sensor, FCC (b)
HAP 001-007				
	D40034P	603	B	AW254R - FCC
HAP 008-013, 015-026, 028-054, 101-999				
	D40034J	603	B	AW254R - FCC
HAP ALL				

F. Put the Airplane Back to Its Usual Condition

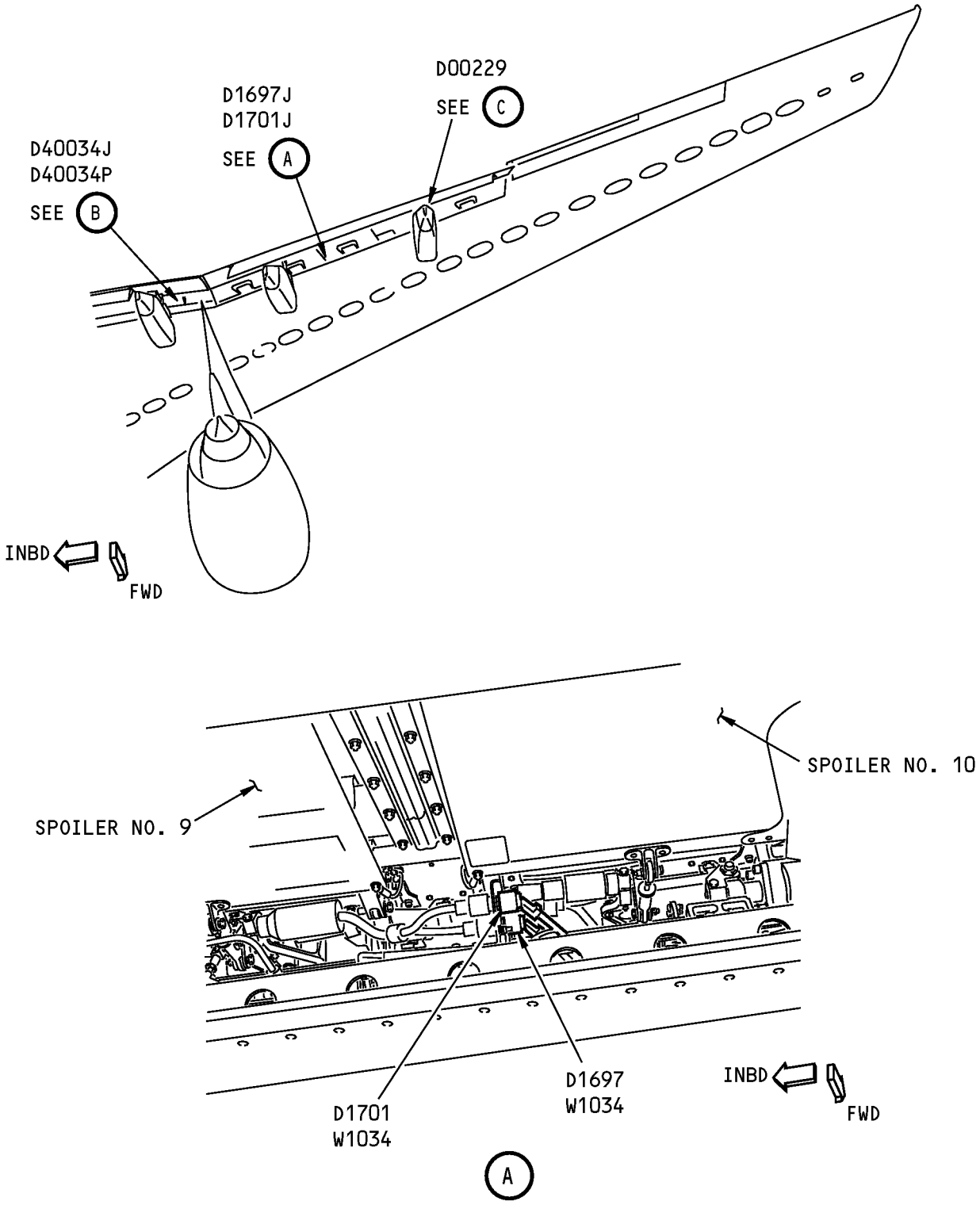
SUBTASK 05-55-24-440-003

(1) Do this task:Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801

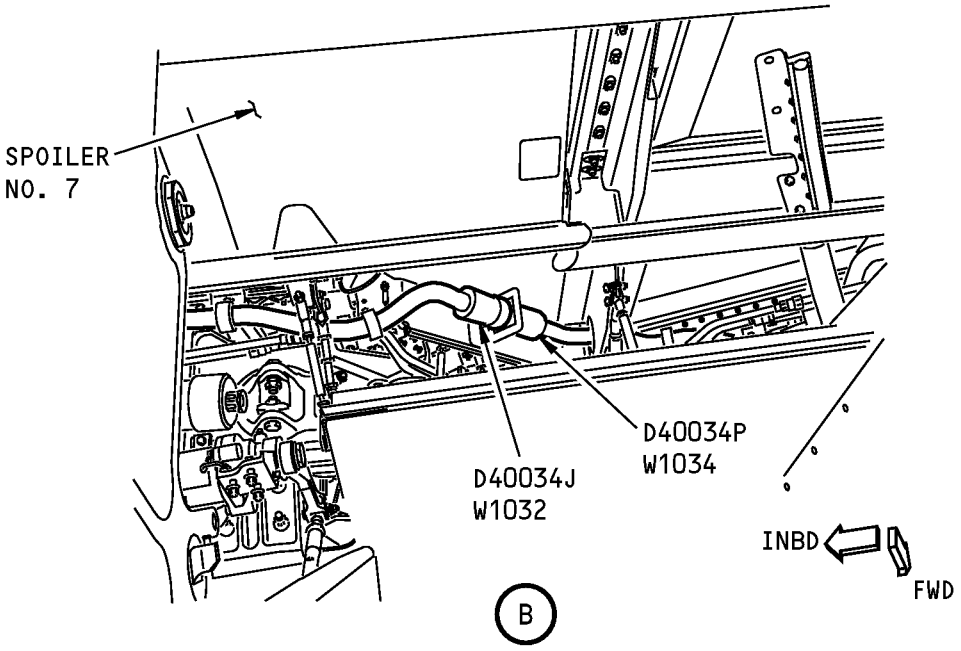
SUBTASK 05-55-24-210-002

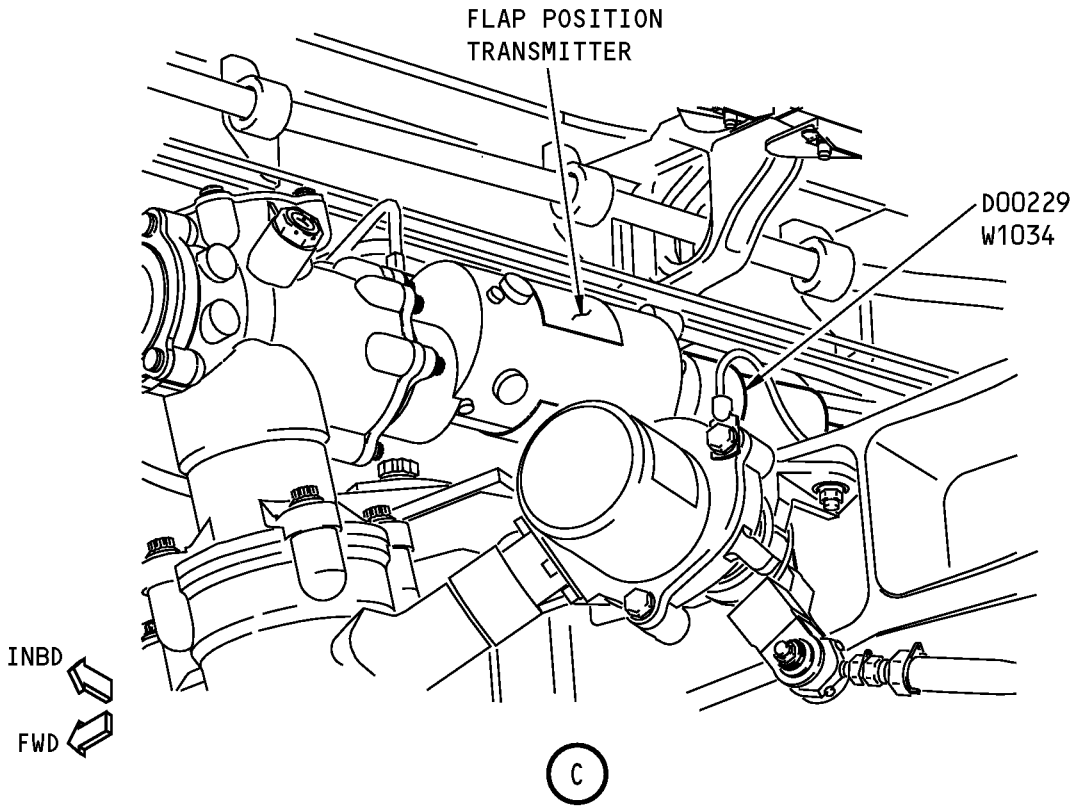
(2) Do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

——————— END OF TASK ———————

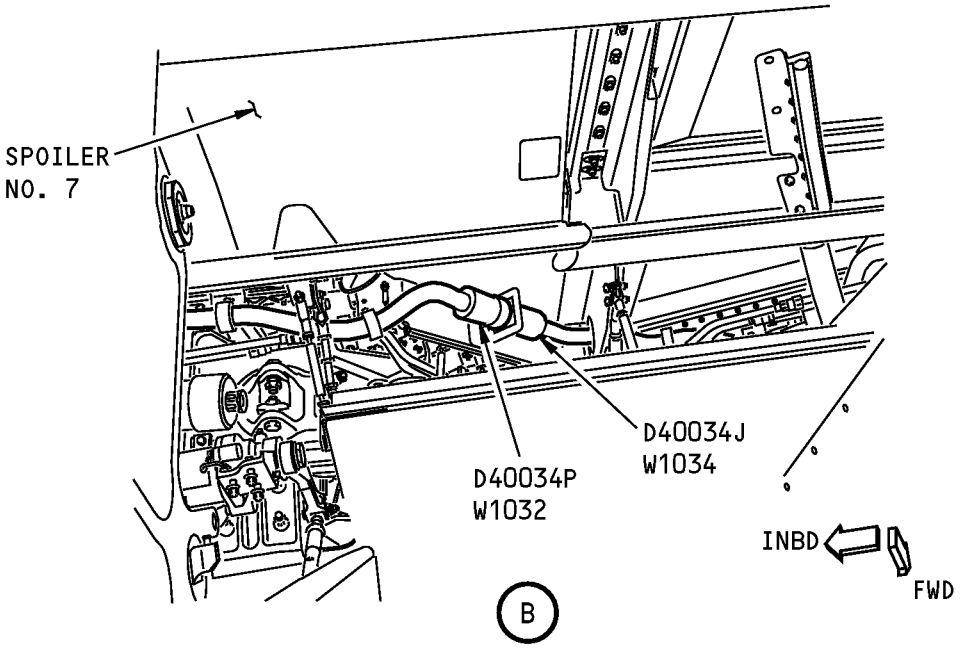


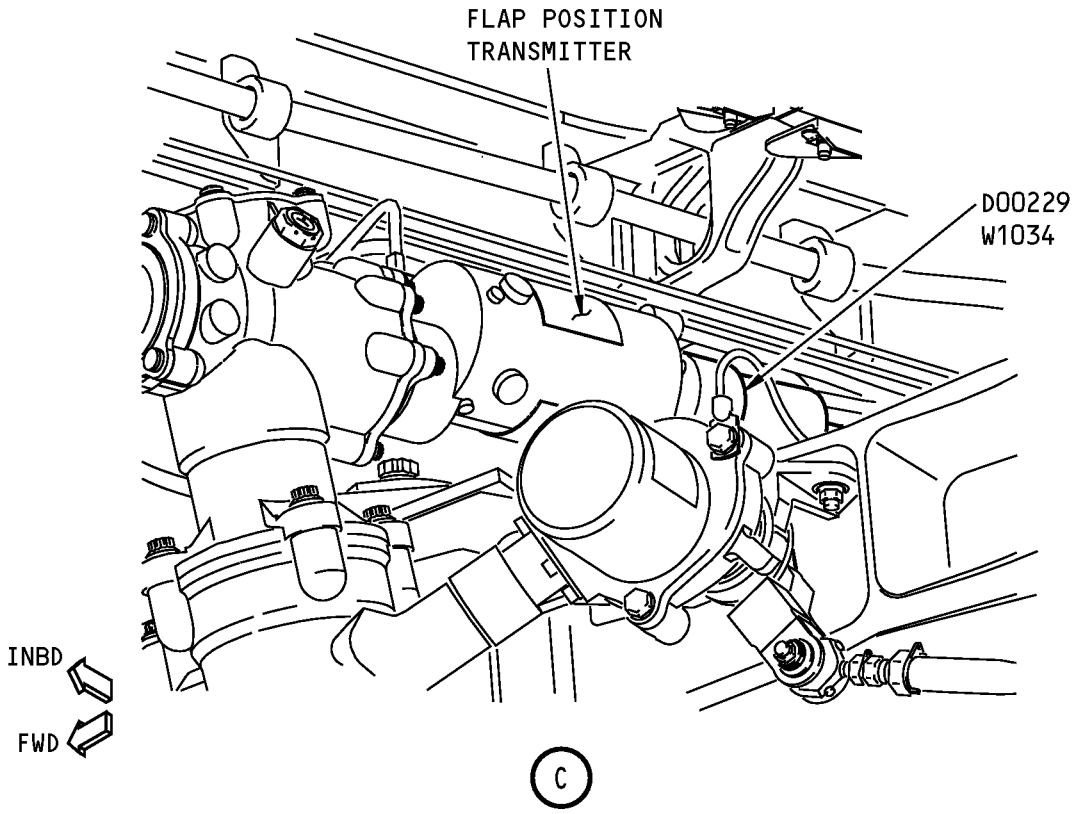
High Intensity Radiated Fields (HIRF) Inspection (Right Wing Trailing Edge)
Figure 603 (Sheet 1 of 3)/05-55-24-990-804





High Intensity Radiated Fields (HIRF) Inspection (Right Wing Trailing Edge)
Figure 603 (Sheet 2 of 3)/05-55-24-990-804





High Intensity Radiated Fields (HIRF) Inspection (Right Wing Trailing Edge)
Figure 603 (Sheet 3 of 3)/05-55-24-990-804

TASK 05-55-24-200-805

5. Connector Inspection - Right Wing Leading Edge

(Figure 604, Figure 605)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
610	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Inboard of Nacelle Strut, Including Gap Cover Area
620	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Outboard of Nacelle Strut

D. Access Panels

Number	Name/Location
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

E. Prepare for the procedure

SUBTASK 05-55-24-210-007

(1) Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803

SUBTASK 05-55-24-220-007

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-24-220-008

(3) Remove the following access panels:

Number	Name/Location
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

F. Procedure

SUBTASK 05-55-24-220-009

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 604) (Figure 604, Figure 605).

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Make sure the strain relief at the end of the backshell is tight.

b) Make sure the shield pigtails are tight.

c) Make sure the shield grounding band is tight.

(b) Replace or repair any damaged components found during this inspection (SWPM 20-20-00).

Table 604/05-55-24-993-812

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1264	D30116	604	B	AW258R, M2 speed - CDS
W1266	D30164	604	B	AW258R, Pwr relay-alt pwr EEC
W1268	D30184	604	B	AW258R, EEC, CDS
W1270	D8156P	604	B	AW258R, Alt pwr EEC - J24
W1272	D30142	604	B	AW258R, EEC - P8
W1274	D30140	604	C	AW258R, CDS - EEC
W1276	D30182	604	C	AW258R, EEC
W1278	D8156J	604	C	AW258R, Alt pwr - EEC
W1282	D30162	604	C	AW258R, Alt pwr - EEC
W1284	D30114	604	C	AW258R, CDS - M2 Speed
W1664	D4578J	605	A	AD520, Wing Refuel Panel

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-24-220-010

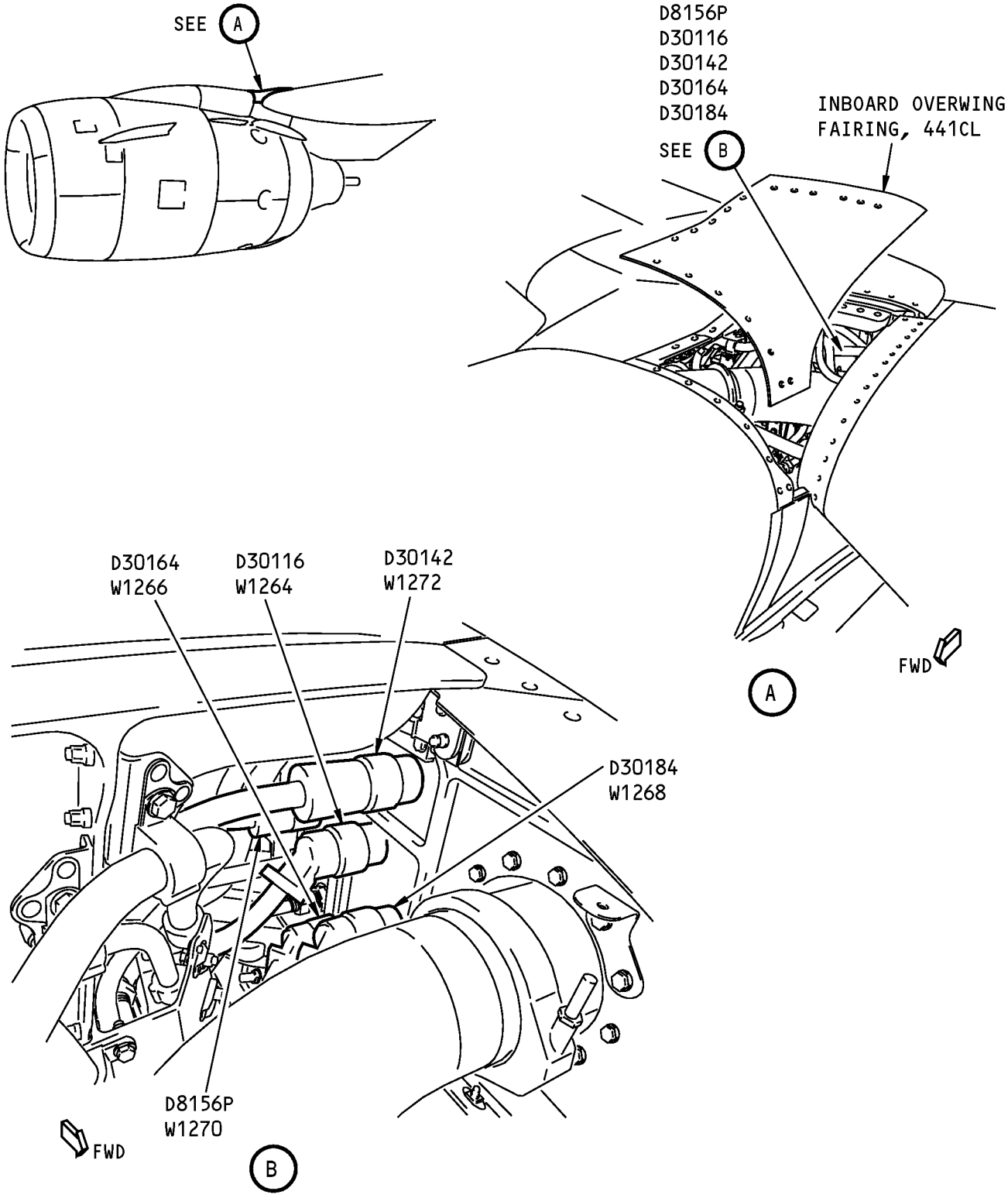
(1) Install the following access panels:

Number	Name/Location
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

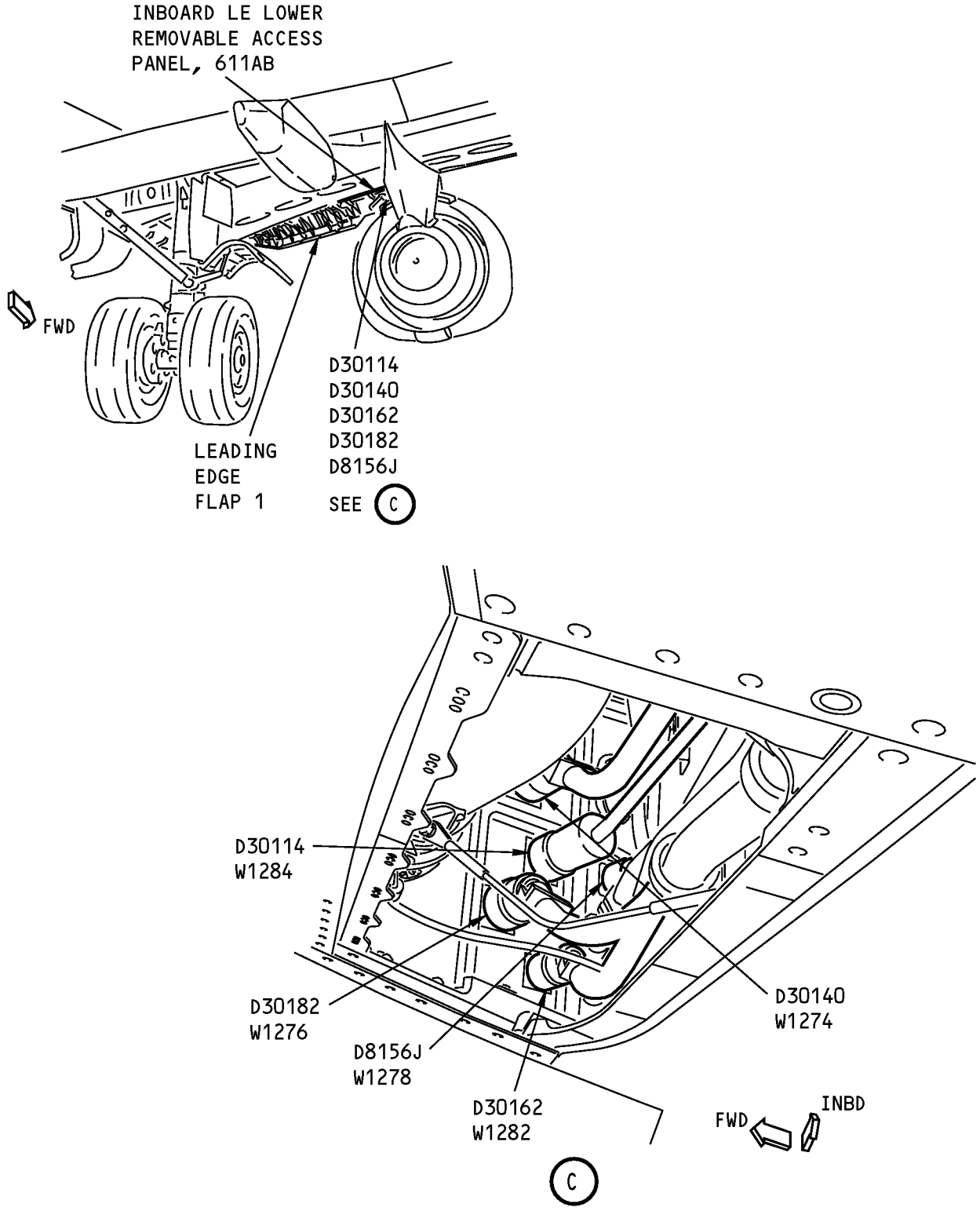
SUBTASK 05-55-24-210-004

(2) Do this task: if necessary: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

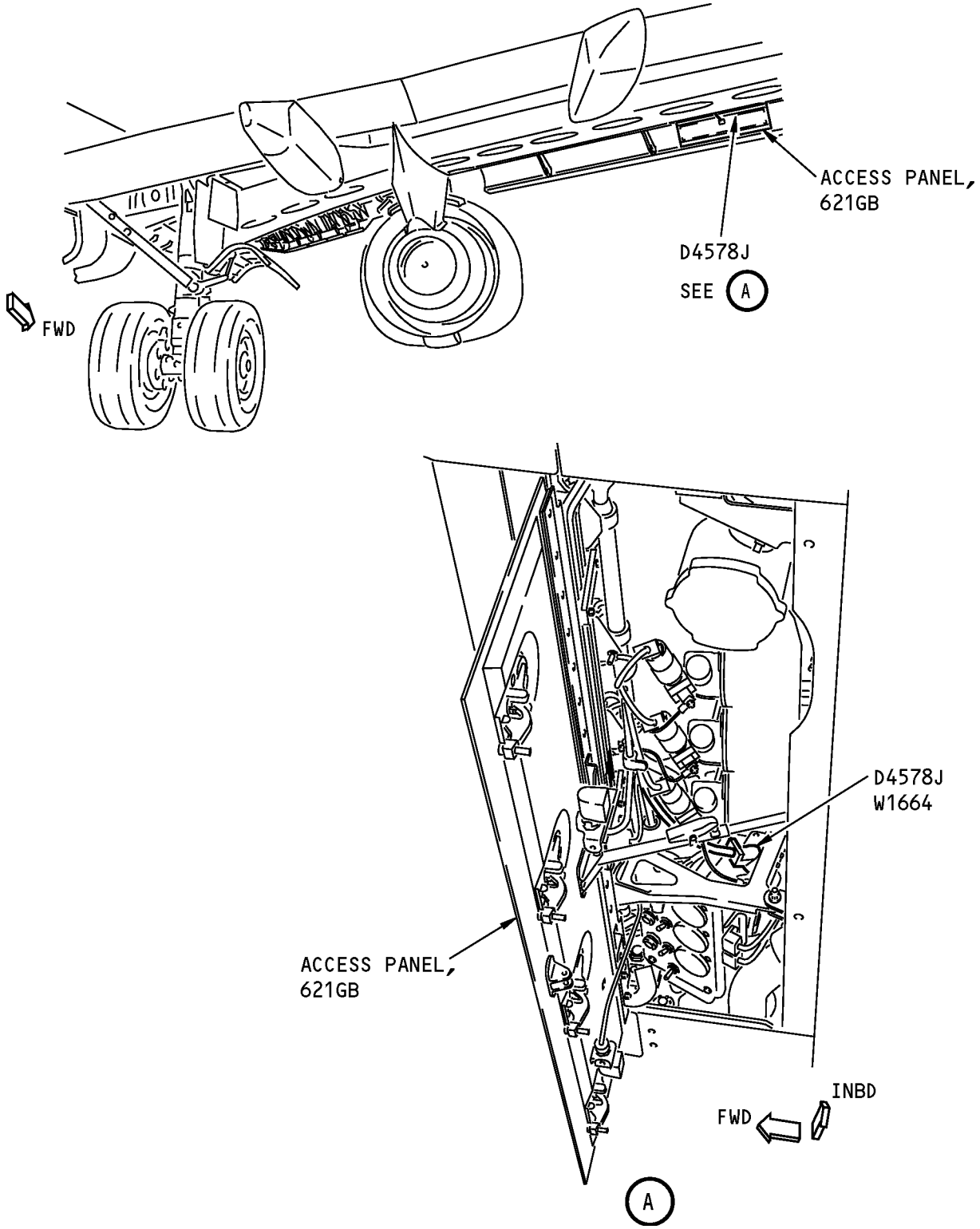
END OF TASK



High Intensity Radiated Fields (HIRF) Inspection (Right Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 1 of 2)/05-55-24-990-805



High Intensity Radiated Fields (HIRF) Inspection (Right Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 2 of 2)/05-55-24-990-805



High Intensity Radiated Fields (HIRF) Inspection (Right Wing Leading Edge, Outboard of Engine)
Figure 605/05-55-24-990-806

TASK 05-55-24-200-806

6. Connector Inspection - Strut Disconnect - Right Engine

(Figure 606)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
441	Engine 2 - Forward Strut Fairing

D. Access Panels

Number	Name/Location
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

E. Prepare for the procedure

SUBTASK 05-55-24-040-001

(1) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 05-55-24-040-002

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-24-040-003

(3) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 05-55-24-220-011

(4) Remove the following access panels:

Number	Name/Location
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

F. Procedure

SUBTASK 05-55-24-200-001

(1) Do a Detailed Visual Inspection of the connectors shown in the (Table 605) (Figure 606).

(a) Do a check of the electrical connectors.

1) Make sure all of the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Make sure the strain relief at the end of the backshell is tight.

b) Make sure the shield pigtails are tight.

c) Make sure the shield grounding band is tight.

(b) Replace or repair any damaged components found during this inspection (SWPM 20-20-00).

Table 605/05-55-24-993-813

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1264	D30434	606	A	AS1R, M2 speed - CDS
W1266	D30456	606	A	AS1R, Pwr relay-alt pwr EEC
W1268	D30408	606	C	AS2R, T/R 1vdt - EEC
	D30410	606	B	AS3R, EEC - T/R 1vdt
	D30460	606	A	AS1R, EEC - T/R 1vdt
W1270	D30412	606	A	AS1R, Alt Power EEC - J24
	D30428	606	A	AS1R
W1272	D30424	606	A	AS1R, EEC - T/R LVDT
	D30402	606	C	AS2R, EEC - T/R LVDT
	D30406	606	B	AS3R, EEC - T/R LVDT

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-24-210-005

(1) Install the following access panels:

Number	Name/Location
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

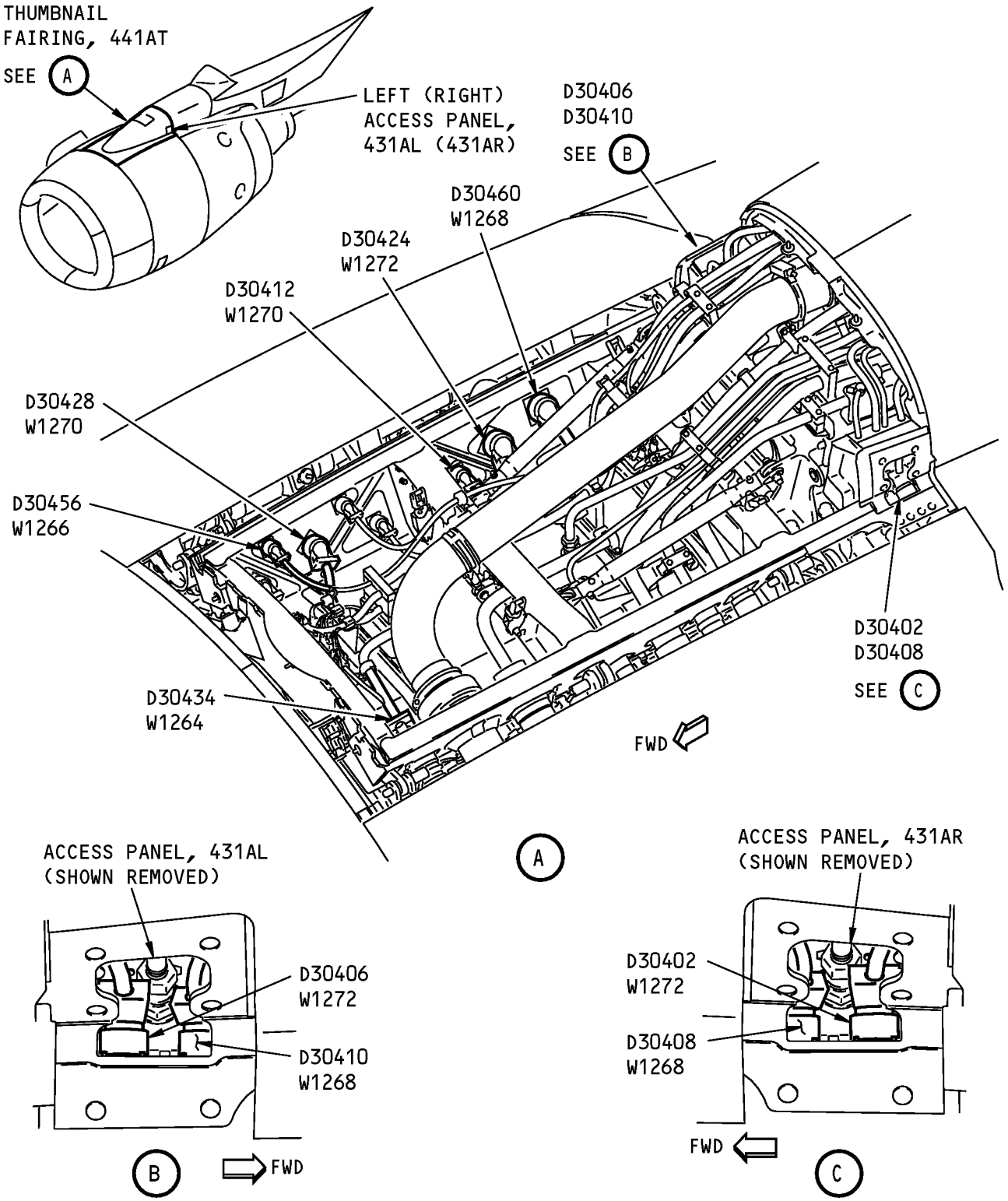
SUBTASK 05-55-24-040-004

(2) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

SUBTASK 05-55-24-440-001

(3) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Right Engine Strut)
Figure 606/05-55-24-990-807

HIRF/LIGHTNING WIRE BUNDLES ON LEFT SIDE OF THE AIRPLANE - INSPECTION/CHECK

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure has five tasks:

(1) HIRF/Lightning General Visual Inspection of selected wire bundle cables in the Left Wheel Well.

(2) HIRF/Lightning General Visual Inspection of selected wire bundle cables in the Left Wing To Body Fairing area.

(3) HIRF/Lightning General Visual Inspection of selected wire bundle cables routed along the Left Wing Trailing Edge.

(4) HIRF/Lightning General Visual Inspection of selected wire bundle cables routed along the Left Wing Leading Edge.

(5) HIRF/Lightning General Visual Inspection of the wire bundle cables at the Strut Disconnect panel on the Left Engine.

TASK 05-55-25-200-802

2. Wire Bundle Inspection Left Wheel Well

(Figure 601)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A General Visual Inspection is a visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
133	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Left

D. Prepare for the procedure

SUBTASK 05-55-25-010-002

(1) Make sure the MLG and Doors are locked open.

(a) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

E. Procedure

SUBTASK 05-55-25-220-002

(1) Do a General Visual Inspection of the wire bundle cables shown in the (Table 601) (Figure 601).

(a) Do a check of the wire bundle cables.

1) Make sure the wire bundle cables are not chafed, cut or worn.

(b) Replace or repair any damaged wiring found during this inspection (SWPM 20-20-00).

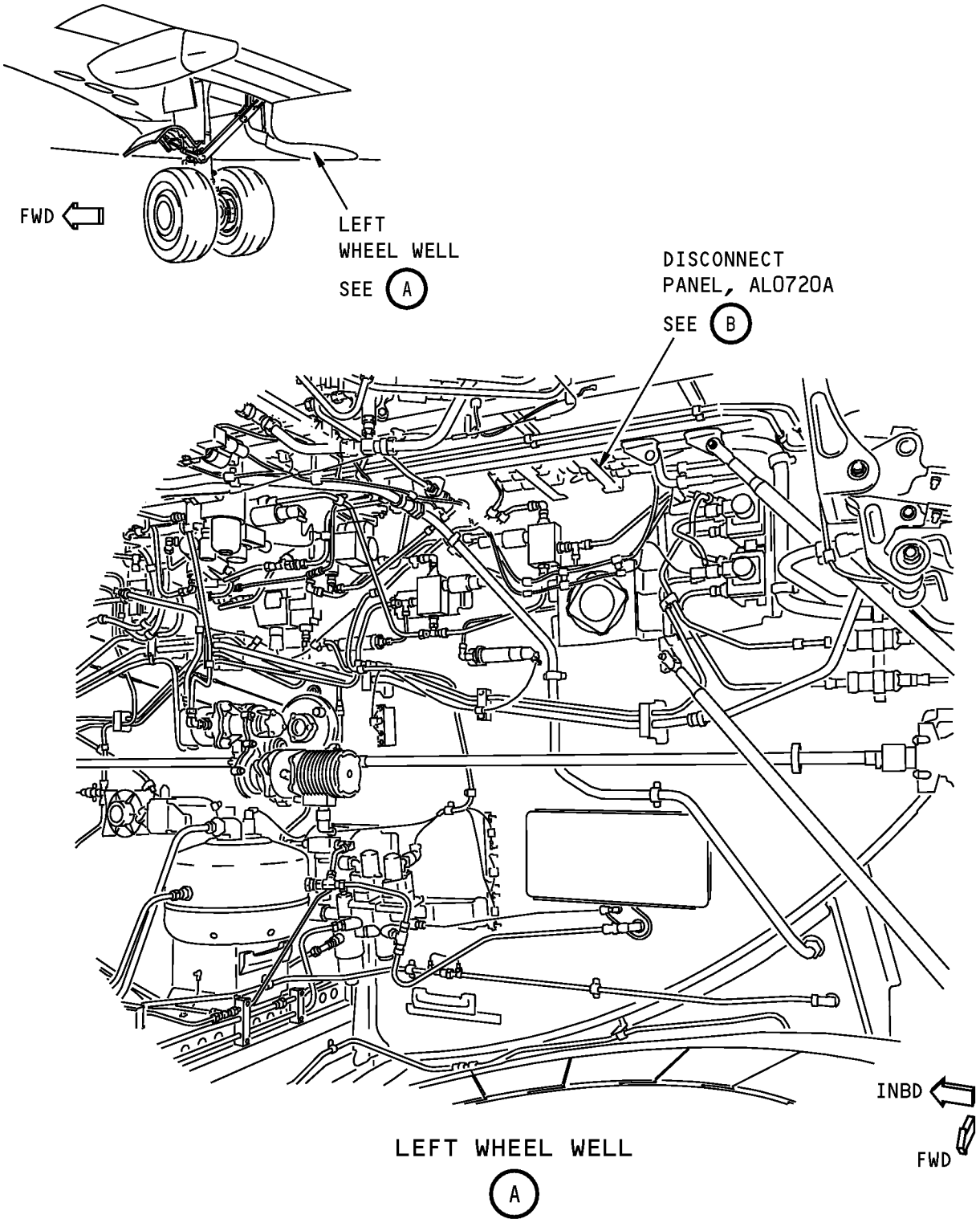
Table 601/05-55-25-993-809

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1022	D42100P	601	B	AL420 - Spoiler 4 Position, FCC
	D42102P	601	B	AL720A Spoiler 4 Position, FCC
W5375	D42100J	601	B	AL720A Spoiler 4 Position, FCC
W5367	D42102J	601	B	AL720A Spoiler 4 Position, FCC

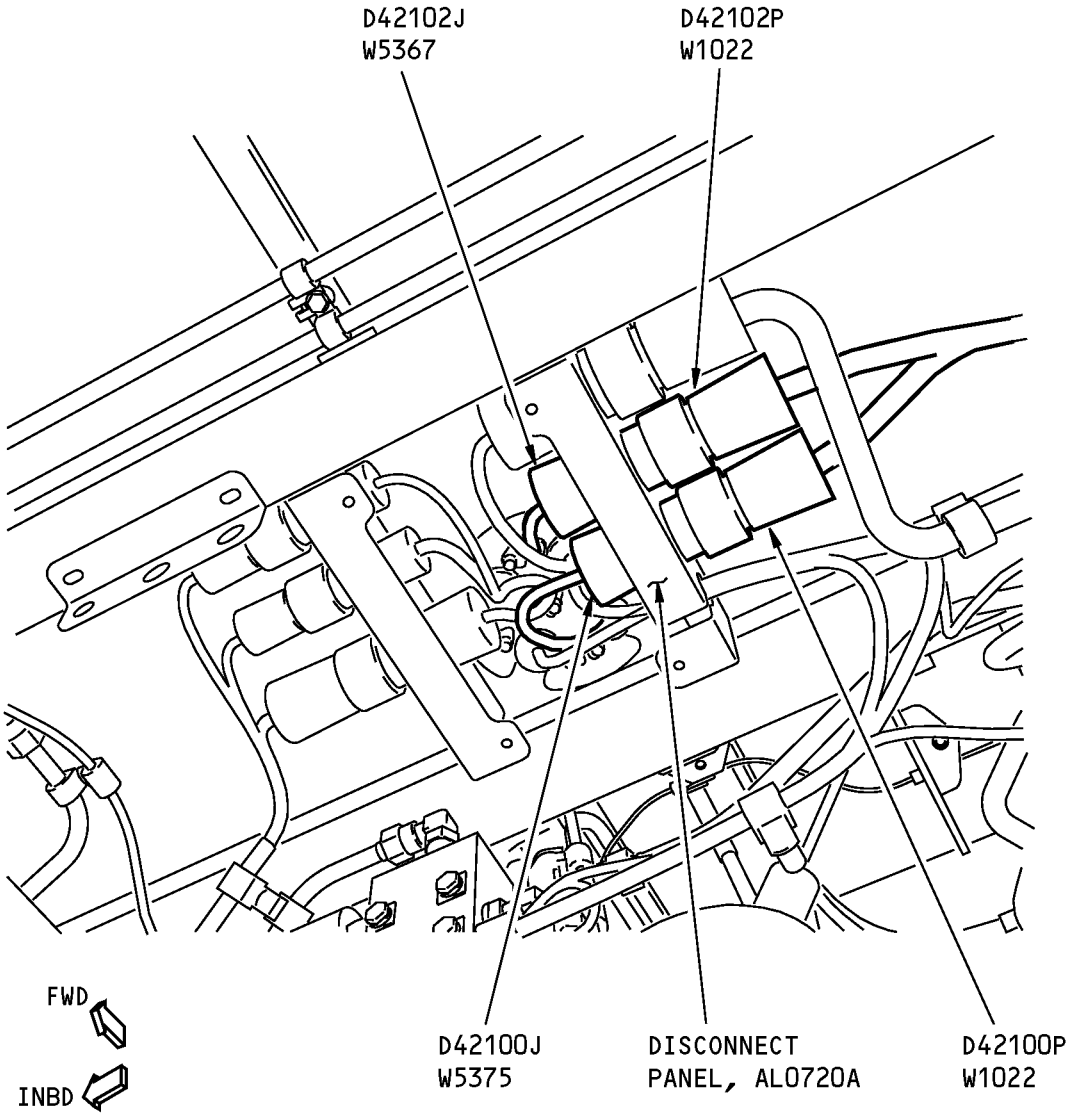
SUBTASK 05-55-25-940-001

(2) Put the plane back in the usual condition.

END OF TASK



High Intensity Radiated Fields (HIRF) Inspection (Left Main Landing Gear Wheel Well)
Figure 601 (Sheet 1 of 2)/05-55-25-990-802



DISCONNECT PANEL, AL0720A

B

NOTE: COVER PLATE
REMOVED

High Intensity Radiated Fields (HIRF) Inspection (Left Main Landing Gear Wheel Well)
Figure 601 (Sheet 2 of 2)/05-55-25-990-802

TASK 05-55-25-200-803

3. Wire Bundle Inspection - Left Wing To Body Fairing

(Figure 602)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A General Visual Inspection is a visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
191	Lower Wing-To-Body Fairing - Forward of Wing Box

D. Access Panels

Number	Name/Location
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

E. Prepare for the procedure

SUBTASK 05-55-25-040-005

(1) Deactivate the Leading Edge Slats:

(a) Do this task:Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801

SUBTASK 05-55-25-220-003

(2) Remove the following access panel:

Number	Name/Location
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

F. Procedure

SUBTASK 05-55-25-220-004

(1) Do a General Visual Inspection of the wire bundle cables shown in (Table 602) (Figure 602).

(a) Do a check of the wire bundle cables.

1) Make sure the wire bundle cables are not chafed, cut or worn.

(b) Replace or repair any damaged wiring found during this inspection (SWPM 20-20-00).

Table 602/05-55-25-993-810

WIRE BUNDLE	CONNECTOR	FIG	FIG REG	PNL OR MODULE
W1174	D39919	602	A	AC520, CDS - EEC
W1176	D39923	602	A	AC520, EEC
W1178	D39927	602	A	AC520, EEC
W1182	D39931	602	A	AC520, Alt Pwr - EEC
W1184	D39911	602	A	AC520, CDS - M2 Speed
	D39935	602	A	AC520, EEC - Starter Valve

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-25-210-001

(1) Install the following access panel:

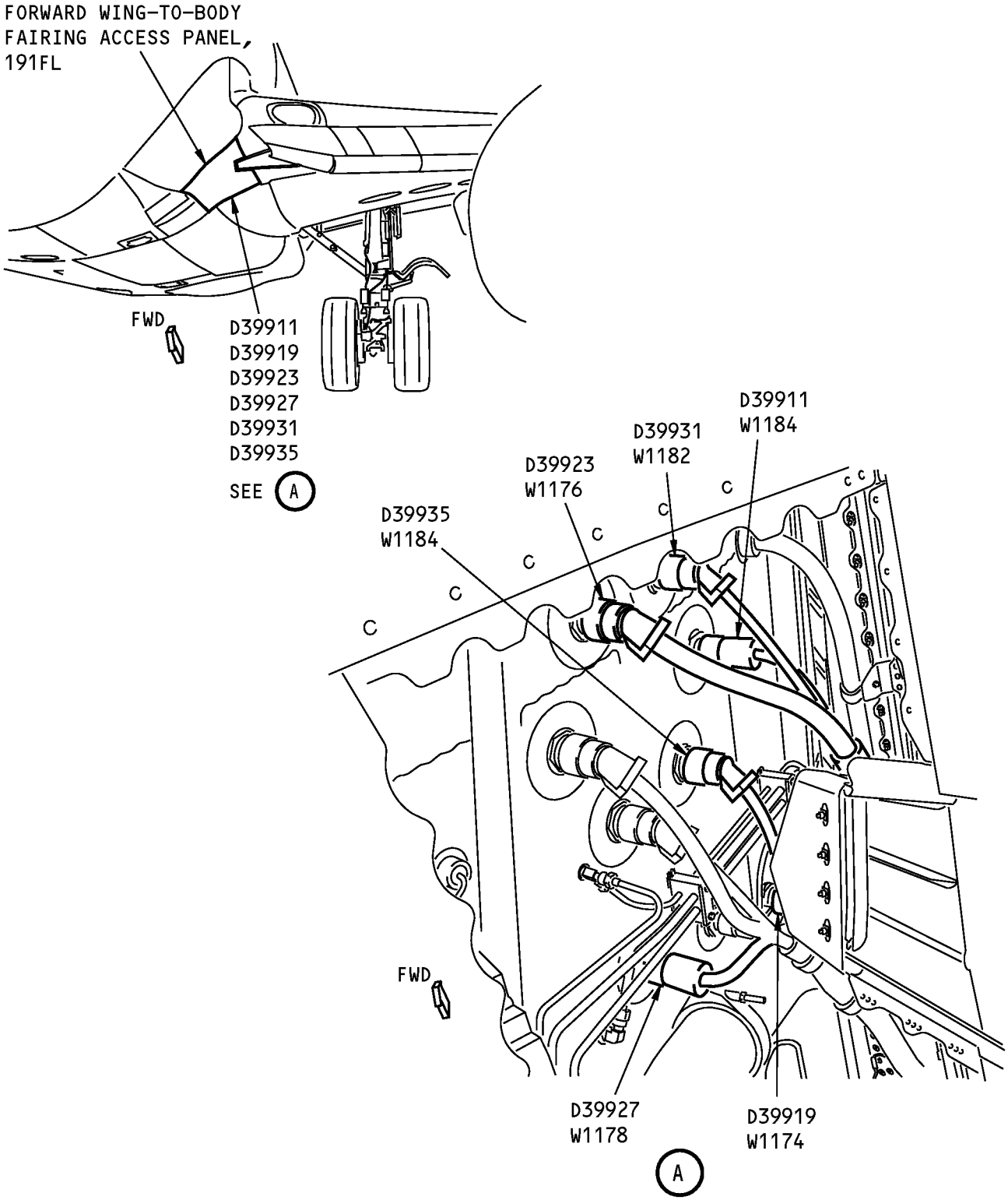
Number	Name/Location
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-25-440-002

(2) Re-Activate the Leading Edge slats if necessary:

(a) Do this task:Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Left Wing-to-Body Fairing Disconnect)
Figure 602/05-55-25-990-803

TASK 05-55-25-200-804

4. Wire Bundle Inspection - Left Wing Trailing Edge

(Figure 603)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A General Visual Inspection is a visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
550	Subzone - Left Wing: Trailing Edge, Aft of Rear Spar, Inbd of Outboard Trailing Edge Flap
560	Subzone - Left Wing: Trailing Edge , Aft of Rear Spar, Outboard of Inbd Trailing Edge Flap, Inbd of Fixed Trailing Edge

D. Prepare for the procedure

SUBTASK 05-55-25-220-005

(1) Do this task: Extend the Trailing Edge Flaps, TASK 27-51-00-860-803.

SUBTASK 05-55-25-220-012

(2) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

E. Procedure

SUBTASK 05-55-25-220-006

(1) Do a General Visual Inspection of the wire bundle cables shown in (Table 603) (Figure 603).

(a) Do a check of the wire bundle cables.

1) Make sure the wire bundle cables are not chafed, cut or worn.

(b) Replace or repair any damaged wiring found during this inspection (SWPM 20-20-00).

Table 603/05-55-25-993-811

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
HAP 001-007				
W1022	D40024J	603	B	AW254L-Spoiler 4 Position, FCC

HAP 001-007 (Continued)

(Continued)

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
HAP 008-013, 015-026, 028-054, 101-999				
W1022	D40024P	603	B	AW254L-Spoiler 4 Position, FCC
HAP ALL				
W1024	D00275	603	C	T427-Flap Position Sensor
	D1695J	603	A	Spoiler 4, FCC (pos 1)
	D1699J	603	A	Spoiler 4, FCC (pos 2)
HAP 001-007				
	D40024P	603	B	AW254L-Spoiler Position Sensor,FCC
HAP 008-013, 015-026, 028-054, 101-999				
	D40024J	603	B	AW254L-Spoiler Position Sensor,FCC
HAP ALL				

F. Put the Airplane Back to Its Usual Condition

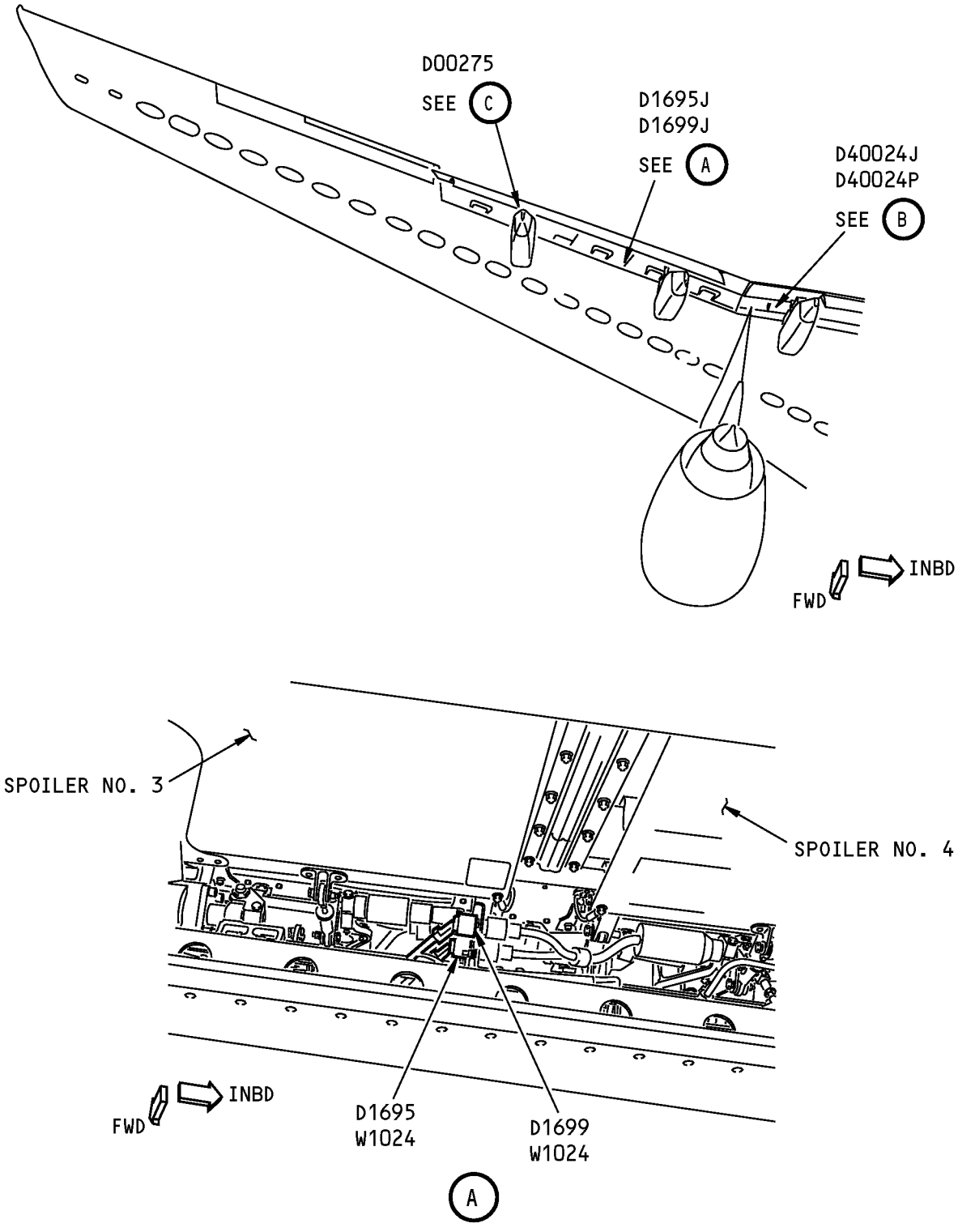
SUBTASK 05-55-25-440-003

(1) Do this task Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801

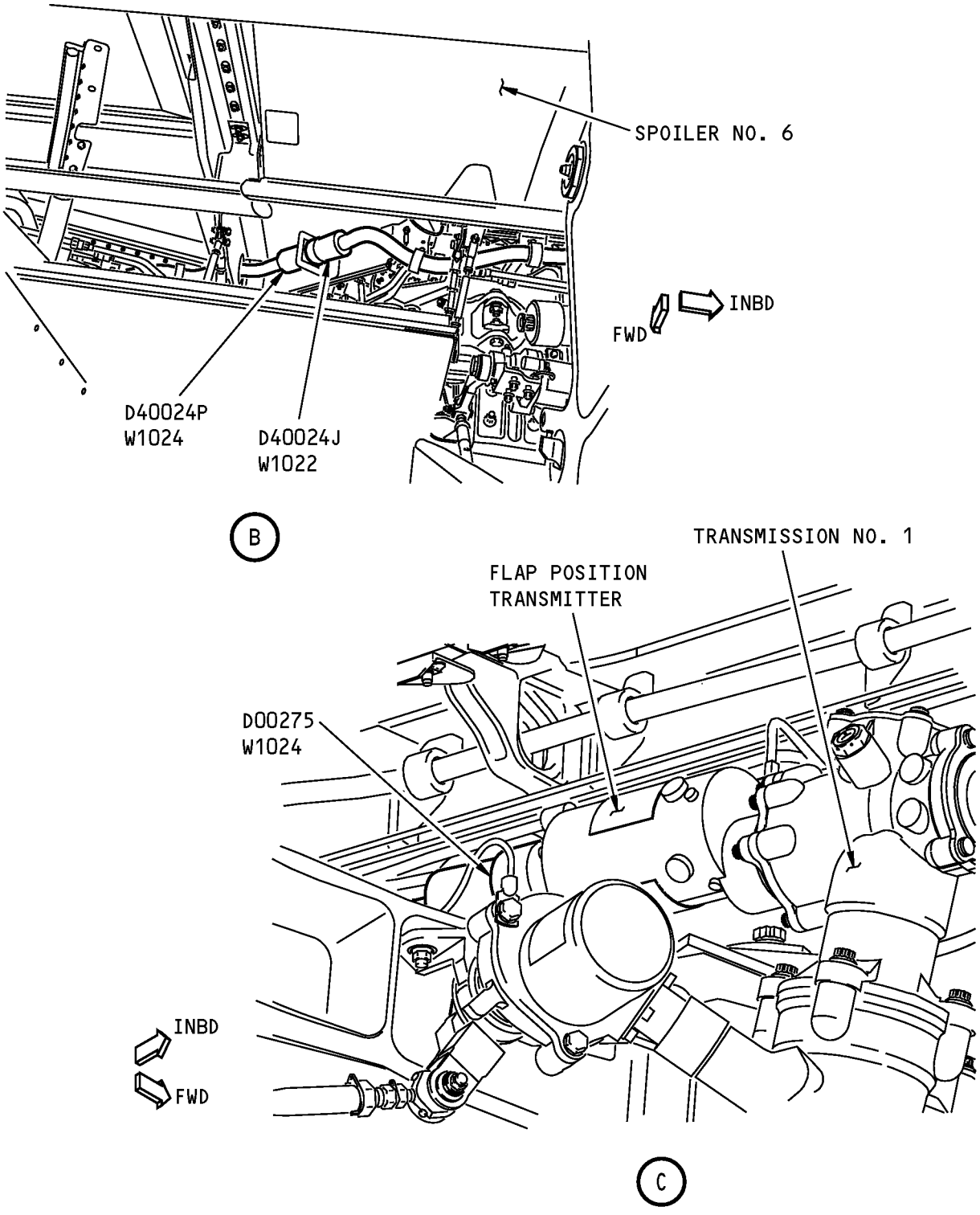
SUBTASK 05-55-25-210-002

(2) Do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

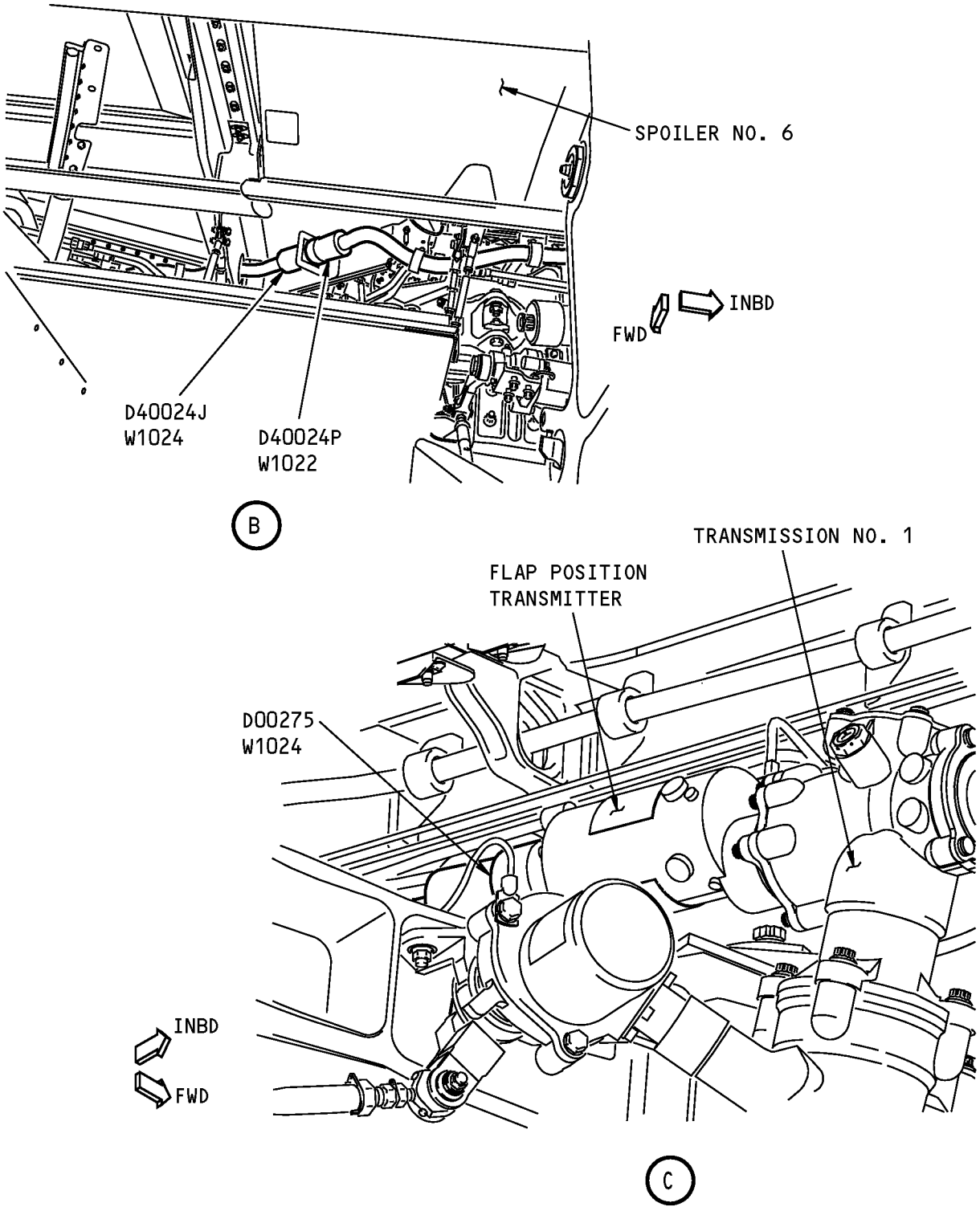
———————— END OF TASK ————————



High Intensity Radiated Fields (HIRF) Inspection (Left Wing Trailing Edge)
Figure 603 (Sheet 1 of 3)/05-55-25-990-804



High Intensity Radiated Fields (HIRF) Inspection (Left Wing Trailing Edge)
Figure 603 (Sheet 2 of 3)/05-55-25-990-804



High Intensity Radiated Fields (HIRF) Inspection (Left Wing Trailing Edge)
Figure 603 (Sheet 3 of 3)/05-55-25-990-804

TASK 05-55-25-200-805

5. Wire Bundle Inspection - Left Wing Leading Edge

(Figure 604)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A General Visual Inspection is a visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
510	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Inbd of Strut and Nacelle Gap Cover Area
520	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Outboard of Strut and Nacelle Gap Cover Area

D. Access Panels

Number	Name/Location
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

E. Prepare for the procedure

SUBTASK 05-55-25-220-007

(1) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803.

SUBTASK 05-55-25-220-008

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-25-210-003

(3) Remove the following access panels:

Number	Name/Location
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

F. Procedure

SUBTASK 05-55-25-220-009

(1) Do a General Visual Inspection of the wire bundle cables shown in the (Table 604) (Figure 604)

(a) Do a check of the wire bundle cables.

1) Make sure the wire bundle cables are not chafed, cut or worn.

(b) Replace or repair any damaged wiring found during this inspection (SWPM 20-20-00).

Table 604/05-55-25-993-812

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1164	D30016	604	B	AW258L, M2 speed - CDS
W1166	D30064	604	B	AW258L, Pwr relay-alt pwr EEC
W1168	D30084	604	B	AW258L, EEC, CDS
W1170	D8056P	604	B	AW258L
W1172	D30042	604	B	AW258L, EEC - P8
W1174	D30040	604	C	AW258L, CDS - EEC
W1176	D30082	604	C	AW258L, EEC
W1178	D8056J	604	C	AW258L, Alt pwr - EEC
W1182	D30062	604	C	AW258L, Alt pwr - EEC
W1184	D30014	604	C	AW258L, CDS - M2 Speed

G. Put the Airplane Back to Its Usual Condition.

SUBTASK 05-55-25-440-001

(1) Install the following access panels:

Number	Name/Location
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

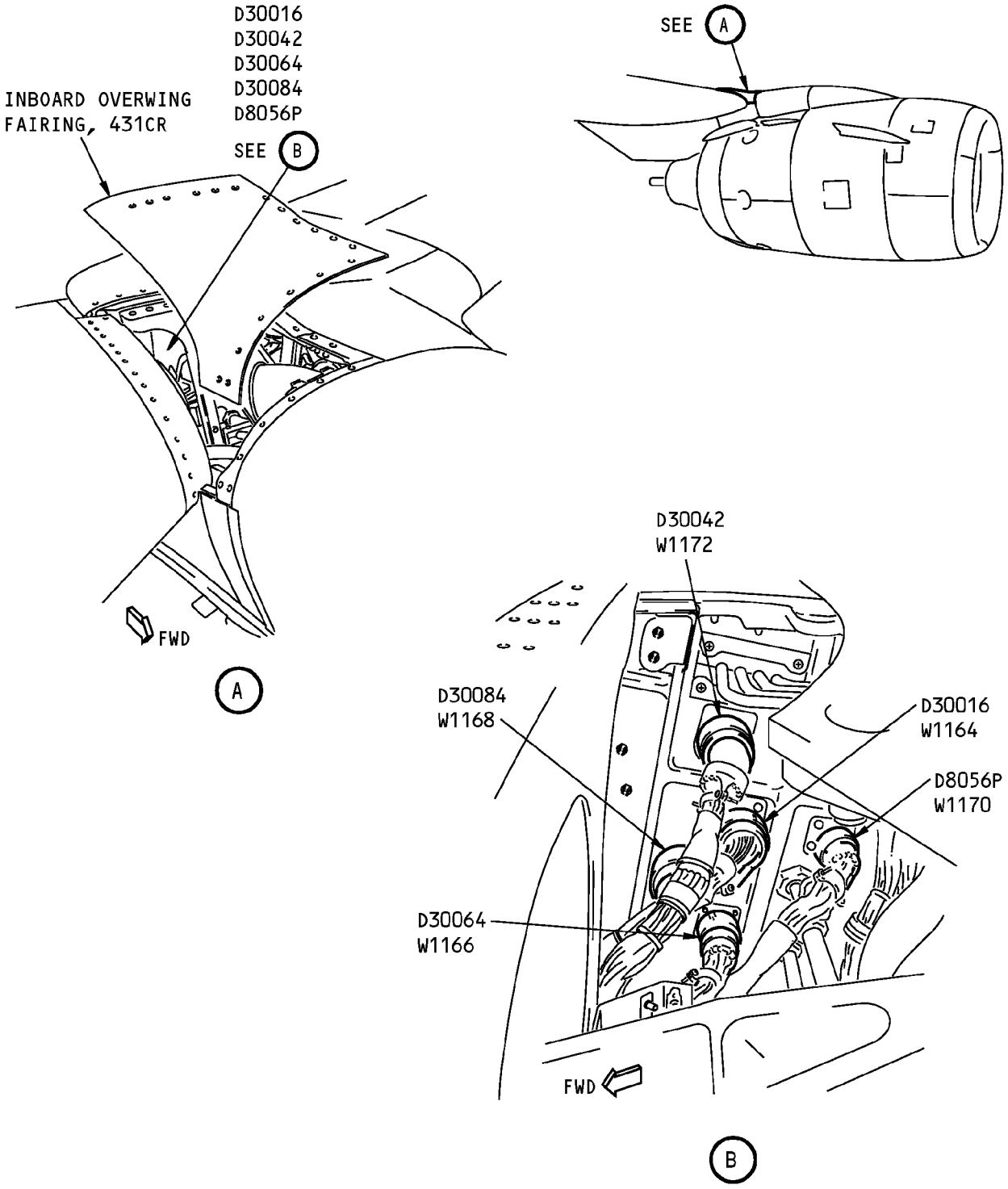
SUBTASK 05-55-25-220-010

(2) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

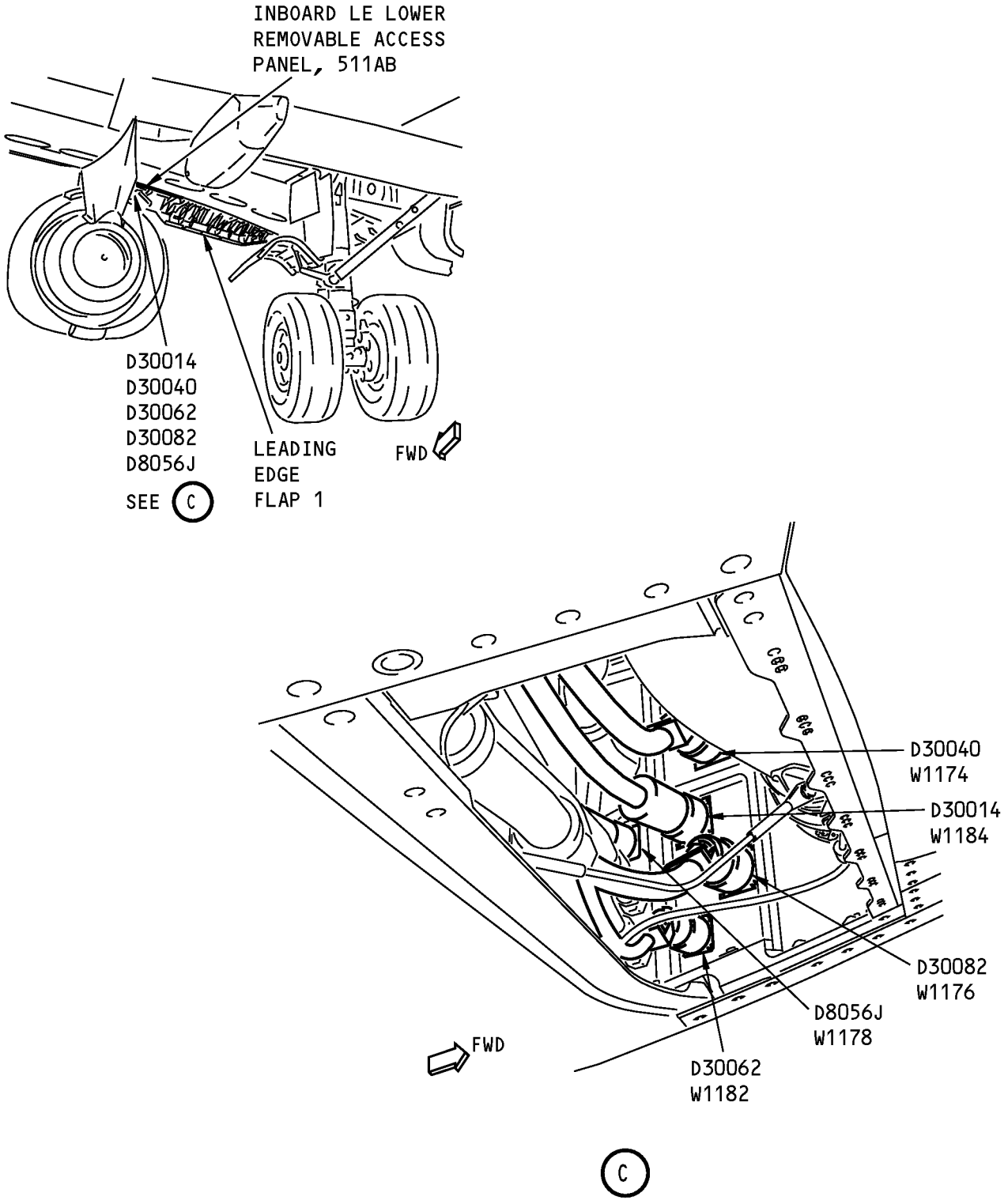
SUBTASK 05-55-25-220-011

(3) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

END OF TASK



High Intensity Radiated Fields (HIRF) Inspection (Left Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 1 of 2)/05-55-25-990-805



High Intensity Radiated Fields (HIRF) Inspection (Left Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 2 of 2)/05-55-25-990-805

TASK 05-55-25-200-806

6. Wire Bundle Inspection - Strut Disconnect - Left Engine

(Figure 605)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A General Visual Inspection is a visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
431	Engine 1 - Forward Strut Fairing

D. Access Panels

Number	Name/Location
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

E. Prepare for the procedure

SUBTASK 05-55-25-020-001

(1) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 05-55-25-040-001

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-25-040-002

(3) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 05-55-25-020-002

(4) Remove the following access panels:

Number	Name/Location
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

F. Procedure

SUBTASK 05-55-25-200-001

(1) Do a General Visual Inspection of the wire bundle cables shown in (Table 605) (Figure 605).

(a) Do a check of the wire bundle cables.

1) Make sure the wire bundle cables are not chafed, cut or worn.

(b) Replace or repair any damaged wiring found during this inspection (SWPM 20-20-00).

Table 605/05-55-25-993-813

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1164	D30234	605	A	AS1L, M2 speed - CDS
W1166	D30256	605	A	AS1L, Pwr relay-alt pwr EEC
W1168	D30208	605	C	AS2L, T/R 1vdt - EEC
	D30210	605	B	AS2l
	D30260	605	A	AS1L
W1170	D30212	605	A	AS1L, EEC-eng start
	D30228	605	A	Shield gnd for 30212
W1172	D30224	605	A	AS1L, EEC - P8
	D30202	605	C	T/R Lvdt, EEC - P8
	D30206	605	B	T/R Lvdt, EEC - P8

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-25-210-004

(1) Install the following access panels:

Number	Name/Location
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

SUBTASK 05-55-25-040-003

(2) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

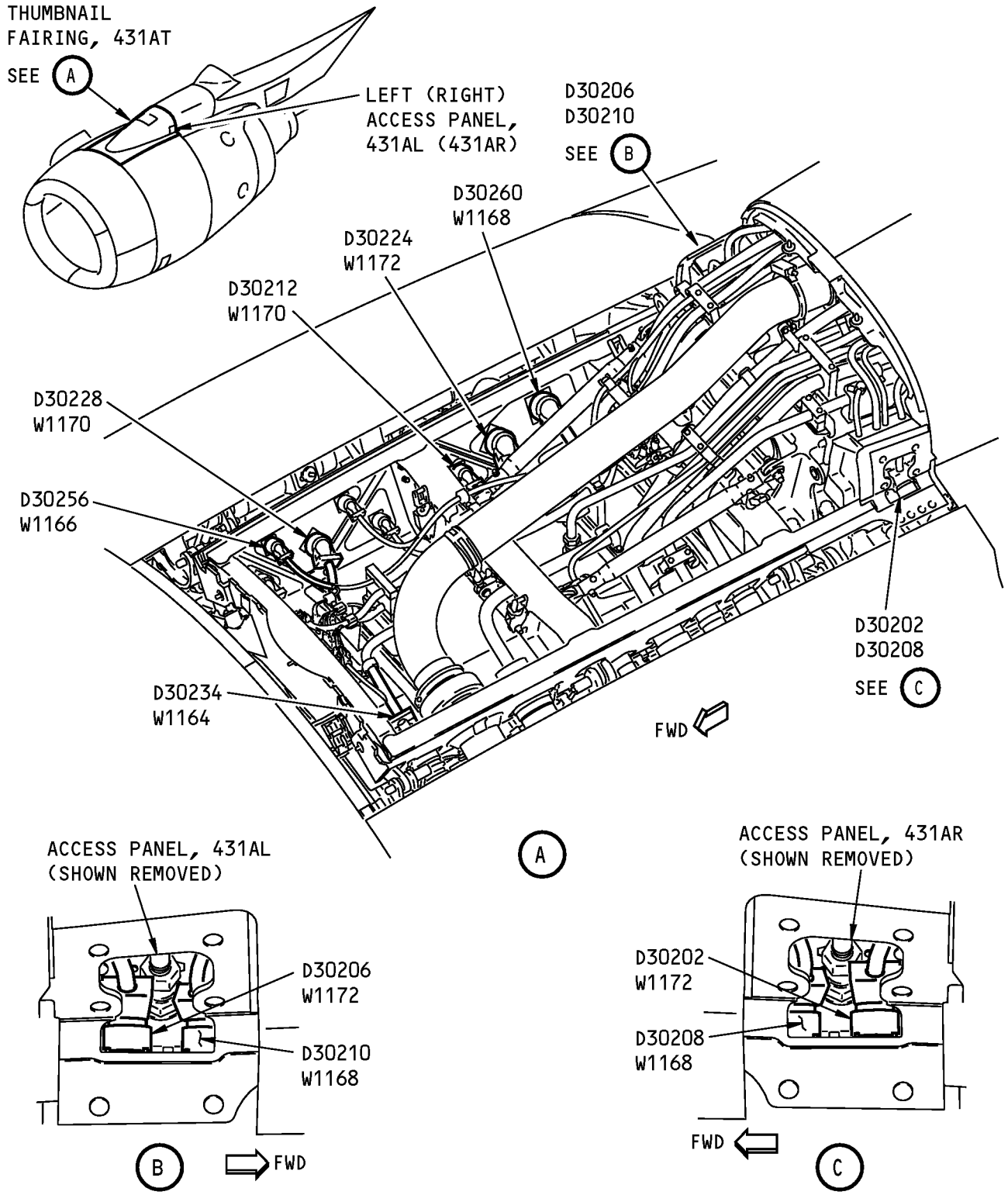
SUBTASK 05-55-25-040-004

(3) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

SUBTASK 05-55-25-020-003

(4) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Left Engine Strut)
Figure 605/05-55-25-990-807

HIRF/LIGHTNING WIRE BUNDLES ON RIGHT SIDE OF THE AIRPLANE - INSPECTION/CHECK

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure has fivetasks:

(1) HIRF/Lightning General Visual Inspection of selected wire bundle cables in the Right Wheel Well.

(2) HIRF/Lightning General Visual Inspection of selected wire bundle cables in the Right Wing To Body Fairing area.

(3) HIRF/Lightning Gereral Visual Inspection of selected wire bundle cables routed along the Right Wing Trailing Edge.

(4) HIRF/Lightning General Visual Inspection of selected wire bundle cables routed along the Right Wing Leading Edge.

(5) HIRF/Lightning General Visual Inspection of the wire bundle cables at the Strut Disconnect panel on the Right Engine.

TASK 05-55-26-200-802

2. Wire Bundle Inspection - Right Wheel Well

(Figure 601)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A General Visual Inspection is a visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
134	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Right

D. Prepare for the procedure

SUBTASK 05-55-26-010-002

(1) Make sure the MLG and Doors are locked open.

(a) Do this task Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

E. Procedure

SUBTASK 05-55-26-220-002

(1) Do a General Visual Inspection of the wire bundle cables shown in (Table 601) (Figure 601).

(a) Do a check of the wire bundle cables.

1) Make sure the wire bundle cables are not chafed, cut or worn.

(b) Replace or repair any damaged wiring found during this inspection (SWPM 20-20-00).

