

CHAPTER

27

Flight Controls

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3	Oct 10/2004		13	Feb 10/2006	
4	Oct 10/2004		14	Oct 10/2004	
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18	Oct 10/2004		20	Oct 10/2002	
19	Feb 10/2007		21	Feb 10/2003	
20	BLANK		22	Oct 10/2002	
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1	Oct 10/2002		24	Oct 10/2002	
2	Oct 10/2002		25	Feb 10/2003	
3	Oct 10/2004		26	Oct 10/2002	
4	Oct 10/2004		27	Feb 10/2003	
5	Oct 10/2002		28	Oct 10/2002	
6	Oct 10/2002		29	Oct 10/2002	
7	Feb 10/2003		30	Oct 10/2002	
8	Oct 10/2002		31	Feb 10/2003	
9	Oct 10/2002		32	Oct 10/2002	
10	Oct 10/2002		33	Feb 10/2003	
11	Feb 10/2003		34	Feb 10/2007	
12	Oct 10/2002		35	Feb 15/2009	
13	Feb 10/2003		36	Feb 10/2007	
14	Oct 10/2002		37	Feb 10/2007	
15	Feb 10/2003		38	Jun 15/2008	
16	Oct 10/2002		39	Jun 15/2008	
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43	Feb 10/2007		19	Jun 10/2005	
44	Feb 10/2007		20	Feb 15/2009	
45	Feb 10/2007		21	Jun 10/2005	
46	BLANK		22	Jun 10/2007	
27-21-00			23	Feb 15/2009	
1	Oct 10/2002		24	Jun 10/2005	
2	Oct 10/2002		25	Jun 10/2005	
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4	Oct 10/2004		27	Feb 15/2009	
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7	Oct 10/2003		30	Jun 10/2005	
8	Feb 15/2009		31	Feb 15/2009	
9	Oct 10/2002		32	Feb 15/2009	
10	Oct 10/2002		33	Jun 10/2007	
11	Feb 10/2003		34	Feb 15/2009	
12	Feb 15/2009		35	Feb 15/2009	
13	Feb 10/2003		36	Feb 15/2009	
14	Jun 10/2007		37	Jun 10/2007	
15	Feb 15/2009		38	Feb 15/2009	
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42	Jun 10/2005		16	Jun 10/2003	
43	Jun 10/2007		17	Jun 10/2003	
44	Jun 10/2005		18	Jun 10/2003	
45	Jun 10/2005		19	Jun 10/2003	
46	Jun 10/2005		20	Jun 10/2003	
47	Jun 10/2005		21	Jun 10/2003	
48	BLANK		22	Jun 10/2003	
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1	Oct 10/2002		24	Feb 15/2009	
2	Oct 10/2002		25	Jun 10/2003	
3	Feb 10/2003		26	Jun 10/2003	
4	Oct 10/2002		27	Jun 10/2003	
5	Jun 10/2007		28	Jun 10/2003	
6	Feb 15/2009		29	Jun 10/2003	
7	Jun 10/2003		30	Jun 10/2003	
8	Jun 10/2003		31	Jun 10/2003	
9	Jun 10/2007		32	Feb 10/2005	
10	Feb 15/2009		33	Jun 10/2003	
11	Jun 10/2003		34	Jun 10/2003	
12	Jun 10/2003		35	Jun 10/2003	
13	Jun 10/2003		36	Feb 10/2005	

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2	Jun 15/2008		25	Jun 10/2007	
3	Oct 10/2004		26	Oct 10/2004	
4	Oct 10/2004		27	Oct 10/2004	
5	Jun 15/2008		28	Oct 10/2004	
6	Oct 10/2004		29	Oct 10/2004	
7	Jun 15/2008		30	Oct 10/2004	
8	Jun 15/2008		31	Oct 10/2004	
9	Oct 10/2004		32	Jun 15/2008	
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11	Oct 10/2004		34	Oct 10/2004	
12	Oct 10/2004		35	Oct 10/2004	
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15	Oct 10/2004		38	Jun 15/2008	
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47	Jun 15/2008		15	Jun 15/2008	
48	Jun 15/2008		16	Jun 15/2008	
49	Jun 15/2008		17	Jun 15/2008	
50	Jun 15/2008		18	Jun 15/2008	
51	Jun 15/2008		19	Jun 15/2008	
52	Jun 15/2008		20	Jun 15/2008	
53	Jun 15/2008		21	Jun 15/2008	
54	BLANK		22	Jun 15/2008	
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3	Feb 10/2003		26	Jun 15/2008	
4	Jun 15/2008		27	Feb 15/2009	
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7	Jun 15/2008		30	Feb 15/2009	
8	Jun 15/2008		31	Jun 15/2008	
9	Jun 15/2008		32	Jun 15/2008	
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37	Jun 15/2008		60	Jun 15/2008	
38	Jun 15/2008		61	Jun 15/2008	
39	Jun 15/2008		62	Jun 15/2008	
40	Jun 15/2008		63	Jun 15/2008	
41	Jun 15/2008		64	Jun 15/2008	
42	Jun 15/2008		65	Jun 15/2008	
43	Jun 15/2008		66	BLANK	
44	Jun 15/2008		27-41-00		
45	Jun 15/2008		1	Oct 10/2002	
46	Oct 10/2006		2	Oct 10/2002	
47	Jun 15/2008		3	Oct 10/2004	
48	Jun 15/2008		4	Oct 10/2004	
49	Jun 15/2008		5	Oct 10/2002	
50	Oct 10/2006		6	Oct 10/2002	
51	Jun 15/2008		7	Feb 10/2003	
52	Jun 15/2008		8	Oct 10/2002	
53	Jun 15/2008		9	Oct 10/2002	
54	Jun 15/2008		10	Oct 10/2002	
55	Jun 15/2008		11	Feb 10/2003	
56	Jun 15/2008		12	Oct 10/2002	
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16	Feb 10/2007		3	Oct 10/2004	
17	Feb 10/2007		4	Oct 10/2004	
18	Feb 15/2009		5	Oct 10/2002	
19	Feb 10/2007		6	Oct 10/2002	
20	Feb 10/2007		7	Feb 10/2003	
21	Feb 10/2007		8	Oct 10/2002	
22	Feb 10/2007		9	Feb 10/2003	
23	Feb 10/2007		10	Oct 10/2002	
24	Feb 15/2009		11	Feb 10/2003	
25	Feb 10/2007		12	Oct 10/2002	
26	Feb 10/2007		13	Feb 10/2003	
27	Feb 15/2009		14	Oct 10/2002	
28	Feb 10/2007		15	Feb 15/2009	
29	Feb 10/2007		16	Jun 10/2007	
30	Feb 15/2009		17	Feb 10/2003	
31	Jun 15/2008		18	Oct 10/2002	
32	Feb 10/2007		19	Oct 10/2002	
33	Feb 10/2007		20	Oct 10/2002	
34	Feb 10/2007		21	Feb 10/2003	
35	Feb 10/2007		22	Oct 10/2002	
36	BLANK		23	Oct 10/2002	

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26	Oct 10/2002		49	Feb 10/2003	
27	Feb 10/2003		50	Oct 10/2002	
28	Oct 10/2002		51	Jun 10/2007	
29	Oct 10/2002		52	Feb 15/2009	
30	Oct 10/2002		53	Feb 15/2009	
31	Feb 10/2003		54	Jun 10/2007	
32	Oct 10/2002		55	Feb 10/2003	
33	Oct 10/2002		56	Oct 10/2002	
34	Oct 10/2002		57	Jun 10/2007	
35	Feb 10/2003		58	Oct 10/2002	
36	Oct 10/2002		59	Feb 10/2003	
37	Feb 10/2003		60	Oct 10/2002	
38	Oct 10/2002		61	Feb 10/2003	
39	Feb 10/2003		62	Oct 10/2002	
40	Oct 10/2002		63	Feb 10/2003	
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42	Oct 10/2002		65	Feb 15/2009	
43	Feb 10/2003		66	Feb 15/2009	
44	Oct 10/2002		67	Oct 10/2006	
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72	Oct 10/2006		10	BLANK	
73	Oct 10/2006		27-59-00		
74	Oct 10/2006		1	Oct 10/2002	
75	Oct 10/2006		2	Oct 10/2002	
76	Oct 10/2006		3	Feb 10/2003	
77	Oct 10/2006		4	Jun 10/2007	
78	Oct 10/2006		5	Feb 10/2003	
79	Oct 10/2006		6	Oct 10/2002	
80	Oct 10/2006		7	Feb 10/2003	
81	Oct 10/2006		8	BLANK	
82	Oct 10/2006		27-61-00		
83	Oct 10/2006		1	Oct 10/2002	
84	BLANK		2	Oct 10/2002	
27-58-00			3	Oct 10/2004	
1	Oct 10/2002		4	Oct 10/2004	
2	Oct 10/2002		5	Oct 10/2002	
3	Feb 10/2003		6	Oct 10/2002	
4	Oct 10/2002		7	Feb 10/2003	
5	Feb 10/2003		8	Oct 10/2002	
6	Oct 10/2002		9	Feb 10/2003	
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13	Oct 10/2002		36	Oct 10/2006	
14	Oct 10/2002		37	Jun 10/2007	
15	Feb 10/2003		38	Feb 15/2009	
16	Oct 10/2002		39	Oct 10/2006	
17	Feb 10/2003		40	Oct 10/2006	
18	Oct 10/2002		41	Feb 15/2009	
19	Feb 10/2006		42	Feb 15/2009	
20	Feb 10/2006		43	Feb 10/2007	
21	Feb 10/2006		44	BLANK	
22	Feb 15/2009		27-62-00		
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24	Oct 10/2002		2	Jun 10/2007	
25	Feb 10/2003		3	Feb 15/2009	
26	Oct 10/2002		4	Feb 15/2009	
27	Jun 10/2007		5	Jun 10/2007	
28	Feb 15/2009		6	Feb 10/2007	
29	Oct 10/2006		7	Feb 15/2009	
30	Oct 10/2006		8	Oct 10/2006	
31	Oct 10/2006		9	Oct 10/2006	
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15	Feb 15/2009		38	Oct 10/2006	
16	Oct 10/2006		39	Oct 10/2006	
17	Jun 10/2007		40	Oct 10/2006	
18	Feb 15/2009		41	Feb 15/2009	
19	Jun 10/2006		42	Feb 15/2009	
20	Oct 10/2006		43	Jun 10/2007	
21	Oct 10/2006		44	Feb 15/2009	
22	Oct 10/2006		45	Oct 10/2006	
23	Oct 10/2006		46	Oct 10/2006	
24	Oct 10/2006		47	Oct 10/2006	
25	Oct 10/2006		48	Feb 15/2009	
26	Feb 15/2009		49	Oct 10/2006	
27	Oct 10/2006		50	Oct 10/2006	
28	Feb 15/2009		51	Oct 10/2006	
29	Oct 10/2006		52	Jun 10/2007	
30	Oct 10/2006		53	Jun 10/2007	
31	Jun 10/2007		54	Feb 15/2009	
32	Feb 15/2009		55	Oct 10/2006	
33	Oct 15/2008		56	Oct 10/2006	
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1	Oct 10/2002		24	Oct 10/2002	
2	Oct 10/2002		25	Feb 10/2003	
3	Oct 10/2004		26	Oct 10/2002	
4	Oct 10/2004		27	Feb 10/2003	
5	Oct 10/2002		28	Oct 10/2002	
6	Oct 10/2002		29	Feb 10/2003	
7	Feb 10/2003		30	Oct 10/2002	
8	Oct 10/2002		31	Feb 10/2003	
9	Feb 10/2003		32	Oct 10/2002	
10	Oct 10/2002		33	Feb 10/2003	
11	Feb 10/2003		34	Oct 10/2002	
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46	Oct 10/2006		10	Feb 15/2009	
47	Feb 10/2003		11	Oct 10/2006	
48	Oct 10/2002		12	BLANK	
49	Oct 10/2002		27-88-00		
50	Oct 10/2002		1	Oct 10/2002	
51	Feb 10/2003		2	Oct 10/2002	
52	Oct 10/2002		3	Feb 10/2003	
53	Feb 15/2009		4	Oct 10/2002	
54	Feb 15/2009		5	Feb 10/2003	
55	Feb 10/2003		6	Oct 10/2002	
56	Oct 10/2002		7	Feb 10/2003	
57	Feb 10/2003		8	Oct 10/2002	
58	BLANK		9	Feb 10/2003	
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2	Oct 10/2002		12	Oct 10/2002	
3	Feb 10/2003		13	Feb 10/2003	
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FLIGHT CONTROLS - INTRODUCTION**General**

The flight controls keep the airplane at the necessary attitude during flight. They have movable surfaces on the wing and the empennage. These are the two types of flight control systems:

- Primary
- Secondary.

Primary Flight Control System

The primary flight control system moves the airplane about three axes: lateral, longitudinal, and vertical. The primary flight control system has these components:

- Aileron (2)
- Elevator (2)
- Rudder.

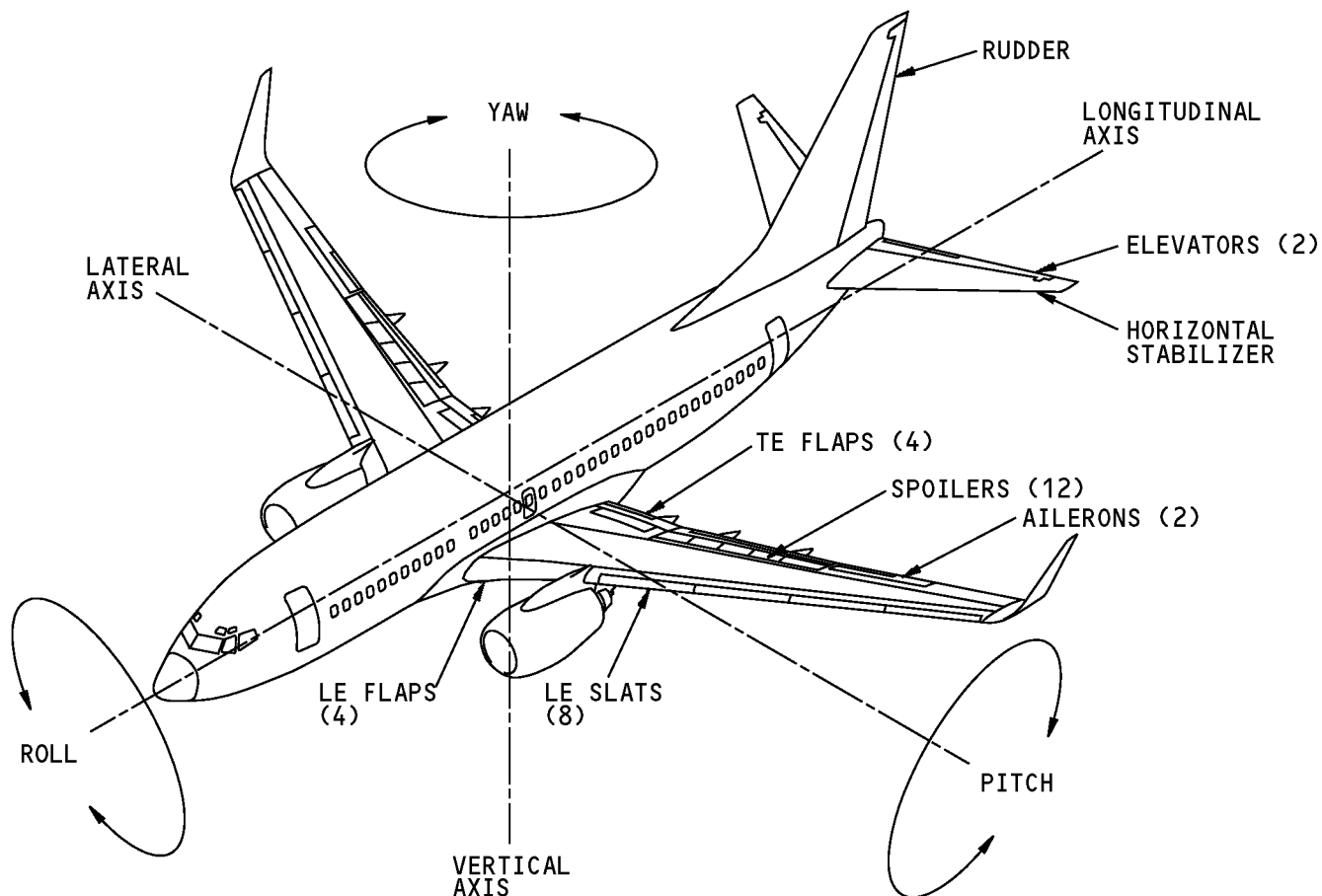
Secondary Flight Controls

The secondary flight controls improve the lift and handling properties of the airplane. The secondary flight control system has these components:

- Leading edge devices (12)
- Trailing edge flaps (4)
- Spoilers and speedbrakes (12)
- Horizontal stabilizer.

Abbreviations and Acronyms

- A/P - autopilot
- A/S - airspeed
- C/W - control wheel
- CB - circuit breaker
- cntl - control
- dc - direct current
- FCC - flight control computer
- FLT - flight
- gnd - ground
- LE - leading edge
- MLG - main landing gear
- NLG - nose landing gear
- PCU - power control unit
- psi - pounds per square inch
- RUD - rudder
- S/B - speedbrake
- sec - section
- SOV - shutoff valve
- stab - stabilizer
- STBY - standby
- sw - switch
- sys - system
- TE - trailing edge
- typ - typical
- vlv - valve
- v - volt
- xfer - transfer



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FLIGHT CONTROLS - GENERAL DESCRIPTION

General

The pilots manually operate the flight controls through cables. The autopilot automatically operates them.

Aileron

The aileron control wheels move cables that give input to the aileron feel and centering unit. This controls the aileron PCUs. The PCUs move the aileron wing cables and the ailerons.

The aileron trim switches give an input to the aileron feel and centering unit and change the neutral position of the ailerons.

Aileron PCU movement also goes to the spoiler mixer. The mixer moves the flight spoiler wing cables, which control the flight spoiler actuators. The actuators move the flight spoilers to assist the ailerons for roll control.

The autopilot actuators give a mechanical input to the PCUs through the feel and centering unit. The PCUs move the aileron wing cables and the ailerons and they give input to the spoiler mixer.

Elevator

The control columns move cables that give input to the elevator feel and centering unit. This controls the elevator PCUs. The PCUs move torque tubes that move the elevators.

The autopilot actuators give a mechanical input to the PCUs through the feel and centering unit. The PCU moves the elevators.

Rudder

The rudder pedals move cables that give an input to the rudder feel and centering unit. This controls the rudder PCUs. The rudder PCUs move the rudder.

The rudder trim switch gives an input to the rudder feel and centering unit and change the neutral position of the rudder.

Flaps and Slats

The flap control lever moves the trailing edge flap control valve. Hydraulic pressure goes through the valve and drives the hydraulic motor. The hydraulic motor supplies power to the flap drive system and the flaps move. Follow-up cables give feedback to the trailing edge flap control valve to stop the flaps at the commanded position.

The follow-up cables also give an input to the leading edge flaps control valve. This controls the position of the leading edge devices. Then hydraulic pressure goes to the actuators and moves the leading edge flaps and slats.

The alternate flap switches electrically control the trailing edge flaps. They also control the standby hydraulic system to extend the leading edge flaps and slats.

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FLIGHT CONTROLS - GENERAL DESCRIPTION

Spoilers and Speedbrakes

The speedbrake lever moves cables that control the spoiler mixer. The mixer moves the spoiler wing cables that control the flight spoiler actuators. The mixer also moves the ground spoiler control valve. The valve supplies hydraulic pressure to the ground spoiler actuators to raise the spoilers.

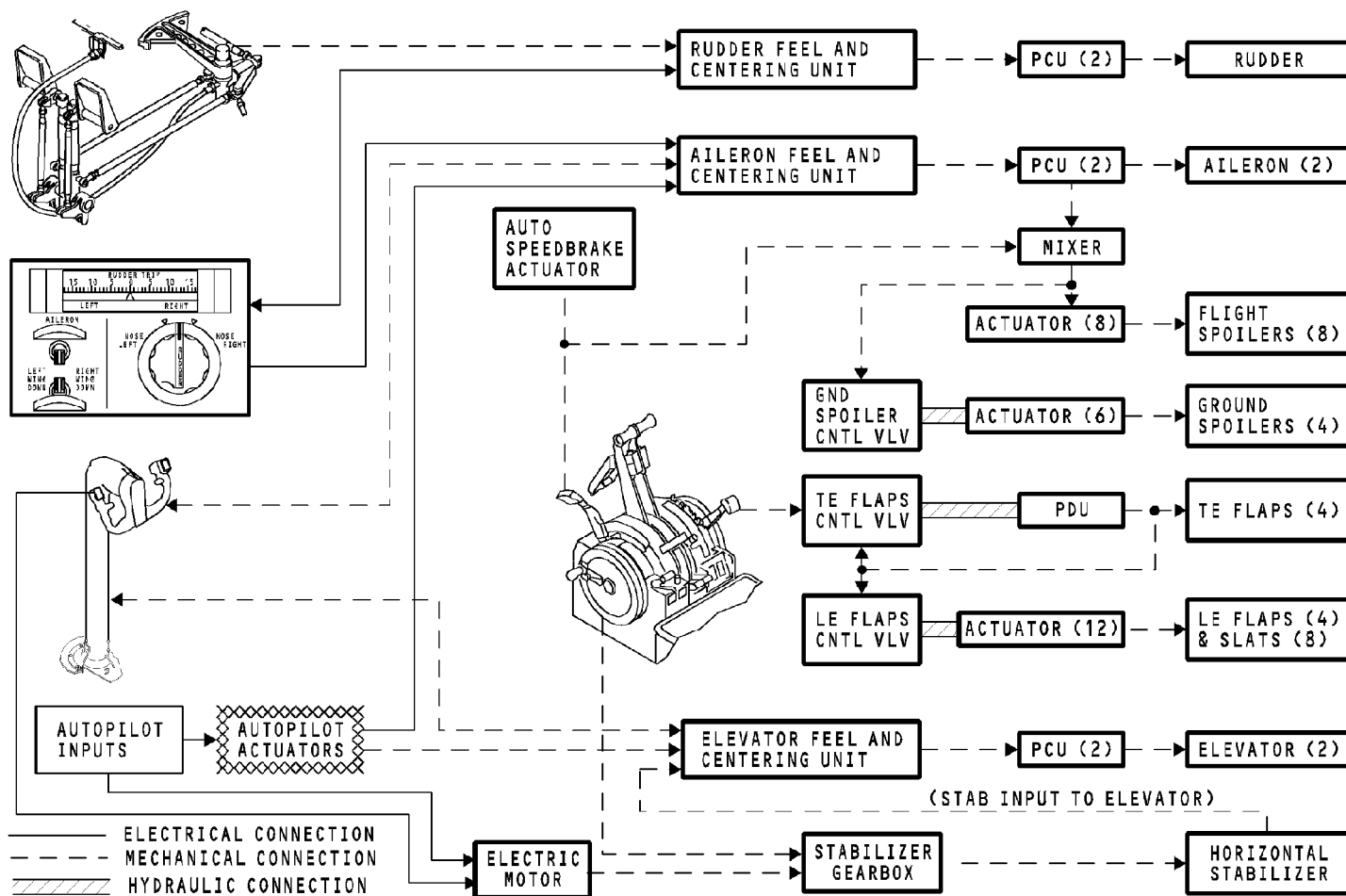
During automatic deployment, the auto speedbrake actuator gives input to the same cables as above and backdrives the speedbrake lever.

Horizontal Stabilizer

The stabilizer trim wheels move cables that give an input to the gearbox. The gearbox moves a jackscrew and moves the stabilizer.

The electric stabilizer trim switches control an electric motor near the gearbox. The motor moves the gears to move the stabilizer. The autopilot also controls the stabilizer trim motor.

When the stabilizer moves, it also moves the elevators through the elevator feel and centering unit.



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FLIGHT CONTROLS - FLIGHT COMPARTMENT CONTROLS AND INDICATIONS - 1

General

The flight control indication and control components are in the flight compartment.

Aileron

The aileron control wheel is on the top of the elevator control column. The aileron trim indication is on the top of the control wheel.

Elevator

The elevator control columns are forward of the pilot seats.

Rudder

The rudder pedals are forward of the pilot seats.

Flaps and Slats

The alternate flap switches are on the flight control panel on the P5 forward overhead panel. The indication for the leading edge devices is on the P5 aft overhead panel. The trailing edge flaps indication is on the P2 center instrument panel. An amber FLAP LOAD RELIEF light is on the P3 panel.