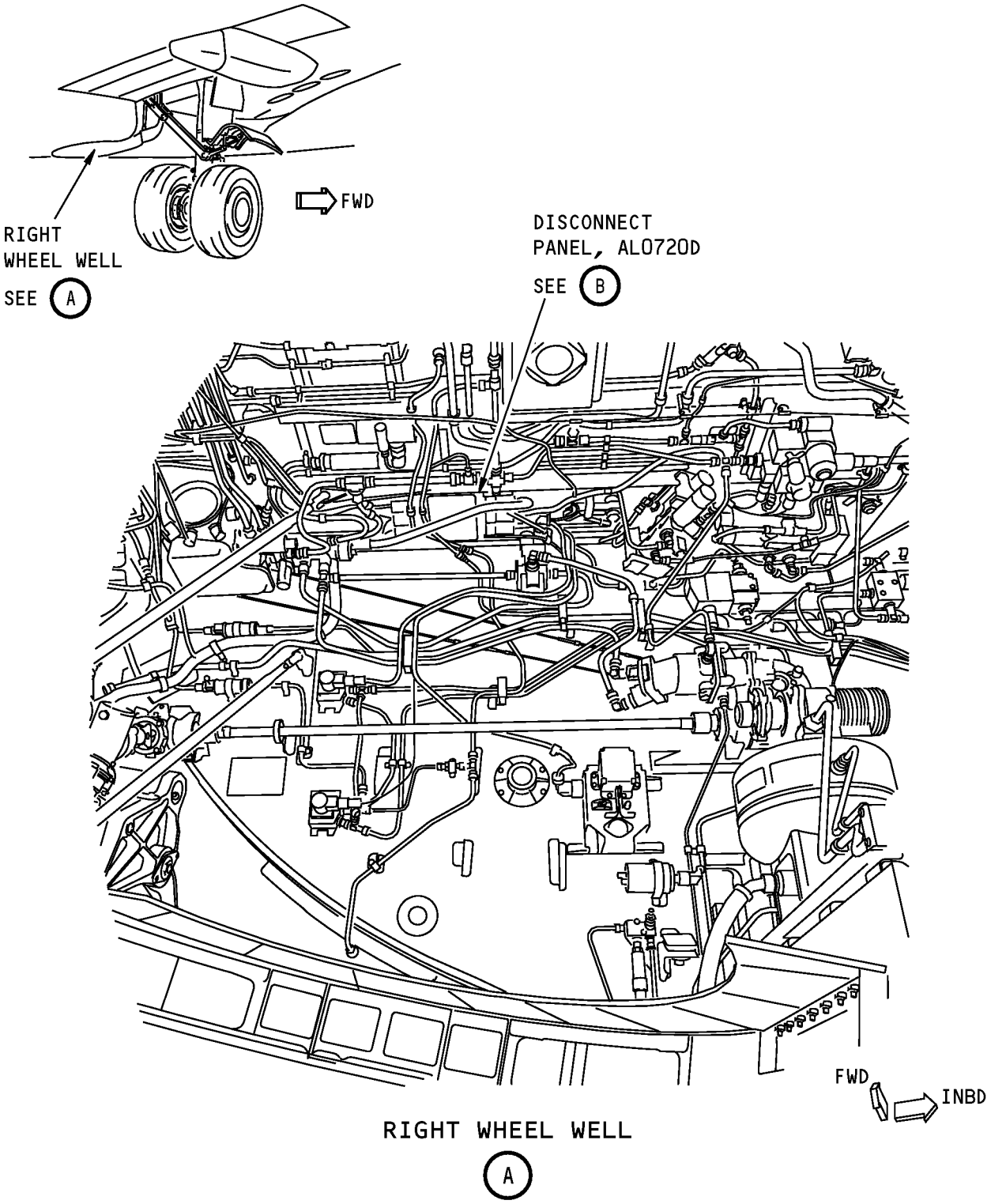
Table 601/05-55-26-993-809

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1032	D43100P	601	B	AL720C, Spoiler 9 Position, DFCS
	D43102P	601	B	AL720C, Spoiler 9 Position, DFCS
W5375	D43102J	601	B	AL720C, Spoiler 9 Position, DFCS

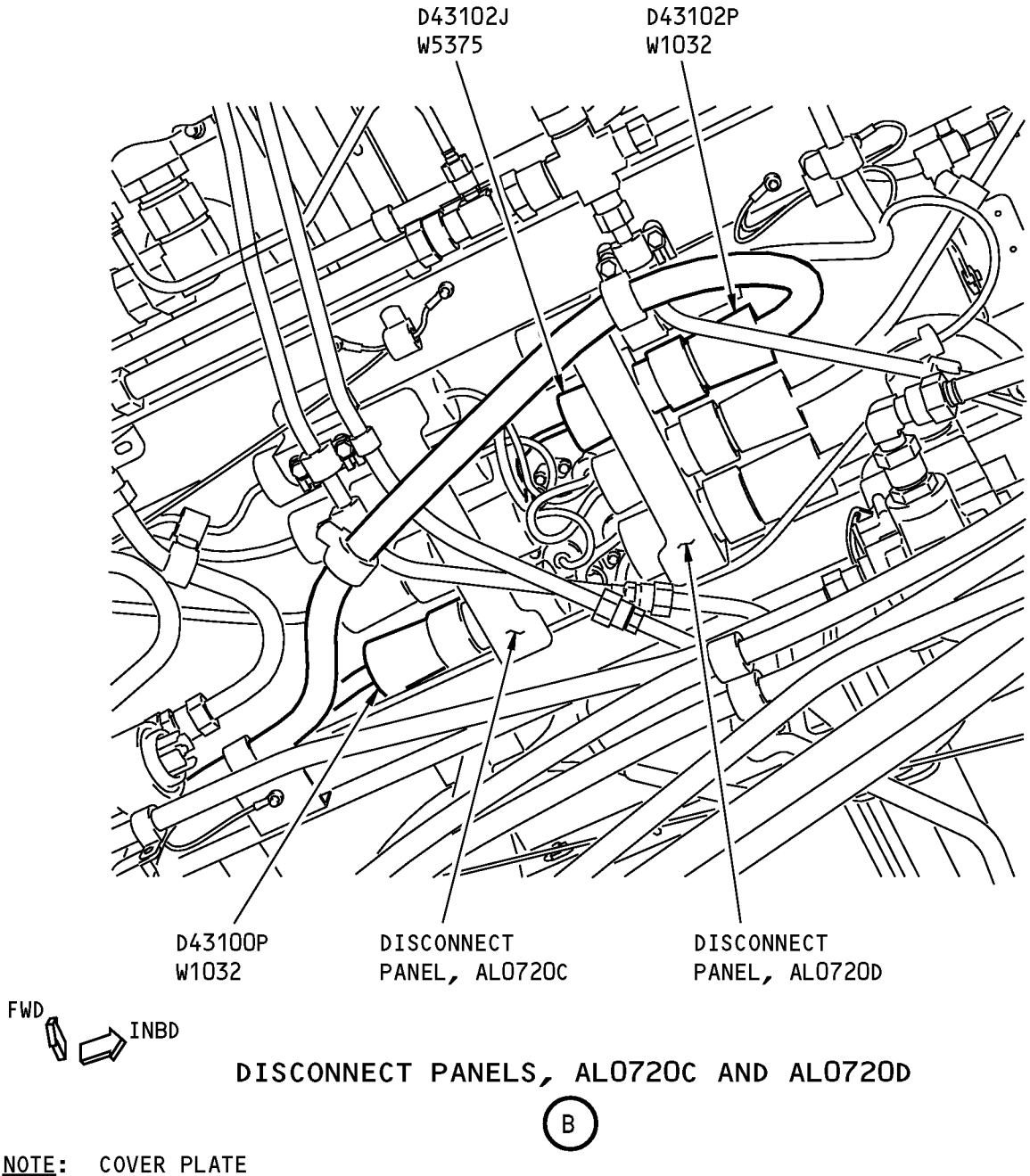
SUBTASK 05-55-26-940-001

(2) Put the Airplane back to Its usual condition.

———————— END OF TASK ————————



High Intensity Radiated Fields (HIRF) Inspection (Right Main Landing Gear Wheel Well)
Figure 601 (Sheet 1 of 2)/05-55-26-990-802



High Intensity Radiated Fields (HIRF) Inspection (Right Main Landing Gear Wheel Well)
Figure 601 (Sheet 2 of 2)/05-55-26-990-802

TASK 05-55-26-200-803

3. Wire Bundle Inspection - Right Wing To Body Fairing

(Figure 602)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A General Visual Inspection is a visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring and connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
191	Lower Wing-To-Body Fairing - Forward of Wing Box

D. Access Panels

Number	Name/Location
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

E. Prepare for the procedure

SUBTASK 05-55-26-040-005

(1) Deactivate the Leading edge Slats:

(a) Do this task:Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801

SUBTASK 05-55-26-220-003

(2) Remove the following access panel:

Number	Name/Location
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

F. Procedure

SUBTASK 05-55-26-220-004

(1) Do a General Visual Inspection of the wire bundle cables shown in (Table 602) (Figure 602).

(a) Do a check of the wire bundle cables.

1) Make sure the wire bundle cables are not chafed, cut or worn.

(b) Replace or repair any damaged wiring found during this inspection (SWPM 20-20-00).

Table 602/05-55-26-993-810

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1274	D39920	602	A	AD520, EEC
W1276	D39924	602	A	AD520, EEC
W1278	D39928	602	A	AC520, Alt pwr - EEC
W1282	D39932	602	A	AC520, Alt pwr - Relay
W1284	D39912	602	A	AC520, EEC - Starter valve
W1664	D39908	602	A	AD520, Refuel DEU

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-26-210-001

(1) Install the following access panel:

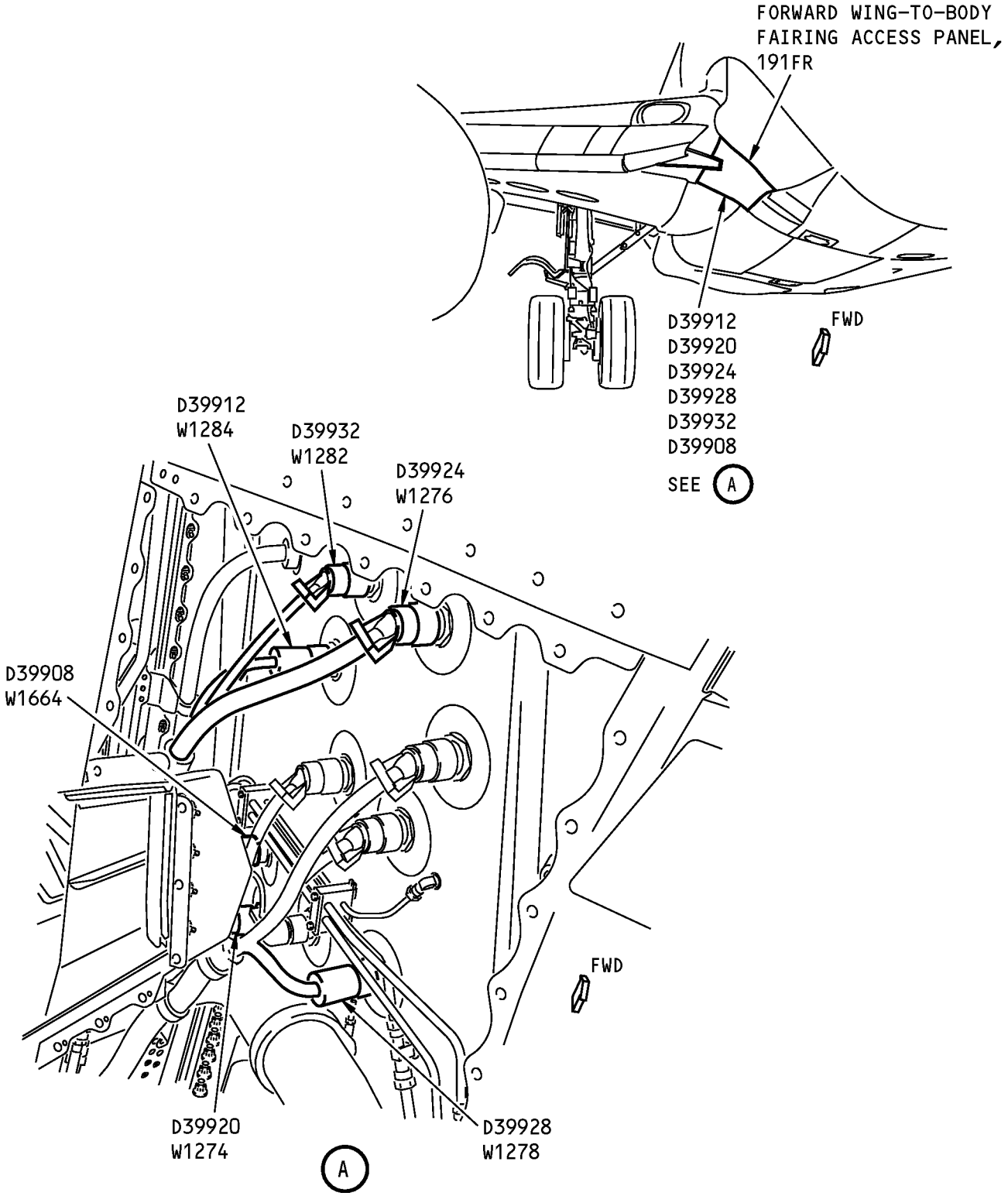
Number	Name/Location
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-26-440-002

(2) Re-Activate the Leading Edge slats if necessary:

(a) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Right Wing-to-Body Fairing Disconnect)
Figure 602/05-55-26-990-803

TASK 05-55-26-200-804

4. Wire Bundle Inspection - Right Wing Trailing Edge

(Figure 603)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A General Visual Inspection is a visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
650	Subzone - Right Wing: Trailing Edge, Aft of Rear Spar, Inboard of Outboard Trailing Edge Flap
660	Subzone - Right Wing: Trailing Edge, Aft of Rear Spar, Outboard of Inboard Trailing Edge Flap, Inboard of Fixed Trailing Edge

D. Prepare for the procedure

SUBTASK 05-55-26-220-012

(1) Do this task: Extend the Trailing Edge Flaps, TASK 27-51-00-860-803.

SUBTASK 05-55-26-220-013

(2) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

E. Procedure

SUBTASK 05-55-26-220-006

(1) Do a General Visual Inspection of the wire bundle cables shown in (Table 603) (Figure 603).

(a) Do a check of the wire bundle cables.

1) Make sure the wire bundle cables are not chafed, cut or worn.

(b) Replace or repair any damaged wiring found during this inspection (SWPM 20-20-00).

Table 603/05-55-26-993-811

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
HAP 001-007				
W1032	D40034J	603	B	AW254R - DFCS

HAP 001-007 (Continued)

(Continued)

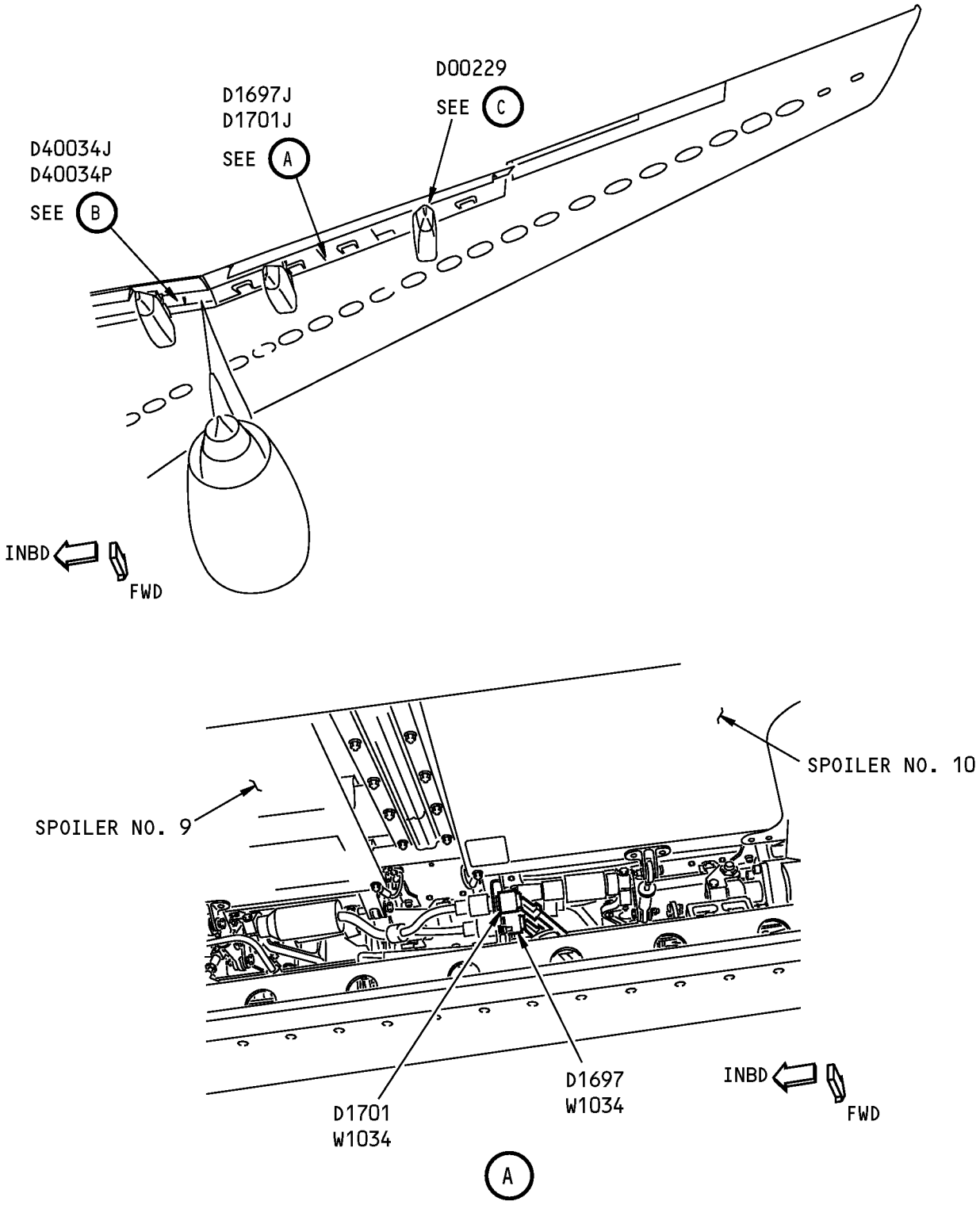
WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
HAP 008-013, 015-026, 028-054, 101-999				
W1032	D40034P	603	B	AW254R - DFCS
HAP ALL				
W1034	D00229P	603	C	T428-Flap Position Sensor
	D1697J	603	A	Spoiler 9, sensor, FCC (a)
	D1701J	603	A	Spoiler 9, sensor, FCC (b)
HAP 001-007				
	D40034P	603	B	AW254R - FCC
HAP 008-013, 015-026, 028-054, 101-999				
	D40034J	603	B	AW254R - FCC
HAP ALL				

F. Put the Airplane Back to Its Usual Condition

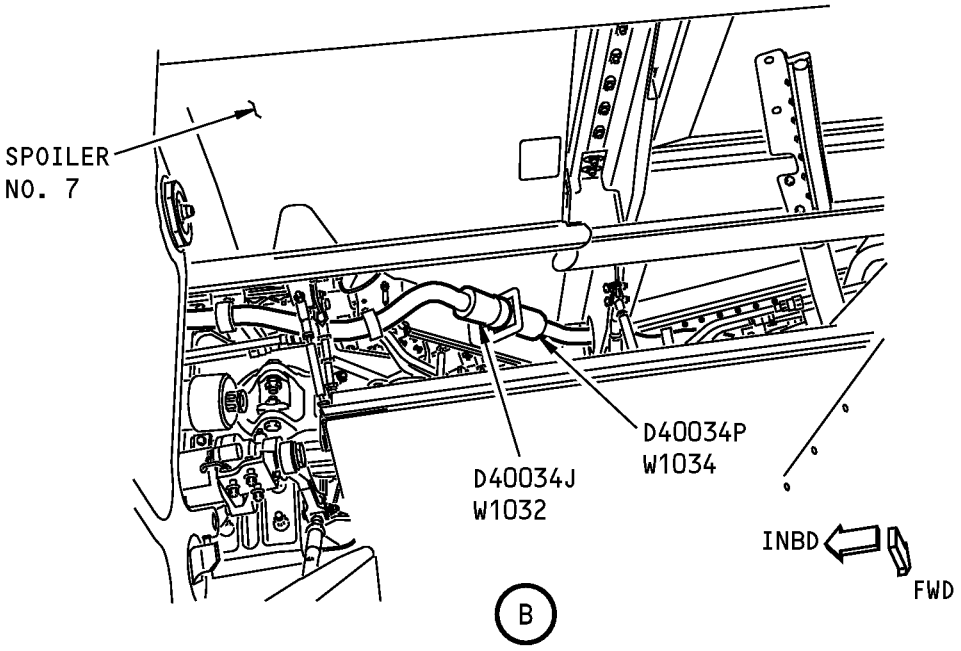
SUBTASK 05-55-26-210-002

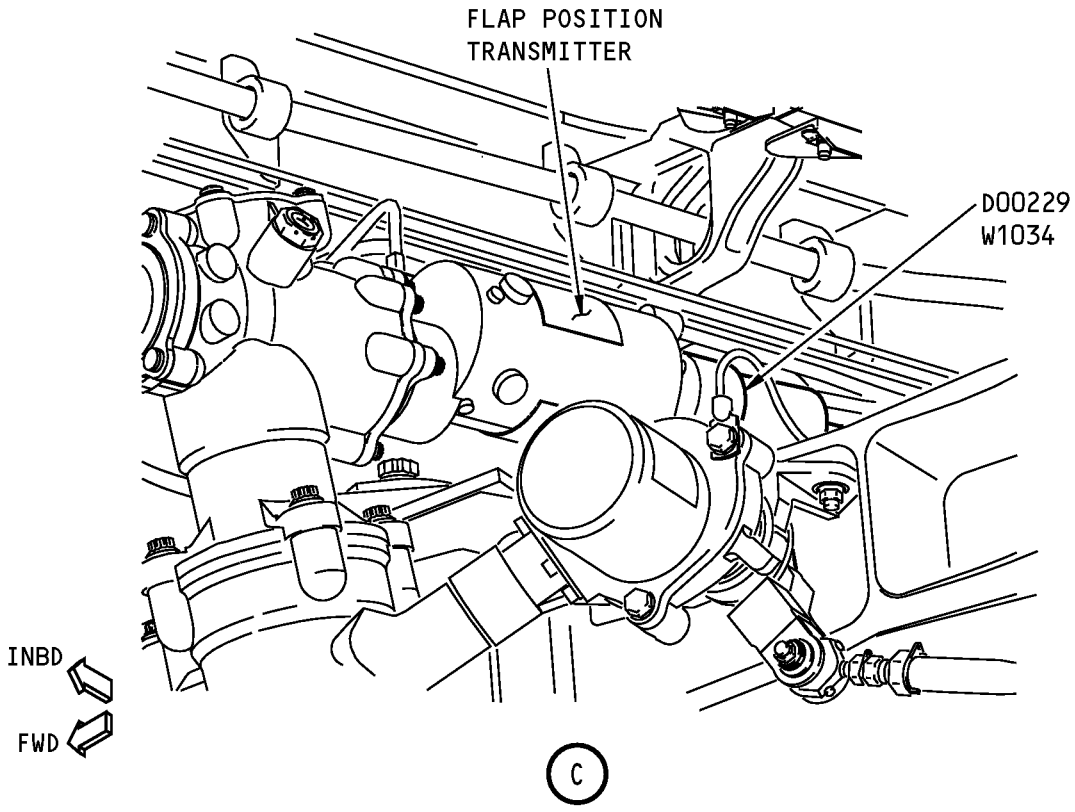
(1) Do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

——————— END OF TASK ———————

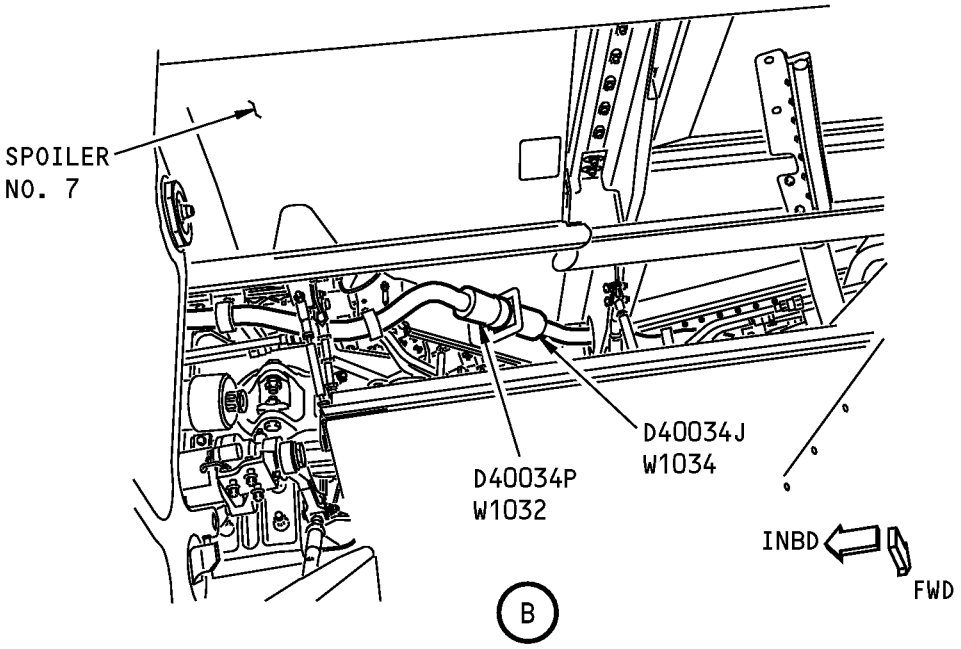


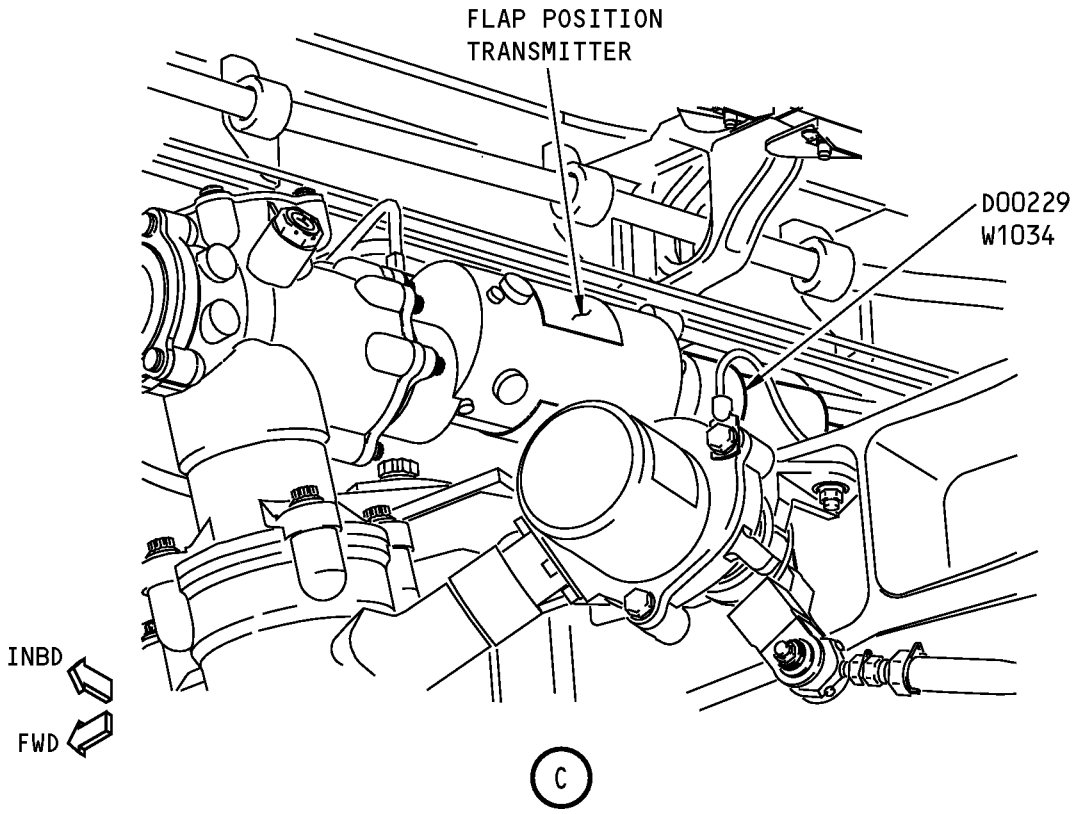
High Intensity Radiated Fields (HIRF) Inspection (Right Wing Trailing Edge)
Figure 603 (Sheet 1 of 3)/05-55-26-990-804





High Intensity Radiated Fields (HIRF) Inspection (Right Wing Trailing Edge)
Figure 603 (Sheet 2 of 3)/05-55-26-990-804





High Intensity Radiated Fields (HIRF) Inspection (Right Wing Trailing Edge)
Figure 603 (Sheet 3 of 3)/05-55-26-990-804

TASK 05-55-26-200-805

5. Wire Bundle Inspection - Right Wing Leading Edge

(Figure 604 Figure 605)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A General Visual Inspection is a visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
610	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Inboard of Nacelle Strut, Including Gap Cover Area
620	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Outboard of Nacelle Strut

D. Access Panels

Number	Name/Location
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

E. Prepare for the procedure

SUBTASK 05-55-26-210-003

(1) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803.

SUBTASK 05-55-26-220-007

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-26-220-008

(3) Remove the following access panels:

Number	Name/Location
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

F. Procedure

SUBTASK 05-55-26-220-009

(1) Do a General Visual Inspection of the wire bundle cables shown in (Table 604), (Figure 604, and Figure 605).

(a) Do a check of the wire bundle cables.

1) Make sure the wire bundle cables are not chafed, cut or worn.

(b) Replace or repair any damaged wiring found during this inspection (SWPM 20-20-00).

Table 604/05-55-26-993-812

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1264	D30116	604	B	AW258R, M2 speed - CDS
W1266	D30164	604	B	AW258R, Pwr relay-alt pwr EEC
W1268	D30184	604	B	AW258R, EEC, CDS
W1270	D8156P	604	B	AW258R, Alt pwr EEC - J24
W1272	D30142	604	B	AW258R, EEC - P8
W1274	D30140	604	C	AW258R, CDS - EEC
W1276	D30182	604	C	AW258R, EEC
W1278	D8156J	604	C	AW258R, Alt pwr - EEC
W1282	D30162	604	C	AW258R, Alt pwr - EEC
W1284	D30114	604	C	AW258R, CDS - M2 Speed
W1664	D4578J	605	A	AD520, Wing Refuel Panel

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-26-220-010

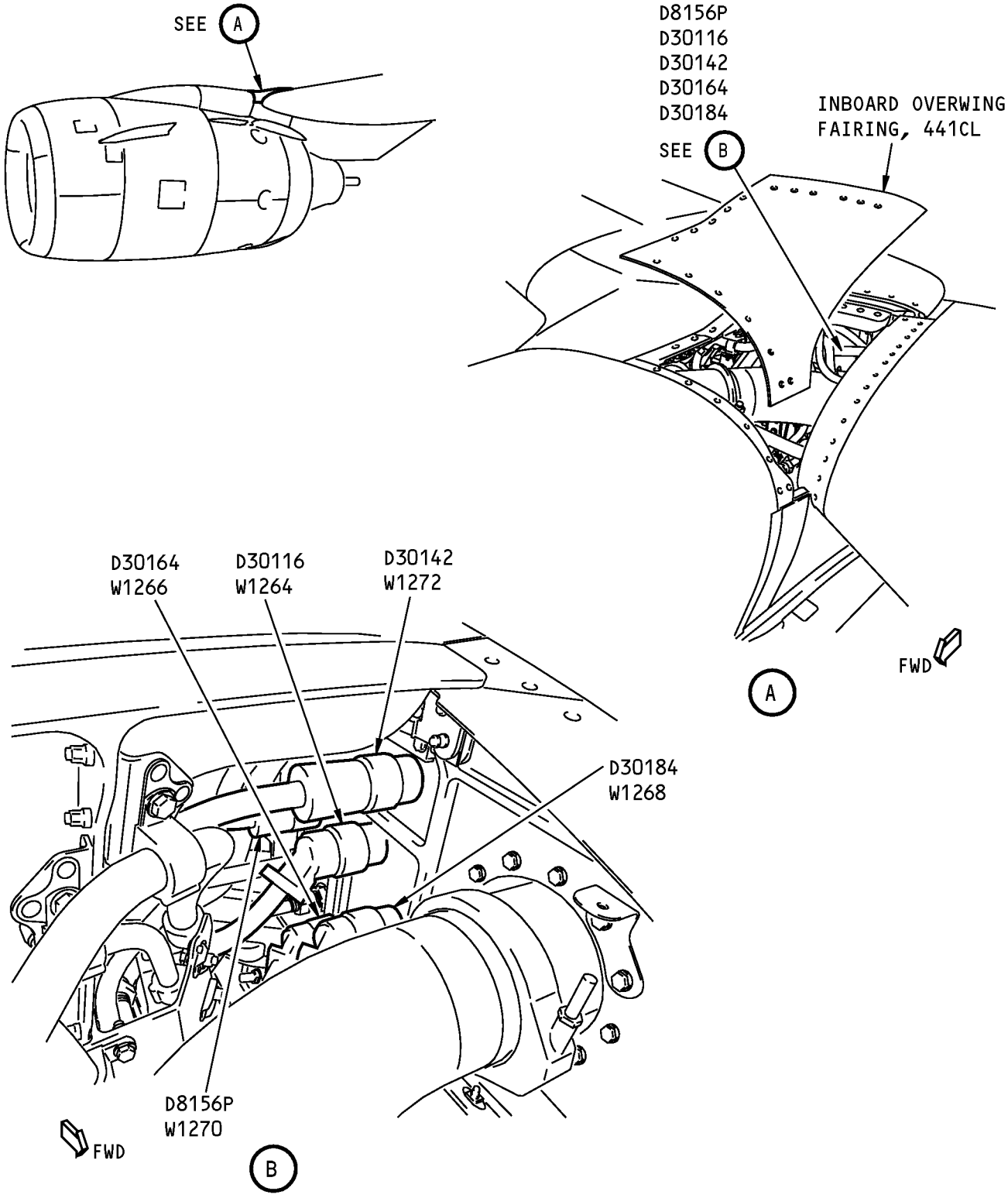
(1) Install the following access panels:

Number	Name/Location
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

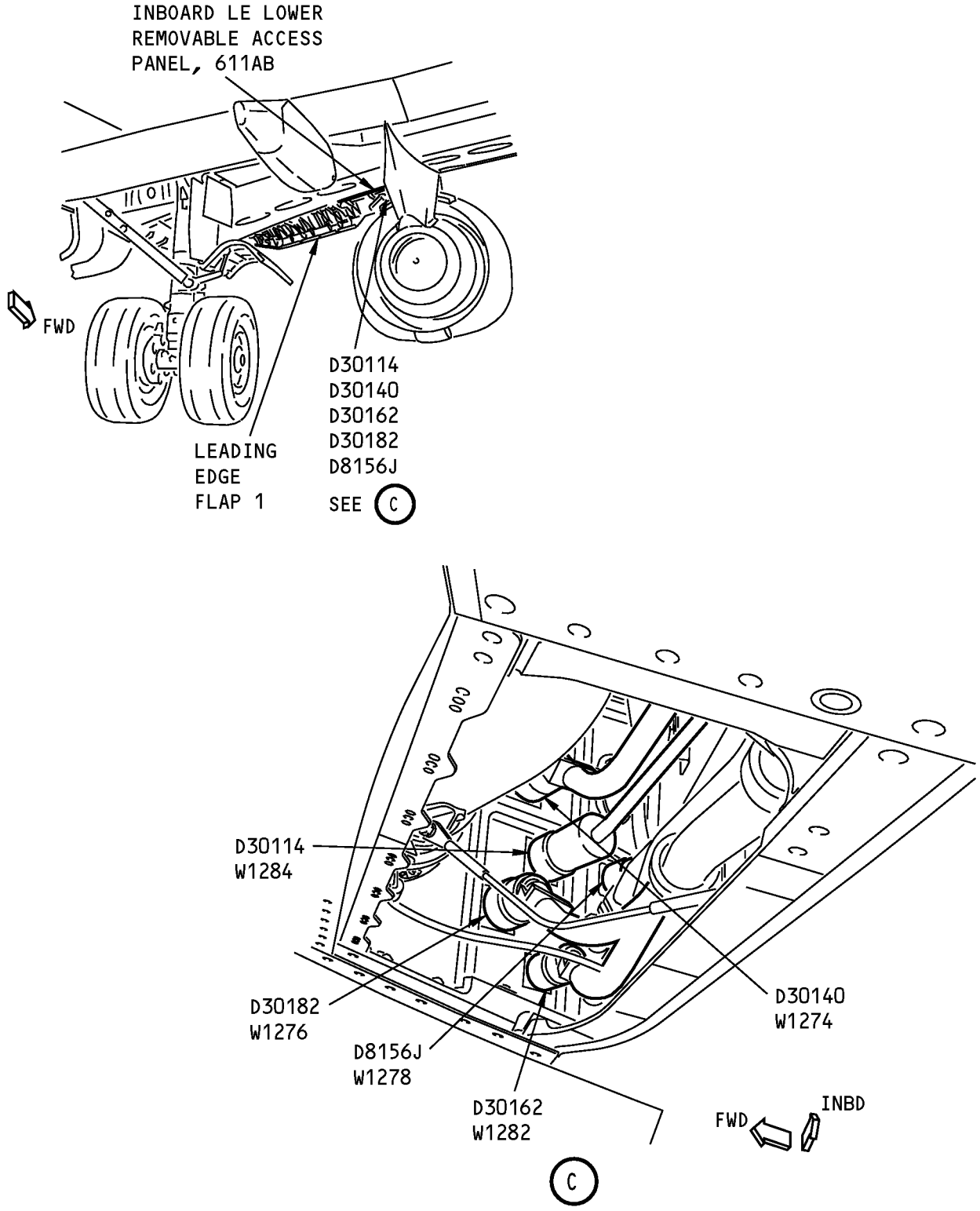
SUBTASK 05-55-26-210-004

(2) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

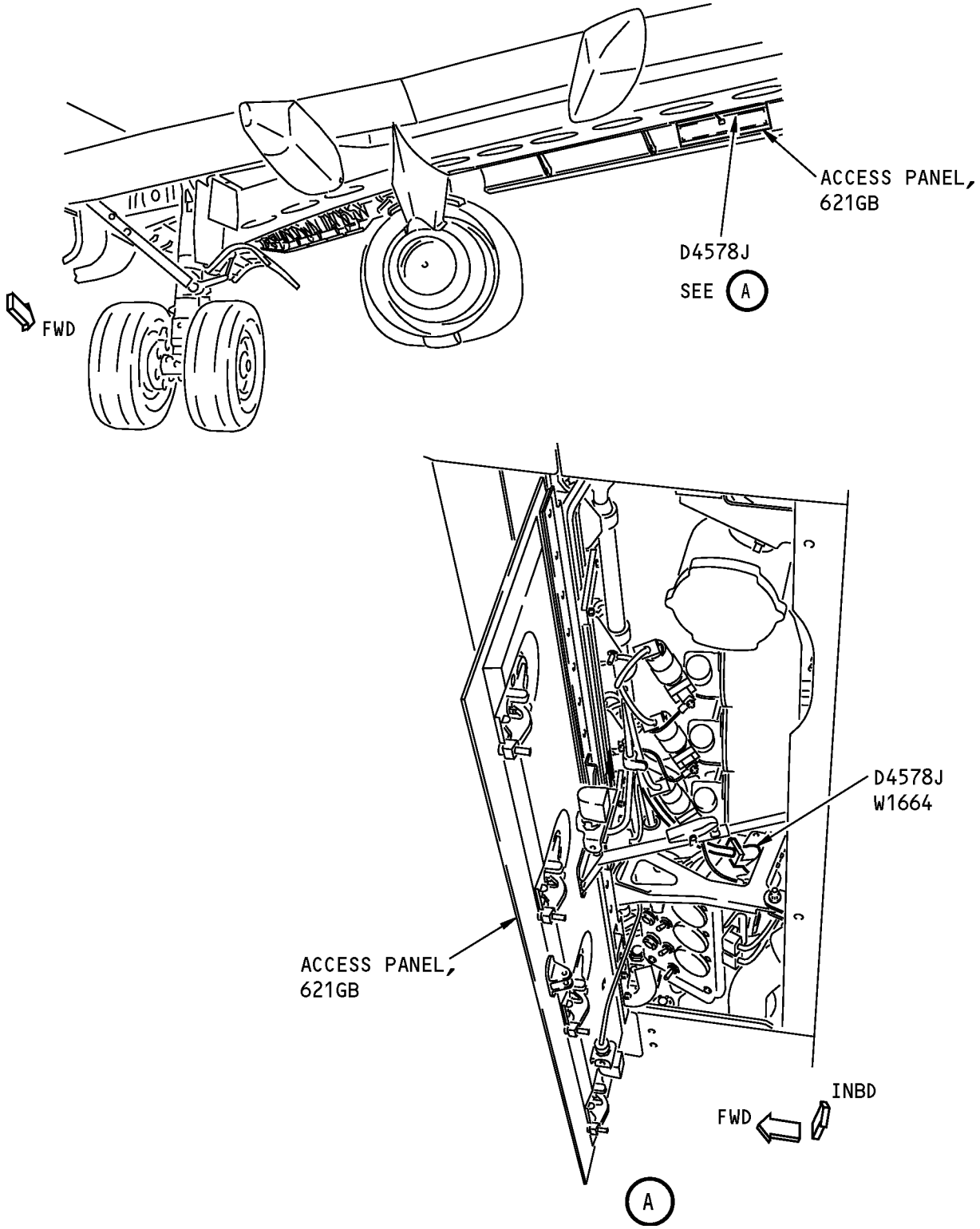
——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Right Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 1 of 2)/05-55-26-990-805



High Intensity Radiated Fields (HIRF) Inspection (Right Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 2 of 2)/05-55-26-990-805



High Intensity Radiated Fields (HIRF) Inspection (Right Wing Leading Edge, Outboard of Engine)
Figure 605/05-55-26-990-806

TASK 05-55-26-200-806

6. Wire Bundle Inspection - Strut Disconnect - Right Engine

(Figure 606)

A. General

(1) This procedure is a scheduled maintenance task.

(2) A General Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SWPM 20-20-00	Standard Wiring Practices Manual

C. Location Zones

Zone	Area
441	Engine 2 - Forward Strut Fairing

D. Access Panels

Number	Name/Location
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

E. Prepare for the procedure

SUBTASK 05-55-26-040-001

(1) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 05-55-26-040-002

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-26-040-003

(3) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 05-55-26-220-011

(4) Remove the following access panels:

Number	Name/Location
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

F. Procedure

SUBTASK 05-55-26-200-001

(1) Do a General Visual Inspection of the wire bundle cables shown in the (Table 605) (Figure 606).

(a) Do a check of the wire bundle cables.

1) Make sure the wire bundle cables are not chafed, cut or worn.

(b) Replace or repair any damaged wiring found during this inspection (SWPM 20-20-00).

Table 605/05-55-26-993-813

WIRE BUNDLE	CONNECTOR	FIG	FIG REF	PNL OR MODULE
W1264	D30434	606	A	AS1R, M2 speed - CDS
W1266	D30456	606	A	AS1R, Pwr relay-alt pwr EEC
W1268	D30408	606	C	AS2R, T/R 1vdt - EEC
	D30410	606	B	AS3R, EEC - T/R 1vdt
	D30460	606	A	AS1R, EEC - T/R 1vdt
W1270	D30412	606	A	AS1R, Alt Power EEC - J24
	D30428	606	A	AS1R
W1172	D30424	606	A	AS1R, EEC - T/R LVDT
	D30402	606	C	AS2R, EEC - T/R LVDT
	D30406	606	B	AS3R, EEC - T/R LVDT

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-26-210-005

(1) Install the following access panels:

Number	Name/Location
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

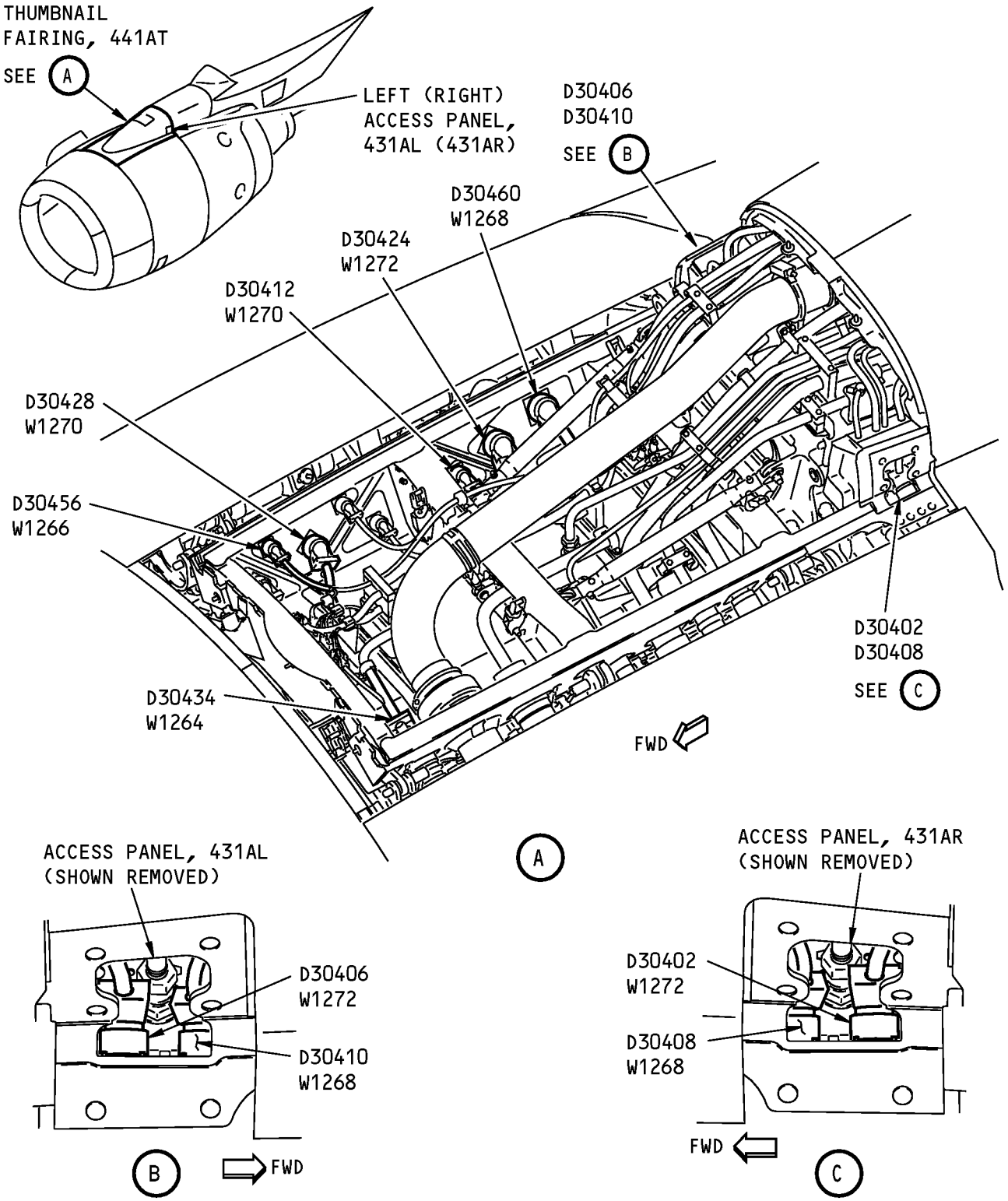
SUBTASK 05-55-26-040-004

(2) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

SUBTASK 05-55-26-440-001

(3) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

——————— END OF TASK ———————



High Intensity Radiated Fields (HIRF) Inspection (Right Engine Strut)
Figure 606/05-55-26-990-807

HIRF/LIGHTNING CONNECTORS - APU/RUDDER CONTROL - INSPECTION

1. General

A. This procedure has four tasks:

(1) HIRF/Lightning Detailed Visual Inspection of selected connectors in the Stabilizer Trim Compartment.

(2) HIRF/Lightning Detailed Visual Inspection of selected connectors in the APU Compartment.

(3) HIRF/Lightning Detailed Visual Inspection of selected connectors in the Tailcone Access Compartment.

(4) HIRF/Lightning Detailed Visual Inspection of selected connectors in the Vertical Stabolizer.

TASK 05-55-30-200-801

2. Connector Inspection - (Stabilizer Trim Compartment)

(Figure 601)

A. General

(1) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring and connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. Location Zones

Zone	Area
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

C. Access Panels

Number	Name/Location
311BL	Stabilizer Trim Access Door

D. Procedure

SUBTASK 05-55-30-010-002

(1) Remove the following access panel:

Number	Name/Location
311BL	Stabilizer Trim Access Door

E. Visual Check of the connectors

SUBTASK 05-55-30-220-002

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 601).

(a) Make sure the electrical connectors are not loose.

NOTE: Connector locations are shown on (Figure 601).

1) Check that all the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Check that the strain relief at the end of the backshell is also tight.

b) Check that shield pigtails are tight and that the shield grounding band is tight.

(b) Check that the cables to those connectors are not chafed, cut or worn.

(c) Replace or repair any damaged components or wiring found during this inspection.

Table 601/05-55-30-993-802

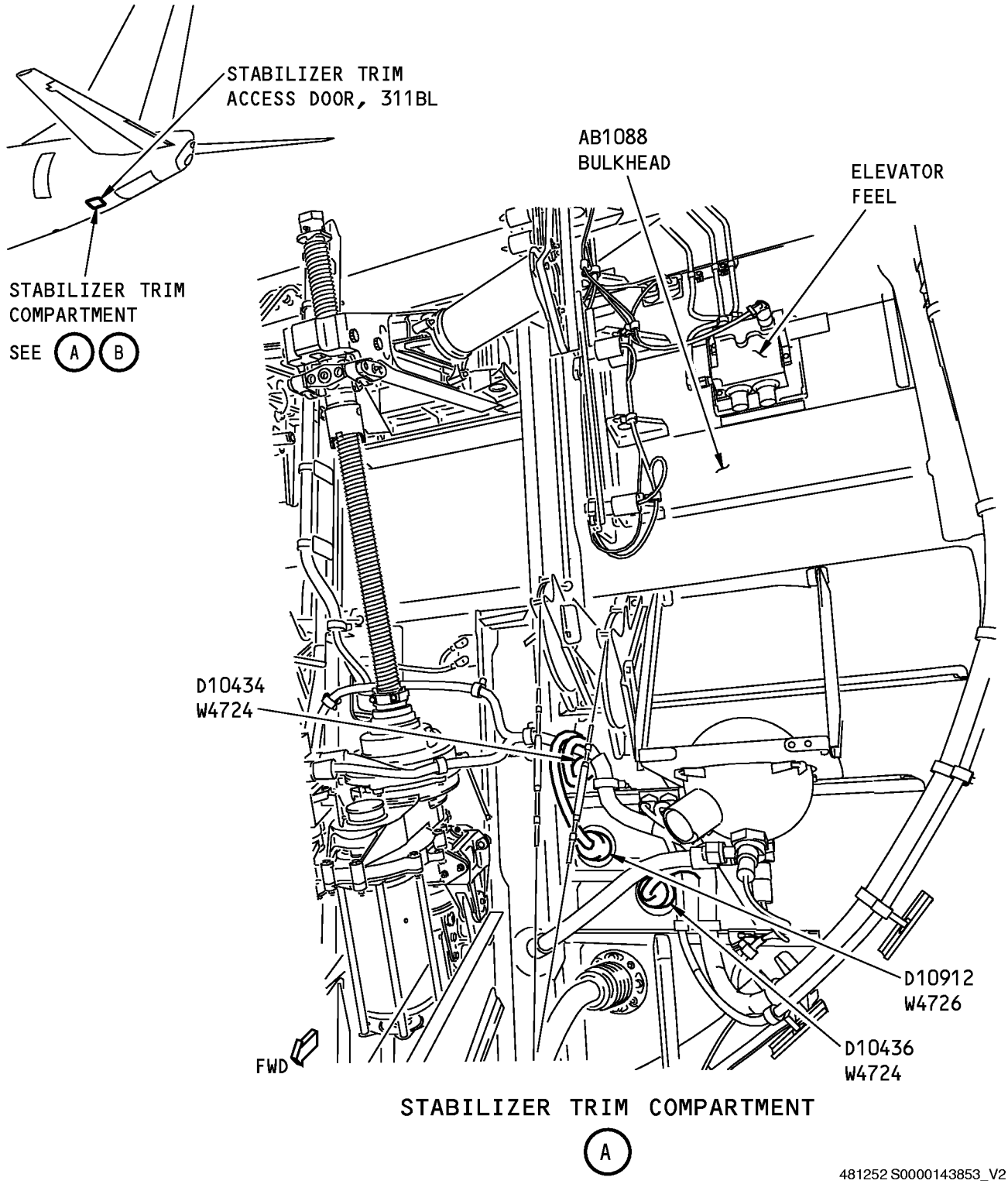
WIRE BUNDLE	CONNECTOR	Disconnect Bracket	FIG REF	PNL OR MODULE
W3397	D43397J	AB1050L	Figure 601 (Sheet 2)	SMYD/FCC
W3399	D43399J	AB1050R	Figure 601 (Sheet 2)	SMYD
W4134	D40842J	AB1050L	Figure 601 (Sheet 2)	Rudder Load Limit
W4724	D10434	AB1088	Figure 601 (Sheet 1)	APU ECU
W4724	D10436	AB1088	Figure 601 (Sheet 1)	APU ECU
W4726	D10912	AB1088	Figure 601 (Sheet 1)	APU ECU
HAP 038, 042-046, 048, 051-053, 104-999				
W7381	D45501P	AB1050L	Figure 601 (Sheet 2)	FCC-DFCS Rudder Control
W7383	D45503P	AB1050R	Figure 601 (Sheet 2)	FCC-DFCS Rudder Control
HAP ALL				

F. Put the Airplane Back to Its Usual Condition

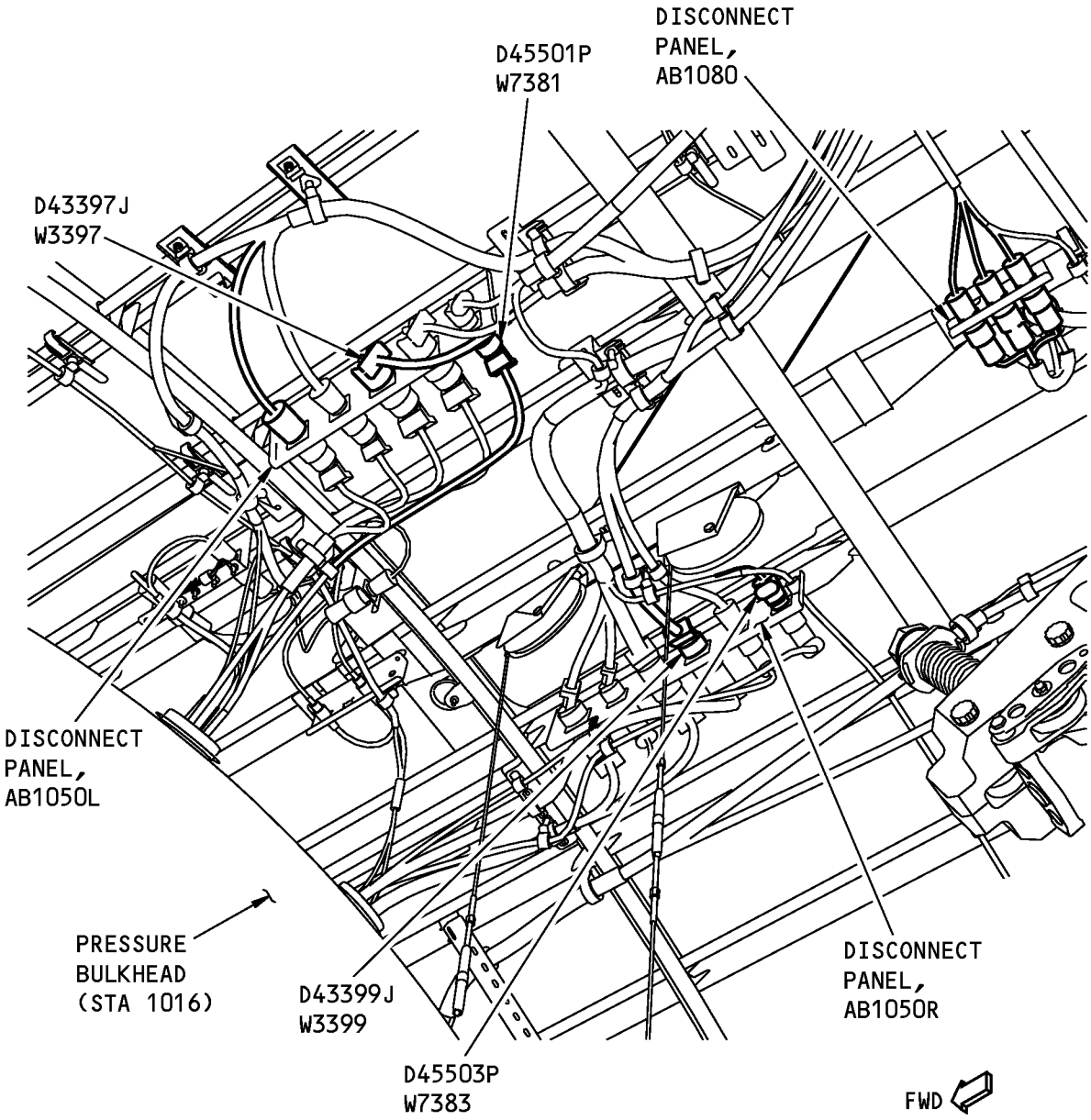
SUBTASK 05-55-30-410-002

(1) Close the panel opened above.

——————— END OF TASK ———————



HIRF/LIGHTNING - APU/RUDDER CONTROL
Figure 601 (Sheet 1 of 2)/05-55-30-990-801



STABILIZER TRIM COMPARTMENT
(VIEW IN THE UP DIRECTION)

B

481254 S0000143852_V2

HIRF/LIGHTNING - APU/RUDDER CONTROL
Figure 601 (Sheet 2 of 2)/05-55-30-990-801

TASK 05-55-30-200-802

3. Connector Inspection - (APU Compartment)

Figure 602

A. General

(1) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring and connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. Location Zones

Zone	Area
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

C. Access Panels

Number	Name/Location
315A	APU Cowl Door

D. Procedure

SUBTASK 05-55-30-010-001

(1) Remove the following access panel:

Number	Name/Location
315A	APU Cowl Door

E. Visual Check of the connectors

SUBTASK 05-55-30-220-004

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 601).

(a) Make sure the electrical connectors are not loose.

NOTE: Connector locations are shown on (Figure 601).

1) Check that all the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Check that the strain relief at the end of the backshell is also tight.

b) Check that shield pigtails are tight and that the shield grounding band is tight.

(b) Check that the cables to those connectors are not chafed, cut or worn.

(c) Replace or repair any damaged components or wiring found during this inspection.

Table 602/05-55-30-993-803

WIRE BUNDLE	CONNECTOR	FIG REF	PNL OR MODULE
W-APU	P1	602-A	APU ECU
W-APU	P2	602-A	APU ECU

(Continued)

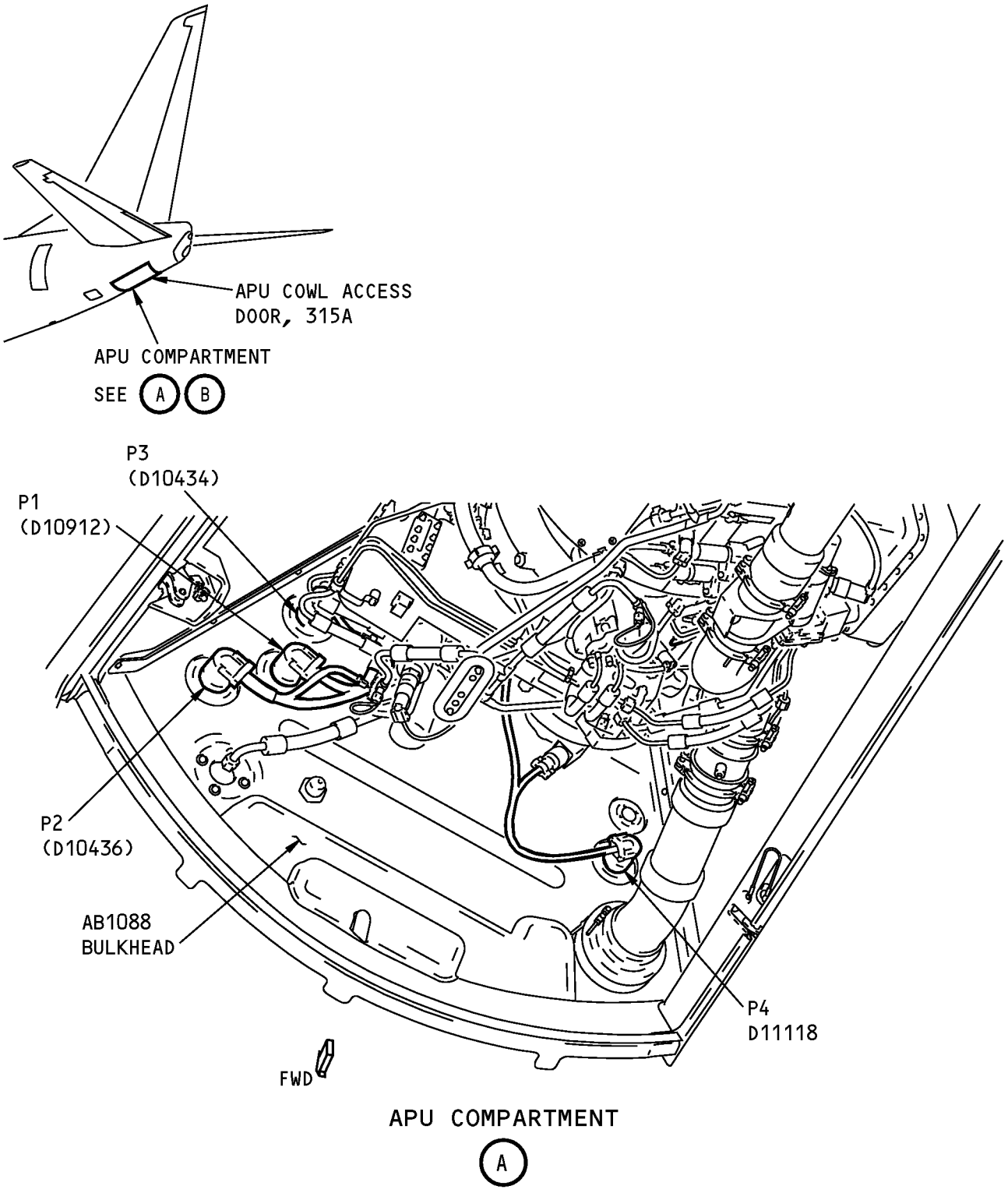
WIRE BUNDLE	CONNECTOR	FIG REF	PNL OR MODULE
W-APU	P3	602-A	APU ECU
W-APU	P9	602-B	APU ECU
W-APU	P10	602-B	APU ECU
W-APU	P11	602-B	APU ECU
W-APU	P12	602-B	APU ECU
W-APU	P13	602-B	APU ECU
W-APU	P15	602-B	APU ECU
W-APU	P17	602-B	APU ECU
W-APU	P18	602-B	APU ECU
W-APU	P19	602-B	APU ECU
W-APU	P20	602-B	APU ECU
W-APU	P21	602-B	APU ECU
W-APU	P22	602-B	APU ECU
W-APU	P23	602-B	APU ECU
W-APU	P4	602-A	APU Start Converter Unit
W-APU	P5	602-A	APU Start Converter Unit

F. Put the Airplane Back to Its Usual Condition

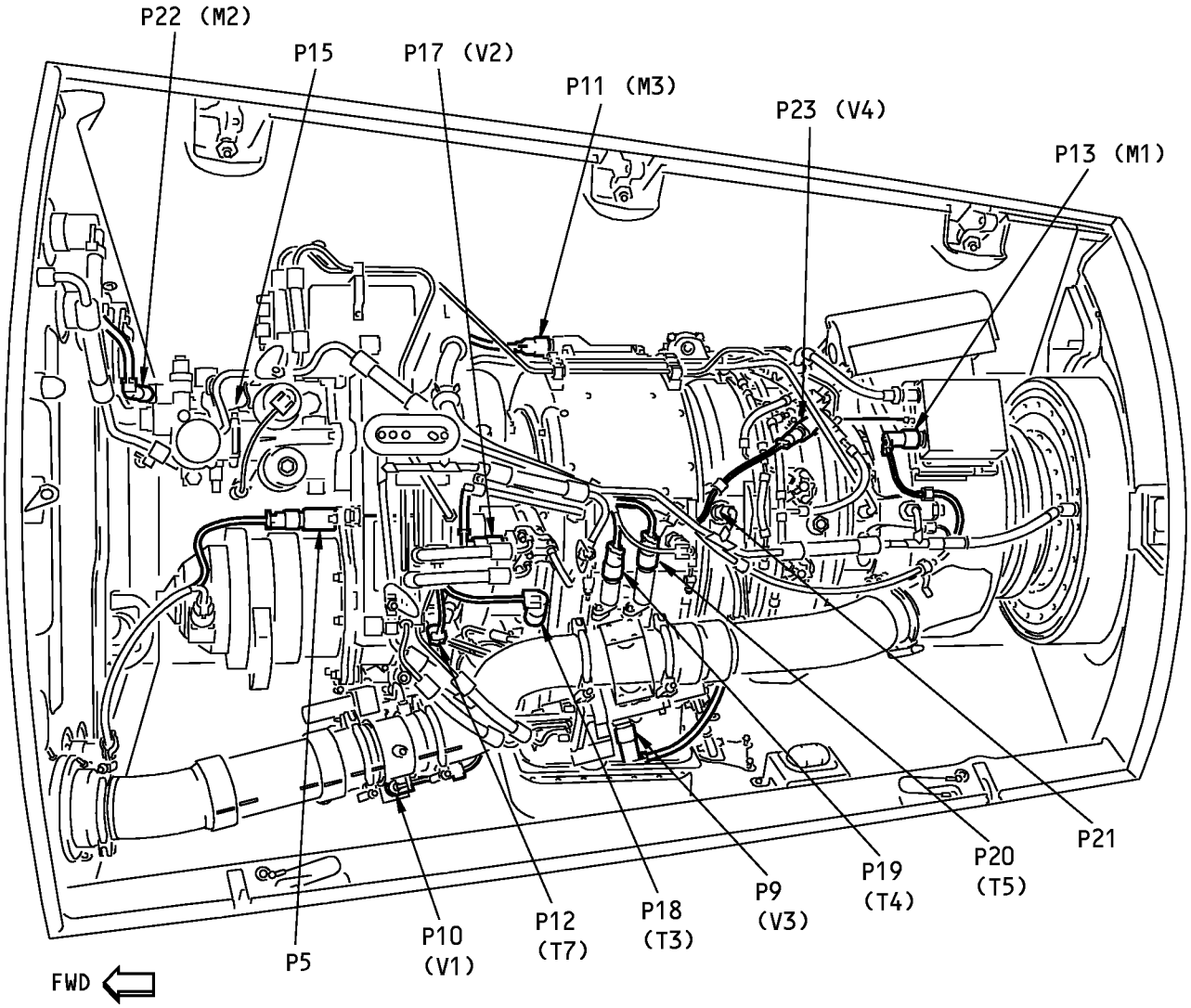
SUBTASK 05-55-30-410-001

(1) Close the panel opened above.

END OF TASK



HIRF/LIGHTNING - APU/RUDDER CONTROL (APU Access Compartment)
Figure 602 (Sheet 1 of 2)/05-55-30-990-802



W77016 S0000130104_V2

HIRF/LIGHTNING - APU/RUDDER CONTROL (APU Access Compartment)
Figure 602 (Sheet 2 of 2)/05-55-30-990-802

TASK 05-55-30-200-803

4. Connector Inspection - (Tailcone Access Compartment)

A. General

(1) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring and connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. Location Zones

Zone	Area
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

C. Access Panels

Number	Name/Location
318BR	Tailcone Access Door

D. Procedure

SUBTASK 05-55-30-010-003

(1) Remove the following access panel:

Number	Name/Location
318BR	Tailcone Access Door

E. Visual Check of the connectors

SUBTASK 05-55-30-220-005

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 601).

(a) Make sure the electrical connectors are not loose.

NOTE: Connector locations are shown on (Figure 601).

1) Check that all the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Check that the strain relief at the end of the backshell is also tight.

b) Check that shield pigtails are tight and that the shield grounding band is tight.

(b) Check that the cables to those connectors are not chafed, cut or worn.

(c) Replace or repair any damaged components or wiring found during this inspection.

Table 603/05-55-30-993-804

WIRE BUNDLE	CONNECTOR	FIG REF	PNL OR MODULE
W3397	D1711J	601-A	FCC
	D1829J	601-A	FCC

(Continued)

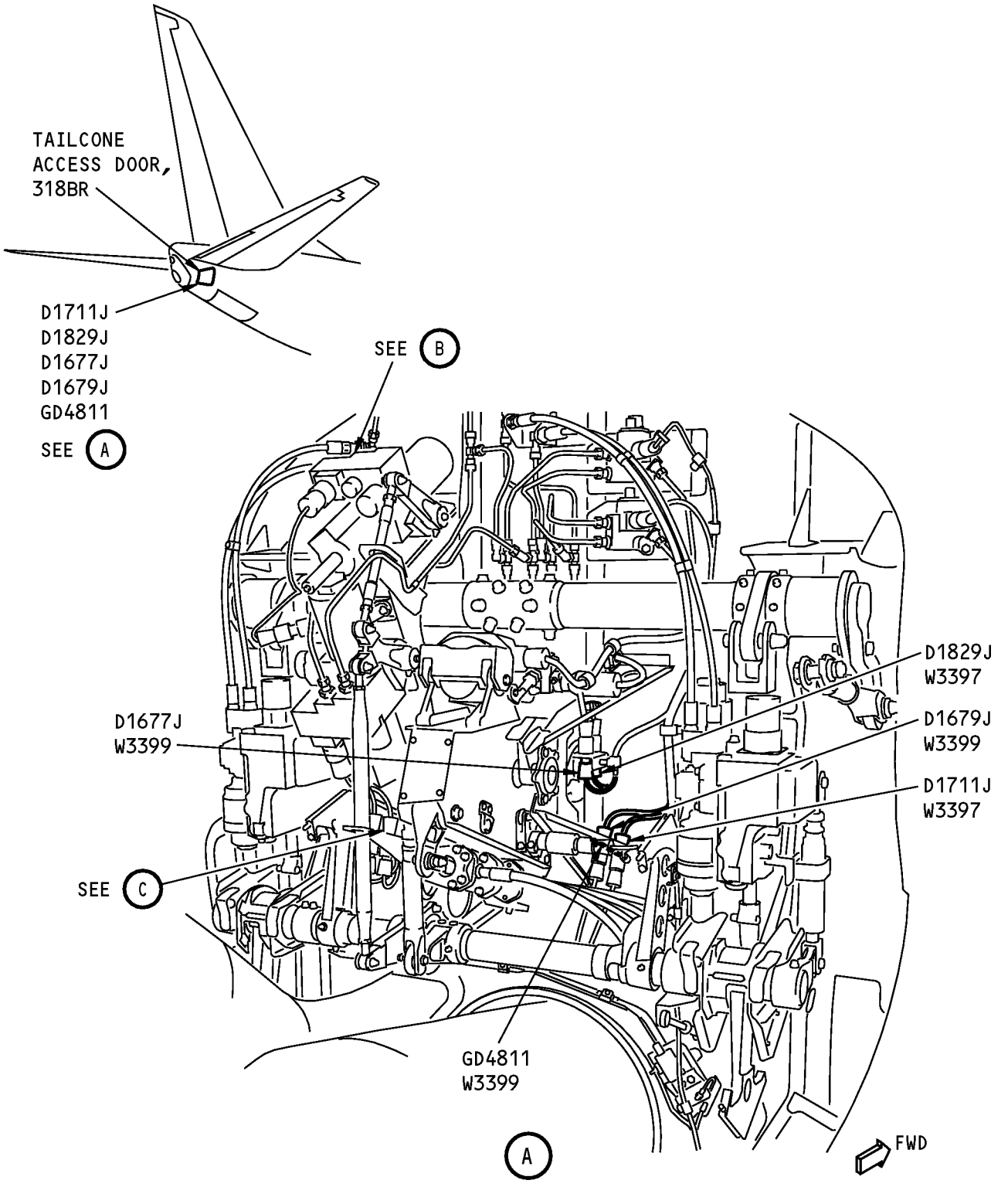
WIRE BUNDLE	CONNECTOR	FIG REF	PNL OR MODULE
	D2205J	601-B	FCC
	GD949-DC	601-B	FCC-DFS, Rudder Control
	GD973-ST	601-B	FCC-DFS, Rudder Control
W3399	D01857	601-B	FCC, FCC-DFS, Rudder Control
	D1677J	601-A	FCC
	D1679J	601-A	FCC
	GD4811	601-A	FCC-DFS, Rudder Control

F. Put the Airplane Back to Its Usual Condition

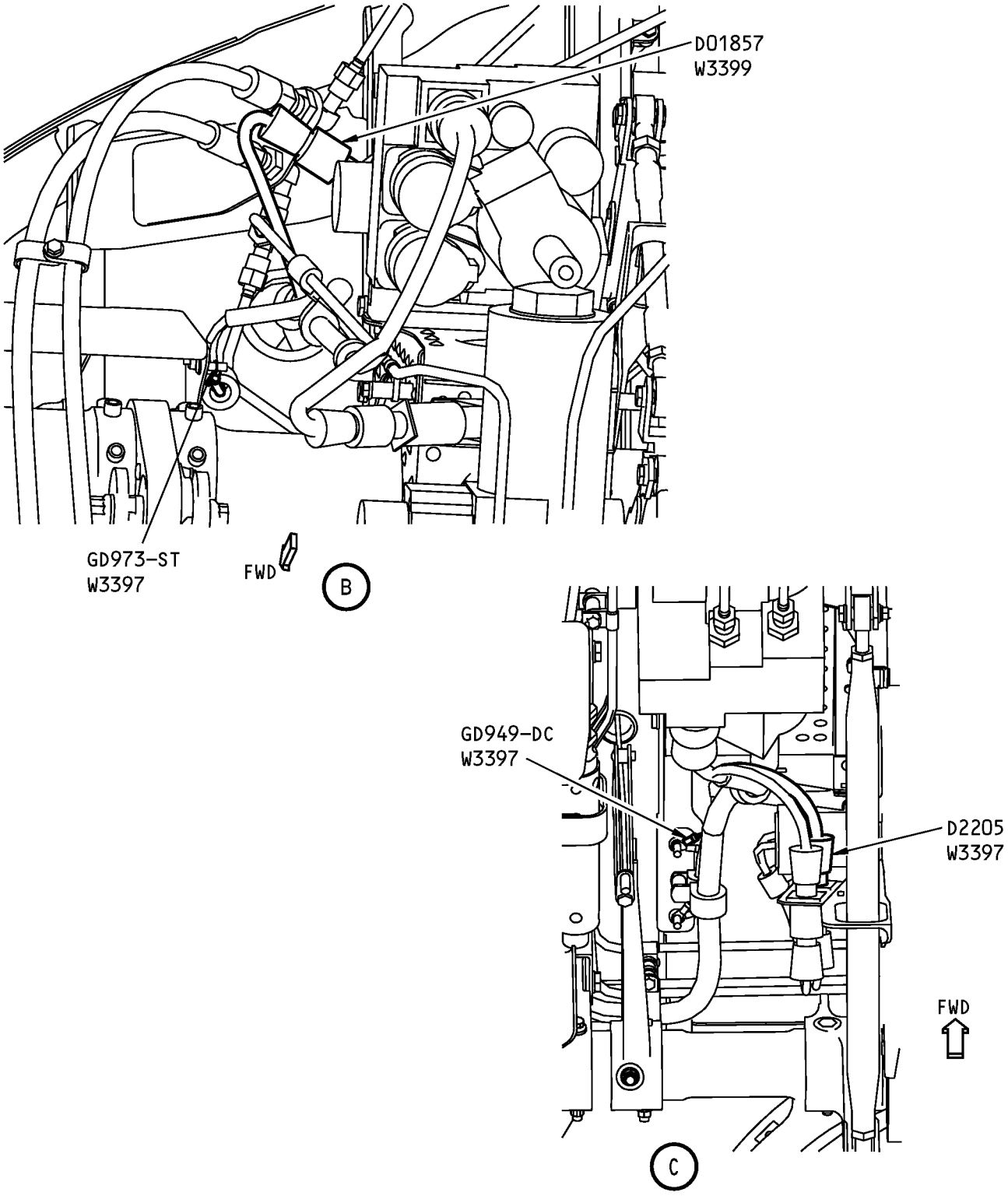
SUBTASK 05-55-30-410-003

(1) Close the panel opened above.

——————— END OF TASK ———————



HIRF/LIGHTNING - APU/RUDDER CONTROL
Figure 603 (Sheet 1 of 2)/05-55-30-990-803



HIRF/LIGHTNING - APU/RUDDER CONTROL
Figure 603 (Sheet 2 of 2)/05-55-30-990-803

TASK 05-55-30-200-804

5. Connector Inspection - (Vertical Stabilizer)

A. General

(1) A Detailed Visual Inspection is an intensive visual check of specified details associated with assemblies or installations.

(a) You will search for evidence of wiring and connector irregularities using adequate lighting.

(b) You may need inspection aids such as mirrors, and wiping rags for surface cleaning.

(c) Do not remove sealant when you do this task.

(d) Do not disassemble connectors when you do this task.

(e) Do not remove system LRUs when you do this task.

B. Location Zones

Zone	Area
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

C. Access Panels

Number	Name/Location
324BL	Vertical Fin, Trailing Edge Access
324DL	Trailing Edge Access
324DR	Vertical Fin, Trailing Edge Access
324JL	Vertical Fin, Access

D. Procedure

SUBTASK 05-55-30-010-004

(1) Remove the following access panels:

Number	Name/Location
324BL	Vertical Fin, Trailing Edge Access
324DL	Trailing Edge Access
324DR	Vertical Fin, Trailing Edge Access
324JL	Vertical Fin, Access

E. Visual Check of the connectors

SUBTASK 05-55-30-220-006

(1) Do a Detailed Visual Inspection of the connectors shown in (Table 601).

(a) Make sure the electrical connectors are not loose.

NOTE: Connector locations are shown on (Figure 601).

1) Check that all the connectors at the LRUs are hand-tight.

2) Make sure the connector coupling nut is installed to give a satisfactory connection between the mating pins and sockets.

3) Make sure the back shell is not loose or damaged.

a) Check that the strain relief at the end of the backshell is also tight.

b) Check that shield pigtails are tight and that the shield grounding band is tight.

(b) Check that the cables to those connectors are not chafed, cut or worn.

(c) Replace or repair any damaged components or wiring found during this inspection.

Table 604/05-55-30-993-805

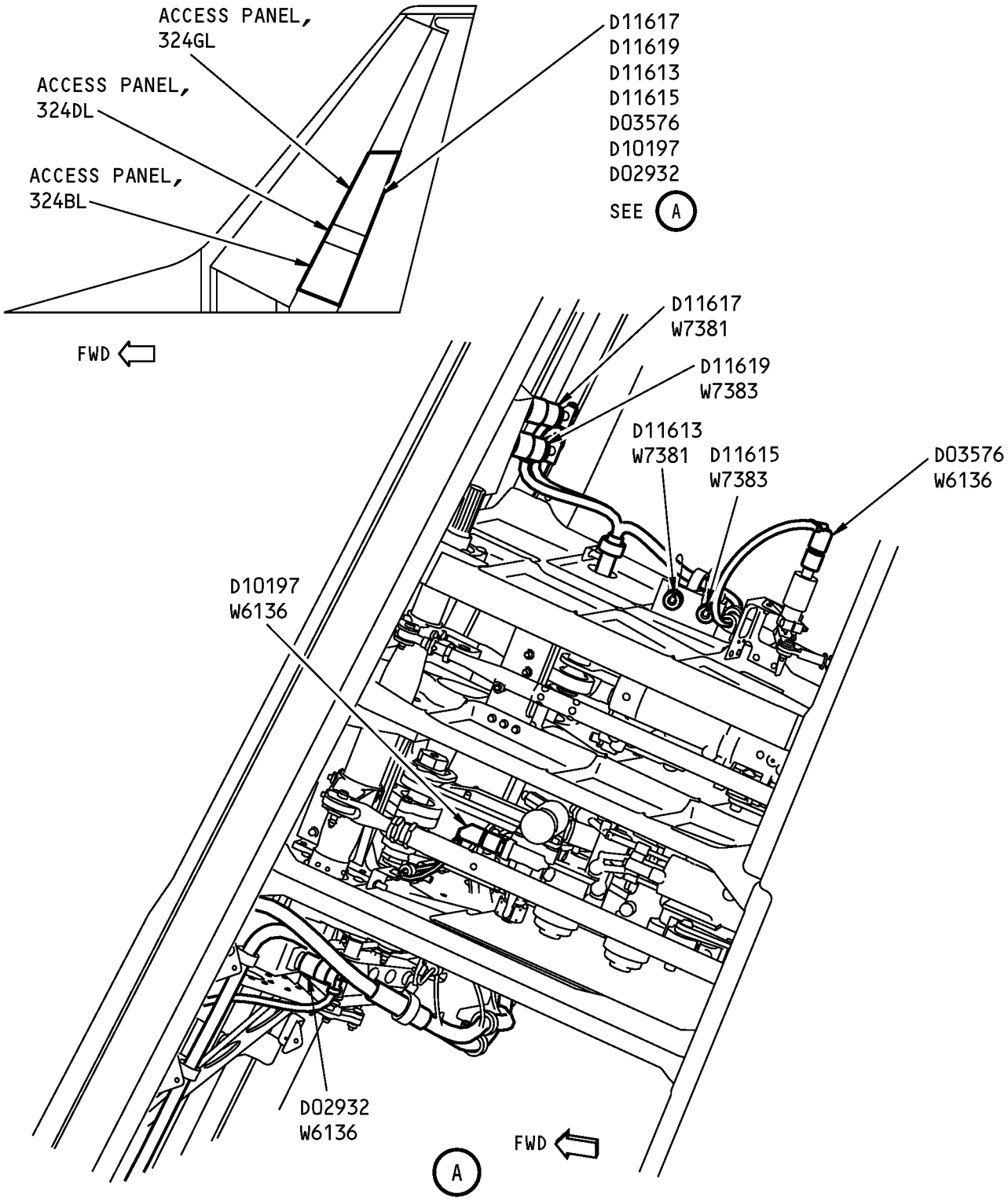
WIRE BUNDLE	CONNECTOR	FIG REF	PNL OR MODULE
W7381	D11613	Figure 604 (Sheet 1)	
W7381	D11617	Figure 604 (Sheet 1)	FCC-DFCS Rudder Control
W7383	D11615	Figure 604 (Sheet 1)	FCC-DFCS Rudder Control
W7383	D11619	Figure 604 (Sheet 1)	FCC-DFCS Rudder Control

F. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-30-410-004

(1) Close the panels opened above.

——————— END OF TASK ———————



HIRF/LIGHTNING - APU/RUDDER CONTROL
Figure 604/05-55-30-990-804

HIRF/LIGHTNING PROTECTION - LEFT SIDE CONNECTORS - INSPECTION

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure has these tasks:

(1) HIRF/Lightning Functional Inspection of selected connectors in the Left Wheel Well.

(2) HIRF/Lightning Functional Inspection of selected connectors in the Left Wing To Body Fairing area.

(3) HIRF/Lightning Functional Inspection of selected connectors routed along the Left Wing Trailing Edge.

(4) HIRF/Lightning Functional Inspection of selected connectors routed along the Left Wing Leading Edge.

(5) HIRF/Lightning Functional Inspection of the connectors at the Strut Disconnect panel on the Left Engine.

(6) HIRF/Lightning Left Side Connectors - Bond Resistance Measurement.

(7) HIRF/Lightning Fault Isolation of the Left Side Connectors.

C. This Functional Inspection is a check of the quality of the electrical bond resistance between selected connectors and airplane structure. It consists of measuring and recording the bond resistance for those connectors and repairing any faulty connections if they are found.

(1) You will do this task: Left Side Connectors - Bond Resistance Measurement, TASK 05-55-40-200-807 to measure the resistance between the backshell of a connector and airplane structure.

(2) If the measured resistance value is not within the limits specified, you will do this task: Left Side Connectors - Fault Isolation, TASK 05-55-40-810-801 to locate the faulty joint. Once the fault has been located, you will refer to the SWPM 20-20-10 for corrective measures.

TASK 05-55-40-200-802

2. Connector Inspection - Left Wheel Well

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
22-11-27-710-801	Spoiler Position Sensor Test (P/B 501)
31-31-31-700-801	Aileron Position Transmitter Installation Test (P/B 401)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

D. Location Zones

Zone	Area
133	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Left

E. Prepare for the procedure

SUBTASK 05-55-40-010-002

(1) Make sure the MLG and Doors are locked open.

(a) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

SUBTASK 05-55-40-200-008

(2) Make copy of the data sheet (Figure 601 (Sheet 3)).

F. Procedure

SUBTASK 05-55-40-200-004

(1) Do this task: Left Side Connectors - Bond Resistance Measurement, TASK 05-55-40-200-807 for each connector listed in the (Table 601) using the (bonding meter, COM-1550).

NOTE: The physical location of the connectors is shown in (Figure 601).

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

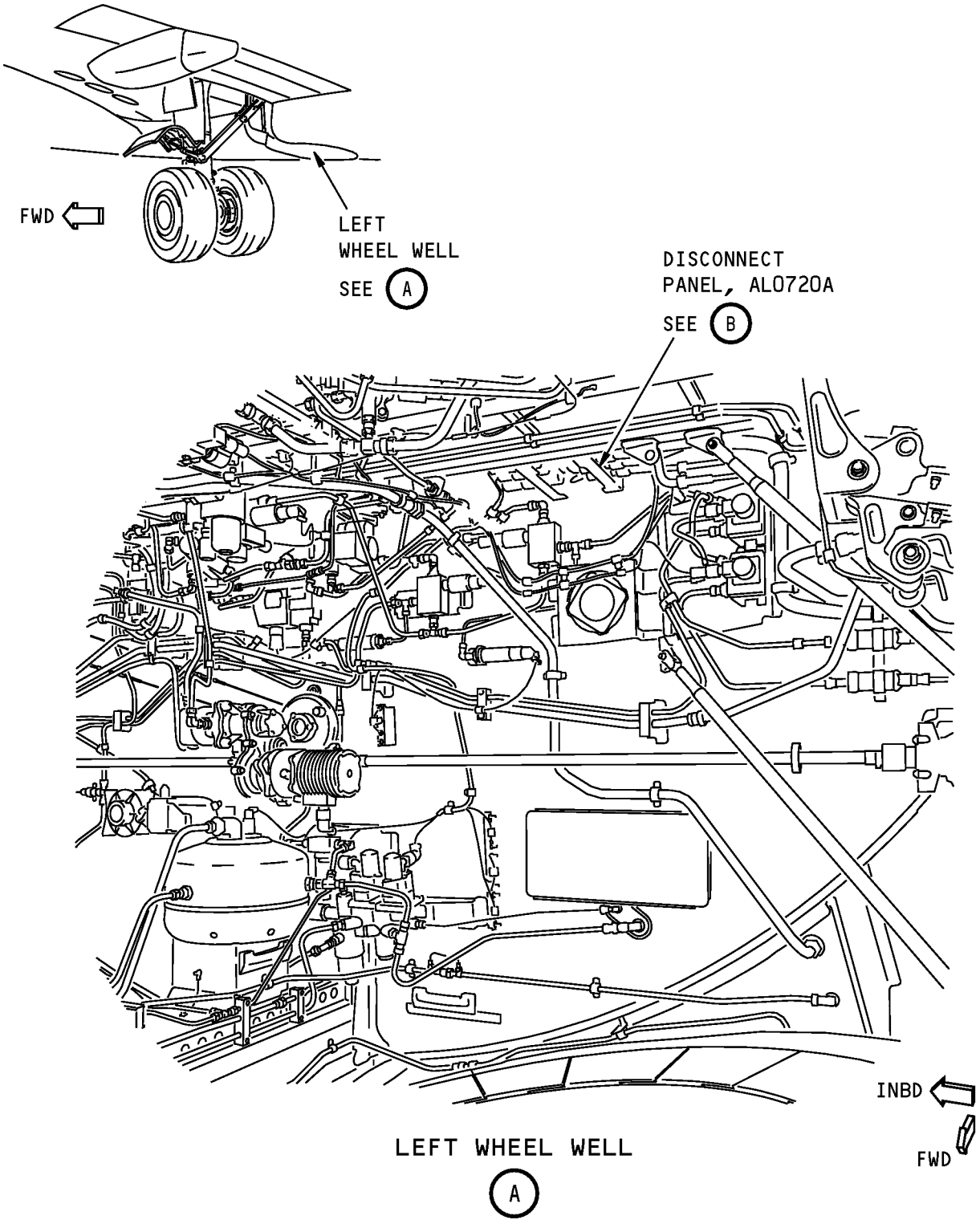
Table 601/05-55-40-993-817

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1022	D42100P	Figure 601 (Sheet 2)	AL720A - Spoiler 4 Position, FCC	Disconnect the plug, measure between plug and receptacle	Aileron Position Transmitter Installation Test, TASK 31-31-31-700-801
W1022	D42102P	Figure 601 (Sheet 2)	AL720A - Spoiler 4 Position, FCC	Disconnect the plug, measure between plug and receptacle	Spoiler Position Sensor Test, TASK 22-11-27-710-801

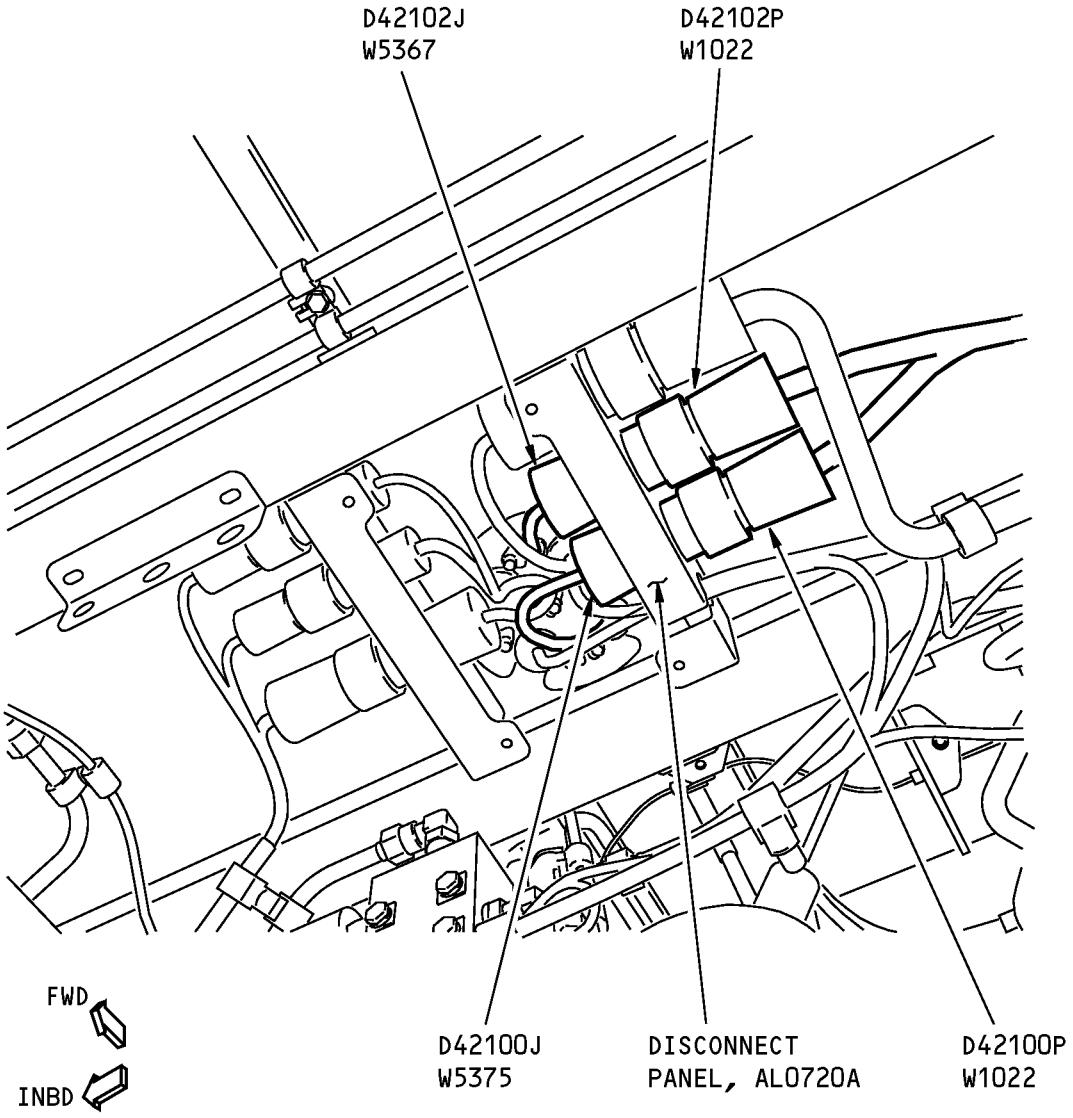
SUBTASK 05-55-40-940-001

(2) Put the airplane back in the usual condition.

END OF TASK



HIRF/Lightning Protection Left Side Connectors Inspection (Left Main Landing Gear Wheel Well)
Figure 601 (Sheet 1 of 3)/05-55-40-990-802



DISCONNECT PANEL, AL0720A

B

NOTE: COVER PLATE
REMOVED

HIRF/Lightning Protection Left Side Connectors Inspection (Left Main Landing Gear Wheel Well)
Figure 601 (Sheet 2 of 3)/05-55-40-990-802

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1022	D42100P		11/49.0		
	D42102P		27/70.0		

DATA SHEET

M04107 S0006558161_V6

**HIRF/Lightning Protection Left Side Connectors Inspection (Left Main Landing Gear Wheel Well)
Figure 601 (Sheet 3 of 3)/05-55-40-990-802**

TASK 05-55-40-200-803

3. Connector Inspection - Left Wing To Body Fairing

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
73-21-00-740-803-F00	EEC BITE TEST - RECENT FAULTS (P/B 501)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

D. Location Zones

Zone	Area
191	Lower Wing-To-Body Fairing - Forward of Wing Box

E. Access Panels

Number	Name/Location
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

F. Prepare for the procedure

SUBTASK 05-55-40-040-005

(1) Deactivate the Leading Edge Slats:

(a) Do this task:Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-40-200-009

(2) Make copy of the data sheet (Figure 602 (Sheet 2)).

SUBTASK 05-55-40-220-003

(3) Remove the following access panel:

Number	Name/Location
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

G. Procedure

SUBTASK 05-55-40-200-003

(1) Do this task: Left Side Connectors - Bond Resistance Measurement, TASK 05-55-40-200-807 for each connector listed in the (Table 602) using the (bonding meter, COM-1550).

NOTE: The physical location of the connectors is shown in (Figure 602).

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

Table 602/05-55-40-993-816

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1178	D39927	Figure 602 (Sheet 1)	AC520, EEC	Disconnect the plug-measure between plug and receptacle	EEC BITE TEST - RECENT FAULTS, TASK 73-21-00-740-803-F00

H. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-40-210-001

(1) Install the following access panel:

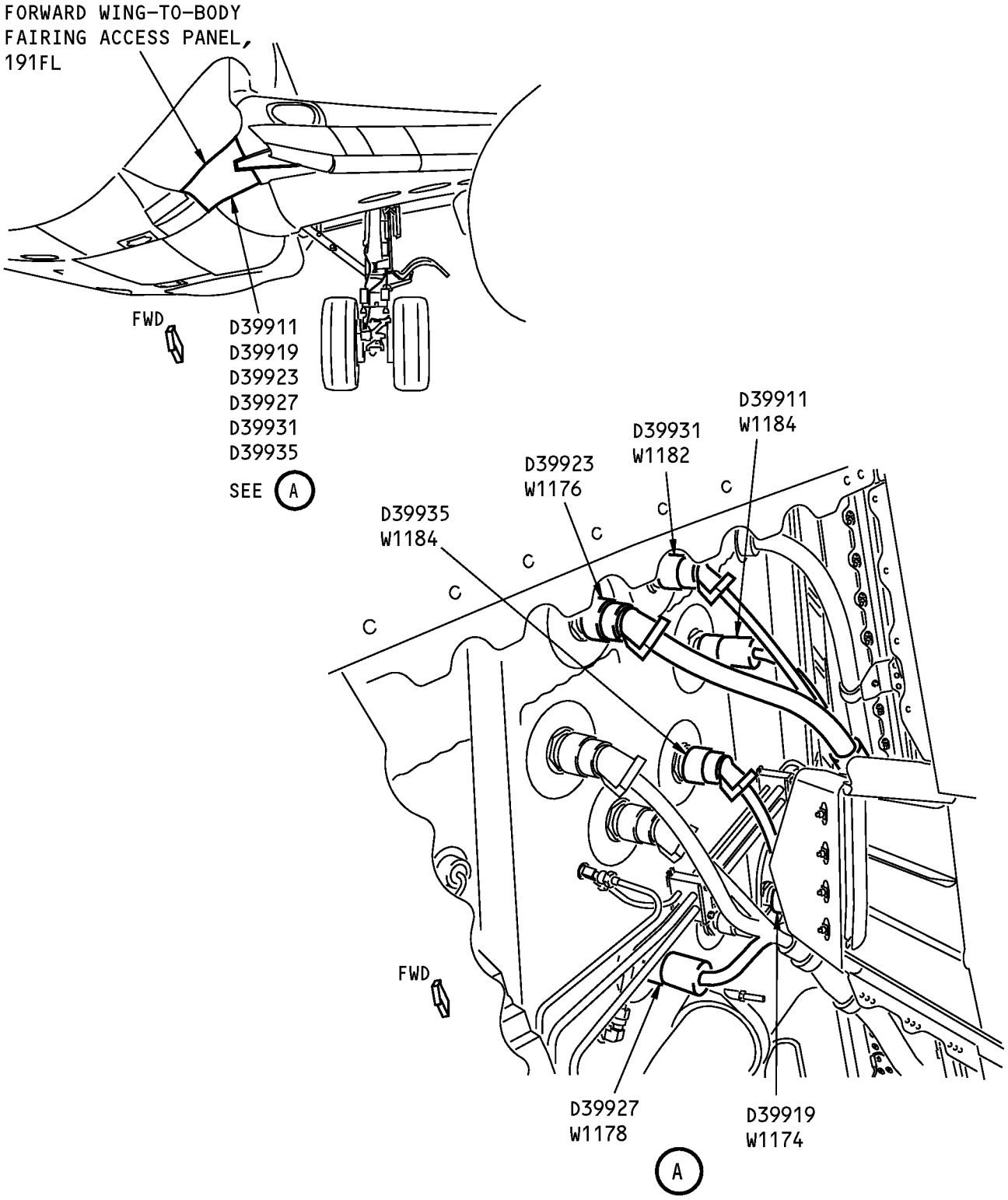
Number	Name/Location
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-40-440-002

(2) Re-Activate the Leading Edge slats if necessary:

(a) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801

END OF TASK



HIRF/Lightning Protection Left Side Connectors Inspection (Left Wing-to-Body Fairing Disconnect)
Figure 602 (Sheet 1 of 2)/05-55-40-990-803

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1178	D39927		6/32.0		

DATA SHEET

M04118 S0006558165_V5

**HIRF/Lightning Protection Left Side Connectors Inspection (Left Wing-to-Body Fairing Disconnect)
Figure 602 (Sheet 2 of 2)/05-55-40-990-803**

TASK 05-55-40-200-804

4. Connector Inspection - Left Wing Trailing Edge

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-51-00-710-801	Trailing Edge Flap System Operational Test (P/B 501)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

D. Location Zones

Zone	Area
550	Subzone - Left Wing: Trailing Edge, Aft of Rear Spar, Inbd of Outboard Trailing Edge Flap
560	Subzone - Left Wing: Trailing Edge , Aft of Rear Spar, Outboard of Inbd Trailing Edge Flap, Inbd of Fixed Trailing Edge

E. Prepare for the procedure

SUBTASK 05-55-40-220-005

(1) Do this task: Extend the Trailing Edge Flaps, TASK 27-51-00-860-803.

SUBTASK 05-55-40-220-012

(2) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-55-40-200-010

(3) Make copy of the data sheet (Figure 603).

F. Procedure

SUBTASK 05-55-40-200-005

(1) Do this task: Left Side Connectors - Bond Resistance Measurement, TASK 05-55-40-200-807 for each connector listed in the (Table 603) using the (bonding meter, COM-1550).

NOTE: The physical location of the connectors is shown in (Figure 603).

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

Table 603/05-55-40-993-818

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
HAP 001-007					
W1024	D00275	Figure 603 (Sheet 2)	T427-Flap Posn Sensor	Disconnect the plug-measure between plug and receptacle. For this measurement , two connectors D40024J/P must be hooked up.	Trailing Edge Flap System Operational Test, TASK 27-51-00-710-801
HAP 008-013, 015-026, 028-054, 101-999					
W1024	D00275	Figure 603 (Sheet 3)	T427-Flap Posn Sensor	Disconnect the plug-measure between plug and receptacle. For this measurement , two connectors D40024J/P must be hooked up.	Trailing Edge Flap System Operational Test, TASK 27-51-00-710-801
HAP ALL					
W1024	D1695J	Figure 603 (Sheet 1)	Spoiler 4, FCC (pos 1)	Standard measurement backshell to structure.	N/A
W1024	D1699J	Figure 603 (Sheet 1)	Spoiler 4, FCC (pos 2)	Standard measurement backshell to structure.	N/A

G. Put the Airplane Back to Its Usual Condition

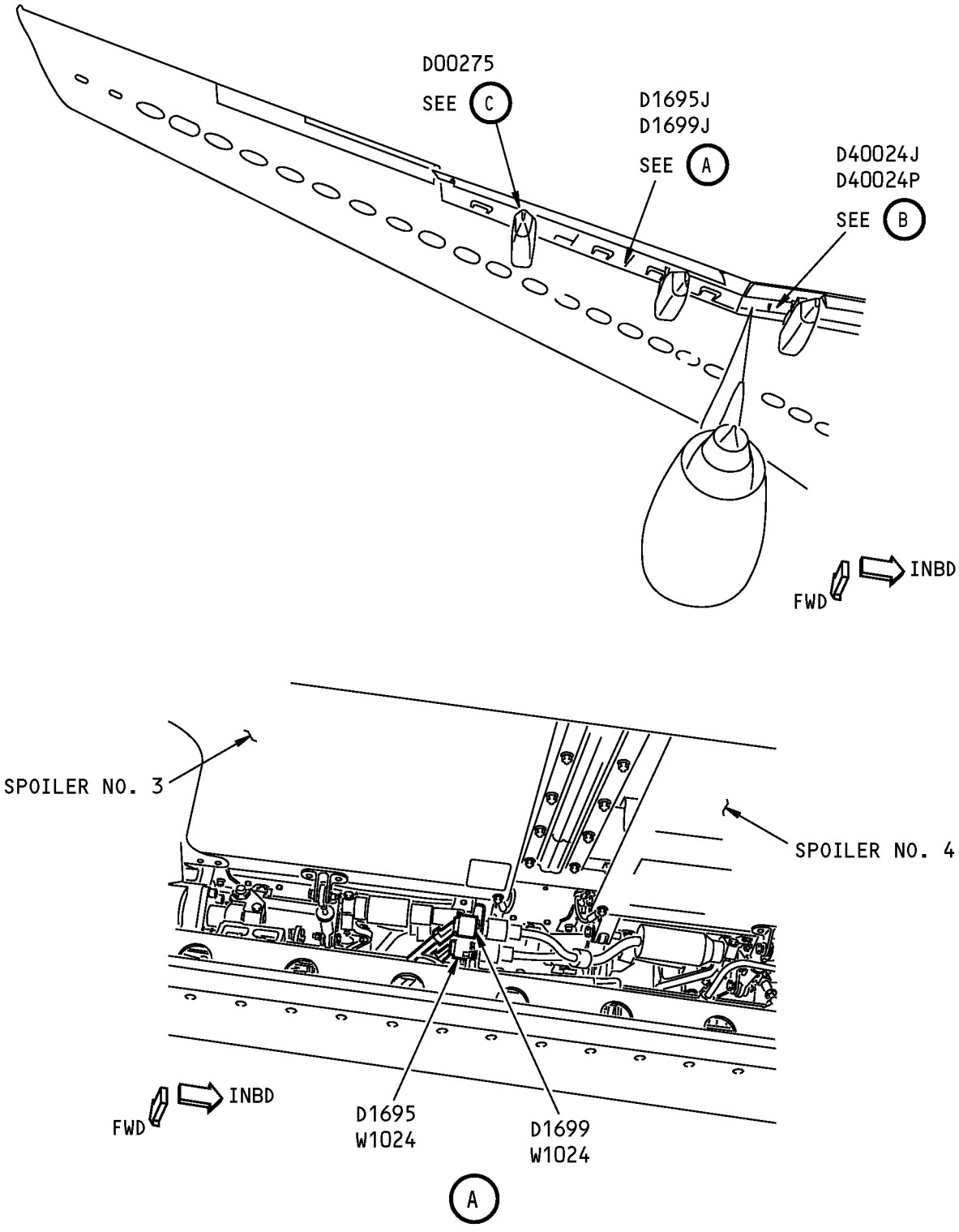
SUBTASK 05-55-40-440-003

(1) Do this task Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801

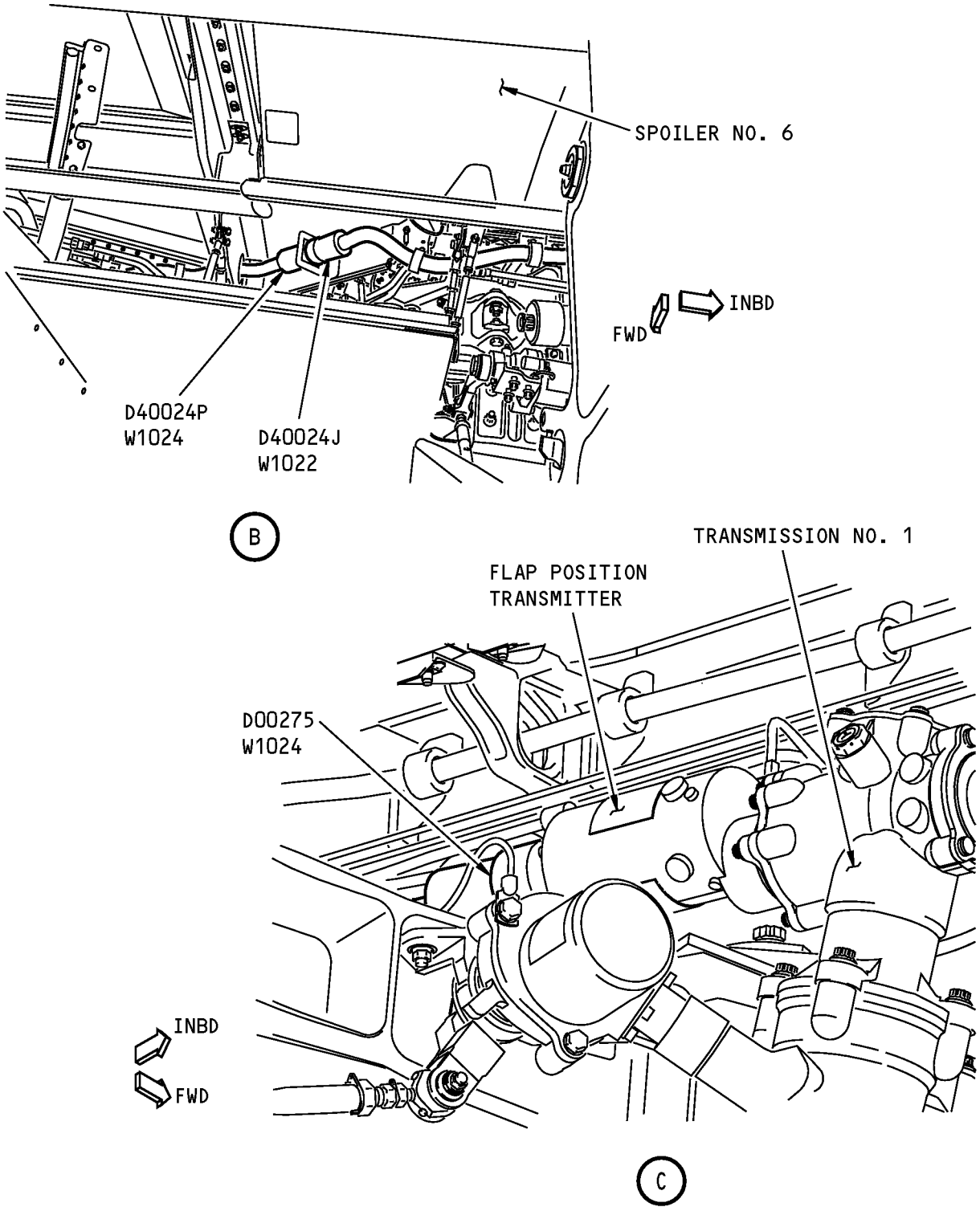
SUBTASK 05-55-40-210-002

(2) Do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

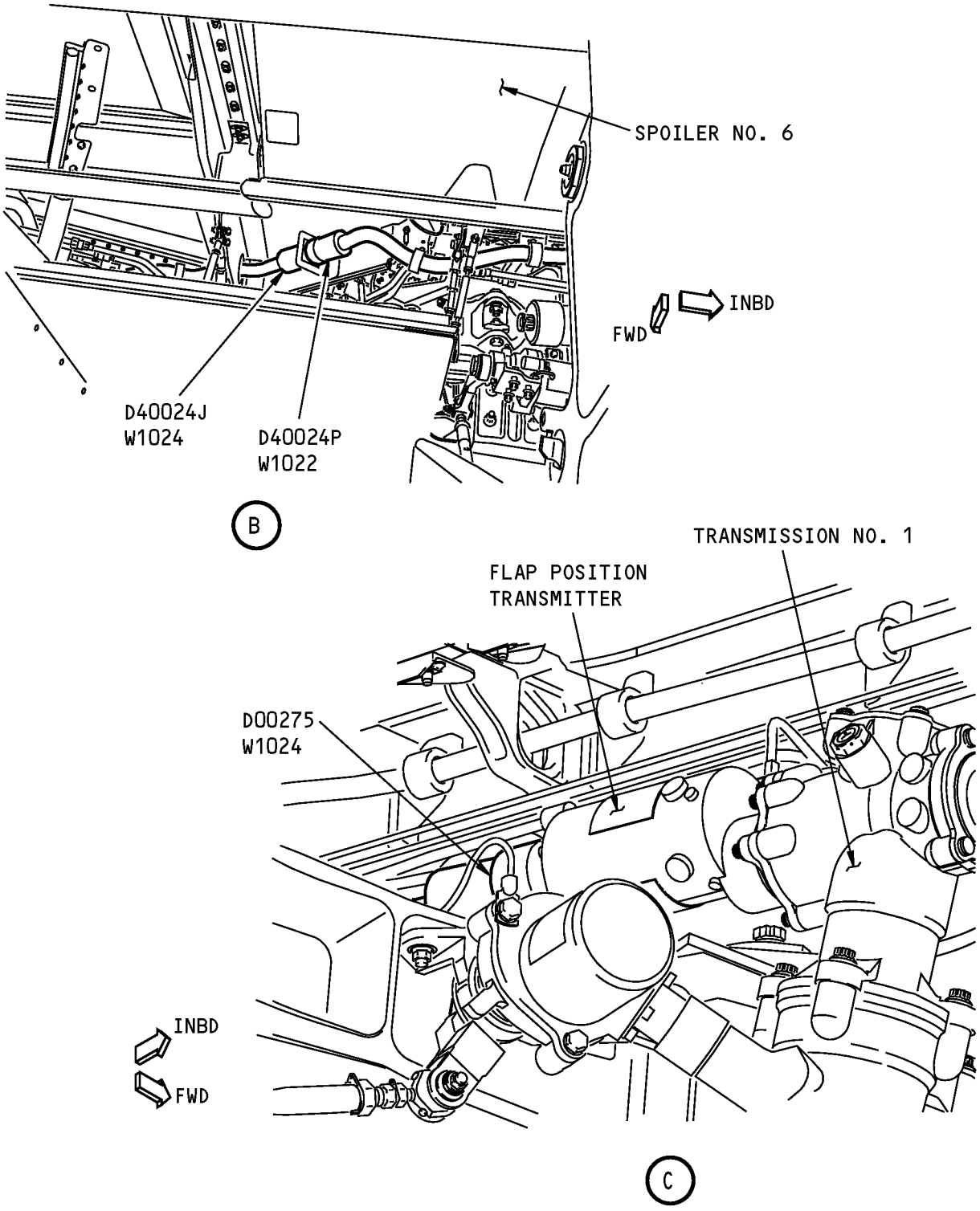
END OF TASK



HIRF/Lightning Protection Left Side Connectors Inspection (Left Wing Trailing Edge)
Figure 603 (Sheet 1 of 5)/05-55-40-990-804



HIRF/Lightning Protection Left Side Connectors Inspection (Left Wing Trailing Edge)
Figure 603 (Sheet 2 of 5)/05-55-40-990-804



HIRF/Lightning Protection Left Side Connectors Inspection (Left Wing Trailing Edge)
Figure 603 (Sheet 3 of 5)/05-55-40-990-804

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1024	D00275		24/36.0		
	D01695		0/6.0		
	D01699		0/6.0		

DATA SHEET

D32564 S0000149525_V4

HIRF/Lightning Protection Left Side Connectors Inspection (Left Wing Trailing Edge)
Figure 603 (Sheet 4 of 5)/05-55-40-990-804

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1024	D00275		24/36.0		
	D01695		0/6.0		
	D01699		0/6.0		

DATA SHEET

M04127 S0006558170_V9

HIRF/Lightning Protection Left Side Connectors Inspection (Left Wing Trailing Edge)
Figure 603 (Sheet 5 of 5)/05-55-40-990-804

TASK 05-55-40-200-805

5. Connector Inspection - Left Wing Leading Edge

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
24-21-00-700-803	Operational Test for the AC Generation and Control System (P/B 501)
26-11-00-710-801	Engine Fire Detection - Operational Test (P/B 501)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
71-00-00-700-818-F00	Procedure to Prepare the Engine for Operation (P/B 201)
73-21	FUEL CONTROL SYSTEM
73-21-00 P/B 501	FUEL CONTROL SYSTEM - ADJUSTMENT/TEST
74-00-00-750-802-F00	Ignition System Test (Optional) (P/B 501)
78-31-00-700-801-F00	Thrust Reverser Normal Operation Test (P/B 501)
80-11-00-730-801-F00	Start Switch Test (P/B 501)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

D. Location Zones

Zone	Area
510	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Inbd of Strut and Nacelle Gap Cover Area
520	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Outboard of Strut and Nacelle Gap Cover Area

E. Access Panels

Number	Name/Location
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

F. Prepare for the procedure

SUBTASK 05-55-40-220-007

(1) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803.

SUBTASK 05-55-40-220-008

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-40-200-011

(3) Make copy of the data sheet (Figure 604).

SUBTASK 05-55-40-210-003

(4) Remove the following access panels:

Number	Name/Location
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

G. Procedure

SUBTASK 05-55-40-220-009

(1) Do this task: Left Side Connectors - Bond Resistance Measurement, TASK 05-55-40-200-807 for each connector listed in the (Table 604) using the (bonding meter, COM-1550).

NOTE: The physical location of the connectors is shown in (Figure 604).

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

Table 604/05-55-40-993-812

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1164	D30016	Figure 604 (Sheet 1)	AW258L, M2 speed - CDS	Disconnect the plug-measure between plug and receptacle	Operational Test for the AC Generation and Control System, TASK 24-21-00-700-803
W1166	D30064	Figure 604 (Sheet 1)	AW258L, Pwr relay-alt pwr EEC	Disconnect the plug-measure between plug and receptacle	Engine Fire Detection - Operational Test, TASK 26-11-00-710-801
W1168	D30084	Figure 604 (Sheet 1)	AW258L, EEC, CDS	Disconnect the plug-measure between plug and receptacle	Procedure to Prepare the Engine for Operation, TASK 71-00-00-700-818-F00
W1170	D8056P	Figure 604 (Sheet 1)	AW258L	Disconnect the plug-measure between plug and receptacle	Ignition System Test (Optional), TASK 74-00-00-750-802-F00
W1172	D30042	Figure 604 (Sheet 1)	AW258L, EEC - P8	Disconnect the plug-measure between plug and receptacle	FUEL CONTROL SYSTEM - ADJUSTMENT/TEST, PAGEBLOCK 73-21-00/501
W1174	D30040	Figure 604 (Sheet 2)	AW258L, CDS - EEC	Disconnect the plug-measure between plug and receptacle	Thrust Reverser Normal Operation Test, TASK 78-31-00-700-801-F00

(Continued)

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1176	D30082	Figure 604 (Sheet 2)	AW258L, EEC	Disconnect the plug-measure between plug and receptacle	FUEL CONTROL SYSTEM, SECTION 73-21
W1182	D30062	Figure 604 (Sheet 2)	AW258L, Alt pwr EEC	Disconnect the plug-measure between plug and receptacle	Engine Fire Detection - Operational Test, TASK 26-11-00-710-801
W1184	D30014	Figure 604 (Sheet 2)	AW258L, CDS - M2 Speed	Disconnect the plug-measure between plug and receptacle	Start Switch Test, TASK 80-11-00-730-801-F00

H. Put the Airplane Back to Its Usual Condition.

SUBTASK 05-55-40-440-001

(1) Install the following access panels:

Number	Name/Location
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

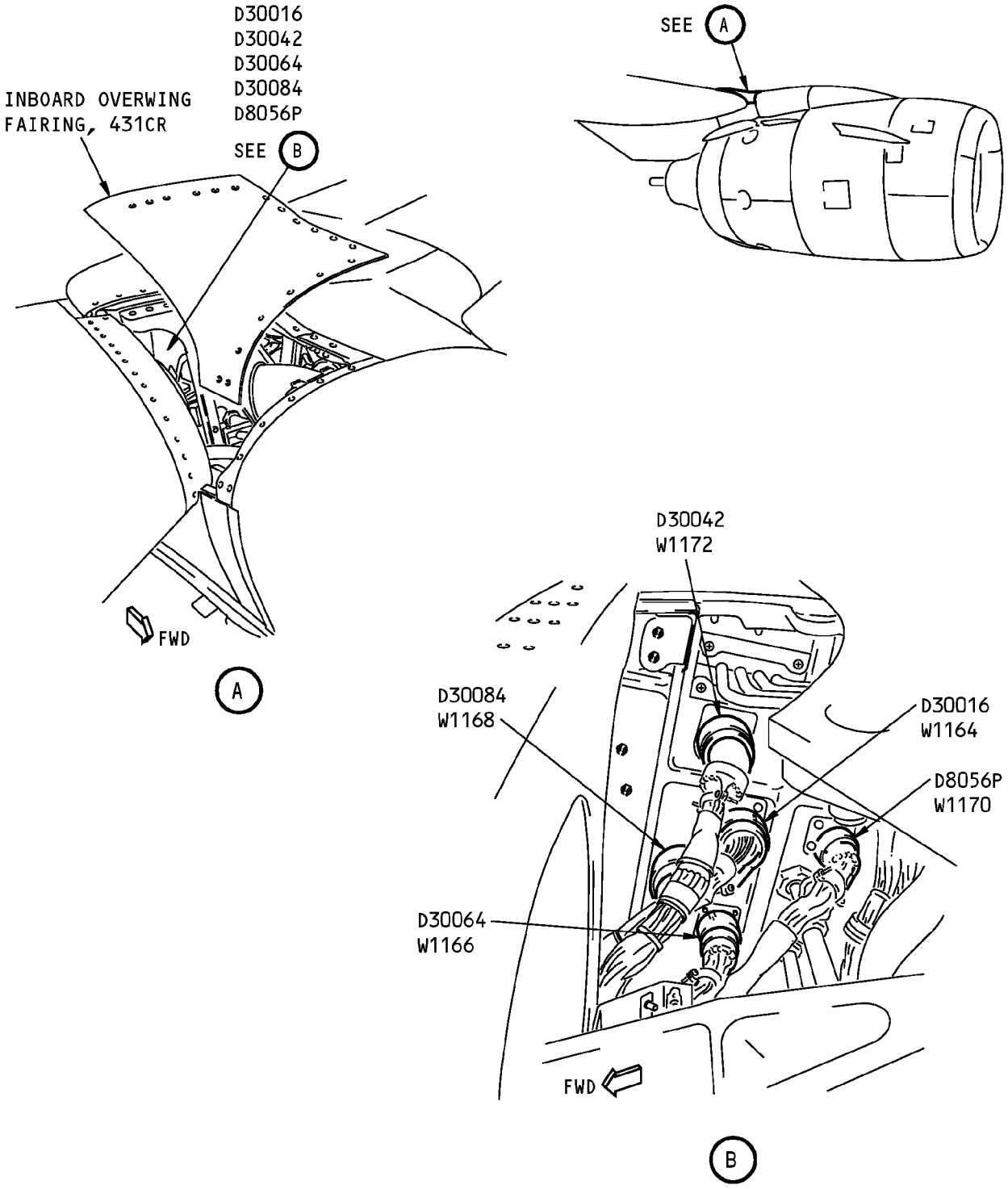
SUBTASK 05-55-40-220-010

(2) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

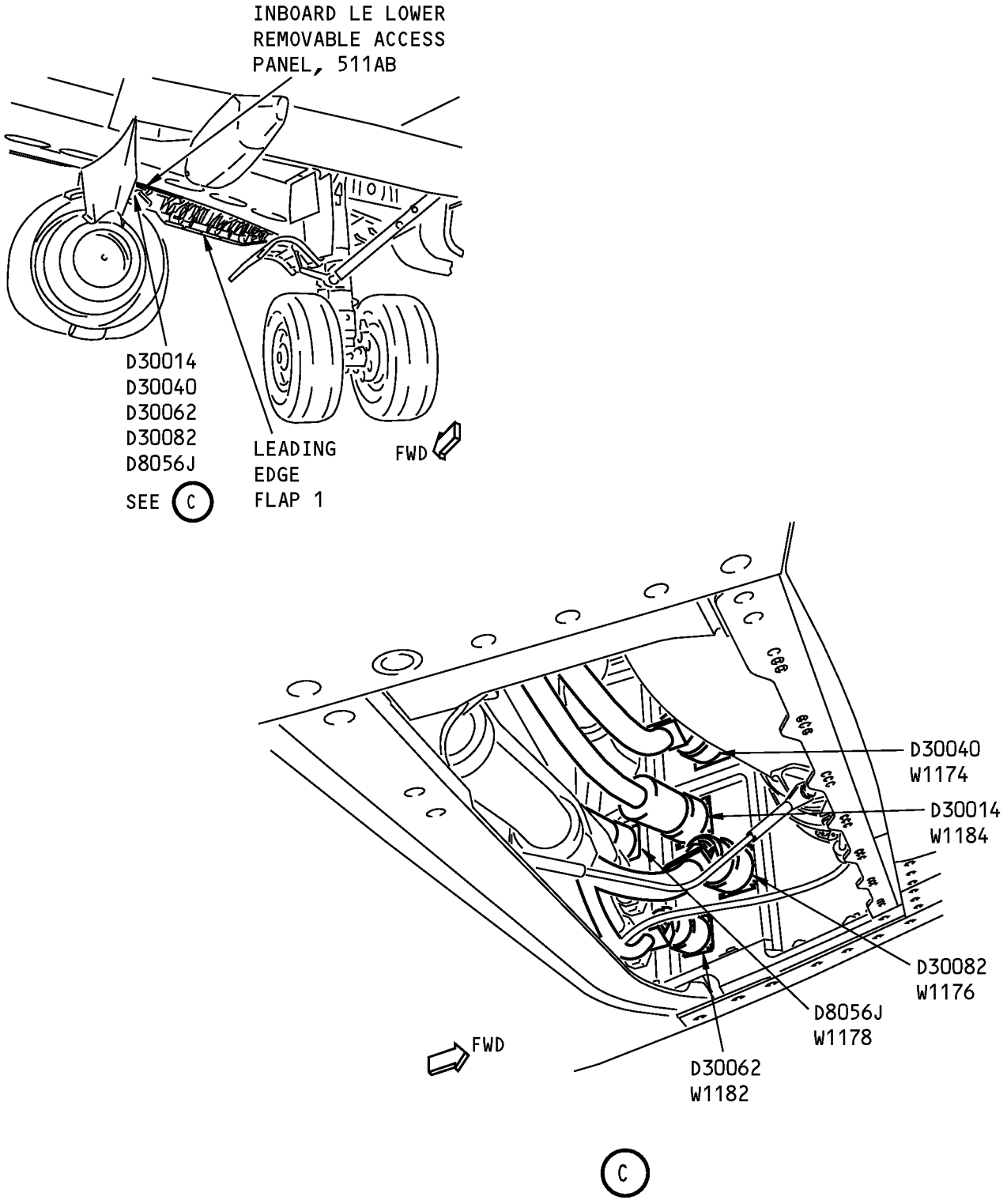
SUBTASK 05-55-40-220-011

(3) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

——————— END OF TASK ———————



HIRF/Lightning Protection Left Side Connectors Inspection (Left Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 1 of 3)/05-55-40-990-805



HIRF/Lightning Protection Left Side Connectors Inspection (Left Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 2 of 3)/05-55-40-990-805

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1164	D30016		7/30.0		
W1166	D30064		10/30.0		
W1168	D30084		3/19.0		
W1170	D8056		6/27.0		
W1172	D30042		3/20.0		
W1174	D30040		4/26.0		
W1176	D30082		5/26.0		
W1182	D30062		12/45.0		
W1184	D30014		7/29.0		

DATA SHEET

M04141 S0006558175_V7

HIRF/Lightning Protection Left Side Connectors Inspection (Left Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 3 of 3)/05-55-40-990-805

TASK 05-55-40-200-806

6. Connector Inspection - Strut Disconnect - Left Engine

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

D. Location Zones

Zone	Area
431	Engine 1 - Forward Strut Fairing

E. Access Panels

Number	Name/Location
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

F. Prepare for the procedure

SUBTASK 05-55-40-020-001

(1) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 05-55-40-040-001

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-40-040-002

(3) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 05-55-40-200-012

(4) Make copy of the data sheet (Figure 605).

SUBTASK 05-55-40-020-002

(5) Remove the following access panels:

Number	Name/Location
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

G. Procedure

SUBTASK 05-55-40-200-001

(1) Do this task: Left Side Connectors - Bond Resistance Measurement, TASK 05-55-40-200-807 for each connector listed in the (Table 605) using the (bonding meter, COM-1550).

NOTE: The physical location of the connectors is shown in (Figure 605).

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

Table 605/05-55-40-993-814

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1164	D30234	Figure 605 (Sheet 1)	AS1L, M2 speed - CDS	Standard measurement backshell to structure	
W1166	D30256	Figure 605 (Sheet 1)	AS1L, Pwr relay-alt pwr EEC	Standard measurement backshell to structure	
W1168	D30208	Figure 605 (Sheet 1)	AS2L, T/R 1vdt - EEC	Standard measurement backshell to structure	
W1168	D30210	Figure 605 (Sheet 1)	AS2l	Standard measurement backshell to structure	
W1168	D30260	Figure 605 (Sheet 1)	AS1L	Standard measurement backshell to structure	
W1170	D30212	Figure 605 (Sheet 1)	AS1L, EEC-eng start	Standard measurement backshell to structure	
W1170	D30228	Figure 605 (Sheet 1)	AS1L	Standard measurement backshell to structure	
W1172	D30224	Figure 605 (Sheet 1)	AS1L, EEC - P8	Standard measurement backshell to structure	

(Continued)

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1172	D30202	Figure 605 (Sheet 1)	T/R Lvdt, EEC - P8	Standard measurement backshell to structure	
W1172	D30206	Figure 605 (Sheet 1)	T/R Lvdt, EEC - P8	Standard measurement backshell to structure	

H. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-40-210-004

(1) Install the following access panels:

Number	Name/Location
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

SUBTASK 05-55-40-040-003

(2) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

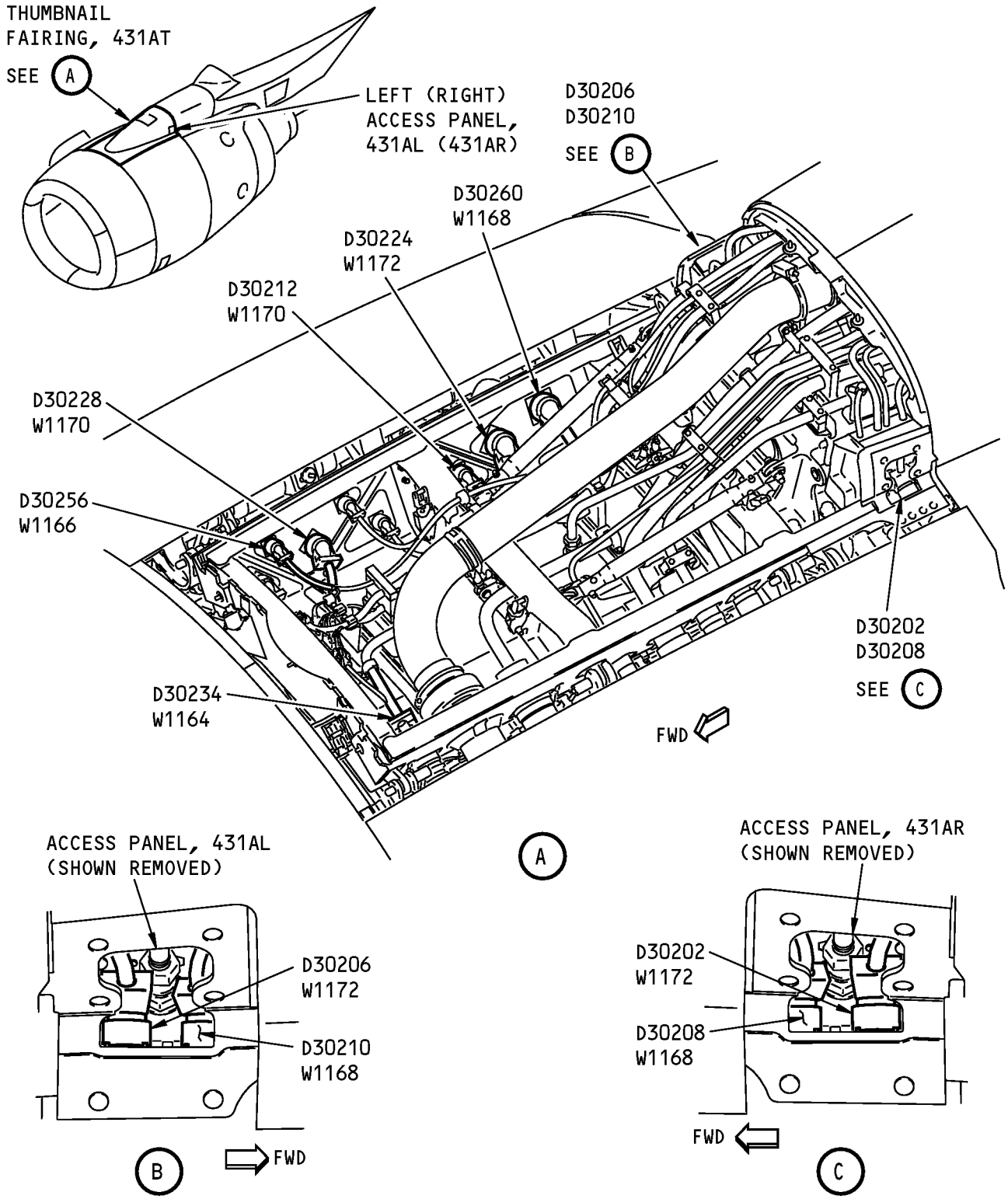
SUBTASK 05-55-40-040-004

(3) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

SUBTASK 05-55-40-020-003

(4) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

——————— END OF TASK ———————



HIRF/Lightning Protection Left Side Connectors Inspection (Left Engine Strut)
Figure 605 (Sheet 1 of 2)/05-55-40-990-807

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1164	D30234		11.0		
W1166	D30256		11.0		
W1168	D30208		11.0		
	D30210		11.0		
	D30260		11.0		
W1170	D30212		11.0		
	D30228		11.0		
W1172	D30224		11.0		
	D30202		11.0		
	D30206		11.0		

DATA SHEET

HIRF/Lightning Protection Left Side Connectors Inspection (Left Engine Strut)
Figure 605 (Sheet 2 of 2)/05-55-40-990-807

TASK 05-55-40-200-807

7. Left Side Connectors - Bond Resistance Measurement

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

B. Procedure

SUBTASK 05-55-40-200-002

(1) Measure the resistance of the wire bundle shielding at the connector using the (bonding meter, COM-1550).

(a) For instruction on how to measure each wire bundle, follow the ''INSPECTION NOTES'' column in the Table.

(b) Record resistance value on the data sheet.

1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Left Side Connectors - Fault Isolation, TASK 05-55-40-810-801.

(c) If the measured resistance value is within the MIN/MAX value range indicated on the data sheet:

1) Re-connect the connector if it was disconnected during the test.

2) Move to the next connector in the Table.

SUBTASK 05-55-40-200-007

(2) After completing the above task, make sure the tested connector is hand tight.

SUBTASK 05-55-40-430-002

(3) Do this task for each of connector in the Table.

(a) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.

——————— END OF TASK ———————

TASK 05-55-40-810-801

8. Left Side Connectors - Fault Isolation

A. References

Reference	Title
05-56-01-760-801	Joint Resistance Measurement (P/B 201)
05-56-01-993-802	Table: TYPE OF JOINTMAXIMUM RESISTANCE (ALUMINUM CONNECTORS) (MILLIOHMS)MAXIMUM RESISTANCE (STAINLESS CONNECTORS) (MILLIOHMS) BACKSHELL-TO-RECEPTACLE2.55.0 BACKSHELL-TO-PLUG BODY2.55.0 PLUG-TO-RECEPTACLE5.01 (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

C. Procedure

SUBTASK 05-55-40-810-002

(1) Do this task: Joint Resistance Measurement, TASK 05-56-01-760-801 on the failed connector.

(a) Record measured data on the data sheet.

(b) If the measured joint resistance value is greater than the MAXIMUM RESISTANCE in (Table 05-56-01-993-802), repair this connector or wire bundle according to the (SWPM Chapter 20).

(c) If the measured joint resistance value is less than the MAXIMUM RESISTANCE in (Table 05-56-01-993-802), do the task below:

NOTE: The incorrect test set up will sometimes cause the low joint resistance value.

SUBTASK 05-55-40-810-001

(2) If the failed connector is listed in (Table 606) under FAILED CONNECTOR column, do this task: Joint Resistance Measurement, TASK 05-56-01-760-801 on the associated connector listed under TROUBLESHOOTING CONNECTOR column using (bonding meter, COM-1550).

NOTE: Refer to INSPECTION NOTES in the Table for joint resistance measurement.

(a) Record measured data on the data sheet.

1) If the measured joint resistance value is greater than the MAXIMUM RESISTANCE in the data sheet (Figure 606), repair this connector or wire bundle according to the (SWPM Chapter 20).

Table 606/05-55-40-993-815

WIRE BUNDLE	FAILED CONNECTOR	TROUBLESHOOTING CONNECTOR	FIGURE	PNL OR MODULE	INSPECTION NOTES
HAP 008-013, 015-026, 028-054, 101-999					
W1022	D42100P or D42102P	D40024P	Figure 603 (Sheet 3)	AW254L-Spoiler 4 Position, FCC	Standard Measurement, backshell to structure.
W1024	D1695, D1699, or D00275	D40024J	Figure 603 (Sheet 3)	AW254L-Spoiler Position Sensor, FCC	Standard measurement backshell to structure.
HAP ALL					
W1174	D30040	D39919	Figure 602 (Sheet 1)	AC520, CDS - EEC	Standard Measurement, backshell to structure with connector D30040 disconnected.

(Continued)

WIRE BUNDLE	FAILED CONNECTOR	TROUBLE SHOOTING CONNECTOR	FIGURE	PNL OR MODULE	INSPECTION NOTES
W1176	D30082	D39923	Figure 602 (Sheet 1)	AC520, EEC	Standard Measurement, backshell to structure with connector D30082 disconnected.
W1178	D39927	D8056J	Figure 604 (Sheet 2)	AW258L, Alt pwr - EEC	Standard measurement backshell to structure.
W1182	D30062	D39931	Figure 602 (Sheet 1)	AC520, Alt Pwr - EEC	Standard Measurement, backshell to structure with connector D30062 disconnected.
W1184	D30014	D39911	Figure 602 (Sheet 1)	AC520, CDS - M2 Speed	Standard Measurement, backshell to structure with connector D30014 disconnected.

(3) If the failed connector is not listed in (Table 606) under FAILED CONNECTOR column, do this task: Joint Resistance Measurement, TASK 05-56-01-760-801 on the connector at the other end of wire bundle using (bonding meter, COM-1550).

NOTE: Refer to the wiring diagram to locate the connector at the other end of wire bundle.

(a) Record measured data on the data sheet.

1) If the measured joint resistance value is greater than the MAXIMUM RESISTANCE in (Table 05-56-01-993-802), repair this connector or wire bundle according to the (SWPM Chapter 20).

(4) If the measured joint resistance value above is less than the MAXIMUM RESISTANCE, replace the wire bundle according to the (SWPM Chapter 20).

NOTE: The incorrect test set up will sometimes cause the low joint resistance value.

SUBTASK 05-55-40-200-006

(5) After completing the above task, make sure the tested connector is hand tight.

END OF TASK

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	FAILED CONNECTOR NUMBER	TROUBLE-SHOOTING CONNECTOR NUMBER	MEASURED (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1174	D30040	D39919		0/10		
W1176	D30082	D39923		0/10		
W1178	D39927	D8056J		0/6		
W1182	D30062	D39931		0/10		
W1184	D30014	D39911		0/10		

DATA SHEET

1744799 S0000315720_V2

HIRF/Lightning Protection Left Side Connectors - Fault Isolation
Figure 606 (Sheet 1 of 2)/05-55-40-990-808

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	FAILED CONNECTOR NUMBER	TROUBLE-SHOOTING CONNECTOR NUMBER	MEASURED (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1022	D42100P or D42102P	D40024P		0/11		
W1024	D1695, D1699, or D00275	D40024J		0/6		
W1174	D30040	D39919		0/10		
W1176	D30082	D39923		0/10		
W1178	D39927	D8056J		0/6		
W1182	D30062	D39931		0/10		
W1184	D30014	D39911		0/10		

DATA SHEET

1744801 S0000315794_V2

HIRF/Lightning Protection Left Side Connectors - Fault Isolation
Figure 606 (Sheet 2 of 2)/05-55-40-990-808

HIRF/LIGHTNING PROTECTION - RIGHT SIDE CONNECTORS - INSPECTION

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure has these tasks:

(1) HIRF/Lightning Functional Inspection of selected connectors in the Right Wheel Well.

(2) HIRF/Lightning Functional Inspection of selected connectors in the Right Wing To Body Fairing area.

(3) HIRF/Lightning Functional Inspection of selected connectors routed along the Right Wing Trailing Edge.

(4) HIRF/Lightning Functional Inspection of selected connectors routed along the Right Wing Leading Edge.

(5) HIRF/Lightning Functional Inspection of the connectors at the Strut Disconnect panel on the Right Engine.

(6) HIRF/Lightning Right Side Connectors - Bond Resistance Measurement..

(7) HIRF/Lightning Right Side Connectors - Fault Isolation.

C. This Functional Inspection is a check of the quality of the electrical bond resistance between selected connectors and airplane structure. It consists of measuring and recording the bond resistance for those connectors and repairing any faulty connections if they are found.

(1) You will do this task: Right Side Connectors - Bond Resistance Measurement., TASK 05-55-41-200-807to measure the resistance between the backshell of a connector and airplane structure.

(2) If the measured resistance value is not within the limits specified, you will do this task:Right Side Connectors - Fault Isolation, TASK 05-55-41-810-801 to locate the faulty joint. Once the fault has been located, you will refer to the SWPM 20-20-10 for corrective measures.

TASK 05-55-41-200-802

2. Connector Inspection - Right Wheel Well

(Figure 601)

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
22-11-27-710-801	Spoiler Position Sensor Test (P/B 501)
27-11-00-820-805	Do A Check of the Aileron System Adjustment (P/B 501)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

D. Location Zones

Zone	Area
134	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Right

E. Prepare for the procedure

SUBTASK 05-55-41-010-002

(1) Make sure the MLG and Doors are locked open.

(a) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

SUBTASK 05-55-41-200-002

(2) Make copy of the data sheet (Figure 601).

F. Procedure

SUBTASK 05-55-41-220-002

(1) Do this task: Right Side Connectors - Bond Resistance Measurement., TASK 05-55-41-200-807 for each connector listed in the (Table 601) using the (bonding meter, COM-1550).

NOTE: The physical location of the connectors is shown in (Figure 601).

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

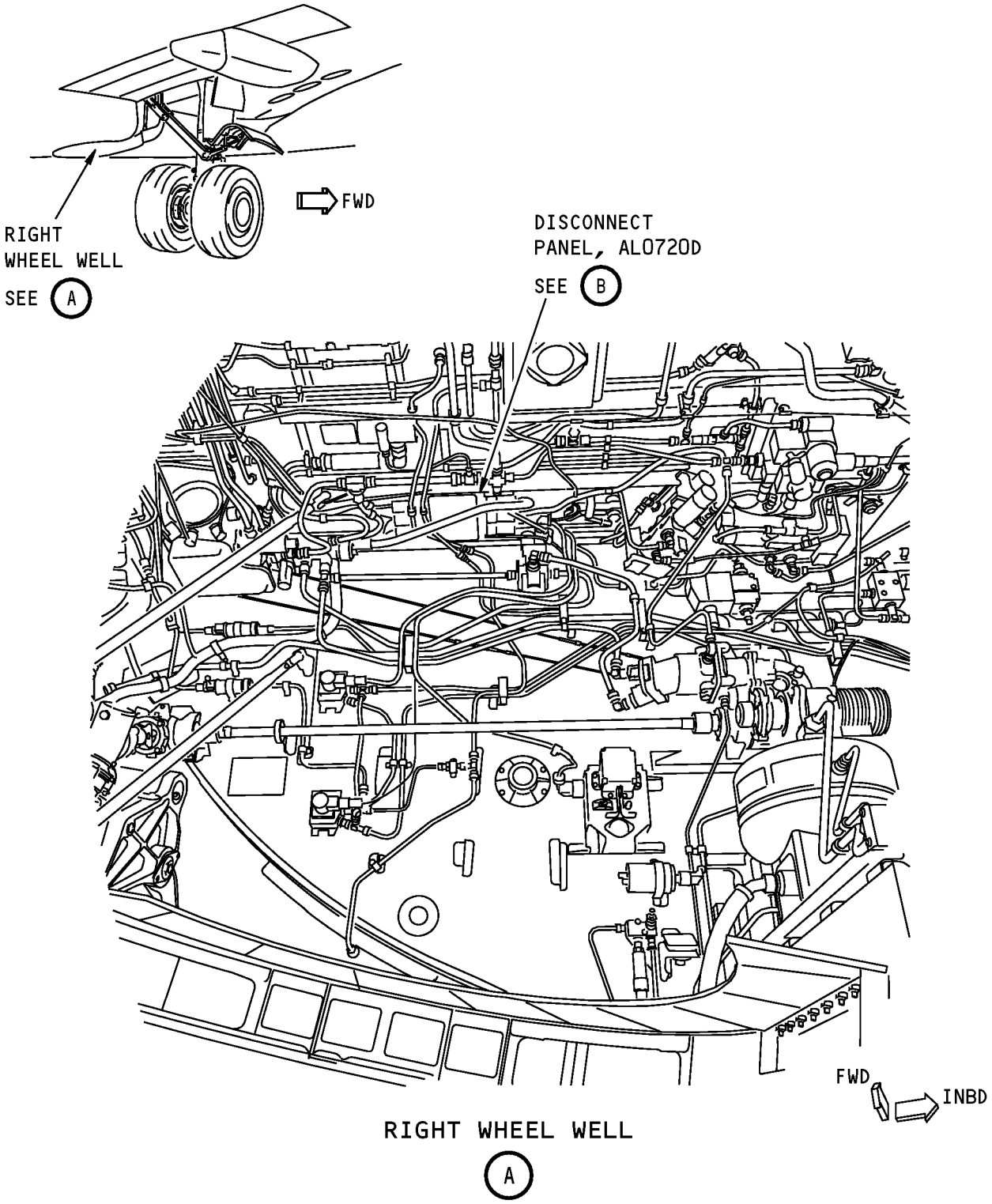
Table 601/05-55-41-993-809

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1032	D43100P	Figure 601 (Sheet 2)	AL720C, Spoiler 9 Position, DFCS	Disconnect the plug-measure between plug and receptacle	Do A Check of the Aileron System Adjustment, TASK 27-11-00-820-805
W1032	D43102P	Figure 601 (Sheet 2)	AL720B, Spoiler 9 Position, DFCS	Disconnect the plug-measure between plug and receptacle	Spoiler Position Sensor Test, TASK 22-11-27-710-801

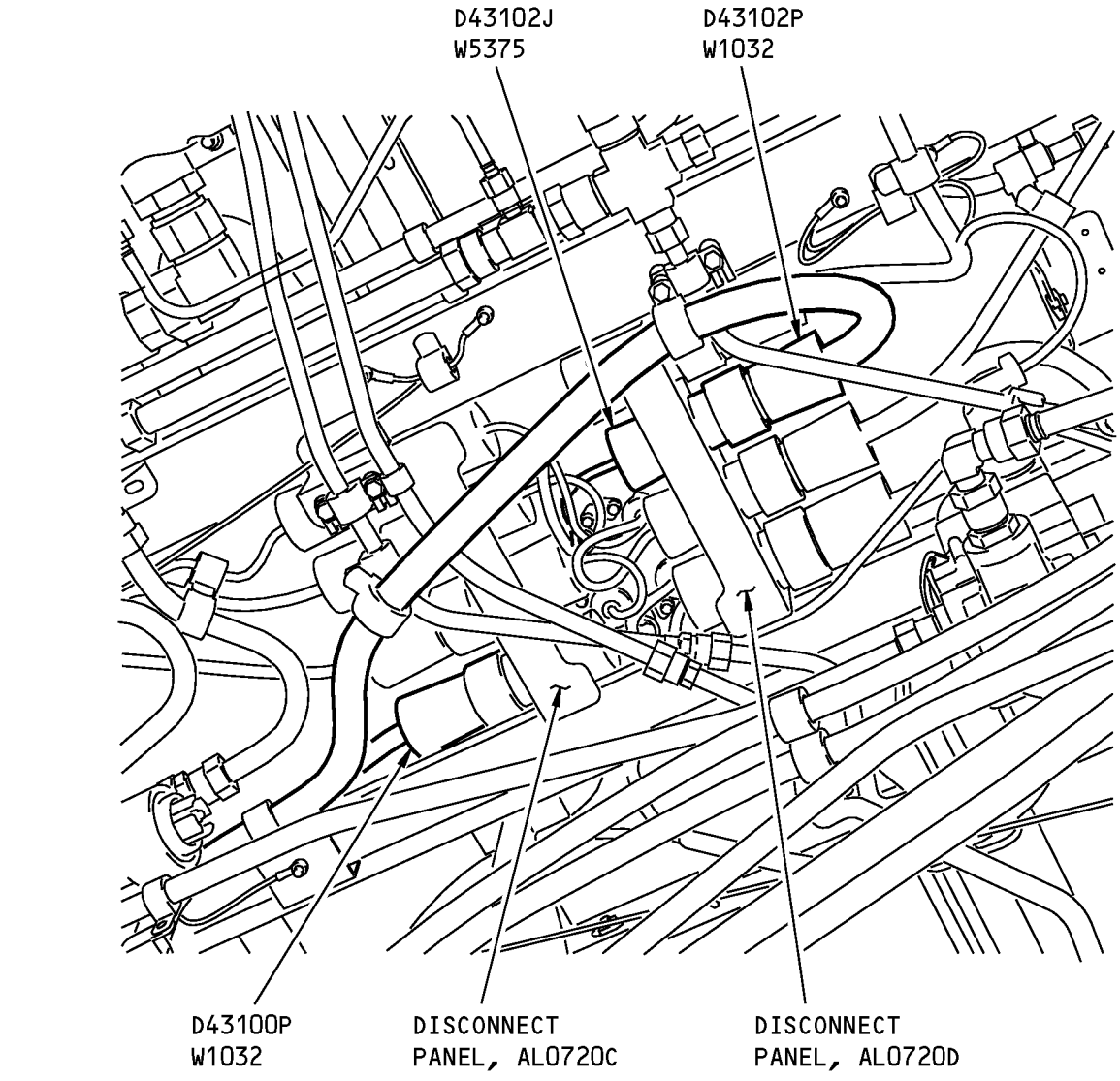
SUBTASK 05-55-41-940-001

(2) Put the Airplane Back to Its Usual Condition.

END OF TASK



HIRF/Lightning Protection Right Side Connectors Inspection (Right Main Landing Gear Wheel Well)
Figure 601 (Sheet 1 of 3)/05-55-41-990-802



NOTE: COVER PLATE
REMOVED

HIRF/Lightning Protection Right Side Connectors Inspection (Right Main Landing Gear Wheel Well)
Figure 601 (Sheet 2 of 3)/05-55-41-990-802

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1032	D43100P		11/49.0		
	D43102P		29/70.0		

DATA SHEET

M04182 S0006558193_V7

HIRF/Lightning Protection Right Side Connectors Inspection (Right Main Landing Gear Wheel Well)
Figure 601 (Sheet 3 of 3)/05-55-41-990-802

TASK 05-55-41-200-803

3. Connector Inspection - Right Wing To Body Fairing

(Figure 602)

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
28-41-00-710-801	Operational Test - Fuel Quantity Indicating System (P/B 501)
73-21-00 P/B 501	FUEL CONTROL SYSTEM - ADJUSTMENT/TEST

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

D. Location Zones

Zone	Area
191	Lower Wing-To-Body Fairing - Forward of Wing Box

E. Access Panels

Number	Name/Location
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

F. Prepare for the procedure

SUBTASK 05-55-41-040-005

(1) Deactivate the Leading edge Slats:

(a) Do this task:Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801

SUBTASK 05-55-41-200-003

(2) Make copy of the data sheet (Figure 602).

SUBTASK 05-55-41-220-003

(3) Remove the following access panel:

Number	Name/Location
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

G. Procedure

SUBTASK 05-55-41-220-004

(1) Do this task:Right Side Connectors - Bond Resistance Measurement., TASK 05-55-41-200-807 for each connector listed in the (Table 602) using the (bonding meter, COM-1550).

NOTE: The physical location of the connectors is shown in (Figure 602).

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

Table 602/05-55-41-993-810

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1278	D39928	Figure 602 (Sheet 1)	AC520, Alt pwr - EEC	Disconnect the plug-measure between plug and receptacle	FUEL CONTROL SYSTEM - ADJUST˜ MENT/TEST, PAGEBLOC˜ K 73-21-00/501
W1664	D39908	Figure 602 (Sheet 1)	AD520, Refuel DEU	Disconnect the plug-measure between plug and receptacle	Operational Test - Fuel Quantity Indicating System, TASK 28-41-00-710-801

H. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-41-210-001

(1) Install the following access panel:

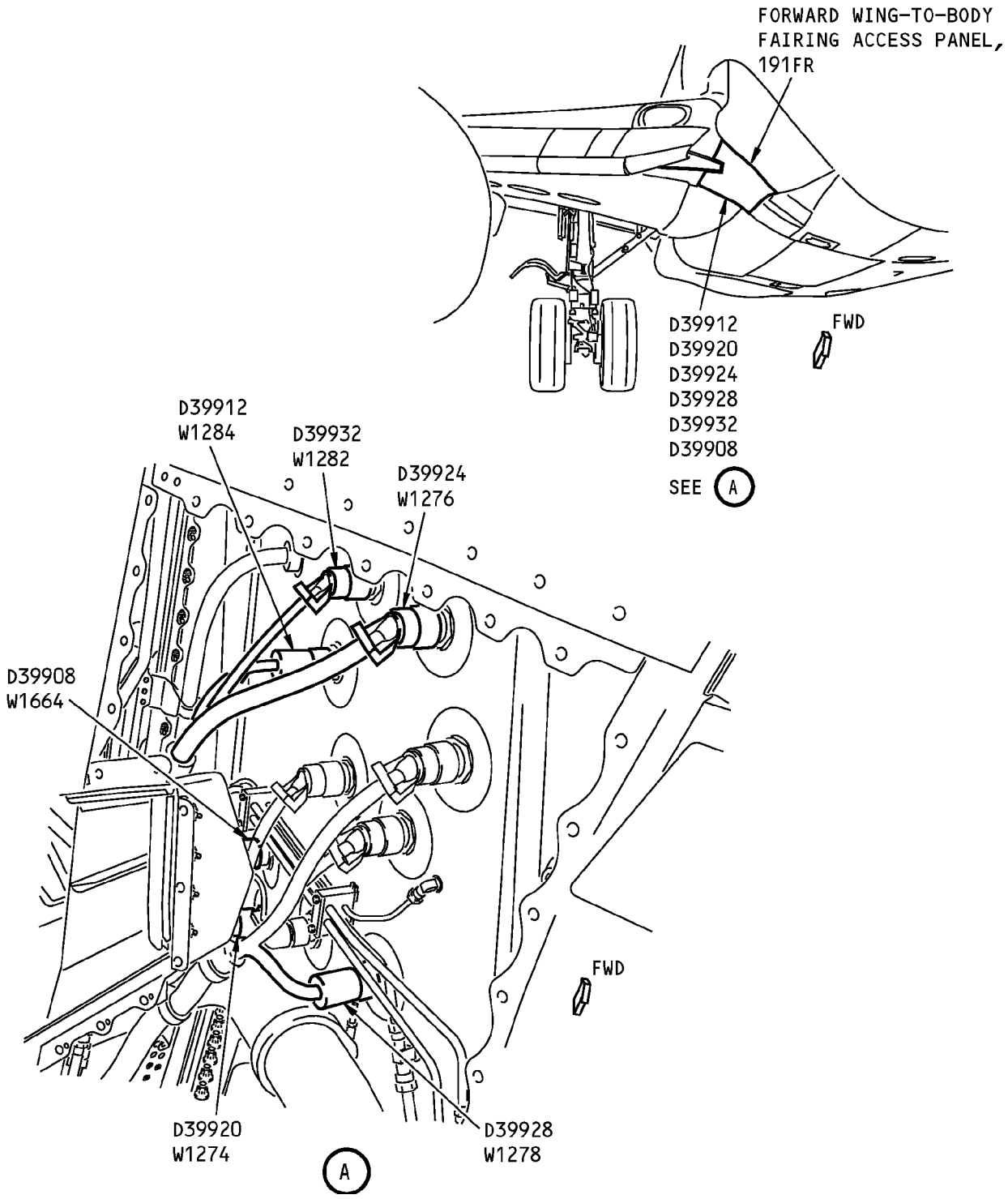
Number	Name/Location
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-41-440-002

(2) Re-Activate the Leading Edge slats if necessary:

(a) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801

——————— END OF TASK ———————



HIRF/Lightning Protection Right Side Connectors Inspection (Right Wing-to-Body Fairing Disconnect)
Figure 602 (Sheet 1 of 2)/05-55-41-990-803

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1278	D39928		5/32.0		
W1664	D39908		7/32.0		

DATA SHEET

M04184 S0006558197_V6

HIRF/Lightning Protection Right Side Connectors Inspection (Right Wing-to-Body Fairing Disconnect)
Figure 602 (Sheet 2 of 2)/05-55-41-990-803

TASK 05-55-41-200-804

4. Connector Inspection - Right Wing Trailing Edge

(Figure 603)

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-51-00-710-801	Trailing Edge Flap System Operational Test (P/B 501)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

D. Location Zones

Zone	Area
650	Subzone - Right Wing: Trailing Edge, Aft of Rear Spar, Inboard of Outboard Trailing Edge Flap
660	Subzone - Right Wing: Trailing Edge, Aft of Rear Spar, Outboard of Inboard Trailing Edge Flap, Inboard of Fixed Trailing Edge

E. Prepare for the procedure

SUBTASK 05-55-41-220-005

(1) Do this task: Extend the Trailing Edge Flaps, TASK 27-51-00-860-803.

SUBTASK 05-55-41-220-012

(2) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

SUBTASK 05-55-41-200-004

(3) Make copy of the data sheet: Figure 603.

F. Procedure

SUBTASK 05-55-41-220-006

(1) Do this task: Right Side Connectors - Bond Resistance Measurement., TASK 05-55-41-200-807 for each connector listed in the (Table 603) using the (bonding meter, COM-1550).

NOTE: The physical location of the connectors is shown in (Figure 603).