Spoilers and Speedbrakes

A green SPEED BRAKE ARM light and an amber SPEED BRAKE DO NOT ARM light are on the P1 panel. The SPEEDBRAKES EXTENDED light is on the P3 panel.

Horizontal Stabilizer

The electric trim switches are on the outboard side of each control wheel.

Stall Warning

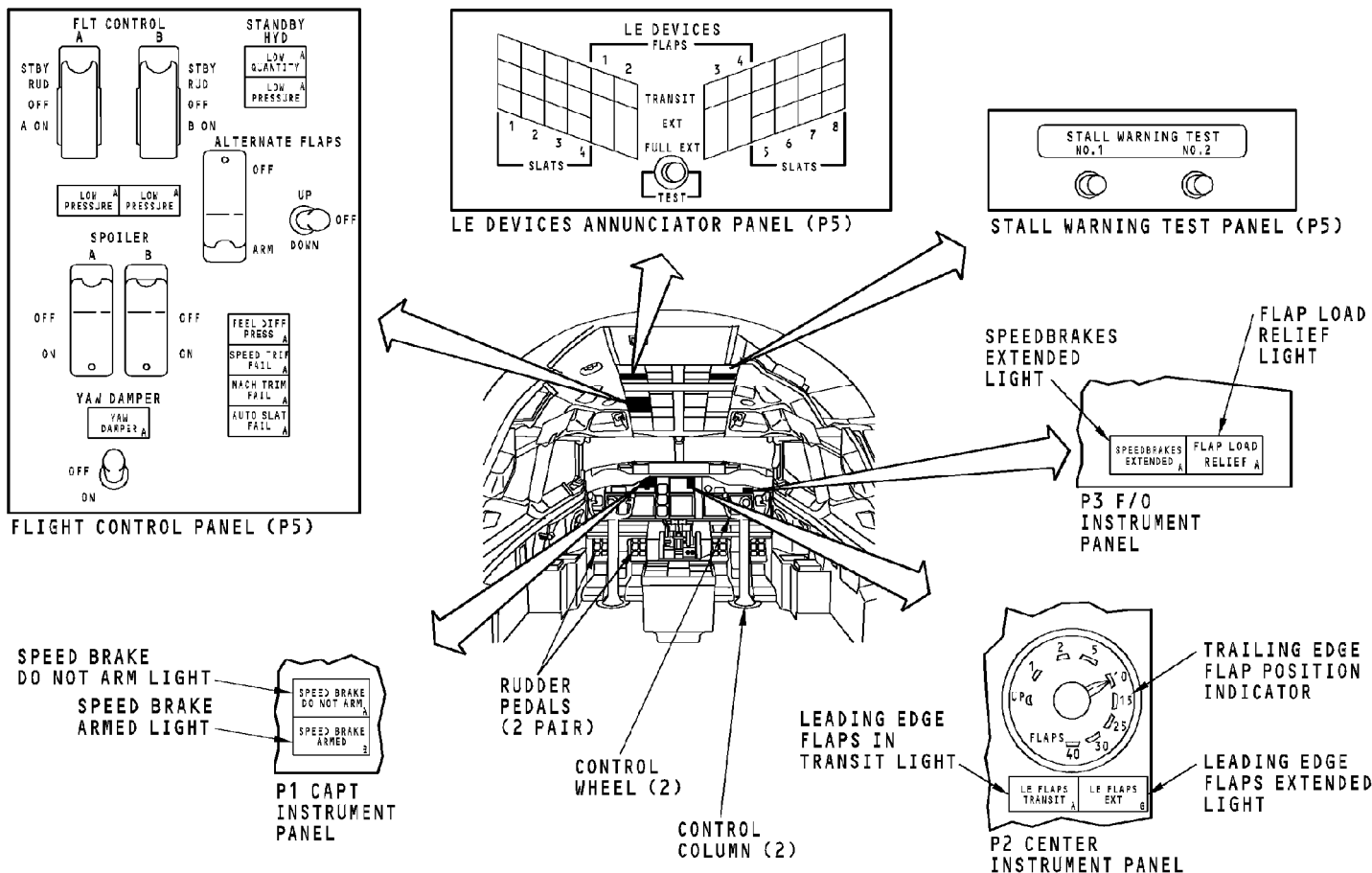
The stall warning test switches are on the P5 aft overhead panel.

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FLIGHT CONTROLS - FLIGHT COMPARTMENT CONTROLS AND INDICATIONS - 2

General

Some of the flight control indication and control components in the flight compartment are on the control stand.

Aileron

The aileron trim switches are on the aileron/rudder trim panel on the P8 aft electronic panel.

Rudder

The rudder trim control and the rudder trim indicator are on the aileron/rudder trim panel on the P8 aft electronic panel.

Flaps and Slats

The flap lever is on the P10 control stand.

Spoilers and Speedbrakes

The speedbrake lever is on the P10 control stand.

Horizontal Stabilizer

These controls and indications for the horizontal stabilizer are on the P10 control stand:

- Captain and first officer stabilizer trim wheels
- Stabilizer trim indicator
- Stabilizer trim cutout switches.

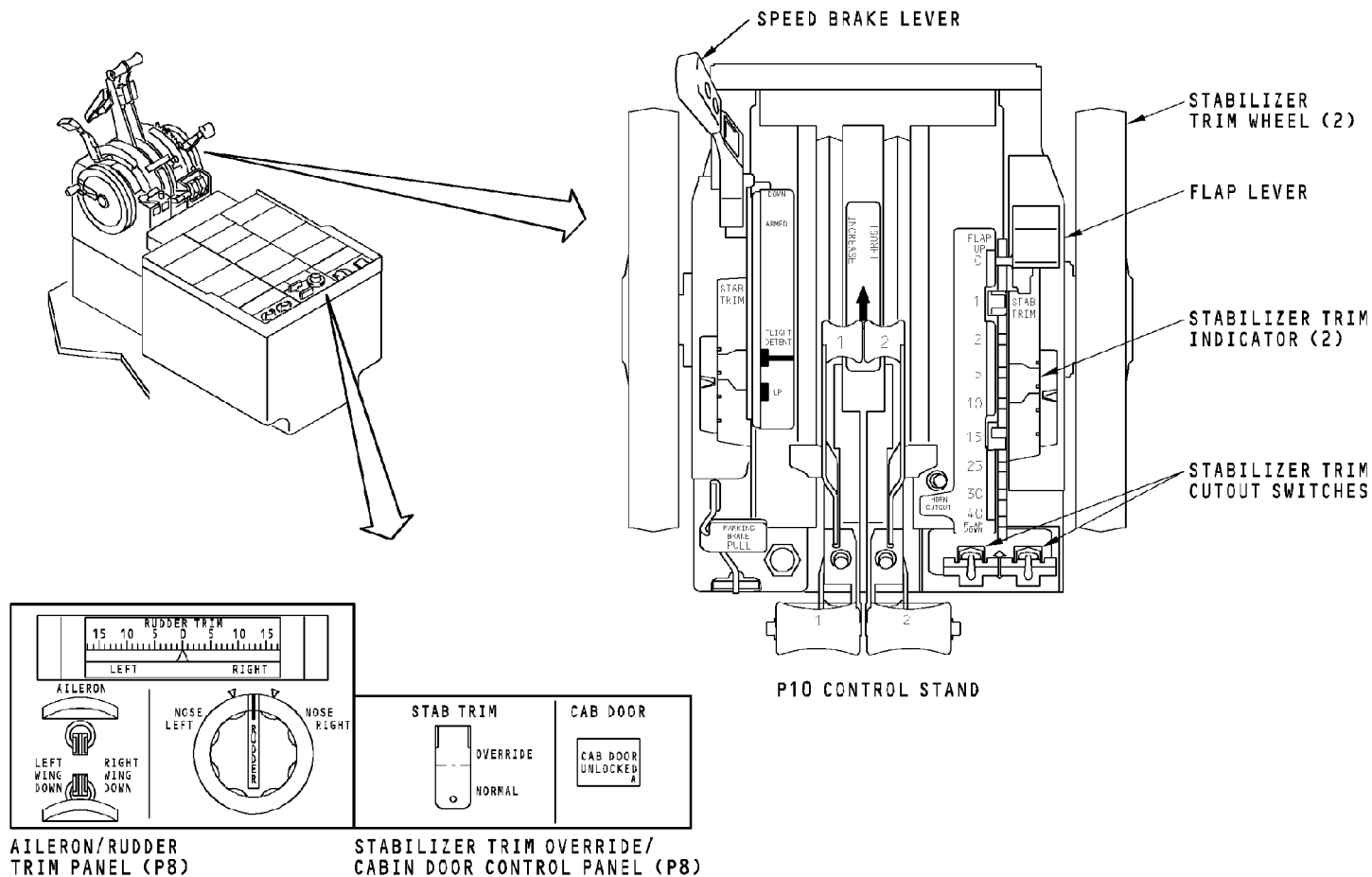
A stabilizer override switch is on the P8 aft electronic panel.

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FLIGHT CONTROLS - FLIGHT COMPARTMENT CONTROLS AND INDICATIONS - 2

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FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - INTRODUCTION

General

The flight controls system has some multiple use components. This section supplies information for these multiple use components:

- Flight control cables
- Flight control panel
- Flight control hydraulic modular packages.

Flight Control Cables

You use the flight control cables to give manual input to each flight control system.

Flight Control Panel

The flight control panel has hydraulic control switches and caution lights for several of the flight control systems.

Flight Control Hydraulic Modular Packages

The two flight controls hydraulic modular packages control and monitor hydraulic pressure to the flight controls. Each package contains these components:

- Flight controls shutoff valve
- Low pressure warning switch
- Spoiler shutoff valve

HAP 001-013, 015-026, 028-030; AIRPLANES WITH 65-44891-1 THRU -7 FCM

- Compensator cartridge.

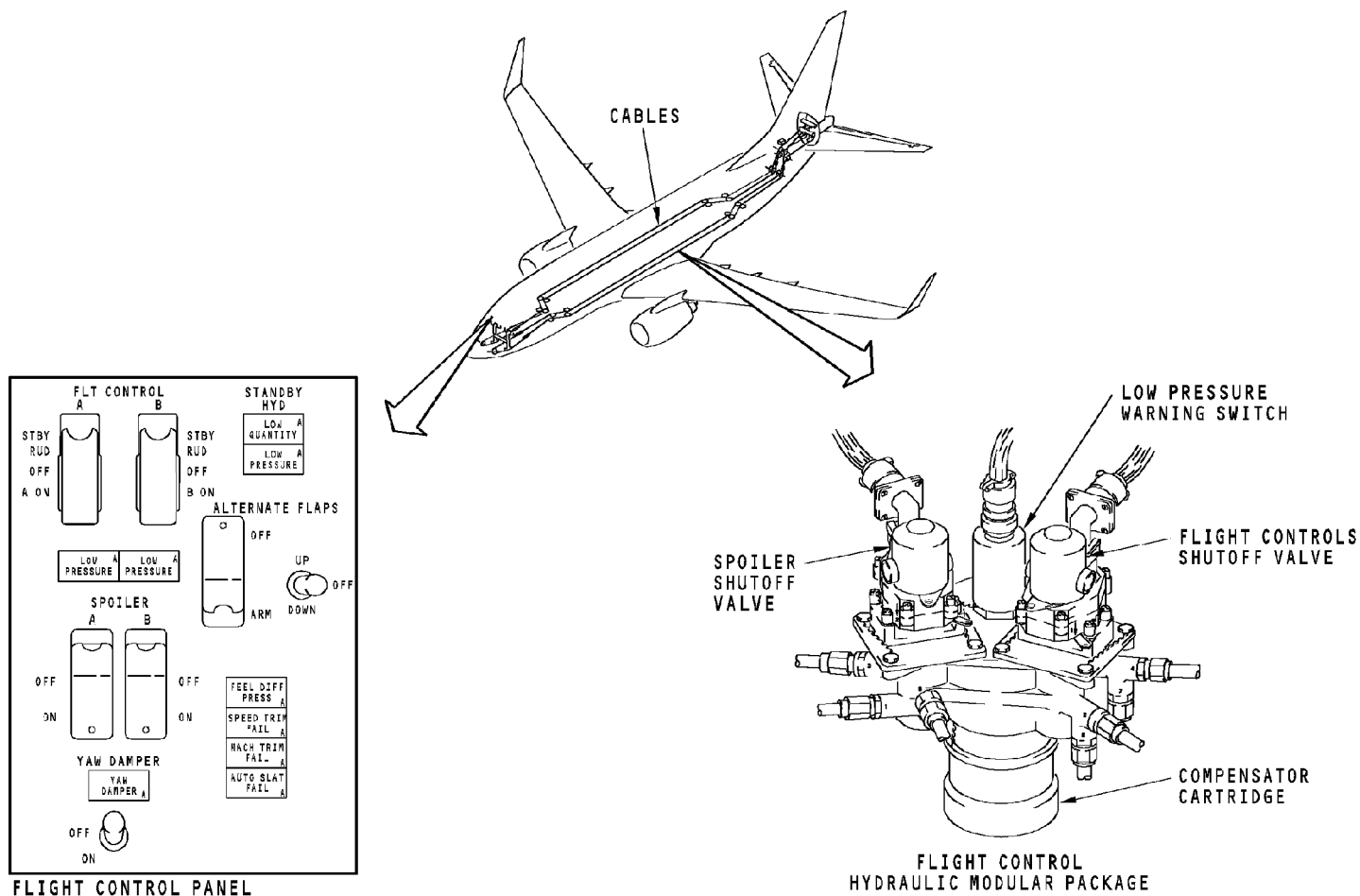
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FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - INTRODUCTION

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FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - FLIGHT CONTROL CABLES

Purpose

The flight control cables give manual input to each flight control system.

Location

Most cables are under the floor and go from the flight compartment to the respective flight controls.

Physical Description

The cables are steel components specially treated for corrosion protection.

Functional Description

Each cable set is a pair. During a normal input, the tension in one cable increases and moves the components downstream. These are the pairs of cables:

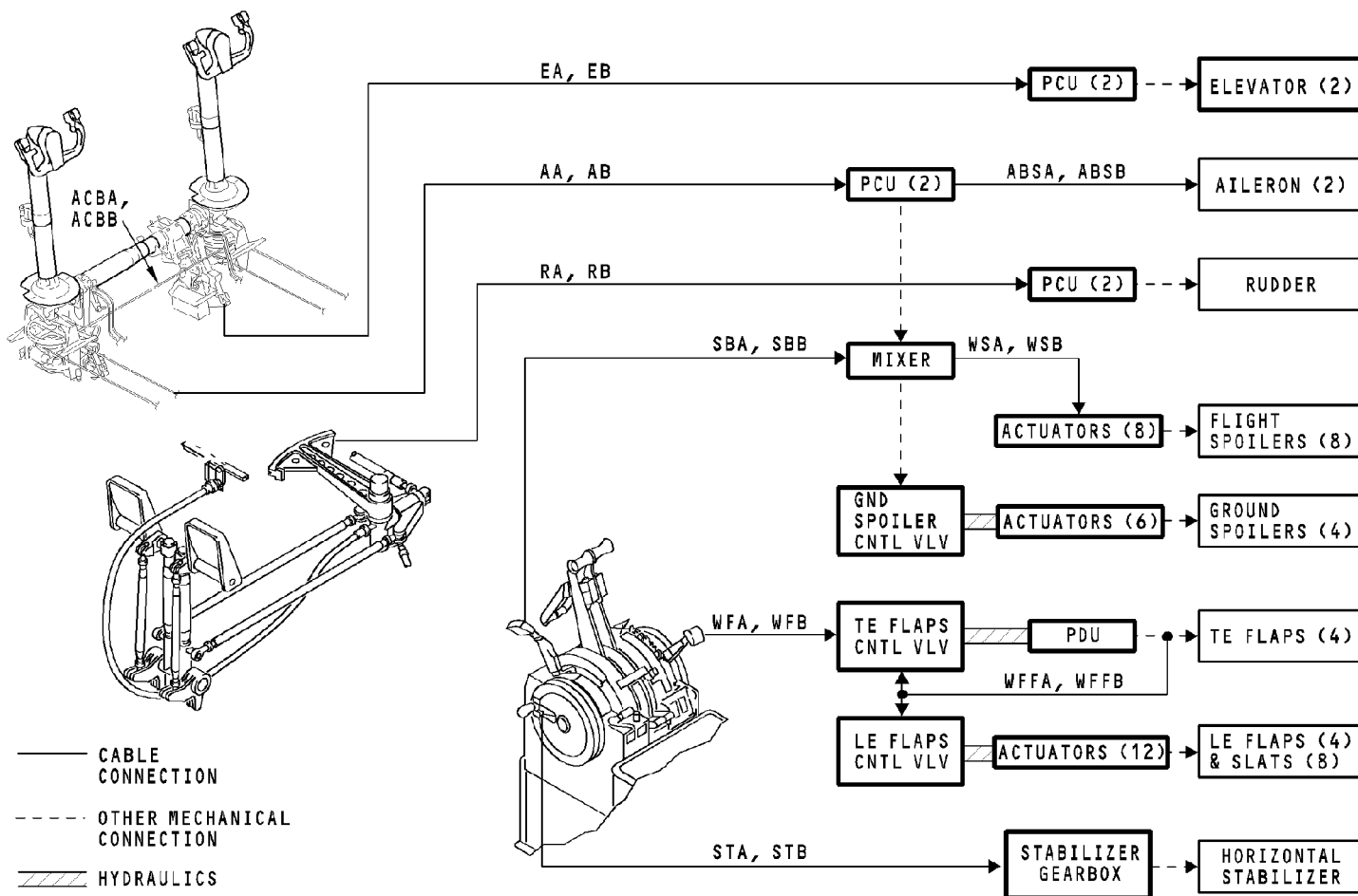
- Aileron control bus cables (ACBA, ACBB)
- Aileron left and right body cables (AA, AB)
- Aileron wing cables (ABSA, ABSB)
- Elevator control cables (EA, EB)
- Rudder control cables (RA, RB)
- Flap control cables (WFA, WFB)
- Flap follow-up cables (WFFA, WFFB)
- Stabilizer control cables (STA, STB)
- Speedbrake control cables (SBA, SBB)
- Spoiler control cables (WSA, WSB).

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FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - FLIGHT CONTROL CABLES

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FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - FLIGHT CONTROL PANEL

Purpose

The flight control panel has hydraulic control switches and caution lights for several of the flight control systems.

Location

The flight control panel is in the flight compartment on the P5 forward overhead panel.

Flight Control Switch

Each flight control switch has these positions:

- STDBY RUD position: Removes system pressure from ailerons, elevators, elevator feel computer, and rudder. Turns on the standby pump and pressurizes the standby power control unit.
- OFF position: Removes system pressure from ailerons, elevators, elevator feel computer, and rudder.
- ON position: System pressure is on to the ailerons, elevators, elevator feel computer, and rudder. The ON position is normal with the guard closed.

Flight Control Low Pressure Light

Each flight control low pressure light monitors the pressure to the ailerons, elevators, elevator feel computer, and rudder.

Each flight control low pressure light monitors the position of the standby rudder shutoff valve when the flight control switch is in the STDBY RUD position.

Flight Spoiler Switch

Each flight spoiler switch has these positions:

- OFF position: Removes system pressure from the flight spoilers.
- ON position: System pressure is on to the flight spoilers. The ON position is normal with the guard closed.

Yaw Damper Switch and Warning Light

The yaw damper switch controls the yaw damper system operation. The yaw damper warning light comes on when the system is disengaged. See the yaw damper system section for more information. (SECTION 22-23)

Standby Hydraulic Low Quantity and Low Pressure Lights

The standby hydraulic low quantity light comes on when the standby reservoir quantity is low. The standby hydraulic low pressure light comes on when the standby system pressure is low. See the standby hydraulic system section for more information. (SECTION 29-22)

FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - FLIGHT CONTROL PANEL

Alternate Flaps Arm Switch and Control Switch

The alternate flaps arm switch and the alternate flaps control switch are used for alternate flaps operation. See the TE flap system section for more information about the alternate flaps switches and the functional description of alternate operation. (SECTION 27-51) See the LE flap and slat control system section for more information about alternate operation. (SECTION 27-81)

The autoslat fail light comes on when the autoslat function is not available. See the LE autoslat system section for more information about the LE autoslat system functional description. (SECTION 27-83)

Flight Control Panel Warning Lights

The feel differential pressure light comes on when there is a difference between the system A and system B metered pressures in the elevator feel computer. See the elevator and tab control system section for more information about the elevator feel computer functional description. (SECTION 27-31)

The speed trim fail light comes on when the speed trim function in the flight control computers (FCCs) is not available. See the digital flight control system section for more information. (SECTION 22-11)

The mach trim fail light comes on when the mach trim function in the flight control computers (FCCs) is not available. See the digital flight control system section for more information. (SECTION 22-11)

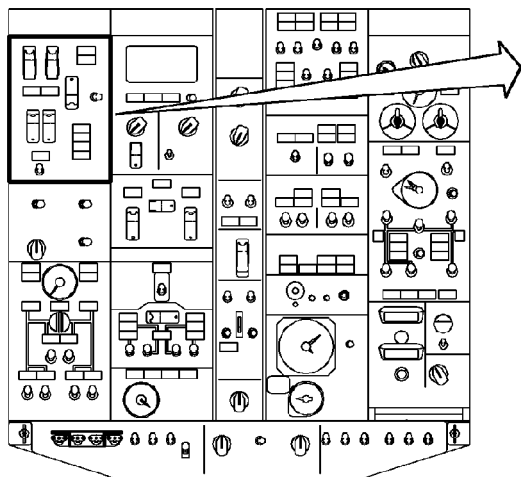
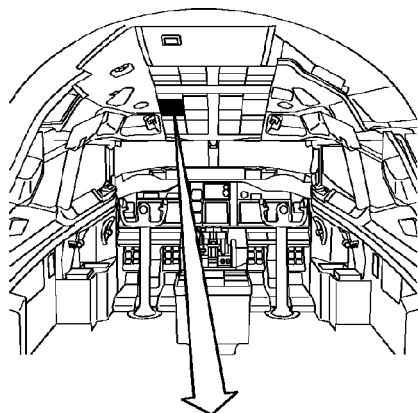
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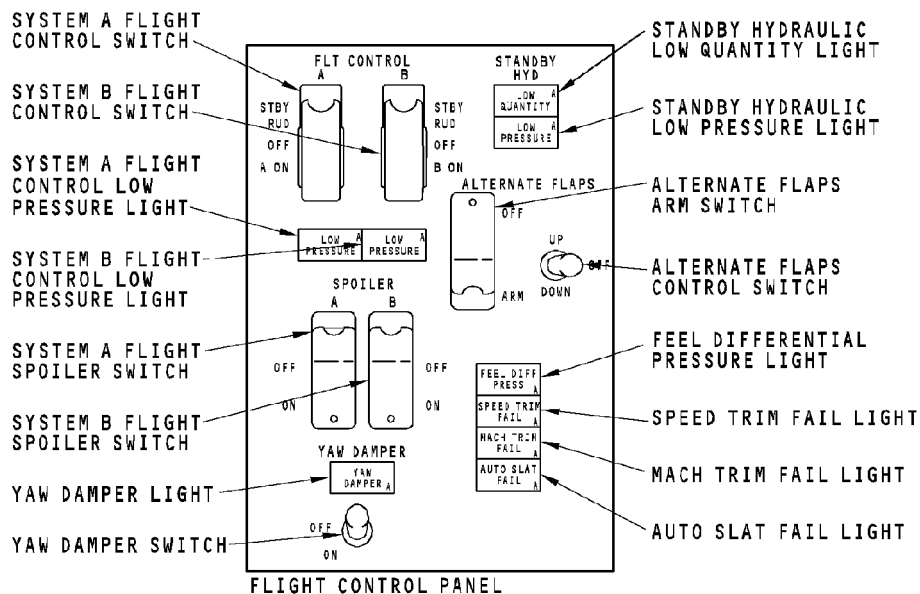
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P5 FORWARD OVERHEAD PANEL



FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - FLIGHT CONTROL PANEL

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FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - FLIGHT CONTROLS HYDRAULIC MODULAR PACKAGES

Purpose

The flight controls hydraulic modular packages have the components that control the hydraulic pressure to the primary flight controls and to the flight spoilers.

Location

The flight controls hydraulic modular packages are on the forward bulkhead of the main landing gear wheel well. The system A package is on the left and the system B package is on the right.

Physical Description

Each flight controls hydraulic modular package is a manifold assembly and contains these components:

- Flight controls shutoff valve
- Spoiler shutoff valve
- Low pressure warning switch

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- Compensator cartridge.

HAP ALL

The flight controls shutoff valve and spoiler shutoff valve each have a position indicator/manual override lever with positions 1 and 2.

Functional Description

The flight control shutoff valves have 28v dc motors. The respective flight control switch on the flight control panel controls each valve. They are normally open which allows pressure to the flight controls.

The spoiler shutoff valves have 28v dc motors. The respective spoiler switch on the flight control panel controls each valve. They are normally open which allows pressure to the spoilers.

The low pressure warning switch is downstream of the flight control valve. It turns on an amber light when it senses low pressure to the flight controls.

HAP 001-013, 015-026, 028-030; AIRPLANES WITH 65-44891-1 THRU -7 FCM

The compensator cartridge maintains return fluid pressure of 40-70 psi to the aileron, rudder, and elevator PCUs when the hydraulic system is OFF. This provides wind gust protection for the control surfaces.

HAP ALL

Training Information Point

The system A and system B flight controls hydraulic modular package are interchangeable.



FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - FLIGHT CONTROLS HYDRAULIC MODULAR PACKAGES

The flight controls shutoff valves and the spoiler shutoff valves are interchangeable. You can replace the valve and motor as a unit or you can replace just the motor.

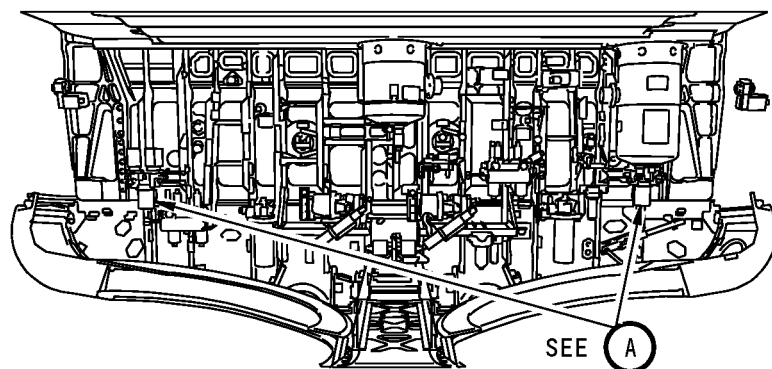
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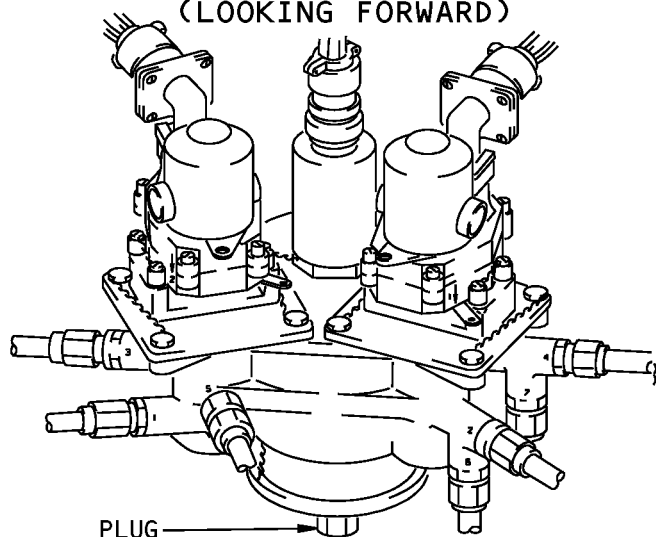
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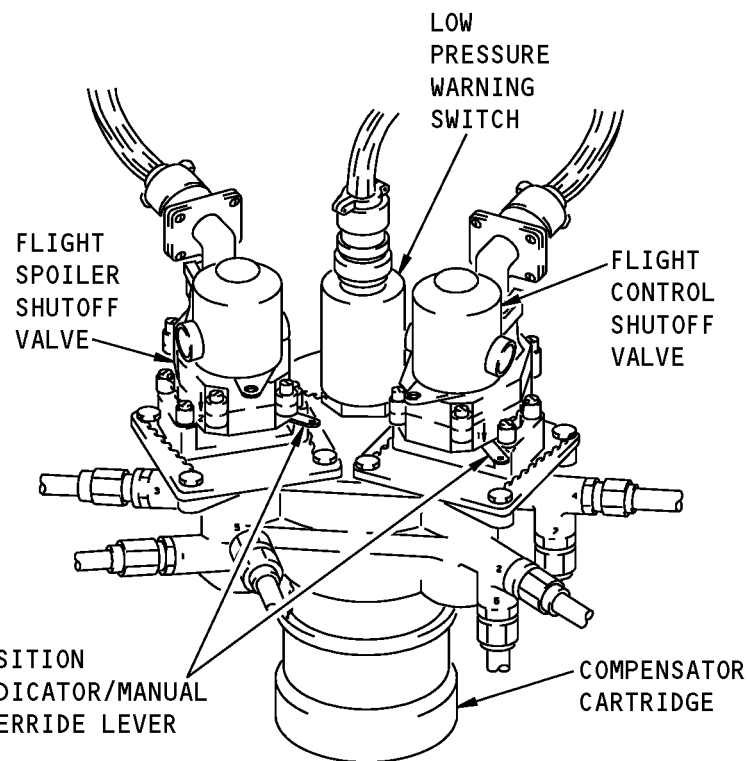


**MAIN GEAR WHEEL WELL
(LOOKING FORWARD)**



**FLIGHT CONTROLS HYDRAULIC MODULAR PACKAGE
(NO COMPENSATOR PLUG TYPE)**

A



**FLIGHT CONTROLS HYDRAULIC MODULAR PACKAGE
(COMPENSATOR TYPE)**

A

FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - FLIGHT CONTROLS HYDRAULIC MODULAR PACKAGES

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FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - FLIGHT CONTROLS SHUTOFF VALVE

Purpose

The flight controls shutoff valves control the system A and B pressure to the aileron PCUs, elevator PCUs, elevator feel computer, and the main rudder PCU.

Monitor

When the valve is open, the indicator lever is in position 1.
When the valve closes, the indicator lever moves to position 2.

Location

The flight controls shutoff valves are on the right side of each flight controls hydraulic modular package.

Physical Description

Each flight controls shutoff valve is a spool valve attached by four bolts to a cavity of the flight controls hydraulic modular package. A splined cam converts rotary motor action to linear spool travel.

Control

The system A flight control switch (FLT CONTROL A) on the flight control panel controls the system A flight control shutoff valve. The system B flight control switch (FLT CONTROL B) controls the system B flight control shutoff valve.

Operation

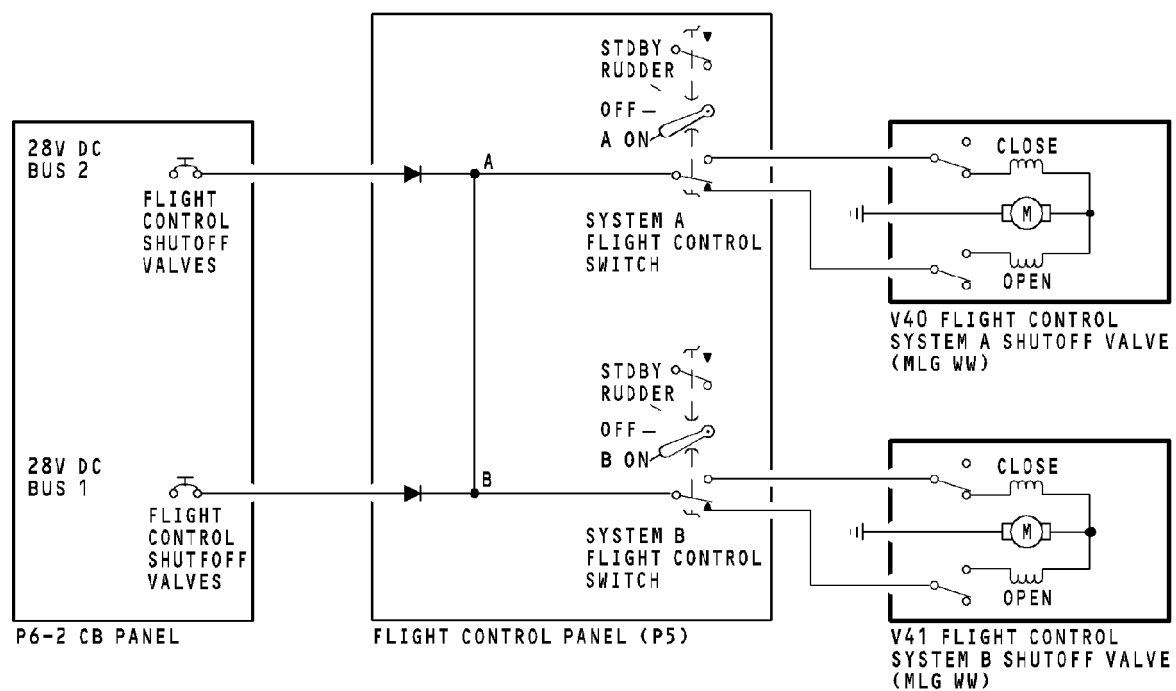
A 28v dc motor controls each flight control shutoff valve. The valves are normally open which allow pressure from each system to the flight controls. When you move the flight control switch to the OFF position, the valve closes.

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FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - FLIGHT CONTROLS SHUTOFF VALVE

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FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - LOW PRESSURE WARNING SWITCH

Purpose

The low pressure warning switch gives an amber light indication when there is low system A or B pressure to the flight control system.

Location

The low pressure switches are a part of each flight controls hydraulic modular package.

The amber indicator lights are on the flight control panel on the P5 forward overhead panel.

Power

The master dim and test (MD&T) system supplies power to the lights.

Control

The low pressure light connects to the low pressure warning switch only when the flight control switch is in the ON or OFF positions. When the flight control switch is in the STDBY RUD position, the standby rudder shutoff valve controls the low pressure light through the valve position relay. See the standby hydraulic system section for more information about the standby rudder shutoff valve. (SECTION 29-22)

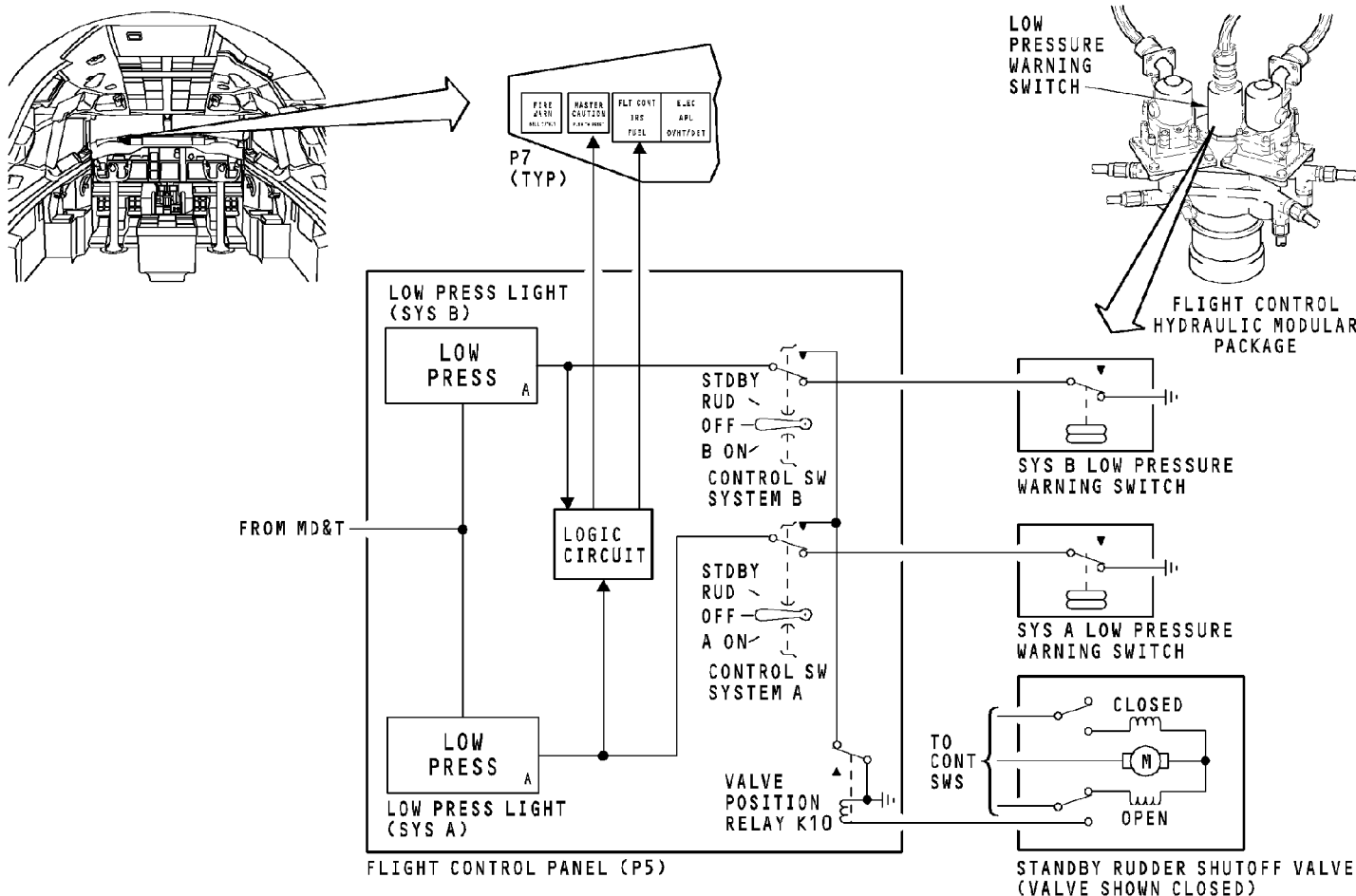
Operation

The low pressure switch is open when hydraulic pressure is available to the flight controls. The switch closes when the pressure is less than 1300 psi and opens when the pressure is above 1600 psi. This supplies a ground to the low pressure light when closed.

When the flight control switch is in the STDBY RUD position, the low pressure warning switch is not connected to the low pressure light. When the standby rudder shutoff valve is in the closed position, the valve position relay provides a ground to the low pressure light. When the standby rudder shutoff valve moves to the open position, the valve position relay energizes and removes the ground to the low pressure light.

Monitor

When the low pressure light comes on, the master caution and the FLT CONT annunciator also come on.



FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - LOW PRESSURE WARNING SWITCH

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FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - FUNCTIONAL DESCRIPTION

General

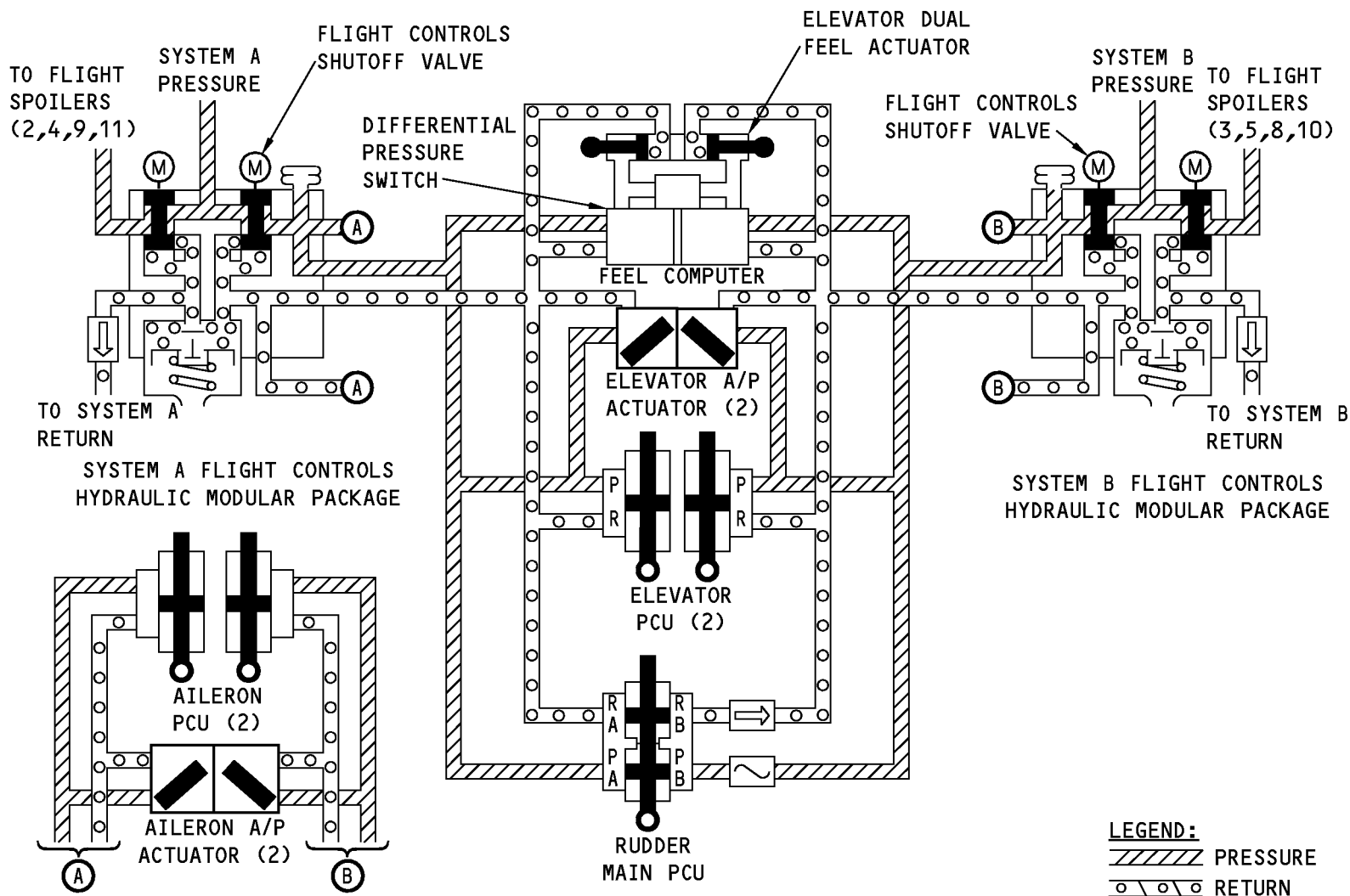
This is the system A and B hydraulic distribution to the primary flight controls. The pressure goes to the flight control hydraulic modular package. Then it goes through the flight controls shutoff valve. A low pressure warning switch monitors for low pressure to the flight controls. Then the pressure goes to the using components.

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FLIGHT CONTROLS MULTIPLE USE SYSTEMS/UNITS - FUNCTIONAL DESCRIPTION

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AILERON AND AILERON TRIM CONTROL SYSTEM - INTRODUCTION**Purpose**

The ailerons control the flight attitude of the airplane about the longitudinal axis.

Location

The ailerons are on the wing outboard trailing edge.

Roll Control

During roll control, the aileron on one wing moves up, and the aileron on the other wing moves down.

The pilots turn the control wheels to control roll manually. When engaged, the autopilot automatically controls the ailerons. During autopilot operation, actuators give inputs to move the control wheels.

The flight spoilers also supply roll control.

See the flight spoiler control system section for more information on the spoiler and speedbrake control. (SECTION 27-61)

Abbreviations and Acronyms

- A/P - autopilot
- A/S - airspeed
- C/W - control wheel
- CWS - control wheel steering

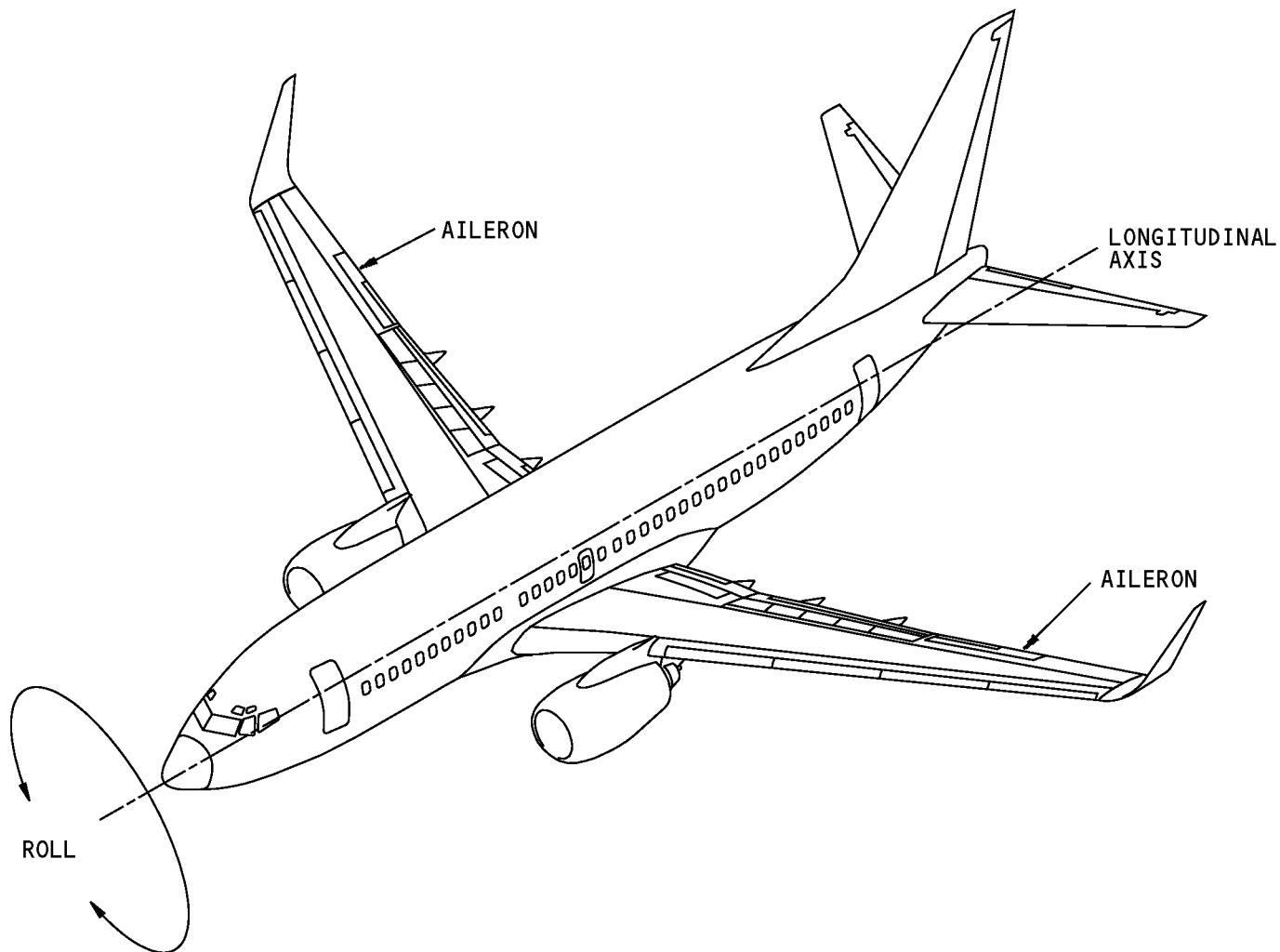
- FCC - flight control computer
- FDAU - flight data acquisition unit
- LE - leading edge
- MLG - main landing gear
- NLG - nose landing gear
- PCU - power control unit
- S/B - speedbrake
- SOV - shutoff valve
- STAB - stabilizer
- TE - trailing edge
- xfer - transfer

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AILERON AND AILERON TRIM CONTROL SYSTEM - INTRODUCTION

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AILERON AND AILERON TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 1

General

The pilots use the aileron control wheels to move the ailerons and flight spoilers. The autopilot, when engaged, automatically controls them.

Manual Operation - Control Wheels

The flight crew uses two conventional control wheels to control the roll attitude of the airplane. A transfer mechanism on the first officer side, supplies a mechanical link between the control wheels. If one control wheel cannot move, the other continues to control.

The control wheel gives mechanical input to the power control unit (PCU) through cables and linkages. Hydraulic pressure goes to the PCU and makes the housing move. The aileron PCU movement mechanically moves the aileron through the wing cables and the quadrant.

When the control wheel moves, it also gives a mechanical input to the roll control wheel steering (CWS) force transducer and the control wheel position sensor. The roll CWS force transducer sends signals to the flight control computers (FCC) proportional to control wheel turning forces. The control wheel position sensor sends signals to the flight data acquisition unit (FDAU) for control wheel position.

See the digital flight control system section for more information about the FCCs and the roll CWS force transducer. (SECTION 22-11)

See the flight data recorder section for more information about the aileron control wheel position sensor and FDAU. (SECTION 31-31)

Manual Operation - Control Wheels - Manual Reversion

During manual reversion, the control wheel gives mechanical input to the power control unit (PCU) through cables and linkages. Mechanical stops in the PCU make the housing move. The aileron PCU movement mechanically moves the aileron through the wing cables and the quadrant.