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

Table 603/05-55-41-993-811

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1034	D00229	Figure 603 (Sheet 1)	T428-Flap Posn Sensor	Disconnect the plug-measure between plug and receptacle. For this measurement D40034J/P must be hooked up.	Trailing Edge Flap System Operational Test, TASK 27-51-00-710-801
W1034	D1697	Figure 603 (Sheet 1)	Spoiler 9, sensor, FCC (a)	Standard measurement backshell to structure	N/A
W1034	D1701	Figure 603 (Sheet 1)	Spoiler 9, sensor, FCC (b)	Standard measurement backshell to structure	N/A

G. Put the Airplane Back to Its Usual Condition

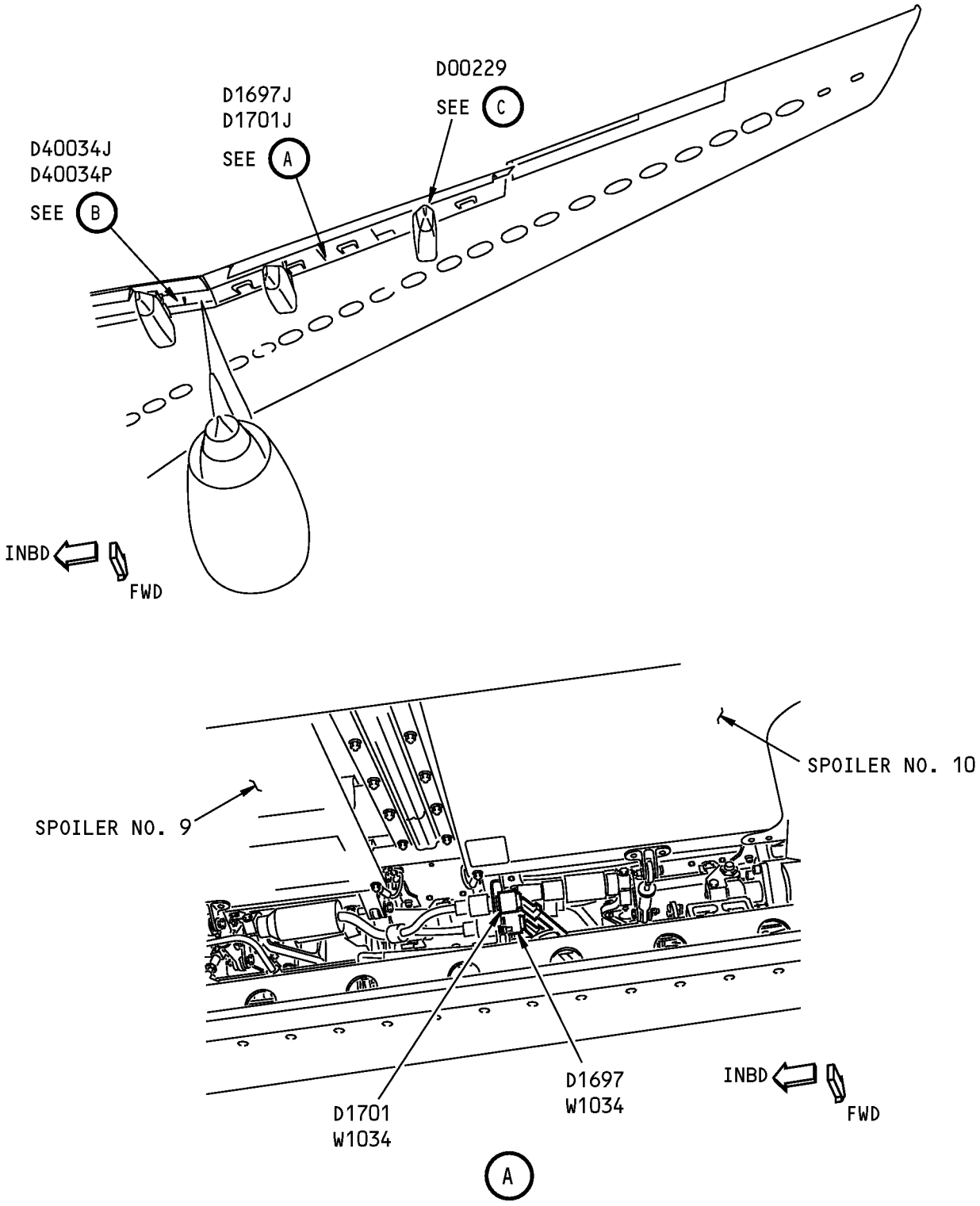
SUBTASK 05-55-41-440-003

(1) Do this task:Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801

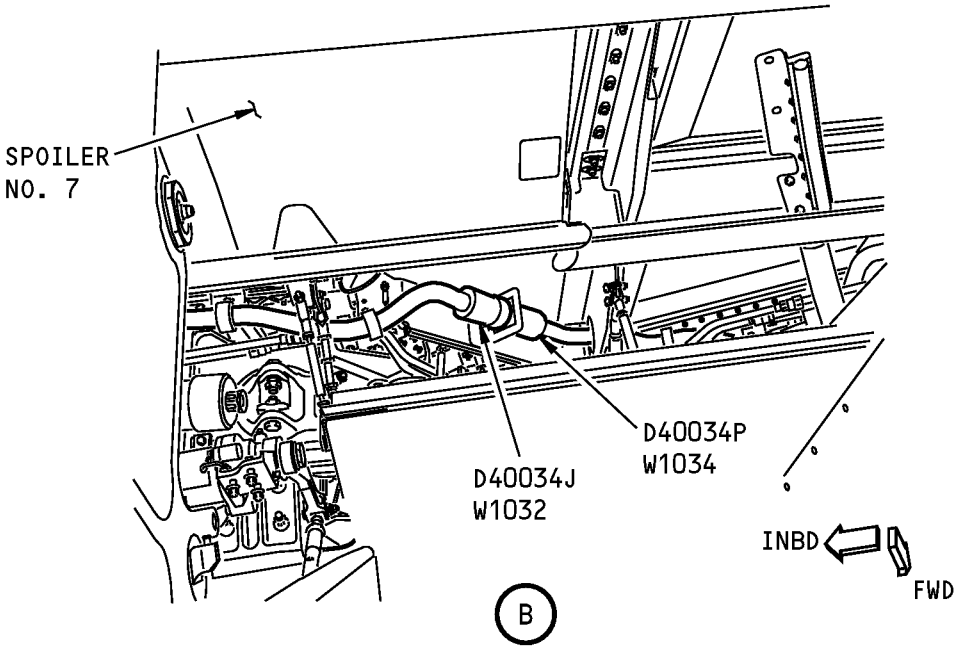
SUBTASK 05-55-41-210-002

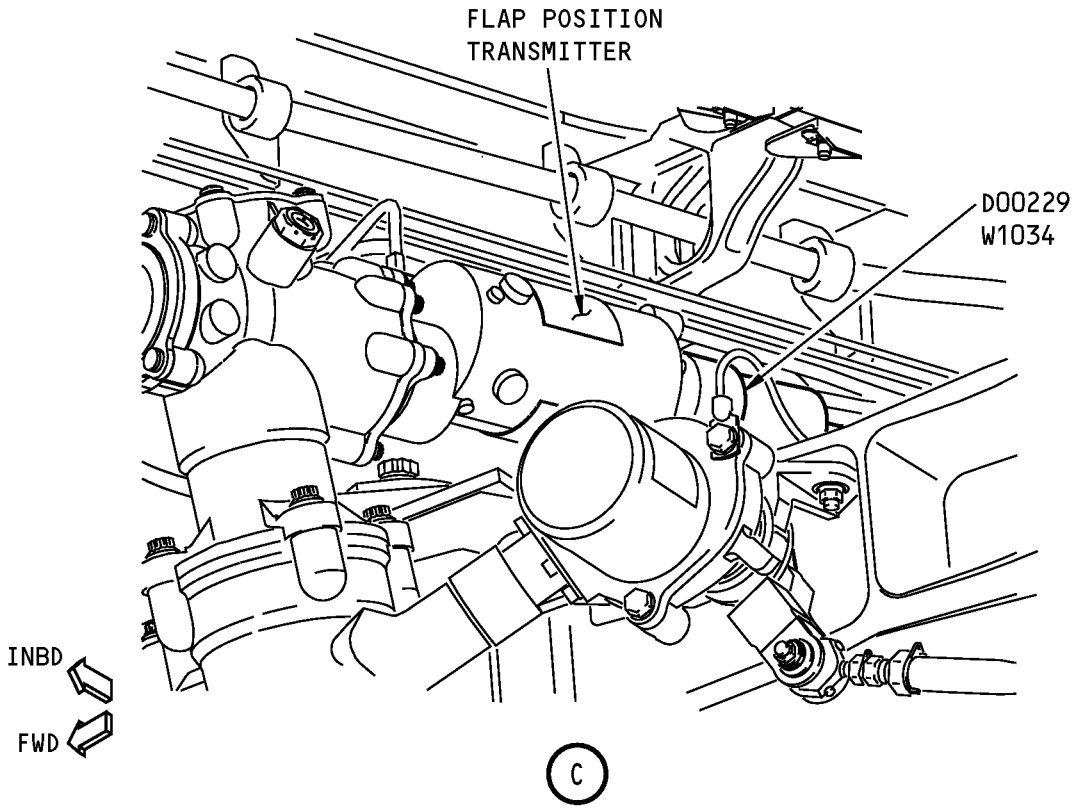
(2) Do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

END OF TASK

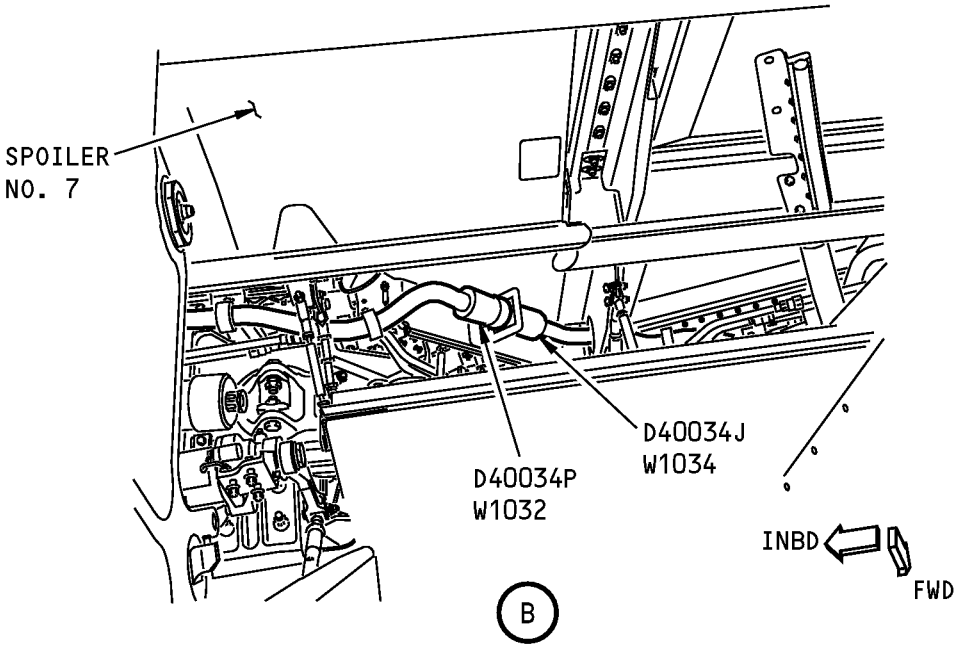


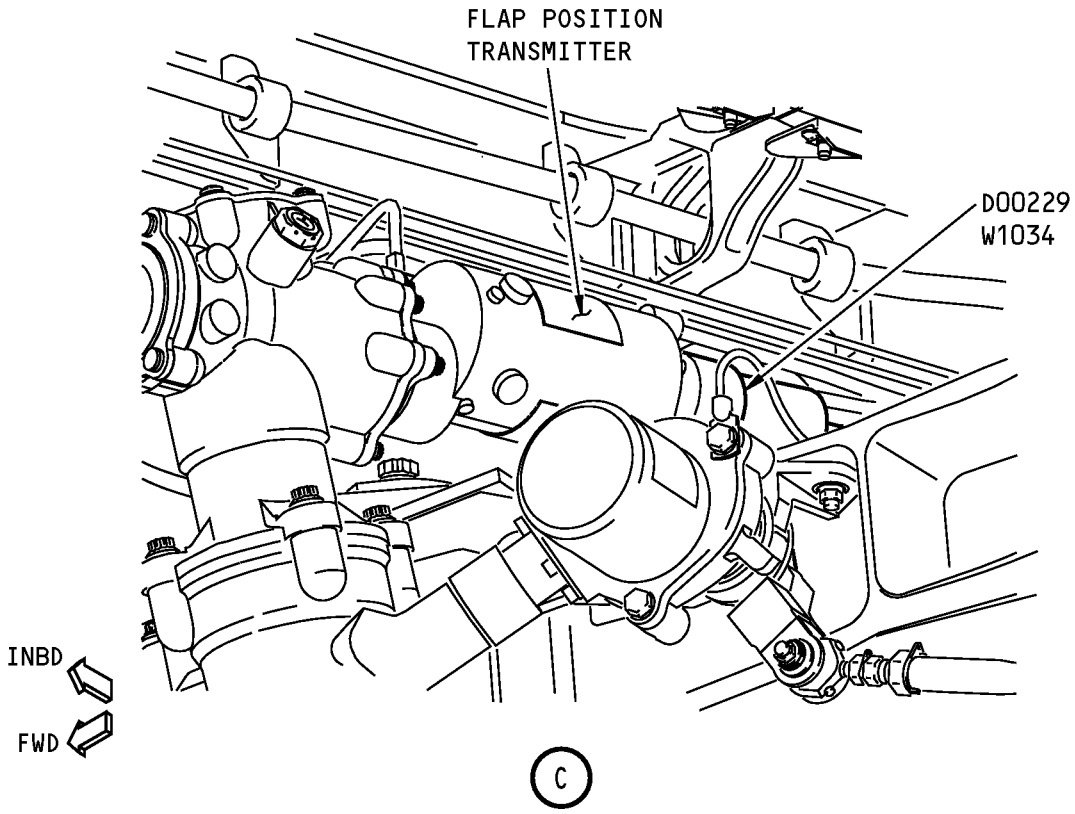
HIRF/Lightning Protection Right Side Connectors Inspection (Right Wing Trailing Edge)
Figure 603 (Sheet 1 of 5)/05-55-41-990-804





HIRF/Lightning Protection Right Side Connectors Inspection (Right Wing Trailing Edge)
Figure 603 (Sheet 2 of 5)/05-55-41-990-804





HIRF/Lightning Protection Right Side Connectors Inspection (Right Wing Trailing Edge)
Figure 603 (Sheet 3 of 5)/05-55-41-990-804

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1034	D00229		24/36.0		
	D1697		0/6.0		
	D1701		0/6.0		

DATA SHEET

M04187 S0006558202_V7

HIRF/Lightning Protection Right Side Connectors Inspection (Right Wing Trailing Edge)
Figure 603 (Sheet 4 of 5)/05-55-41-990-804

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1034	D00229		24/36.0		
	D1697		0/6.0		
	D1701		0/6.0		

DATA SHEET

D32555 S0000149528_V5

HIRF/Lightning Protection Right Side Connectors Inspection (Right Wing Trailing Edge)
Figure 603 (Sheet 5 of 5)/05-55-41-990-804

TASK 05-55-41-200-805

5. Connector Inspection - Right Wing Leading Edge

(Figure 604 Figure 605)

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
24-21-00-700-803	Operational Test for the AC Generation and Control System (P/B 501)
26-11-00-710-801	Engine Fire Detection - Operational Test (P/B 501)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
28-41-00-710-801	Operational Test - Fuel Quantity Indicating System (P/B 501)
71-00-00-700-818-F00	Procedure to Prepare the Engine for Operation (P/B 201)
73-21-00 P/B 501	FUEL CONTROL SYSTEM - ADJUSTMENT/TEST
80-11-00-730-801-F00	Start Switch Test (P/B 501)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

D. Location Zones

Zone	Area
610	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Inboard of Nacelle Strut, Including Gap Cover Area
620	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Outboard of Nacelle Strut

E. Access Panels

Number	Name/Location
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

F. Prepare for the procedure

SUBTASK 05-55-41-210-003

(1) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803.

SUBTASK 05-55-41-220-007

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-41-200-005

(3) Make copy of the data sheet: (Figure 604) and (Figure 605).

SUBTASK 05-55-41-220-008

(4) Remove the following access panels:

Number	Name/Location
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

G. Procedure

SUBTASK 05-55-41-220-009

(1) Do this task: Right Side Connectors - Bond Resistance Measurement., TASK 05-55-41-200-807 for each connector listed in the (Table 604) and (Table 605) using the (bonding meter, COM-1550).

NOTE: The physical location of the connectors is shown in (Figure 604) and (Figure 605).

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

Table 604/05-55-41-993-812

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1264	D30116	Figure 604 (Sheet 1)	AW258R, M2 speed - CDS	Disconnect the plug - measure between plug and receptacle	Start Switch Test, TASK 80-11-00-730-801-F00
W1266	D30164	Figure 604 (Sheet 1)	AW258R, Pwr relay-alt pwr EEC	Disconnect the plug - measure between plug and receptacle	Engine Fire Detection - Operational Test, TASK 26-11-00-710-801
W1268	D30184	Figure 604 (Sheet 1)	AW258R, EEC, CDS	Disconnect the plug - measure between plug and receptacle	FUEL CONTROL SYSTEM - ADJUSTMENT/TEST, PAGEBLOCK 73-21-00/501
W1270	D8156P	Figure 604 (Sheet 1)	AW258R, Alt pwr EEC - J24	Disconnect the plug - measure between plug and receptacle	Operational Test for the AC Generation and Control System, TASK 24-21-00-700-803
W1272	D30142	Figure 604 (Sheet 1)	AW258R, EEC - P8	Disconnect the plug - measure between plug and receptacle	Procedure to Prepare the Engine for Operation, TASK 71-00-00-700-818-F00

(Continued)

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1664	D4578J	Figure 605 (Sheet 1)	AD520, Wing Refuel Panel	Disconnect the plug - measure between plug and receptacle	Operational Test - Fuel Quantity Indicating System, TASK 28-41-00-710-801

Table 605/05-55-41-993-813

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W1274	D30140	Figure 604 (Sheet 2)	AW258R, CDS - EEC	Disconnect the plug - measure between plug and receptacle	FUEL CONTROL SYSTEM - ADJUSTMENT/TEST, PAGEBLOCK 73-21-00/501
W1276	D30182	Figure 604 (Sheet 2)	AW258R, EEC	Disconnect the plug - measure between plug and receptacle	FUEL CONTROL SYSTEM - ADJUSTMENT/TEST, PAGEBLOCK 73-21-00/501
W1278	D8156J	Figure 604 (Sheet 2)	AW258R, Alt pwr - EEC	Disconnect the plug - measure between plug and receptacle	Operational Test for the AC Generation and Control System, TASK 24-21-00-700-803
W1282	D30162	Figure 604 (Sheet 2)	AW258R, Alt pwr - EEC	Disconnect the plug - measure between plug and receptacle	Engine Fire Detection - Operational Test, TASK 26-11-00-710-801
W1284	D30114	Figure 604 (Sheet 2)	AW258R, CDS - M2 Speed	Disconnect the plug - measure between plug and receptacle	Start Switch Test, TASK 80-11-00-730-801-F00

H. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-41-220-010

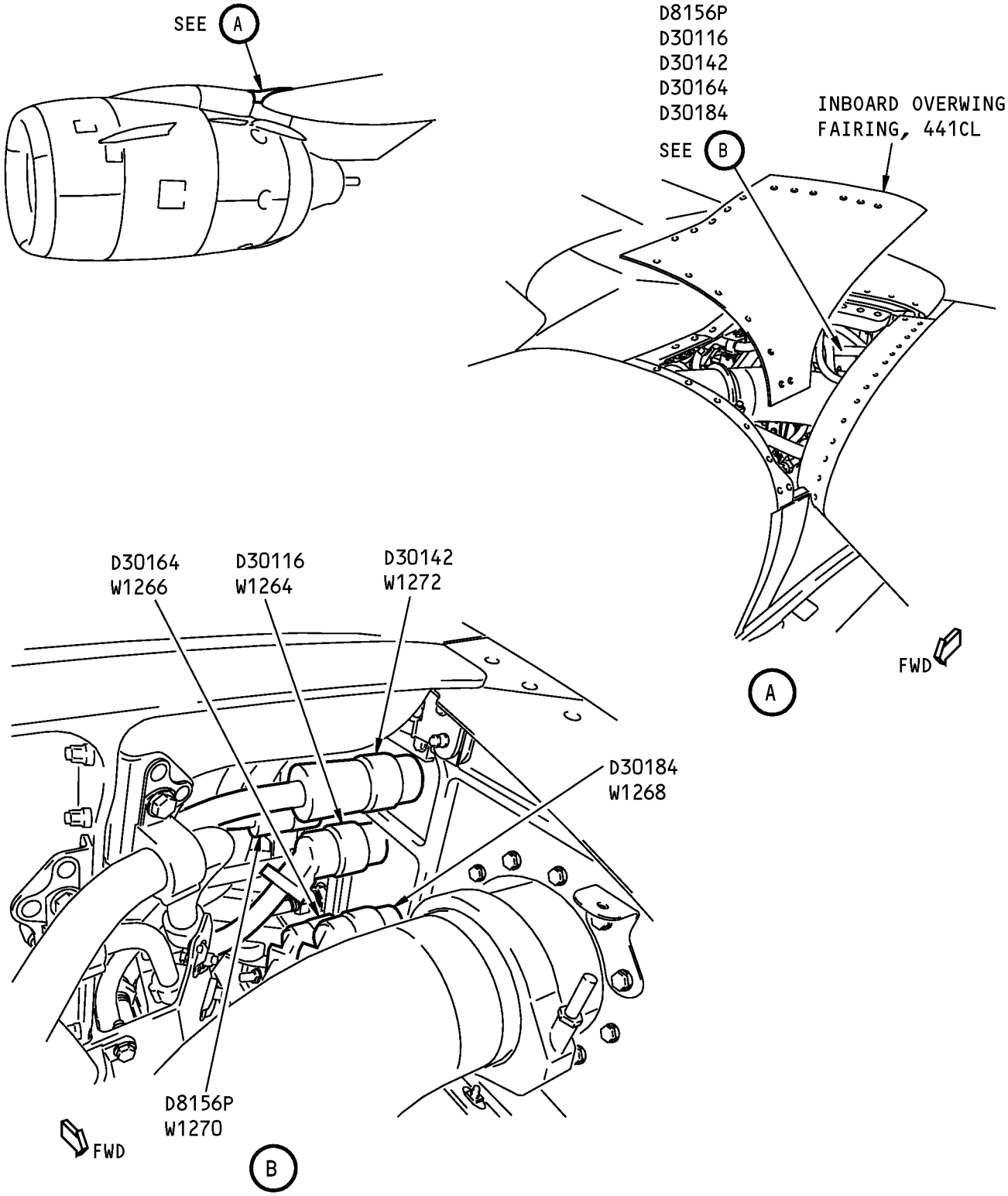
(1) Install the following access panels:

Number	Name/Location
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

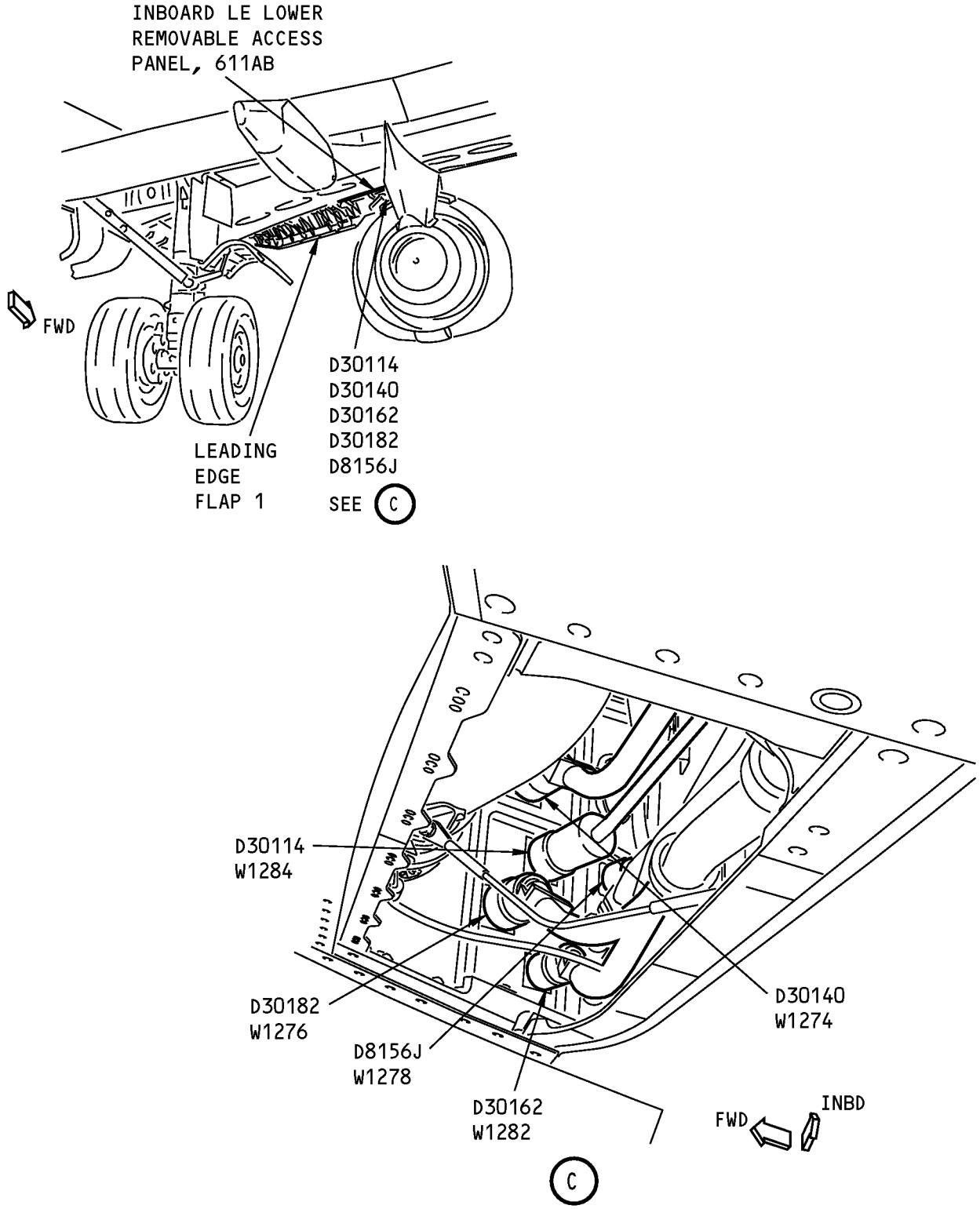
SUBTASK 05-55-41-210-004

(2) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

END OF TASK



HIRF/Lightning Protection Right Side Connectors Inspection (Right Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 1 of 3)/05-55-41-990-805



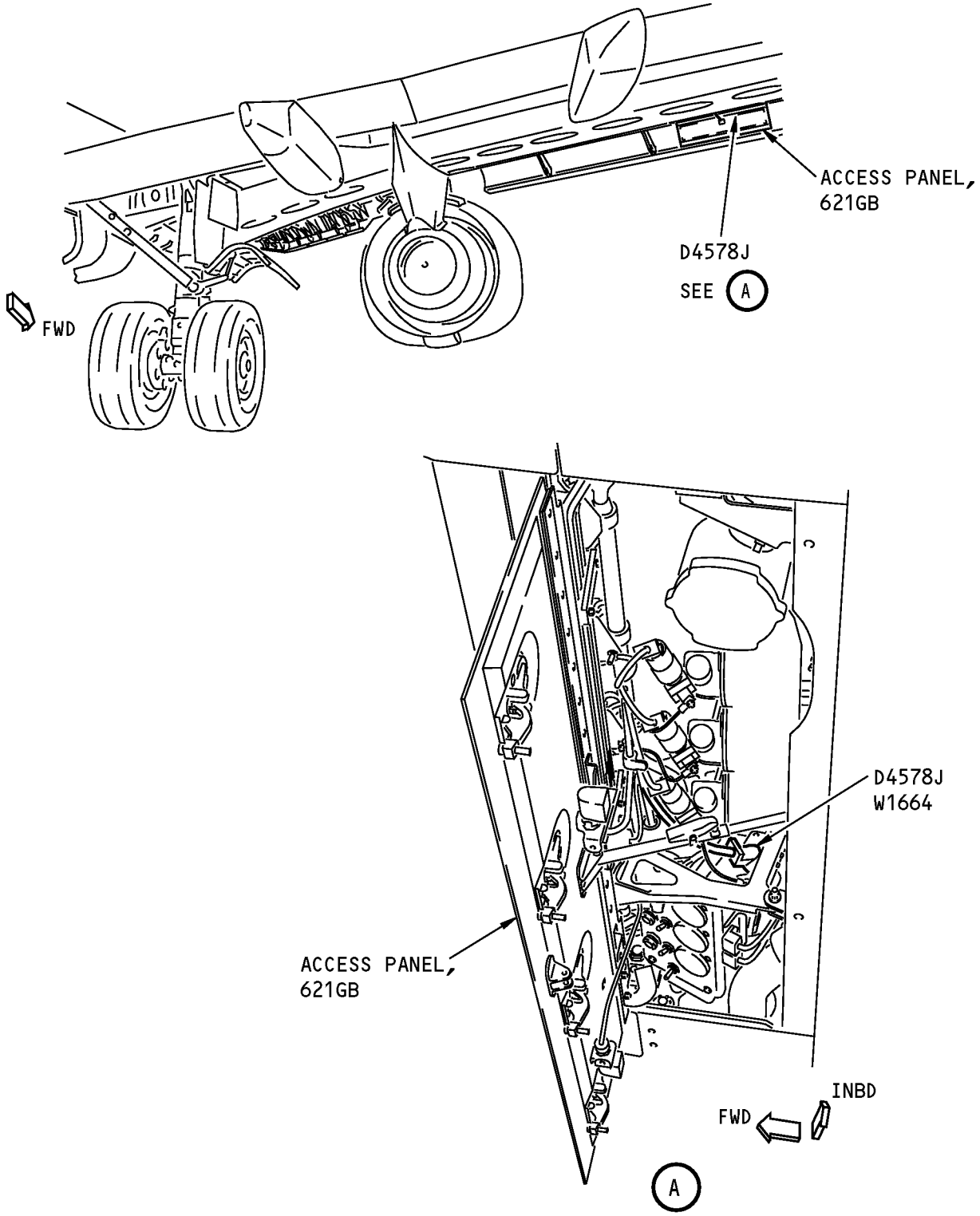
HIRF/Lightning Protection Right Side Connectors Inspection (Right Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 2 of 3)/05-55-41-990-805

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1264	D30116		9/33.0		
W1266	D30164		11/34.0		
W1268	D30184		3/20.0		
W1270	D8156		7/29.0		
W1272	D30142		4/21.0		
W1274	D30140		4/25.0		
W1276	D30182		5/28.0		
W1282	D30162		12/45.0		
W1284	D30114		6/27.0		

DATA SHEET

M04188 S0006558208_V8

HIRF/Lightning Protection Right Side Connectors Inspection (Right Wing Leading Edge, Inboard of Engine)
Figure 604 (Sheet 3 of 3)/05-55-41-990-805



HIRF/Lightning Protection Right Side Connectors Inspection (Right Wing Leading Edge, Outboard of Engine)
Figure 605 (Sheet 1 of 2)/05-55-41-990-806

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1664	D4578J		6/23.0		

DATA SHEET

M04190 S0006558210_V5

HIRF/Lightning Protection Right Side Connectors Inspection (Right Wing Leading Edge, Outboard of Engine)
Figure 605 (Sheet 2 of 2)/05-55-41-990-806

TASK 05-55-41-200-806

6. Connector Inspection - Strut Disconnect - Right Engine

(Figure 606)

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

D. Location Zones

Zone	Area
441	Engine 2 - Forward Strut Fairing

E. Access Panels

Number	Name/Location
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

F. Prepare for the procedure

SUBTASK 05-55-41-040-001

(1) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

SUBTASK 05-55-41-040-002

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-41-200-006

(3) Make copy of the data sheet: Figure 606.

SUBTASK 05-55-41-040-003

(4) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 05-55-41-220-011

(5) Remove the following access panels:

Number	Name/Location
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

G. Procedure

SUBTASK 05-55-41-200-001

(1) Do this task: Right Side Connectors - Bond Resistance Measurement., TASK 05-55-41-200-807 for each connector listed in the (Table 606) using the (bonding meter, COM-1550).

NOTE: The physical location of the connectors is shown in (Figure 606).

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

Table 606/05-55-41-993-814

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES
W1264	D30434	Figure 606 (Sheet 1)	AS1R, M2 speed - CDS	Standard Measurement, backshell to structure.
W1266	D30456	Figure 606 (Sheet 1)	AS1R, Pwr relay-alt pwr EEC	Standard Measurement, backshell to structure.
W1268	D30408	Figure 606 (Sheet 1)	AS2R, T/R 1vdt - EEC	Standard Measurement, backshell to structure.
W1268	D30410	Figure 606 (Sheet 1)	AS3R, EEC - T/R 1vdt	Standard Measurement, backshell to structure.
W1268	D30460	Figure 606 (Sheet 1)	AS1R, EEC - T/R 1vdt	Standard Measurement, backshell to structure.
W1270	D30412	Figure 606 (Sheet 1)	AS1R, Alt Power EEC - J24	Standard Measurement, backshell to structure.
W1270	D30428	Figure 606 (Sheet 1)	AS1R	Standard Measurement, backshell to structure.
W1272	D30424	Figure 606 (Sheet 1)	AS1R, EEC - T/R LVDT	Standard Measurement, backshell to structure.
W1272	D30402	Figure 606 (Sheet 1)	AS2R, EEC - T/R LVDT	Standard Measurement, backshell to structure.
W1272	D30406	Figure 606 (Sheet 1)	AS3R, EEC - T/R LVDT	Standard Measurement, backshell to structure.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-41-210-005

(1) Install the following access panels:

Number	Name/Location
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

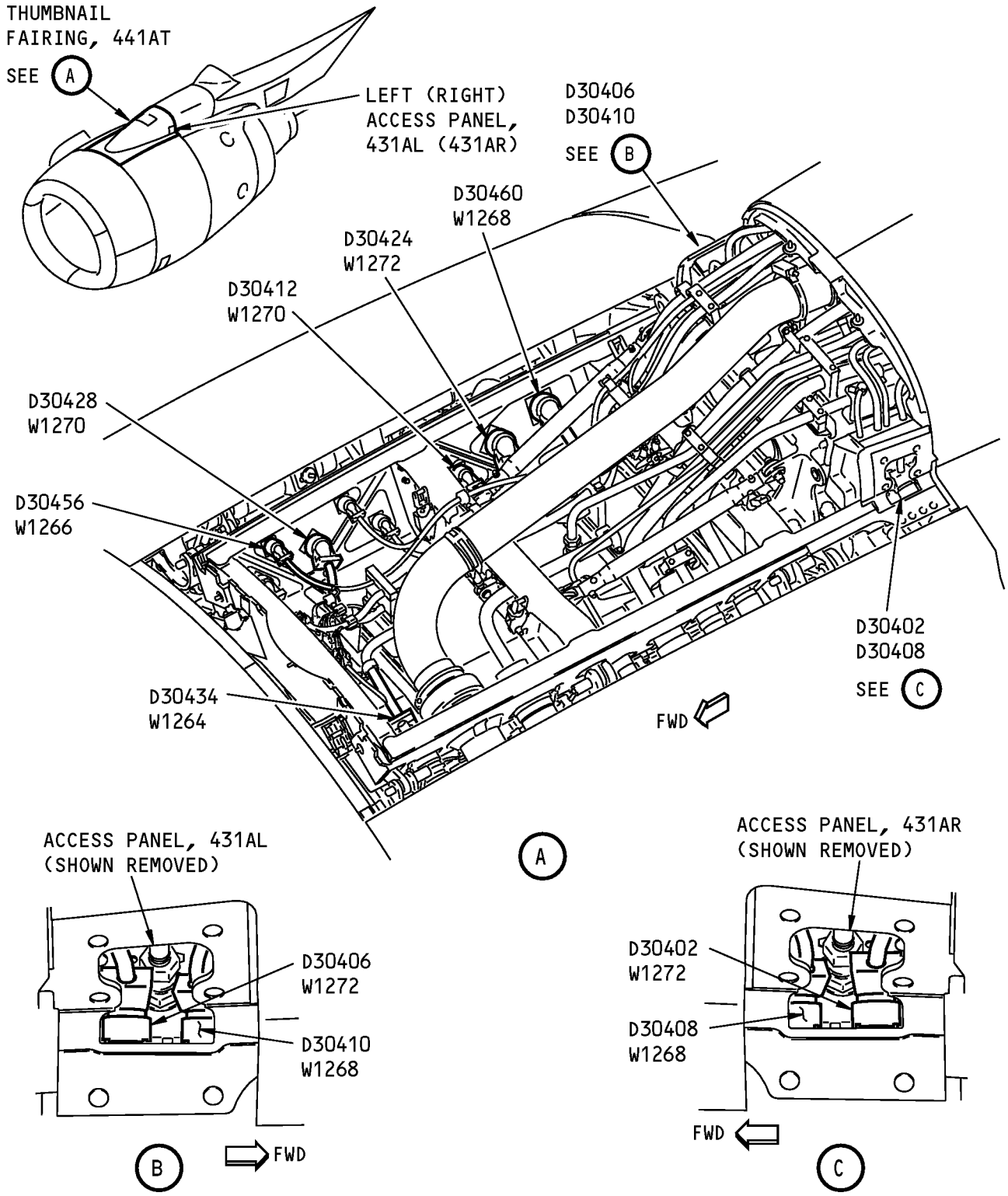
SUBTASK 05-55-41-040-004

(2) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

SUBTASK 05-55-41-440-001

(3) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

——————— END OF TASK ———————



HIRF/Lightning Protection Right Side Connectors Inspection (Right Engine Strut)
Figure 606 (Sheet 1 of 2)/05-55-41-990-807

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1264	D30434		11.0		
W1266	D30456		11.0		
W1268	D30408		11.0		
	D30410		11.0		
	D30460		11.0		
W1270	D30412		11.0		
	D30428		11.0		
W1272	D30424		11.0		
	D30402		11.0		
	D30406		11.0		

DATA SHEET

HIRF/Lightning Protection Right Side Connectors Inspection (Right Engine Strut)
Figure 606 (Sheet 2 of 2)/05-55-41-990-807

TASK 05-55-41-200-807

7. Right Side Connectors - Bond Resistance Measurement.

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

B. Procedure

SUBTASK 05-55-41-200-008

(1) Measure the resistance of the wire bundle shielding at the connector using the (bonding meter, COM-1550).

(a) For instruction on how to measure each wire bundle, follow the ''INSPECTION NOTES'' column in the Table.

(b) Record resistance value on the data sheet.

1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Right Side Connectors - Fault Isolation, TASK 05-55-41-810-801.

(c) If the measured resistance value is within the MIN/MAX value range indicated on the data sheet:

1) Re-connect the connector if it was disconnected during the test.

2) Move to the next connector in the Table.

SUBTASK 05-55-41-200-009

(2) After completing the above task, make sure the tested connector is hand tight.

SUBTASK 05-55-41-430-001

(3) Do this task for each of connector in the Table.

(a) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.

———————— END OF TASK ————————

TASK 05-55-41-810-801

8. Right Side Connectors - Fault Isolation

A. References

Reference	Title
05-56-01-760-801	Joint Resistance Measurement (P/B 201)
05-56-01-993-802	Table: TYPE OF JOINTMAXIMUM RESISTANCE (ALUMINUM CONNECTORS) (MILLIOHMS)MAXIMUM RESISTANCE (STAINLESS CONNECTORS) (MILLIOHMS) BACKSHELL-TO-RECEPTACLE2.55.0 BACKSHELL-TO-PLUG BODY2.55.0 PLUG-TO-RECEPTACLE5.01 (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

C. Procedure

SUBTASK 05-55-41-810-002

(1) Do this task: Joint Resistance Measurement, TASK 05-56-01-760-801 on the failed connector.

(a) Record measured data on the data sheet.

(b) If the measured joint resistance value is greater than the MAXIMUM RESISTANCE in (Table 05-56-01-993-802), repair this connector or wire bundle according to the (SWPM Chapter 20).

(c) If the measured joint resistance value is less than the MAXIMUM RESISTANCE in (Table 05-56-01-993-802), do the task below:

NOTE: The incorrect test set up will sometimes cause the low joint resistance value.

SUBTASK 05-55-41-810-001

(2) If the failed connector is listed in (Table 607) under FAILED CONNECTOR column, do this task:Joint Resistance Measurement, TASK 05-56-01-760-801 on the associated connector listed under TROUBLESHOOTING CONNECTOR column using (bonding meter, COM-1550).

NOTE: Refer to INSPECTION NOTES in the Table for joint resistance measurement.

(a) Record measured data on the data sheet.

1) If the measured joint resistance value is greater than the MAXIMUM RESISTANCE in the data sheet (Figure 607), repair this connector or wire bundle according to the (SWPM Chapter 20).

Table 607/05-55-41-993-815

WIRE BUNDLE	FAILED CONNECTOR	TROUBLE~ SHOOTING CONNEC~ TOR	FIG	PNL OR MODULE	INSPECTION NOTES
W1274	D30140	D39920	Figure 602 (Sheet 1)	AD520, EEC	Standard measurement backshell to structure with connector D30140 disconnected.
W1276	D30182	D39924	Figure 602 (Sheet 1)	AD520, EEC	Standard measurement backshell to structure with connector D30182 disconnected.
W1282	D30162	D39932	Figure 602 (Sheet 1)	AC520, Alt pwr - Relay	Standard measurement backshell to structure with connector D30162 disconnected.

(Continued)

WIRE BUNDLE	FAILED CONNECTOR	TROUBLE˜ SHOOTING CONNEC˜ TOR	FIG	PNL OR MODULE	INSPECTION NOTES
W1284	D30114	D39912	Figure 602 (Sheet 1)	AC520, EEC - Starter valve	Standard measurement backshell to structure with connector D30114 disconnected.
HAP 008-013, 015-026, 028-054, 101-999					
W1032	D43100P or D43102P	D40034P	Figure 603 (Sheet 3)	AW254R - DFCS	Standard measurement backshell to structure
HAP 001-007					
W1032	D43100P or D43102P	D40034J	Figure 603 (Sheet 2)	AW254R - DFCS	Standard measurement backshell to structure
HAP 008-013, 015-026, 028-054, 101-999					
W1034	D1697, D1701, or D00229	D40034J	Figure 603 (Sheet 3)	AW254R - FCC	Standard measurement backshell to structure
HAP ALL					

(3) If the failed connector is not listed in (Table 607) under FAILED CONNECTOR column, do this task: Joint Resistance Measurement, TASK 05-56-01-760-801 on the connector at the other end of wire bundle using (bonding meter, COM-1550).

NOTE: Refer to the wiring diagram to locate the connector at the other end of wire bundle.

(a) Record measured data on the data sheet.

1) If the measured joint resistance value is greater than the MAXIMUM RESISTANCE in (Table 05-56-01-993-802), repair this connector or wire bundle according to the (SWPM Chapter 20).

(4) If the measured joint resistance value above is less than the MAXIMUM RESISTANCE, replace the wire bundle according to the (SWPM Chapter 20).

NOTE: The incorrect test set up will sometimes cause the low joint resistance value.

SUBTASK 05-55-41-200-007

(5) After completing the above task, make sure the tested connector is hand tight.

——————— END OF TASK ———————

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	FAILED CONNECTOR NUMBER	TROUBLE-SHOOTING CONNECTOR NUMBER	MEASURED (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1274	D30140	D39920		0/10		
W1276	D30182	D39924		0/10		
W1282	D30162	D39932		0/10		
W1284	D30114	D39912		0/10		

DATA SHEET

1745135 S0000315748_V1

HIRF/Lightning Protection Right Side Connectors Inspection
Figure 607 (Sheet 1 of 2)/05-55-41-990-808

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	FAILED CONNECTOR NUMBER	TROUBLE-SHOOTING CONNECTOR NUMBER	MEASURED (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1274	D30140	D39920		0/10		
W1276	D30182	D39924		0/10		
W1282	D30162	D39932		0/10		
W1284	D30114	D39912		0/10		
W1032	D43100P or D43102P	D40034P/J		0/11		
W1034	D1697, D1701, or D00229	D40034J		0/6		

DATA SHEET

1744781 S0000315761_V2

HIRF/Lightning Protection Right Side Connectors Inspection
Figure 607 (Sheet 2 of 2)/05-55-41-990-808

HIRF/LIGHTNING CONNECTORS - EMPENNAGE - FUNCTIONAL CHECK

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure has these tasks:

(1) HIRF/Lightning Functional Check of selected connectors in the Stabilizer Trim Compartment.

(2) HIRF/Lightning Functional Check of selected connectors in the Tailcone Access Compartment.

(3) HIRF/Lightning Functional Check of selected connectors in the Vertical Stabilizer.

(4) HIRF/Lightning Empennage - Bond Resistance Measurement..

(5) HIRF/Lightning Empennage - Fault Isolation.

C. This Functional Inspection is a check of the quality of the electrical bond resistance between selected connectors and airplane structure. It consists of measuring and recording the bond resistance for those connectors and repairing any faulty connections if they are found.

(1) You will do this task: Empennage - Bond Resistance Measurement., TASK 05-55-42-200-806 to measure the resistance between the backshell of a connector and airplane structure.

(2) If the measured resistance value is not within the limits specified, you will do this task: Empennage - Fault Isolation, TASK 05-55-42-810-801 to locate the faulty joint. Once the fault has been located, you will refer to the SWPM 20-20-10 for corrective measures.

TASK 05-55-42-200-804

2. Stabilizer Trim Compartment

A. General

(1) This procedure is a scheduled maintenance task.

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

C. Location Zones

Zone	Area
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

D. Access Panels

Number	Name/Location
311BL	Stabilizer Trim Access Door

E. Prepare for the procedure

SUBTASK 05-55-42-200-001

(1) Make copy of the data sheet: Figure 601.

SUBTASK 05-55-42-010-001

(2) Remove the following access panel:

Number	Name/Location
311BL	Stabilizer Trim Access Door

F. Procedure

SUBTASK 05-55-42-220-001

(1) Do this task: Empennage - Bond Resistance Measurement., TASK 05-55-42-200-806 for each connector listed in the (Table 601) using the (bonding meter, COM-1550).

NOTE: Connector locations on(Figure 601) are indicated in the Fig column of the table.

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

Table 601/05-55-42-993-801

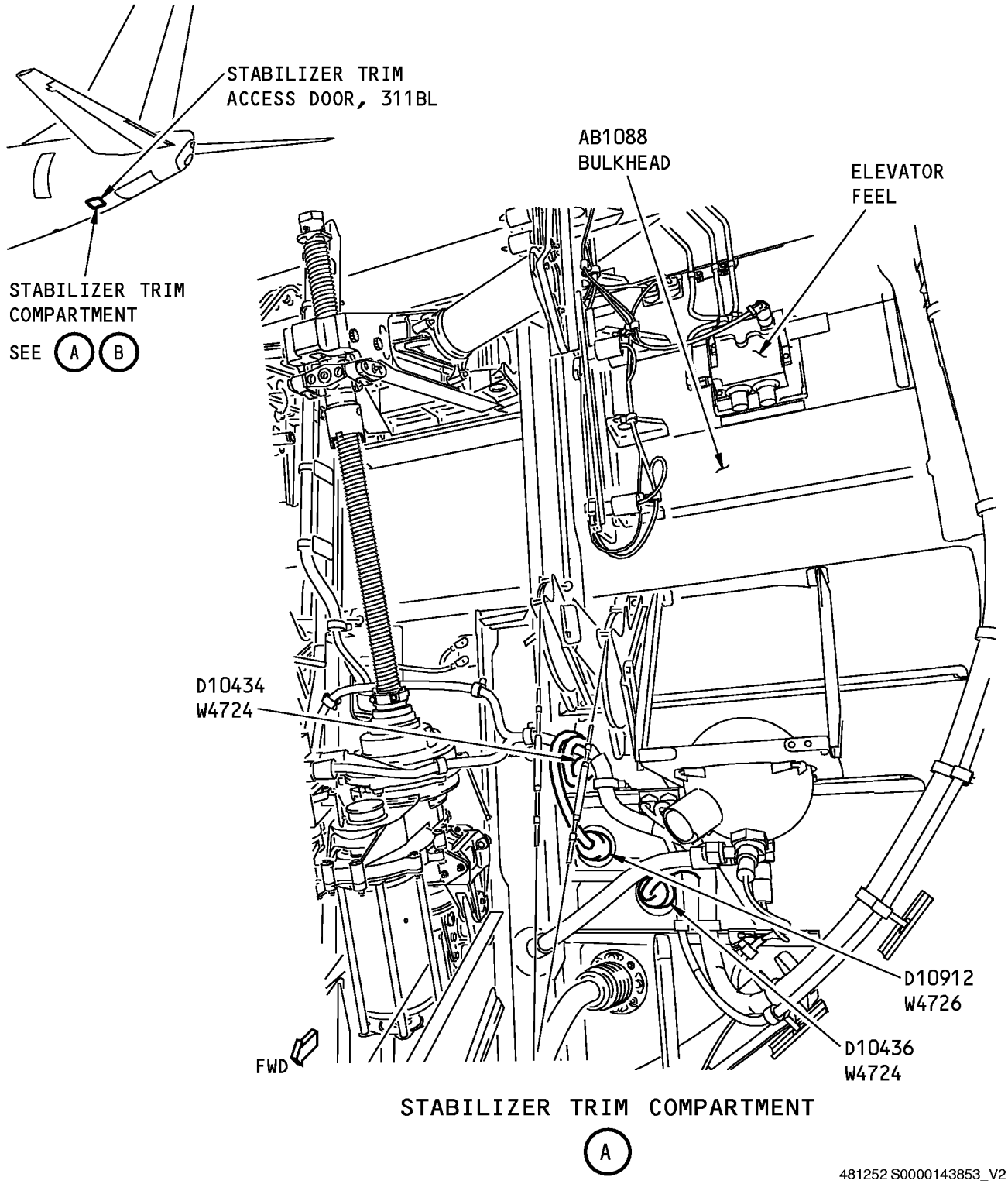
WIRE BUNDLE	CONNECTOR	Disconnect Bracket	FIG	PNL OR MODULE	INSPECTION NOTES
W3397	D43397J	AB1050L	Figure 601 (Sheet 2)	SMYD/FCC	Standard Measurement, backshell to structure
W3399	D43399J	AB1050R	Figure 601 (Sheet 2)	SMYD	Standard Measurement, backshell to structure
W4724	D10434J	AB1088	Figure 601 (Sheet 1)	APU ECU	Standard Measurement, backshell to structure
W4724	D10436J	AB1088	Figure 601 (Sheet 1)	APU ECU	Standard Measurement, backshell to structure
W4726	D10912J	AB1088	Figure 601 (Sheet 1)	APU ECU	Standard Measurement, backshell to structure
HAP 038, 042-046, 048, 051-053, 104-999					
W7381	D45501P	AB1050L	Figure 601 (Sheet 2)	FCC-DFCS Rudder Control	Standard Measurement, backshell to structure
W7383	D45503P	AB1050R	Figure 601 (Sheet 2)	FCC-DFCS Rudder Control	Standard Measurement, backshell to structure
HAP ALL					

G. Put the Airplane Back to Its Usual Condition

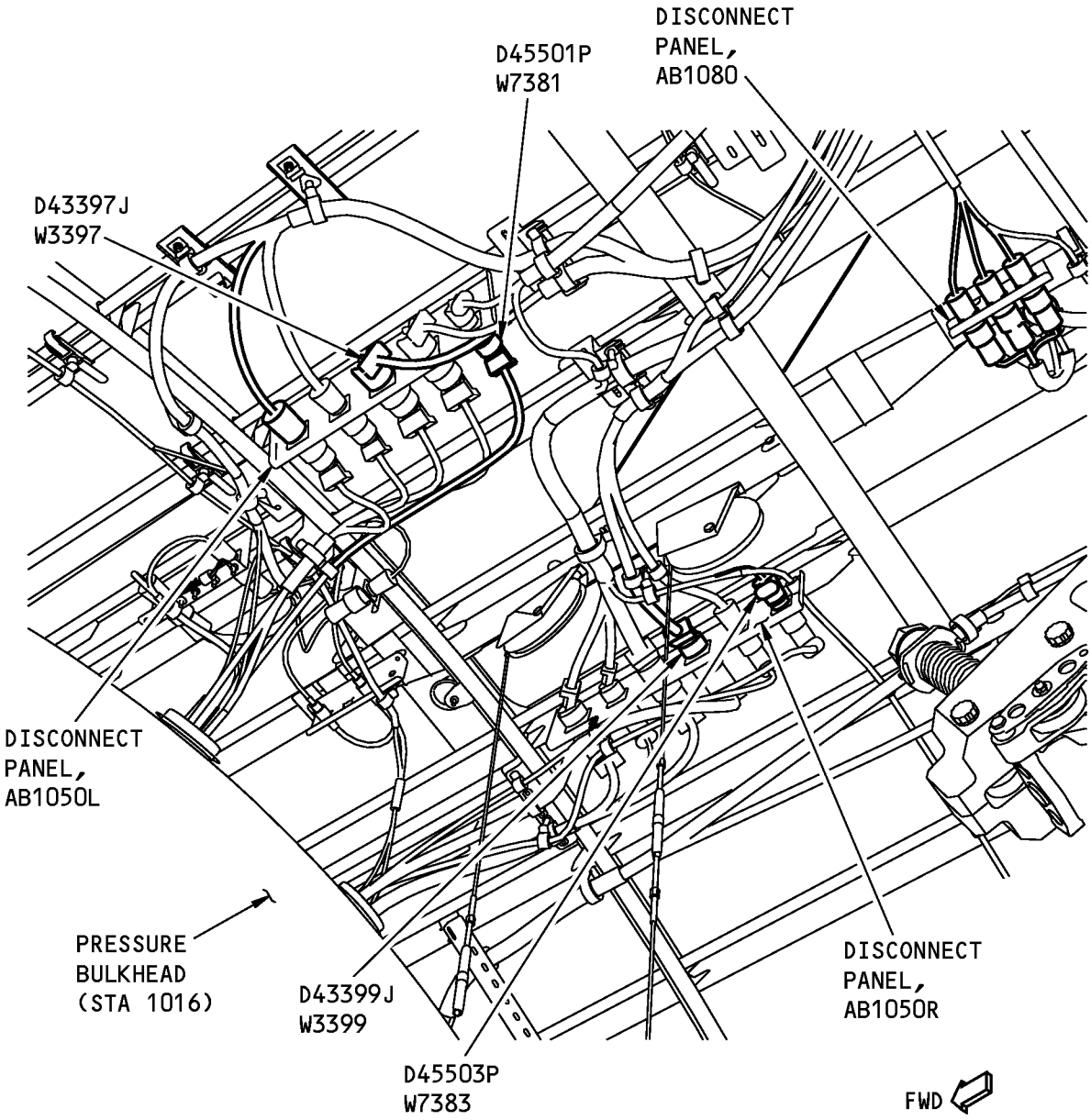
SUBTASK 05-55-42-410-001

(1) Close the panel opened above.

END OF TASK



HIRF/LIGHTNING CONNECTORS - EMPENNAGE - FUNCTIONAL CHECK (Stabilizer Trim Compartment)
Figure 601 (Sheet 1 of 3)/05-55-42-990-801



STABILIZER TRIM COMPARTMENT
(VIEW IN THE UP DIRECTION)

B

481254 S0000143852_V2

HIRF/LIGHTNING CONNECTORS - EMPENNAGE - FUNCTIONAL CHECK (Stabilizer Trim Compartment)
Figure 601 (Sheet 2 of 3)/05-55-42-990-801

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED RESISTANCE VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W3397	D43397J		6.0		
W3399	D43399J		6.0		
W4724	D10434J		11.0		
	D10436J		11.0		
W4726	D10912J		11.0		
W7381	D45501P		11.0		
W7383	D45503P		11.0		

DATA SHEET

481266 S0000142696_V4

HIRF/LIGHTNING CONNECTORS - EMPENNAGE - FUNCTIONAL CHECK (Stabilizer Trim Compartment)
Figure 601 (Sheet 3 of 3)/05-55-42-990-801

TASK 05-55-42-200-802

3. Tailcone Access Compartment

A. References

Reference	Title
22-11-27-710-801	Spoiler Position Sensor Test (P/B 501)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

C. Access Panels

Number	Name/Location
318BR	Tailcone Access Door

D. Prepare for the procedure

SUBTASK 05-55-42-200-003

(1) Make copy of the data sheet: Figure 602.

SUBTASK 05-55-42-010-003

(2) Remove the following access panel:

Number	Name/Location
318BR	Tailcone Access Door

E. Procedure

SUBTASK 05-55-42-220-003

(1) Do this task: Empennage - Bond Resistance Measurement., TASK 05-55-42-200-806 for each connector listed in the (Table 602) using the (bonding meter, COM-1550).

NOTE: Connector locations on (Figure 602) are indicated in the Fig column of the table.

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

Table 602/05-55-42-993-803

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W3397	D1711	Figure 602 (Sheet 1)	FCC	Standard Measurement, backshell to structure	N/A
W3397	D1829	Figure 602 (Sheet 1)	FCC	Standard Measurement, backshell to structure	N/A

(Continued)

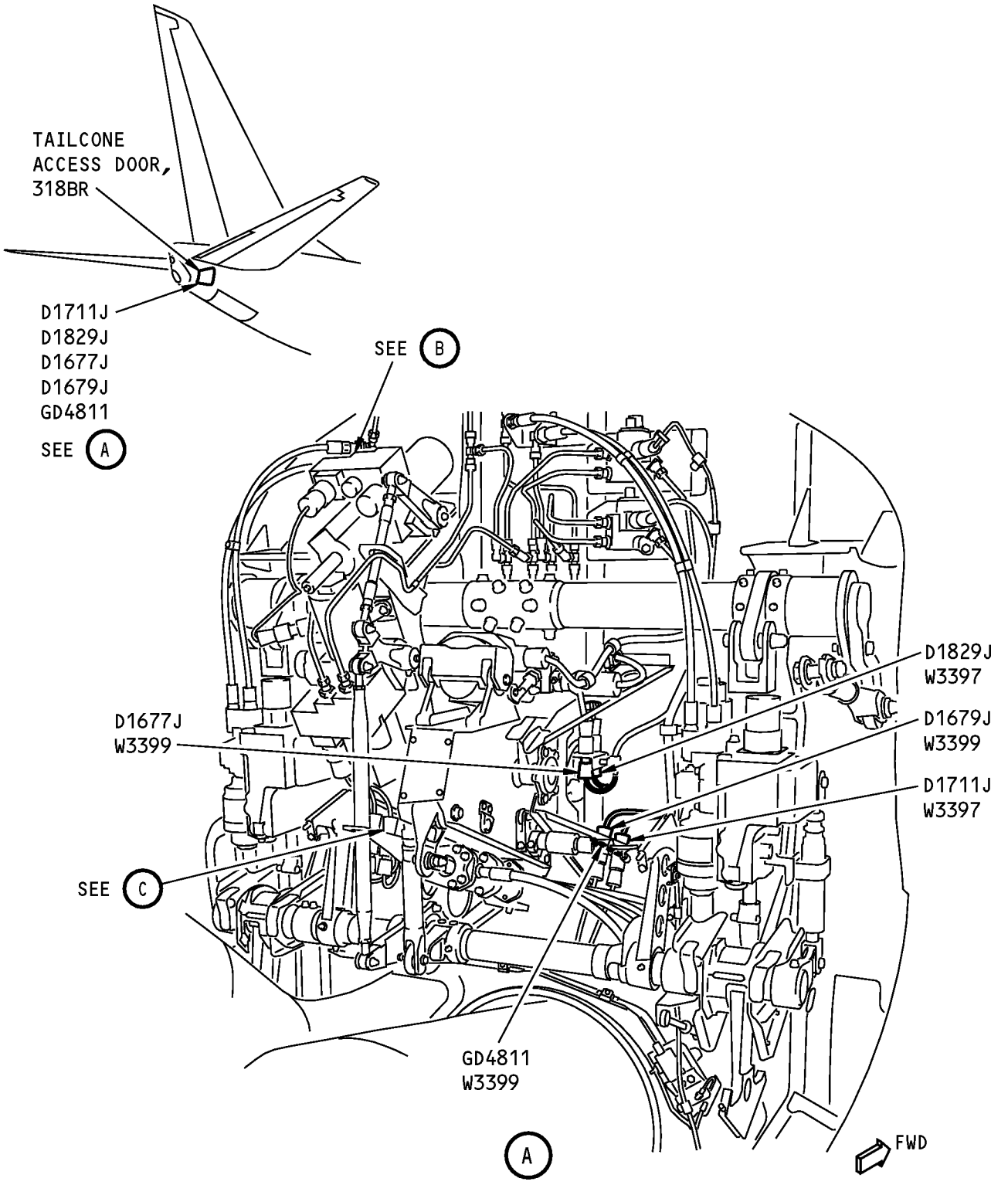
WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W3397	D2205	Figure 602 (Sheet 2)	FCC	Standard Measurement, backshell to structure	N/A
W3397	GD949-DC	Figure 602 (Sheet 2)	FCC-DFS, Rudder Control	Standard Measurement, terminal to structure (Washer to structure optional)	N/A
W3397	GD973-ST	Figure 602 (Sheet 2)	FCC-DFS, Rudder Control	Standard Measurement, terminal to structure (Washer to structure optional)	N/A
W3399	D1857	Figure 602 (Sheet 2)	FCC,FCC-DFS,Rudder Control	Disconnect the plug-measure from plug to station 1156 bulkhead	Spoiler Position Sensor Test, TASK 22-11-27-710-801
W3399	D1677	Figure 602 (Sheet 1)	FCC	Standard Measurement, backshell to structure	N/A
W3399	D1679	Figure 602 (Sheet 1)	FCC	Standard Measurement, backshell to structure	N/A
W3399	GD4811	Figure 602 (Sheet 1)	FCC-DFS, Rudder Control	Standard Measurement, terminal to structure (Washer to structure optional)	N/A

F. Put the Airplane Back to Its Usual Condition

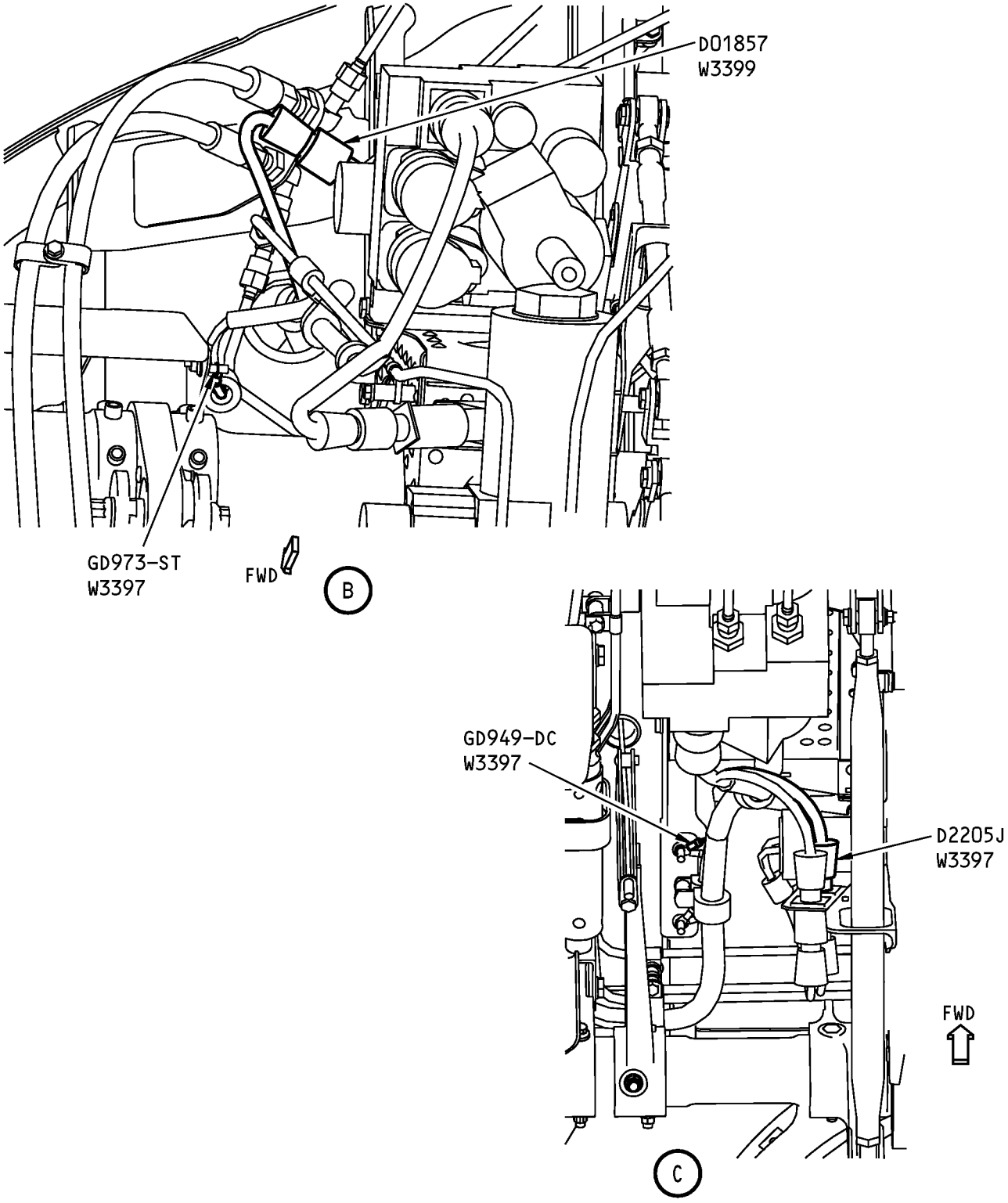
SUBTASK 05-55-42-410-003

(1) Close the panel opened above.

END OF TASK



HIRF/LIGHTNING CONNECTORS - EMPENNAGE - FUNCTIONAL CHECK (Tailcone Access Compartment)
Figure 602 (Sheet 1 of 3)/05-55-42-990-803



HIRF/LIGHTNING CONNECTORS - EMPENNAGE - FUNCTIONAL CHECK (Tailcone Access Compartment)
Figure 602 (Sheet 2 of 3)/05-55-42-990-803

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W3397	D1711		0/6.0		
	D1829		0/6.0		
	D2205		0/6.0		
	GD949-DC		0/1.0		
	GD973-ST		0/1.0		
W3399	D1857		50/119.0		
	D1677		0/6.0		
	D1679		0/6.0		
	GD4811		0/1.0		
	GD973-ST		0/1.0		

DATA SHEET

481291 S0000138988_V4

HIRF/LIGHTNING CONNECTORS - EMPENNAGE - FUNCTIONAL CHECK (Tailcone Access Compartment)
Figure 602 (Sheet 3 of 3)/05-55-42-990-803

TASK 05-55-42-200-805

4. Vertical Stabilizer

A. References

Reference	Title
22-11-27-710-801	Spoiler Position Sensor Test (P/B 501)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

C. Location Zones

Zone	Area
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

D. Access Panels

Number	Name/Location
324BL	Vertical Fin, Trailing Edge Access
324DL	Trailing Edge Access
324DR	Vertical Fin, Trailing Edge Access
324JL	Vertical Fin, Access

E. Prepare for the procedure

SUBTASK 05-55-42-200-004

(1) Make copy of the data sheet: Figure 603.

SUBTASK 05-55-42-010-004

(2) Remove the following access panels:

Number	Name/Location
324BL	Vertical Fin, Trailing Edge Access
324DL	Trailing Edge Access
324DR	Vertical Fin, Trailing Edge Access
324JL	Vertical Fin, Access

F. Procedure

SUBTASK 05-55-42-220-004

(1) Do this task: Empennage - Bond Resistance Measurement., TASK 05-55-42-200-806 for each connector listed in the (Table 603) using the (bonding meter, COM-1550).

NOTE: Connector locations on (Figure 603) are indicated in the Fig column of the table.

NOTE: Follow instruction in the INSPECTION NOTES field to measure the resistance.

NOTE: Perform the task listed in the RESTORATION NOTES field if the connector has been disconnected and re-connected.

Table 603/05-55-42-993-804

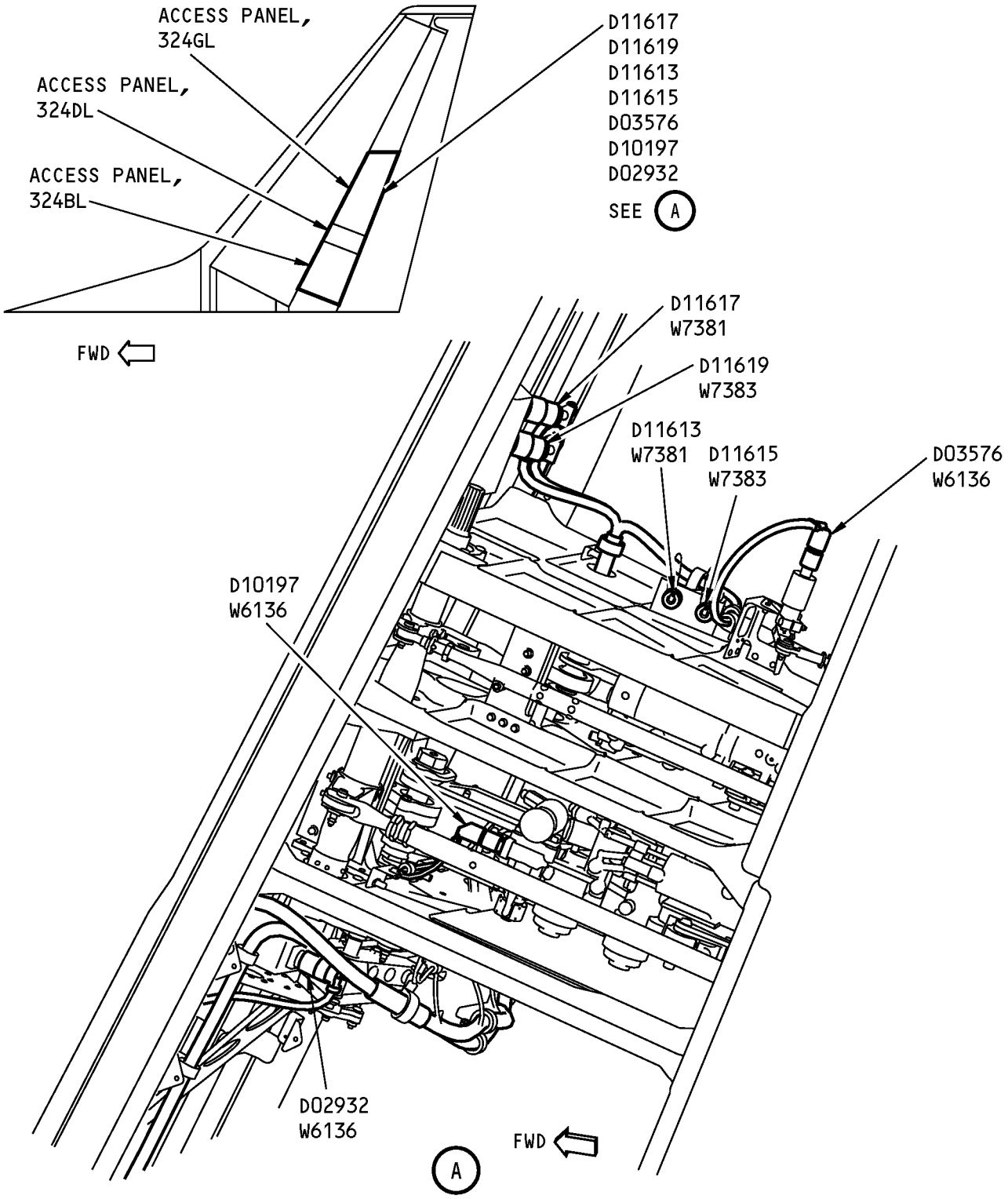
WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	INSPECTION NOTES	RESTORATION NOTES
W7381	D11613J	Figure 603 (Sheet 1)	FCC-DFCS Rudder Control	Standard Measurement, backshell to structure	N/A
W7381	D11617	Figure 603 (Sheet 1)	FCC-DFCS Rudder Control	Disconnect the plug-measure between shell and receptacle	Spoiler Position Sensor Test, TASK 22-11-27-710-801
W7383	D11615J	Figure 603 (Sheet 1)	FCC-DFCS RudderControl	Standard Measurement, backshell to structure	N/A
W7383	D11619	Figure 603 (Sheet 1)	FCC-DFCS Rudder Control	Disconnect the plug-measure between shell and receptacle	Spoiler Position Sensor Test, TASK 22-11-27-710-801

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-42-410-004

(1) Close the panels opened above.

END OF TASK



HIRF/LIGHTNING CONNECTORS - EMPENNAGE - FUNCTIONAL CHECK (Vertical Stabilizer)
Figure 603 (Sheet 1 of 2)/05-55-42-990-804

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W7381	D11613J		0/11.0		
	D11617		0/61.0		
W7383	D11615J		0/11.0		
	D11619		0/27/66.0		

DATA SHEET

481294 S0000143708_V5

HIRF/LIGHTNING CONNECTORS - EMPENNAGE - FUNCTIONAL CHECK (Vertical Stabilizer)
Figure 603 (Sheet 2 of 2)/05-55-42-990-804

TASK 05-55-42-200-806

5. Empennage - Bond Resistance Measurement.

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

B. Procedure

SUBTASK 05-55-42-200-006

(1) Measure the resistance of the wire bundle shielding at the connector using the (bonding meter, COM-1550).

(a) For instruction on how to measure each wire bundle, follow the ''INSPECTION NOTES'' column in the Table.

(b) Record resistance value on the data sheet.

1) If the measured resistance value is not within the MIN/MAX value range indicated on the data sheet, do this task: Empennage - Fault Isolation, TASK 05-55-42-810-801.

(c) If the measured resistance value is within the MIN/MAX value range indicated on the data sheet:

1) Re-connect the connector if it was disconnected during the test.

2) Move to the next connector in the Table.

SUBTASK 05-55-42-200-007

(2) After completing the above task, make sure the tested connector is hand tight.

SUBTASK 05-55-42-430-001

(3) Do this task for each of connector in the Table.

(a) If the connector has been disconnected and re-connected, do the task listed in the RESTORATION NOTES column.

———————— END OF TASK ————————

TASK 05-55-42-810-801

6. Empennage - Fault Isolation

A. References

Reference	Title
05-56-01-760-801	Joint Resistance Measurement (P/B 201)
05-56-01-993-802	Table: TYPE OF JOINTMAXIMUM RESISTANCE (ALUMINUM CONNECTORS) (MILLIOHMS)MAXIMUM RESISTANCE (STAINLESS CONNECTORS) (MILLIOHMS) BACKSHELL-TO-RECEPTACLE2.55.0 BACKSHELL-TO-PLUG BODY2.55.0 PLUG-TO-RECEPTACLE5.01 (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

C. Procedure

SUBTASK 05-55-42-810-003

(1) Do this task: Joint Resistance Measurement, TASK 05-56-01-760-801 on the failed connector.

(a) Record measured data on the data sheet.

(b) If the measured joint resistance value is greater than the MAXIMUM RESISTANCE in (Table 05-56-01-993-802), repair this connector or wire bundle according to the (SWPM Chapter 20).

(c) If the measured joint resistance value is less than the MAXIMUM RESISTANCE in (Table 05-56-01-993-802), do the task below:

NOTE: The incorrect test set up will sometimes cause the low joint resistance value.

SUBTASK 05-55-42-810-002

(2) Do this task: Joint Resistance Measurement, TASK 05-56-01-760-801 on the connector at the other end of wire bundle using (bonding meter, COM-1550).

(a) Record measured data on the data sheet.

1) If the measured joint resistance value is greater than the MAXIMUM RESISTANCE in (Table 05-56-01-993-802), repair this connector or wire bundle according to the (SWPM Chapter 20).

(3) If the measured joint resistance value above is still less than the MAXIMUM RESISTANCE, replace the wire bundle according to the (SWPM Chapter 20).

NOTE: The incorrect test set up will sometimes cause the low joint resistance value.

SUBTASK 05-55-42-200-005

(4) After completing the above task, make sure the tested connector is hand tight.

——————— END OF TASK ———————

HIRF/LIGHTNING PROTECTION - CONNECTORS INSIDE THE PRESSURE VESSEL - INSPECTION

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure has these tasks:

(1) Functional inspection of the HIRF/Lightning protection of connectors in the Forward Access area.

(2) Functional inspection of the HIRF/Lightning protection of connectors in the Nose Wheel Well.

(3) Functional inspection of the HIRF/Lightning protection of connectors in the E/E Bay Main Equipment Center.

(4) Functional inspection of the HIRF/Lightning protection of connectors in the Forward Cargo Compartment, Forward.

(5) Functional inspection of the HIRF/Lightning protection of connectors in the Forward Cargo Compartment, Aft.

(6) Functional inspection of the HIRF/Lightning protection of connectors in the Flight Compartment.

(7) Functional inspection of the HIRF/Lightning protection of connectors in the Passenger Cabin, Forward.

C. This Functional Inspection is a check of the quality of the electrical bond between selected connectors and airplane structure. It consists of measuring and recording the bond resistance for those connectors and repairing any faulty connections if they are found.

NOTE: Do NOT remove connectors during this test unless the resistance measured is found to be outside the limits specified.

(1) You will use a Bond Meter to read the resistance between the connector and airplane structure.

(a) The measured resistance is the sum of the resistances of the ''joints'' that make up that connection. Those joints may include:

1) Backshell to Plug body (BS-P)

2) Backshell to Receptacle body (BS-R)

3) Plug to Receptacle (P-R)

4) Receptacle to Bracket (R-B)

5) Bracket to Structure (B-S)

(2) If the measured resistance value is not within the limits specified, you will perform a joint buildup measurement to locate the faulty joint. Once the fault has been located, you will refer to the Standard Wiring Practices Manual (SWPM) for corrective measures.

D. There are two different types of connectors that will be tested:

(1) Circular type plug-and-receptacle connectors with backshells a shield pigtail connection, and with the receptacle mounted on a bracket or structure.

(2) Rectangular connectors consisting of a receptacle and plug pair with the receptacle mounted to a bracket or structure.

E. Equipment

(1) Milli-Ohmmeter (or equivalent tool)

(a) bonding meter, COM-1550

TASK 05-55-43-200-801

2. Connector Bond Checks - Forward Access Area

Figure 601

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-01-760-801	Joint Resistance Measurement (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Location Zones

Zone	Area
112	Area Forward of Nose Landing Gear Wheel Well

D. Access Panels

Number	Name/Location
112A	Forward Access Door

E. Prepare for the procedure

SUBTASK 05-55-43-040-002

(1) Make sure the MLG is down and locked.

(a) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

F. Procedure

SUBTASK 05-55-43-010-003

(1) Open this access panel:

Number	Name/Location
112A	Forward Access Door

SUBTASK 05-55-43-700-001

(2) Do a Functional Test of the electrical bond between the backshells of connectors listed in (Table 601) and airplane structure.

NOTE: The maximum allowable value for the measurement of these circular connectors is 11.0 mOhms. That value consists of the following joints: Backshell-To-Plug (BS-P) = 2.5 mOhms; Plug-To-Receptacle (P-R) = 5.0 mOhms; Receptacle-To-Bracket (R-B) = 2.5 mOhms; and Bracket-To-Structure (B-S) = 1.0 mOhms.

(a) Select the next connector to be tested from the table.

(b) Do the following task, do this task: Joint Resistance Measurement, TASK 05-56-01-760-801 for the selected connector.

NOTE: This task includes procedures that will perform a bond measurement and troubleshoot and correct any faults found.

(c) Record measured data for the connector on the data sheet in Figure 601.

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 601/05-55-43-993-801

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	WD
W6570	D11306	*[1]	M1827	28-41-11

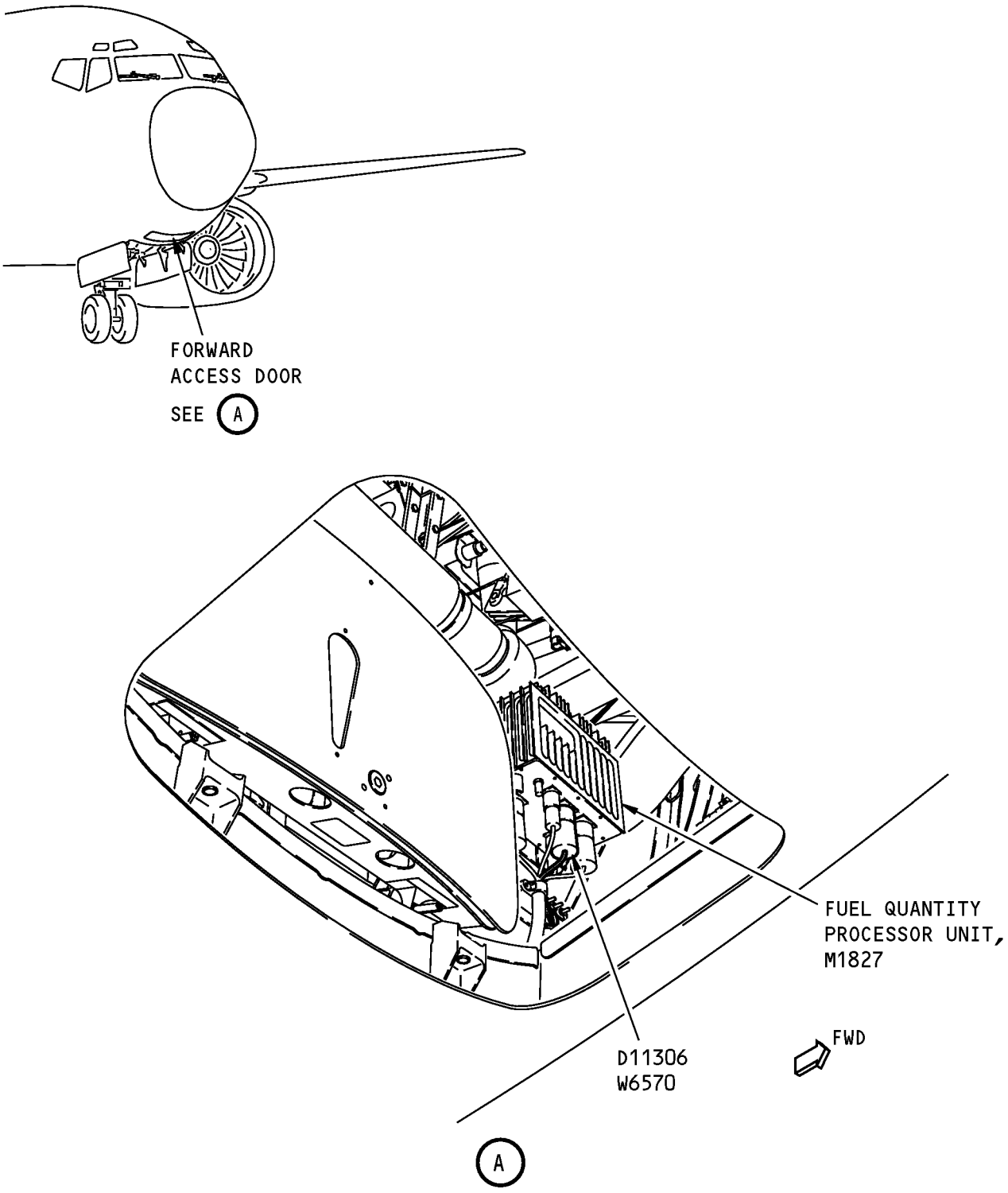
*[1] Figure 601

G. Put the airplane back to it's usual condition:

SUBTASK 05-55-43-942-001

(1) Close the panel opened above.