Manual Operation - Aileron Trim

The aileron trim switches and the trim actuator let the flight crew trim out unwanted control wheel forces. When the pilots move the aileron trim switches on the aileron/rudder trim panel, the switches send a signal to the aileron trim actuator and FDAU. The trim actuator moves the feel and centering unit. This movement goes to the aileron PCU. Aileron PCU movement mechanically moves the aileron through the wing cables and quadrant.

During aileron trim, the control wheels also move to supply an indication on the top of the control wheel column.

AILERON AND AILERON TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 1

Autopilot Operation

When engaged, the flight control computers control the aileron autopilot actuators. The actuators give mechanical input to the feel and centering unit and aileron position sensor. Movement of the feel and centering unit goes to the aileron PCU and signal from the aileron position sensor go to the FCCs. The aileron PCU movement moves the aileron through the wing cables and the quadrant. The quadrant also gives mechanical input to the aileron position transmitter. The transmitter sends position signals to the (FDAU).

See the digital flight control system section for more information on the aileron autopilot operation and aileron position sensor. (SECTION 22-11)

See the digital flight recorder system section for more information about the aileron position transmitter. (SECTION 31-31)

Flight Spoilers

The flight spoilers also supply roll control. When the aileron PCU moves, it supplies an input to the flight spoiler system.

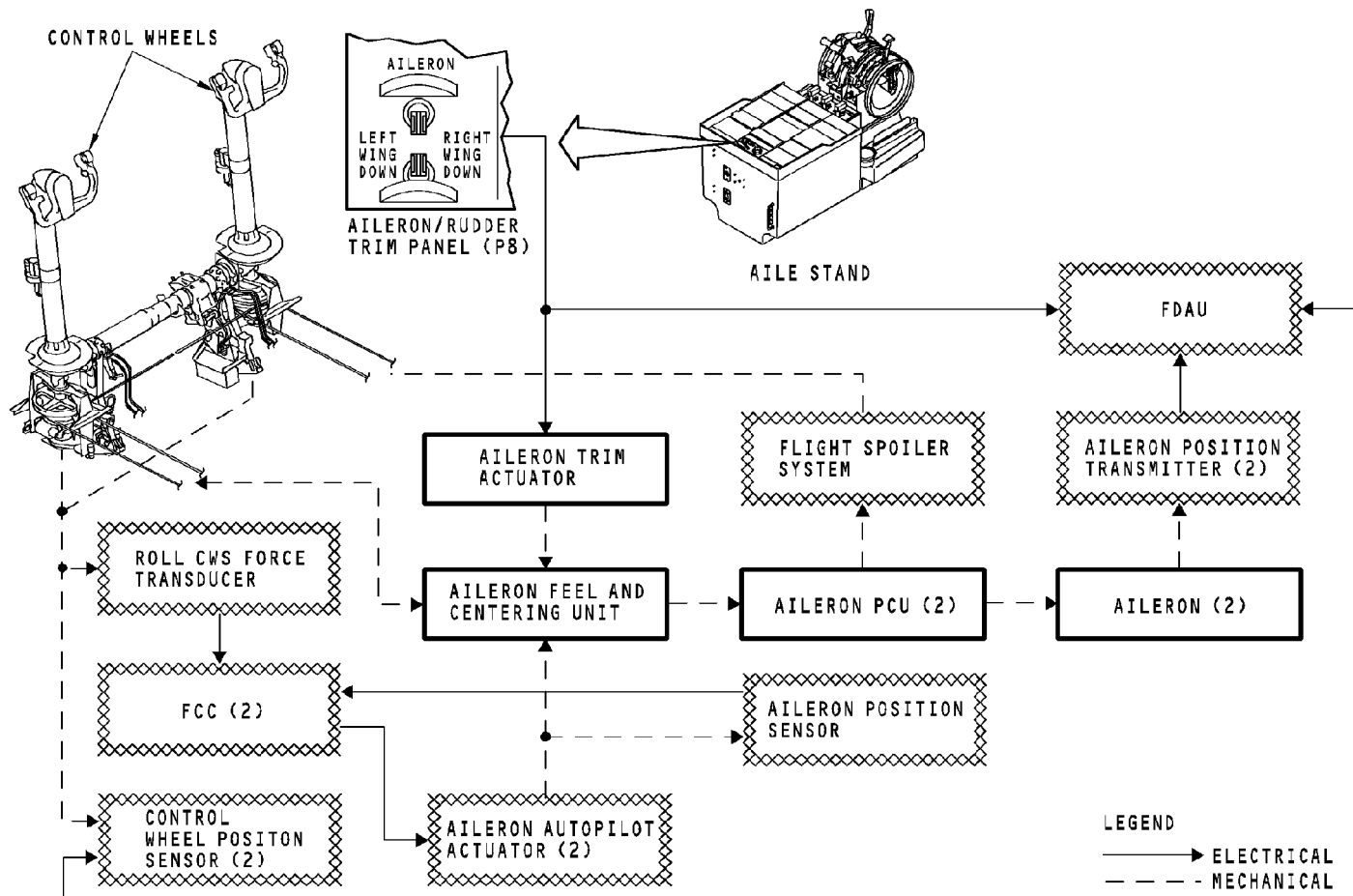
See the flight spoiler control system section for more information on the spoiler and speedbrake control. (SECTION 27-61)

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AILERON AND AILERON TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 1

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AILERON AND AILERON TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 2

General

These are the components of the aileron control system:

- Aileron control wheels (2)
- Aileron control wheel drum
- ACBA and ACBB; bus drum cables
- AA and AB, left and right body cables
- ABSA and ABSB, left and right wing cables
- Aileron control quadrant
- Aileron feel and centering unit
- Aileron power control units (2)
- Aileron body quadrants (2)
- Ailerons and wing quadrants (2)
- Balance panels (8) and tabs (2)
- Aileron spring cartridge
- Aileron transfer mechanism and lost motion device.

Aileron Control Wheels

The aileron control wheels transmit pilot inputs to the aileron trim control system. Forces from the captain control wheel go through an input shaft to the aileron control wheel drum. Forces from the first officer control wheel go through an input shaft to the aileron bus drum and cables. Input forces from the first officer go through the bus drum cables to the captain bus drum.

Aileron Control Wheel Drum

Control wheel input from the captain and first officer control wheels goes through the aileron control wheel drum to the aileron left body cables.

Control Cables

Bus drum cables ACBA and ACBB connect the left and right control wheels together.

Left body cables AA and AB provide inputs from the control wheels to the aileron control quadrant during normal operation.

Left and right wing cables ABSA and ABSB transmit force from the body quadrant to the wing quadrant to move the ailerons.

Right body cables AA and AB provide follow-up to the transfer mechanism and lost motion device.

Aileron Control Quadrant

The aileron control quadrant connects to the aileron input shaft. The aileron control quadrant transmits force from the left body cables through the aileron input shaft to the aileron feel and centering unit and aileron power control units.

Aileron Feel and Centering Unit

The aileron feel and centering unit connects to the bottom of the aileron input shaft. When the shaft moves, feel force is provided by two springs in the feel and centering unit.

AILERON AND AILERON TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 2

During electric trim, the pilots move the aileron trim switches on the aisle stand. This sends a signal to the aileron trim actuator. The trim actuator moves the aileron feel and centering unit. This moves the aileron input pogos and the aileron PCUs. Input from the trim actuator to the feel and centering unit also backdrives the aileron control wheels to a new neutral position.

Aileron Power Control Units

The two aileron power control units (PCUs) move the aileron body quadrants. The PCU rod end is fixed and the housing moves the aileron body quadrants. Input from the aileron input shaft is transmitted through input pogos to the PCUs.

Aileron Body Quadrants

The aileron body quadrants move the aileron left and right wing cables and wing quadrants. The upper aileron body quadrant also moves the aileron spring cartridge.

Ailerons and Wing Quadrants

The aileron wing quadrants transmit forces from the aileron body quadrants and wing cables to the ailerons.

Balance Panels and Tabs

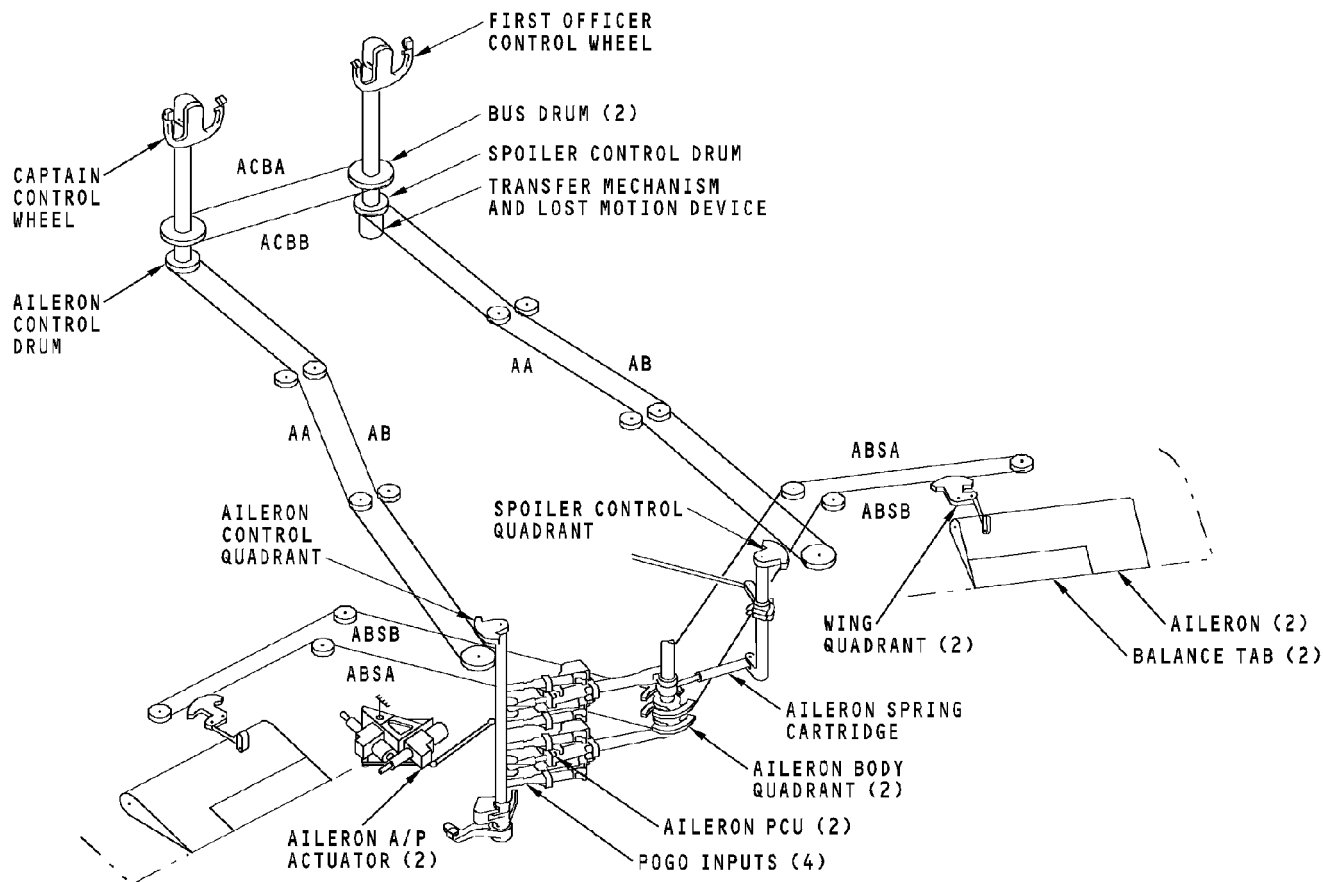
The aileron balance panels and tabs use aerodynamic forces to help decrease the force necessary to move the ailerons in flight.

Aileron Spring Cartridge

During normal operation, the aileron spring cartridge provides an input from the aileron system to the flight spoiler system. If a jam occurs, the aileron spring cartridge and the transfer mechanism isolate the aileron system from the flight spoilers.

Aileron Transfer Mechanism and Lost Motion Device

During normal operation, the aileron transfer mechanism transmits force from the right control wheel to the bus drum cables. If a jam occurs, the transfer mechanism and the aileron spring cartridge isolate the aileron system from the flight spoilers.



AILERON AND AILERON TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 2

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AILERON AND AILERON TRIM CONTROL SYSTEM - COMPONENT LOCATIONS 1

General

The aileron and aileron trim control system has components in these locations:

- Flight compartment
- Forward equipment compartment
- Body.

Flight Deck Components

These are the flight compartment components:

- Aileron control wheels on the control columns
- Trim switches on the aileron/rudder trim control panel.

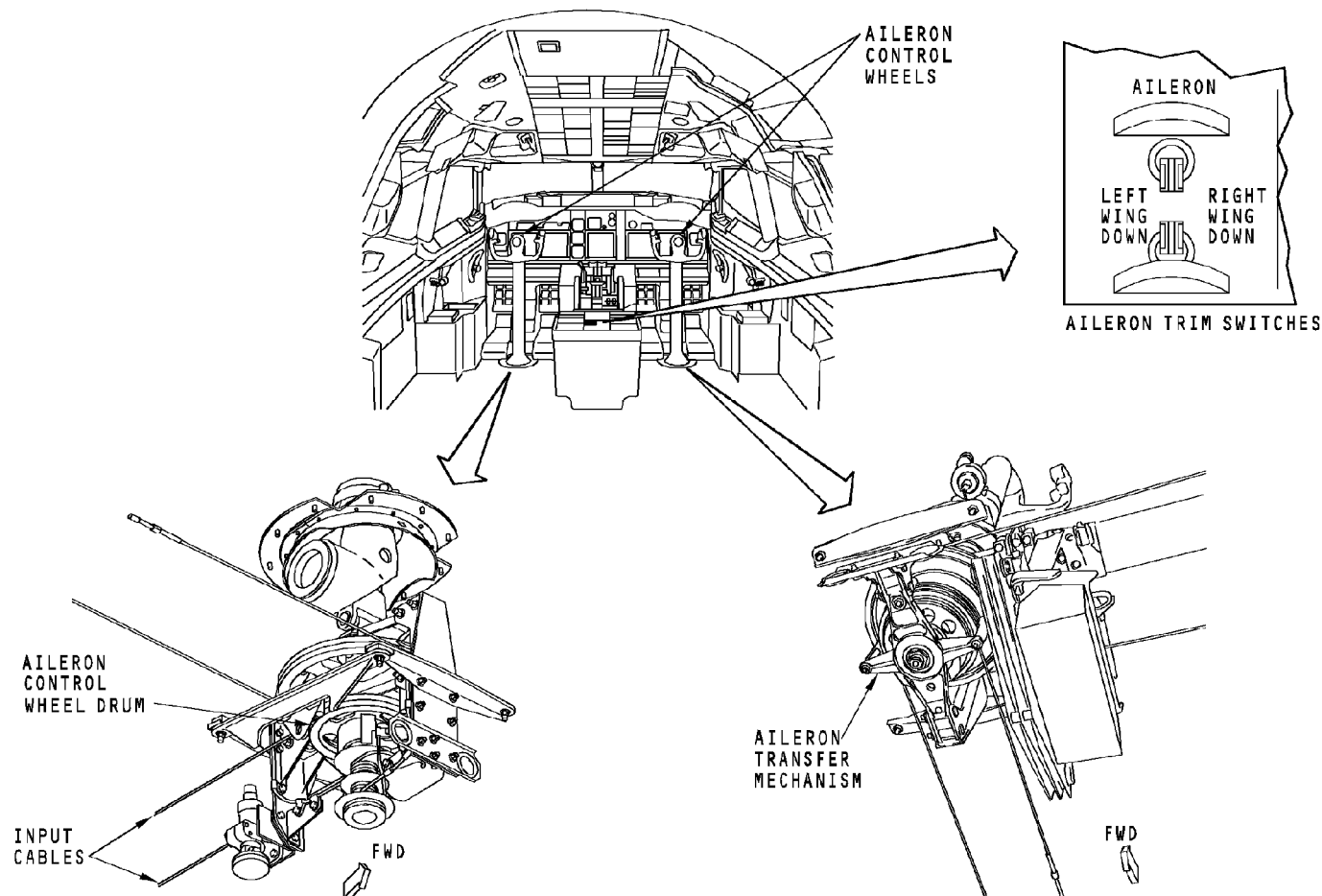
Forward Equipment Compartment Components

These are the forward equipment compartment components:

- Aileron control wheel drum
- Aileron transfer mechanism.

Body Components

The body components are the input cables.



AILERON AND AILERON TRIM CONTROL SYSTEM - COMPONENT LOCATIONS 1

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AILERON AND AILERON TRIM CONTROL SYSTEM - COMPONENT LOCATIONS 2

General

The aileron and aileron trim control system also has components in these locations:

- Main landing gear wheel well
- Wings.

Main Landing Gear Wheel Well Components

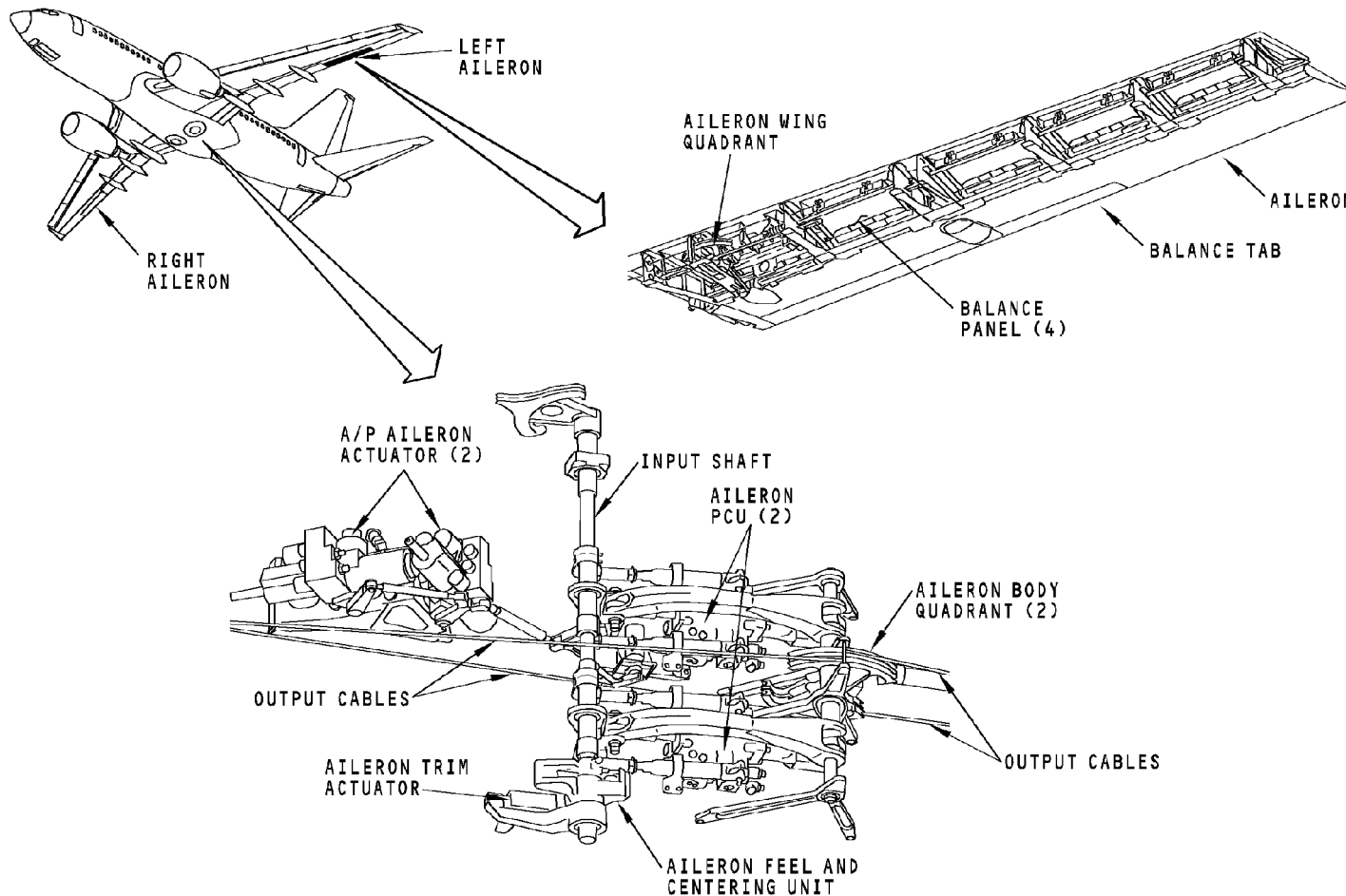
These are the main landing gear wheel well components:

- Autopilot actuator (2)
- Input shaft
- Aileron feel and centering unit
- Aileron trim actuator
- Aileron PCU (2)
- Aileron body quadrant (2).

Wing Components

These are the wing components:

- Output cables
- Aileron wing quadrant
- Balance panel (4)
- Aileron
- Aileron balance tab.



AILERON AND AILERON TRIM CONTROL SYSTEM - COMPONENT LOCATIONS 2

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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON CONTROL WHEEL

Purpose

The flight crew uses two control wheels for roll control operation.

Location

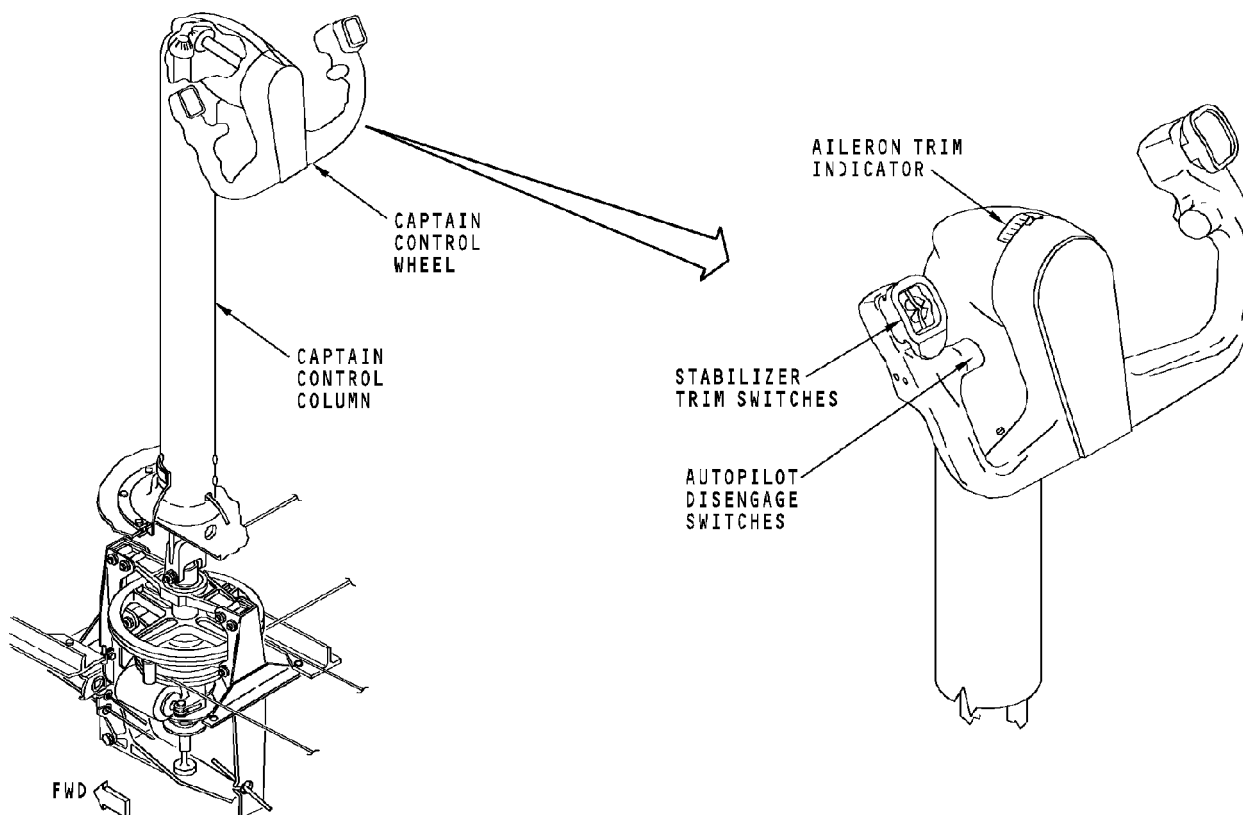
The aileron control wheels are on the top of the two elevator control columns.

Physical Description

The aileron control wheels are similar to control wheels in other Boeing airplanes. The outboard side of each wheel contains the stabilizer trim switches and the autopilot disengage switches. The aileron trim indicator placard is on the top of the control wheel.