——————— END OF TASK ———————



HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD ACCESS AREA - INSPECTION
Figure 601 (Sheet 1 of 2)/05-55-43-990-801

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED RESISTANCE VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W6570	D11306		11.0		

DATA SHEET

400522 S0000135307_V2

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FORWARD ACCESS AREA - INSPECTION
Figure 601 (Sheet 2 of 2)/05-55-43-990-801

TASK 05-55-43-200-802

3. Connector Bond Checks - Nose Wheel Well

Figure 602

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-01-760-801	Joint Resistance Measurement (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Location Zones

Zone	Area
113	Area Above and Outboard of Nose Landing Gear Wheel Well - Left

D. Access Panels

Number	Name/Location
113BW	Forward Nose Wheel Well Panel

E. Prepare for the procedure

SUBTASK 05-55-43-040-001

(1) Make sure the MLG is down and locked.

(a) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

F. Procedure

SUBTASK 05-55-43-010-002

(1) Open this access panel:

Number	Name/Location
113BW	Forward Nose Wheel Well Panel

SUBTASK 05-55-43-010-005

(2) Gain access to the inside of Junction Box J48:

(a) Remove the 4 bolts holding the protective cover in place and set it aside.

SUBTASK 05-55-43-700-002

(3) Do a Functional Test of the electrical bond between the connectors listed in (Table 602) and airplane structure.

NOTE: The maximum allowable value for the measurement of these rectangular connectors is 14.5 mOhms. That value consists of the following joints: Plug-to-Receptacle (P-R) defined as 10 mOhms for these connectors; Receptacle-To-Bracket (R-B) = 2.5 mOhms; Bracket- to- bond strap = 1.0 mOhms, and bondstrap-To-stanchion = 1.0 mOhms.

(a) Select the next connector to be tested from the table.

(b) Do the following task: Joint Resistance Measurement, TASK 05-56-01-760-801 for the selected connector.

NOTE: This task includes procedures that will perform a bond measurement and troubleshoot and correct any faults found.

(c) Record measured data for the connector on the data sheet in Figure 602

1) After completing the above task, make sure the tested connector is hand tight.
   a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.
      <1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.
      <2> If the measured resistance value is not within the acceptable range, fault isolation is required.
   b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 602/05-55-43-993-802

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	WD
W0088	D48116J	*[1]	J48A Pos 13	28-41-11
	D48128J	*[1]	J48A Pos 24	28-41-11
W5158	D48116P	*[1]	J48A Pos 13	28-41-11
W6570	D48128P	*[1]	J48A Pos 24	28-41-11

*[1] Figure 602

G. Put the airplane back to it's usual condition:

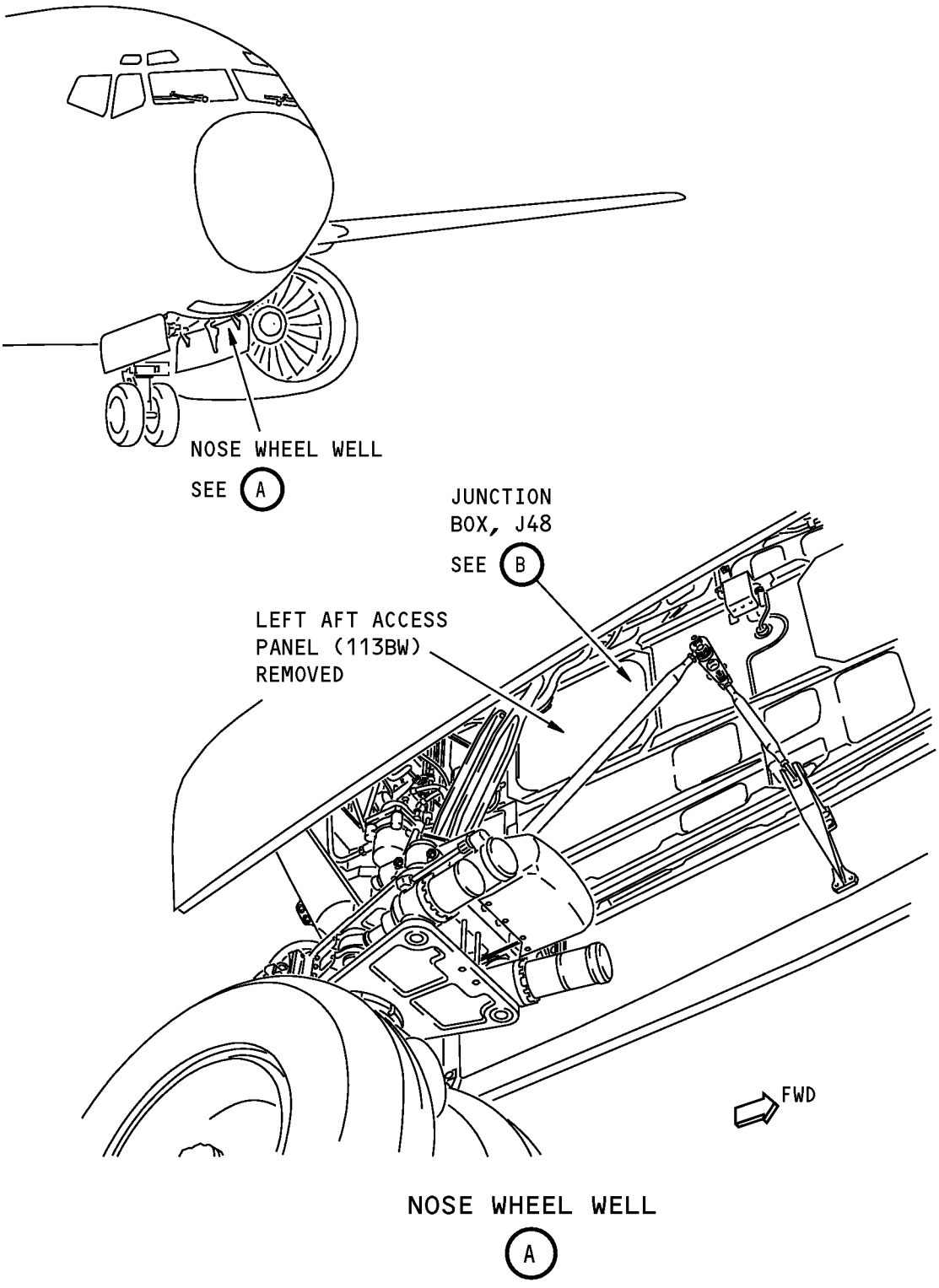
SUBTASK 05-55-43-942-002

(1) Reinstall the Junction Box protective cover.

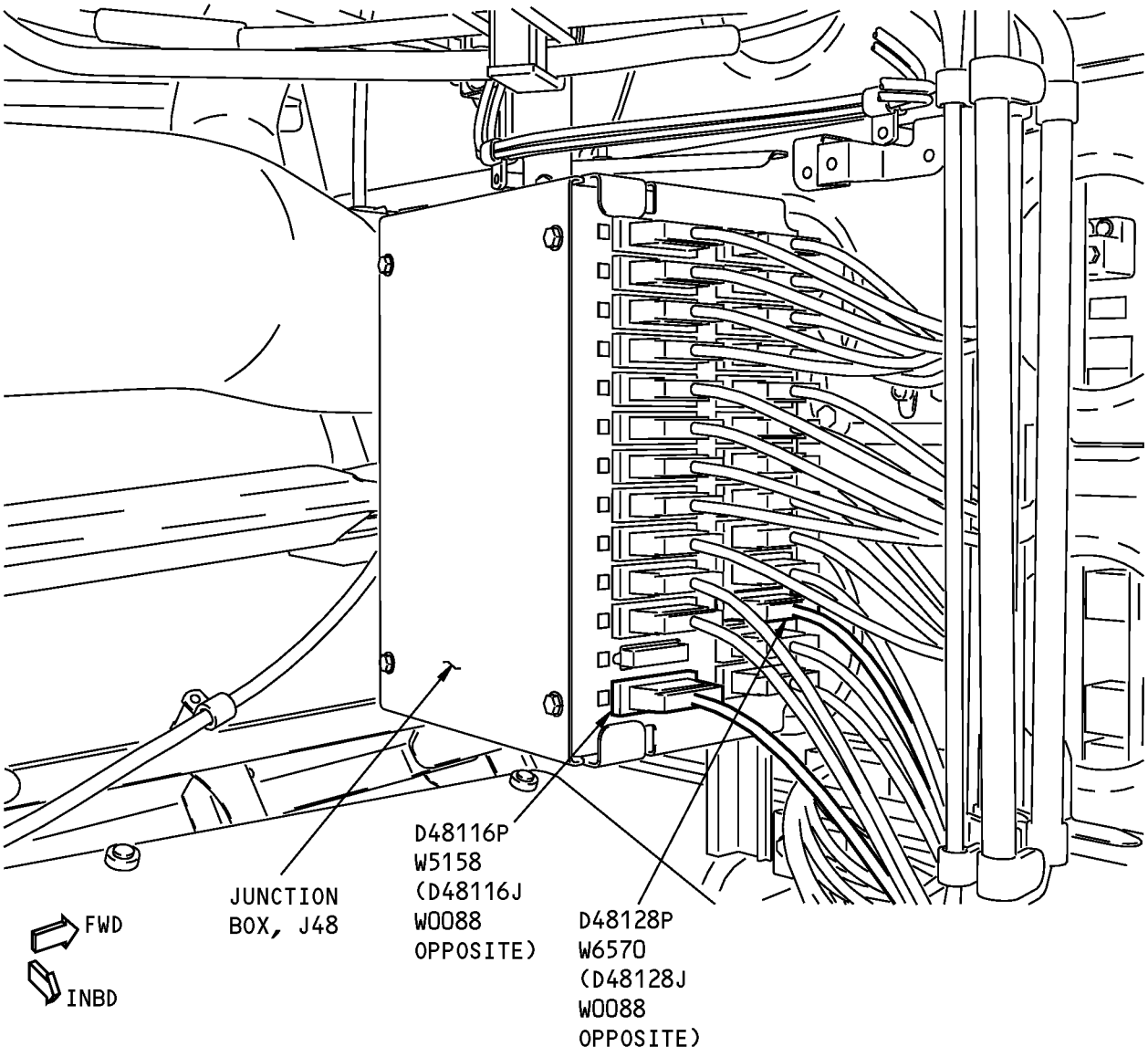
SUBTASK 05-55-43-942-009

(2) Close the access panel opened above.

END OF TASK



HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE NOSE WHEEL WELL - INSPECTION
Figure 602 (Sheet 1 of 3)/05-55-43-990-802



JUNCTION BOX, J48

B

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE NOSE WHEEL WELL - INSPECTION
Figure 602 (Sheet 2 of 3)/05-55-43-990-802

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED RESISTANCE VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W0088	D48116J		14.5		
	D48128J		14.5		
W5158	D48116P		14.5		
W6570	D48128P		14.5		

DATA SHEET

400715 S0000135332_V3

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE NOSE WHEEL WELL - INSPECTION
Figure 602 (Sheet 3 of 3)/05-55-43-990-802

TASK 05-55-43-200-803

4. Connector Bond Checks - Main Equipment Center

Figure 603

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-01-760-801	Joint Resistance Measurement (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Location Zones

Zone	Area
117	Electrical and Electronics Compartment - Left
118	Electrical and Electronics Compartment - Right

D. Access Panels

Number	Name/Location
117A	Electronic Equipment Access Door

E. Prepare for the procedure

SUBTASK 05-55-43-040-003

(1) Make sure the MLG is down and locked.

(a) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

SUBTASK 05-55-43-010-004

(2) Open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

F. Procedure

SUBTASK 05-55-43-700-003

(1) Do a Functional Test of the electrical bond between the connectors listed in (Table 603) and airplane structure.

NOTE: The maximum allowable value for the measurement of the circular connectors is 11.0 mOhms. That value consists of the following joints: BS-P (2.5 mOhms); P-R (5.0 mOhms); R-B (2.5 mOhms); and B-S (1.0 mOhms).

NOTE: The maximum allowable value for the measurement of the rectangular connectors is 14.5 mOhms. That value consists of the following joints: Plug-to-Receptacle (P-R) = 10 mOhms for these connectors; Receptacle-To-Bracket (R-B) = 2.5 mOhms; Bracket-to-bond strap (1.0 mOhms) and bondstrap-to-stanchion (1.0 mOhms).

(a) Select the next connector to be tested from the table.

(b) Do the following task: Joint Resistance Measurement, TASK 05-56-01-760-801 for the selected connector.

NOTE: This task includes procedures that will perform a bond measurement and troubleshoot and correct any faults found.

(c) Record measured data for the connector on the data sheet in Figure 603

1) After completing the above task, make sure the tested connector is hand tight.
   a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.
      <1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.
      <2> If the measured resistance value is not within the acceptable range, fault isolation is required.
   b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 603/05-55-43-993-803

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	WD
W2363	D04069P	*[1]	E1-1	22-11-11
W2465	D08019J	*[1]	E1-4	22-11-11
W5367	D04073P	*[1]	E1-1 Pos 27	22-11-31
W5375	D04077J	*[1]	E1-4 Pos 15	22-11-31

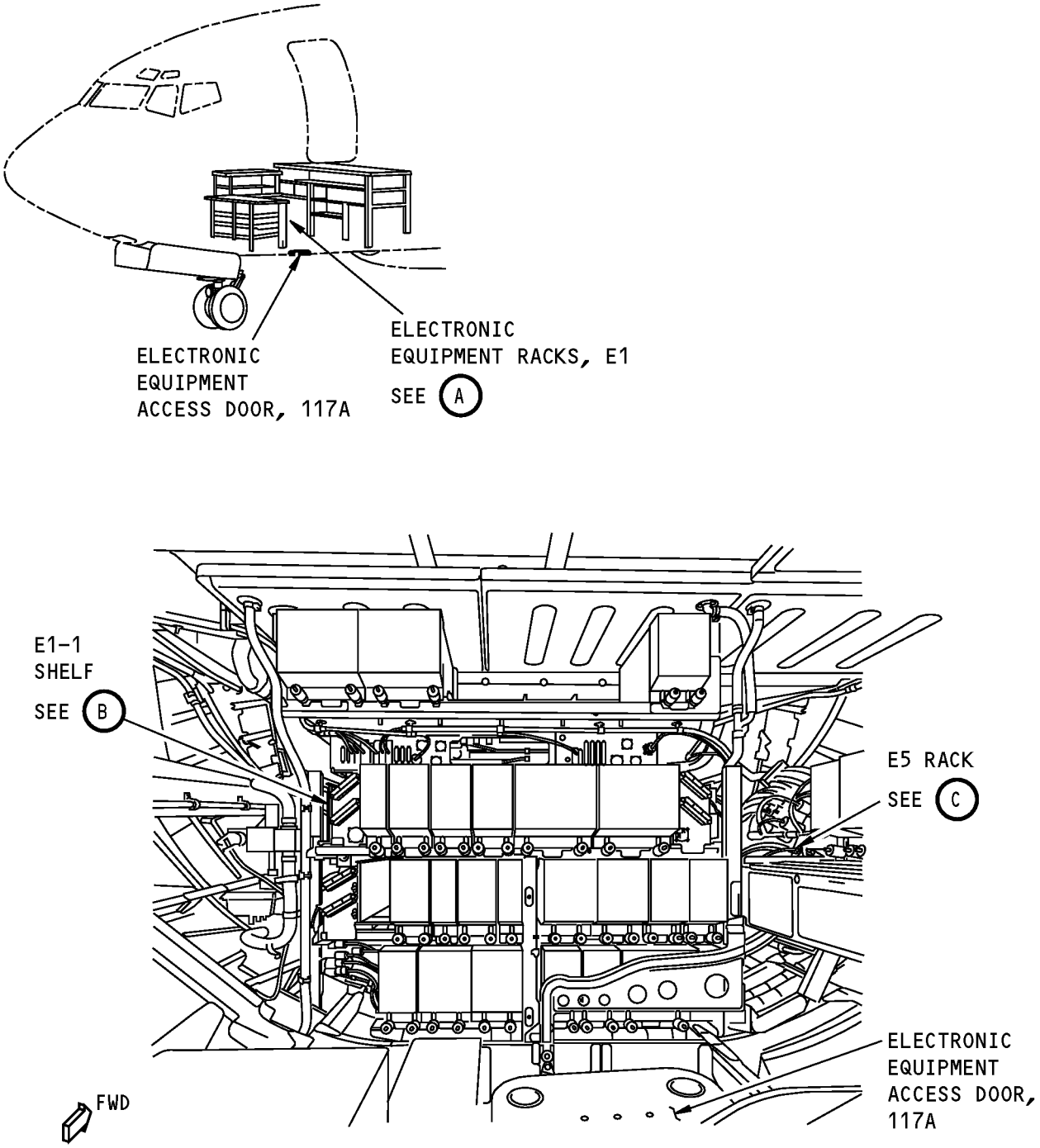
*[1] Figure 603

G. Put the airplane back to it's usual condition:

SUBTASK 05-55-43-942-003

(1) Close the panel opened above.

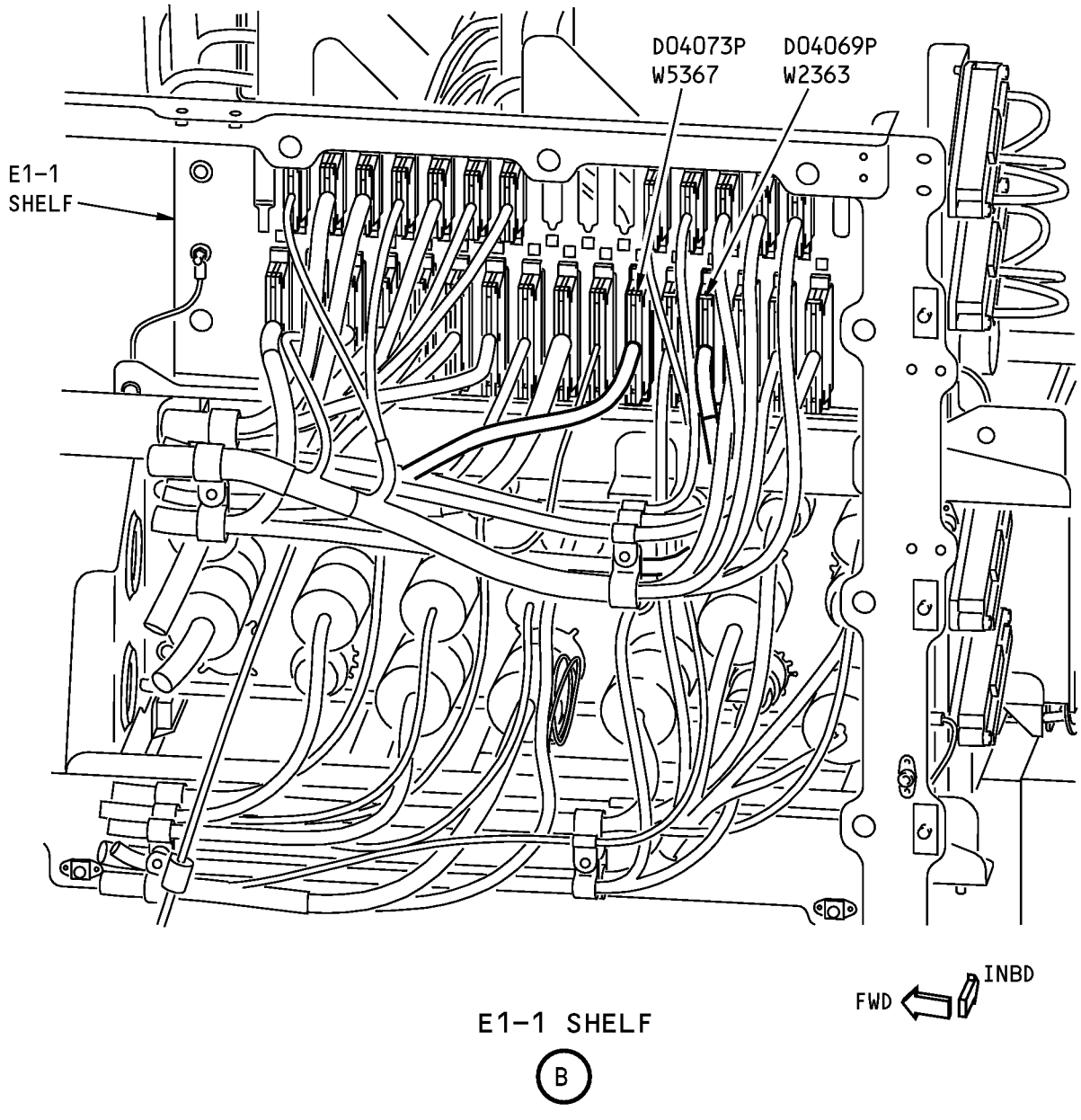
——————— END OF TASK ———————



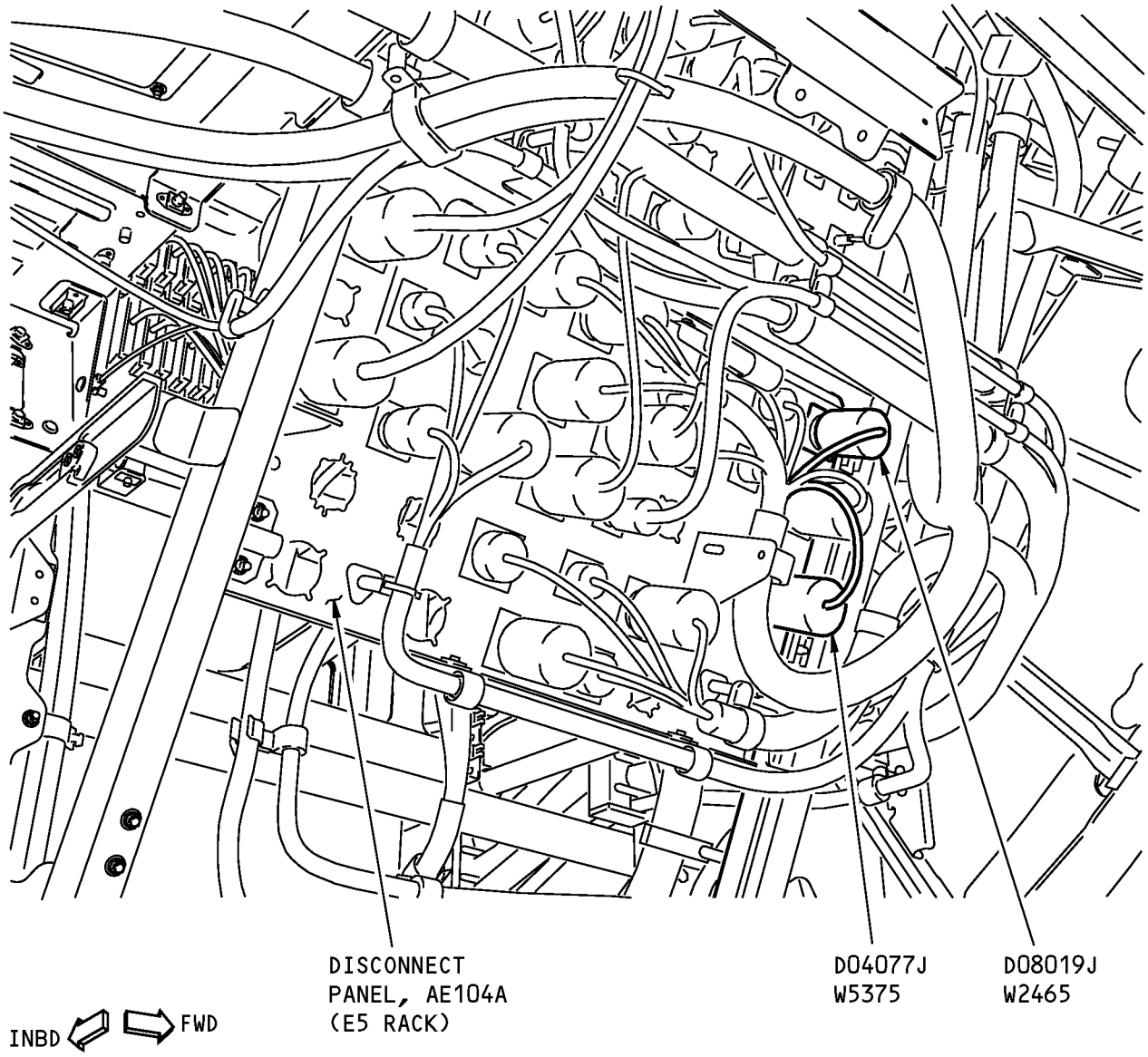
ELECTRONIC EQUIPMENT RACKS

A

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE MAIN EQUIPMENT CENTER- INSPECTION
Figure 603 (Sheet 1 of 4)/05-55-43-990-803



HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE MAIN EQUIPMENT CENTER- INSPECTION
Figure 603 (Sheet 2 of 4)/05-55-43-990-803



DISCONNECT PANEL, AE0104A

C

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE MAIN EQUIPMENT CENTER- INSPECTION
Figure 603 (Sheet 3 of 4)/05-55-43-990-803

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED RESISTANCE VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W2363	D04069P		14.5		
W2465	D08019J		11.0		
W5367	D04073P		14.5		
W5375	D04077J		11.0		

DATA SHEET

400745 S0000135460_V3

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE MAIN EQUIPMENT CENTER- INSPECTION
Figure 603 (Sheet 4 of 4)/05-55-43-990-803

TASK 05-55-43-200-804

5. Connector Bond Checks - Forward Cargo Compartment, Forward

Figure 604

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-01-760-801	Joint Resistance Measurement (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Location Zones

Zone	Area
121	Forward Cargo Compartment - Left
122	Forward Cargo Compartment - Right

D. Prepare for the procedure

SUBTASK 05-55-43-040-004

(1) Make sure the MLG is down and locked.

(a) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

SUBTASK 05-55-43-010-006

(2) Remove the protective covers from the E2, E3, and E4 racks Figure 604

E. Procedure

SUBTASK 05-55-43-700-004

(1) Do a Functional Test of the electrical bond between the connectors listed in (Table 604) and airplane structure.

NOTE: The maximum allowable value for the measurement of these rectangular connectors is 14.5 mOhms. That value consists of the following joints: Plug-to-Receptacle (P-R) = 10 mOhms for these connectors; Receptacle-To-Bracket (R-B) = 2.5 mOhms; Bracket-to-bond strap (1.0 mOhms) and bondstrap-to-stanchion (1.0 mOhms).

(a) Select the next connector to be tested from the table.

(b) Do the following task: Joint Resistance Measurement, TASK 05-56-01-760-801 for the selected connector.

NOTE: This task includes procedures that will perform a bond measurement and troubleshoot and correct any faults found.

(c) Record measured data for the connector on the data sheet in Figure 604

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 604/05-55-43-993-804

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	WD
W0220	D40130J	*[1]	E2-2 Pos 25	73-31-11
	D40136J	*[1]	E2-2 Pos 7	80-11-11
	D40450J	*[1]	E2-2 Pos 24	73-31-11
W0410	D40156J	*[1]	E4-1 Pos 50	73-21-21
	D40158J	*[1]	E4-1 Pos 42	76-21-21
	D40390J	*[1]	E4-1 Pos 52	73-21-31
W0422	D40164J	*[1]	E4-2 Pos 15	28-41-11
	D40388J	*[1]	E4-2 Pos 24	27-62-11
	D40618J	*[1]	E4-2 Pos 35	24-33-11
W3170	D49994P	*[1]	E3-1 Pos 14	79-33-11
W4170	D40732P	*[1]	E3-1 Pos 36	77-12-11
W5158	D40618P	*[1]	E4-2 Pos 35	24-33-11
W5162	D40130P	*[1]	E2-2 Pos 25	73-31-11
W5310	D40448P	*[1]	E3-1 Pos 11	73-24-11
	D40450P	*[1]	E2-2 Pos 24	73-31-11
W5375	D42053P	*[1]	E3-2 Pos 47	27-18-11
W5564	D40136P	*[1]	E2-2 Pos 7	80-11-11
W6162	D40156P	*[1]	E4-1 Pos 50	73-21-21
W6412	D40388P	*[1]	E4-2 Pos 24	27-62-11
	D40390P	*[1]	E4 -1 Pos 52	73-21-31
	D40394P	*[1]	E3-1 Pos 34	36-11-11
W6564	D40158P	*[1]	E4-1 Pos 42	76-21-21
W6586	D40164P	*[1]	E4-2 Pos 15	28-41-11

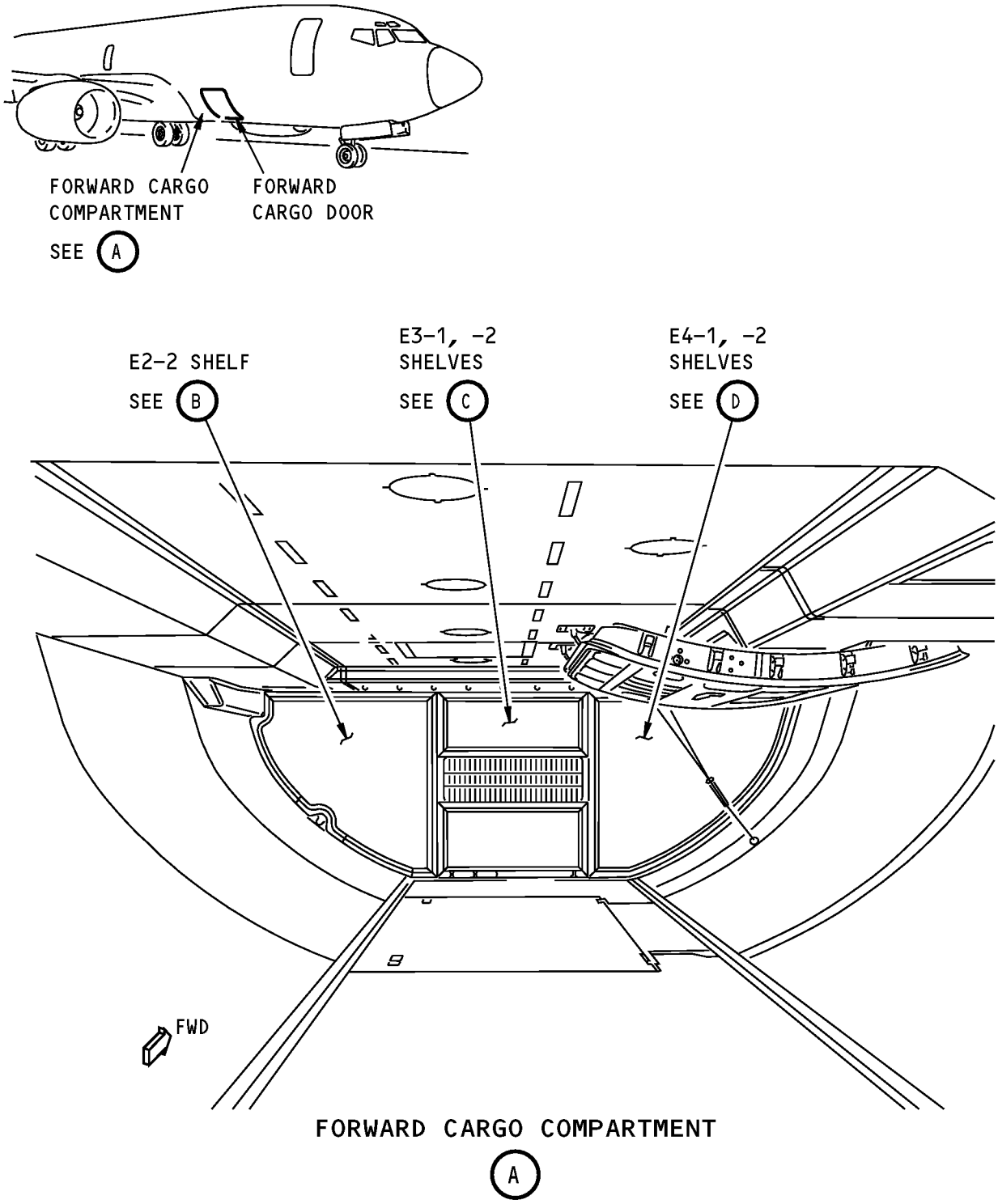
*[1] Figure 604

F. Put the airplane back to it's usual condition:

SUBTASK 05-55-43-942-004

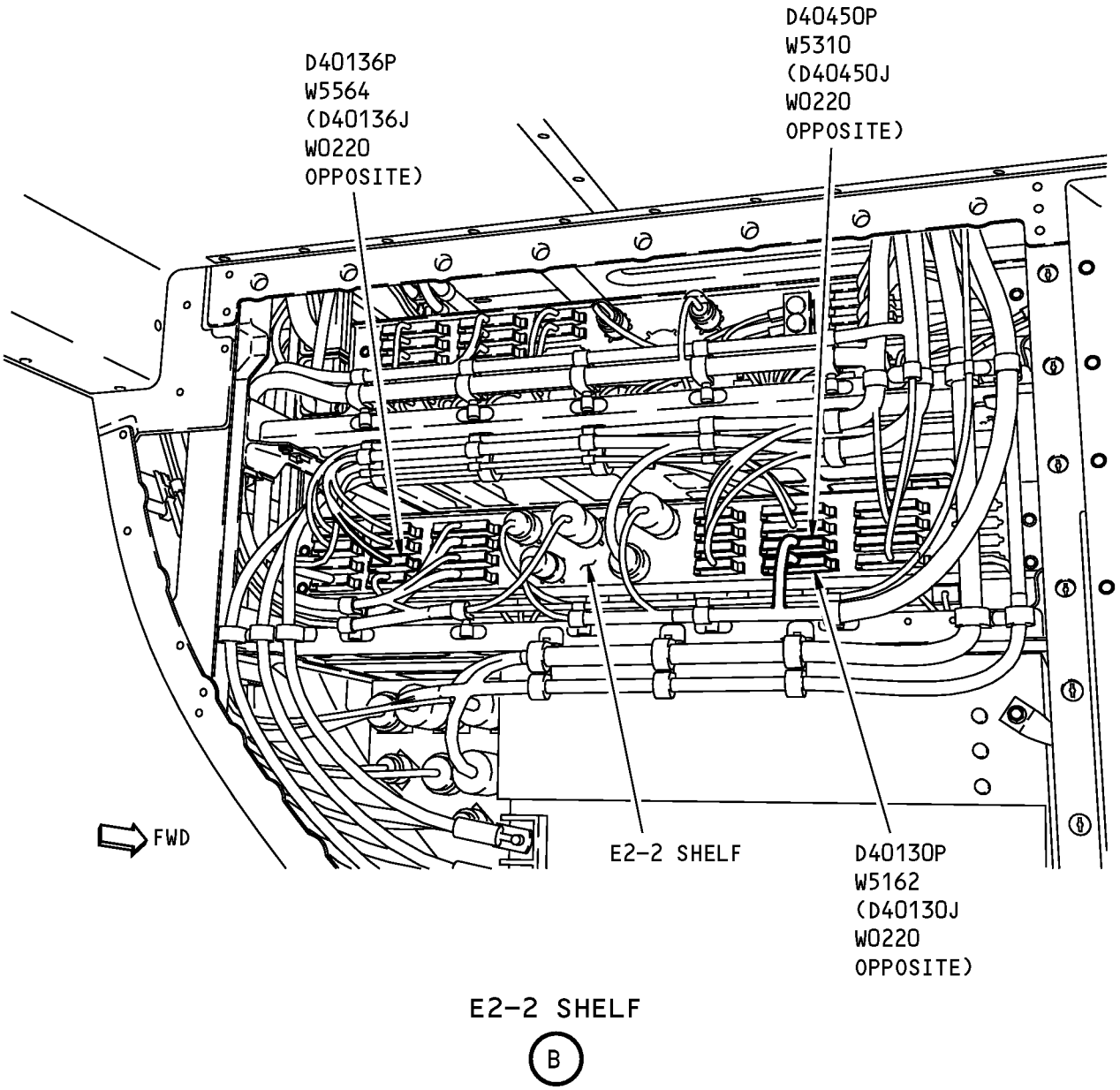
(1) Reinstall the protective covers opened above.

———————— END OF TASK ————————

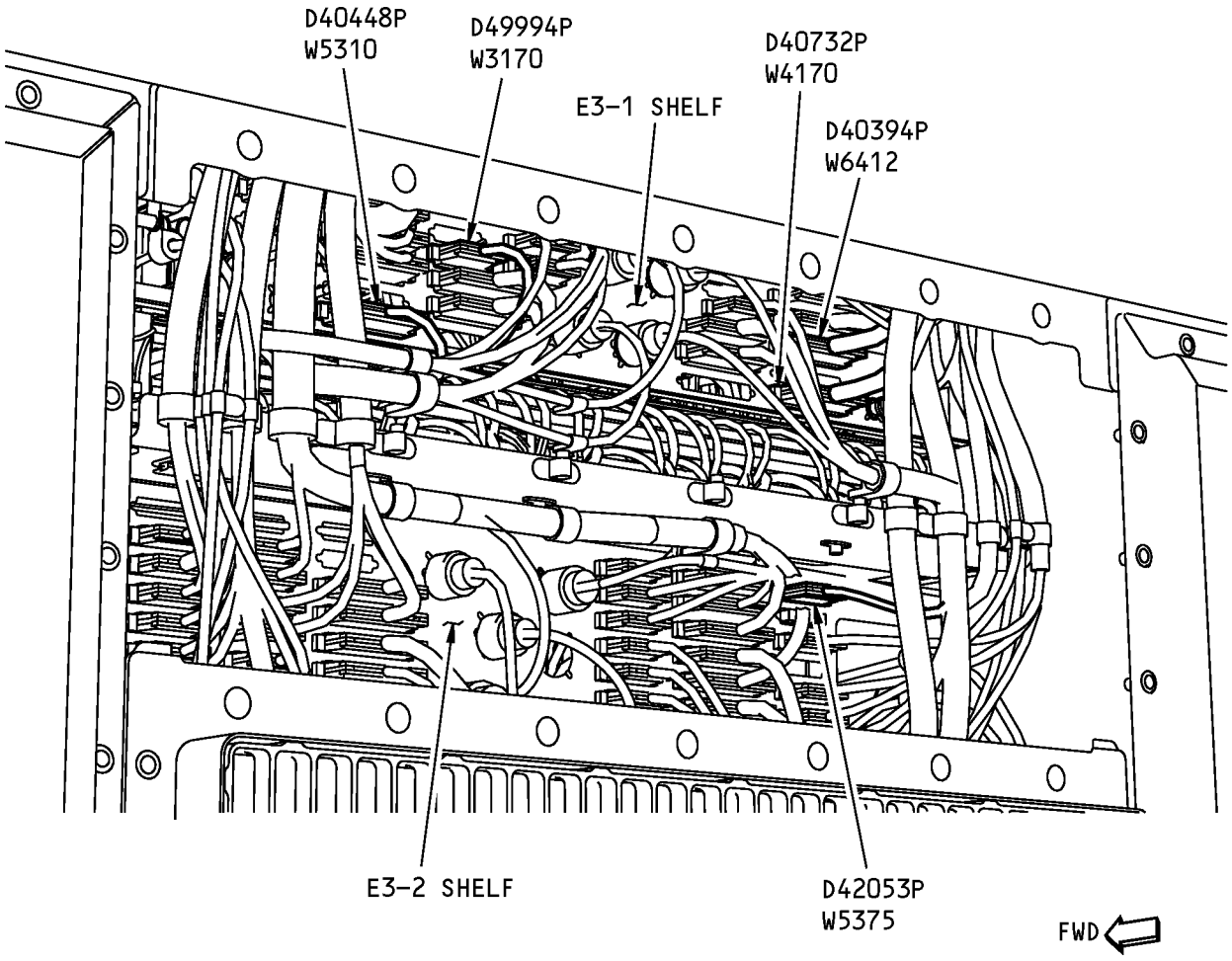


FORWARD CARGO COMPARTMENT
A

HIRF/LIGHTNING PROTECTION - CONNECTORS IN FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 604 (Sheet 1 of 5)/05-55-43-990-804



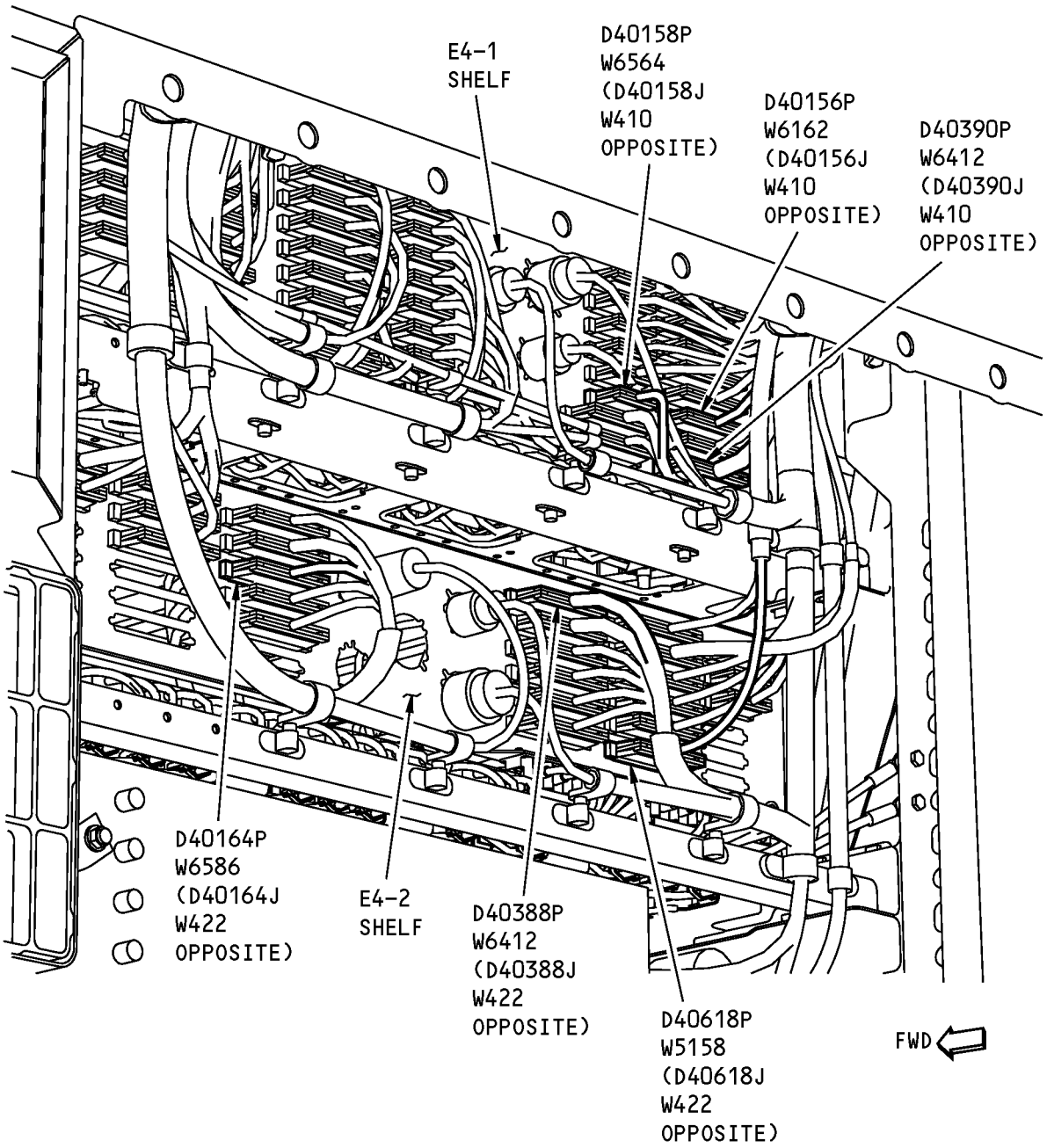
HIRF/LIGHTNING PROTECTION - CONNECTORS IN FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 604 (Sheet 2 of 5)/05-55-43-990-804



E3-1, -2 SHELVES

C

HIRF/LIGHTNING PROTECTION - CONNECTORS IN FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 604 (Sheet 3 of 5)/05-55-43-990-804



E4-1, -2 SHELVES

D

HIRF/LIGHTNING PROTECTION - CONNECTORS IN FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 604 (Sheet 4 of 5)/05-55-43-990-804

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED RESISTANCE VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W0220	D40130J		14.5		
	D40136J		14.5		
	D40450J		14.5		
W0410	D40156J		14.5		
	D40158J		14.5		
	D40390J		14.5		
W4022	D40164J		14.5		
	D40388J		14.5		
	D40618J		14.5		
W3170	D49994P		14.5		
W4170	D40732P		14.5		
W5158	D40618P		14.5		
W5162	D40130P		14.5		
W5310	D40448P		14.5		
	D40450P		14.5		
W5375	D42053P		14.5		
W5564	D40136P		14.5		
W6162	D40156P		14.5		
W6412	D40388P		14.5		
	D40390P		14.5		
	D40394P		14.5		
W6564	D40158P		14.5		
W6586	D40164P		14.5		

DATA SHEET

400760 S0000135719_V3

HIRF/LIGHTNING PROTECTION - CONNECTORS IN FORWARD CARGO COMPARTMENT, FORWARD - INSPECTION
Figure 604 (Sheet 5 of 5)/05-55-43-990-804

TASK 05-55-43-200-805

6. Connector Bond Checks - Forward Cargo Compartment, Aft

Figure 605

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-01-760-801	Joint Resistance Measurement (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Location Zones

Zone	Area
121	Forward Cargo Compartment - Left
122	Forward Cargo Compartment - Right

D. Prepare for the procedure

SUBTASK 05-55-43-040-005

(1) Make sure the MLG is down and locked.

(a) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

SUBTASK 05-55-43-010-007

(2) Remove the protective covers that allow access to the AC0520 and AD0520 disconnect panels. Figure 605

E. Procedure

SUBTASK 05-55-43-700-005

(1) Do a Functional Test of the electrical bond between the backshells of the connectors listed in (Table 605) and airplane structure.

NOTE: Do NOT use the body feed-thru insert for the structure measurement point. The bond meter probes are to be placed on the backshell and body structure nearby.

NOTE: The maximum allowable value for the measurements of these circular connectors is 17.5 mOhms. That value consists of the following joints: Backshell-To-Plug (BS-P) = 2.5 mOhms; Plug-To-Receptacle (P-R) = 5.0 mOhms; Receptacle-To-Structure (R-S, including the insert), =10.0 mOhms.

(a) Select the next connector to be tested from the table.

(b) Do the following task: Joint Resistance Measurement, TASK 05-56-01-760-801 for the selected connector.

NOTE: This task includes procedures that will perform a bond measurement and troubleshoot and correct any faults found.

(c) Record measured data for the connector on the data sheet in Figure 605

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 605/05-55-43-993-805

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	WD
W5162	D39921	*[1]	AC0520 DM11	73-21-21
W5170	D39925	*[1]	AC0520 DM13	79-31-11
W5172	D39917	*[1]	AC0520 DM09	73-21-21
W5564	D39909	*[1]	AC0520 DM05	76-21-11
W6162	D39922	*[1]	AD0520 DM12	73-21-21
W6170	D39926	*[1]	AD0520 DM14	30-21-21
W6172	D39918	*[1]	AD0520 DM10	73-21-21
W6564	D39910	*[1]	AD0520 DM06	76-21-21
W6586	D39906	*[1]	AD0520 DM04	28-41-11

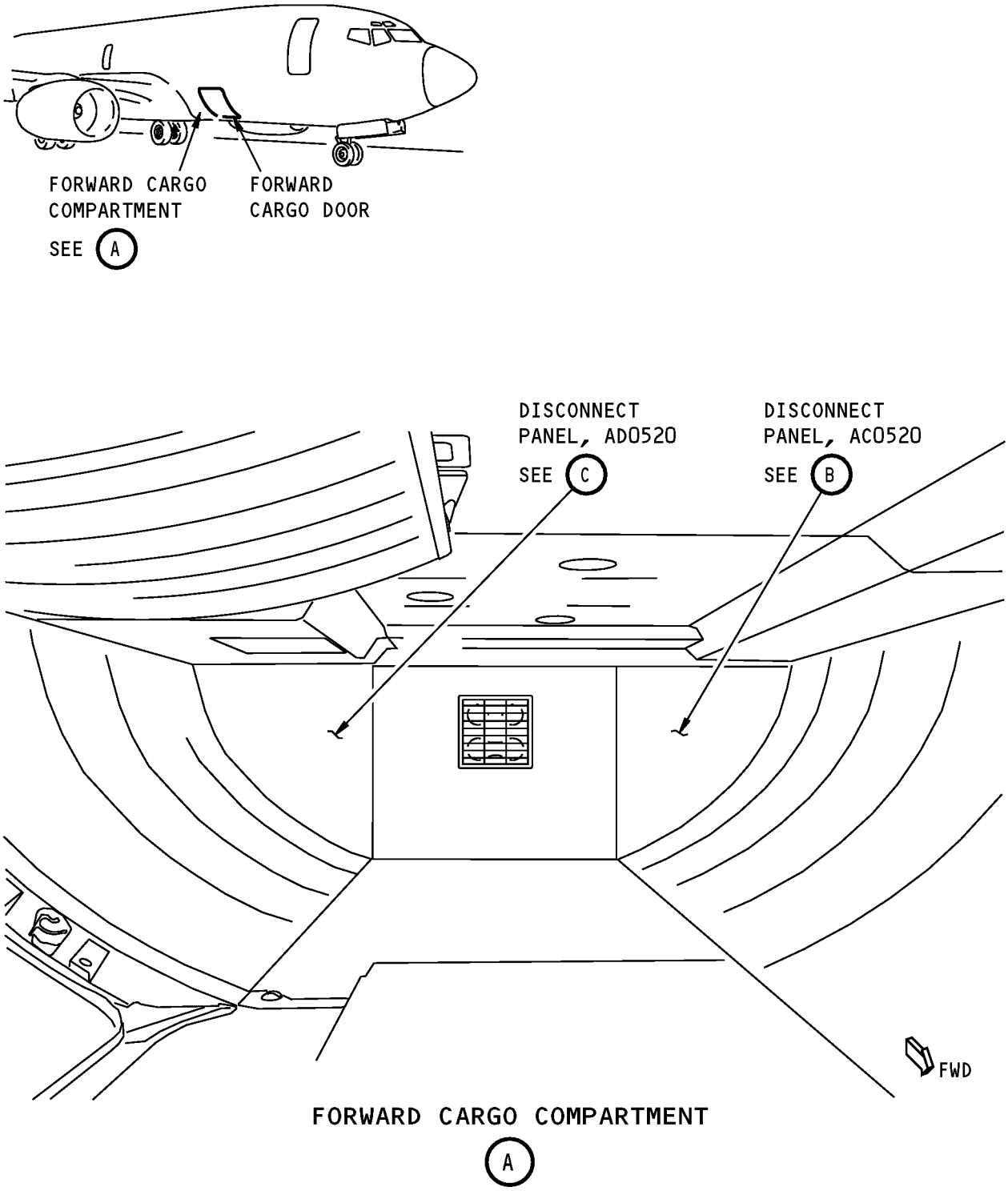
*[1] Figure 605

F. Put the airplane back to it's usual condition:

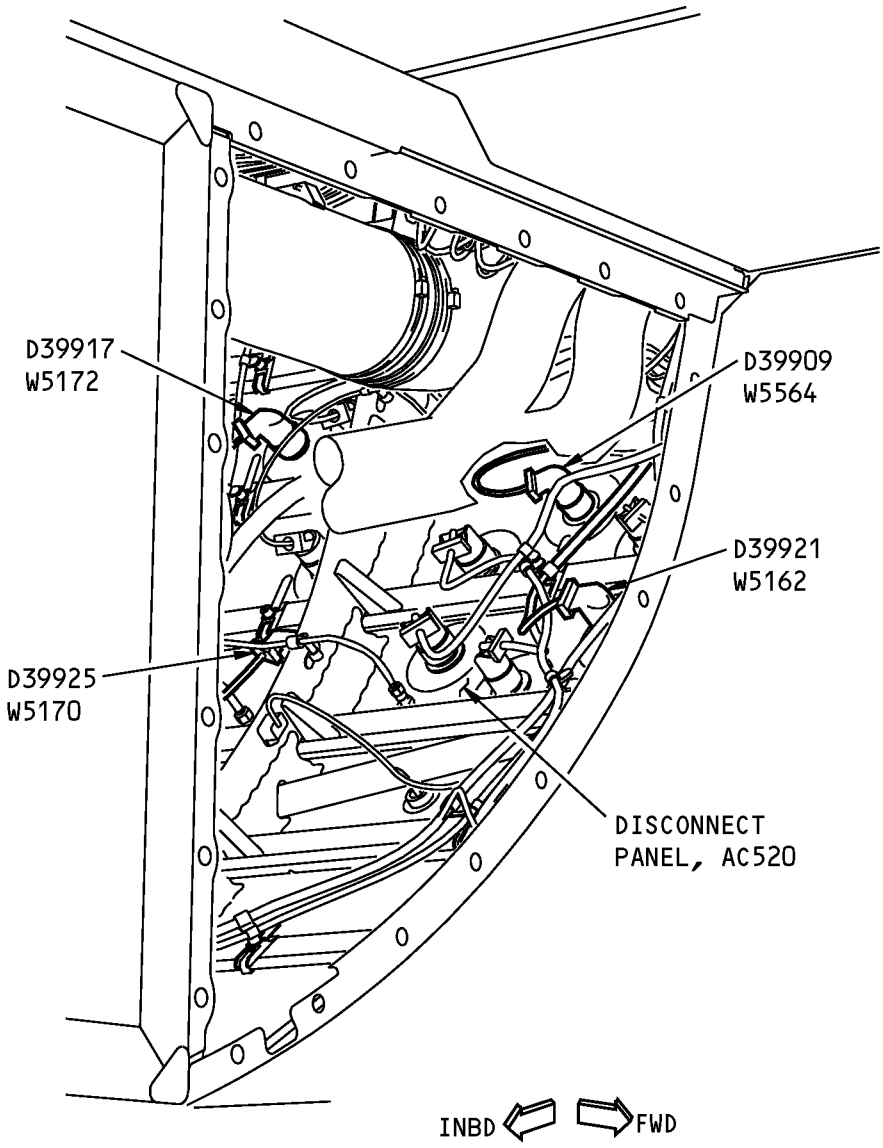
SUBTASK 05-55-43-942-005

(1) Reinstall the protective covers removed above.

——————— END OF TASK ———————



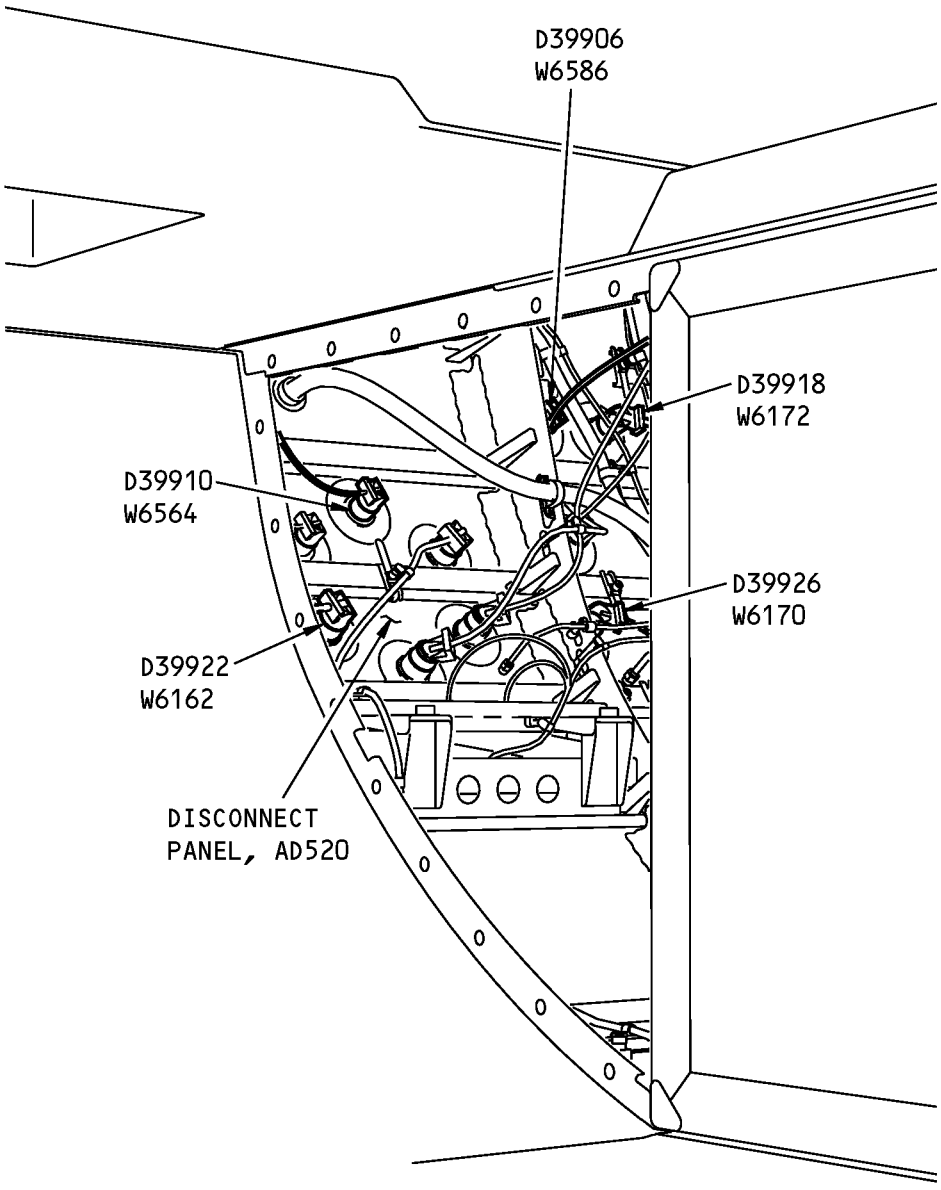
HIRF/LIGHTNING PROTECTION - CONNECTORS IN FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 605 (Sheet 1 of 4)/05-55-43-990-805



DISCONNECT PANEL, AC0520

B

HIRF/LIGHTNING PROTECTION - CONNECTORS IN FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 605 (Sheet 2 of 4)/05-55-43-990-805



DISCONNECT PANEL, AD0520

C

HIRF/LIGHTNING PROTECTION - CONNECTORS IN FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 605 (Sheet 3 of 4)/05-55-43-990-805

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED RESISTANCE VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W5162	D39921		17.5		
W5170	D39925		17.5		
W5172	D39917		17.5		
W5564	D39909		17.5		
W6162	D39922		17.5		
W6170	D39926		17.5		
W6172	D39918		17.5		
W6564	D39910		17.5		
W6586	D39906		17.5		

DATA SHEET

400778 S0000135758_V3

HIRF/LIGHTNING PROTECTION - CONNECTORS IN FORWARD CARGO COMPARTMENT, AFT - INSPECTION
Figure 605 (Sheet 4 of 4)/05-55-43-990-805

TASK 05-55-43-200-807

7. Connector Bond Checks - Flight Compartment

Figure 606

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-01-760-801	Joint Resistance Measurement (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Location Zones

Zone	Area
211	Flight Compartment - Left
212	Flight Compartment - Right

D. Prepare for the procedure

SUBTASK 05-55-43-040-006

(1) Make sure the MLG is down and locked.

(a) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

SUBTASK 05-55-43-010-008

(2) Gain access to the connectors behind the Mode Control Panel.(Figure 606).

(a) Loosen the four, quarter-turn fasteners and remove the center section of the Pilots Glareshield assembly.

SUBTASK 05-55-43-010-010

(3) Gain access to the connectors behind the AutoBrake/AntiSkid/Engine Control Panel.(Figure 606)

(a) Loosen the four, quarter turn fasteners and lift the AutoBrake/AntiSkid/Engine Control Panel assembly out of the center main panel.

(b) Carefully hang the panel assembly by the connecting wire bundles.

E. Procedure

SUBTASK 05-55-43-700-006

(1) Do a Functional Test of the electrical bond between the backshells of the connectors, and of the ground points, listed in (Table 606) and airplane structure.

NOTE: The maximum allowable value for the measurement of these circular connectors is 11.0 mOhms. That value consists of the following joints: Backshell-to-Plug (BS-P) = 2.5 mOhms; Plug-To-Receptacle (P-R) = 5.0 mOhms; Receptacle-To-Bracket (R-B) = 2.5 mOhms; and (Backshell-To-Structure (B-S) =1.0 mOhms. As shown on the datasheet, the maximum resistance for the ground points to structure is 1.0 mOms.

(a) Select the next connector to be tested from the table.

(b) Do the following task: Joint Resistance Measurement, TASK 05-56-01-760-801 for the selected connector.

NOTE: This task includes procedures that will perform a bond measurement and troubleshoot and correct any faults found.

(c) Record measured data for the connector on the data sheet in Figure 606

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 606/05-55-43-993-807

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	WD
W2363	D299	*[1]	Mode Control Panel	22-11-11
	D301	*[1]	Mode Control Panel	22-11-11
	GD977	*[1]	Shield Gnd	22-11-11
	GD981	*[1]	Shield Gnd	22-11-11
W2465	D1815	*[1]	Mode Control Panel	22-11-11
	GD980	*[1]	Shield Gnd	22-11-11
	GD985	*[1]	Shield Gnd	22-11-11

*[1] Figure 606

F. Put the airplane back to it's usual condition:

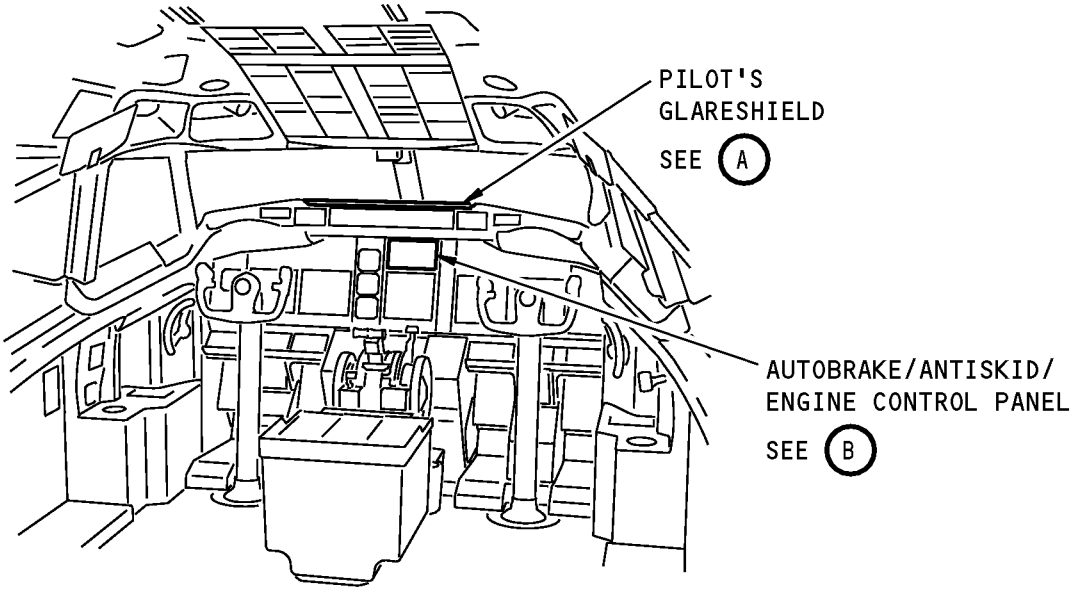
SUBTASK 05-55-43-942-007

(1) Reinstall the AutoBrake/AntiSkid/Engine Control Panel assembly and tighten the fasteners.

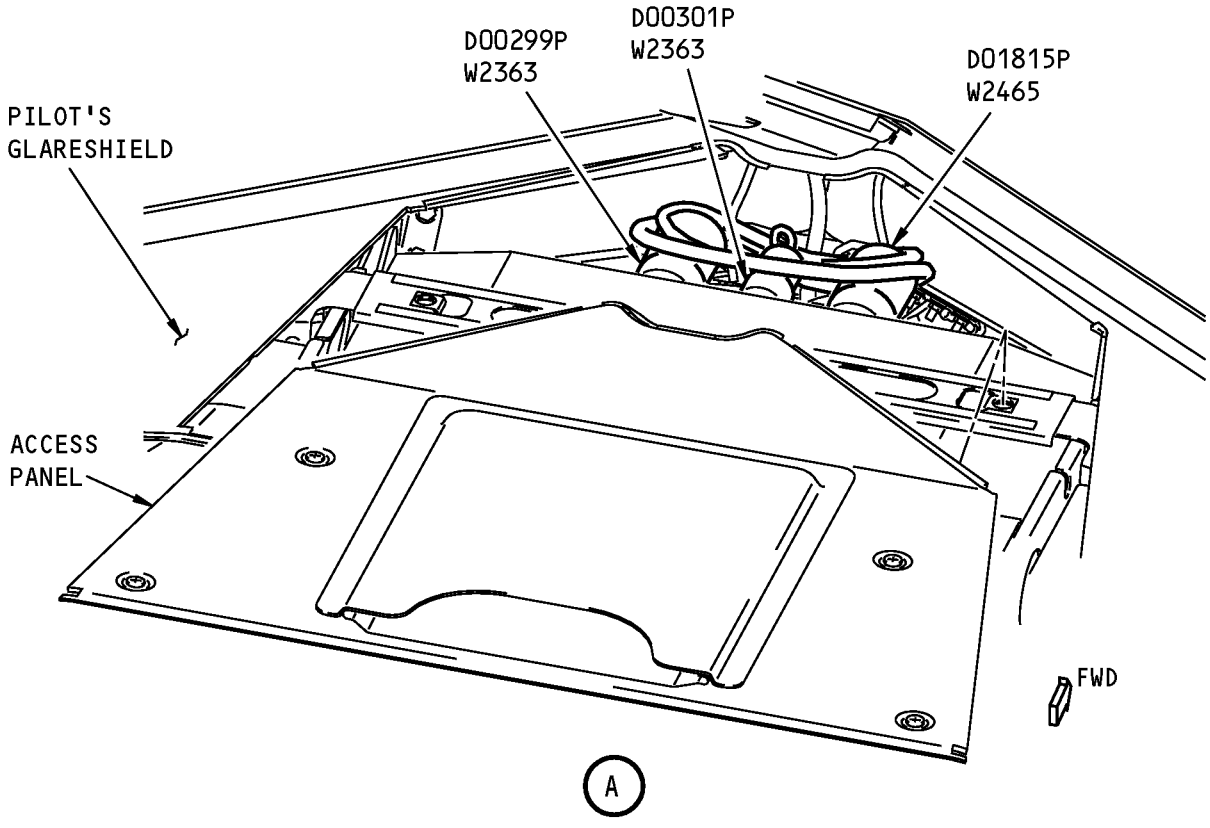
SUBTASK 05-55-43-942-008

(2) Reinstall the center section of the Pilots Glareshield assembly and tighten the four, quarter-turn fasteners.

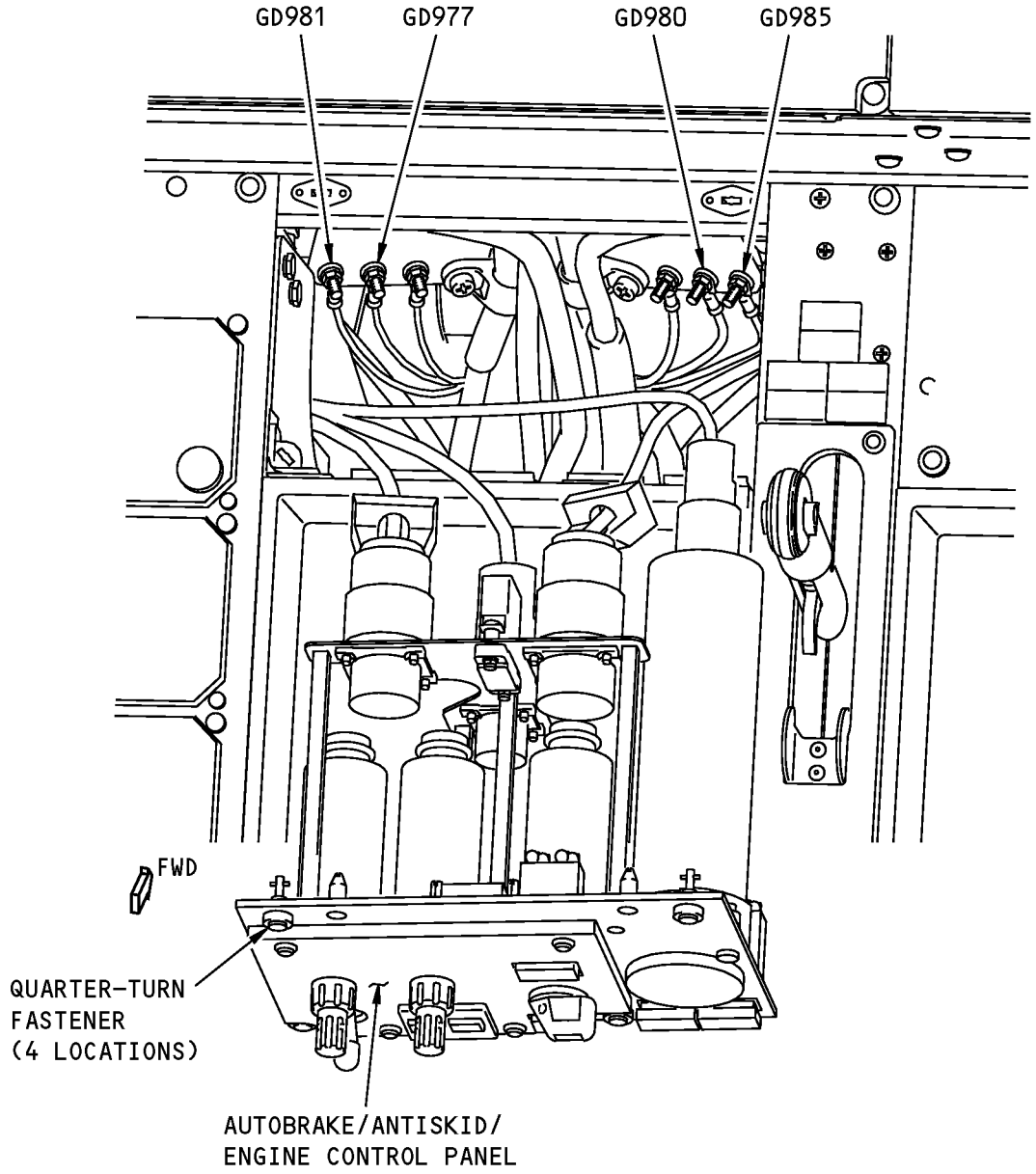
END OF TASK



FLIGHT COMPARTMENT



HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 606 (Sheet 1 of 3)/05-55-43-990-807



HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 606 (Sheet 2 of 3)/05-55-43-990-807

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED RESISTANCE VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W2363	D00299P		11.0		
	D00301P		11.0		
	GD977		1.0		
	GD981		1.0		
W2465	D01815P		11.0		
	GD980		1.0		
	GD985		1.0		

DATA SHEET

400785 S0000135813_V4

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE FLIGHT COMPARTMENT - INSPECTION
Figure 606 (Sheet 3 of 3)/05-55-43-990-807

TASK 05-55-43-200-808

8. Connector Bond Checks - Passenger Compartment, Forward

Figure 607

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-01-760-801	Joint Resistance Measurement (P/B 201)
25-21-45-000-801	Sculptured Ceiling Panel Removal (P/B 401)
25-21-45-400-801	Sculptured Ceiling Panel Installation (P/B 401)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Location Zones

Zone	Area
230	Subzone - Passenger Compartment - Body Station 360.00 to 663.75

D. Prepare for the procedure

SUBTASK 05-55-43-040-007

(1) Make sure the MLG is down and locked.

(a) Do this task Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

SUBTASK 05-55-43-010-009

(2) Gain access to the disconnect panels above the passenger compartment ceiling.

(a) Do this task for ceiling panels at Station 410 and 424:Figure 607

1) (Sculptured Ceiling Panel Removal, TASK 25-21-45-000-801)

E. Procedure

SUBTASK 05-55-43-700-007

(1) Do a Functional Test of the electrical bond of the connectors listed in (Table 607).

NOTE: The maximum allowable value for the measurement of these circular connectors is 10.0 mOhms. That value consists of the following joints: Backshell-To-Plug (BS-P) = 2.5 mOhms; Plug-To-Receptacle (P-R) = 5.0 mOhms; Backshell-To-Receptacle(BS-R) = 2.5 mOhms;

(a) Select the next connector to be tested from the table.

NOTE: Connector D40728J will be tested after 30k FligthHour.

(b) Do the following task: Joint Resistance Measurement, TASK 05-56-01-760-801 for the selected connector.

NOTE: This task includes procedures that will perform a bond measurement and troubleshoot and correct any faults found.

(c) Record measured data for the connector on the data sheet in Figure 607

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 607/05-55-43-993-808

WIRE BUNDLE	CONNECTOR	FIG	PNL OR MODULE	WD
W3170	D40736P	*[1]	AB0420A Pos 2	79-31-11
	D40734P	*[1]	AB0420A Pos 1	79-31-11
W4170	D40728P	*[1]	AB0405B Pos 1	77-12-11
W5170	D40734J	*[1]	AB0420A Pos 1	79-31-11
W5172	D40736J	*[1]	AB0420A Pos 2	79-31-11
W6170	D40728J	*[1]	AB0405B Pos 1	77-12-11

*[1] Figure 607

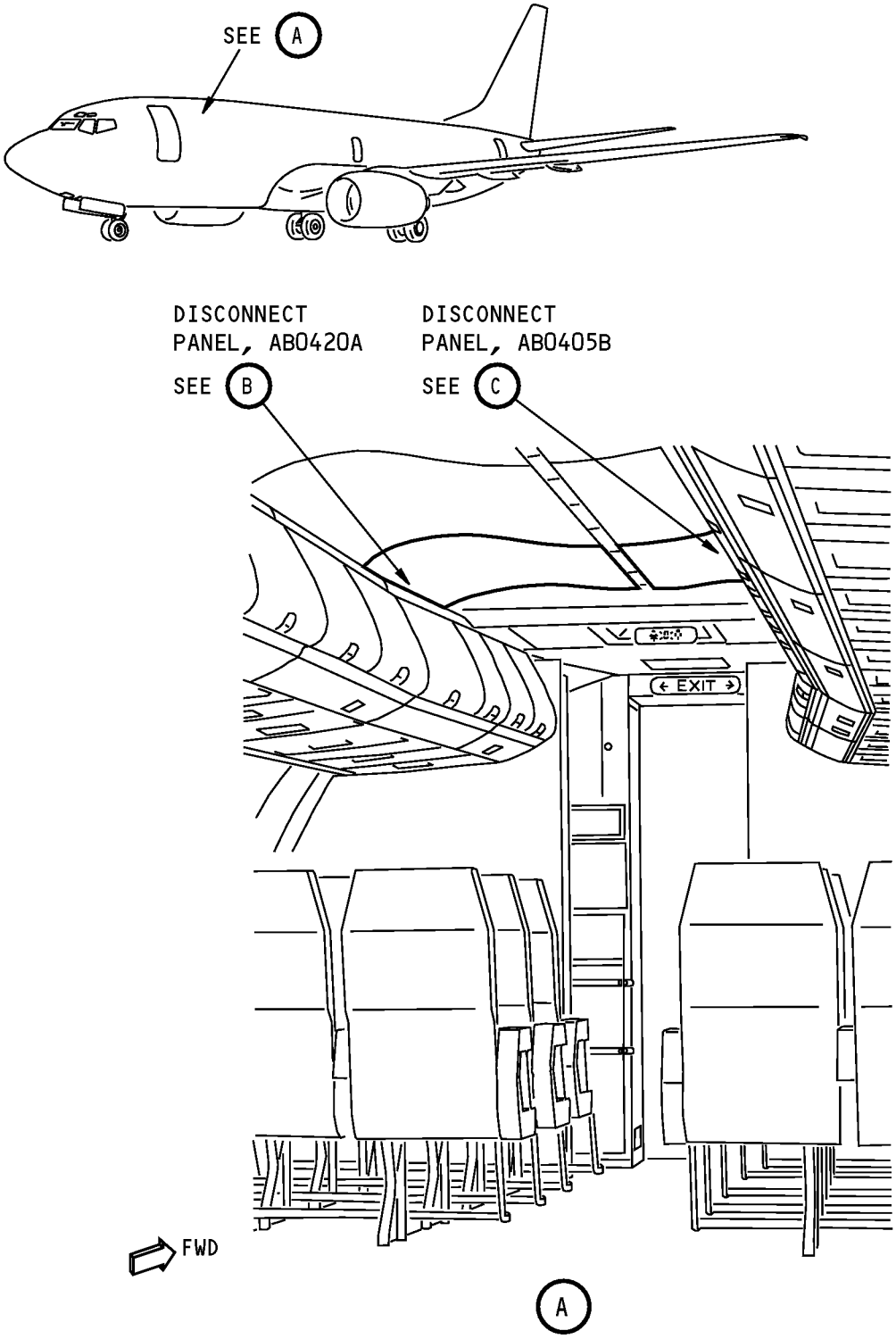
SUBTASK 05-55-43-942-006

(2) Put the airplane back to it's usual condition.