Functional Description

When the pilot turns the control wheel, the control cables move. Mechanical stops in the aileron control wheel drum and aileron transfer mechanism keep the control wheel movement to a limit of 107.5 degrees left and right.



AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON CONTROL WHEEL

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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON CONTROL WHEEL DRUM

Purpose

The aileron control wheel drum assembly connects the two control wheels and the left body cables.

Location

The aileron control wheel drum is below the captain's control column. You get access through the forward equipment compartment door.

Physical Description

The aileron control wheel drum assembly has these components:

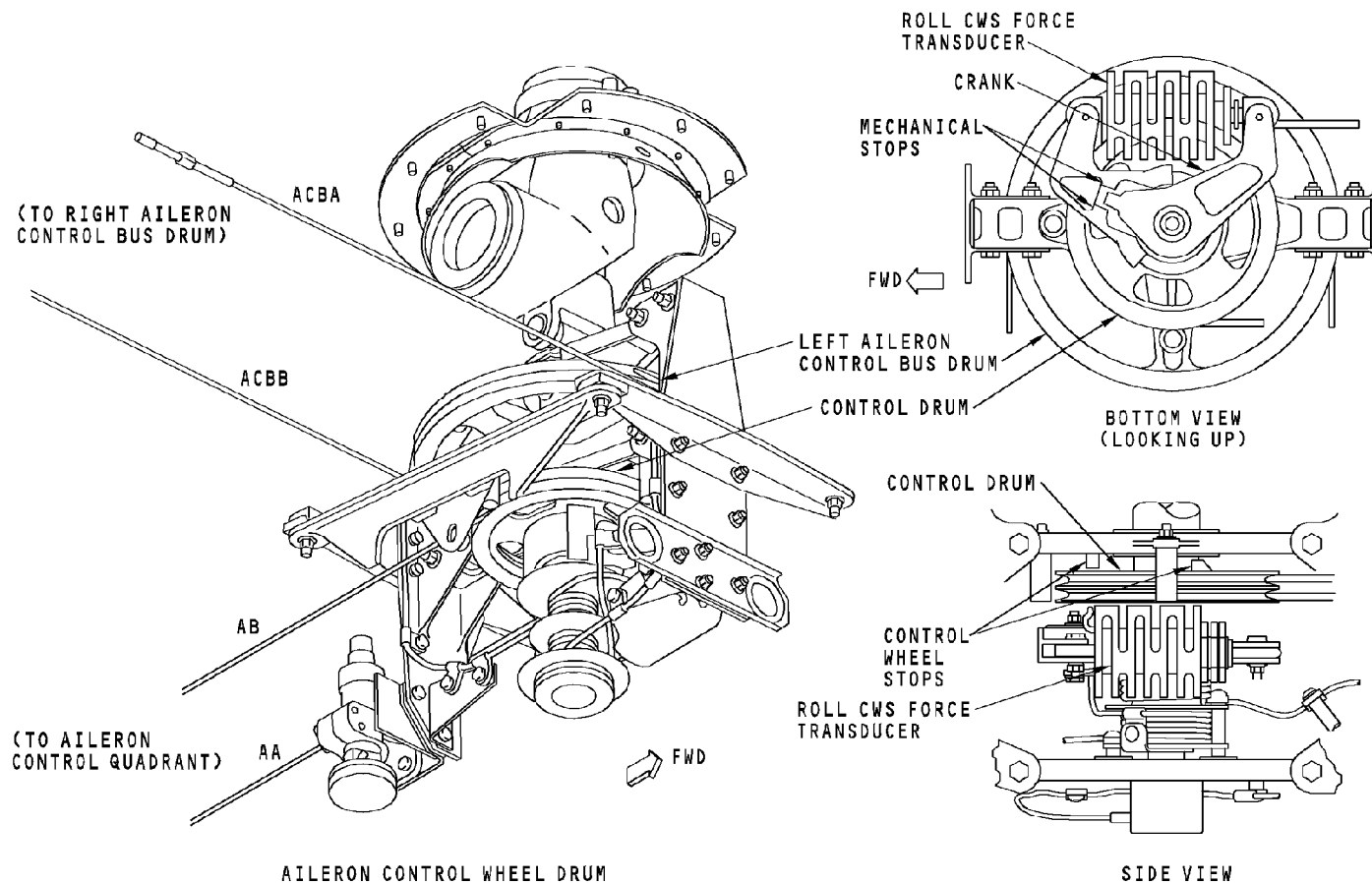
- Bus drum
- Crank
- Roll control wheel steering (CWS) force transducer
- Control drum
- Control wheel stops.

The bus drum and crank are part of the shaft. The control drum is bearing mounted. The roll CWS force transducer connects the crank and the control drum. The control wheel stops are on the control drum and airplane structure.

Functional Description

When the pilot turns the control wheel, the shaft turns the crank. The crank movement goes through the roll CWS force transducer to the control drum. Mechanical stops give protection if the roll CWS force transducer connection has a failure. The left body cables move when the control drum moves. Control wheel stops on the control drum limit the control drum and control wheel movement.

See the autoflight chapter for more information on the roll CWS force transducer operation. (SECTION 22-11)



AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON CONTROL WHEEL DRUM

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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON TRANSFER MECHANISM

Purpose

The aileron transfer mechanism supplies a load path for roll control. In normal operation, the mechanism lets either pilot make the roll control commands. If the control wheel cannot move, the transfer mechanism lets the pilot operate the other control wheel. If the cable or a connection breaks, you can use the other control wheel.

Location

The aileron transfer mechanism is below the first officer's control column. You get access through the forward equipment compartment door.

Physical Description

The aileron transfer mechanism has a torsion spring and a lost motion device.

The torsion spring connects the aileron control bus drum to the shaft of the right control wheel.

The lost motion device has a crank and two lugs. The crank attaches to the shaft of the right control wheel. The two lugs are part of the spoiler control drum.

Functional Description

During normal operation, the torsion spring supplies the load path for roll control.

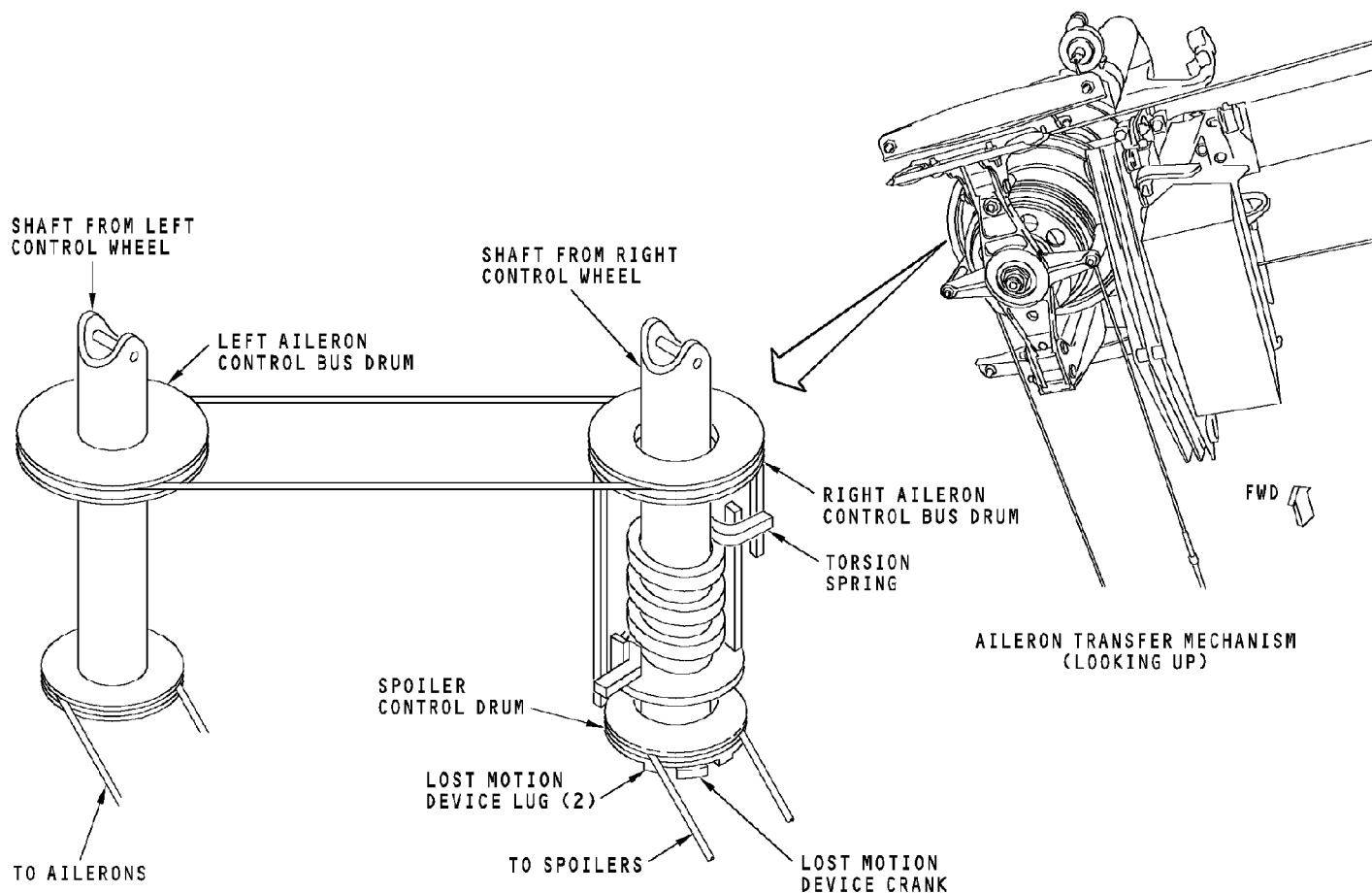
Movement of the left control wheel bus drum goes through the right aileron bus drum to the torsion spring. The torsion spring transmits the movement to the right aileron control wheel and shaft. Shaft movement also moves the lost motion device crank.

Movement of the right control wheel goes through the shaft to the torsion spring. The torsion spring transmits the movement to the right aileron control bus drum. The movement goes through the left aileron bus drum to the left control wheel and the left body cables.

If the right control wheel cannot move, the captain can operate the left wheel and override the force of the torsion spring and the force of the feel and centering mechanism. This allows control of the ailerons only.

If the left control wheel cannot move, the first officer can operate the right control wheel and override the force of the torsion spring and the spring cartridge. The lost motion device engages at 12 degrees of control wheel movement. The lost motion device then turns the spoiler control drum and moves the right body cables. This allows control of the flight spoilers only.

If a connection breaks, the pilot can operate the other control wheel.



AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON TRANSFER MECHANISM

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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON PCU LINKAGE**Purpose**

The aileron PCU linkage sends the aileron inputs to the aileron PCUs.

Location

The aileron PCU linkage is on the left forward bulkhead of the main landing gear wheel well.

Physical Description

The aileron PCU linkage includes these components:

- Control quadrant
- Autopilot input rod
- Aileron trim actuator
- Aileron feel and centering unit
- Input shaft
- Input pogo cranks (4)
- Input pogo (4).

Functional Description

The aileron input shaft receives inputs from the:

- Pilot through the aileron control quadrant
- Autopilot through the aileron autopilot input rod
- Trim switches through the aileron trim actuator.

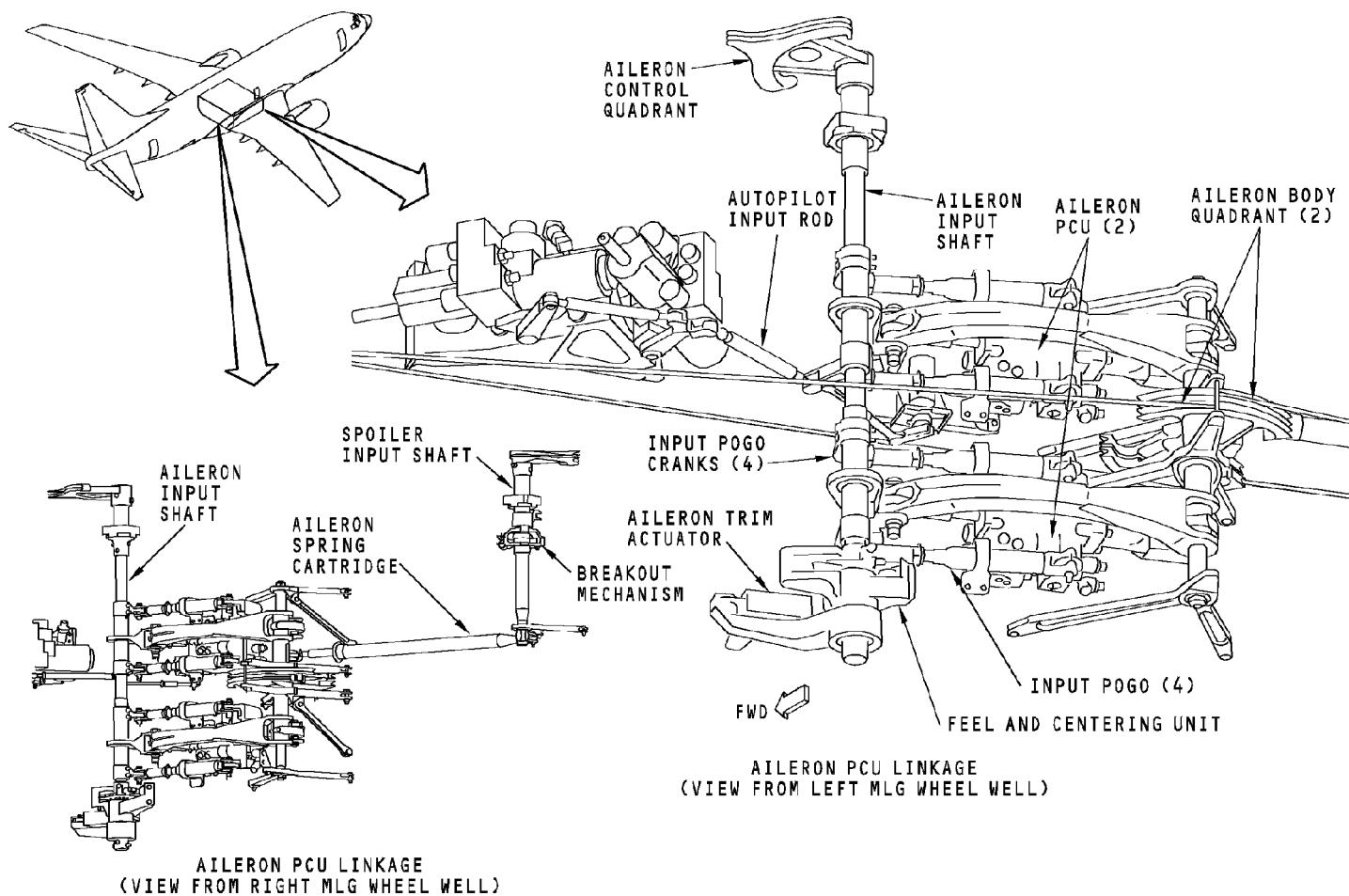
When the shaft moves, it moves the input pogo cranks. This moves the input pogos which control the aileron PCUs.

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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON PCU LINKAGE

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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON FEEL AND CENTERING UNIT

Purpose

The aileron feel and centering unit receives the aileron inputs and controls the aileron PCUs. The unit gives a feel force to the pilot. It also moves the control wheel to a neutral position when there is no input. The aileron trim actuator changes the neutral position of the ailerons and the control wheels.

Location

The feel and centering unit is at the bottom of the aileron input shaft. The aileron trim actuator is on the aileron feel and centering unit.

Physical Description

The aileron feel and centering unit has two springs, a cam, and a roller. The cam attaches to the shaft with bolts. A cam roller attaches to the roller arm which attaches to the support. The two springs connect the roller with the support.

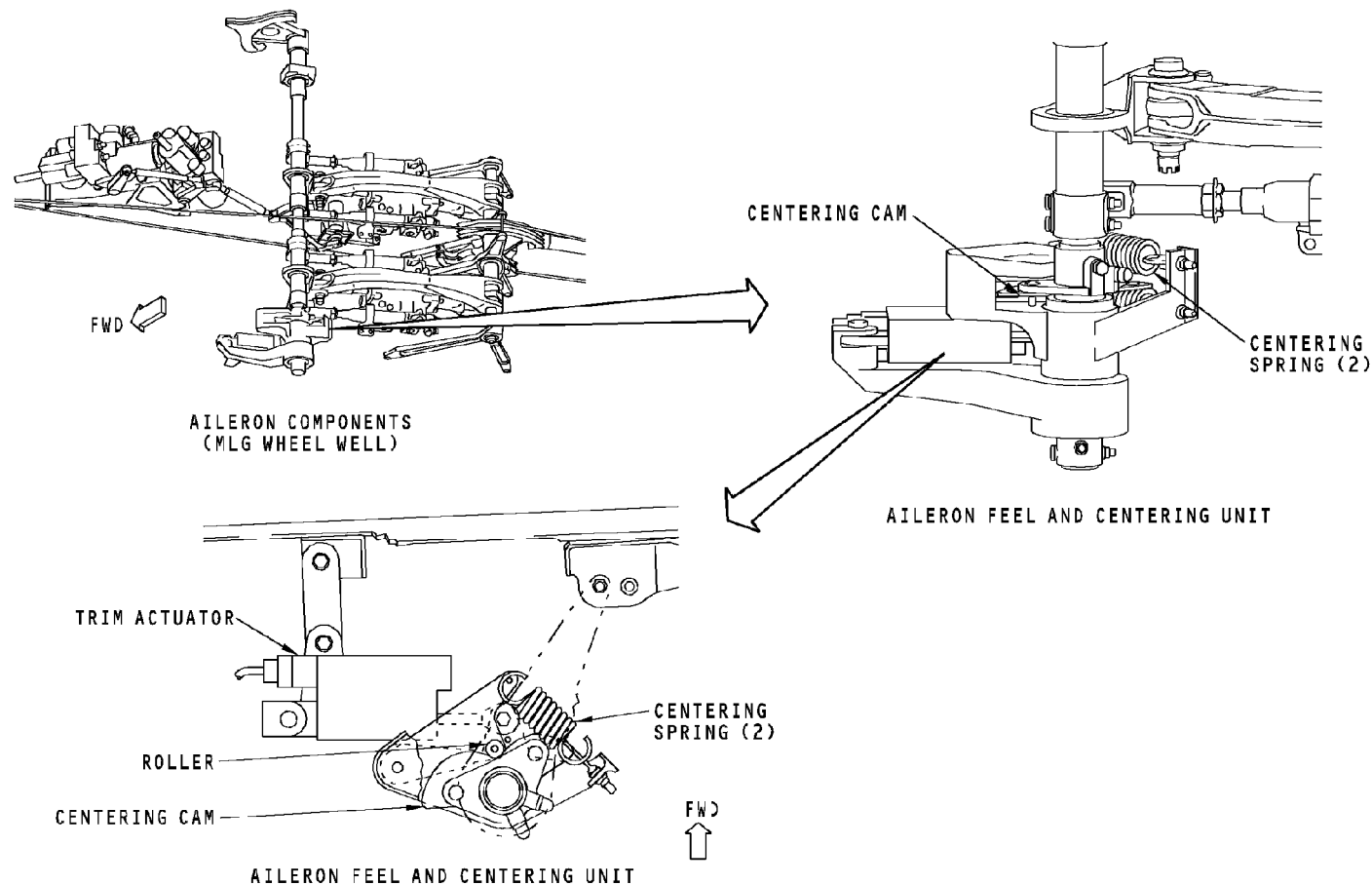
The aileron trim actuator connects to the fixed bracket and the roller arm support. The actuator is a 115v ac, single phase, reversible motor. The motor has limit switches, mechanical stops at the stroke ends, and a brake. The limit switches control the amount of trim available.

Functional Description

The centering springs hold the roller in the center of the cam. When the control wheel moves, the cam turns with the shaft and moves the roller up on the cam. This extends the springs and supplies the feel force to the pilot.

When the pilot releases the control wheels, the spring force causes the roller to move to the center of the cam. The system goes to the neutral trim position.

During trim operation, the aileron trim actuator moves the roller up on the cam. The springs keep the cam in the center and the quadrant and shaft move. This gives an input to the aileron PCUs to move the ailerons. It also moves the control wheels and supplies trim indication on the top of the aileron control wheel.



AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON FEEL AND CENTERING UNIT

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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON TRIM ACTUATOR

Purpose

The aileron trim switches control the electrical trim actuator. The actuator moves the ailerons and the control wheels to a new neutral position.

Location

The two aileron trim switches are on the aileron/rudder trim control panel.

The aileron trim indicator placards are on the top of each control column.

Physical Description

The aileron trim switches are between fixed guards. They are part of the aileron/rudder trim control panel.

Functional Description

The pilot controls the aileron trim with the two switches. The switches control the aileron trim actuator. The pilot must operate both switches at the same time to supply power to the trim actuator.

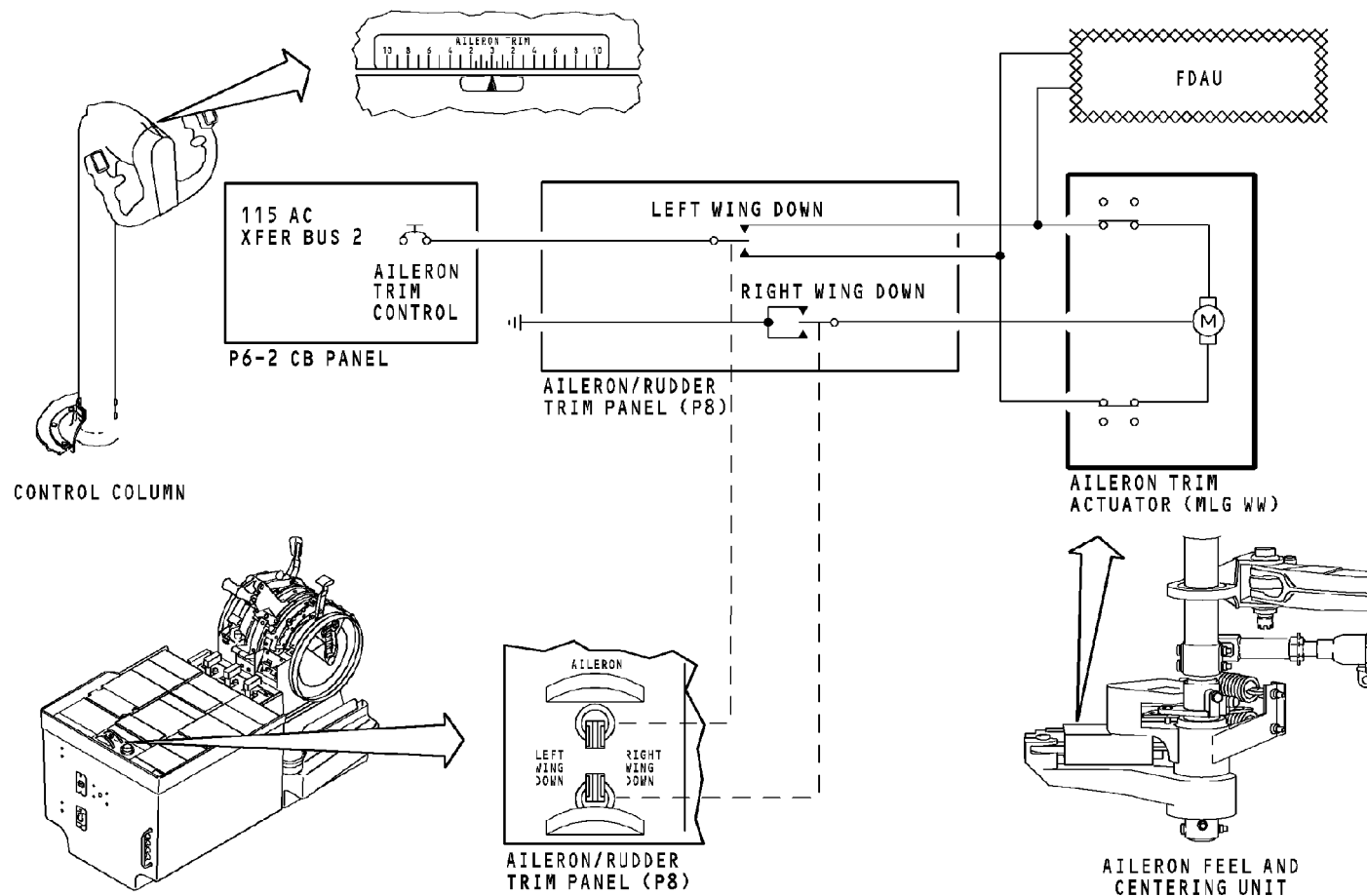
The aileron trim can operate at all times when electrical power is available. The forward switch controls aileron trim direction and sends signals to the flight data acquisition unit (FDAU). The aft switch supplies a ground for the motor.

See the flight data recorder system section for more information about the FDAU. (SECTION 31-31)

The aileron trim indicator placards show the amount of trim in units. Each unit shows six degrees of control wheel rotation. The maximum trim available is 9.5 units (57 degrees) of control wheel rotation.

Training Information Point

There must be hydraulic pressure for the trim input to move the ailerons.



AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON TRIM ACTUATOR

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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON POWER CONTROL UNIT**Purpose**

The aileron power control units (PCUs) supply the hydraulic power to move the ailerons.

Location

The two PCUs are on the forward bulkhead of the main landing gear wheel well. The upper PCU gets system B pressure and the lower PCU gets system A pressure.

Physical Description

The PCU has these parts:

- Movable housing connected with a shaft to the aileron body quadrants
- Fixed piston connected to structure.

The PCU housing has these parts:

- Actuator
- Filter
- Bypass valve
- Control valve
- Primary and secondary input cranks
- Primary and secondary slides
- External mechanical stops (2).

Functional Description

The ailerons move when any of these conditions occur:

- Normal operation
- System pressure failure
- Rate jam
- Manual reversion.

Normal Operation

During normal operation, an aileron input goes through the input pogos of each PCU to its respective input cranks. The upper and lower input cranks move slides in the control valve and supply hydraulic pressure to the actuator.

The lower input crank connects to the primary slide and the upper input crank connects to the secondary slide. A torsion spring inside the PCU connects the two input cranks. Movement of the primary slide supplies one-half the total flow rate, and movement of the secondary slide supplies the other half. The primary slide moves to its full effective stroke before the secondary crank starts to move the secondary slide.

When the primary and secondary slides move, hydraulic pressure goes through the control valve to one side of the actuator. This moves the actuator housing and the respective aileron body quadrant to the commanded position. The other side of the actuator is connected to return.

AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON POWER CONTROL UNIT

System Pressure Failure

If one PCU cannot supply hydraulic pressure, its bypass valve moves to the bypass position. This connects the two sides of the actuator, and prevents a hydraulic lock condition. When the pilot moves the control wheel, the ON side PCU still moves to its commanded position normally. As the ON side PCU moves it also moves its respective aileron body quadrant and back drives the OFF side PCU actuator housing. When the OFF side housing moves, hydraulic fluid is pushed from one side of the actuator to the other through the bypass valve.

Rate Jam

If one PCU input pogo cannot move freely, then the pilot must supply approximately 20 pounds of additional force to compress or extend a spring inside the pogo. The other PCU input pogo still moves its respective input crank and slide to the commanded position. This equalizes pressure on both sides of the actuator and prevents a hydraulic lock condition. Now the other PCU can move the aileron body quadrant assembly normally. As the ON side PCU moves its respective aileron body quadrant it also back drives the OFF side PCU actuator housing. When the OFF side housing moves, hydraulic fluid is pushed from one side to the other through the bypass valve.

Manual Reversion

During a manual reversion, the bypass valve receives no hydraulic pressure and moves to the bypass position. This connects the two sides of the actuator and prevents a hydraulic lock condition. When the pilot moves the control wheel more than three degrees, the primary and secondary input cranks hit mechanical stops on the outside of the actuator housing. As the housing moves, hydraulic fluid in the actuator is pushed from one side to the other through the bypass valve. Movement of the housing also moves the aileron body quadrant assembly to the commanded position.

Training Information Point

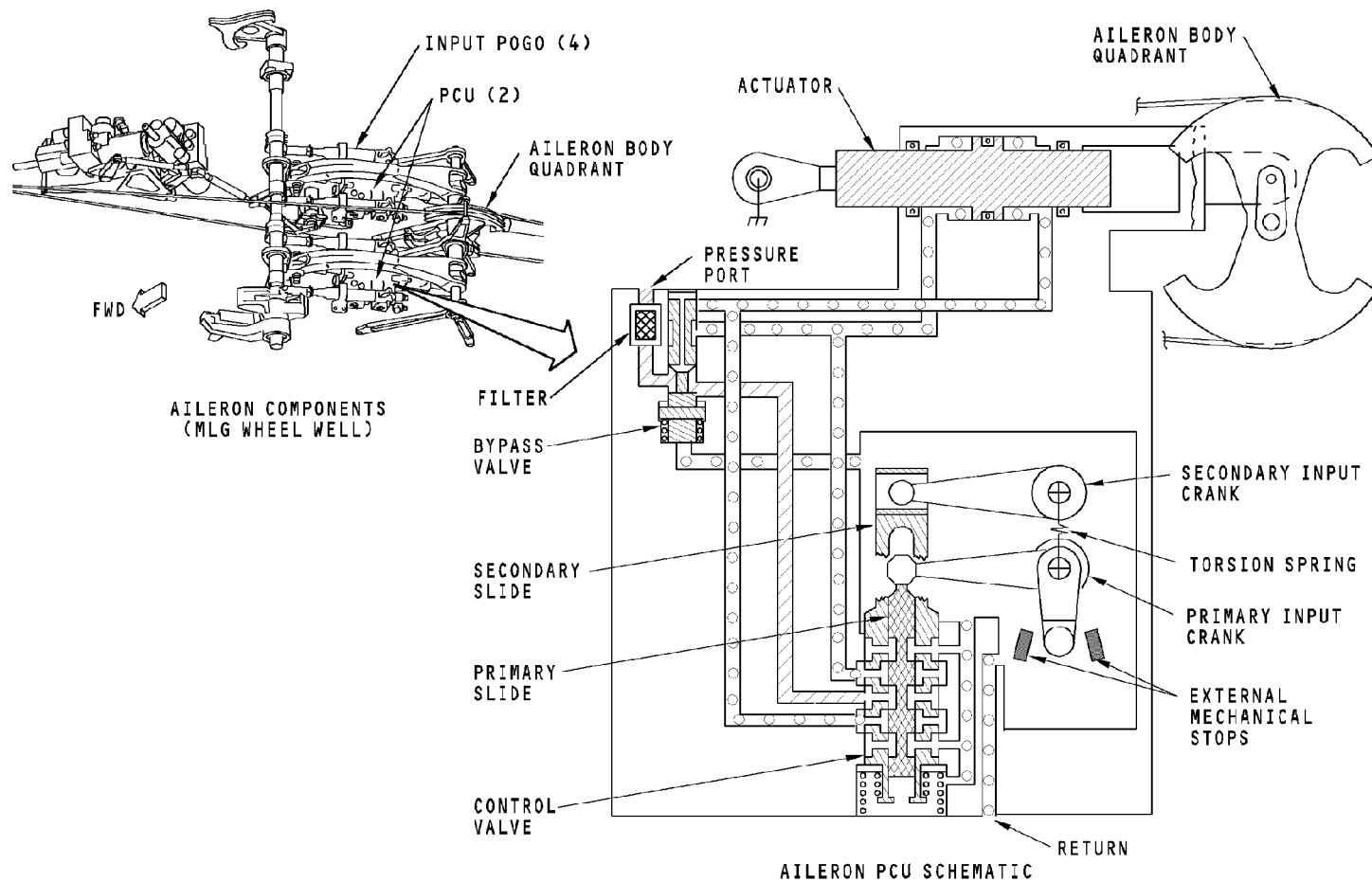
The two aileron PCUs are identical and interchangeable with the elevator PCUs.

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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON POWER CONTROL UNIT

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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON BODY QUADRANTS

Purpose

The aileron body quadrants move the wing cables to control the aileron position.

If one hydraulic system is OFF, the other system PCU moves the two quadrants through the fork and lug assembly.

Location

The body quadrants are on the forward bulkhead of the main landing gear wheel well.

If one body quadrant cannot move, the related system PCU moves its crankshaft and shears the three shear rivets. Now both PCUs and crankshafts still can move but input to the ailerons is only from the other body quadrant.

Physical Description

Each aileron body quadrant connects to one crankshaft. The PCU housing connects through a crank to the related crankshaft.

Three shear rivets connect each quadrant and the related output shaft.

The cables from the upper quadrant connect to the right wing quadrant. The cables from the lower quadrant connect to the left wing quadrant.

A fork and lug assembly connects the upper and lower quadrants.

Functional Description

The PCU housing moves the crankshaft through the crank. This moves the body quadrant and the related aileron.

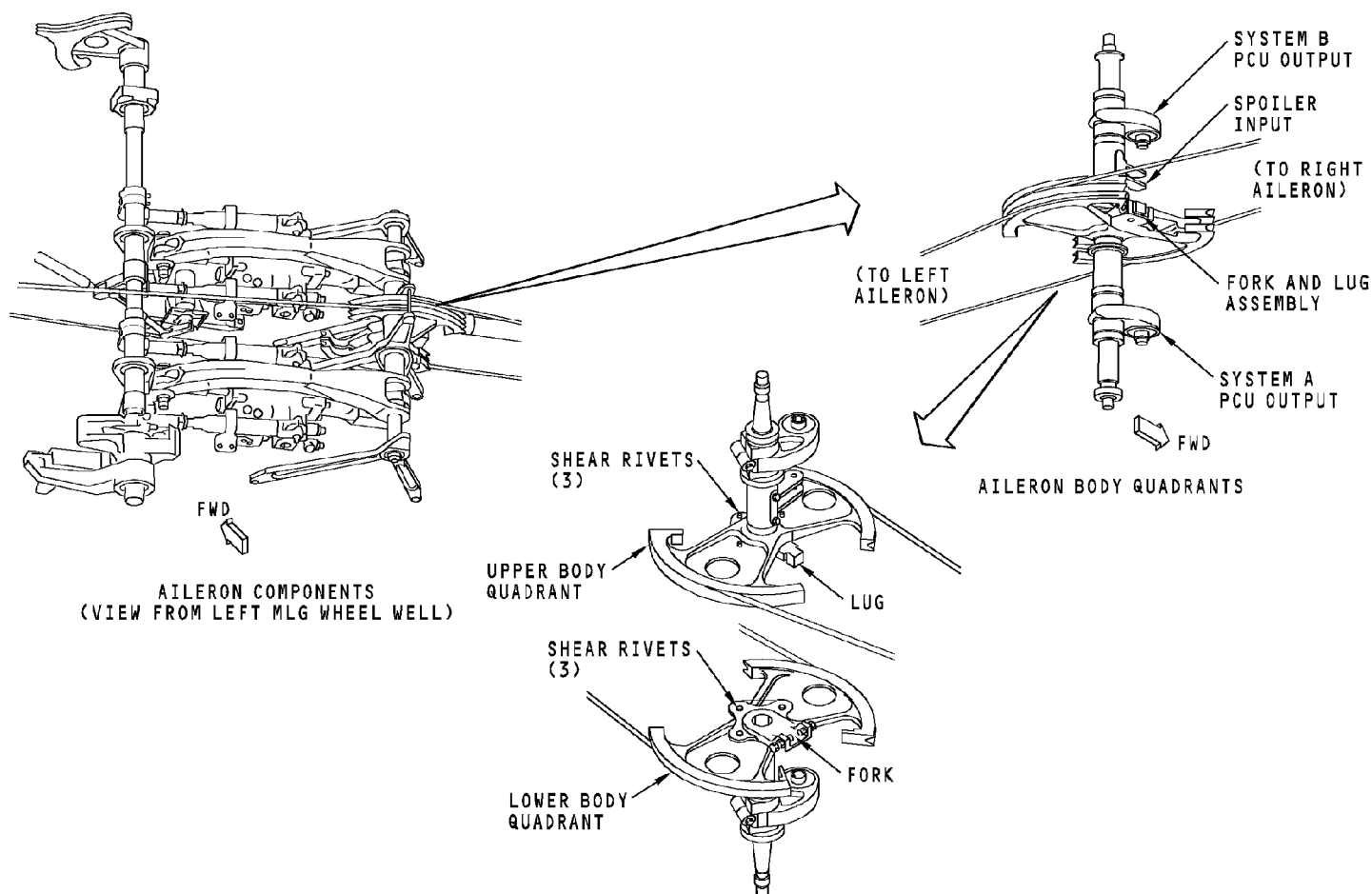
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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERONS AND WING QUADRANTS

Purpose

The ailerons control the airplane around the longitudinal axis.

Location

The ailerons are on the outboard and trailing edge of each wing.

Physical Description

The aileron assembly contains these components:

- Wing quadrant
- Cable tension spring
- Aileron
- Balance panel (4)
- Balance weights
- Aileron tab control rods
- Aileron balance tab
- Pushrod that connects the quadrant to aileron.

Each wing cable connects the body quadrant with the aileron wing quadrant. A cable tension spring is at the end of the cable run. The aileron front spar connects to the wing structure by six hinges. The forward side of the aileron connects to the balance panels. The balance weights attach to the lower surface of the balance panels. The tab connects to the aileron rear spar by five hinge fittings.

Functional Description

When a wing cable moves, it moves the related wing quadrant and aileron. The aileron tab rod gets input from aileron movement and moves the tab in a direction opposite to aileron movement.

The aileron and the tab on the other wing move an equivalent amount but in the opposite direction

HAP 101-999

When the control wheel is centered, the ailerons are downrigged two degrees. The range of travel is limited by the aileron PCU stroke. The ailerons can move 19 degrees up and 16 degrees down.

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

When the control wheel is centered, the ailerons are downrigged one degree. The range of travel is limited by the aileron PCU stroke. The ailerons can move 20 degrees up and 15 degrees down.

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Training Information Point

You balance the aileron and the tab independently.



AILERON AND AILERON TRIM CONTROL SYSTEM - AILERONS AND WING QUADRANTS

A data plate attached to each tab has the correct number of weights stamped on it.

If you replace the balance tabs and weights, it is not necessary to balance the aileron again.

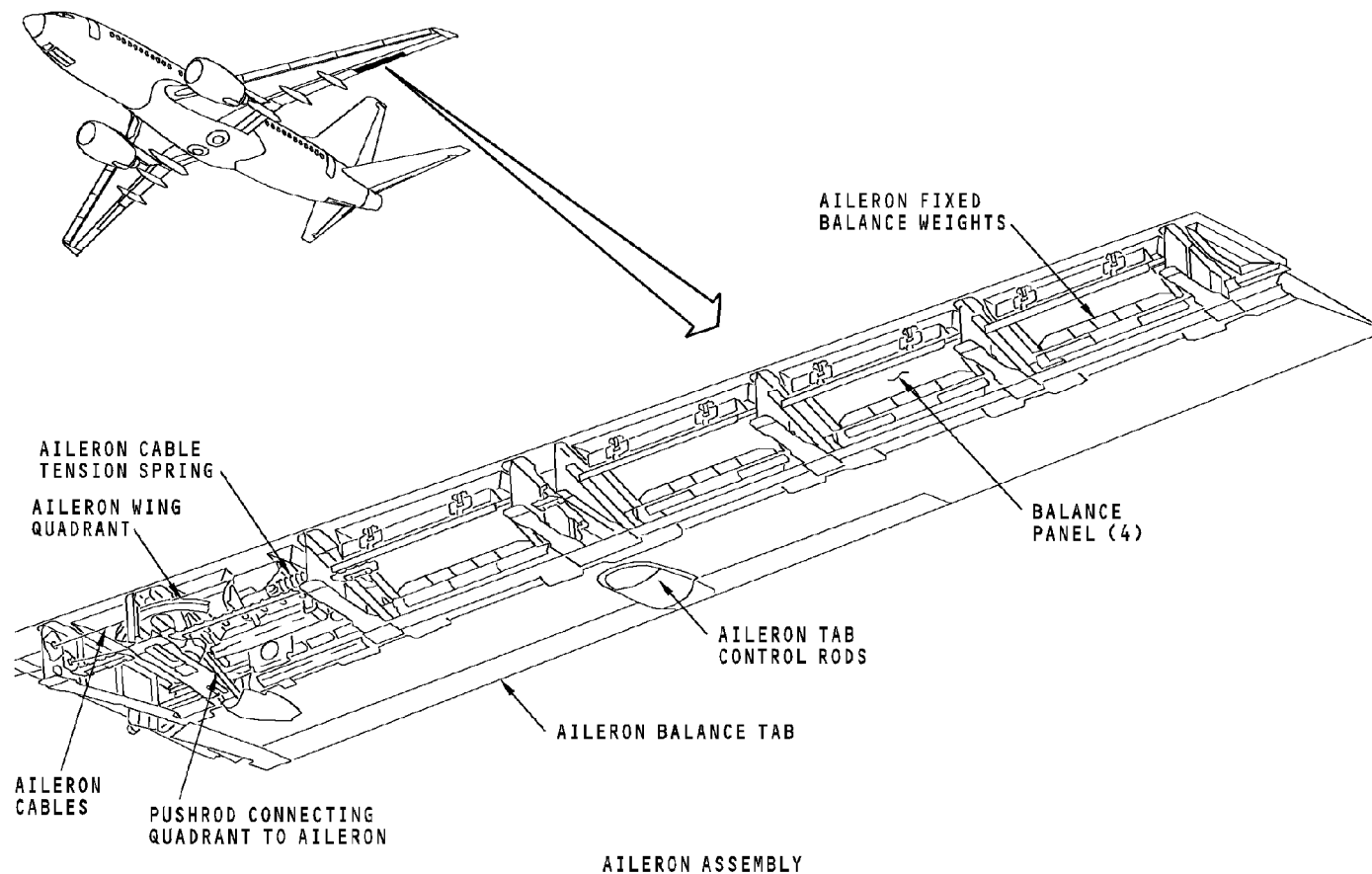
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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERONS AND WING QUADRANTS

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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON BALANCE PANEL AND TAB

Purpose

The aileron balance panels and tab decrease the force necessary to move the aileron in flight.

As the balance tab moves, differential forces occur at the tail of the aileron. They help the power source that moves the aileron. These forces are always applied but they are most useful during manual control.

Location

The balance panels are in the number one through four aileron bays.

Physical Description

The forward edge of the balance panel attaches to the wing structure through an idler hinge. The aft edge attaches to the aileron.

Seals connect the hinge assemblies along the two sides of the balance panel. This makes two separate chambers. The upper chamber vents to the airstream over the wing and the lower to the airstream under the wing.

Functional Description

When there is no lateral input, pressure forces occur across the balance panel and keep the aileron in the neutral position. When the aileron is commanded, there is an incremental differential pressure between the upper and lower surfaces of the aileron. These pressures are vented into the balance bays and provide a force on the balance panel that assists aileron motion.

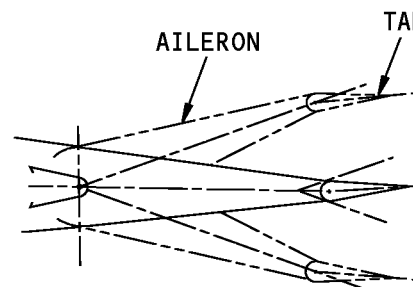
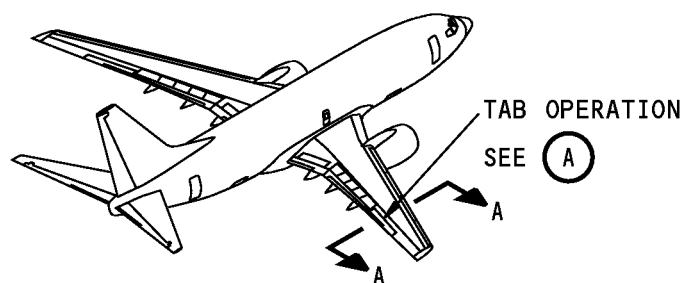
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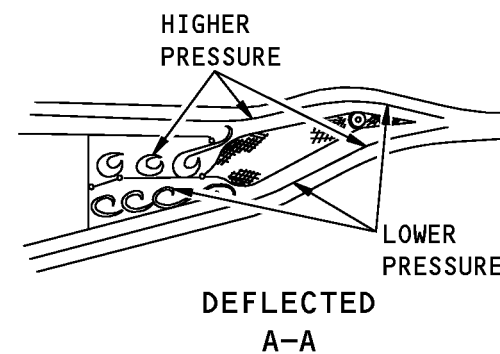
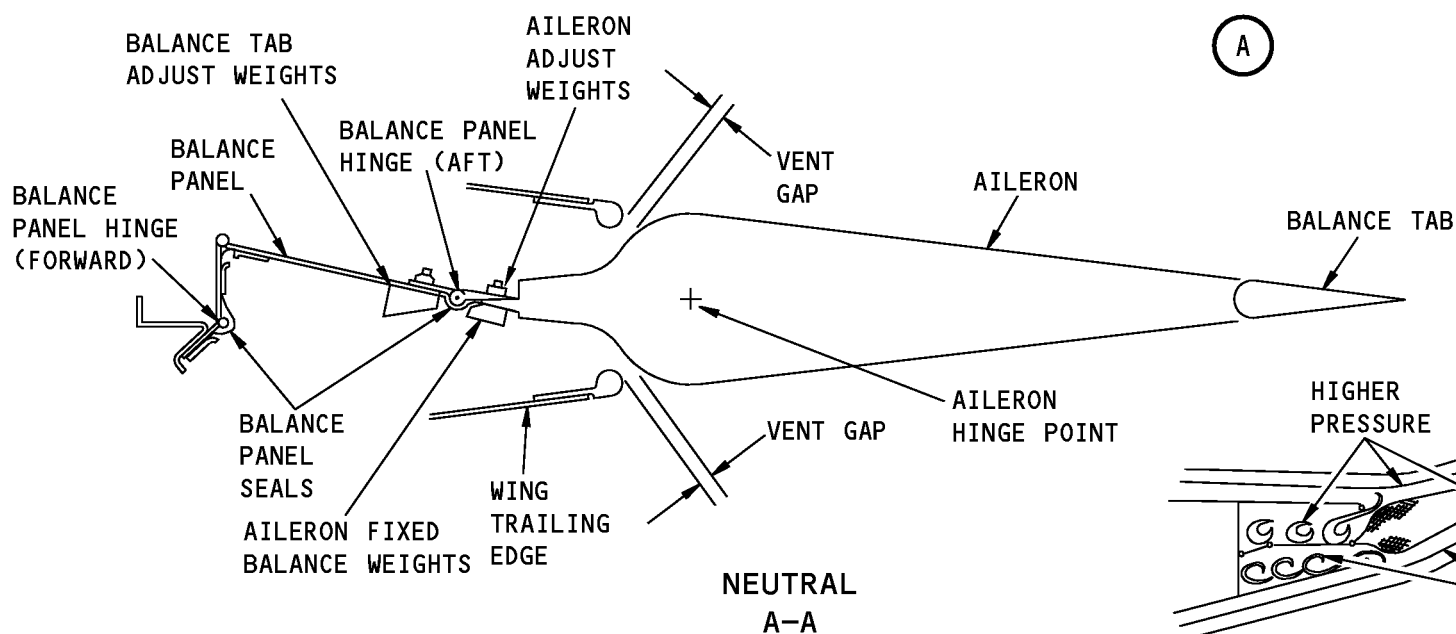
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TAB OPERATION

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AILERON AND AILERON TRIM CONTROL SYSTEM - CABLE SYSTEM - FUNCTIONAL DESCRIPTION

General

The aileron control system and the flight spoilers use cable force input from the control wheels.

Physical Description

The aileron control system has these cables:

- ACBA and ACBB; bus drum cables
- AA and AB; left and right body cables
- ABSA and ABSB; left and right wing cables.

Two spring mechanisms isolate the aileron system from the flight spoilers. They are the transfer mechanism and the aileron spring cartridge.

Functional Description - Normal

When the control wheels move, the left body cables move and control the PCUs. The PCU housing moves and controls the aileron wing cables.

When the PCU housing moves, it also controls the right body cables and completes the loop to the right control column. It also controls the spoiler wing cables through the spoiler mixer. This controls the flight spoiler actuators to move after some control wheel movement.

Functional Description - Manual

Manual operation is almost the same as normal operation with one difference. There is three degrees of control wheel movement at the aileron PCUs before the input crank meets the mechanical stops. Then the PCU housing moves, but the pilot supplies the force.

Functional Description - One Control Cannot Move

If one control wheel cannot move, the related side cable will not move.

If the right control wheel cannot move, the crew can only use the left control wheel to move the ailerons normally.

If the left control wheel cannot move, the crew can only use the right control wheel. This will move the right body cables after 12 degrees of control wheel movement. This controls the flight spoiler actuators to move after a predetermined amount of control wheel movement.