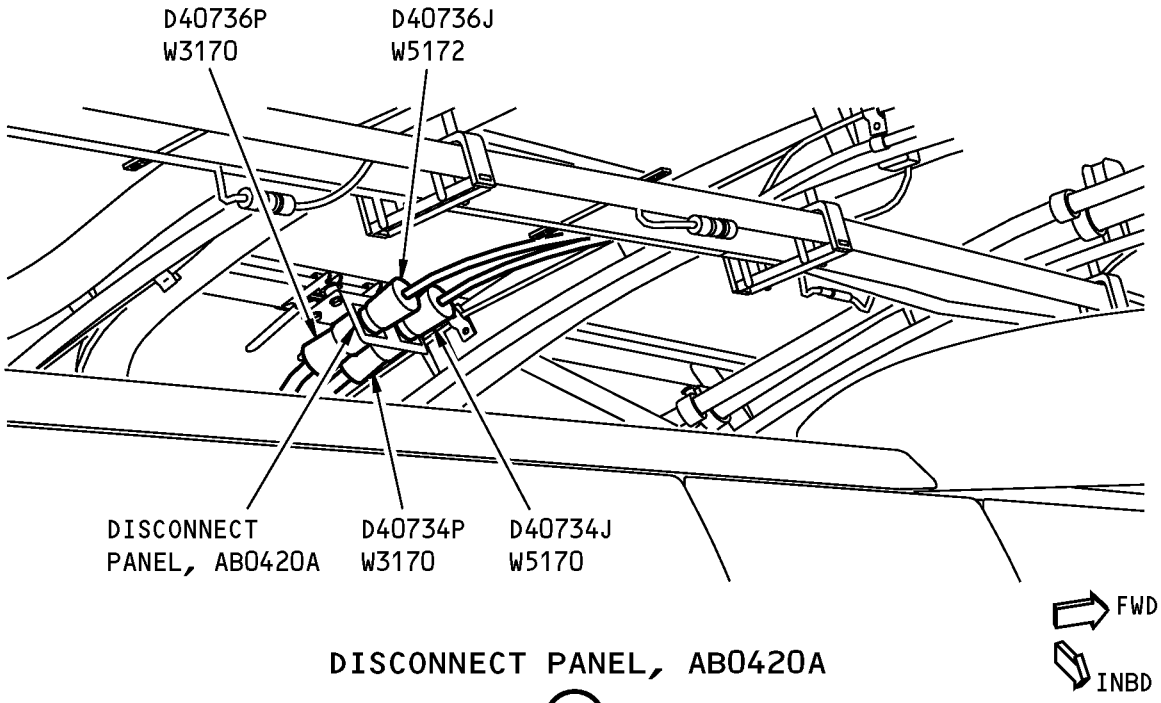
(a) Do this task for the panels removed above:Figure 607

1) (Sculptured Ceiling Panel Installation, TASK 25-21-45-400-801)

END OF TASK

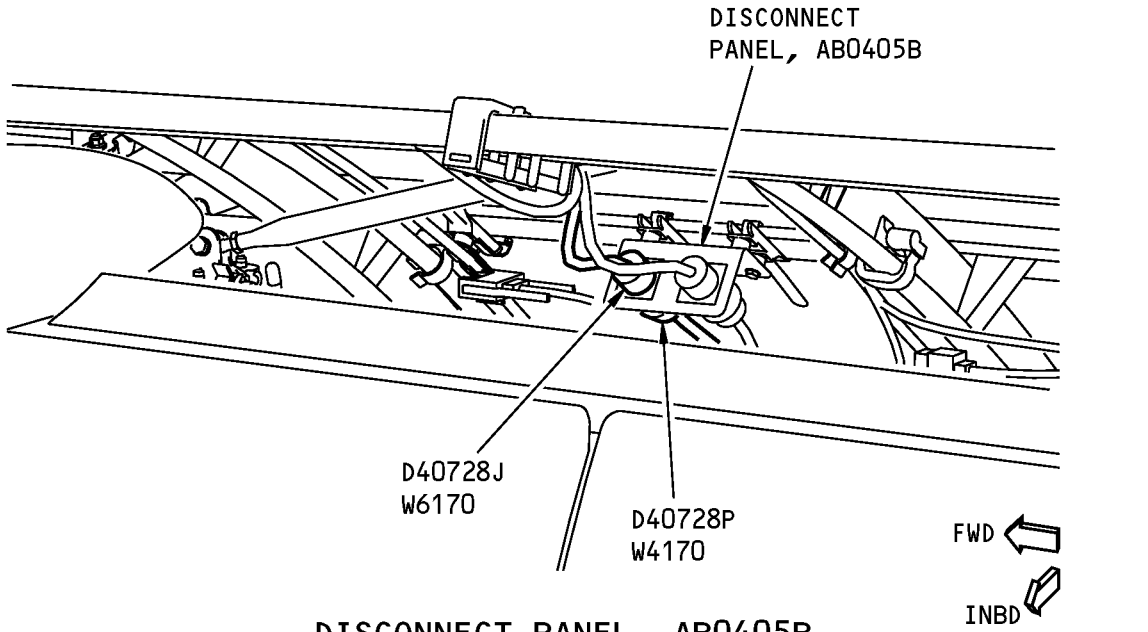


HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE PASSENGER COMPARTMENT, FORWARD - INSPECTION
Figure 607 (Sheet 1 of 3)/05-55-43-990-808



DISCONNECT PANEL, AB0420A

B



DISCONNECT PANEL, AB0405B

C

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE PASSENGER COMPARTMENT, FORWARD - INSPECTION
Figure 607 (Sheet 2 of 3)/05-55-43-990-808

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED RESISTANCE VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W3170	D40736P		10.0		
	D40734P		10.0		
W4170	D40728P		10.0		
W5170	D40734J		10.0		
W5172	D40736J		10.0		
W6170	D40728J		10.0		

DATA SHEET

400792 S0000135858_V4

HIRF/LIGHTNING PROTECTION - CONNECTORS IN THE PASSENGER COMPARTMENT, FORWARD - INSPECTION
Figure 607 (Sheet 3 of 3)/05-55-43-990-808

H/L PROTECTION - LRT - LEFT SIDE WIRE BUNDLES INSPECTION

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure contains tasks that inspect selected wire bundles and connectors on the left side of the airplane.

C. Equipment required:

(1) Boeing portable loop resistance tester, SPL-1636.

D. Fault Isolation of the following tasks may be required:

(1) If the measured Loop Resistance value of a test point (connector) is not within the limits specified on the data sheet, fault isolation of the test point is required.

(a) Using the Wiring Diagrams listed in the tables, locate all connectors associated with the wire bundle.

(b) Make sure all the connectors are tight and that there is no obvious physical damage to the wire bundle or connectors.

1) If any connectors were found to be loose and were tightened, repeat this task for that wire bundle.

a) Record the new measurement on the data sheet and retain the original measurement for evaluation.

(c) If any physical damage is noted at a connector or along the wire bundle, repair it or replace the wire bundle (SWPM 20-10-13 and repeat the test of the connector).

(d) If the connector still does not pass the Loop Resistance Test, do this test (Joint Resistance Measurement, TASK 05-56-04-200-801) to fault isolate all the joints associated with the wire bundle.

NOTE: The referenced task provides a definition of ''Joints.''

TASK 05-55-44-200-801

2. Wire Bundle Inspection - Left MLG W/W

Figure 601

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-03-200-801	Loop Resistance Measurement (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Location Zones

Zone	Area
133	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Left

D. Prepare for the procedure

SUBTASK 05-55-44-010-001

(1) Make sure the MLG and Doors are locked open.

(a) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

E. Procedure

SUBTASK 05-55-44-720-002

(1) Do a Functional Test of the wire bundle at the connectors listed in Table 601.

NOTE: The physical location of the connectors is shown in Figure 601.

(a) Select the next connector to be tested from the table.

(b) Do the following task: Loop Resistance Measurement, TASK 05-56-03-200-801, for the selected connector.

(c) Record measured data for the wire bundle test connector on the data sheet Figure 601.

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

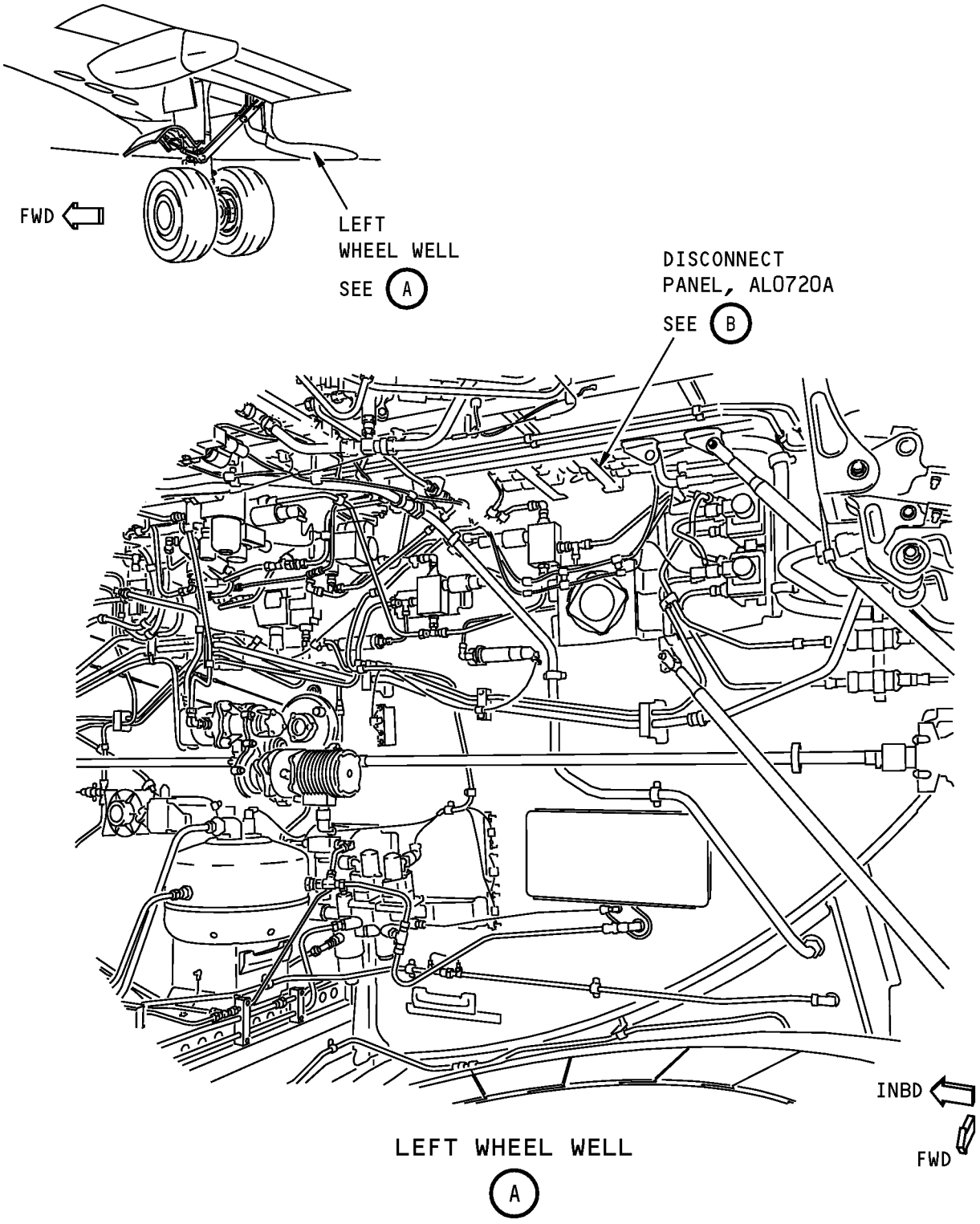
Table 601/05-55-44-993-801

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
W1022	D42100P	601	221131, 271811, 273221, 276214	AL720A - Spoiler 4 Position, FCC
W1022	D42102P	601	221131, 271811, 273221, 276214	AL720A - Spoiler 4 Position, FCC

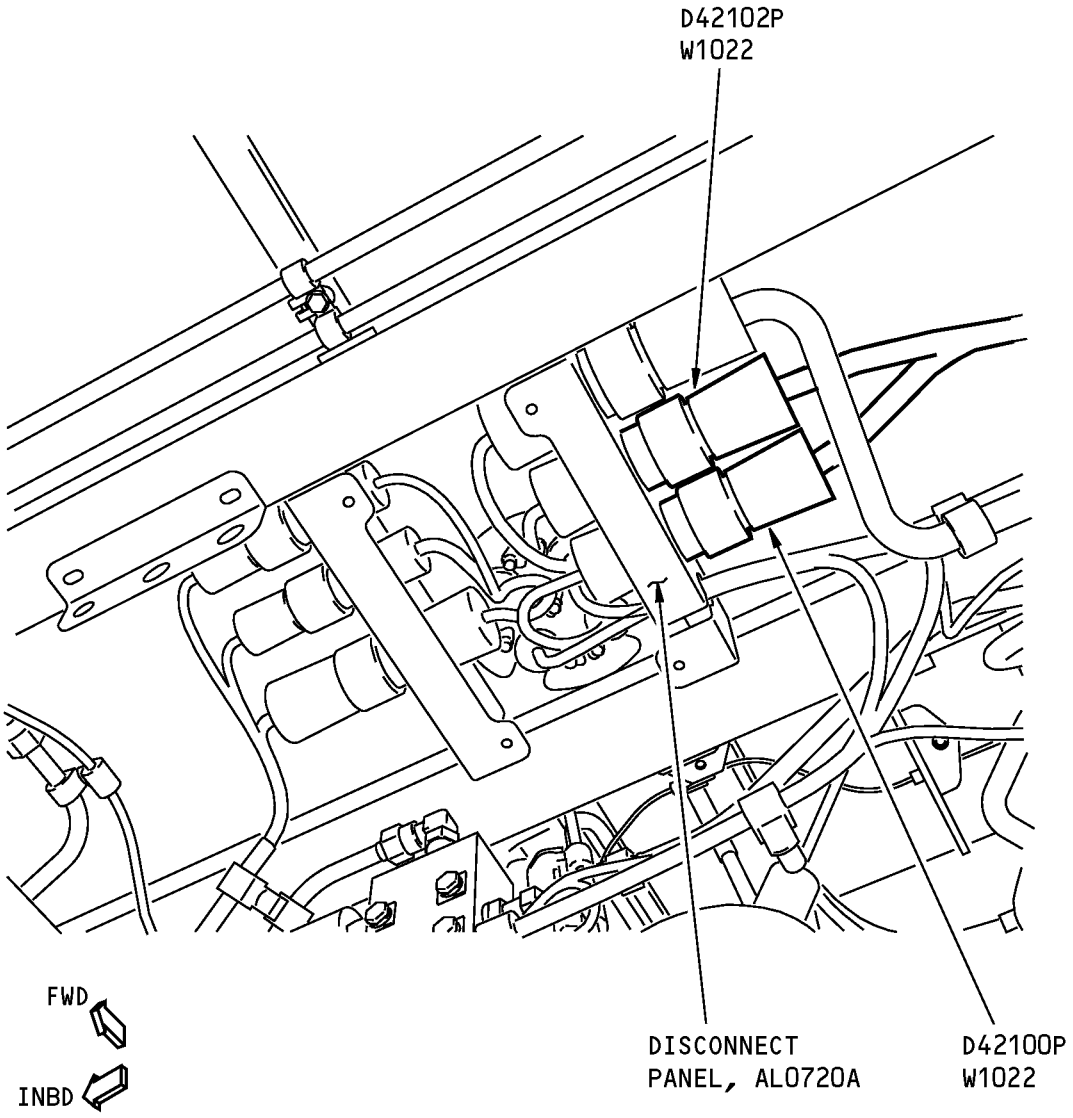
SUBTASK 05-55-44-940-001

(2) Put the airplane back in the usual condition.

END OF TASK



Wire Bundle Inspection - Left MLG W/W
Figure 601 (Sheet 1 of 3)/05-55-44-990-801



DISCONNECT PANEL, AL0720A

B

NOTE: COVER PLATE REMOVED.

Wire Bundle Inspection - Left MLG W/W
Figure 601 (Sheet 2 of 3)/05-55-44-990-801

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1022	D42100P		17-49		
	D42102P		29-70		

DATA SHEET

Wire Bundle Inspection - Left MLG W/W
Figure 601 (Sheet 3 of 3)/05-55-44-990-801

TASK 05-55-44-200-802

3. Wire Bundle Inspection - Left Wing to Body Fairing

(Figure 602)

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-03-200-801	Loop Resistance Measurement (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)

C. Location Zones

Zone	Area
191	Lower Wing-To-Body Fairing - Forward of Wing Box

D. Access Panels

Number	Name/Location
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

E. Prepare for the procedure

SUBTASK 05-55-44-040-001

(1) Deactivate the Leading Edge Slats:

(a) Do this task:Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801

SUBTASK 05-55-44-010-002

(2) Remove the following access panel:

Number	Name/Location
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

F. Procedure

SUBTASK 05-55-44-720-001

(1) Do a Functional Test of the wire bundle at the connectors listed in(Table 602).

NOTE: The physical location of the connectors is shown in (Figure 602).

(a) Select the next connector to be tested from the table.

(b) Do the following task, do this task: Loop Resistance Measurement, TASK 05-56-03-200-801 for the selected connector.

(c) Record measured data for the wire bundle test connector on the data sheet in (Figure 602).

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 602/05-55-44-993-802

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
W1174	D39919	602	732111, 732112, 732121, 732411, 732412, 743111, 783251, 783511, 783611	AC520, CDS - EEC
W1176	D39923	602	301111, 361111, 732111, 732112, 732121, 732411, 732412, 773111, 783511, 783611	AC520, EEC
W1182	D39931	602	261111, 732211, 741111	AC520, Alt Pwr - EEC
W1184	D39911	602	762111, 771221, 801111	AC520, CDS - M2 Speed

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-44-410-001

(1) Install the following access panel:

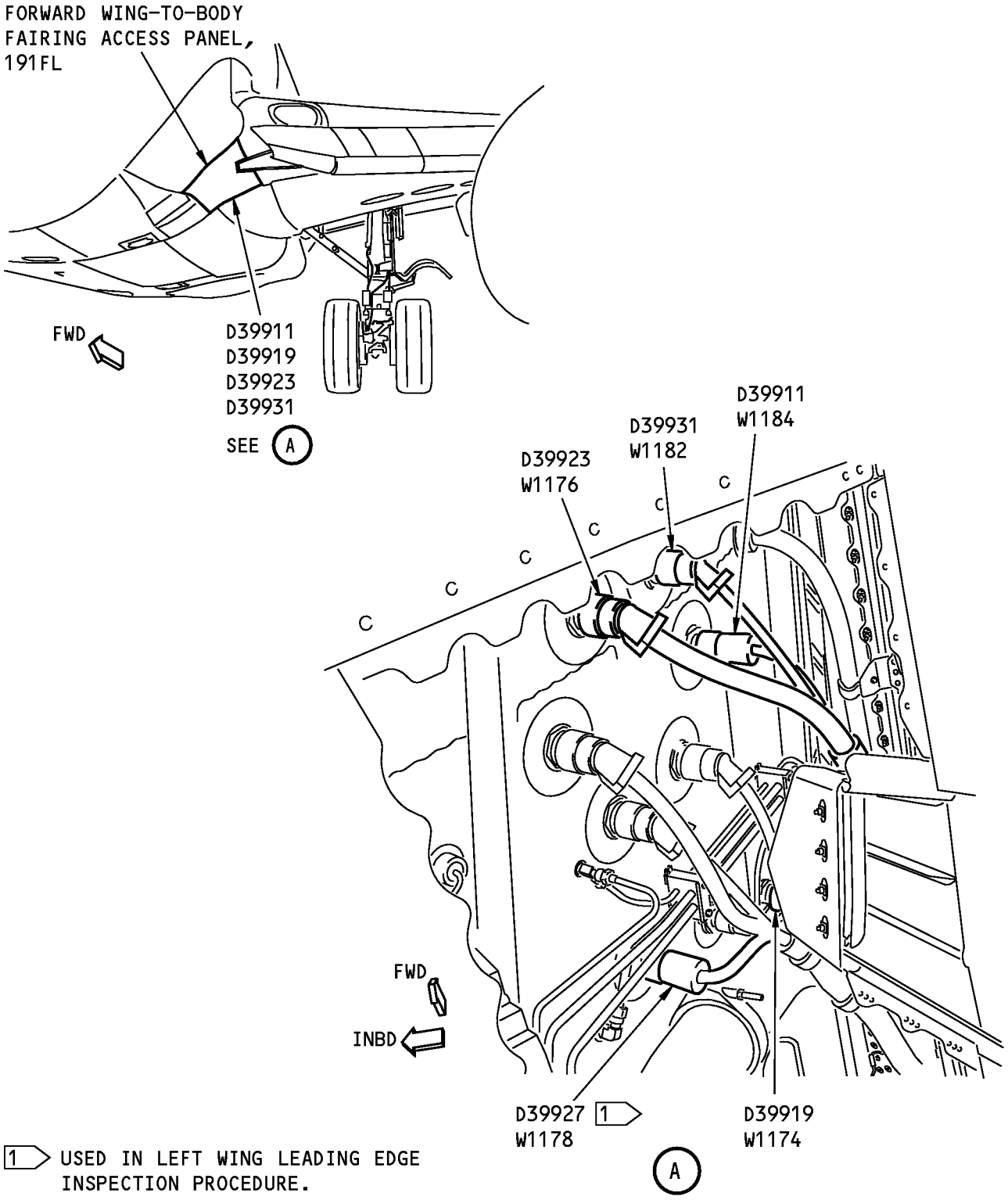
Number	Name/Location
191FL	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-44-440-001

(2) Re-Activate the Leading Edge slats if necessary:

(a) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

——————— END OF TASK ———————



1 USED IN LEFT WING LEADING EDGE INSPECTION PROCEDURE.

Wire Bundle Inspection - Left Wing to Body Fairing
Figure 602 (Sheet 1 of 2)/05-55-44-990-802

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1174	D39919		4-26		
W1176	D39923		5-28		
W1182	D39931		14-49		
W1184	D39911		15-51		

DATA SHEET

Wire Bundle Inspection - Left Wing to Body Fairing
Figure 602 (Sheet 2 of 2)/05-55-44-990-802

TASK 05-55-44-200-803

4. Wire Bundle Inspection - Left Wing Trailing Edge

(Figure 603)

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-03-200-801	Loop Resistance Measurement (P/B 201)
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)

C. Location Zones

Zone	Area
550	Subzone - Left Wing: Trailing Edge, Aft of Rear Spar, Inbd of Outboard Trailing Edge Flap
560	Subzone - Left Wing: Trailing Edge , Aft of Rear Spar, Outboard of Inbd Trailing Edge Flap, Inbd of Fixed Trailing Edge

D. Prepare for the procedure

SUBTASK 05-55-44-010-003

(1) Do this task: Extend the Trailing Edge Flaps, TASK 27-51-00-860-803.

SUBTASK 05-55-44-040-002

(2) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

E. Procedure

SUBTASK 05-55-44-280-001

(1) Do a Functional Test of the wire bundle at the connectors listed in (Table 603).

NOTE: The physical location of the connectors is shown in (Figure 603).

(a) Select the next connector to be tested from the table.

(b) Do this task: Loop Resistance Measurement, TASK 05-56-03-200-801.

(c) Record measured data for the wire bundle test connector on the data sheet in (Figure 603.

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 603/05-55-44-993-803

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
W1024	D00275	603	221111, 221231, 273221, 275211	T427-Flap Posn Sensor
W1024	D1695J	603	221131	Spoiler 4, FCC (pos 1)
W1024	D1699J	603	221131	Spoiler 4, FCC (pos 2)

F. Put the Airplane Back to Its Usual Condition

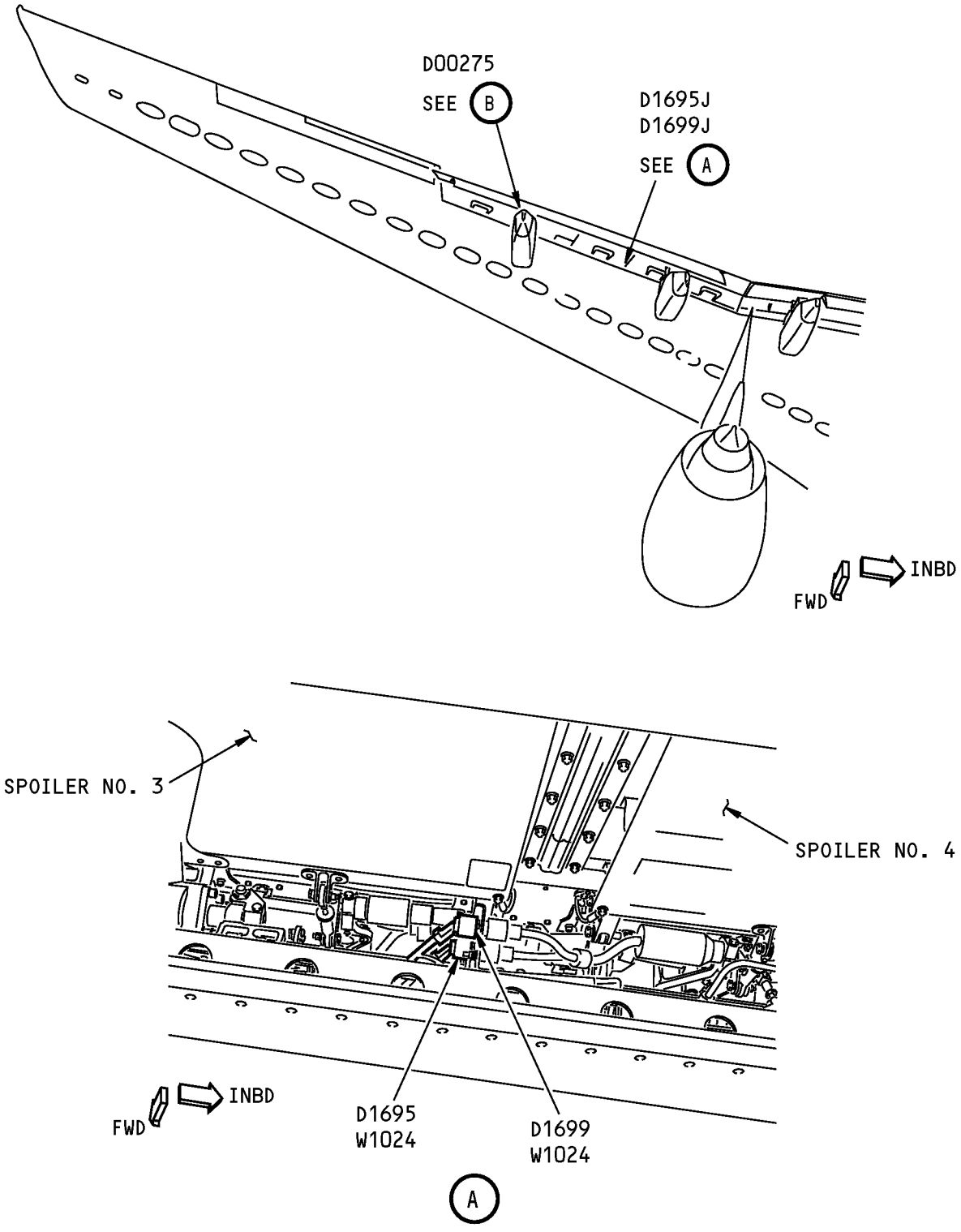
SUBTASK 05-55-44-440-002

(1) Do this task Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801

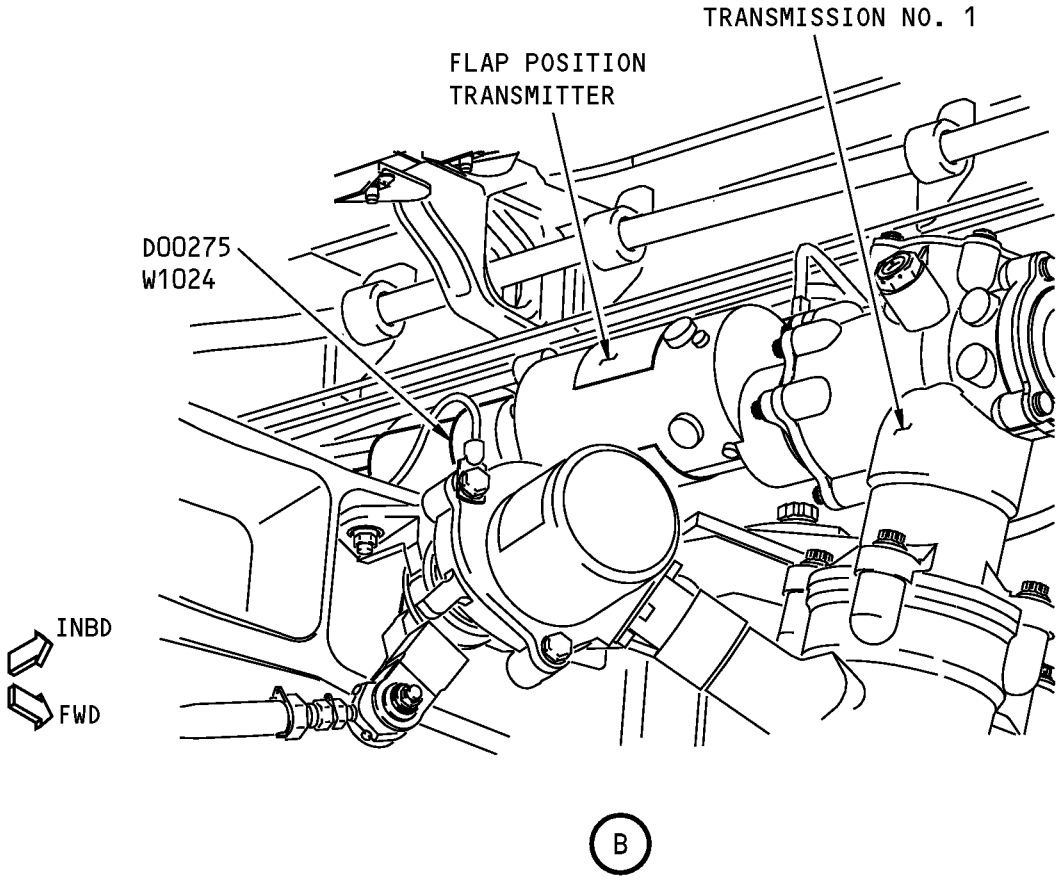
SUBTASK 05-55-44-410-002

(2) Do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

——————— END OF TASK ———————



Wire Bundle Inspection - Left Wing Trailing Edge
Figure 603 (Sheet 1 of 3)/05-55-44-990-803



Wire Bundle Inspection - Left Wing Trailing Edge
Figure 603 (Sheet 2 of 3)/05-55-44-990-803

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1024	D00275		9-36		
	D01695J		46-110		
	D01699J		47-111		

DATA SHEET

Wire Bundle Inspection - Left Wing Trailing Edge
Figure 603 (Sheet 3 of 3)/05-55-44-990-803

TASK 05-55-44-200-804

5. Wire Bundle Inspection - Left Wing Leading Edge

(Figure 604)

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-03-200-801	Loop Resistance Measurement (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)

C. Location Zones

Zone	Area
510	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Inbd of Strut and Nacelle Gap Cover Area
520	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Outboard of Strut and Nacelle Gap Cover Area

D. Access Panels

Number	Name/Location
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

E. Prepare for the procedure

SUBTASK 05-55-44-010-004

(1) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803.

SUBTASK 05-55-44-040-003

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-44-010-005

(3) Remove the following access panels:

Number	Name/Location
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

F. Procedure

SUBTASK 05-55-44-280-002

(1) Do a Functional Test of the wire bundle at the connectors listed in Table 604.

NOTE: The physical location of the connectors is shown in (Figure 604).

(a) Select the next connector to be tested from the table.

(b) Do this task: Loop Resistance Measurement, TASK 05-56-03-200-801

(c) Record measured data for the wire bundle test on the data sheet inFigure 604.

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 604/05-55-44-993-804

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
W1164	D30016		Figure 604	241111, 242111, 242411, 291111, 762111, 771221, 801111
AW258L, M2 speed - CDS				
W1168	D30084		Figure 604	301111, 361111, 732111, 732112, 732121, 732411, 732412, 773111, 783511, 782611
AW258L, EEC, CDS				
W1172	D30042		Figure 604	732111, 732112, 732121, 732411, 732412, 743111, 783251, 783511, 783611
AW258L, EEC - P8				
W1174	D30040		Figure 604	732111, 732112, 732121, 732411, 732412, 743111, 783251, 783511, 783611
AW258L, CDS - EEC				
W1176	D30082		Figure 604	30111, 36111, 732111, 732112, 732121, 732411, 732412, 773111, 783511, 783611
AW258L, EEC				
W1178	D8056J (Take the loop resistance Measurement at D39927 end of bundle. See Figure 602)		Figure 604	261111, 302111, 316214, 732211, 741111, 771211, 773111, 793111
AW258L, Alt pwr - EEC				

G. Put the Airplane Back to Its Usual Condition.

SUBTASK 05-55-44-410-003

(1) Install the following access panels:

Number	Name/Location
431CR	Forward Strut Fairing, Right Overwing Fairing, Strut 1
511AB	Inboard Leading Edge, Lower Removable Panel

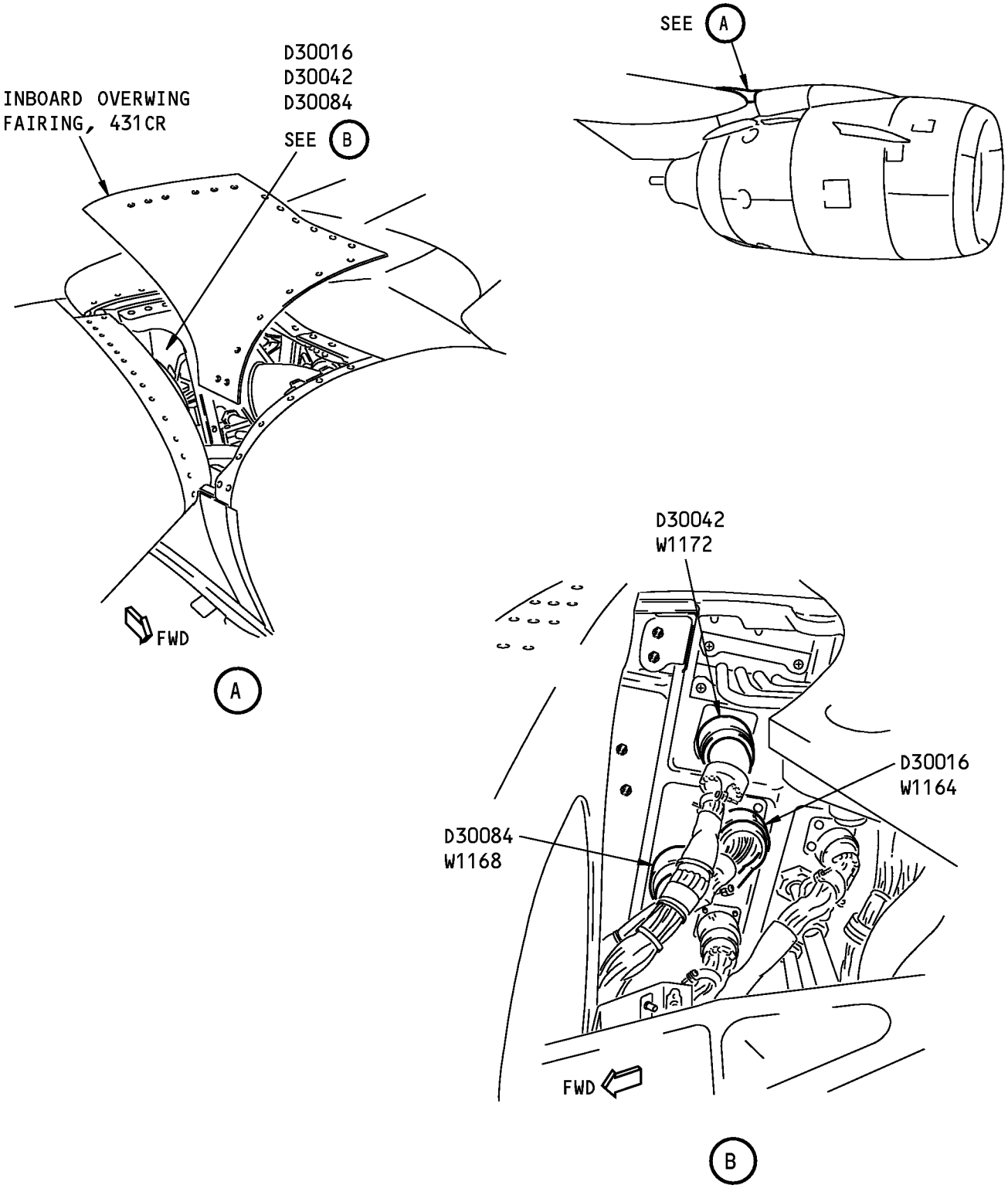
SUBTASK 05-55-44-440-003

(2) Do this task if necessary: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

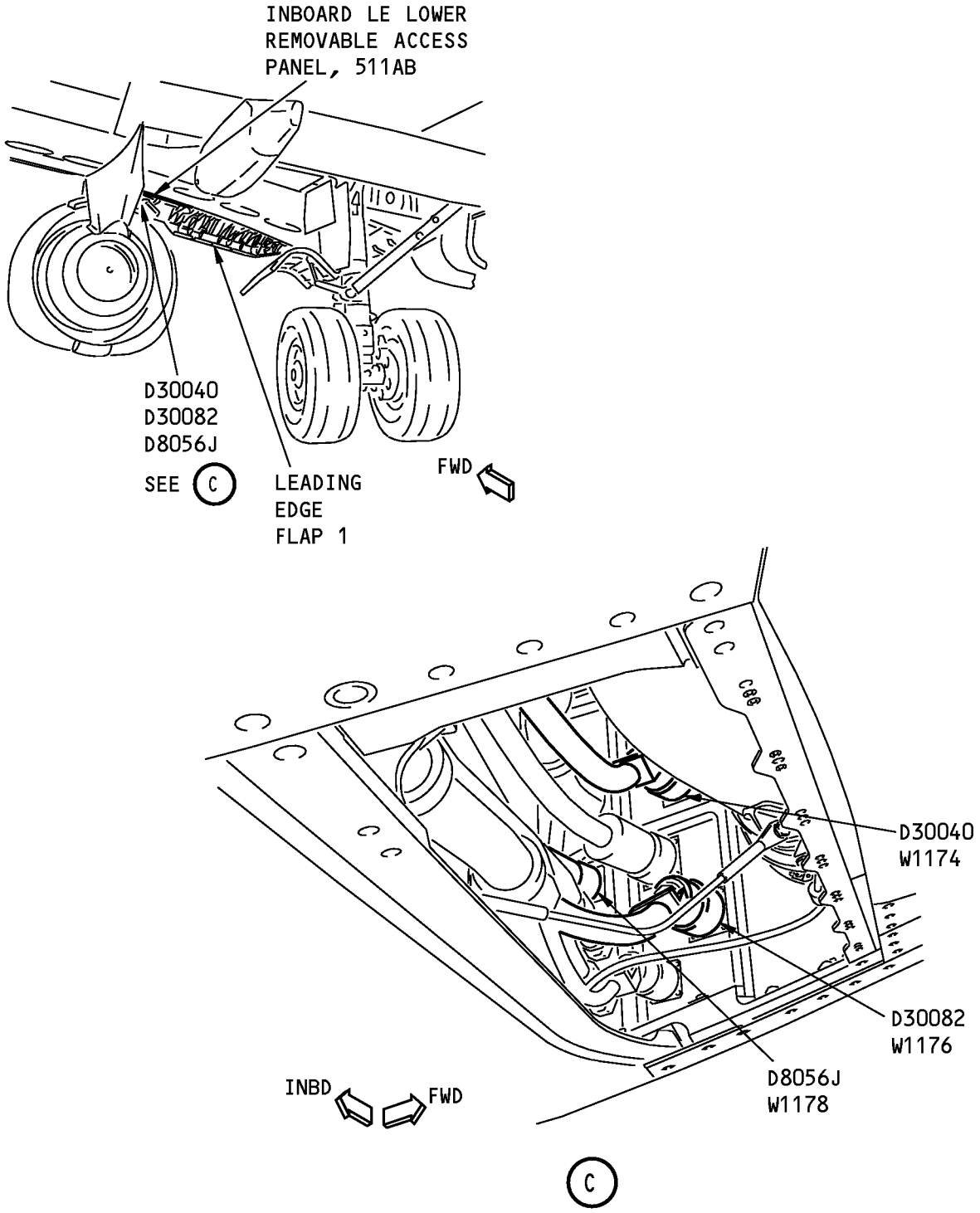
SUBTASK 05-55-44-440-004

(3) Do this task if necessary: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

——————— END OF TASK ———————



Wire Bundle Inspection - Left Wing Leading Edge
Figure 604 (Sheet 1 of 3)/05-55-44-990-804



Wire Bundle Inspection - Left Wing Leading Edge
Figure 604 (Sheet 2 of 3)/05-55-44-990-804

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1164	D30016		7–30		
W1168	D30084		3–19		
W1172	D30042		3–20		
W1174	D30040		4–26		
W1176	D30082		4–26		
W1178	D8056		5–29		

DATA SHEET

Wire Bundle Inspection - Left Wing Leading Edge
Figure 604 (Sheet 3 of 3)/05-55-44-990-804

TASK 05-55-44-200-805

6. Wire Bundle Inspection - Strut Disconnect - Left Engine

(Figure 605)

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-03-200-801	Loop Resistance Measurement (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)

C. Location Zones

Zone	Area
431	Engine 1 - Forward Strut Fairing

D. Access Panels

Number	Name/Location
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

E. Prepare for the procedure

SUBTASK 05-55-44-420-001

(1) There are some special test conditions for the following connectors listed in Table 605:

(a) For W1168 connectors D30208 and D30210, and for W1172 connectors D30202 and D30206, the following special test conditions apply:

1) For W1168-D30208:

a) Place the LRT Sense coupler on W1168 common to connector D30208J.

b) Place the LRT Drive coupler on W1172 common to connector D30202J.

c) Measure the Loop resistance by performing a Loop Resistance test.

NOTE: Loop value is for reference only (do not record).

d) Placing one Joint probe on D30208J's mounting bracket and the other on the strut tray primary structure measure the RDC loop resistance and record the value on the data sheet.

2) For W1172-D30202:

a) Place the LRT Sense coupler on W1172 common to connector D30202J.

b) Place the LRT Drive coupler on W1168 common to connector D30208J.

c) Measure the Loop resistance by performimg a Loop Resistance test

NOTE: Loop value is for reference only (do not record).

d) Placing one Joint probe on D30202J's mounting bracket and the other on the strut tray primary structure measure the RDC loop resistance and record the measured resistance value on the data sheet.

3) For W1168-D30210:

a) Place the LRT Sense coupler on W1168 common to connetcor D30210J.

b) Place the LRT Drive coupler on W1172 common toconnector D30206J.

c) Measure the Loop resistance by performing a Loop Resistance test

NOTE: Loop value is for reference only (do not record).

d) Placing one Joint probe on D30210J's mounting bracket and the other on the strut tray primary structure measure the RDC loop resistance record the measured resistance value on the data sheet.

4) For W1172-D30206:

a) Place the LRT Sense coupler on W1172 common to connector D30206J.

b) Place the LRT Drive coupler on W1168 common to connector D30210J.

c) Measure the Loop resistance by performimg a Loop Resistance test

NOTE: Loop value is for reference only (do not record).

d) Placing one Joint probe on D30206J's mounting bracket and the other on the strut tray primary structure measure the RDC loop resistance and record the measured resistance value on the data sheet.

SUBTASK 05-55-44-010-006

(2) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803.

SUBTASK 05-55-44-040-004

(3) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-44-040-005

(4) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 05-55-44-010-007

(5) Remove the following access panels:

Number	Name/Location
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

F. Procedure

SUBTASK 05-55-44-280-003

(1) Do a Functional Test of the wire bundle at the connectors listed in (Table 605).

NOTE: The physical location of the connectors is shown in (Figure 605).

(a) Refering to the special test conditions listed above for the connectors listed, as needed, select the next connector to be tested from the table.

(b) Do do this task: Loop Resistance Measurement, TASK 05-56-03-200-801 for the selected connector.

NOTE: When you test connector D30206 - W1166, make sure that two ground wires W1166-1 and W1166-2 are not included in the drive and sense couplers. These two ground wires will cause the incorrect loop resistance value.

(c) Record measured data for each connector on the data sheet in (Figure 605)).

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 605/05-55-44-993-805

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
W1164	D30234		Figure 605	241111, 242111, 242411, 291111, 762111, 7771221, 801111
AS1L, M2 speed - CDS				
W1166	D30256		Figure 605	732211, 741111
AS1L, Pwr relay-alt pwr EEC				
W1168	D30208 (See Special Instructions)		Figure 605	783511, 783611
AS2L, T/R 1vdt - EEC				
W1168	D30210 (See Special Instructions)		Figure 605	783511, 783611
AS2l				
W1168	D30260		Figure 605	732111, 732112, 732121, 732411, 732412, 743111, 783511
AS1L				
W1170	D30212		Figure 605	732211, 741111, 771211
AS1L, EEC-eng start				
W1170	D30228		Figure 605	302111, 316214, 773111, 793111

(Continued)

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
AS1L				
W1172	D30224		Figure 605	732111, 732112, 732121, 732411, 732412, 743111, 783511
AS1L, EEC - P8				
W1172	D30202 (See Special Instructions)		Figure 605	783251, 783511, 783611
T/R Lvdt, EEC - P8				
W1172	D30206 (See Special Instructions)		Figure 605	783251, 783511, 783611
T/R Lvdt, EEC - P8				

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-44-410-004

(1) Install the following access panels:

Number	Name/Location
431AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 1
431AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 1
431AT	Forward Strut Fairing, Thumbnail Fairing, Strut 1

SUBTASK 05-55-44-440-005

(2) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

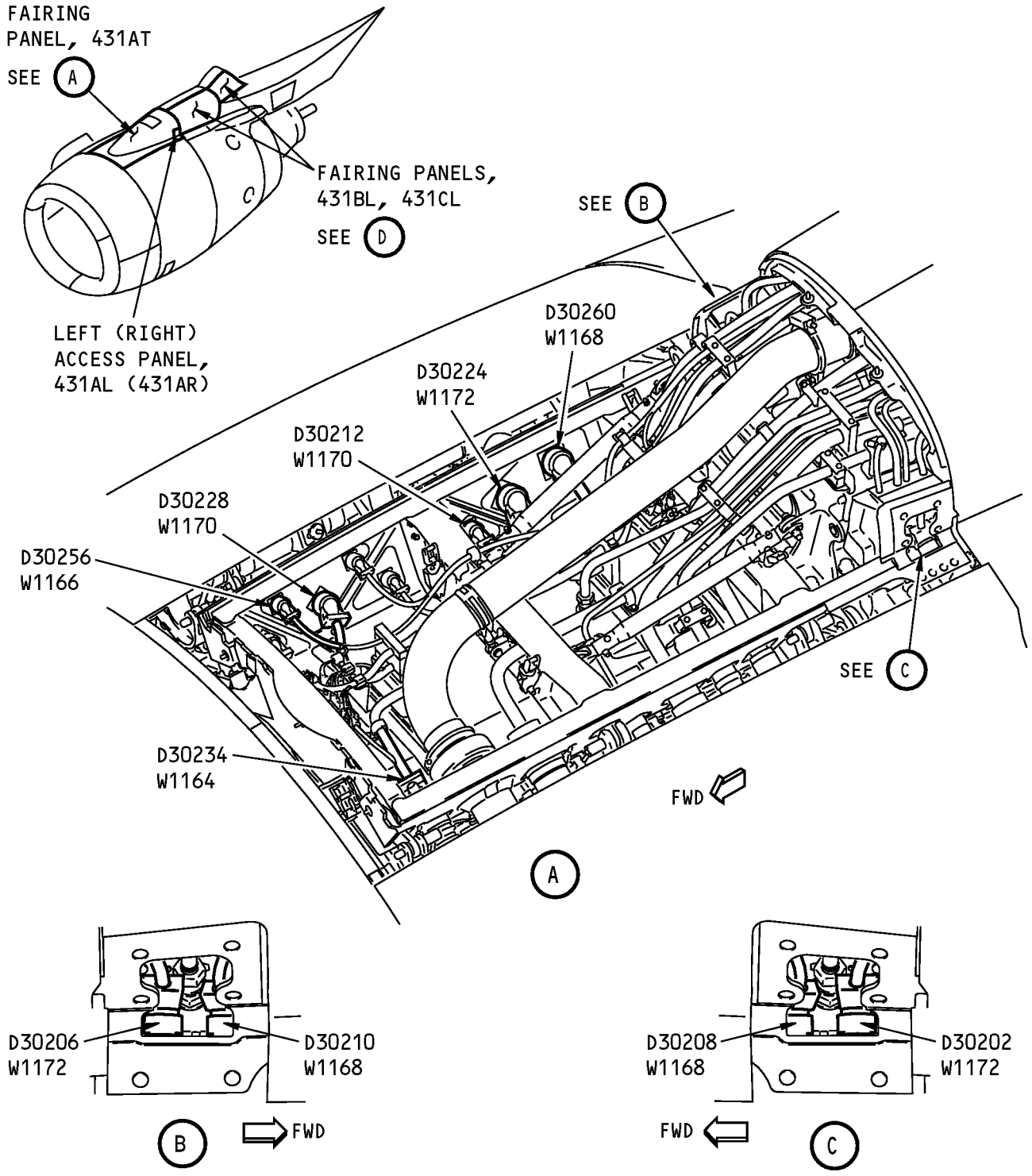
SUBTASK 05-55-44-440-006

(3) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

SUBTASK 05-55-44-410-005

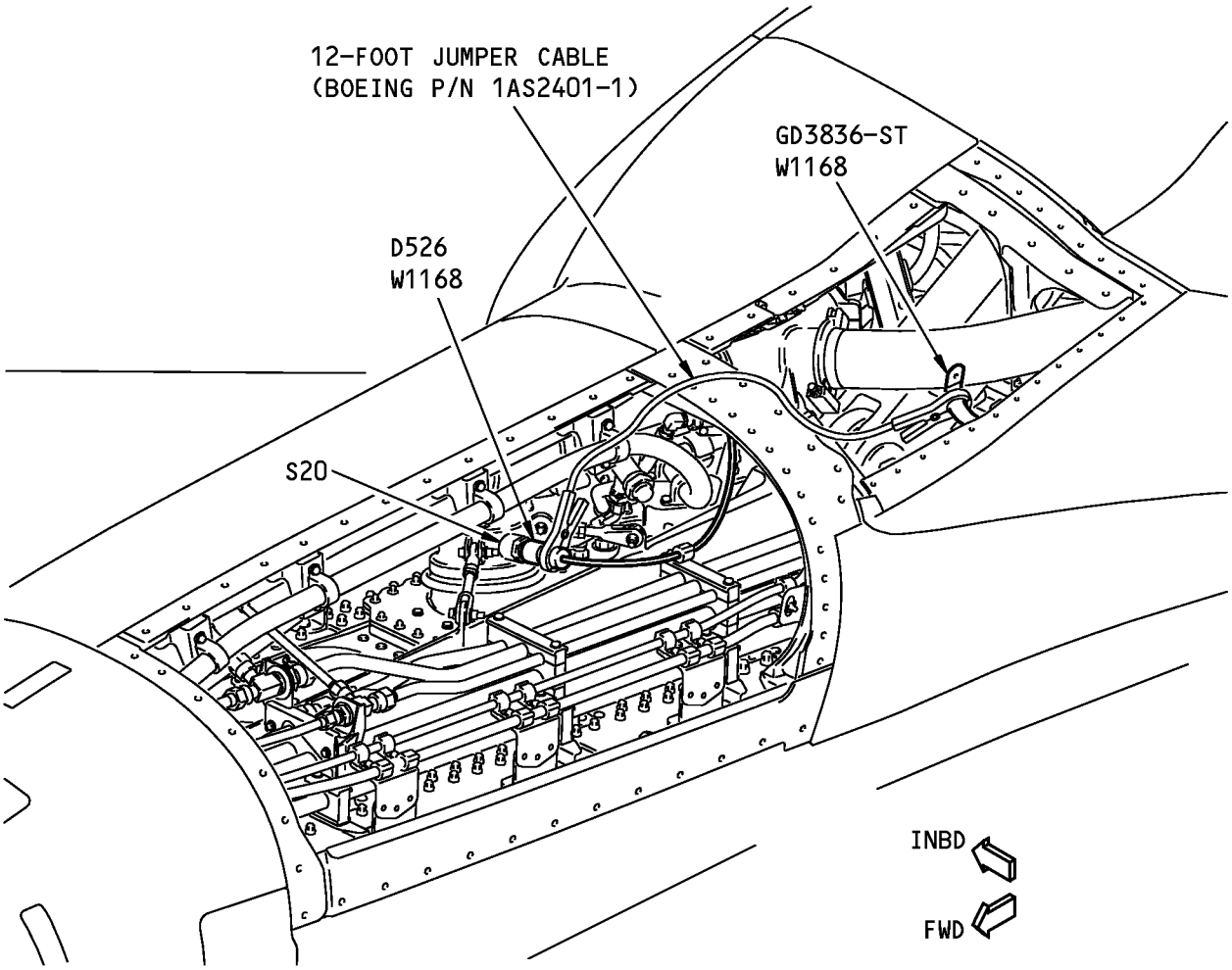
(4) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

——————— END OF TASK ———————



NOTE: PANELS 431AT, 431AL AND 431AR HAVE BEEN REMOVED.

Wire Bundle Inspection - Strut Disconnect - Left Engine
Figure 605 (Sheet 1 of 3)/05-55-44-990-805



NOTE: PANELS 431BL AND 431CL HAVE BEEN REMOVED.

Wire Bundle Inspection - Strut Disconnect - Left Engine
Figure 605 (Sheet 2 of 3)/05-55-44-990-805

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1164	D30234		7–30		
W1166	D30256		25–60		
W1168	D30208		5–25		
	D30210		2–18		
	D30260		3–19		
W1170	D30212		8–30		
	D30228		11–39		
W1172	D30224		3–21		
	D30202		4–23		
	D30206		2–18		

DATA SHEET

Wire Bundle Inspection - Strut Disconnect - Left Engine
Figure 605 (Sheet 3 of 3)/05-55-44-990-805

H/L PROTECTION -LRT- RIGHT SIDE WIRE BUNDLES INSPECTION

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure contains tasks that inspect selected wire bundles and connectors on the right side of the airplane.

C. Equipment required:

(1) Boeing portable loop resistance tester, SPL-1636.

D. Fault Isolation of the following tasks may be required:

(1) If the measured Loop Resistance value of a test point (connector) is not within the limits specified on the data sheet, fault isolation of the test point is required.

(a) Using the Wiring Diagrams listed in the tables, locate all connectors associated with the wire bundle.

(b) Make sure all the connectors are tight and that there is no obvious physical damage to the wire bundle or connectors.

1) If any connectors were found to be loose and were tightened, repeat this task for that wire bundle.

a) Record the new measurement on the data sheet and retain the original measurement for evaluation.

(c) If any physical damage was noted, repair it or replace the wire bundleSWPM 20-10-13 and re-test the connector.

(d) If the connector still does not pass the Loop Resistance Test, do this test Joint Resistance Measurement, TASK 05-56-04-200-801to fault isolate all the joints associated with the wire bundle.

NOTE: The referenced task provides a definition of ''Joints.''

TASK 05-55-45-200-801

2. Wire Bundle Inspection - Right MLG W/W

(Figure 601)

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-03-200-801	Loop Resistance Measurement (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

C. Location Zones

Zone	Area
134	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Right

D. Prepare for the procedure

SUBTASK 05-55-45-010-001

(1) Make sure the MLG and Doors are locked open.

(a) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801

E. Procedure

SUBTASK 05-55-45-720-001

(1) Do a Functional Test of the wire bundle at the connectors listed in (Table 601).

NOTE: The physical location of the connectors is shown in (Figure 601).

(a) Select the next connector to be tested from the table.

(b) Do the following task, do this task: Loop Resistance Measurement, TASK 05-56-03-200-801, for the selected connector.

(c) Record measured data for the wire bundle test connector on the data sheet in (Figure 601).

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

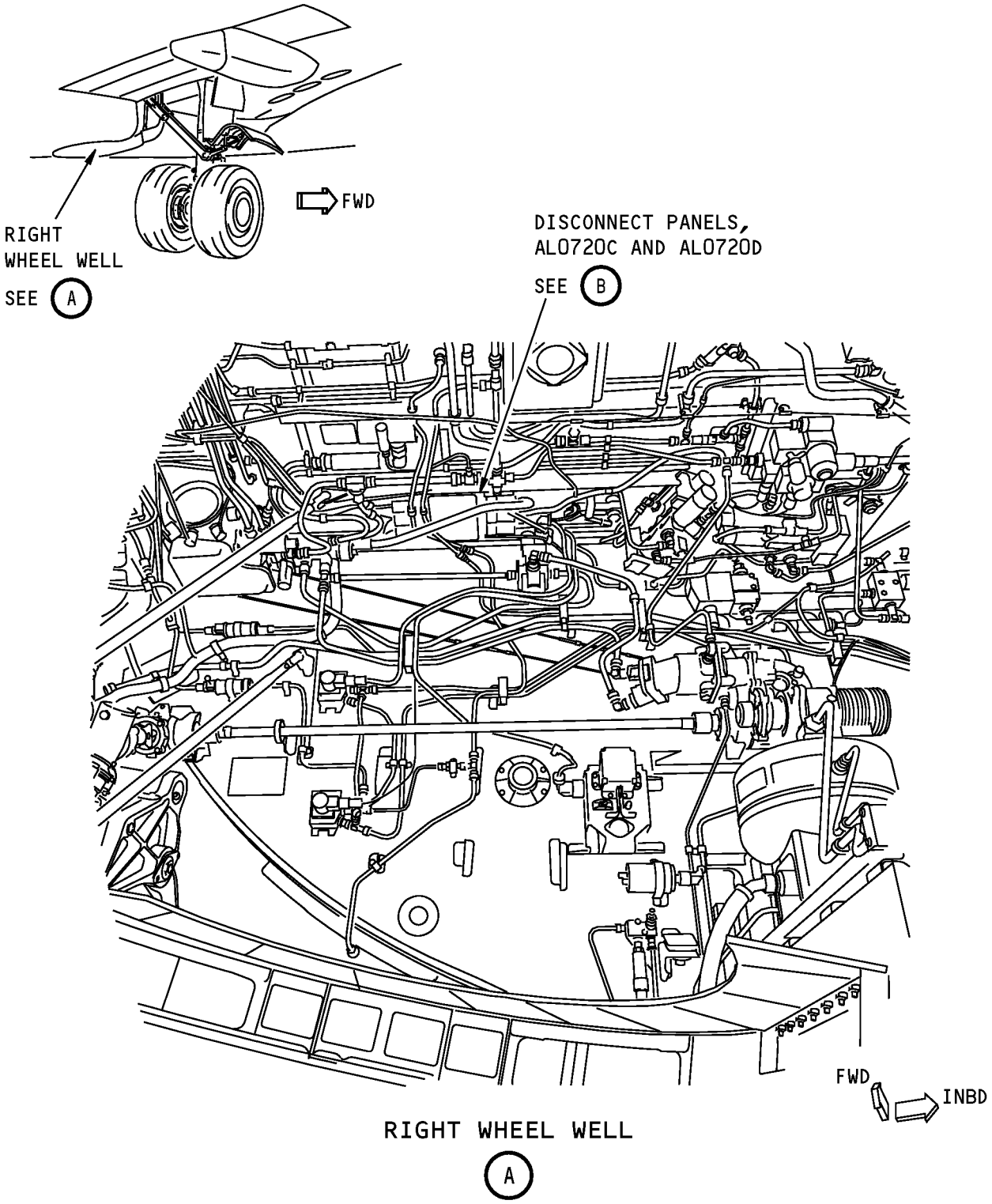
Table 601/05-55-45-993-801

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
W1032	D43100P	601	221131, 271811, 273211, 276214	AL720C, Spoiler 9 Position, DFCS
W1032	D43102P	601	221111, 221131, 221241	AL720B, Spoiler 9 Position, DFCS

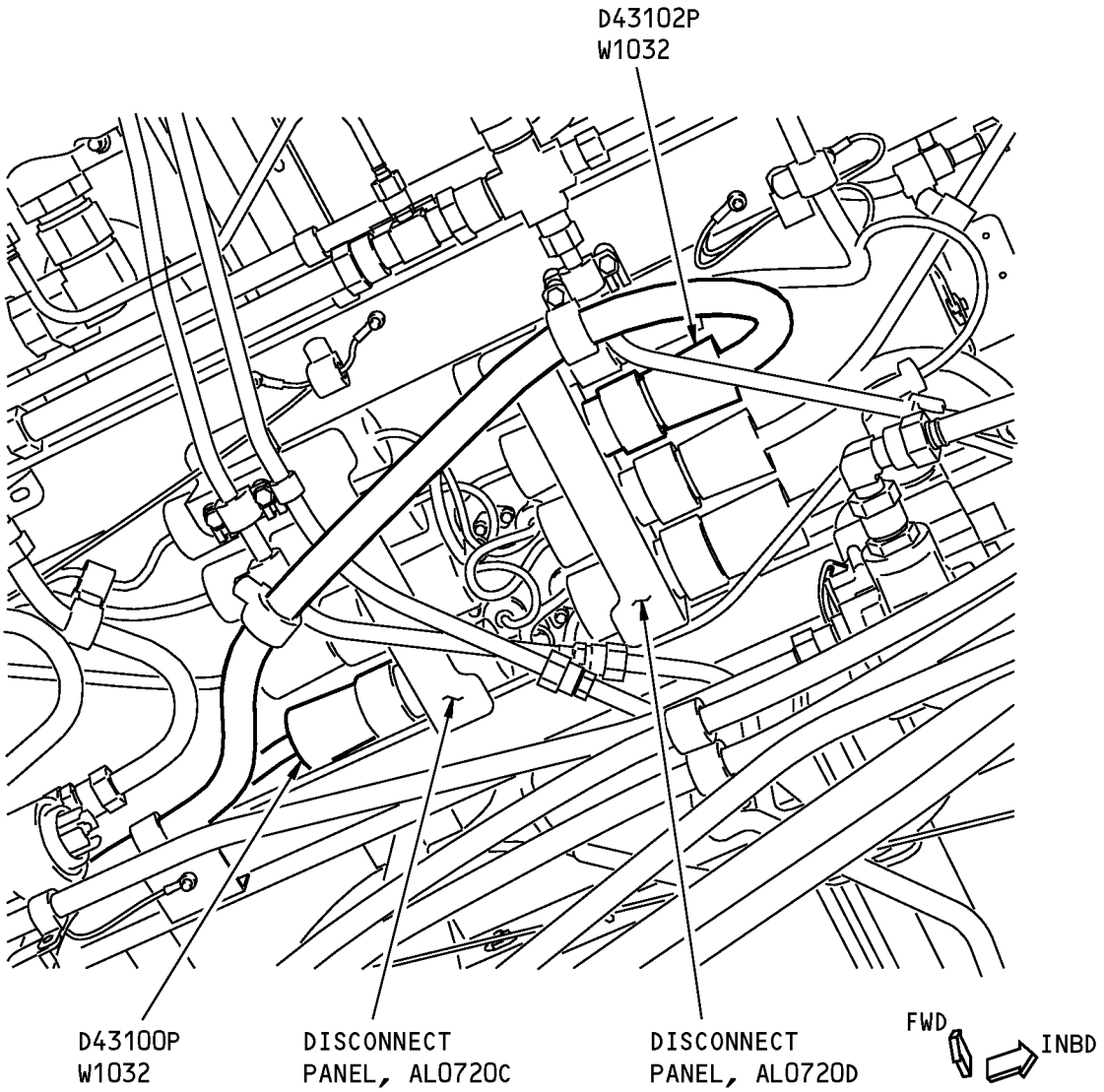
SUBTASK 05-55-45-940-001

(2) Put the Airplane Back to Its Usual Condition.

END OF TASK



Wire Bundle Inspection - Right MLG W/W
Figure 601 (Sheet 1 of 3)/05-55-45-990-801



DISCONNECT PANELS, AL0720C AND AL0720D

B

NOTE: COVER PLATE REMOVED.

Wire Bundle Inspection - Right MLG W/W
Figure 601 (Sheet 2 of 3)/05-55-45-990-801

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1032	D43100P		16-49		
	D43102P		31-75		

DATA SHEET

Wire Bundle Inspection - Right MLG W/W
Figure 601 (Sheet 3 of 3)/05-55-45-990-801

TASK 05-55-45-200-802

3. Wire Bundle Inspection - Right Wing to Body Fairing

(Figure 602)

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-03-200-801	Loop Resistance Measurement (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)

C. Location Zones

Zone	Area
191	Lower Wing-To-Body Fairing - Forward of Wing Box

D. Access Panels

Number	Name/Location
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

E. Prepare for the procedure

SUBTASK 05-55-45-040-001

(1) Deactivate the Leading edge Slats:

(a) Do this task:Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801

SUBTASK 05-55-45-010-002

(2) Remove the following access panel:

Number	Name/Location
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

F. Procedure

SUBTASK 05-55-45-720-002

(1) Do a Functional Test of the wire bundle at the connectors listed in (Table 602).

NOTE: The physical location of the connectors is shown in Figure 602.

(a) Select the next connector to be tested from the table.

(b) Do the following task, do this task: Loop Resistance Measurement, TASK 05-56-03-200-801 for the selected connector.

(c) Record measured data for each connector on the data sheet in Figure 602.

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 602/05-55-45-993-802

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
W1274	D39920	602	732111, 732112, 732121, 732412, 732421, 743111, 783261, 783521, 783621	AD520, EEC
W1276	D39924	602	301111, 361111, 732111, 732112, 732121, 732412, 732421, 773121, 783521, 783621	AD520, EEC
W1282	D39932	602	261121, 732211, 741111	AC520, Alt pwr - Relay
W1284	D39912	602	762121, 771221, 801111	AC520, EEC - Starter valve

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-45-410-001

(1) Install the following access panel:

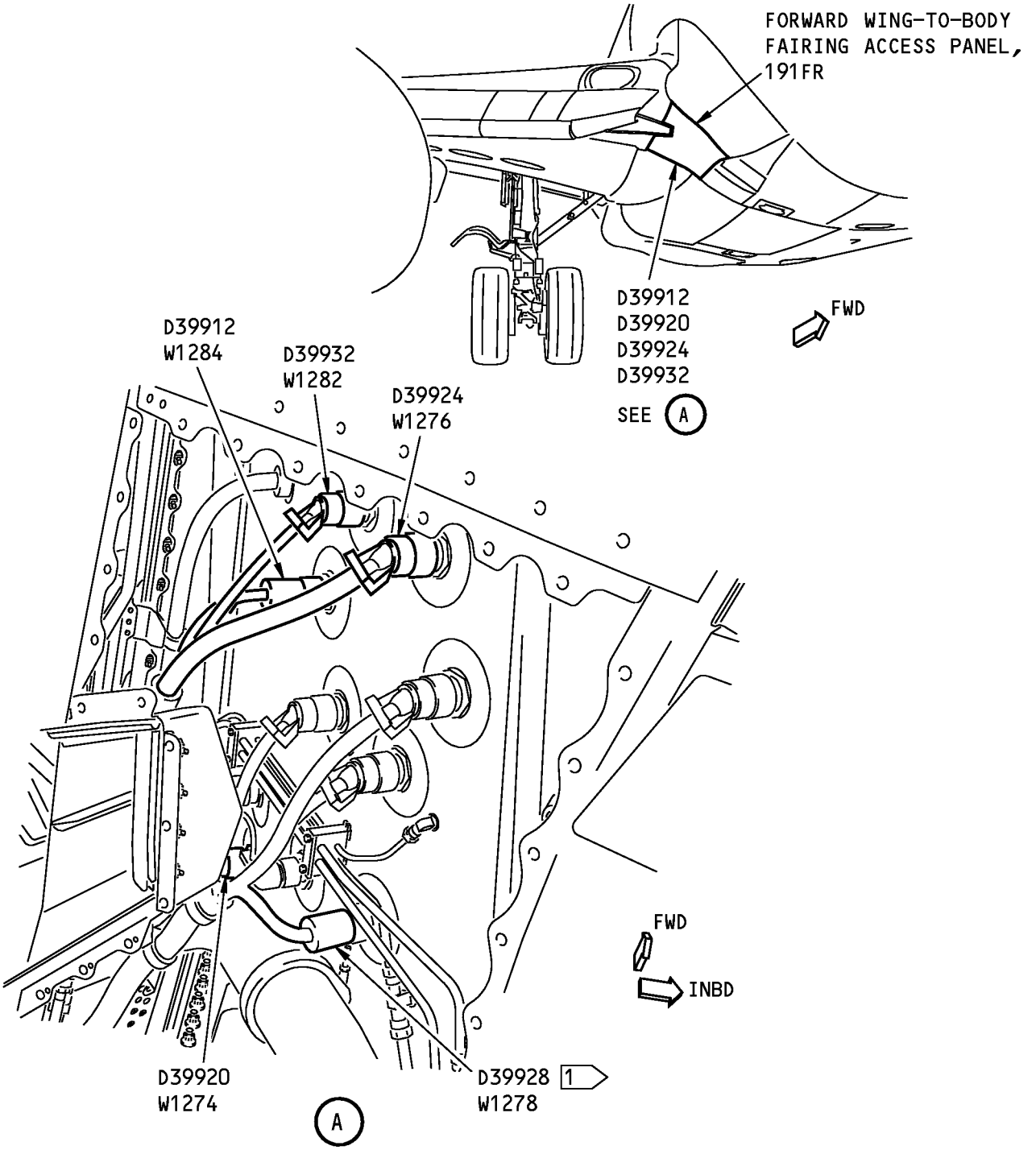
Number	Name/Location
191FR	Forward Wing To Body Fairing Panel - Mid Fairing, Above Ram Air Inlet

SUBTASK 05-55-45-440-001

(2) Re-Activate the Leading Edge slats if necessary:

(a) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801

——————— END OF TASK ———————



1 USED IN RIGHT WING LEADING EDGE INSPECTION PROCEDURE.

Wire Bundle Inspection - Right Wing to Body Fairing
Figure 602 (Sheet 1 of 2)/05-55-45-990-802

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED BOND VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1274	D39920		4-25		
W1276	D39924		5-28		
W1282	D39932		14-48		
W1284	D39912		13-47		

DATA SHEET

Wire Bundle Inspection - Right Wing to Body Fairing
Figure 602 (Sheet 2 of 2)/05-55-45-990-802

TASK 05-55-45-200-803

4. Wire Bundle Inspection - Right Wing Trailing Edge

Figure 603

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-03-200-801	Loop Resistance Measurement (P/B 201)
27-51-00-040-801	Trailing Edge Flap System Deactivation (P/B 201)
27-51-00-440-801	Trailing Edge Flap System Reactivation (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)

C. Location Zones

Zone	Area
650	Subzone - Right Wing: Trailing Edge, Aft of Rear Spar, Inboard of Outboard Trailing Edge Flap
660	Subzone - Right Wing: Trailing Edge, Aft of Rear Spar, Outboard of Inboard Trailing Edge Flap, Inboard of Fixed Trailing Edge

D. Prepare for the procedure

SUBTASK 05-55-45-010-003

(1) Do this task: Extend the Trailing Edge Flaps, TASK 27-51-00-860-803.

SUBTASK 05-55-45-040-002

(2) Do this task: Trailing Edge Flap System Deactivation, TASK 27-51-00-040-801.

E. Procedure

SUBTASK 05-55-45-280-001

(1) Do a Functional Test of the wire bundle at the connectors shown in Table 603.

NOTE: The physical location of the connectors is shown in Figure 603.

(a) Select the next connector to be tested from the table.

(b) Do the following task, do this task: Loop Resistance Measurement, TASK 05-56-03-200-801 for the selected connector.

(c) Record measured data for each connector on the data sheet in Figure 603.

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 603/05-55-45-993-803

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
W1034	D00229	603	221111, 221241, 273211, 275211	T428-Flap Posn Sensor
W1034	D1697J	603	221131	Spoiler 9, sensor, FCC (a)
W1034	D1701J	603	221131	Spoiler 9, sensor, FCC (b)

F. Put the Airplane Back to Its Usual Condition

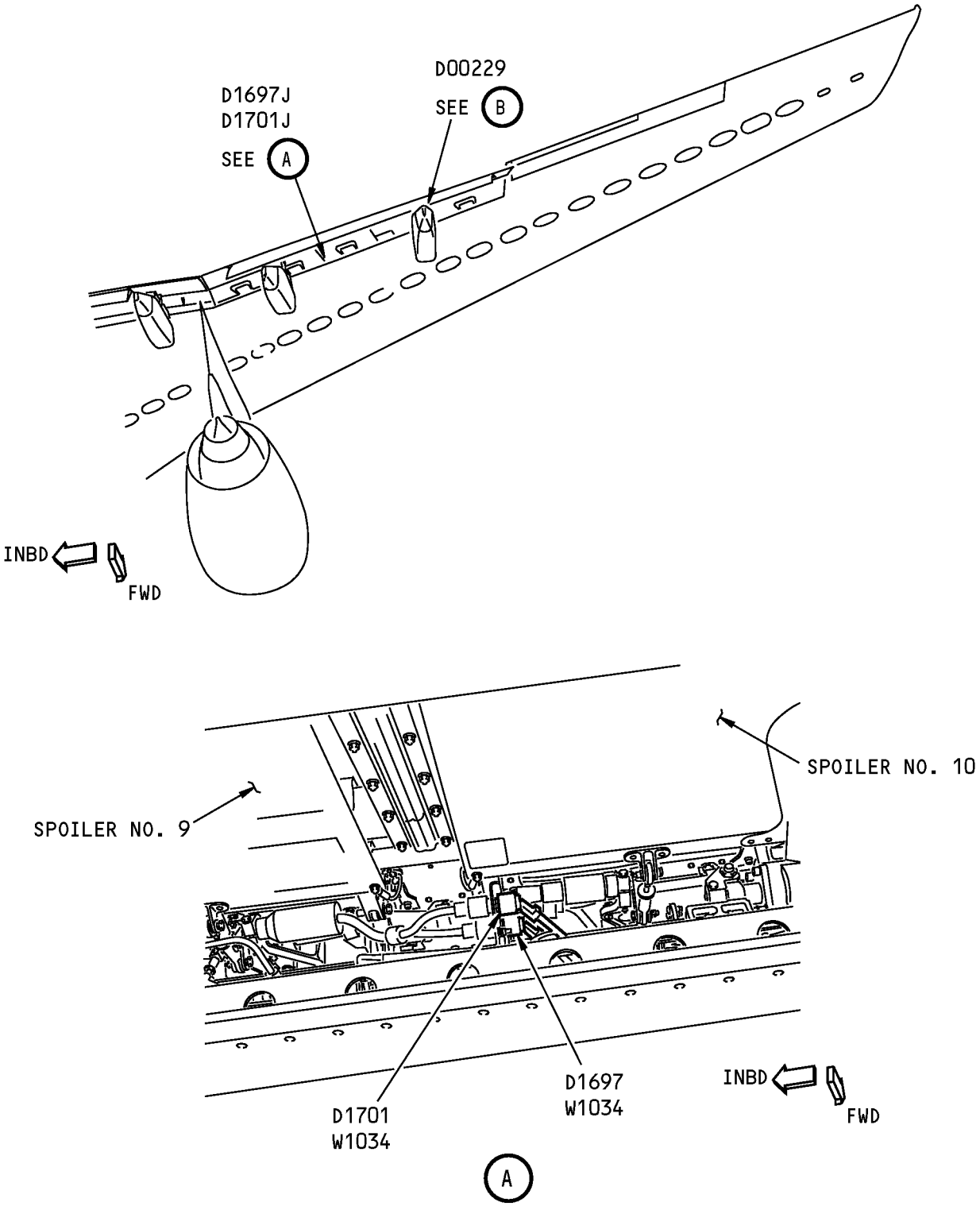
SUBTASK 05-55-45-440-002

(1) Do this task:Trailing Edge Flap System Reactivation, TASK 27-51-00-440-801

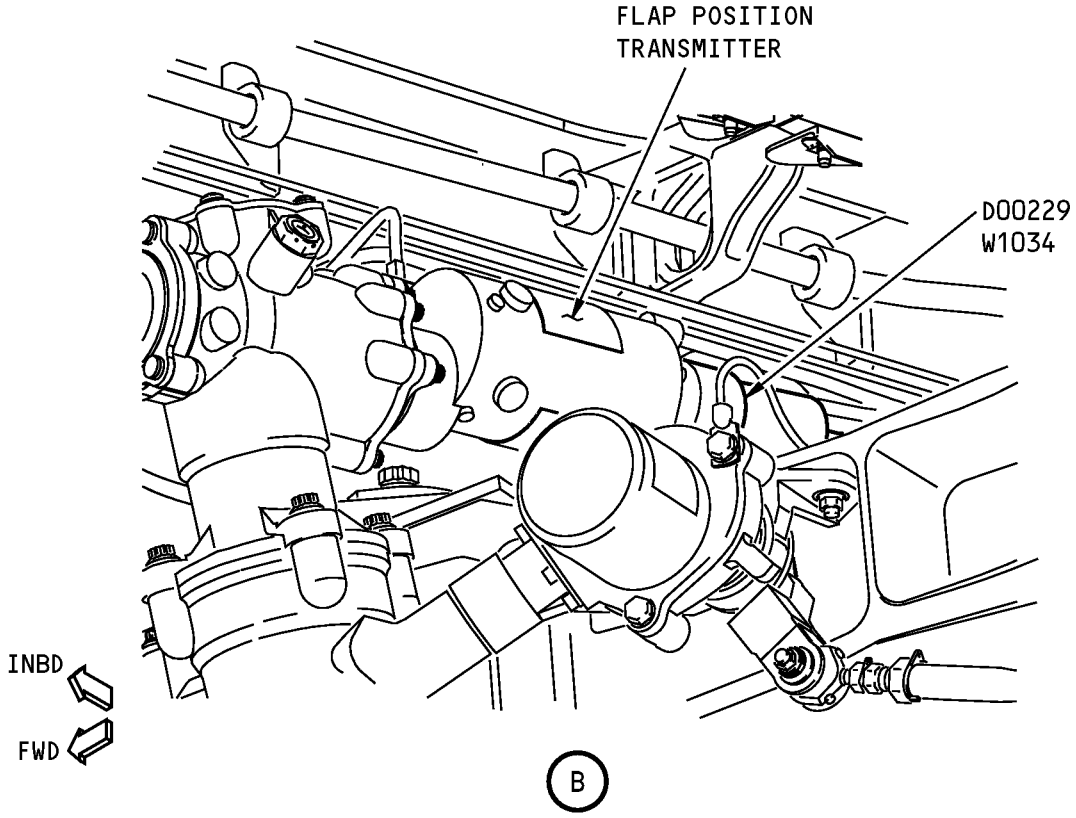
SUBTASK 05-55-45-410-002

(2) Do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

END OF TASK



Wire Bundle Inspection - Right Wing Trailing Edge
Figure 603 (Sheet 1 of 3)/05-55-45-990-803



Wire Bundle Inspection - Right Wing Trailing Edge
Figure 603 (Sheet 2 of 3)/05-55-45-990-803

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1034	D00229		9-36		
	D1697J		46-109		
	D1701J		45-108		

DATA SHEET

Wire Bundle Inspection - Right Wing Trailing Edge
Figure 603 (Sheet 3 of 3)/05-55-45-990-803

TASK 05-55-45-200-804

5. Wire Bundle Inspection - Right Wing Leading Edge

(Figure 604)

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-55-44-990-802	Figure: Wire Bundle Inspection - Left Wing to Body Fairing (P/B 601)
05-56-03-200-801	Loop Resistance Measurement (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)

C. Location Zones

Zone	Area
610	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Inboard of Nacelle Strut, Including Gap Cover Area
620	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Outboard of Nacelle Strut

D. Access Panels

Number	Name/Location
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

E. Prepare for the procedure

SUBTASK 05-55-45-010-004

(1) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803.

SUBTASK 05-55-45-040-003

(2) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-45-010-005

(3) Remove the following access panels:

Number	Name/Location
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

F. Procedure

SUBTASK 05-55-45-280-002

(1) Do a Functional Test of the electrical bond between the connectors shown in Table 604 .

NOTE: The physical location of the connectors is shown in Figure 604.

(a) Select the next connector to be tested from the tables.

(b) Do the following task, do this task: Loop Resistance Measurement, TASK 05-56-03-200-801 for the selected connector.

(c) Record measured data for each connector on the data sheet in Figure 604.

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 604/05-55-45-993-804

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
W1264	D30116		Figure 604	241121, 242121, 242421, 291111, 762121, 771221, 801111
AW258R, M2 speed - CDS				
W1268	D30184		Figure 604	301111, 361111, 732111, 732112, 732121, 732412, 732421, 773121, 783521, 783621
AW258R, EEC, CDS				
W1272	D30142		Figure 604	732111, 732112, 732121, 732412, 732421, 743111, 783261, 783521, 783621
AW258R, EEC - P8				
W1274	D30140		Figure 604	732111, 732112, 732121, 732412, 732421, 743111, 783261, 783521, 783621
AW258R, CDS - EEC				
W1276	D30182		Figure 604	301111, 361111, 732111, 732112, 732121, 732412, 732421, 773121, 783521, 783621
AW258R, EEC				

(Continued)

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
W1278	D8156J		Figure 604	261121, 302121, 316224, 732211, 741111, 771211, 773121, 793111
AW258R, Alt pwr - EEC				
W1664	D4578J (Take the loop resistance Measurement at D39928 end of bundle. See Figure 05-55-44-990-802)		Figure 604	284111, 284411
AD520, Wing Refuel Panel				

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-45-410-003

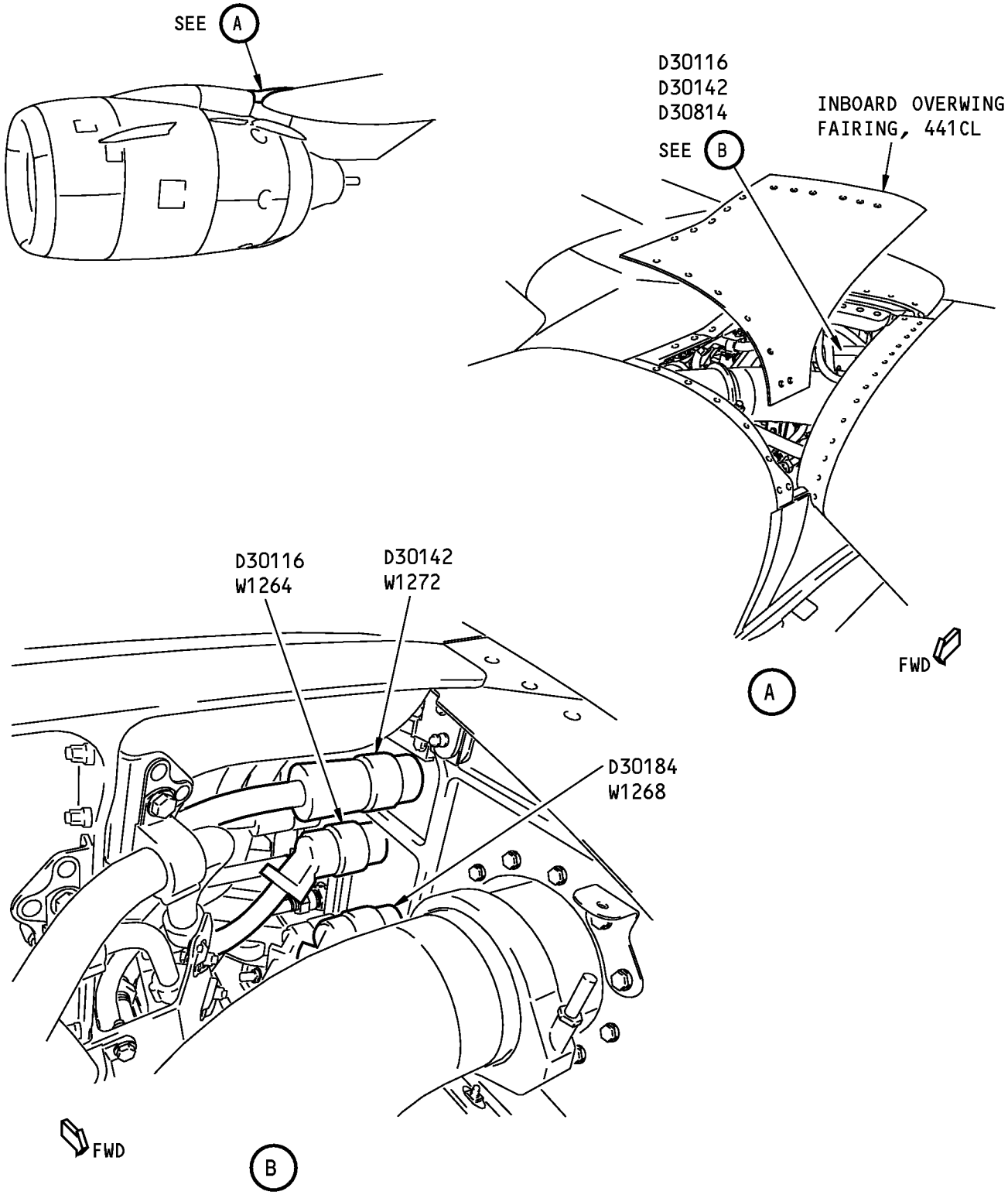
(1) Install the following access panels:

Number	Name/Location
441CL	Forward Strut Fairing, Left Overwing Fairing, Strut 2
611AB	Inboard Leading Edge, Lower Removable Access Panel
621GB	Refuel Access Panel - Slat Station 143.27

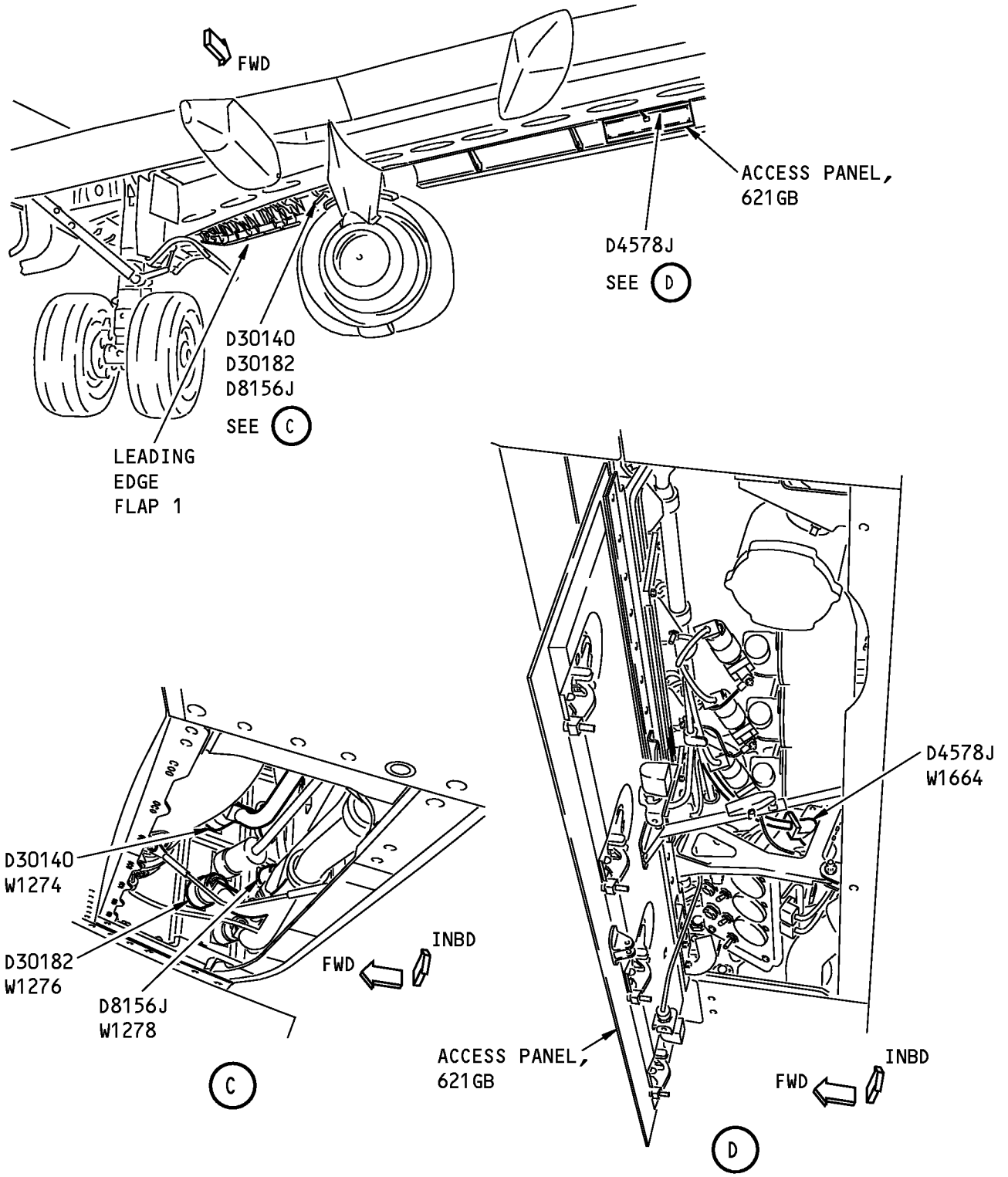
SUBTASK 05-55-45-440-003

(2) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

——————— END OF TASK ———————



HIRF/Lightning Protection - Right Wing Leading Edge
Figure 604 (Sheet 1 of 3)/05-55-45-990-804



HIRF/Lightning Protection - Right Wing Leading Edge
Figure 604 (Sheet 2 of 3)/05-55-45-990-804

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1264	D30116		9-33		
W1268	D30184		3-20		
W1272	D30142		3-20		
W1274	D30140		4-21		
W1276	D30182		5-28		
W1278	D8156J		5-29		
W1664	D4578J		3-23		

DATA SHEET

HIRF/Lightning Protection - Right Wing Leading Edge
Figure 604 (Sheet 3 of 3)/05-55-45-990-804

TASK 05-55-45-200-805

6. Wire Bundle Inspection - Strut Disconnect - Right Engine

Figure 605

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-03-200-801	Loop Resistance Measurement (P/B 201)
27-81-00-040-801	Deactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-440-801	Reactivate the Leading Edge Flaps and Slats (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
78-31-00-040-802-F00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-803-F00	Thrust Reverser Activation After Ground Maintenance (P/B 201)

C. Location Zones

Zone	Area
441	Engine 2 - Forward Strut Fairing

D. Access Panels

Number	Name/Location
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

E. Prepare for the procedure

SUBTASK 05-55-45-420-002

(1) There are some special test conditions for the following connectors listed in Table 605:

(a) For W1268 connectors D30408 and D30410, and for W1272 connectors D30402 and D30406, the following special test conditions apply:

1) For W1268-D30408:

a) Place the LRT Sense coupler on W1268 common to connector D30408J.

b) Place the LRT Drive coupler on W1272 common to connector D30402J.

c) Measure the Loop resistance by performing a Loop Resistance test.

NOTE: Loop value is for reference only (do not record).

d) Pacing one Joint probe on D30408J's mounting bracket and the other on the strut tray primary structure and record the measured resistance value on the data sheet.

2) For W1268-D30410:

a) Place the LRT Sense coupler on W1268 common to connetcor D30410J.

b) Place the LRT Drive coupler on W1272 common toconnector D30406J.

c) Measure the Loop resistance by performing a Loop Resistance test.

NOTE: Loop value is for reference only (do not record).

d) Placing one Joint probe on D30410J's mounting bracket and the other on the strut tray primary structure and record the measured resistance value on the data sheet.

3) For W1272-D30402J:

a) Place the LRT Sense coupler on W1272 common to connector D30402J.

b) Place the LRT Drive coupler on W1268common to connector D30408J.

c) Measure the Loop resistance by performimg a Loop Resistance test.

NOTE: Loop value is for reference only (do not record).

d) Placing one Joint probe on D30202J's mounting bracket and the other on the strut tray primary structure and record the measured resistance value on the data sheet.

4) For W1272-D30406J:

a) Place the LRT Sense coupler on W1272 common to connector D30406J.

b) Place the LRT Drive coupler on W1268 common to connector D304010J.

c) Measure and record the RDC Loop resistance by performimg a Loop Resistance test.

NOTE: Loop value is for reference only (do not record).

d) Placing one Joint probe on D30406J's mounting bracket and the other on the strut tray primary structure and record the measured resistance value on the data sheet.

SUBTASK 05-55-45-010-006

(2) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803

SUBTASK 05-55-45-040-004

(3) Do this task: Deactivate the Leading Edge Flaps and Slats, TASK 27-81-00-040-801.

SUBTASK 05-55-45-040-005

(4) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-802-F00.

SUBTASK 05-55-45-010-007

(5) Remove the following access panels:

Number	Name/Location
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

F. Procedure

SUBTASK 05-55-45-280-003

(1) Do a Functional Test of the wire bundles at the connectors listed in Table 605.

NOTE: The physical location of the connectors is shown in Figure 605.

(a) Select the next connector to be tested from the table, refering to the special test conditions listed above for the connectors listed as needed.

(b) Do do this task: Loop Resistance Measurement, TASK 05-56-03-200-801for the selected connector.

(c) Record measured data for each connector on the data sheet in (Figure 605).

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 605/05-55-45-993-806

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
W1264	D30434		Figure 605	241121, 242121, 242421, 291111, 762121, 771221, 801111
AS1R, M2 speed - CDS				
W1266	D30456		Figure 605	732211, 741111
AS1R, Pwr relay-alt pwr EEC				
W1268	D30408 (See Special Instructions)		Figure 605	783521, 783621
AS2R, T/R 1vdt - EEC				
W1268	D30410 (See Special Instructions)		Figure 605	783521, 783621
AS3R, EEC - T/R 1vdt				
W1268	D30460		Figure 605	732111, 732112, 732121, 732412, 732421, 783521
AS1R, EEC - T/R 1vdt				
W1270	D30428		Figure 605	302121, 316224, 773121, 793111
AS1R				
W1272	D30424		Figure 605	732111, 732112, 732121, 732412, 732421, 743111, 783521
AS1R, EEC - T/R LVDT				
W1272	D30402 (See Special Instructions)		Figure 605	783261, 783521, 783621

(Continued)

WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
AS2R, EEC - T/R LVDT				
W1272	D30406 (See Special Instructions)		Figure 605	783261, 783521, 783621
AS3R, EEC - T/R LVDT				

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-45-410-004

(1) Install the following access panels:

Number	Name/Location
441AL	Forward Strut Fairing, Left Thrust Reverser Disconnect, Strut 2
441AR	Forward Strut Fairing, Right Thrust Reverser Disconnect, Strut 2
441AT	Forward Strut Fairing, Thumbnail Fairing, Strut 2

SUBTASK 05-55-45-440-004

(2) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-803-F00.

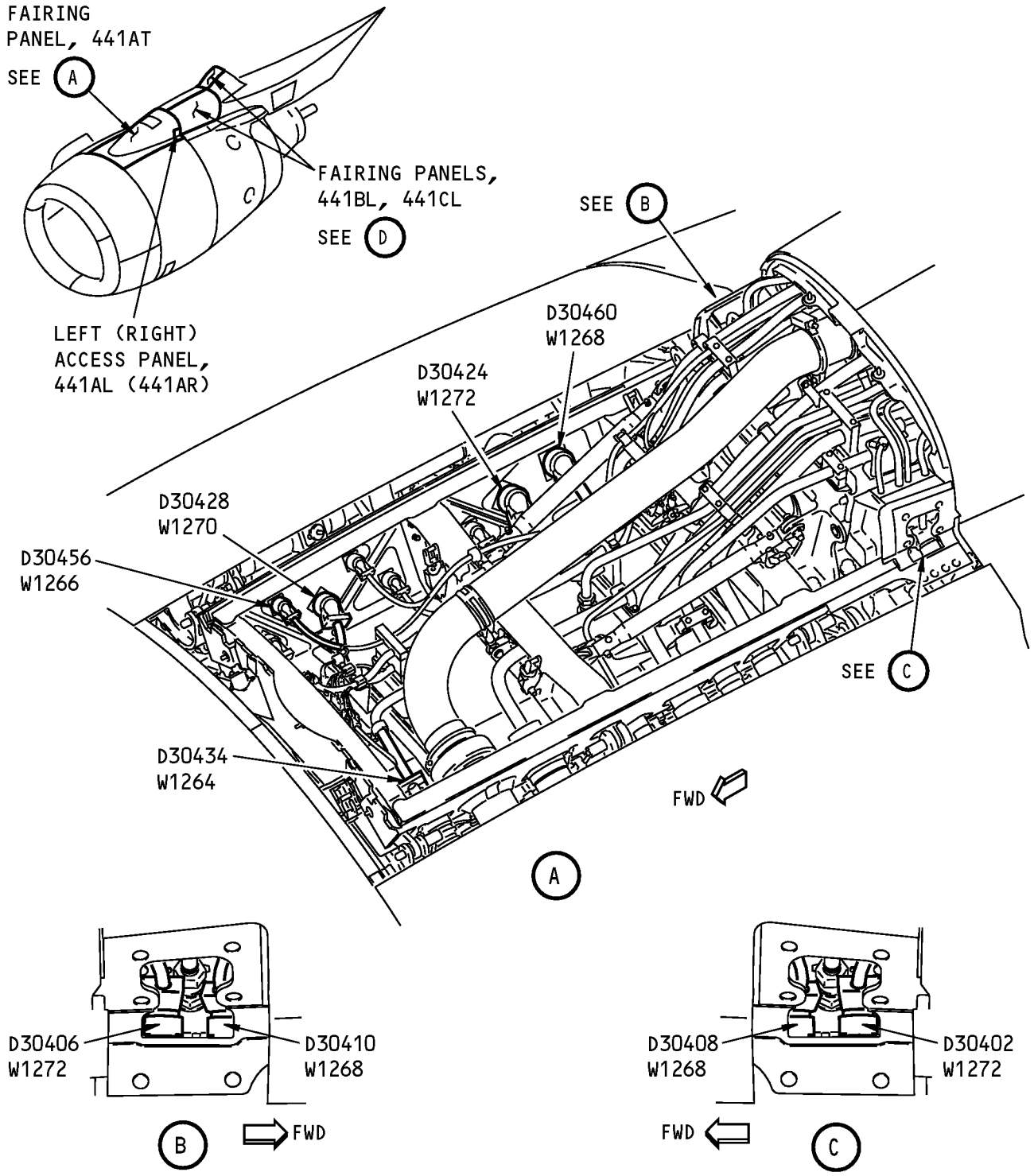
SUBTASK 05-55-45-440-005

(3) Do this task: Reactivate the Leading Edge Flaps and Slats, TASK 27-81-00-440-801.

SUBTASK 05-55-45-410-005

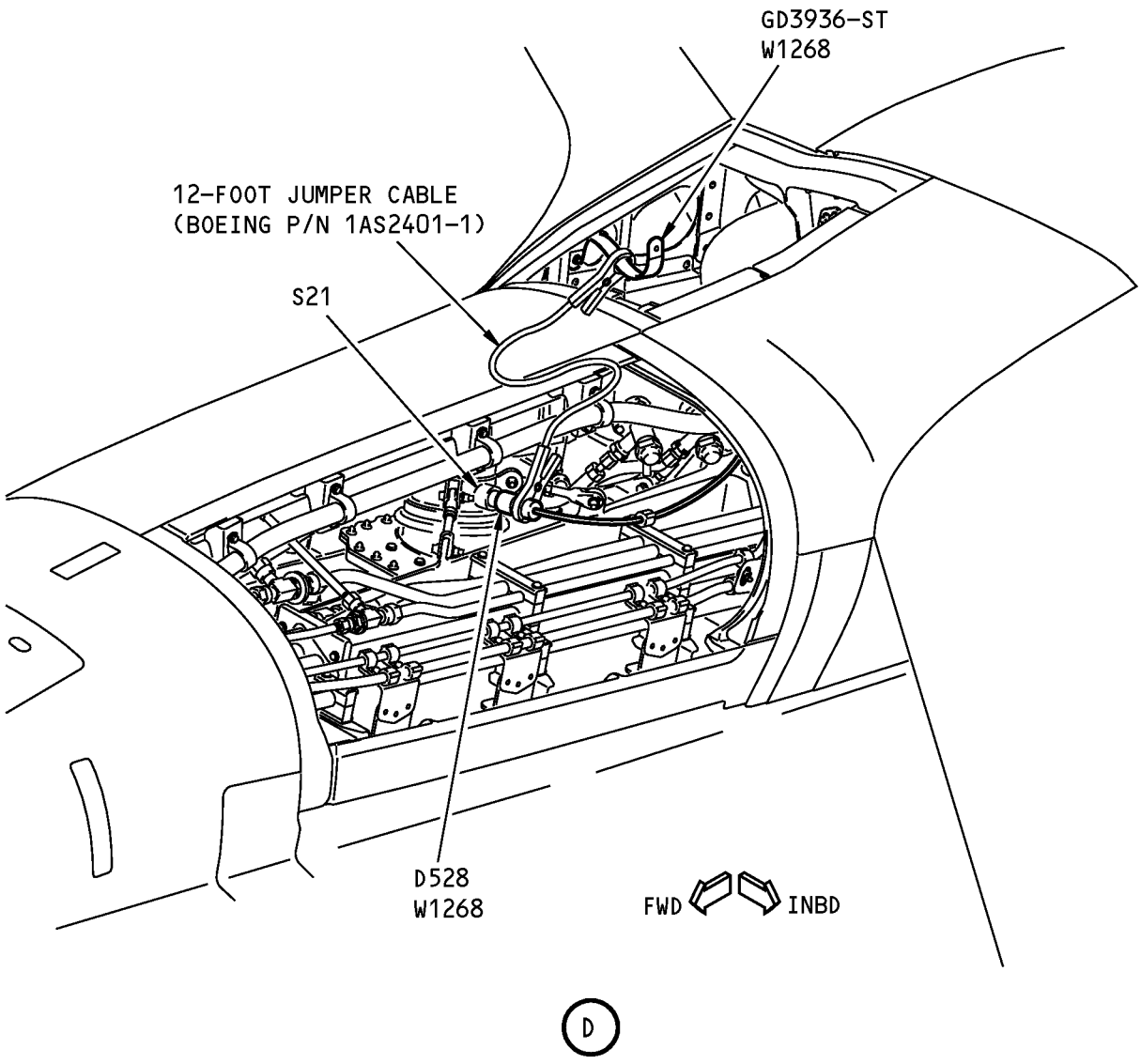
(4) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

——————— END OF TASK ———————



NOTE: PANELS 441AT, 441AL AND 441AR HAVE BEEN REMOVED.

HIRF/Lightning Protection - Strut Disconnect - Right Engine
Figure 605 (Sheet 1 of 3)/05-55-45-990-806



NOTE: PANELS 441BL AND 441CL HAVE BEEN REMOVED.

HIRF/Lightning Protection - Strut Disconnect - Right Engine
Figure 605 (Sheet 2 of 3)/05-55-45-990-806

PLANE:					
DATE:					
TECHNICIAN:					
BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W1264	D30434		9-33		
W1266	D30456		29-70		
W1268	D30408		6-26		
	D30410		2-18		
	D30460		3-19		
W1270	D30428		13-43		
W1272	D30424		3-20		
	D30402		2-24		
	D30406		2-18		

DATA SHEET

HIRF/Lightning Protection - Strut Disconnect - Right Engine
Figure 605 (Sheet 3 of 3)/05-55-45-990-806

H/L PROTECTION -LRT- EMPENNAGE WIRE BUNDLES INSPECTION

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure contains tasks that inspect selected wire bundles and connectors in the empennage area of the airplane.

C. Equipment required:

(1) Boeing portable loop resistance tester, SPL-1636.

D. Fault Isolation of the following tasks may be required:

(1) If the measured Loop Resistance value of a test point (connector) is not within the limits specified on the data sheet, fault isolation of the test point is required.

(a) Using the Wiring Diagrams listed in the tables, locate all connectors associated with the wire bundle.

(b) Make sure all the connectors are tight and that there is no obvious physical damage to the wire bundle or connectors.

1) If any connectors were found to be loose and were tightened, repeat this task for that wire bundle.

a) Record the new measurement on the data sheet and retain the original measurement for evaluation.

(c) If any physical damage is noted at a connector or along the wire bundle, repair it or replace the wire bundleSWPM 20-10-13 and repeat the test of the connector.

(d) If the connector still does not pass the Loop Resistance Test, do this test Joint Resistance Measurement, TASK 05-56-04-200-801to fault isolate all the joints associated with the wire bundle.

NOTE: The referenced task provides a definition of ''Joints.''

TASK 05-55-46-200-801

2. Wire Bundle Inspection - Stabilizer Trim Compartment

Figure 601

A. General

(1) This procedure is a scheduled maintenance task.

B. References

Reference	Title
05-56-03-200-801	Loop Resistance Measurement (P/B 201)

C. Location Zones

Zone	Area
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

D. Access Panels

Number	Name/Location
311BL	Stabilizer Trim Access Door

E. Prepare for the procedure

SUBTASK 05-55-46-010-001

(1) Remove the following access panel:

Number	Name/Location
311BL	Stabilizer Trim Access Door

F. Procedure

SUBTASK 05-55-46-280-001

(1) Do a Functional Test of the wire bundle at the connectors listed in Table 601.

NOTE: The physical location of the connectors is shown in Figure 601

(a) Select the next wire bundle to be tested from the table.

(b) Do this task: Loop Resistance Measurement, TASK 05-56-03-200-801 for the selected wire bundle.

(c) Record the measured data for each wire bundle connector on the data sheet Figure 601.

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 601/05-55-46-993-801

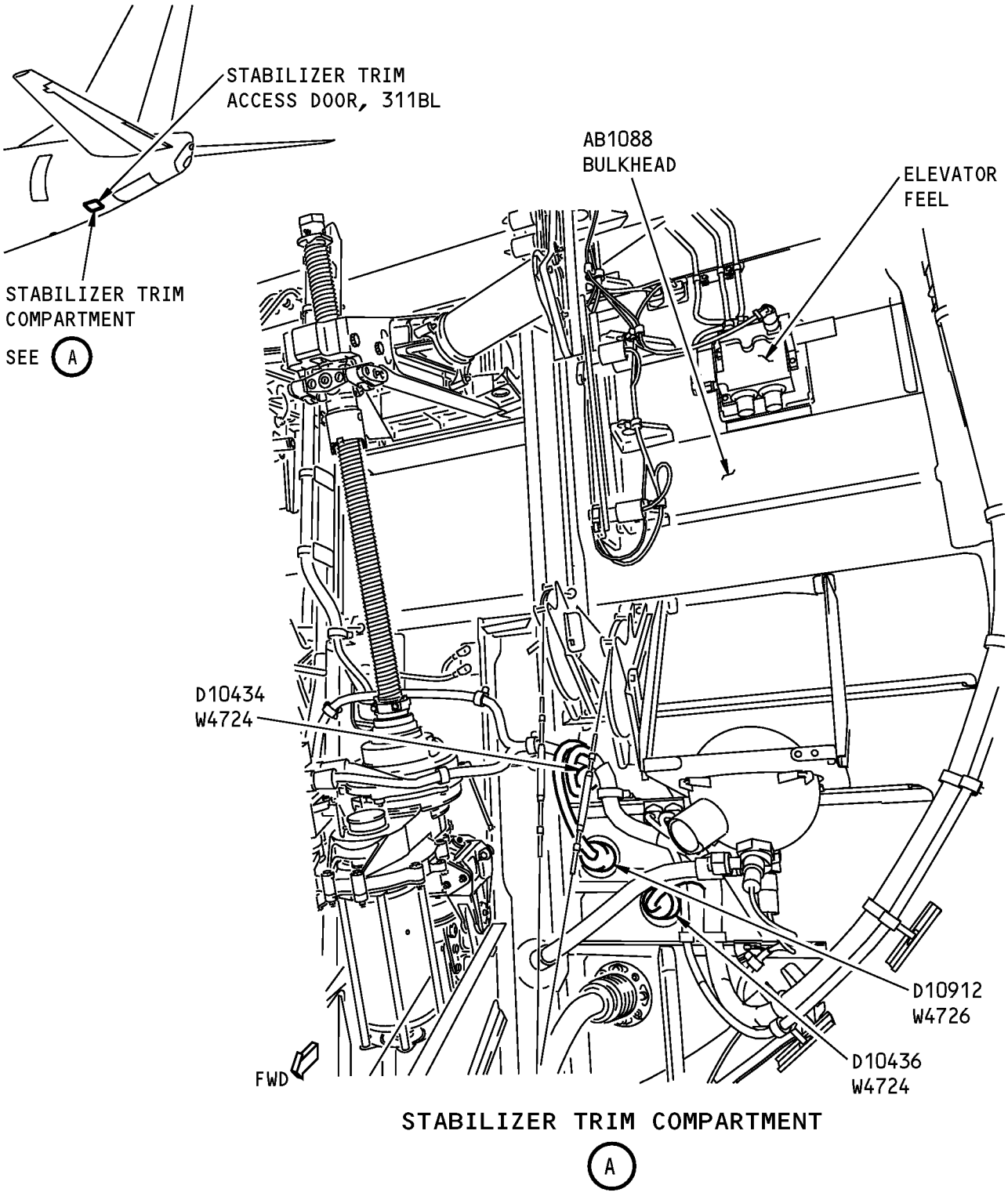
WIRE BUNDLE	CONNECTOR	FIG	W/D	PNL OR MODULE
W4724	D10434	601	494111, 495231, 496212, 496251, 499421	APU ECU
W4724	D10436	601	495231, 496212	APU ECU
W4726	D10912	601	495231, 496212, 497121, 499421	APU ECU

G. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-46-410-001

(1) Close the panel opened above.

END OF TASK



Wire Bundle Inspection - Stabilizer Trim Compartment
Figure 601 (Sheet 1 of 2)/05-55-46-990-801

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W4724	D10434		13-38		
	D10436		7-24		
W4726	D10912		11-33		

DATA SHEET

Wire Bundle Inspection - Stabilizer Trim Compartment
Figure 601 (Sheet 2 of 2)/05-55-46-990-801

TASK 05-55-46-200-802

3. Wire Bundle Inspection - Tailcone Access Compartment

Figure 602

A. References

Reference	Title
05-56-03-200-801	Loop Resistance Measurement (P/B 201)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1636	Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) (Part #: 906-10246-1, Supplier: 3X2T2, A/P Effectivity: 737-ALL) (Part #: 906-10246-3, Supplier: 3X2T2, A/P Effectivity: 737-600, -700, -700C, -700ER, -800, -900, -900ER, -ALL, -BBJ) (Opt Part #: 906-10246-2, Supplier: 3X2T2, A/P Effectivity: 737-600, -700, -700C, -700ER, -700QC, -800, -900, -900ER, -BBJ)
SPL-8965	LRT Jumper Cable Kit (12-ft cable IA2401-1 & 42-ft cable IA2402-1) (Part #: 906-10281-1, Supplier: 3X2T2, A/P Effectivity: 737-600, -700, -700C, -700ER, -800, -900, -900ER, -ALL, -BBJ)

C. Access Panels

Number	Name/Location
318BR	Tailcone Access Door

D. Prepare for the procedure

SUBTASK 05-55-46-941-001

(1) Provide a current return path to structure for connector W3399-D1857:

(a) Attach a 12 foot jumper from JUMPER CABLE ASSY - LRT (LOOP RESISTANCE TESTER), SPL-8965 in the loop resistance tester, SPL-1636 from the housing of switch, S00773 (NOT the switch connector itself) to GD479DC (Figure 602).

SUBTASK 05-55-46-010-002

(2) Remove the following access panel:

Number	Name/Location
318BR	Tailcone Access Door

E. Procedure

SUBTASK 05-55-46-280-005

(1) Functional (RDC Loop) Test of W3399-D1857:

(a) Attach the Loop Resistance Tester (LRT) Drive coupler around the 12-foot jumper installed above.

(b) Attach the Loop Resistance Tester (LRT) Sense coupler around W3399 at connector D1857 (Figure 602).

(c) Measure the Loop resistance, in this case referred to as an RDC measurement:

1) Do this task: Loop Resistance Measurement, TASK 05-56-03-200-801 for the ground point.

NOTE: Loop value is for reference only (do not record).

2) With one joint probe placed on the S773 housing near D1857 and the other Joint probe on the tailcone bulkhead , measure the RDC value and record the value on the data sheet in Figure 602

Table 602/05-55-46-993-806

WIRE BUNDLE	CONNECTOR	FIG REF	W/D	PNL OR MODULE
W3399	D01857	602	221112	S773

SUBTASK 05-55-46-280-004

(2) Functional (RDC Loop) Test of Ground Points:

(a) Attach the Loop Resistance Tester (LRT) Drive and Sense couplers around all the wires attached to one of the ground points listed in Table 603

(b) Measure the Loop resistance, in this case referred to as an RDC measurement, by performing a Loop Resistance test and then placing one Joint probe on the ground stud terminal washer and the other on primary structure (tailcone bulkhead).

1) Do this task: Loop Resistance Measurement, TASK 05-56-03-200-801 for the ground point.

NOTE: Loop value is for reference only (do not record).

2) With the joint probes from the ground terminal washer to the tailcone bulkhead, measure the RDC value of the joint and record the value on the data sheet in Figure 602

(c) Repeat the above task for all ground points listed in the table. .

Table 603/05-55-46-993-804

WIRE BUNDLE	CONNECTOR	FIG REF	W/D	PNL OR MODULE
W3397	GD949-DC	602	221411	FCC-DFS, Rudder Control
W3397	GD973-ST	602	221411, 221412, 221421	FCC-DFS, Rudder Control
W3399	GD973-ST	602	221411, 221412, 221421	
W3399	GD4811	602	221241	FCC-DFS, Rudder Control

SUBTASK 05-55-46-280-002

(3) Functional (Loop Resistance) Test of the wire bundles at connectors listed in Table 603.

NOTE: Connector locations are indicated in table.

(a) Select the next connector to be tested from the table.

(b) Do this task: Loop Resistance Measurement, TASK 05-56-03-200-801 for the selected connector.

(c) Record the measurement data for each connector on the data sheet in Figure 602.

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above task for all connectors listed in the table.

Table 604/05-55-46-993-802

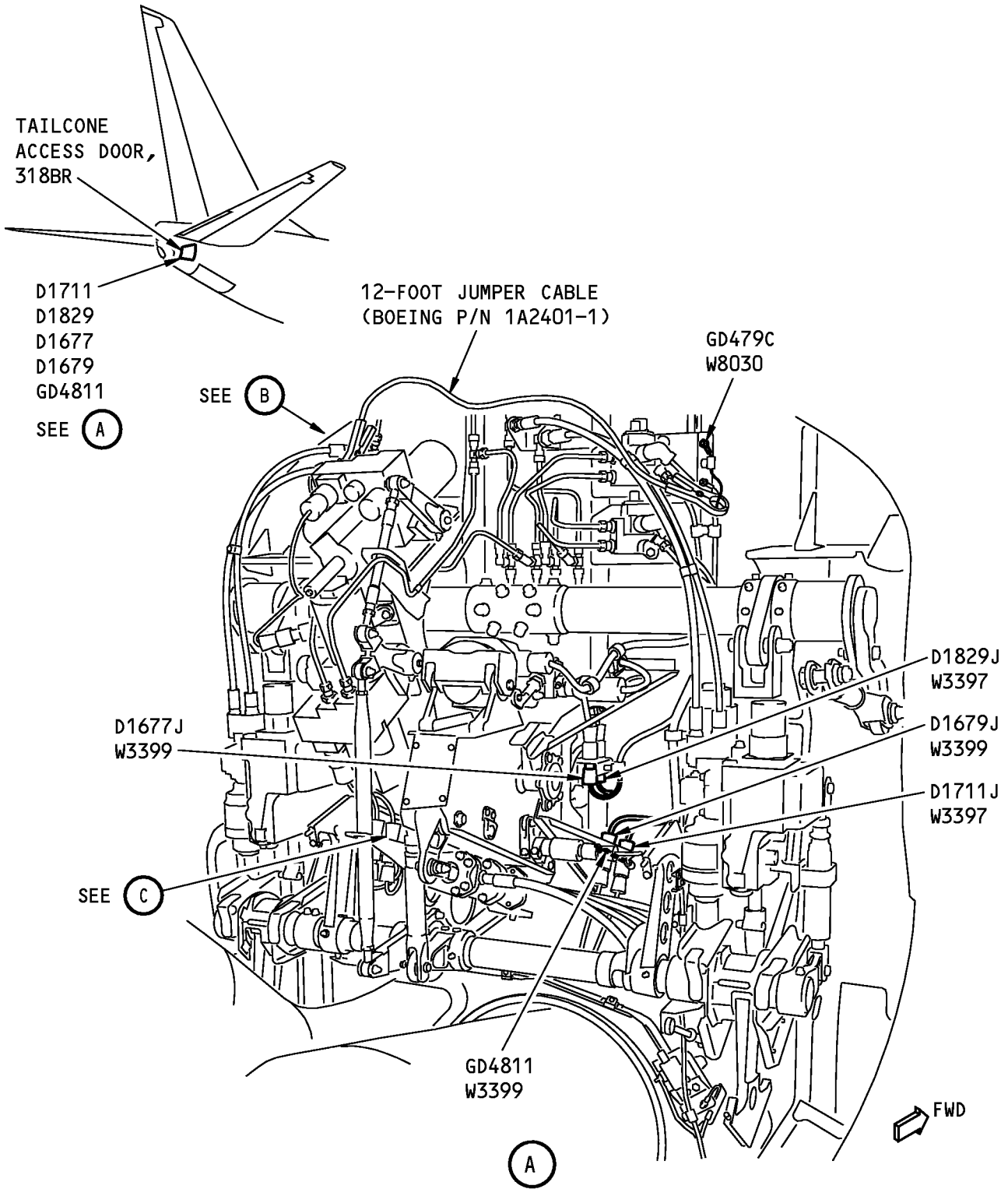
WIRE BUNDLE	CONNECTOR	FIG REF	W/D	PNL OR MODULE
W3397	D1711	603	221231	FCC
W3397	D1829	603	221231	FCC
W3397	D2205	603	221231	FCC
W3399	D1677	603	221241	FCC
W3399	D1679	603	221241	FCC

F. Put the Airplane Back to Its Usual Condition

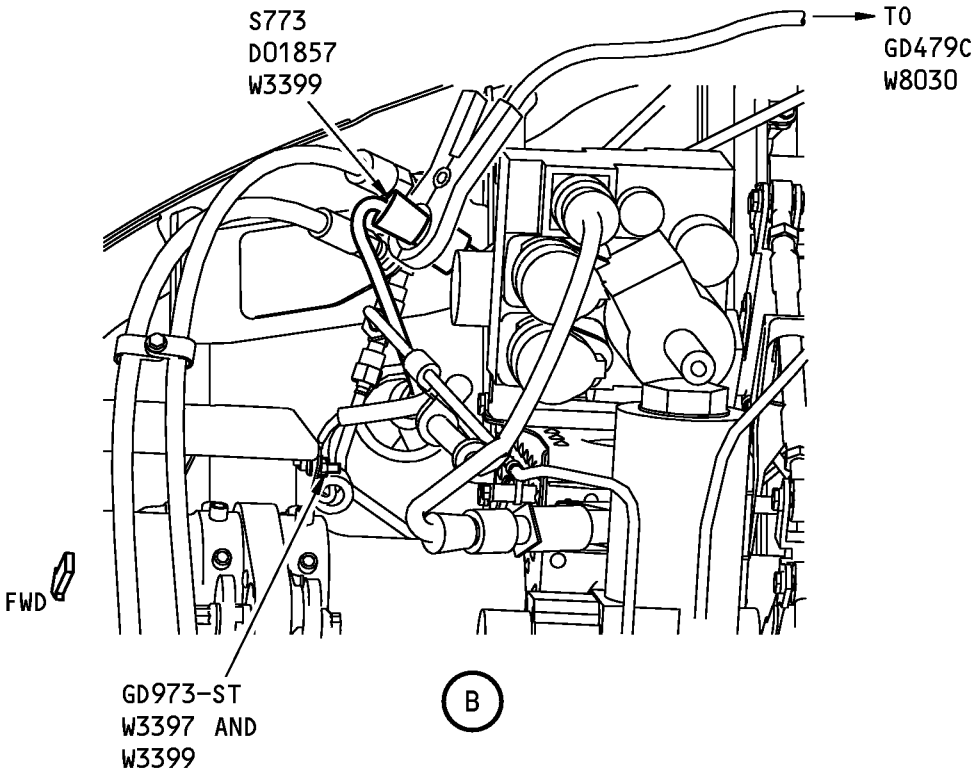
SUBTASK 05-55-46-410-002

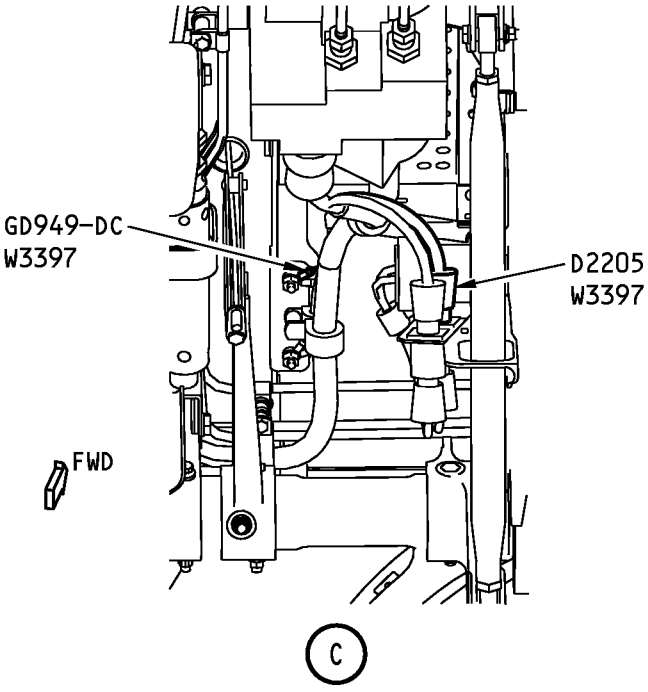
(1) Close the panel opened above.

——————— END OF TASK ———————



Wire Bundle Inspection - Tailcone Access Compartment
Figure 602 (Sheet 1 of 3)/05-55-46-990-802





Wire Bundle Inspection - Tailcone Access Compartment
Figure 602 (Sheet 2 of 3)/05-55-46-990-802

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W3397	D1857		50-119		
W3397	GD949-DC		1.0 MAX		
	GD973-ST		1.0 MAX		
W3399	GD973-ST		1.0 MAX		
	GD4811		1.0 MAX		
W3397	D1711		39-94		
	D1829		39-94		
	D2205		42-100		
W3397	D1677		40-96		
	D1679		42-100		

DATA SHEET

Wire Bundle Inspection - Tailcone Access Compartment
Figure 602 (Sheet 3 of 3)/05-55-46-990-802

TASK 05-55-46-200-803

4. Wire Bundle Inspection - Vertical Stabilizer

Figure 603

A. References

Reference	Title
05-55-44-990-803	Figure: Wire Bundle Inspection - Left Wing Trailing Edge (P/B 601)
05-56-03-200-801	Loop Resistance Measurement (P/B 201)

B. Location Zones

Zone	Area
310	Fuselage - Body Station 1016.00 to Body Station 1217.00

C. Access Panels

Number	Name/Location
324BL	Vertical Fin, Trailing Edge Access
324DL	Trailing Edge Access
324DR	Vertical Fin, Trailing Edge Access
324JL	Vertical Fin, Access

D. Prepare for the procedure

SUBTASK 05-55-46-010-003

(1) Remove the following access panels:

Number	Name/Location
324BL	Vertical Fin, Trailing Edge Access
324DL	Trailing Edge Access
324DR	Vertical Fin, Trailing Edge Access
324JL	Vertical Fin, Access

E. Procedure

SUBTASK 05-55-46-280-003

(1) Do a Functional Test of the wire bundles at the connectors listed in Table 605.

(a) There are two kinds of tests to perfom:

1) Functional tests using the LRT

2) A Special Detailed Inspections (SDI) which is a tactile inspection to make sure the connector is tight.

(b) For connectors requiring a functional test, do this task: Loop Resistance Measurement, TASK 05-56-03-200-801.

1) Record measurement data for each connector on the data sheet in Figure 603

2) For connectors requiring a tactile inspection, if the connector was loose and was tightened, note that on the data sheet.

(c) Record measured data for the wire bundle test connector on the data sheet in (Figure 05-55-44-990-803.

1) After completing the above task, make sure the tested connector is hand tight.

a) If the connector was loose and was tightened, do another measurement on the connector and record it in the Comments section of the data sheet.

<1> If the measured value is within the MIN/MAX value range indicated on the data sheet, do a measurement on the next test point in the table.

<2> If the measured resistance value is not within the acceptable range, fault isolation is required.

b) If the connector was not loose, continue testing with the next connector in the table.

(d) Repeat the above tasks as rquired for all connectors listed in the table.

Table 605/05-55-46-993-803

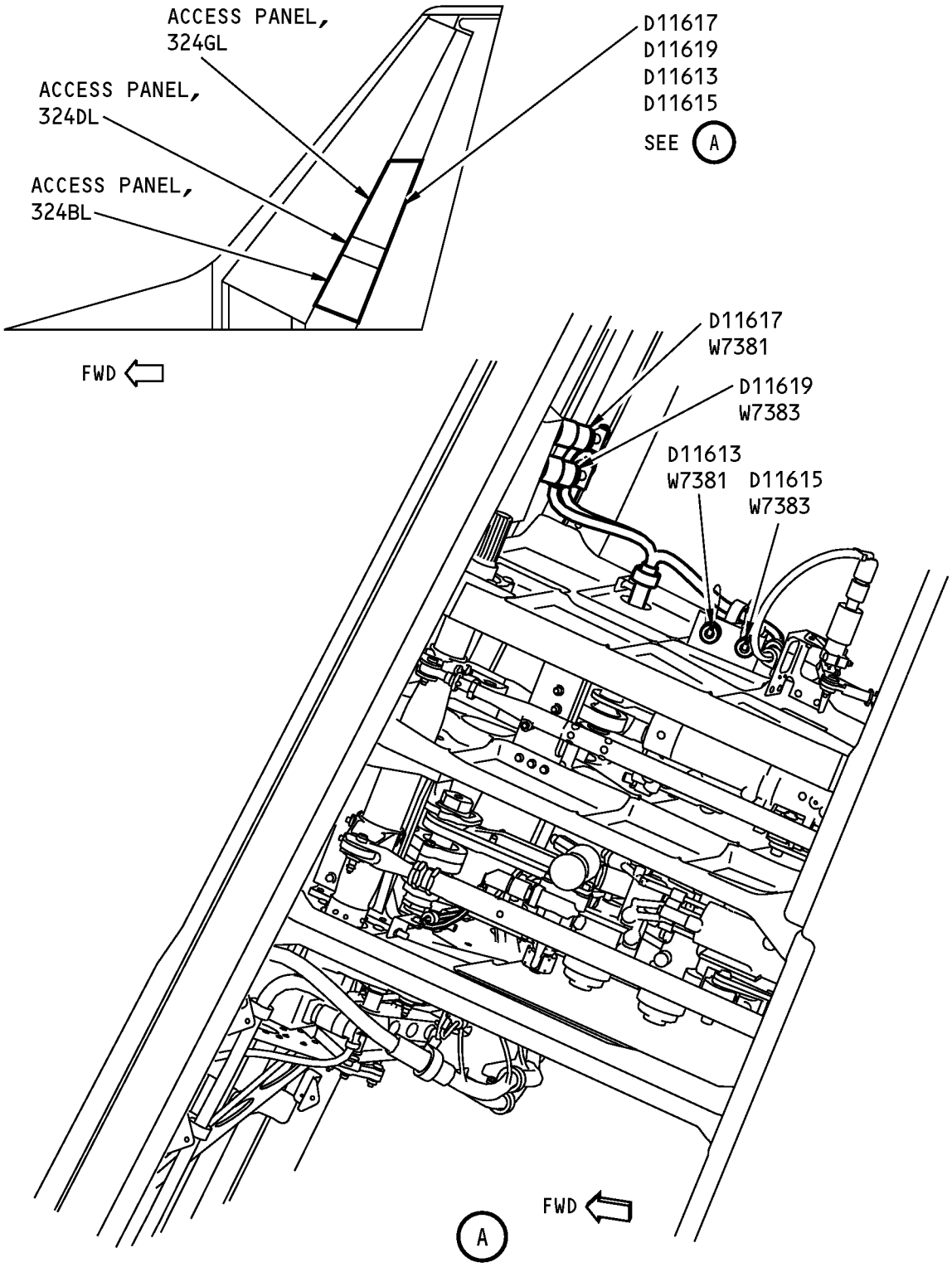
WIRE BUNDLE	CONNECTOR	FIG REF	W/D	PNL OR MODULE
W7381	D11613	603	221181	FCC-DFCS Rudder Control
W7381	D11617 (SDI)	603	221181	FCC-DFCS Rudder Control
W3783	D11615	603	221181	FCC-DFCS Rudder Control
W3783	D11619 (SDI)	603	221181	FCC-DFCS Rudder Control

F. Put the Airplane Back to Its Usual Condition

SUBTASK 05-55-46-410-003

(1) Close the panels opened above.

——————— END OF TASK ———————



WIre Bundle Inspection - Vertical Stabilizer
Figure 603 (Sheet 1 of 2)/05-55-46-990-803

PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP RESISTANCE VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
W7381	D11613		48–114		
	D11617		SDI		
W7383	D11615		53–126		
	D11619		SDI		

DATA SHEET

WIre Bundle Inspection - Vertical Stabilizer
Figure 603 (Sheet 2 of 2)/05-55-46-990-803

HIRF/LIGHTNING - FQIS WIRING AND BONDING - INSPECTION

1. General

A. This procedure contains scheduled maintenance task data.

B. This procedure contains tasks that inspect the bonding of the Fuel Quantity Indicating System (FQIS) wiring connectors at the fuel tank receptacles and inboard disconnect panels.

C. Tasks contained in this procedure are:

(1) FQIS Wiring And Bonding - Inspection

NOTE: This task checks the shielding and connector bonding of the Fuel Quantity Indicating System out-tank wire bundles at the spar penetrations.

(2) FQIS Wire Bundles - Fault isolation

NOTE: This task is only used when the loop resistance value is out-of-range. During the test, record the Loop Resistance and Joint Resistance values to Data sheets.

D. The Boeing portable Loop Resistance Tester (LRT) is used to do the bonding and loop resistance measurements in this procedure.

NOTE: The LRT performs a joint resistance measurement which is similar to a bonding measurement, but requires that a loop resistance measurement be taken first. Both loop and joint resistance readings are recorded as part of this procedure.

TASK 05-55-54-200-801

2. FQIS Wiring And Bonding - Inspection

A. General

(1) This procedure is a scheduled maintenance task.

(2) ALI - Refer to the task (Airworthiness Limitation Precautions, TASK 05-00-00-910-801), for important information on airworthiness limitation instructions.

(3) To inspect the FQIS connectors at the fuel tank spar penetrations, a ladder and safety equipment may be required.

(4) You will do Loop Resistance measurements on the wire bundles at the connectors listed in (Table 601) at the tank end of the bundles.

NOTE: If the Loop Resistance measurement is not within limits, fault isolation on the tested wire bundle is required.

(5) Submit copies of all data recorded while doing this procedure to the Boeing Company for engineering analysis. The data should be sent to the following addressee: "Boeing Commercial Airplane Group, Attention: Manager, ELECTROMAGNETICS EFFECTS, P.O. Box 3707, MC 0L-67, Seattle, WA 98124-2207, USA''.

B. References

Reference	Title
05-00-00-910-801	Airworthiness Limitation Precautions (P/B 201)
05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
05-56-03-200-801	Loop Resistance Measurement (P/B 201)
06-44-00-800-801	Finding an Access Door or Panel on the Wings (P/B 201)
28-41-00-710-801	Operational Test - Fuel Quantity Indicating System (P/B 501)
32-00-01-080-801	Landing Gear Downlock Pins Removal (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1636	Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) (Part #: 906-10246-1, Supplier: 3X2T2, A/P Effectivity: 737-ALL) (Part #: 906-10246-3, Supplier: 3X2T2, A/P Effectivity: 737-600, -700, -700C, -700ER, -800, -900, -900ER, -ALL, -BBJ) (Opt Part #: 906-10246-2, Supplier: 3X2T2, A/P Effectivity: 737-600, -700, -700C, -700ER, -700QC, -800, -900, -900ER, -BBJ)

D. Location Zones

Zone	Area
133	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Left
510	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Inbd of Strut and Nacelle Gap Cover Area
610	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Inboard of Nacelle Strut, Including Gap Cover Area

E. Access Panels

Number	Name/Location
521BB	Engine Fuel Valve Shutoff Access Panel - Slat Station 36.02
621BB	Engine Fuel Spar Valve Access Panel - Slat Station 36.02

F. Prepare for the Inspection procedure

SUBTASK 05-55-54-840-001

(1) Do the following tasks:

(a) Make copies of (Figure 601) for recording the procedure data.

(b) Do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801.

(c) Do this task: Finding an Access Door or Panel on the Wings, TASK 06-44-00-800-801.

(d) To prepare the loop resistance tester, SPL-1636, (LRT), for use, do this task: LRT Lid Standard Measurement, TASK 05-56-02-200-801.

SUBTASK 05-55-54-010-001

(2) These panels must be opened to inspect/check the left and right wing FQIS wire bundle installations.

Number	Name/Location
521BB	Engine Fuel Valve Shutoff Access Panel - Slat Station 36.02
621BB	Engine Fuel Spar Valve Access Panel - Slat Station 36.02

G. FQIS Connector Wiring and Bonding Inspection

SUBTASK 05-55-54-760-001

(1) Do a Loop Resistance Measurement on every wire bundle listed in (Table 601).

NOTE: Typical LRT connections for the FQIS wire bundles are shown on (Figure 602)

(a) Place the LRT Drive and Sense probes on the wire bundle prior to the point where the out-tank wire bundle shields breakout from the bundle, do this task: Loop Resistance Measurement, TASK 05-56-03-200-801.

(b) Record the value on the data sheet (Figure 601).

(c) If the measured loop resistance value is not within the MIN/MAX values indicated in the data sheet, do this task: FQIS Wiring And Bonding - Fault Isolation, TASK 05-55-54-810-805.

(d) If the measured loop resistance value is within the MIN/MAX values, continue to test on the next wire bundle in the Table.

Table 601/05-55-54-993-801

WIRE BUNDLE NUMBER	CONNECTOR	CONN NUMBER	GROUND	FIGURE NUMBER	WDM
W1140	LEFT MAIN TANK W/O DENSITOMETER	D11312	GD3950-ST	Figure 604	28-41-11
W1138	RIGHT MAIN TANK W/O DENSITOMETER	D11314	GD3952-ST	Figure 604	28-41-11
W7580	CENTER MAIN TANK W/O DENSITOMETER	D11316	GD3774-ST	Figure 603	28-41-11

SUBTASK 05-55-54-710-002

(2) After doing the loop resistance measurement, perform the visual check on the ground wire terminations, connectors, and backshells associated with the wire bundle at the point of measurement and make sure they are hand tight and that there is no evidence of gross degradation or accidental damage. Also, visually/physically inspect the pigtail-to-backshell terminations and make sure the pigtail is securely fastened to the connector backshell.

(a) If a loose connector or backshell is found, record that condition to the Data Sheet. Repair per (SWPM Chapter 20).

(b) If a loose connector or backshell is found and tightened, retest the wire bundle (FQIS Wiring And Bonding - Inspection, TASK 05-55-54-200-801).

(c) Make a note of that condition for future reference.

H. Put the Airplane Back to its usual condition

SUBTASK 05-55-54-710-001

(1) If any FQIS wire bundles were disturbed during the accomplishment of this procedure, then, do this task: Operational Test - Fuel Quantity Indicating System, TASK 28-41-00-710-801.

SUBTASK 05-55-54-940-001

(2)

Close these access panels:

Number	Name/Location
521BB	Engine Fuel Valve Shutoff Access Panel - Slat Station 36.02
621BB	Engine Fuel Spar Valve Access Panel - Slat Station 36.02

SUBTASK 05-55-54-860-001

(3) If you complete all the tasks in this area do the following task:

(a) Do this task: Landing Gear Downlock Pins Removal, TASK 32-00-01-080-801.

——————— END OF TASK ———————

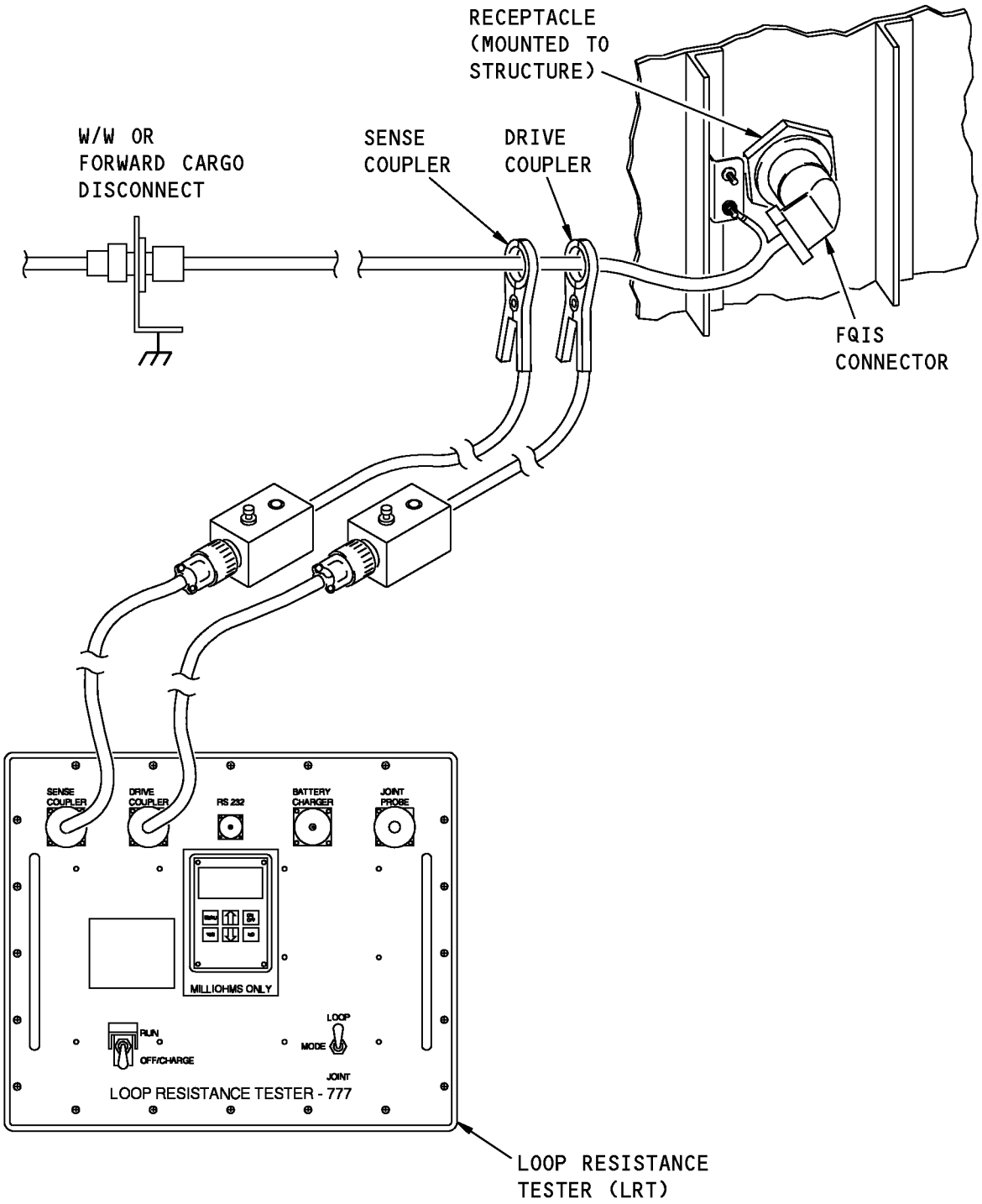
PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP VALUE (mΩ)	MIN/MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
LOOP RESISTANCE MEASUREMENTS:					
W1140	D11312		40/138		
W1138	D11314		40/138		
W7580	D11316		9/40		

DATA SHEET

J79955 S0000179148_V3

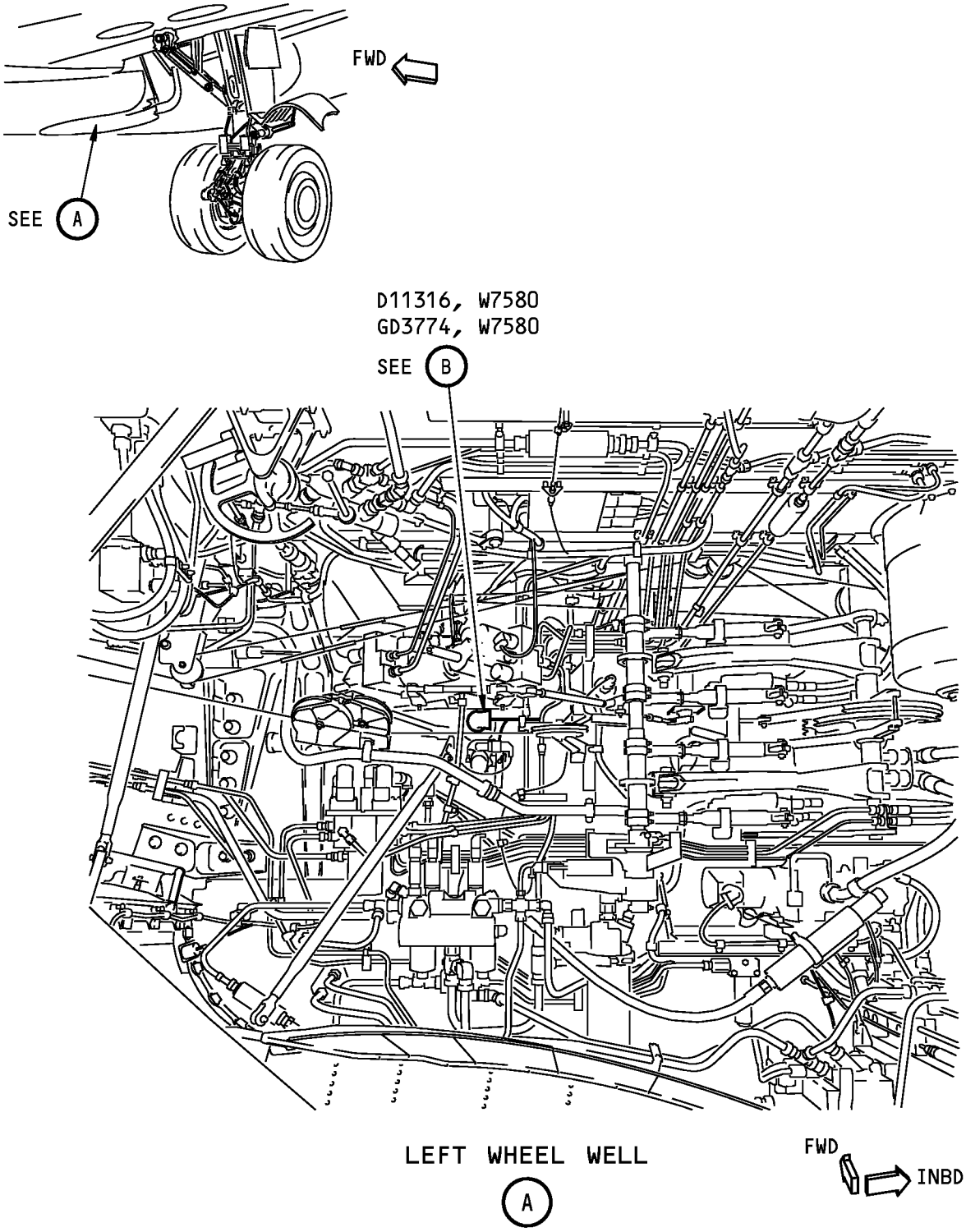
FQIS Wiring And Bonding - Inspection - Data Sheet
Figure 601/05-55-54-990-801



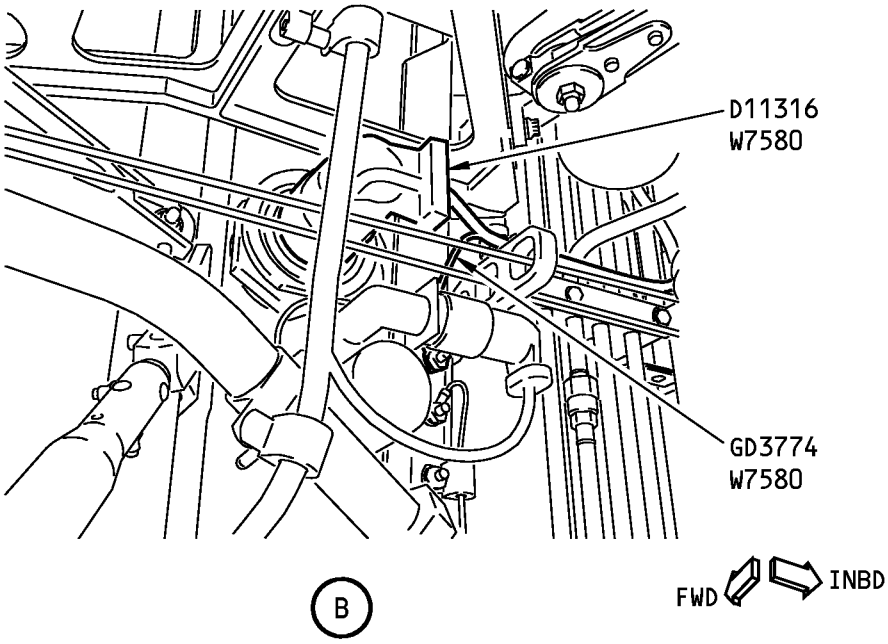
LOOP RESISTANCE TESTER CONNECTIONS - LOOP TEST

J79867 S0000179417_V2

FQIS Wiring And Bonding - Inspection - Loop Resistance Test Connections
Figure 602/05-55-54-990-802

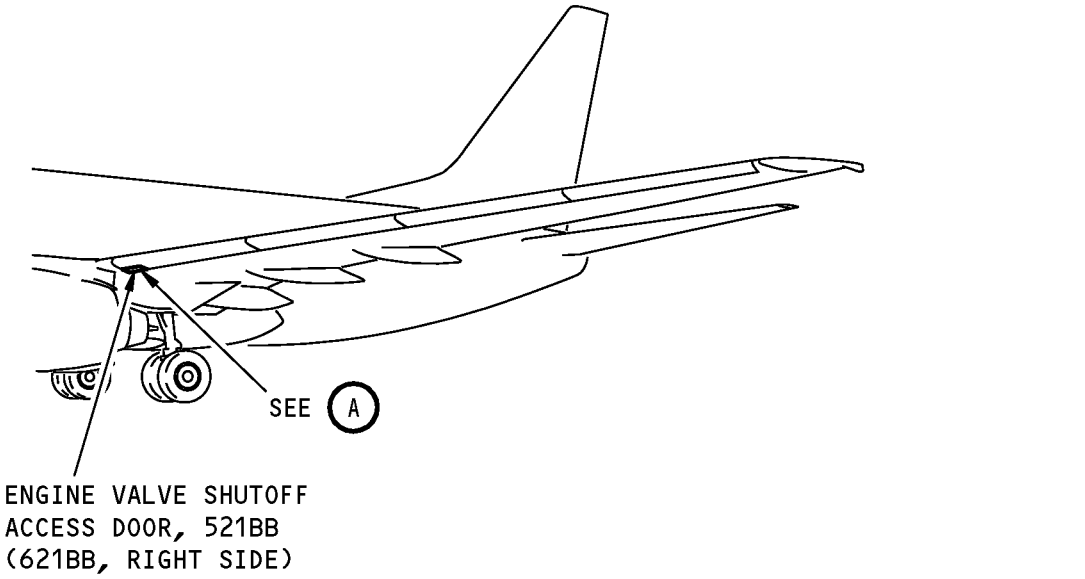


FQIS Wiring And Bonding - Inspection - Connector Locations
Figure 603 (Sheet 1 of 2)/05-55-54-990-803



1839119 S0000324981_V1

FQIS Wiring And Bonding - Inspection - Connector Locations
Figure 603 (Sheet 2 of 2)/05-55-54-990-803



ENGINE VALVE SHUTOFF ACCESS
(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)

A

FQIS Wiring and Bonding Inspection - Connector LocationsEngine Valve Shutoff
Figure 604/05-55-54-990-805

TASK 05-55-54-810-805

3. FQIS Wiring And Bonding - Fault Isolation

A. References

Reference	Title
05-00-00-910-801	Airworthiness Limitation Precautions (P/B 201)
05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
05-56-04-200-801	Joint Resistance Measurement (P/B 201)
SWPM Chapter 20	Standard Wiring Practices Manual

B. Location Zones

Zone	Area
133	Main Landing Gear Wheel Well, Body Station 663.75 to Body Station 727.00 - Left
510	Subzone - Left Wing: Leading Edge, Fwd of Front Spar, Inbd of Strut and Nacelle Gap Cover Area
610	Subzone - Right Wing: Leading Edge, Forward of Front Spar, Inboard of Nacelle Strut, Including Gap Cover Area

C. Access Panels

Number	Name/Location
511AT	Inboard Leading Edge, Strakelet Upper Panel
611AT	Inboard Leading Edge, Strakelet Upper Access Panel

D. Procedure

SUBTASK 05-55-54-940-002

(1) These panels must be opened to inspect/check the left and right wing FQIS wire bundle installations.

Number	Name/Location
511AT	Inboard Leading Edge, Strakelet Upper Panel
611AT	Inboard Leading Edge, Strakelet Upper Access Panel

SUBTASK 05-55-54-760-007

(2) To isolate a fault associated with the Loop Resistance Measurement of the FQIS system wire bundles, do the followings:

SUBTASK 05-55-54-760-009

(3) If the wire bundle shield loop resistance is GREATER than the MAX VALUE in (Figure 601), do these tasks:

NOTE: CDCCL - Refer to the task (Airworthiness Limitation Precautions, TASK 05-00-00-910-801), for information on Critical Design Configuration Control Limitations (CDCCLs).

NOTE: The main current paths making up the bond at the fuel tank end of the bundle consist of three main parts: the bundle connector to the fuel tank receptacle; the receptacle to structure attachment itself; and the bondstrap from receptacle to structure.

(a) Do this task: Joint Resistance Measurement, TASK 05-56-04-200-801 from the ground terminal to primary structure.

1) Record the measurement value in the (Figure 605 or Figure 606 or Figure 607 or Figure 608).

2) If the joint value measured is GREATER than the MAX VALUE in the (Figure 605 or Figure 606 or Figure 607 or Figure 608), repair in accordance with the (SWPM Chapter 20).

3) If the joint value measured is LESS than the MAX VALUE in the (Figure 605 or Figure 606 or Figure 607 or Figure 608), move to the inboard end of that wire bundle and perform the step below:

(b) Do this task: Joint Resistance Measurement, TASK 05-56-04-200-801 from the backshell to primary structure at the inboard end of that wire bundle.

1) Record the measurement value in the (Figure 605 or Figure 606 or Figure 607 or Figure 608).

2) If the joint value measured is GREATER than the MAX VALUE in the (Figure 605 or Figure 606 or Figure 607 or Figure 608), repair in accordance with the (SWPM Chapter 20).

3) If the joint value measured is still LESS than the MAX VALUE in the (Figure 605 or Figure 606 or Figure 607 or Figure 608), repair the wire bundle shield termination in accordance with the (SWPM Chapter 20).

a) If the shield termination is good and does not require rework, the wire bundle itself has failure. Repair or replace the wire bundle in accordance with the (SWPM Chapter 20).

(c) After the shield termination or wire bundle is repaired or replaced, do this task: FQIS Wiring And Bonding - Inspection, TASK 05-55-54-200-801 on this wire bundle.

SUBTASK 05-55-54-760-008

(4) If the wire bundle shield resistance is LESS than the MIN VALUE in (Figure 601), do the followings:

(a) Check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement, TASK 05-56-02-200-801.

(b) If no problem is found with the LRT, check the test setup. Make sure the couplers only be clamped around the wire bundle being measured and must be closed properly.

(c) If no problem is found, do a detailed visual inspection along the entire length of the wire bundle being measured. Look for signs of chafing or damage to the wire bundle that would result in the shielding shorting to structure somewhere along its length.

NOTE: An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.

1) If a problem is found, repair or replace in accordance with the (SWPM Chapter 20).

2) If a problem was found and repaired, retest the wire bundle (FQIS Wiring And Bonding - Inspection, TASK 05-55-54-200-801).

(d) If no defects are found with the wire bundle and the loop resistance value is still LESS than the MIN VALUE, record this value and report this condition to Boeing for investigation and disposition.