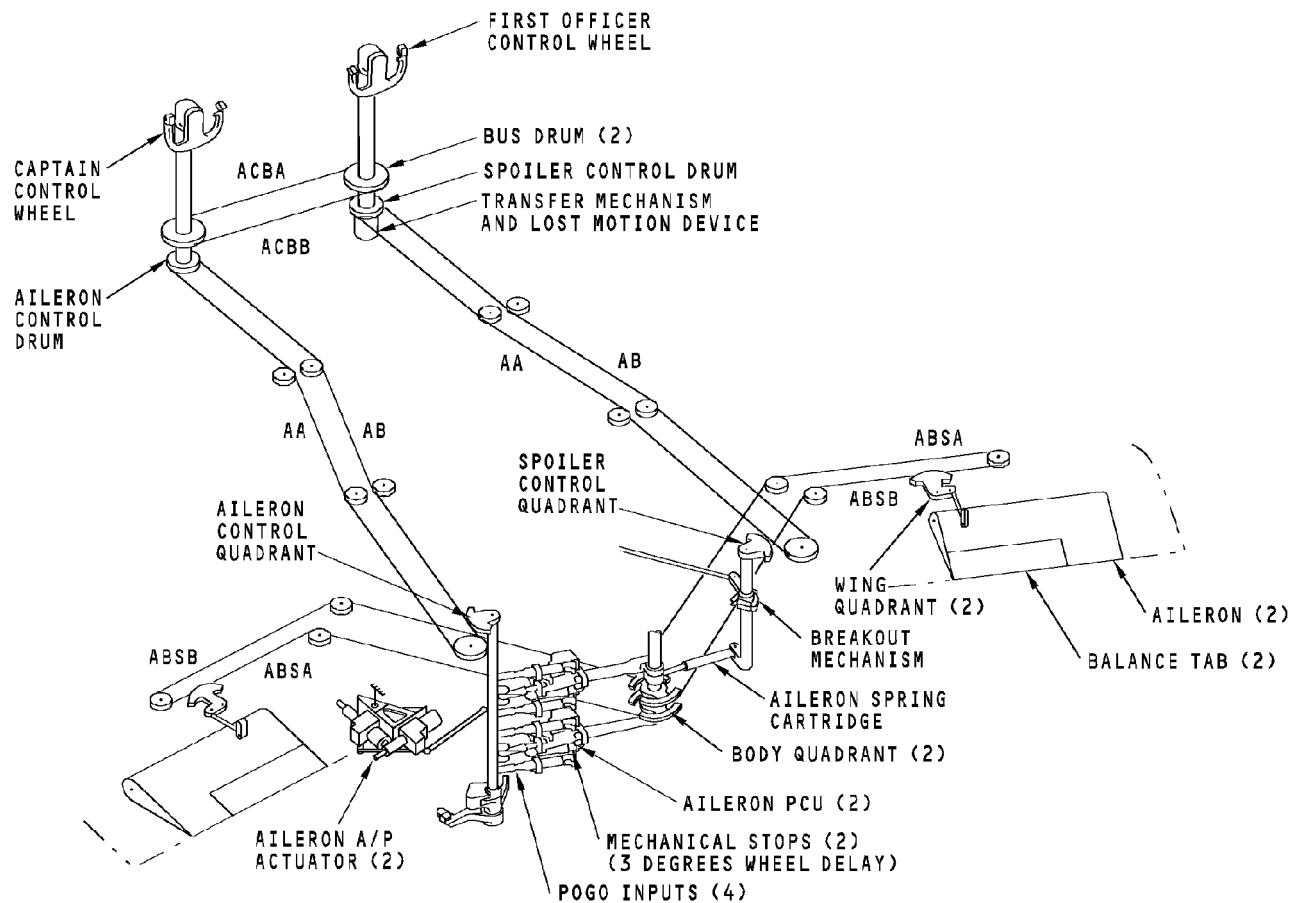
Functional Description - One Aileron Cannot Move

If one aileron cannot move, the shear rivets at the body quadrants will shear and isolate this aileron. The other part of the aileron control system operates normally.

AILERON AND AILERON TRIM CONTROL SYSTEM - CABLE SYSTEM - FUNCTIONAL DESCRIPTION

Functional Description - One PCU Input Cannot Move

If one PCU pogo input cannot move freely, then it compresses or extends. The other PCU pogo still moves to the commanded position. This equalizes pressure on both sides of the actuator. This prevents hydraulic lock to the PCU and lets the other PCU move it through the aileron body quadrant.



AILERON AND AILERON TRIM CONTROL SYSTEM - CABLE SYSTEM - FUNCTIONAL DESCRIPTION

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AILERON AND AILERON TRIM CONTROL SYSTEM - AILERON OPERATION

General

The ailerons and the flight spoilers make up the lateral system. The pilot moves the control wheels to operate these surfaces. Below is a typical right turn input and how the lateral system operates.

Neutral Position

When the aileron control wheels are in the neutral position, the aileron trim indicator on top of the control wheel shows the amount of aileron trim.

The feel and centering unit is balanced. The roller stays in the bottom of the cam and the springs are not extended.

The aileron PCUs input cranks are at neutral. There is no hydraulic input to the PCU.

Right Roll Control Input

To roll right, the captain turns the control wheel clockwise. This will also move the bus drum at the first officer's column within the limit of the lost motion device.

The aileron control cables move the roller to roll up on the cam of the feel and centering unit. The springs extend and resist the input force to supply the feel force.

The cables also move the input rod. This moves the input cranks in the aileron PCUs. Now hydraulic pressure goes to the PCU.

Control Input Complete

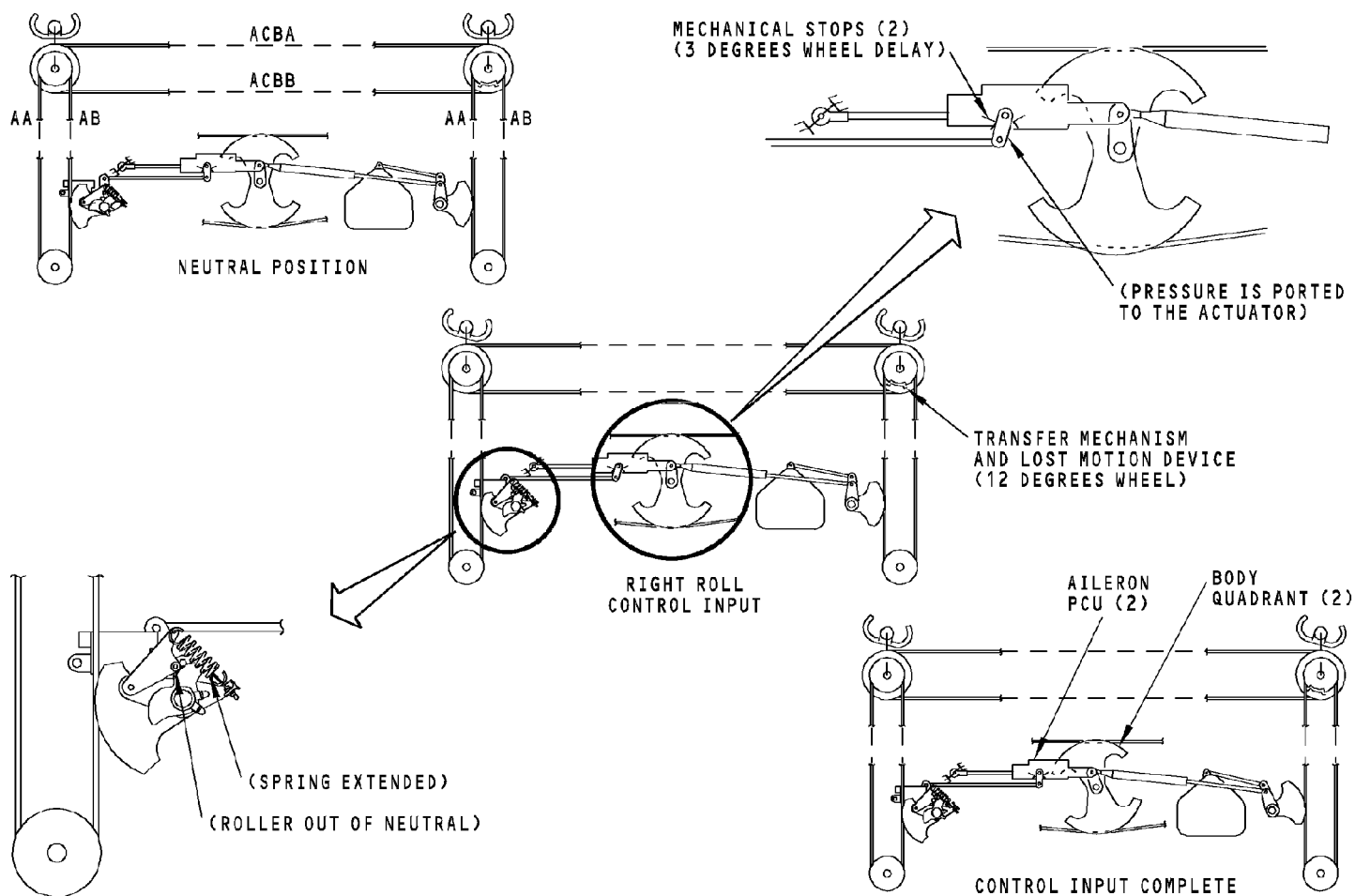
Hydraulic pressure pushes the PCU housing to move left. This moves the aileron body quadrants counterclockwise. Wing cable tension moves the ailerons.

When the aileron PCU housing moves, it also causes the aileron spring cartridge to move left. This moves the spoiler input rod and the right body cables. This centers the lost motion device in the transfer mechanism.

When the spoiler input rod moves, it gives an input to the spoiler mixer to control the position of the flight spoilers.

Manual Operation

If hydraulic pressure is OFF, the control sequence is the same as described above.



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RUDDER AND RUDDER TRIM CONTROL SYSTEM - INTRODUCTION**Purpose**

The rudder controls the flight attitude of the airplane about the vertical axis.

Location

The rudder hinges aft of the rear spar of the vertical stabilizer.

Yaw control

The pilots manually command a yaw input with the rudder pedals. When engaged, the yaw damper automatically makes small yaw corrections. During yaw damper operation, there is no feedback to the rudder pedals.

Abbreviations and Acronyms

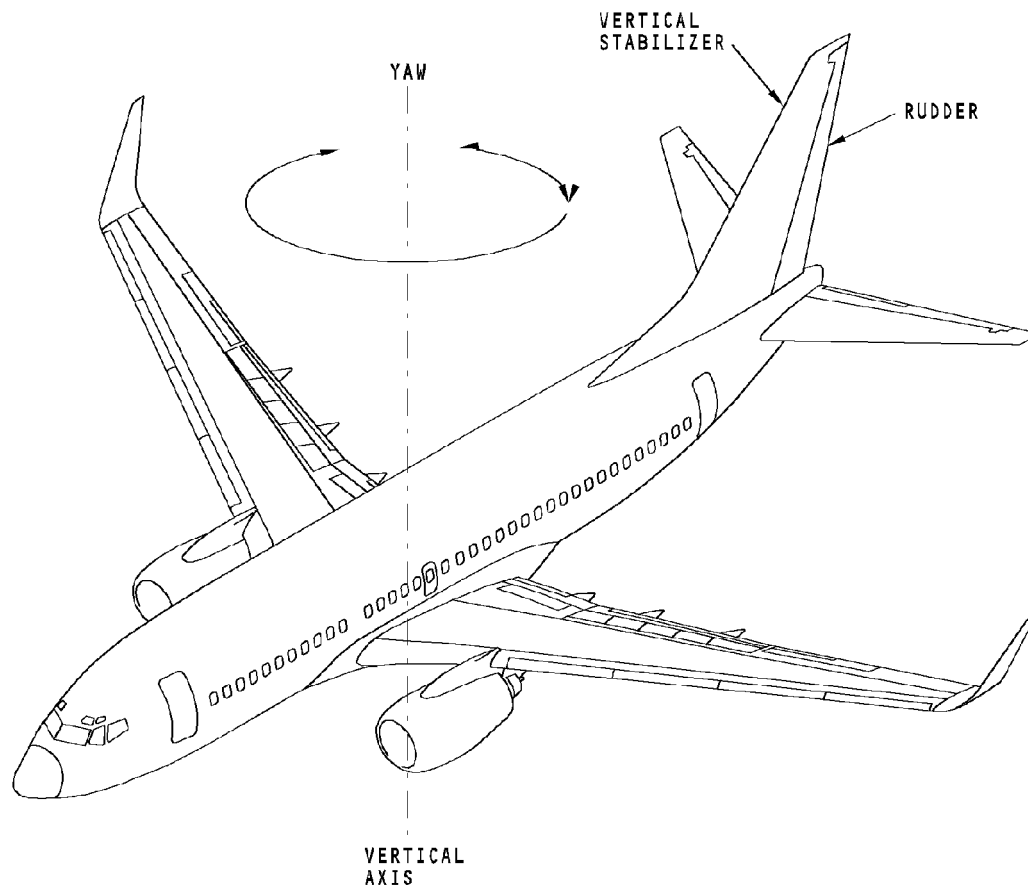
- ac - alternating current
- auth - authority
- FDAU - flight data acquisition unit
- EHSV - electrohydraulic servo valve
- FSEU - flap/slat electronic unit
- Hz - Hertz
- LVDT - linear variable differential transformer
- PCU - power control unit
- SMYD - stall management yaw damper
- soln - solenoid
- v - Volt
- vlv - valve
- WTRIS - wheel-to-rudder interconnect system

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - INTRODUCTION

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 1

General

The pilot uses the rudder pedals or the rudder trim control knob to control the rudder. The yaw damper and wheel-to-rudder interconnect system automatically control the rudder.

Manual Operation - Rudder Pedals

The flight crew uses the rudder pedals to control the rudder through these components:

- Forward quadrants
- Control cables
- Aft quadrant and output rod
- Feel and centering unit
- Main rudder PCU.

HAP 008-013, 015-026, 028-054, 101-999; HAP 001-007 POST SB 737-31-1124

The aft quadrant output rod also has an integral rudder pedal force transducer. The force transducer sends signals to the flight data acquisition unit proportional to rudder pedal forces.

See the flight data recorder system section for more information about the rudder pedal force transducer. (SECTION 31-31)

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Movement of the feel and centering unit also backdrives the rudder pedals through the rudder control system. Rudder PCU movement moves the rudder and the rudder position transmitter. The rudder position transmitter sends signals to the flight data acquisition unit (FDAU) for rudder position.

See the flight data recorder system section for more information about the rudder position transmitter and FDAU. (SECTION 31-31)

Manual Operation - Rudder Trim

The rudder trim control knob and the trim actuator let the flight crew trim out unwanted rudder pedal forces. When the pilot moves the rudder trim control knob on the aisle stand, the control sends signals to the rudder trim actuator and the FDAU. The rudder trim actuator moves the feel and centering unit which creates an input to the rudder PCUs. The rudder trim actuator also sends signals to the rudder position indicator on the aisle stand above the rudder trim control knob.

Yaw Damper

The yaw damper keeps the airplane stable around the vertical axis. When engaged, the yaw damper system gives input to the main or the standby rudder PCUs. During normal operation, SMYD 1 controls the rudder through the main rudder PCU. During manual reversion, SMYD 2 controls the rudder through the standby rudder PCU.

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 1

See the yaw damper system section for more information about yaw damper. (SECTION 22-23)

See the stall management yaw damper system section for more information about stall management yaw damper. (SECTION 27-32)

Wheel-To-Rudder Interconnect System (WTRIS)

The WTRIS system helps lateral control during manual reversion turns. The WTRIS system provides a small amount of rudder movement in response to control wheel inputs. When engaged, the WTRIS system gives input to the standby rudder PCU.

See the wheel-to-rudder interconnect system section for more information. (SECTION 27-24)

HAP 001-013, 015-026, 028-030 PRE SB 737-27-1253

Authority Limiter

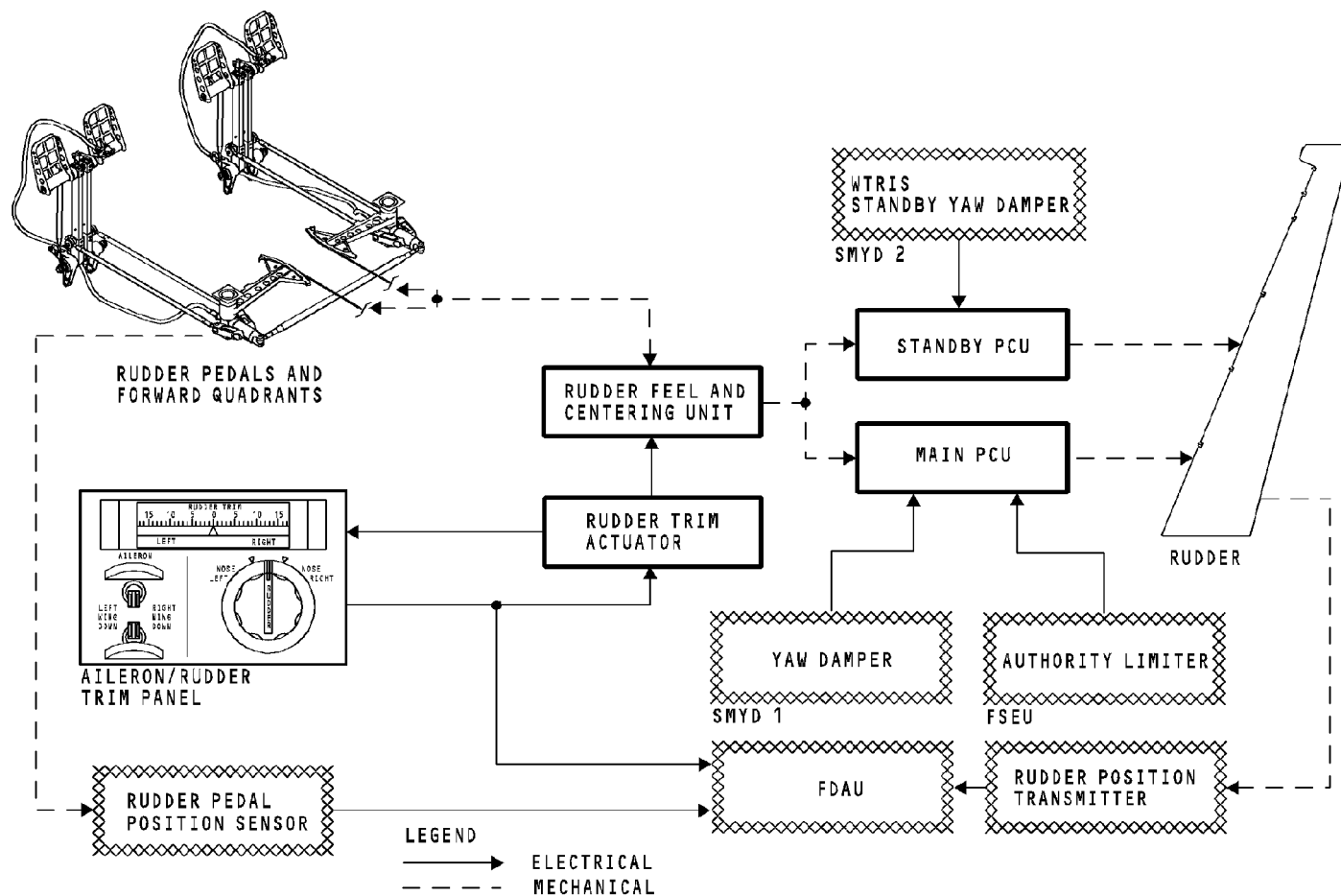
The authority limiter reduces the maximum rudder movement. At specified air speeds, the FSEU opens the main rudder PCU authority limiter solenoid valve. This limits hydraulic system A pressure to the PCU, which limits the rudder authority.

HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-27-1253

Authority Limiter

The authority limiter reduces the maximum rudder movement. At specified air speeds, the FSEU opens the main rudder PCU authority limiter solenoid valve. This limits the hydraulic force produced by the PCU, which limits the rudder authority.

HAP ALL



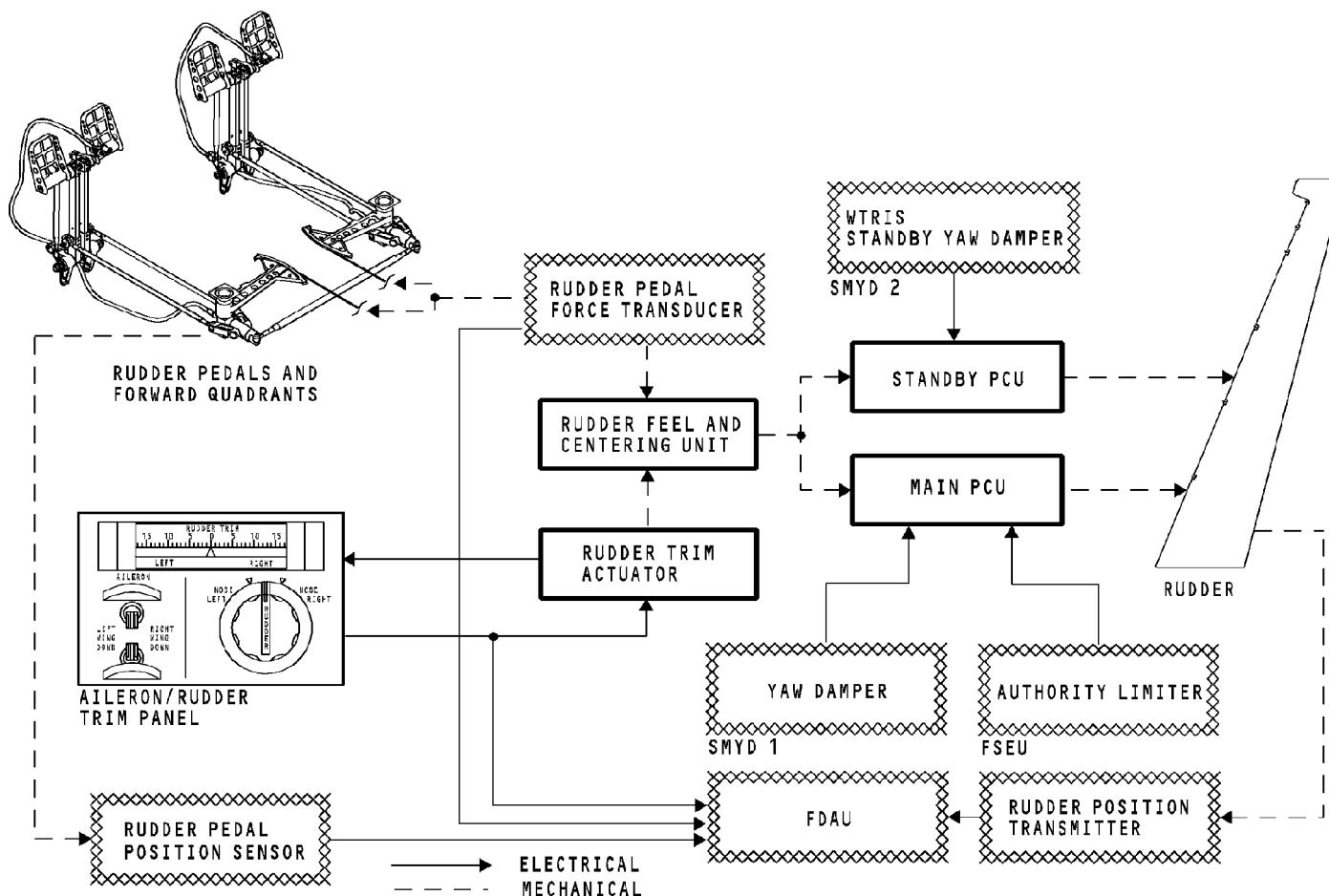
RUDDER AND RUDDER TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 1

EFFECTIVITY
 HAP 001-007 PRE SB 737-31-1124

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 1

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HAP 008-013, 015-026, 028-054, 101-999; HAP 001-007 POST SB 737-31-1124

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 2

General

These are the components of the rudder control system:

- Rudder pedals (4) and forward quadrants (2)
- RA and RB; left and right rudder control cables
- Rudder aft control quadrant
- Rudder feel and centering unit
- Main rudder power control unit
- Standby rudder power control unit
- Rudder.

Rudder Pedals and Forward Quadrants

The rudder pedals move the forward control rods and bus rods, which move the rudder forward quadrants.

Rudder Control Cables

The rudder forward quadrants move the RA and RB rudder control cables. The cables move the rudder aft control quadrant.

Rudder Aft Control Quadrant

The aft control quadrant moves the rudder quadrant output rod, which provides input to the rudder feel and centering unit, torque tube, and input rods for the main and standby rudder PCUs.

Rudder Feel and Centering Unit

The feel and centering unit provides feel forces to the rudder pedals.