SUBTASK 05-55-54-940-003

(5)

Close these access panels:

Number	Name/Location
511AT	Inboard Leading Edge, Strakelet Upper Panel
611AT	Inboard Leading Edge, Strakelet Upper Access Panel

——————— END OF TASK ———————

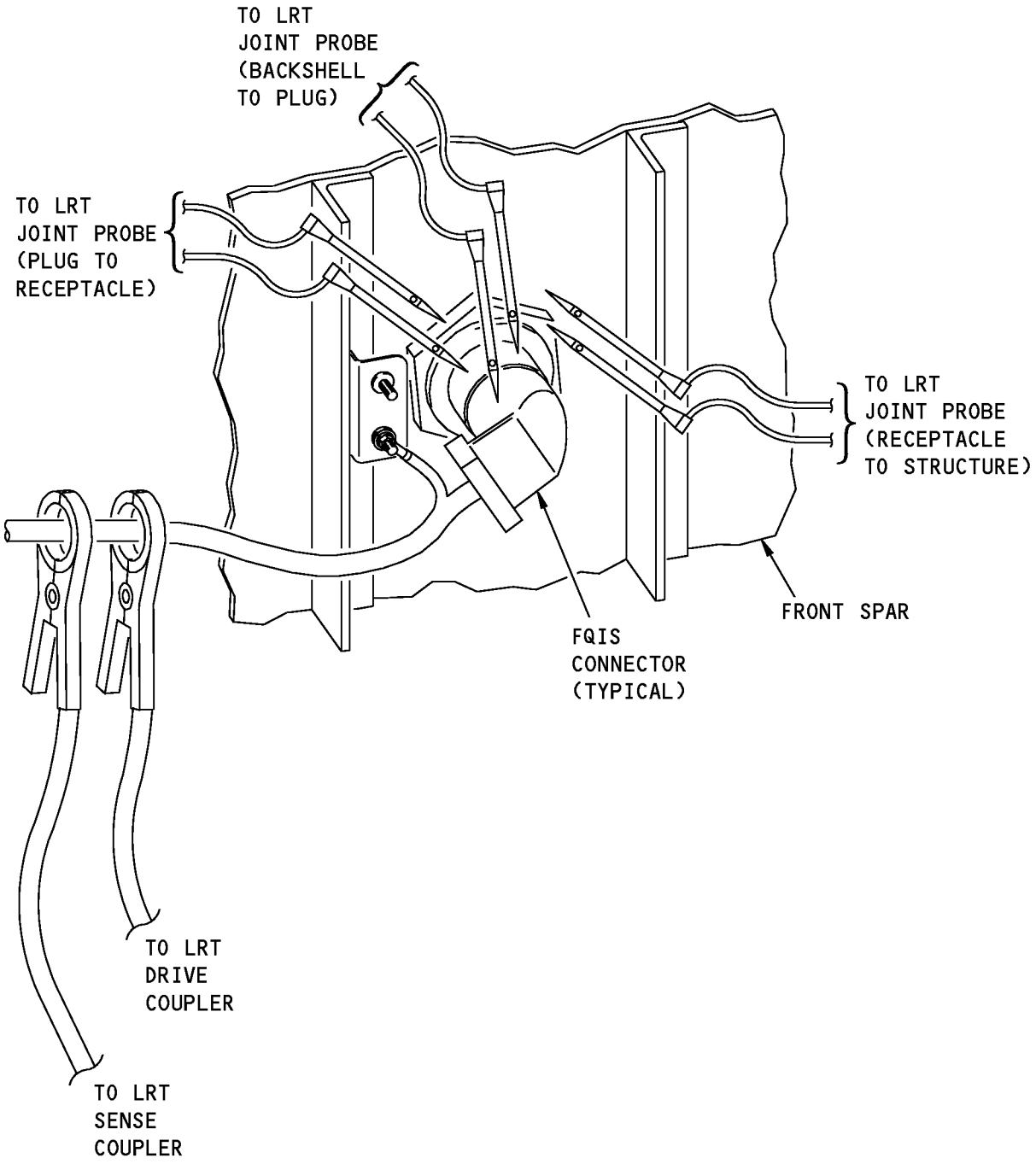
PLANE:	
DATE:	
TECHNICIAN:	

BUNDLE NUMBER	CONNECTOR NUMBER	MEASURED LOOP VALUE (mΩ)	MAX VALUE (mΩ)	PASS FAIL	RETEST MEASURED VALUE/COMMENTS
JOINT RESISTANCE, GROUND TERMINAL TO BRACKET:					
W1140	GD-3950-ST		1.0		
W1138	GD-3952-ST		1.0		
W7580	GD-3774-ST		1.0		
JOINT RESISTANCE, BRACKET TO SPAR:					
W1140	GD-3950-ST		1.0		
W1138	GD-3952-ST		1.0		
W7580	GD-3774-ST		1.0		
JOINT RESISTANCE, BACKSHELL TO RECEPTACLE:					
W7580	D4850P		5.0		
JOINT RESISTANCE, BACKSHELL TO PLUG:					
W1140	D39915		2.5		
W1138	D39916		2.5		
W7580	D4850P		5.0		
JOINT RESISTANCE, PLUG TO RECEPTACLE:					
W1140	D39915		5.0		
W1138	D39916		5.0		
JOINT RESISTANCE, RECEPTACLE TO MATING SURFACE:					
W1140	D39915		2.5		
W1138	D39916		2.5		

DATA SHEET

1548705 S0000283198_V1

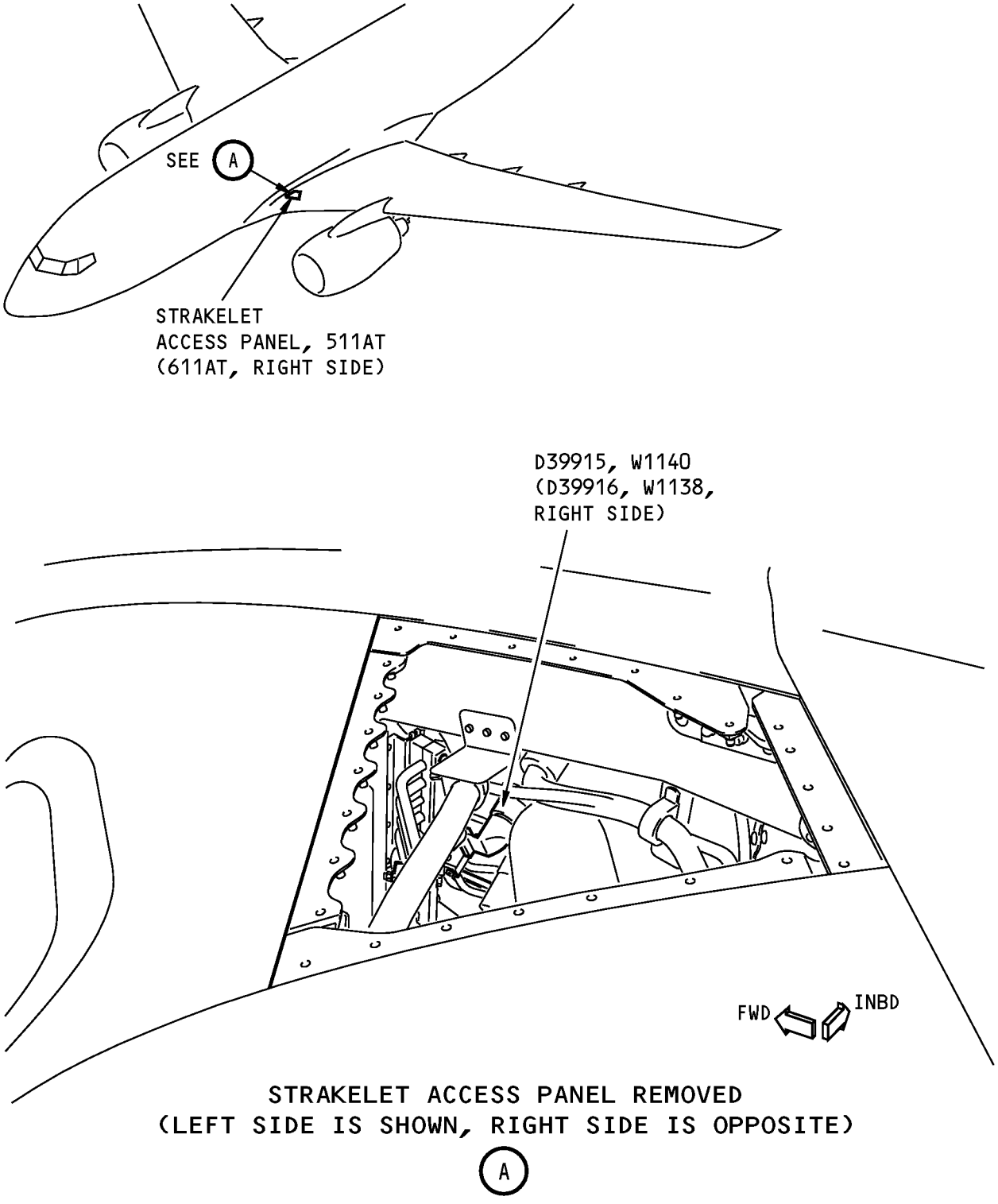
FQIS Wiring and Bonding Fault Isolation - Data Sheet
Figure 605/05-55-54-990-807



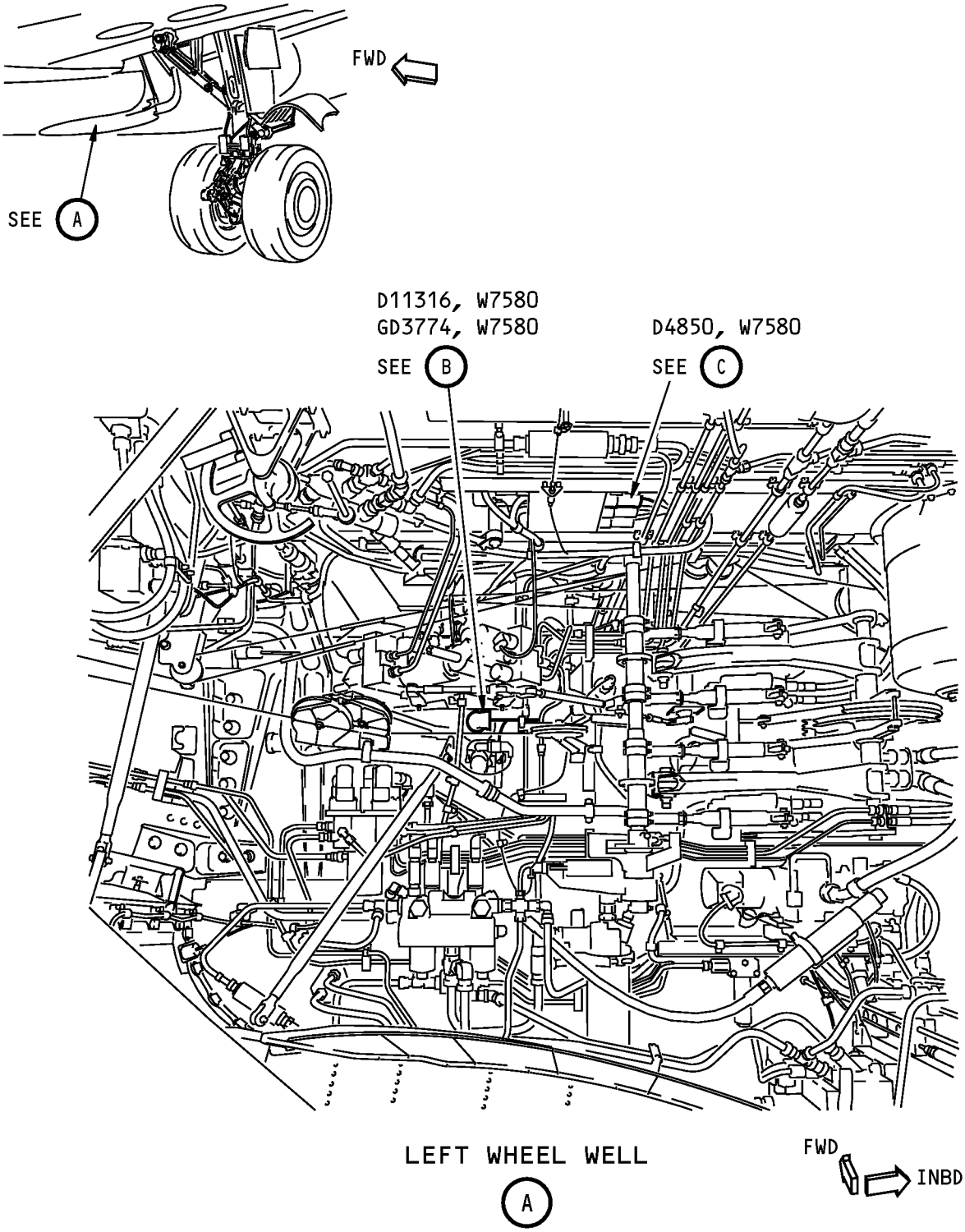
LOOP RESISTANCE TESTER CONNECTIONS - JOINT TEST

J79870 S0000179418_V2

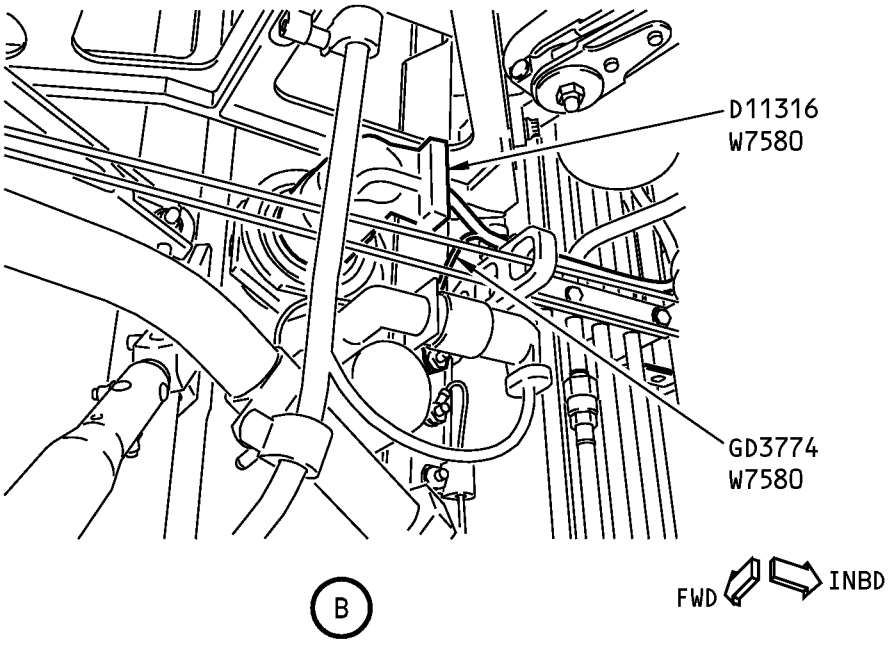
FQIS Wiring And Bonding - Inspection - Joint Resistance Test Connections
Figure 606/05-55-54-990-808

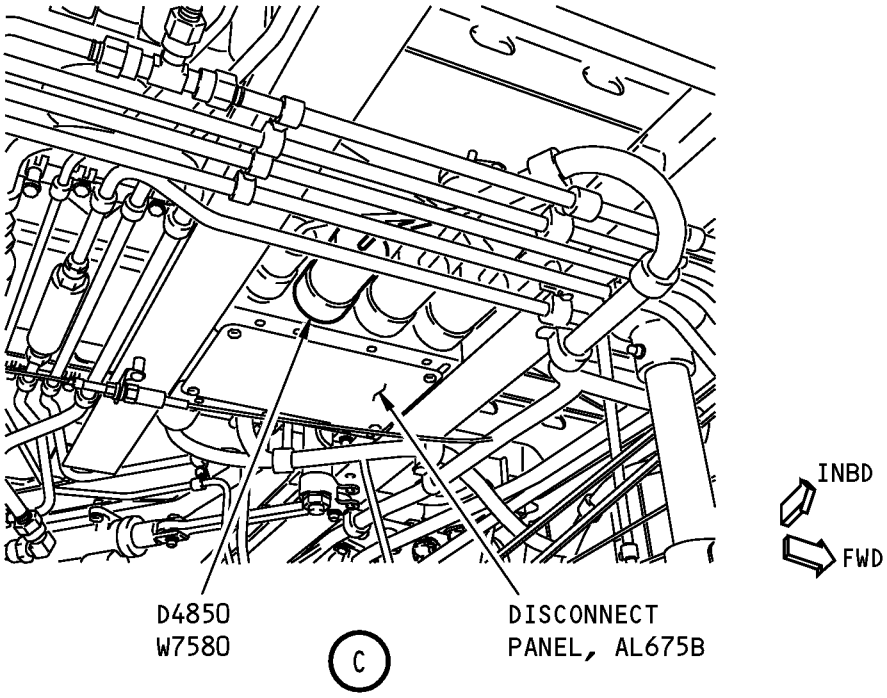


FQIS Wiring And Bonding - Connectors - Strakelet Access
Figure 607/05-55-54-990-810



FQIS Wiring And Bonding - Inspection - Connector Locations
Figure 608 (Sheet 1 of 2)/05-55-54-990-809





FQIS Wiring And Bonding - Inspection - Connector Locations
Figure 608 (Sheet 2 of 2)/05-55-54-990-809

HIRF/LIGHTNING JOINT RESISTANCE MEASUREMENT - MAINTENANCE PRACTICES

1. General

A. This task contains instructions on how to use the Avtron Bond Resistance Tester bonding meter, COM-1550 (Model T477W) or equivalent, to measure and evaluate the resistance across a built-up joint or individual electrical connections/joints.

TASK 05-56-01-760-801

2. Joint Resistance Measurement

(Figure 201)

A. References

Reference	Title
SWPM 20-14-11	Standard Wiring Practices Manual
SWPM 20-20-00	Standard Wiring Practices Manual

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1550	Meter - Bonding (Approved Explosion Proof & Intrinsically Safe) (Part #: C15292 (MODEL T477W), Supplier: 01014, A/P Effectivity: 737-ALL) (Part #: M1, Supplier: 3AD17, A/P Effectivity: 737-ALL) (Part #: M1B, Supplier: 3AD17, A/P Effectivity: 737-ALL)

C. Procedure

SUBTASK 05-56-01-760-001

(1) Connect one bonding meter, COM-1550 probe to one side of a complex joint build-up (structure, LRU, receptacle, bracket, or connector backshell for example) within 1 inch of the joint being measured.

NOTE: A joint may have several electrical connections. For example, a connector mounted on a bracket which is mounted to structure can provide five connections between the bundle shield and "ground": The shield is (1) connected to the connector backshell which is (2) connected to the connector itself which (3) connects to the receptacle which (4) is mounted on the bracket which is (5) connected to structure.

(a) Several kinds of possible measurement connections are shown in (Figure 201).

SUBTASK 05-56-01-760-002

(2) Connect the second joint probe to the other side of the joint being measured, within 1 inch of the joint/connector.

NOTE: It may be necessary to wiggle the probes in order to make electrical contact through surface coatings.

SUBTASK 05-56-01-760-003

(3) Record the resistance value of this joint from the Bond Meter display.

(a) The following resistance values (Table 201) are maximum joint resistance values for common electrical connections/joints.

Table 201/05-56-01-993-802

TYPE OF JOINT	MAXIMUM RESISTANCE (ALUMINUM CONNECTORS) (MILLIOHMS)	MAXIMUM RESISTANCE (STAINLESS CONNECTORS) (MILLIOHMS)
BACKSHELL-TO-RECEPTACLE	2.5	5.0
BACKSHELL-TO-PLUG BODY	2.5	5.0
PLUG-TO-RECEPTACLE	5.0	12.5
FEEDTHROUGH-TO-STRUCTURE/SKIN	10.0	N/A
RECEPTACLE-TO-BRACKET	2.5	5.0
BRACKET-TO-BOND STRAP	1.0	1.0
BOND STRAP-TO-STRUCTURE	1.0	1.0
BRACKET-TO-STRUCTURE	1.0	1.0
RIVETTED BRACKET-TO-STRUCTURE	1.0	1.0
OTHER FAY SURFACE BONDS	1.0	1.0

(b) To calculate the maximum allowable resistance for a built-up joint, do the following:

1) Determine what type of electrical connections/joints and how many of each are contained within the built-up joint.

2) Find the maximum allowable resistance for each type of electrical connection/joint (Table 201) contained within the built-up joint.

3) Sum the individual maximum allowable resistances for each electrical connection/joint contained within the built-up joint. This sum is the calculated maximum allowable resistance for the built-up joint.

NOTE: For example, the maximum resistance from a backshell to structure could be the sum of the following values: Backshell-to-Receptacle + Receptacle-to-Bracket + Bracket-to-Structure. Adding up the values in (Table 201) (for an aluminum connector) of 2.5 + 2.5 + 1 milliohms each, totals 6 milliohms as a maximum value.

(c) If the measured built-up joint resistance is higher than the calculated maximum allowable resistance, then do a joint resistance measurement across each individual connection/joint to isolate the specific high resistance connection/joint.

1) If an individual connection/joint resistance exceeds the maximum allowable resistance (Table 201) for that type of connection/joint, then repair the faulty connection/joint.

NOTE: Loose connectors and backshells or pigtails can cause an out of tolerance resistance reading.

a) If the resistance of the BACKSHELL-TO-RECEPTACLE is not within limits, do the following task: (SWPM 20-14-11) for connector replacement or repair due to corrosion or fretting between connectors.

b) If the resistance of the RECEPTACLE-TO-BRACKET is not within limits, do the following task: (SWPM 20-20-00) for procedures to repair corrosion between surfaces.

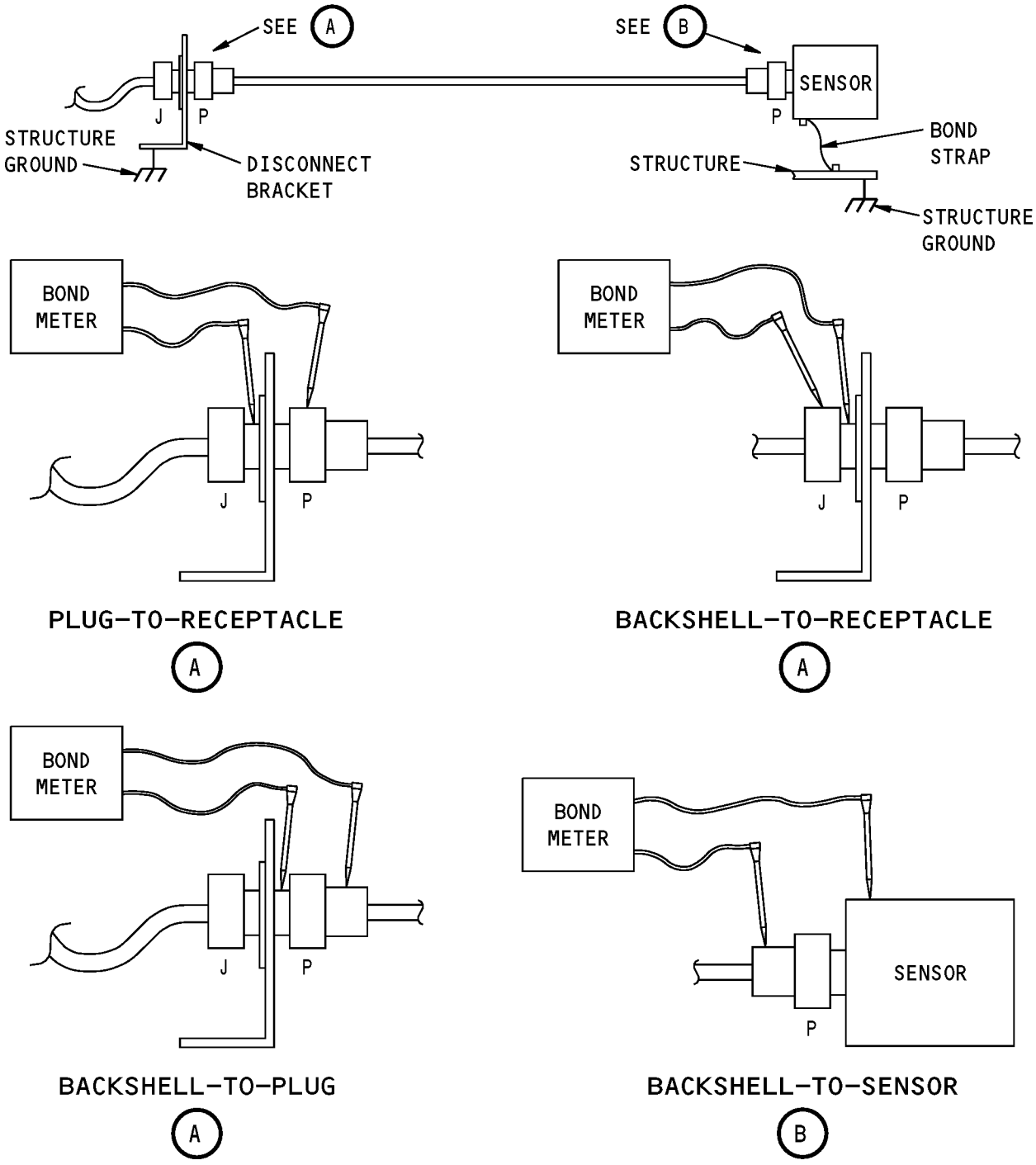
c) If the resistance of the BRACKET-TO-STRUCTURE is not within limits, do the following task: (SWPM 20-20-00) for procedures to repair corrosion between surfaces of a critical bond.

2) After you complete the joint repair, repeat the Joint Buildup Resistance Measurement to verify the repair.

(d) If the measured joint resistance is less than the calculated maximum allowable resistance for the built-up joint, then do the Joint Buildup Resistance Measurement on the next joint, if any, to be tested.

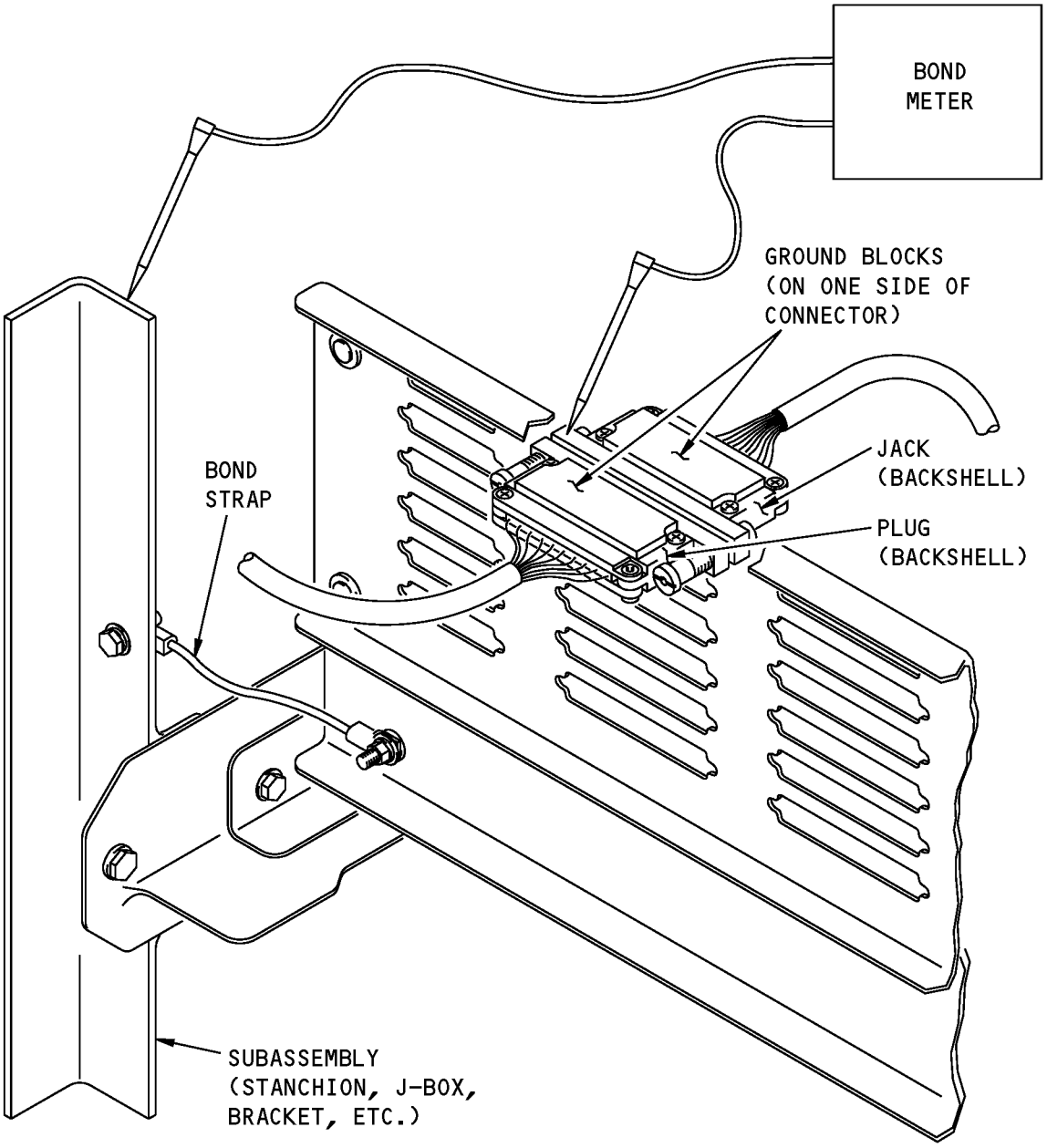
(e) If all of the built-up joints/connections for a particular wire bundle have been measured and joint resistances are less than the calculated maximum allowable resistance for the built-up joints, then the Joint Buildup Resistance Measurement Task is complete.

——————— END OF TASK ———————



CIRCULAR CONNECTORS

Bond Meter General Connections for Joint Build-up Test High Intensity Radiated Field (HIRF) Inspection
Figure 201 (Sheet 1 of 2)/05-56-01-990-801



RECTANGULAR CONNECTORS

Bond Meter General Connections for Joint Build-up Test High Intensity Radiated Field (HIRF) Inspection
Figure 201 (Sheet 2 of 2)/05-56-01-990-801

HIRF/LIGHTNING - LOOP RESISTANCE TESTER (LRT) - MAINTENANCE PRACTICES

1. General

A. The Loop Resistance Tester (LRT) is a specialized piece of test equipment which is used to make non-intrusive wire bundle and coax cable shield resistance measurements. The LRT can also be used to make resistance measurements across a built-up joint or individual electrical connections/ joints.

(1) This task contains the procedure for performing a Lid Standard Measurement with the LRT. The Lid Standard Measurement is a check of the Loop Resistance Tester (LRT) that should be performed whenever the LRT does not appear to be operating correctly. Measurement of the standard resistances on the LRT storage lid provides a quick indication of proper LRT operation. The Lid Standard Measurement consists of the following two parts:

(a) Loop Mode, which makes a check of the loop resistance measurement function

(b) Joint Mode, which makes a check of the joint resistance measurement function

TASK 05-56-02-200-801

2. LRT Lid Standard Measurement

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1636	Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) (Part #: 906-10246-1, Supplier: 3X2T2, A/P Effectivity: 737-ALL) (Part #: 906-10246-3, Supplier: 3X2T2, A/P Effectivity: 737-600, -700, -700C, -700ER, -800, -900, -900ER, -ALL, -BBJ) (Opt Part #: 906-10246-2, Supplier: 3X2T2, A/P Effectivity: 737-600, -700, -700C, -700ER, -700QC, -800, -900, -900ER, -BBJ)

B. Procedure

SUBTASK 05-56-02-820-001

(1) Loop Mode

(a) The various components of the loop resistance tester, SPL-1636 are illustrated in Figure 201.

(b) Open the loop resistance tester, SPL-1636(LRT) assembly and slide the lid aside to separate it from the base.

(c) Open the lid and remove the Sense/Drive couplers and the Joint Probe assembly.

(d) Connect the blue-coded Sense coupler cable to the blue-coded Sense Coupler connector on the LRT.

(e) Connect the red-coded Drive coupler cable to the red-coded Drive Coupler connector on the LRT.

(f) Connect the Joint Probe assembly to the Joint Probe connector on the LRT.

(g) Lift the safety cover and set the RUN-OFF/CHARGE switch to the RUN position.

(h) Set the MODE switch to the LOOP position.

(i) Push and hold the ON/OFF pushbutton switch on the BITE module until "Testing Hardware" shows on the BITE display, then release the ON/OFF switch. A four character symbol will move around the BITE display during the hardware self-test.

NOTE: To conserve the battery, the LRT will automatically powerdown after 10 minutes of inactivity. To re-apply power, press the ''ON'' button.

(j) When the "Press Start" indication shows on the BITE display, make sure the LED on each Sense/Drive coupler control box is red.

(k) Connect the Sense/Drive couplers to the cutout in the Reference Standard, built into the storage lid of the LRT.

1) Position the couplers at each end of the cutout, near the Sense/Drive coupler alignment marks (Figure 201) Sheet 3.

(l) Begin the Lid Standard Test by pushing the START pushbutton switch on either of the Sense/Drive coupler control boxes.

(m) Make sure the LED on each of the Sense/Drive coupler control boxes is green.

1) If either LED is red and a "DRV Coup Is Open" or "SNS Coup Is Open" message shows on the BITE display, then the couplers should be checked for proper connection.

a) Gently squeeze and release the coupler handles to improve the connection of the couplers to the Lid Standard. If adjusting the couplers does not change the LEDs to green, replace the LRT.

b) If "Press Start" shows on the BITE display, then push the START pushbutton on either of the Sense/Drive coupler control boxes and begin the Lid Standard Test again.

2) If either LED is red and a "DRV Coup Is Open" or "SNS Coup Is Open" message does not show on the BITE display, replace the LRT.

3) If the LED on one or both couplers flashes red, then re-connect the couplers to the lid after the "Press Start" message shows on the BITE display.

a) Push the START pushbutton on either of the Sense/Drive coupler control boxes and begin the Lid Standard Test again.

4) If the message "UNSTABLE" shows on the BITE display and does not clear, set the MODE switch to the JOINT position.

a) When the message "CONNECT PROBES" shows on the BITE display, set the MODE switch back to the LOOP position.

b) Push the START pushbutton on either of the Sense/Drive coupler control boxes and begin the Lid Standard Test again.

c) If the "UNSTABLE" message continues to show, replace the LRT.

(n) When the Sense/Drive coupler control box LEDs flash green, note the measured resistance value which shows on the BITE display.

1) Make sure the displayed resistance value is 0.5 - 1.0 milliohm.

2) If the displayed resistance value is not 0.5 - 1.0 milliohm, replace the LRT.

SUBTASK 05-56-02-820-002

(2) Joint Mode

(a) With the Sense/Drive couplers still connected to the Lid Reference Standard, change the MODE switch to the JOINT position.

(b) Make sure the Joint Probe LEDs are red (Figure 201) Sheet 2.

(c) Place the tip of one Joint Probe on the first Joint Probe reference mark on the lid Reference Standard (Figure 201) Sheet 3.

(d) Place the tip of the other Joint Probe on the second Joint Probe reference mark.

NOTE: The LRT will start the Joint Test when the LEDs on both Joint Probes are green.

(e) When the LED on either Joint Probe flashes green, the measurement shows, in milliohms, on the bottom line of the BITE display.

NOTE: The loop resistance from the previous loop measurement is displayed on the top line of the BITE display during a joint mode measurement.

(f) Note the joint resistance value.

(g) Keep the first Joint Probe in place on the first Joint Probe reference mark and move the second Joint Probe to the next Joint Probe reference mark.

(h) Repeat the above steps until a resistance value has been measured for each Joint Probe reference mark, 2 through 6.

(i) Compare the measured resistance values with the acceptable resistance values listed below:

Table 201/05-56-02-993-801

Measurement Points (Referenced to First Joint Probe Mark)	Resistance Measurement Acceptable Values
Second Joint Probe Reference Mark	0.01 - 0.06 milliohms
Third Joint Probe Reference Mark	0.04 - 0.11 milliohms
Fourth Joint Probe Reference Mark	0.07 - 0.16 milliohms
Fifth Joint Probe Reference Mark	0.10 - 0.21 milliohms
Sixth Joint Probe Reference Mark	0.12 - 0.26 milliohms

1) If all five resistance measurements taken above are within the range of Acceptable Values from (Table 201), then this task is complete and the LRT is operational.

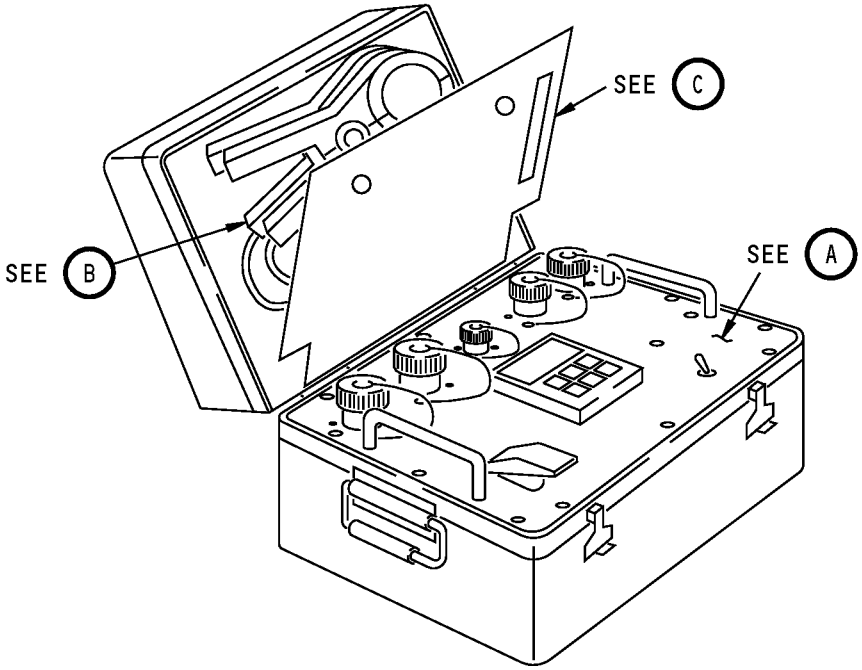
2) If any of the five resistance measurements taken above are outside the range of Acceptable Values from the table, then replace the LRT.

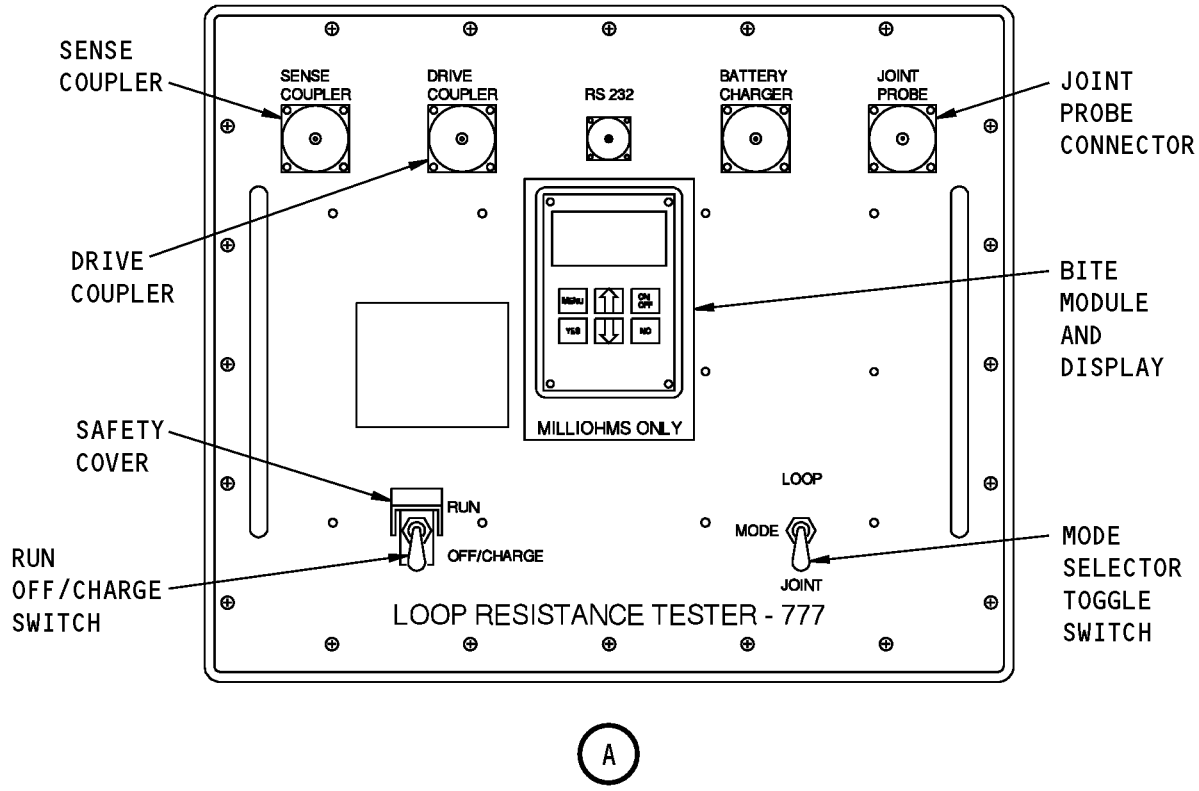
(j) Change the MODE switch to LOOP.

(k) Disconnect the Sense/Drive couplers from the Lid Reference Standard.

(l) This completes the LRT Lid Standard Measurement.

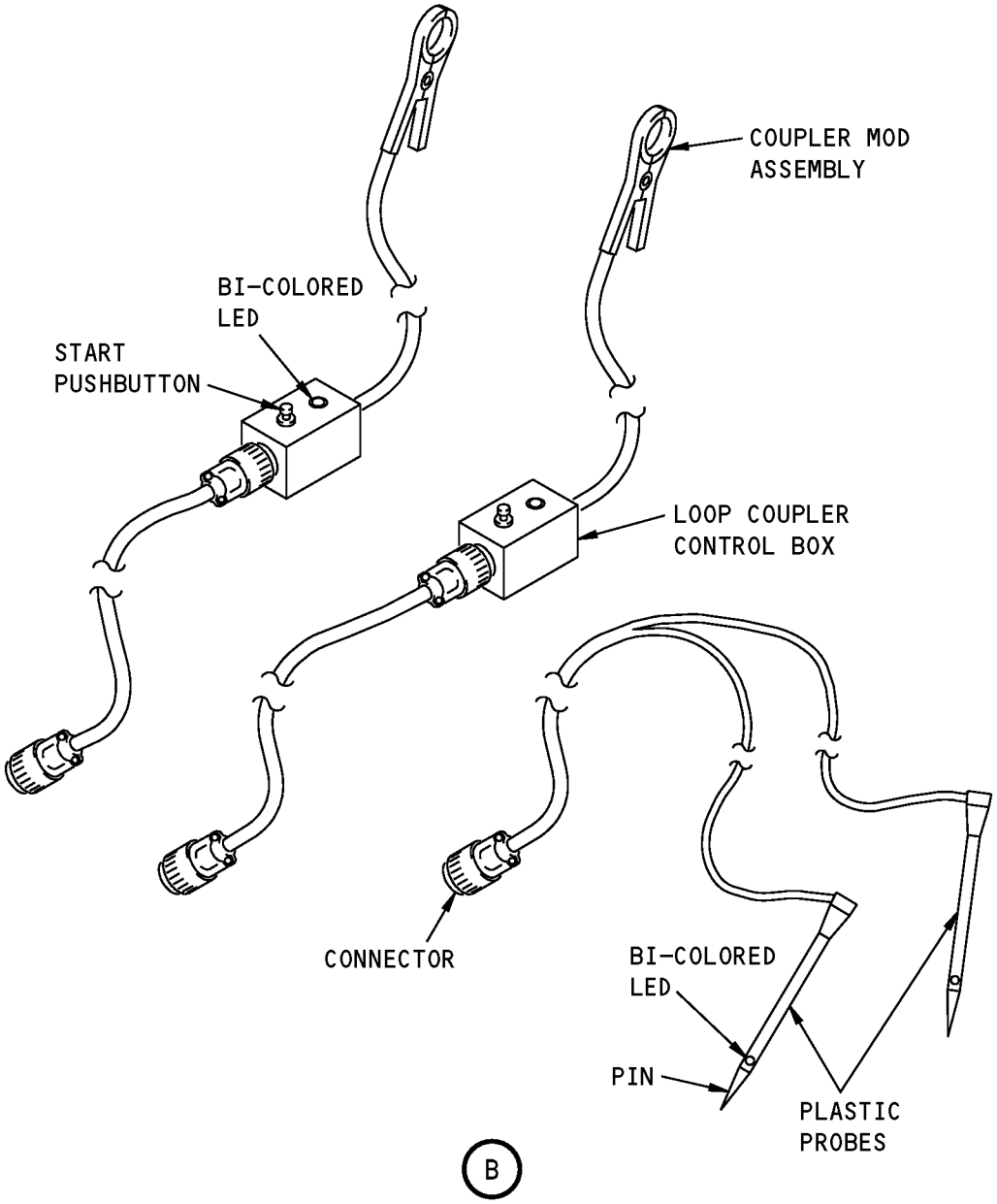
——————— END OF TASK ———————



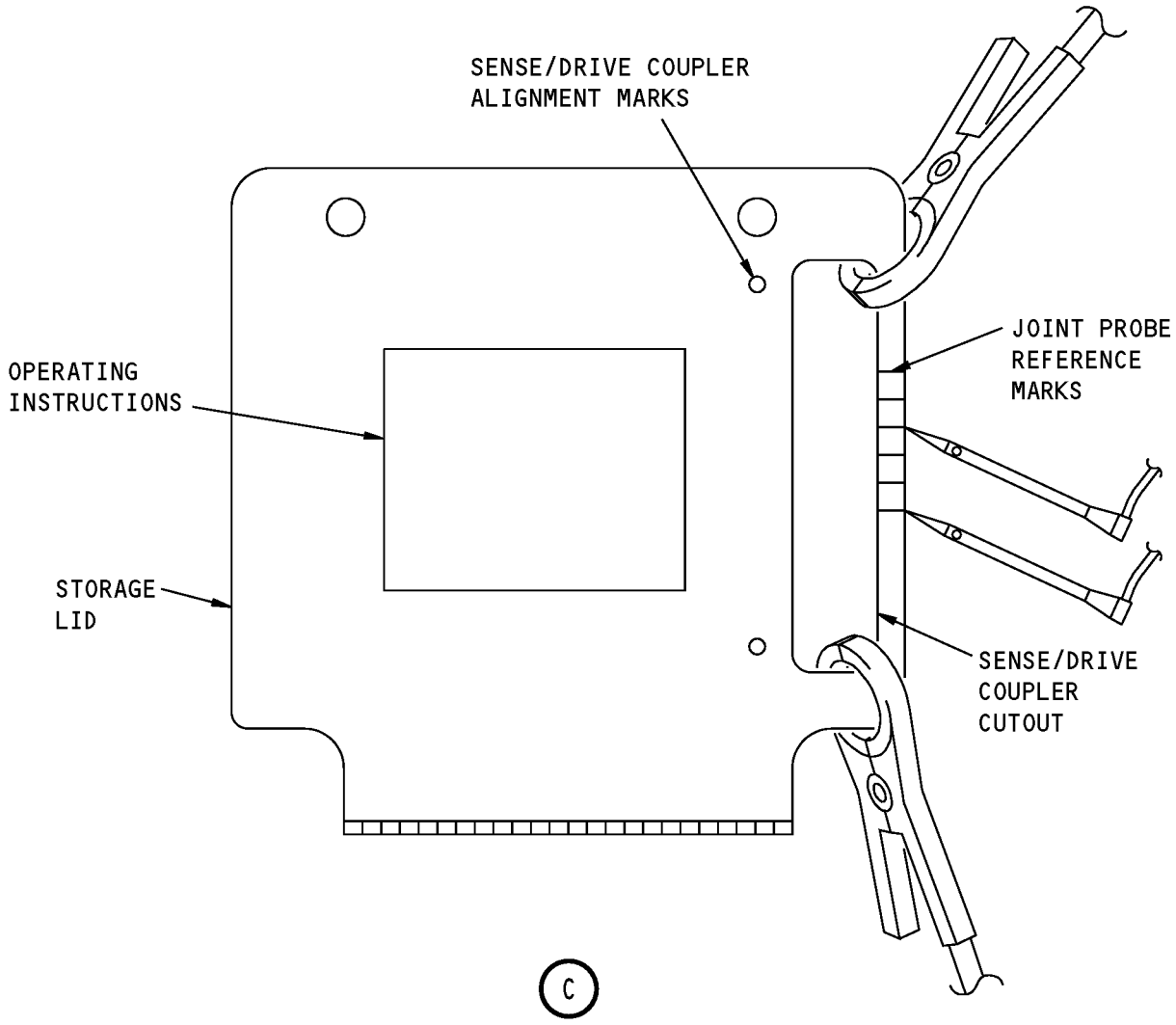


A

High Intensity Radiated Fields (HIRF) Inspection - Loop Resistance Tester (LRT) - Maintenance Practices
Figure 201 (Sheet 1 of 3)/05-56-02-990-801



High Intensity Radiated Fields (HIRF) Inspection - Loop Resistance Tester (LRT) - Maintenance Practices
Figure 201 (Sheet 2 of 3)/05-56-02-990-801



High Intensity Radiated Fields (HIRF) Inspection - Loop Resistance Tester (LRT) - Maintenance Practices
Figure 201 (Sheet 3 of 3)/05-56-02-990-801

HIRF/LIGHTNING LOOP RESISTANCE MEASUREMENT - MAINTENANCE PRACTICES

1. General

A. The loop resistance tester, SPL-1636 (LRT) is a specialized piece of test equipment which is used to make non-intrusive wire bundle and coax cable shield resistance measurements. The LRT can also be used to make resistance measurements across a built-up joint or individual electrical connections/joints.

(1) This task contains the procedure for performing a Lid Standard Measurement with the LRT. The Lid Standard Measurement is a check of the Loop Resistance Tester (LRT) that should be performed whenever the LRT does not appear to be operating correctly. Measurement of the standard resistances on the LRT storage lid provides a quick indication of proper LRT operation. The Lid Standard Measurement consists of the following two parts:

(a) Loop Mode, which makes a check of the loop resistance measurement function

(b) Joint Mode, which makes a check of the joint resistance measurement function

TASK 05-56-03-200-801

2. Loop Resistance Measurement

A. References

Reference	Title
05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
05-56-04-200-801	Joint Resistance Measurement (P/B 201)

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1636	Tester - Loop Resistance (LRT "-1" for checks up to & including 4 years ONLY, LRT "-2 & -3" applicable for all HIRF/FQIS check/inspection intervals) (Part #: 906-10246-1, Supplier: 3X2T2, A/P Effectivity: 737-ALL) (Part #: 906-10246-3, Supplier: 3X2T2, A/P Effectivity: 737-600, -700, -700C, -700ER, -800, -900, -900ER, -ALL, -BBJ) (Opt Part #: 906-10246-2, Supplier: 3X2T2, A/P Effectivity: 737-600, -700, -700C, -700ER, -700QC, -800, -900, -900ER, -BBJ)

C. Preliminary

SUBTASK 05-56-03-940-001

(1) Prepare the loop resistance tester, SPL-1636 for use (Figure 201).

(a) Open the loop resistance tester, SPL-1636(LRT) assembly and slide the lid aside to remove it from the base.

(b) Open the lid and remove the Sense/Drive couplers and the joint probe assembly.

(c) Connect the blue-coded Sense coupler cable to the blue-coded Sense Coupler connector on the LRT.

(d) Connect the red-coded Drive coupler cable to the red-coded Drive Coupler connector on the LRT.

(e) Connect the Joint Probe assembly to the Joint Probe connector on the LRT.

(f) Lift the safety cover and set the RUN-OFF/CHARGE switch to the RUN position.

(g) Set the LRT MODE switch to the LOOP position.

(h) Push and hold the ON/OFF pushbutton switch on the BITE module until "Testing Hardware" shows on the BITE display, then release the ON/OFF switch. A four character symbol will move around the BITE display during the hardware self-test.

NOTE: To conserve the battery, the LRT will automatically powerdown after 10 minutes of inactivity. To re-apply power, do the above steps again.

(i) When the "Press Start" indication shows on the BITE display, make sure the LED on each Sense/Drive coupler control box is red.

D. Procedure

SUBTASK 05-56-03-760-001

(1) Connect the couplers.

(a) For a normal loop resistance tester, SPL-1636 (Figure 202):

1) Clamp both of the LRT couplers around the wire bundle to be measured.

a) If there are ground wires, such as shield pigtail connections, at the point of measurement on the measured bundle, make sure that such wiring is NOT included within either coupler.

b) Make sure there is at least four inches separation between the two couplers. If such separation is impossible to maintain, use the Mu-Metal shields (P/N 906-10249-9) provided with the LRT to obtain the necessary isolation.

NOTE: In the case of multiple wire bundles going to/from a connector, make sure the coupler is only around the desired bundle. This may require removing (and replacing) wire ties to separate the bundles enough for coupler connection.

(b) For a Modified Loop Resistance Measurement (Figure 203):

1) Clamp the Drive coupler around the ground return jumper cable.

2) Clamp the Sense coupler around the bundle to be tested.

NOTE: A minimum separation of four inches between the couplers should still be maintained.

a) If there are ground wires, such as shield pigtail connections, at the point of measurement on the bundle, make sure that such wiring is NOT included within the Sense coupler.

SUBTASK 05-56-03-760-002

(2) Initiate a Loop Resistance Measurement by pushing the START pushbutton on either of the Sense/Drive Coupler Control Boxes, causing the LEDs on both boxes to turn green.

(a) When the LEDs flash green, note the loop resistance value shown on the LRT BITE display.

(b) This completes the Loop Resistance measurement.

SUBTASK 05-56-03-810-001

(3) If you are unable to complete the Loop Resistance Measurement, do the following fault isolation steps:

(a) If either LED is red and a "DRV Coup Is Open" or "SNS Coup Is Open" message shows on the BITE display, then the couplers should be checked for proper connection.

1) Gently squeeze and release the coupler handles to improve the connection of the couplers around the wire bundle being measured.

a) If adjusting the couplers does not change the LEDs to green, replace the LRT.

2) If "Press Start" shows on the BITE display, then push the START pushbutton on either of the Sense/Drive coupler control boxes and begin the Loop Resistance Measurement again.

(b) If either LED is red and a "DRV Coup Is Open" or "SNS Coup Is Open" message does not show on the BITE display, replace the LRT.

(c) If the LED on one or both couplers flashes red, then re-connect the couplers to the wire bundle being measured after the "Press Start" message shows on the BITE display.

1) Push the START pushbutton on either coupler control box and begin the Loop Resistance Measurement again.

(d) If the message "UNSTABLE" is displayed and does not clear, set the MODE switch to the JOINT position.

1) When the message "Connect Probes" shows on the BITE display, set the MODE switch back to the LOOP position.

2) When the "Press Start" message appears, push the Start pushbutton on either of the coupler control boxes and begin the Loop Resistance Measurement again.

3) If this fails to clear the "UNSTABLE" message, then there is a problem with the wire bundle being measured or with the LRT.

NOTE: The "UNSTABLE" message is caused by the LRT detecting a varying resistance. This varying resistance can be caused by a loose connection, a corroded or intermittent electrical joint, a faulty Transorb adapter, or a faulty LRT.

a) Make sure the LRT is operating correctly; do this task: LRT Lid Standard Measurement, TASK 05-56-02-200-801.

b) If the LRT is operating correctly, then the wire bundle or a connection/joint is faulty and must be repaired or replaced before continuing the measurement. Check each electrical connection in the circuit being measured to isolate the faulty connection/joint. To check the electrical connections, do this task: Joint Resistance Measurement, TASK 05-56-04-200-801.

(e) If the BITE display shows "Joint V TooBig" (Dash-2 LRT only), "Loop I TooBig" or "Loop V TooBig", then stray currents may be circulating through the shield of the wire bundle being measured.

1) If power is applied to any of the equipment attached to this bundle, remove power from the equipment.

2) Any on-board electrical equipment that does not need to be ON should be turned OFF.

3) Make sure no other sources of current or voltage are connected on or near the bundle being tested.

4) In extreme cases, all power may need to be removed from the airplane.

SUBTASK 05-56-03-810-002

(4) For a Dash-2 or -3 LRT, the following BITE display messages may also appear:

(a) Joint TooSmall:

1) This indication is displayed when the Joint Value is too small compared to the Loop Value to give an accurate Joint reading. This condition exceeds the operating capabilities of the LRT.

(b) LNoise V TooBig:

1) This indication is displayed when excessive noise voltage on the wire bundle shield interferes with the LRTs ability to read accurately during Loop Mode. Stray signals on the wire shield may be produced by motors, electronic equipment, or adjacent electronic circuits. This condition can be alleviated by de-energizing equipment in the vicinity of the circuit being tested.

(c) LNoise I TooBig:

1) This indication is displayed when excessive noise current on the wire bundle shield interferes with the LRTs ability to read accurately during Loop Mode. Stray signals on the wire shield may be produced by motors, electronic equipment, or adjacent electronic circuits. This condition can be alleviated by de-energizing equipment in the vicinity of the circuit being tested.

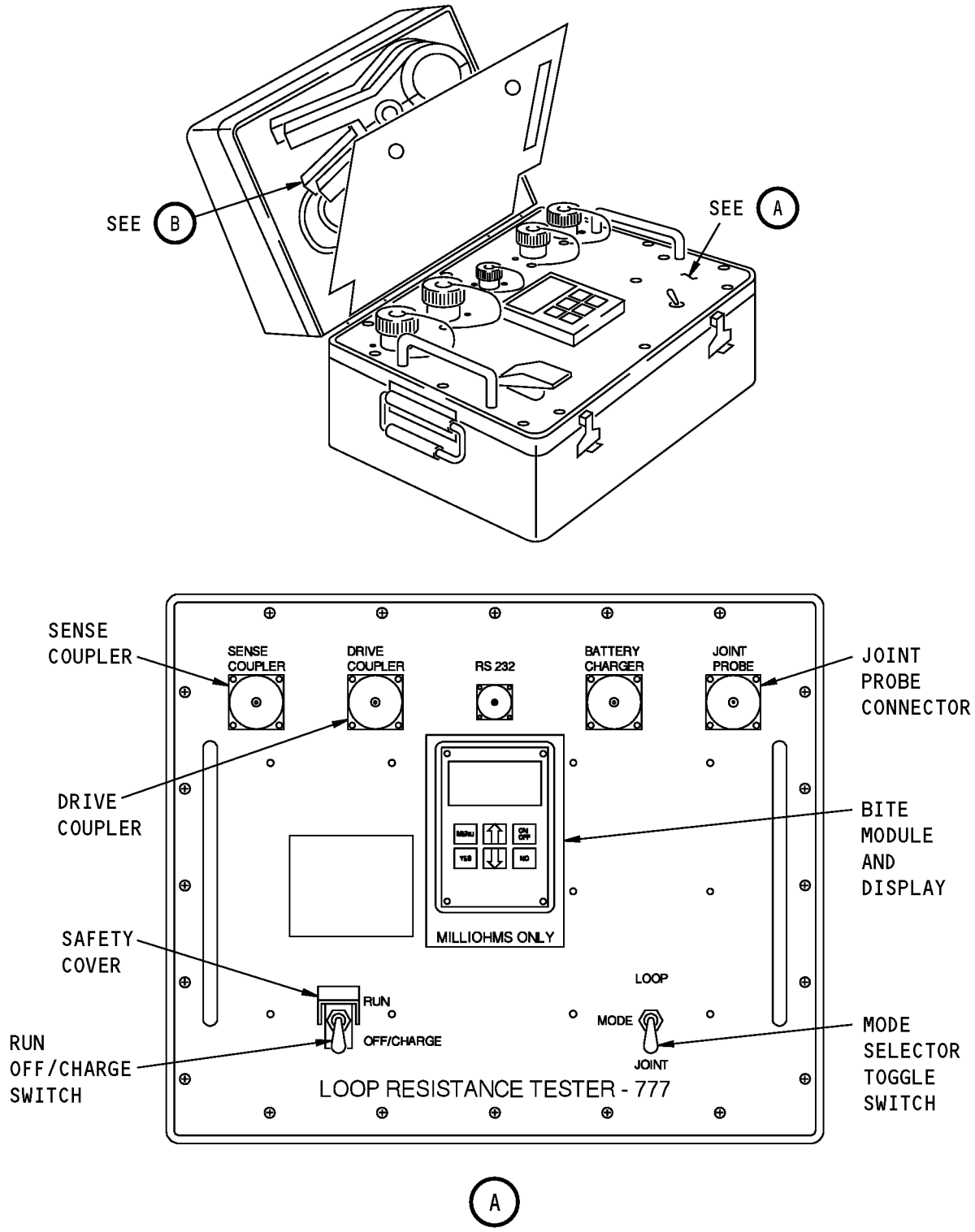
(d) JNoise V TooBig:

1) This indication is displayed when excessive noise voltage on the wire bundle shield interferes with the LRTs ability to read accurately during Joint Mode. Stray signals on the wire shield may be produced by motors, electronic equipment, or adjacent electronic circuits. This condition can be alleviated by de-energizing equipment in the vicinity of the circuit being tested.

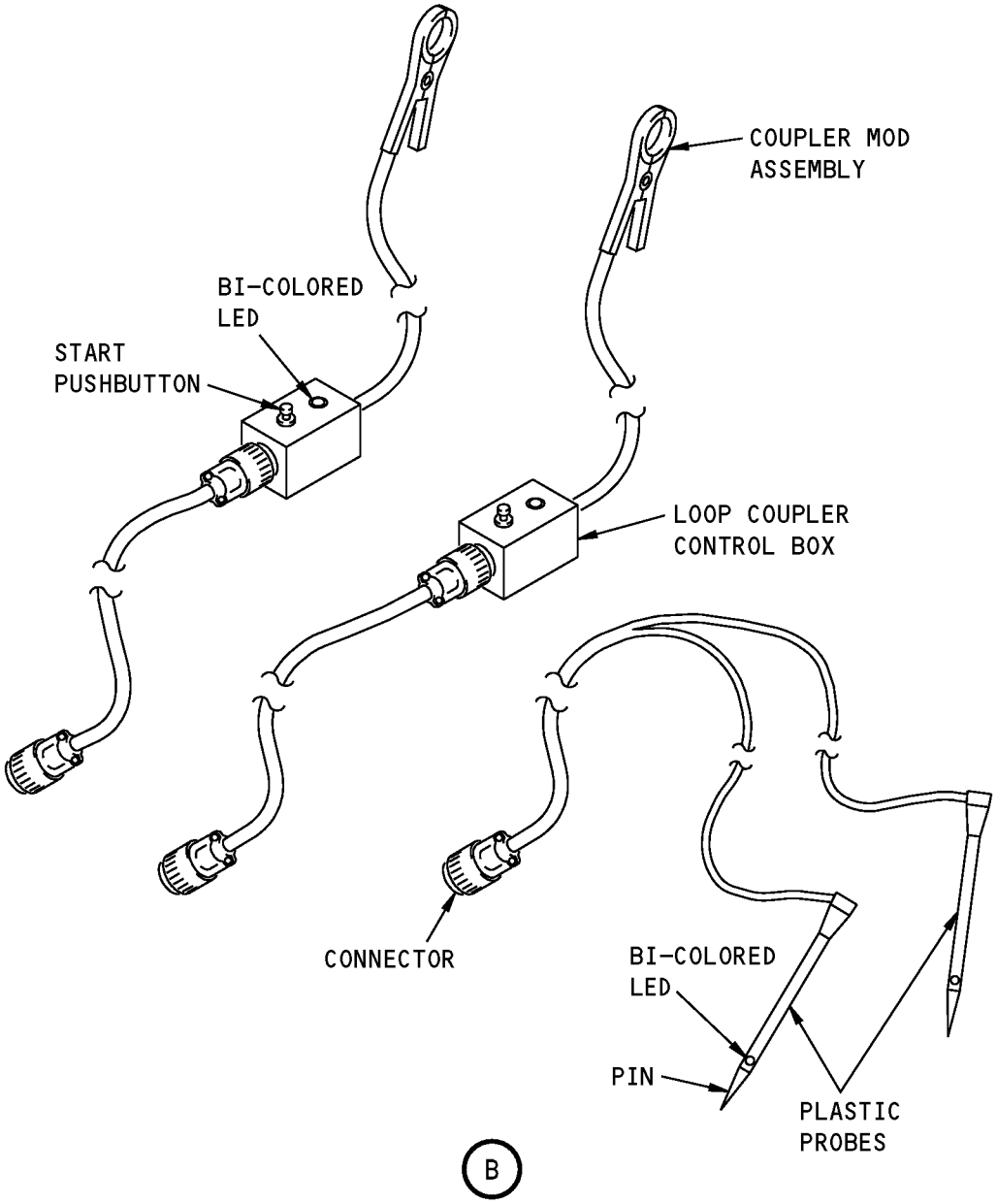
(e) JNoise I TooBig:

1) This indication is displayed when excessive noise current on the wire bundle shield interferes with the LRTs ability to read accurately during Joint Mode. Stray signals on the wire shield may be produced by motors, electronic equipment, or adjacent electronic circuits. This condition can be alleviated by de-energizing equipment in the vicinity of the circuit being tested.

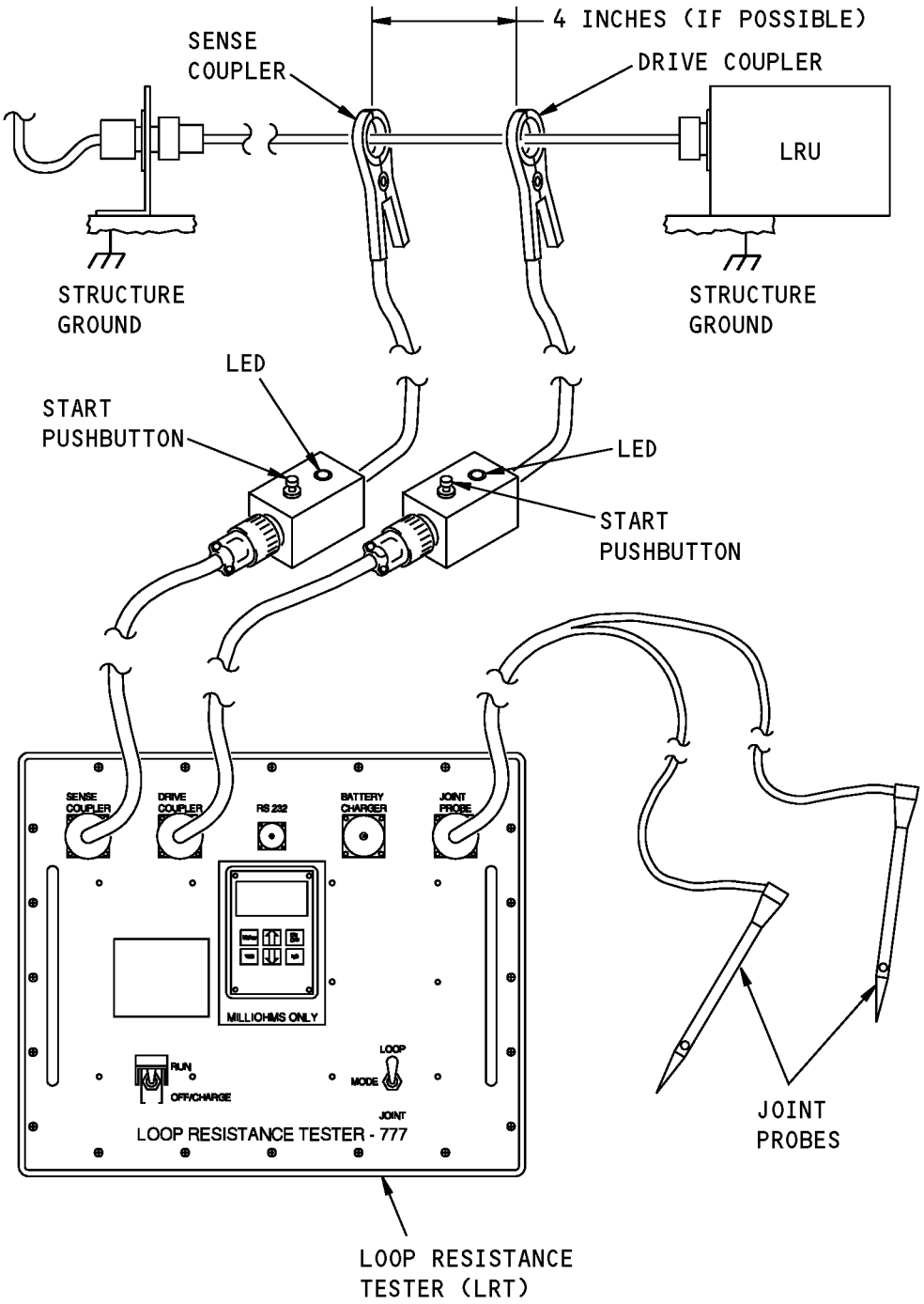
——————— END OF TASK ———————



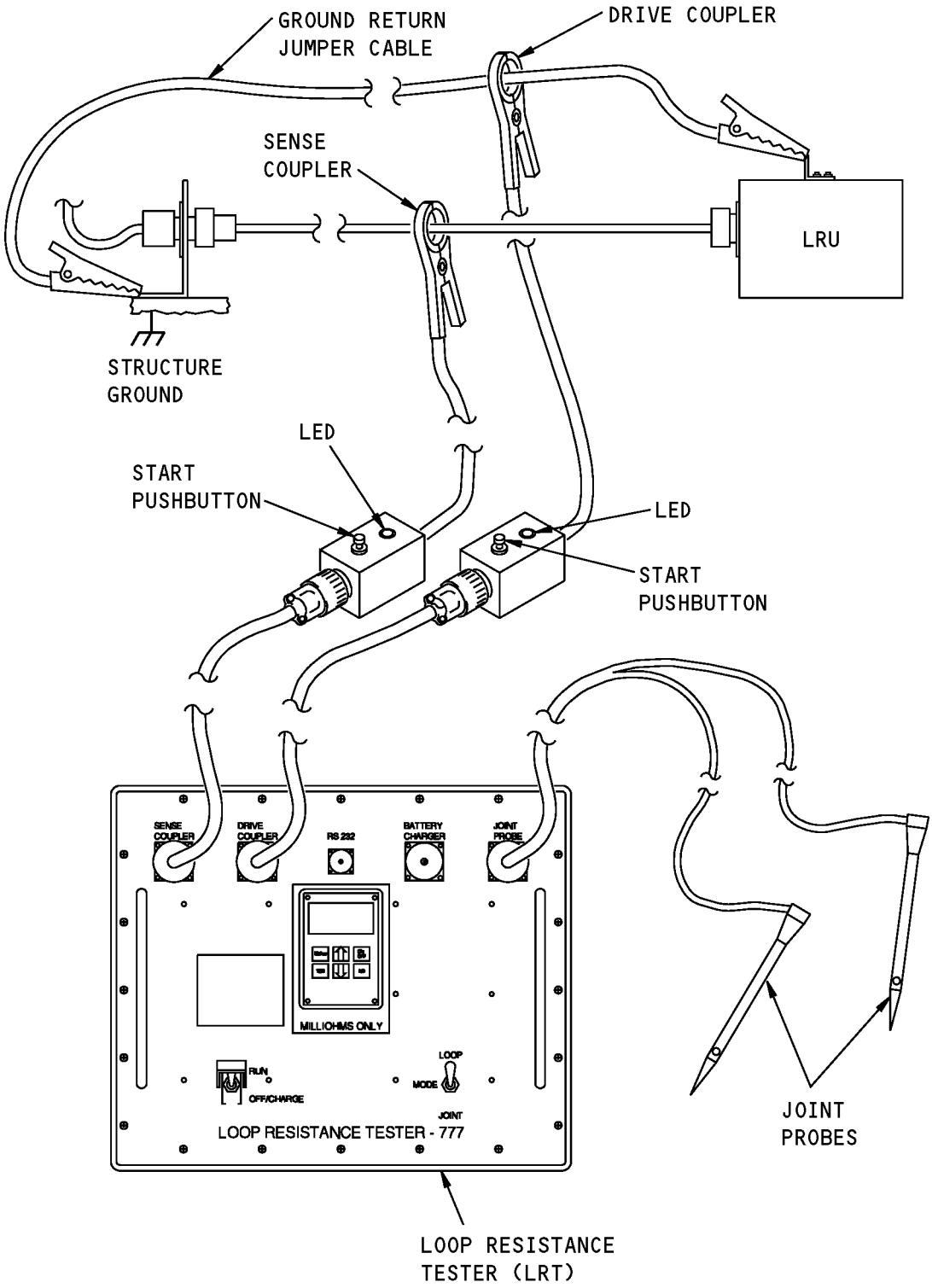
High Intensity Radiated Fields (HIRF) Inspection Loop Resistance Tester Maintenance Practices
Figure 201 (Sheet 1 of 2)/05-56-03-990-801



High Intensity Radiated Fields (HIRF) Inspection Loop Resistance Tester Maintenance Practices
Figure 201 (Sheet 2 of 2)/05-56-03-990-801



Typical Loop Resistance Tester (LRT) Hookup for Loop Resistance Measurement
Figure 202/05-56-03-990-802



Typical Loop Resistance Tester (LRT) Hookup for Modified Loop Resistance Measurement
Figure 203/05-56-03-990-803

HIRF/LIGHTNING - JOINT RESISTANCE MEASUREMENT - MAINTENANCE PRACTICES

1. General

A. This task contains instructions on how to use the Loop Resistance Tester (LRT) to measure the resistance across a built-up joint or individual electrical connections/joints.

(1) The direct contact voltage and current measurement capabilities of the LRT Joint Probes are used to perform a Joint Resistance Measurement.

(2) The connections/joints to be measured must be contained within the shielding system being measured in the Loop Resistance Mode (the loop current must flow through these joints/ connections).

B. In some cases, the current path to structure may include a subassembly. An example would be one of the connectors mounted to an FSEU Gearbox. In such a case, the bonding of the subassembly-to-structure may also need to be measured. If an out-of-spec joint reading is found, refer to the AMM chapter associated with that particular subsystem for component bonding requirements.

TASK 05-56-04-200-801

2. Joint Resistance Measurement

A. References

Reference	Title
05-56-02-200-801	LRT Lid Standard Measurement (P/B 201)
05-56-03-200-801	Loop Resistance Measurement (P/B 201)
SWPM 20-20-00	Electrical Bonds and Grounds
SWPM 20-25-11	Overbraid Shields on Wire Bundles

B. Procedure

SUBTASK 05-56-04-760-001

(1) To establish an electrical current flow in the wire bundle, joints/connections and bonding straps being measured, do this task: Loop Resistance Measurement, TASK 05-56-03-200-801 before starting the Joint Resistance Measurement.

NOTE: Before a Joint Resistance measurement can be performed, a Loop measurement must have been completed on the wire bundle associated with the joint being measured. If this is a modified loop formed with a ground return jumper cable, then the LRT Sense/ Drive couplers must be connected as shown for a modified loop resistance measurement. The LRT continues to monitor the loop resistance of the wire bundle while the joint measurement is being made. If the loop resistance changes by too large an amount, the LEDs on both joint probes will blink red and the message "REDO LOOP" will appear on the BITE display. This message cannot be erased without switching the LRT back to the Loop mode and doing a loop resistance measurement again.

SUBTASK 05-56-04-760-002

(2) Set the Mode Selector switch on the LRT to the Joint position.

SUBTASK 05-56-04-760-003

(3) Make sure the LEDs on both Joint Probes are red.

SUBTASK 05-56-04-760-004

(4) Connect one joint probe to one side of a complex joint build-up (structure, LRU, receptacle, bracket, or connector backshell for example) within 1 inch of the joint being measured (Figure 201) or (Figure 202).

NOTE: A joint may have several electrical connections. For example, a connector mounted on a bracket which is mounted to structure can provide five connections between the bundle shield and "ground": The shield is (1) connected to the connector backshell which is (2) connected to the connector itself which (3) connects to the receptacle which (4) is mounted on the bracket which is (5) connected to structure.

SUBTASK 05-56-04-760-005

(5) Connect the second joint probe to the other side of the joint being measured, within 1 inch of the joint/connector.

NOTE: The LRT will start the Joint Resistance Measurement when the LEDs on both Joint Probes are green. The LEDs change from red to green when electrical continuity is established between the probes. It may be necessary to wiggle the probes in order to make electrical contact through surface coatings.

(a) If the Joint Probes appear to be making good electrical contact and the Joint Probe LEDs do not change to green and no error messages are displayed on the LRT, then, do this task: LRT Lid Standard Measurement, TASK 05-56-02-200-801 .

(b) If the BITE display shows "Joint V Too Big", then stray currents may be circulating through the shield of the wire bundle being measured.

1) If power is applied to any of the equipment attached to this bundle, remove power from the equipment.

2) Any on-board electrical equipment that does not need to be ON should be turned OFF.

3) Make sure no other sources of current or voltage are connected on or near the bundle being tested.

4) In extreme cases, all power may need to be removed from the airplane.

SUBTASK 05-56-04-760-006

(6) When the LEDs on the probes flash green, record the resistance value of this joint from the bottom line of the BITE display.

(a) The following resistance values (Table 201) are maximum joint resistance values for common electrical connections/joints.

Table 201/05-56-04-993-801

TYPE OF JOINT	MAXIMUM ALLOWABLE RESISTANCE (ALUMINUM CONNECTORS) IN MILLIOHMS	MAXIMUM ALLOWABLE RESISTANCE (STAINLESS/STEEL) IN MILLIOHMS
BACKSHELL-TO-RECEPTACLE	2.5	5.0
BACKSHELL-TO-PLUG BODY	2.5	5.0
PLUG-TO-RECEPTACLE	5.0	12.5
RECEPTACLE-TO-BRACKET	2.5	5.0
BRACKET-TO-BOND STRAP	1.0	1.0
BOND STRAP-TO-STRUCTURE	1.0	1.0

(Continued)

TYPE OF JOINT	MAXIMUM ALLOWABLE RESISTANCE (ALUMINUM CONNECTORS) IN MILLIOHMS	MAXIMUM ALLOWABLE RESISTANCE (STAINLESS/STEEL) IN MILLIOHMS
BRACKET-TO-STRUCTURE	1.0	1.0
RIVETTED BRACKET-TO-STRUCTURE	1.0	1.0
OTHER FAY SURFACE BONDS	1.0	1.0

(b) To calculate the maximum allowable resistance for a built-up joint, do the following:

1) Determine what type of electrical connections/joints and how many of each are contained within the built-up joint.

2) Find the maximum allowable resistance for each type of electrical connection/joint (Table 201) contained within the built-up joint.

3) Sum the individual maximum allowable resistances for each electrical connection/joint contained within the built-up joint. This sum is the calculated maximum allowable resistance for the built-up joint.

(c) If the measured built-up joint resistance is higher than the calculated maximum allowable resistance, then do a joint resistance measurement across each individual connection/joint to isolate the specific high resistance connection/joint.

1) If an individual connection/joint resistance exceeds the maximum allowable resistance (Table 201) for that type of connection/joint, then repair the faulty connection/joint.

NOTE: Loose connectors and backshells or pigtails can cause an out of tolerance resistance reading.

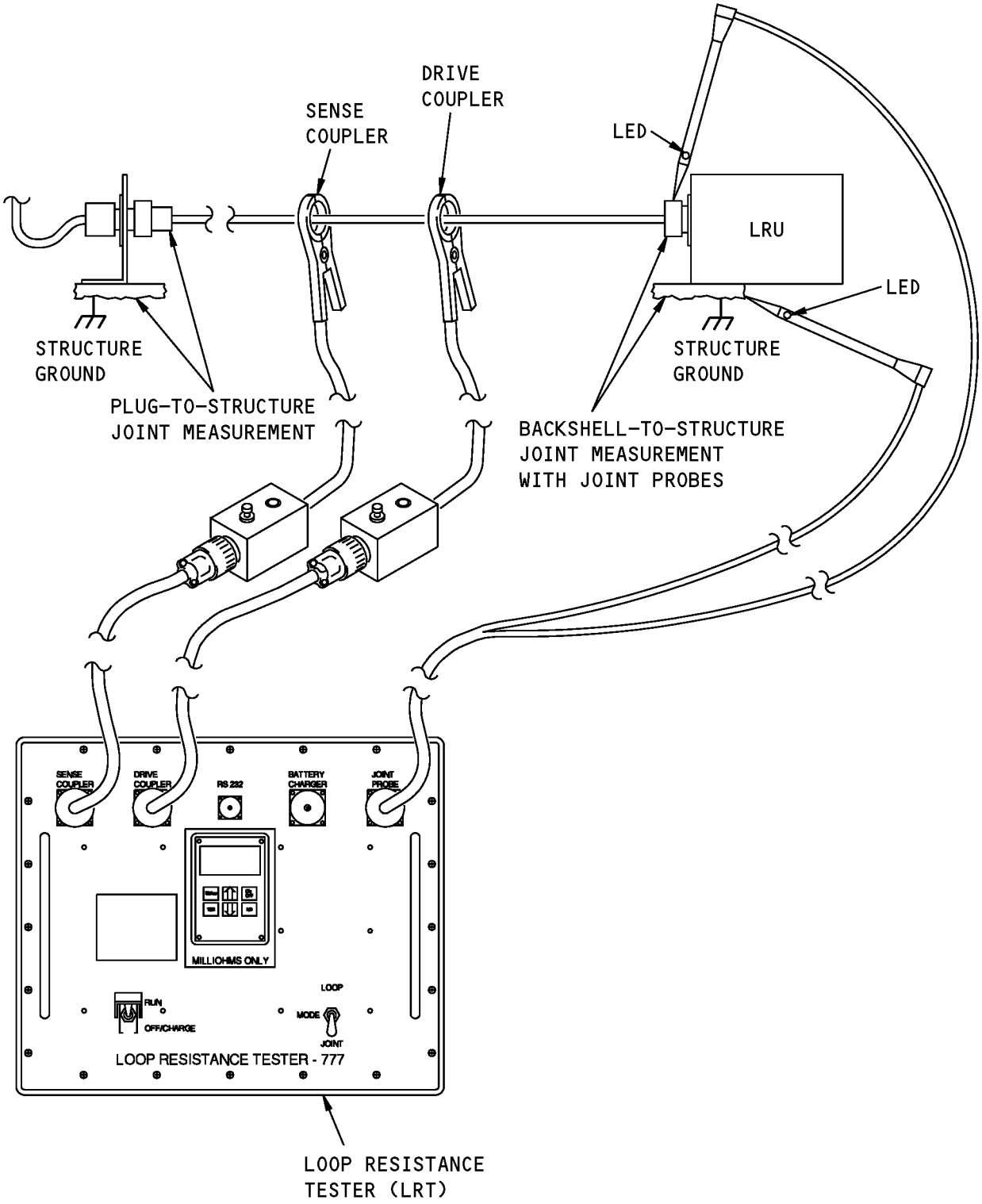
a) Do the following task: (SWPM 20-20-00) or (SWPM 20-25-11).

2) After you complete the joint repair, repeat the Joint Buildup Resistance Measurement to verify the repair.

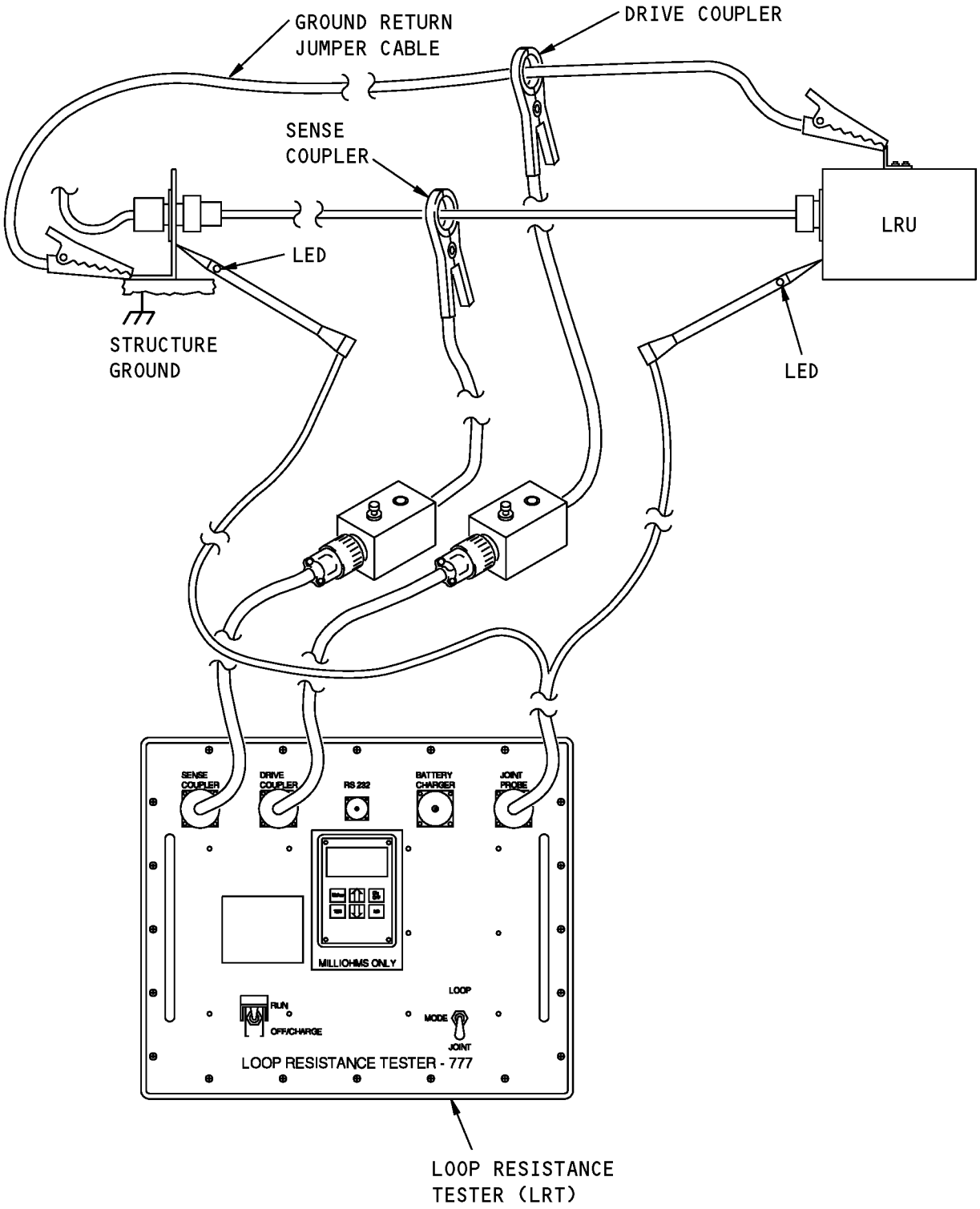
(d) If the measured joint resistance is less than the calculated maximum allowable resistance for the built-up joint, then do the Joint Buildup Resistance Measurement on the next joint in the wire bundle.

(e) If all of the built-up joints/connections for a particular wire bundle have been measured and joint resistances are less than the calculated maximum allowable resistance for the built-up joints, then the Joint Buildup Resistance Measurement Task is complete.

———————— END OF TASK ————————



Typical Loop Resistance Tester (LRT) Hookup for Joint Buildup Test
Figure 201/05-56-04-990-801



Typical Loop Resistance Tester (LRT) Hookup for Modified Joint Buildup Test
Figure 202/05-56-04-990-802