During electric trim operation, the pilots move the rudder trim control on the aisle stand which sends a signal to the rudder trim actuator. The rudder trim actuator moves the rudder feel and centering unit. This moves the rudder torque tube and the main and standby rudder PCU input rods and it backdrives the rudder pedals to the new commanded position. The trim actuator movement also creates a new neutral position for the feel and centering unit.

Main Rudder Power Control Unit

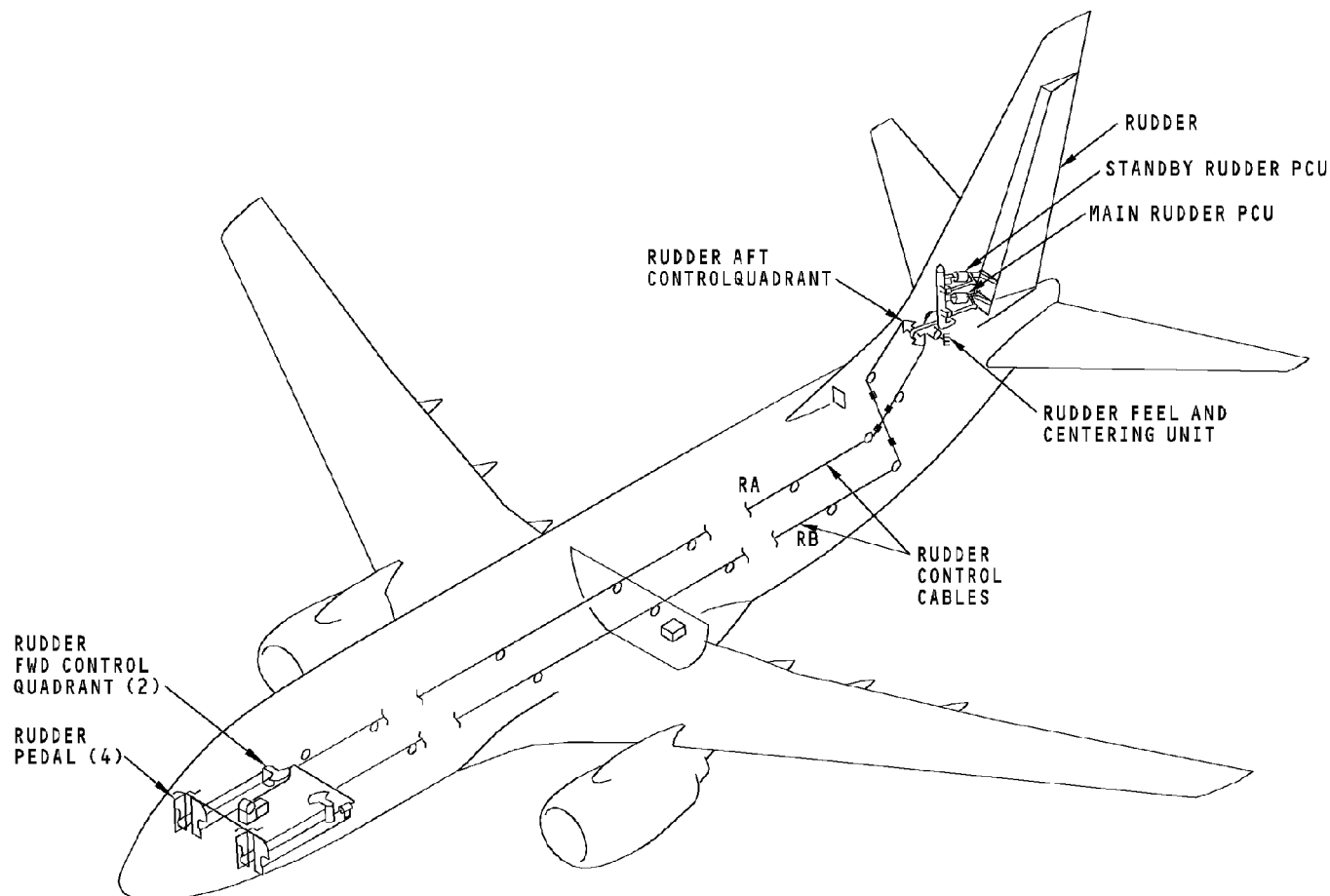
The main rudder PCU piston moves and controls the rudder position.

Standby Rudder Power Control Unit

When the standby rudder system is operated, the standby rudder PCU piston moves and controls the rudder position.

Rudder

The rudder attaches to the trailing edge of the vertical stabilizer and moves left or right to control yaw.



RUDDER AND RUDDER TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 2

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - COMPONENT LOCATIONS

General

The rudder components are in these three locations:

- Flight compartment
- Forward equipment compartment
- Vertical stabilizer.

- Rudder torque tube
- Rudder feel and centering unit
- Rudder trim actuator
- Main rudder PCU
- Standby rudder PCU
- Rudder
- Rudder position transmitter.

Flight Compartment Components

The flight compartment has these rudder components:

- Rudder pedals (4)
- Rudder Trim control knob and rudder trim indicator on the aileron/rudder trim panel.

Lower Nose Compartment Components

The lower nose compartment has these rudder components:

- Rudder forward quadrant (2)
- Control rods (4)
- Bus rod.

Vertical Stabilizer

The vertical stabilizer has these rudder components:

- Rudder aft quadrant

HAP 008-013, 015-026, 028-054, 101-999; HAP 001-007 POST SB 737-31-1124

- Rudder pedal force transducer

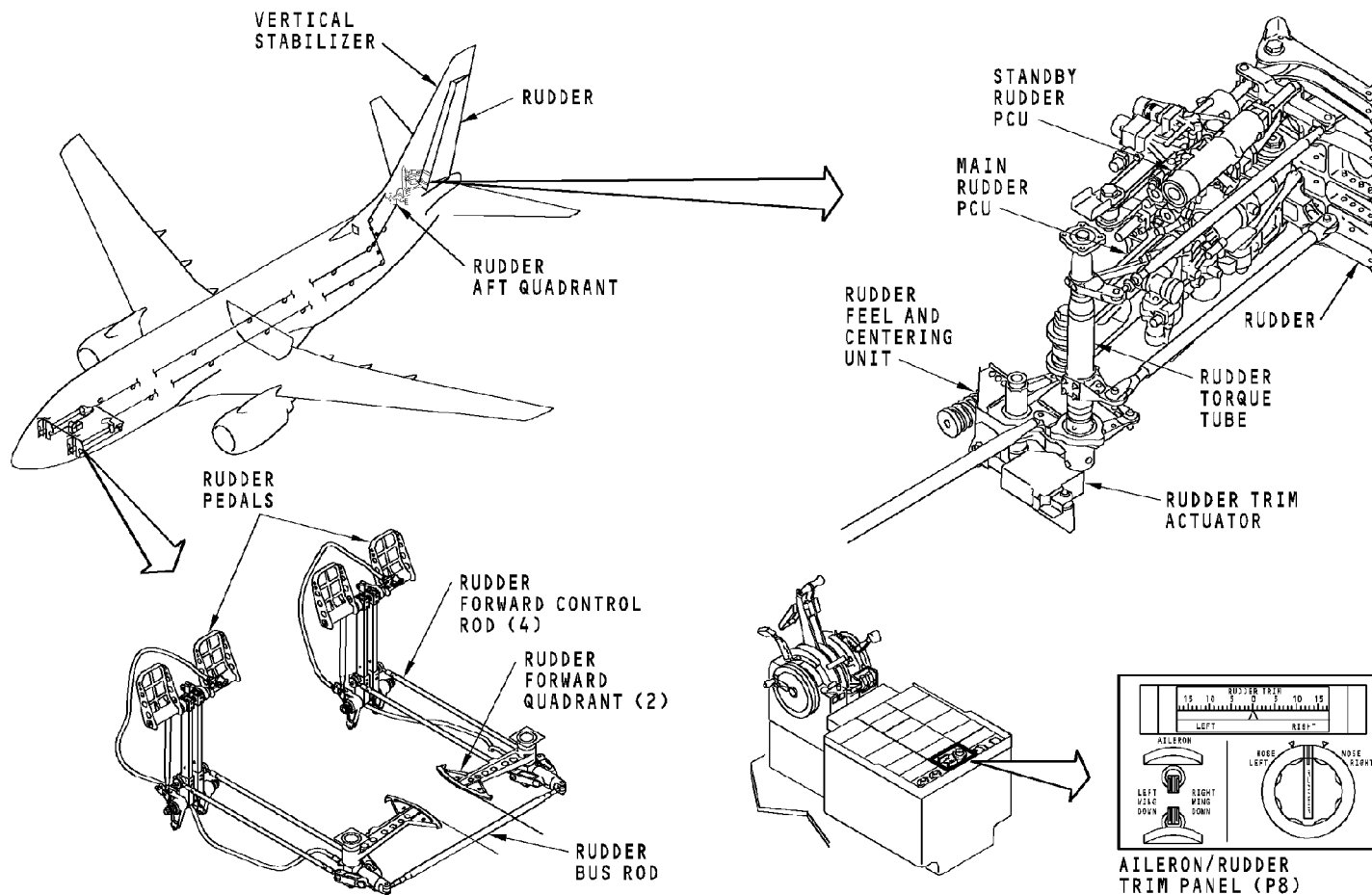
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EFFECTIVITY
HAP ALL

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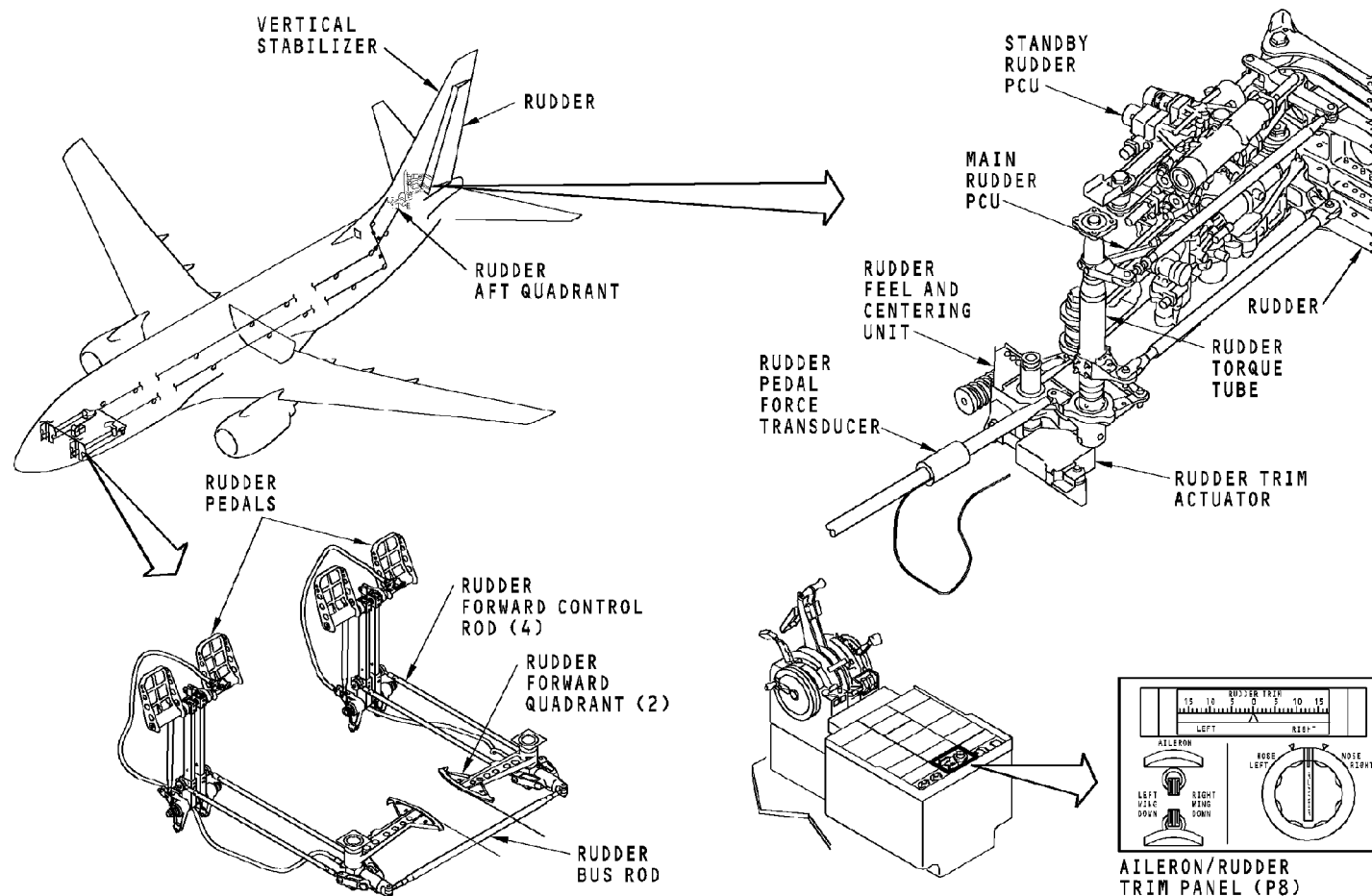
RUDDER AND RUDDER TRIM CONTROL SYSTEM - COMPONENT LOCATIONS

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HAP 001-007 PRE SB 737-31-1124

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - COMPONENT LOCATIONS

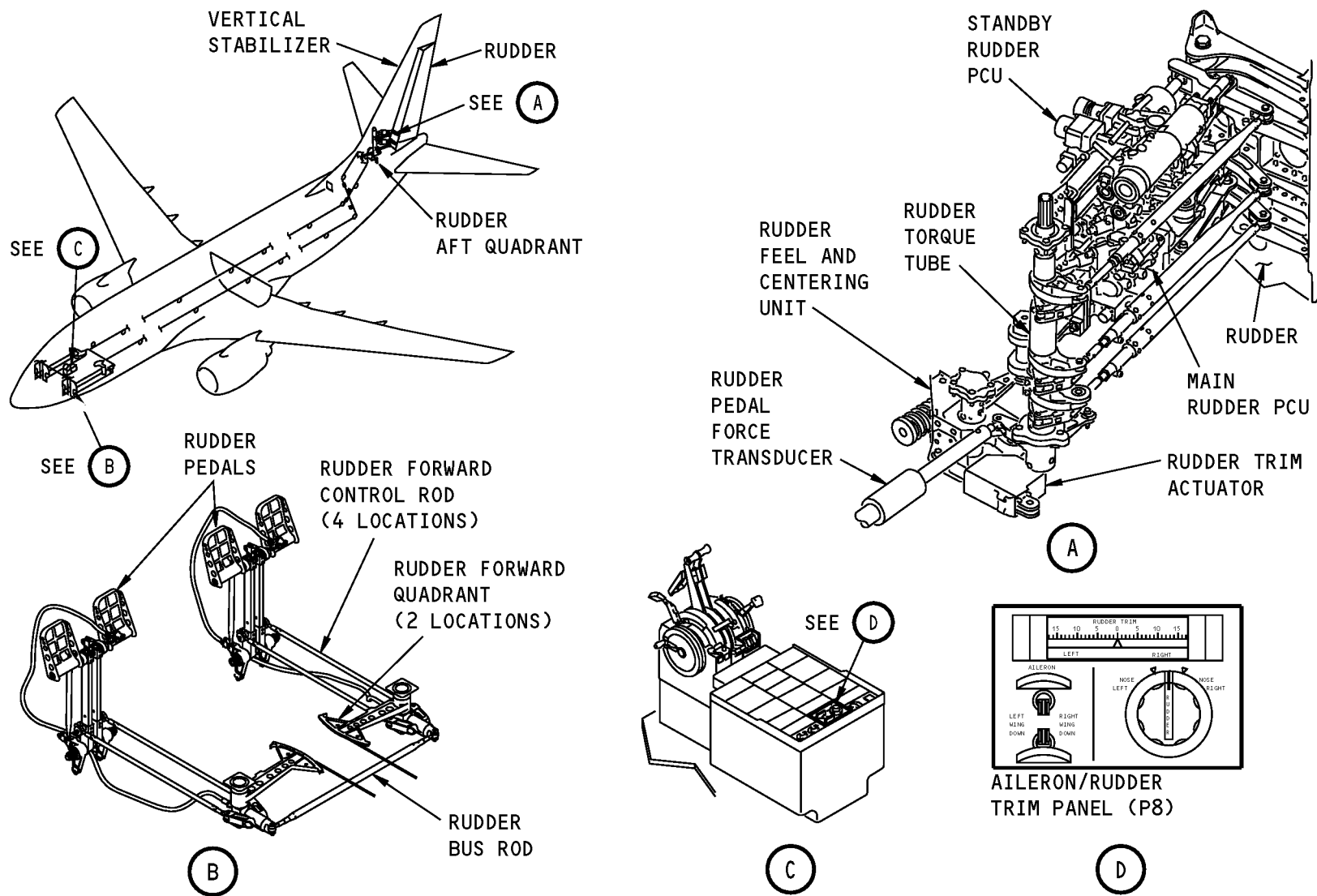
EFFECTIVITY

HAP 001-007 POST SB 737-31-1124 AND PRE SB 737-27-1253; HAP 008-013, 015-026, 028-030 PRE SB 737-27-1253

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - COMPONENT LOCATIONS

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - RUDDER PEDALS AND FORWARD QUADRANTS

Purpose

The pilots use the rudder pedals to command a yaw control through the rudder forward quadrants.

Location

The rudder pedals are in the flight compartment. The rudder pedal support and forward quadrant assemblies are in the forward equipment compartment.

Physical Description

Each pedal assembly has these components:

- Pedals (2)
- Pedal arm (2)
- Pushrods (2)
- Yoke
- Jackshaft
- Forward quadrant
- Bus rod
- Adjustment crank
- Adjustment flexshaft
- Pedal adjustment nut.

Functional Description

The pedals of each pair move in opposite direction to each other. When the pedals move, they move the pushrods and the jackshaft yoke. This moves the jackshaft and the forward quadrant. This also moves the bus rod and makes the other pair of pedals move equally.

The two pairs of rudder pedals can be adjusted independently to suit the captain and first officer. This is accomplished by means of the rudder pedal adjust shaft. The rudder pedal adjustment mechanism consists of an adjustment crank, adjustment shaft, a jackscrew, and pedal adjustment nut attached to the jackshaft assembly.

The adjustment crank is located on the instrument panel forward of the control wheel. The crank is connected to a flexshaft routed forward under the instrument panel, then down under the floor, and aft to the universal joint in the rudder control jackshaft assembly. Rotation of the rudder pedal adjustment crank actuates the jackscrew which causes the yoke, containing the pedal adjustment nut, to move fore and aft.

RUDDER AND RUDDER TRIM CONTROL SYSTEM - RUDDER PEDALS AND FORWARD QUADRANTS

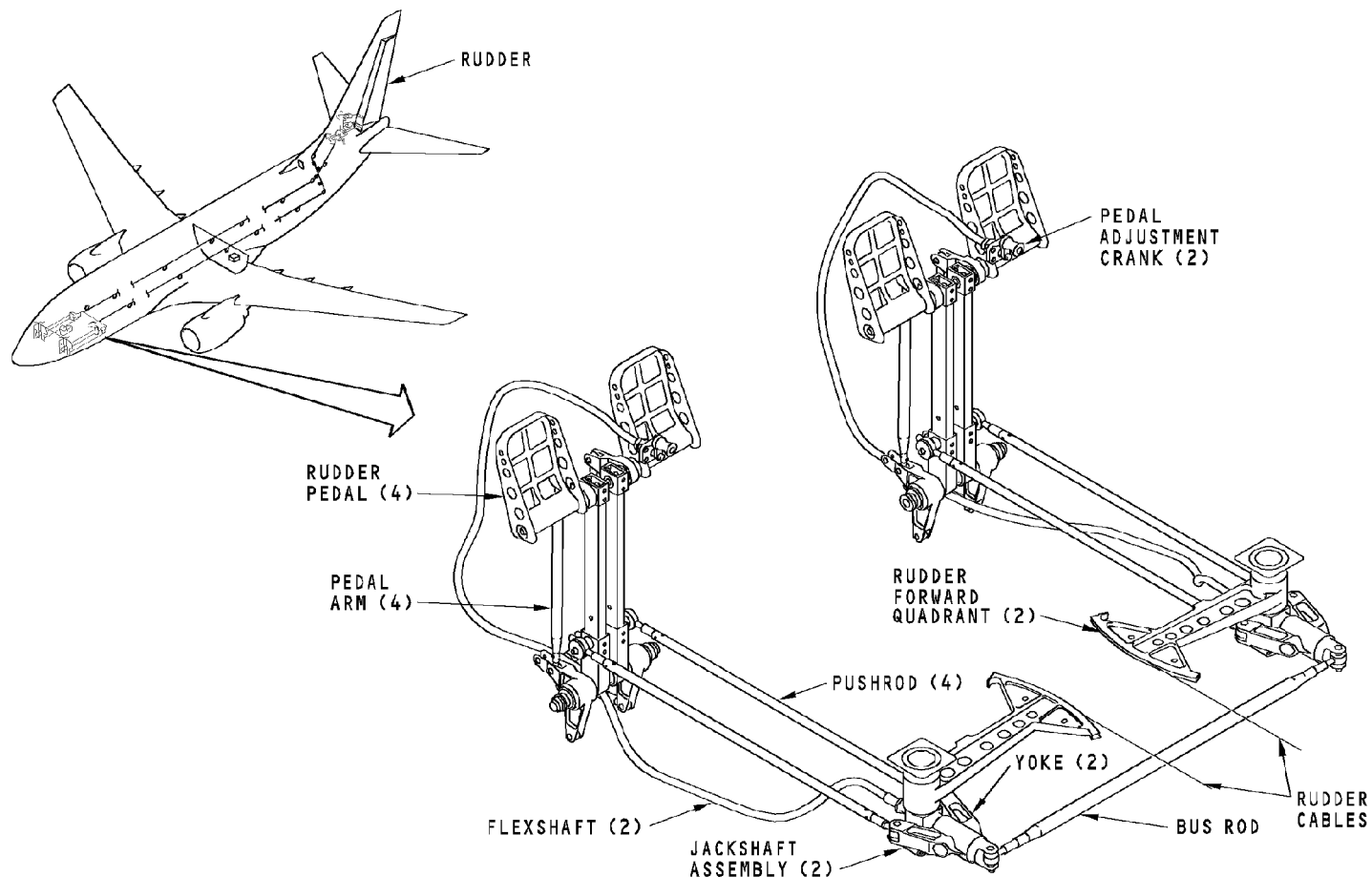
Rudder pedal adjustment crank and crank handle stops are installed to prevent the rudder pedal adjustment screw from being backdriven by heavy foot pressure simultaneously applied to both rudder pedals. The crank incorporates a spring-loaded pin within the knob. The stops are incorporated into the crank housing bearing retainer. Rotation of the crank handle is prevented in either direction beyond the stop blocks, by contact of the spring-loaded pin that protrudes from the crank handle. To permit crank rotation for rudder pedal adjustment, the knob must be pulled aft so the pin clears the stops.

27-21-00-004

EFFECTIVITY
HAP ALL**27-21-00**

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - RUDDER PEDALS AND FORWARD QUADRANTS

EFFECTIVITY
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RUDDER AND RUDDER TRIM CONTROL SYSTEM - AFT RUDDER CONTROL COMPONENTS

Purpose

The aft rudder control components transmit rudder pedal input to the hydraulic power control units.

Location

The aft rudder control components are in the vertical stabilizer, forward of the hydraulic PCUs.

Physical Description

There are these aft rudder control components:

- Rudder aft quadrant
- Quadrant pushrod

HAP 008-013, 015-026, 028-054, 101-999; HAP 001-007 POST SB 737-31-1124

- Rudder pedal force transducer

HAP 001-013, 015-026, 028-030 PRE SB 737-27-1253

- Rudder control torque tube with four cranks.

HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-27-1253

- Rudder control torque tube with five cranks.

HAP ALL

Functional Description

HAP 001-013, 015-026, 028-030 PRE SB 737-27-1253

When the rudder cables move, they move the aft control quadrant. This moves the quadrant output rod and the torque tube with the four cranks. When the rudder control torque tube turns, it moves the input rods to the main PCU and to the standby PCU. It also turns the feel and centering unit out of the detent position.

HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-27-1253

When the rudder cables move, they move the aft control quadrant. This moves the quadrant output rod and the torque tube with the five cranks. When the rudder control torque tube turns, it moves the input rods to the main PCU and to the standby PCU. It also turns the feel and centering unit out of the detent position.

HAP 008-013, 015-026, 028-054, 101-999; HAP 001-007 POST SB 737-31-1124

The rudder pedal force transducer sends signals to the flight data acquisition unit (FDAU).

See the flight data recorder system section for more information about the FDAU. (SECTION 31-31)

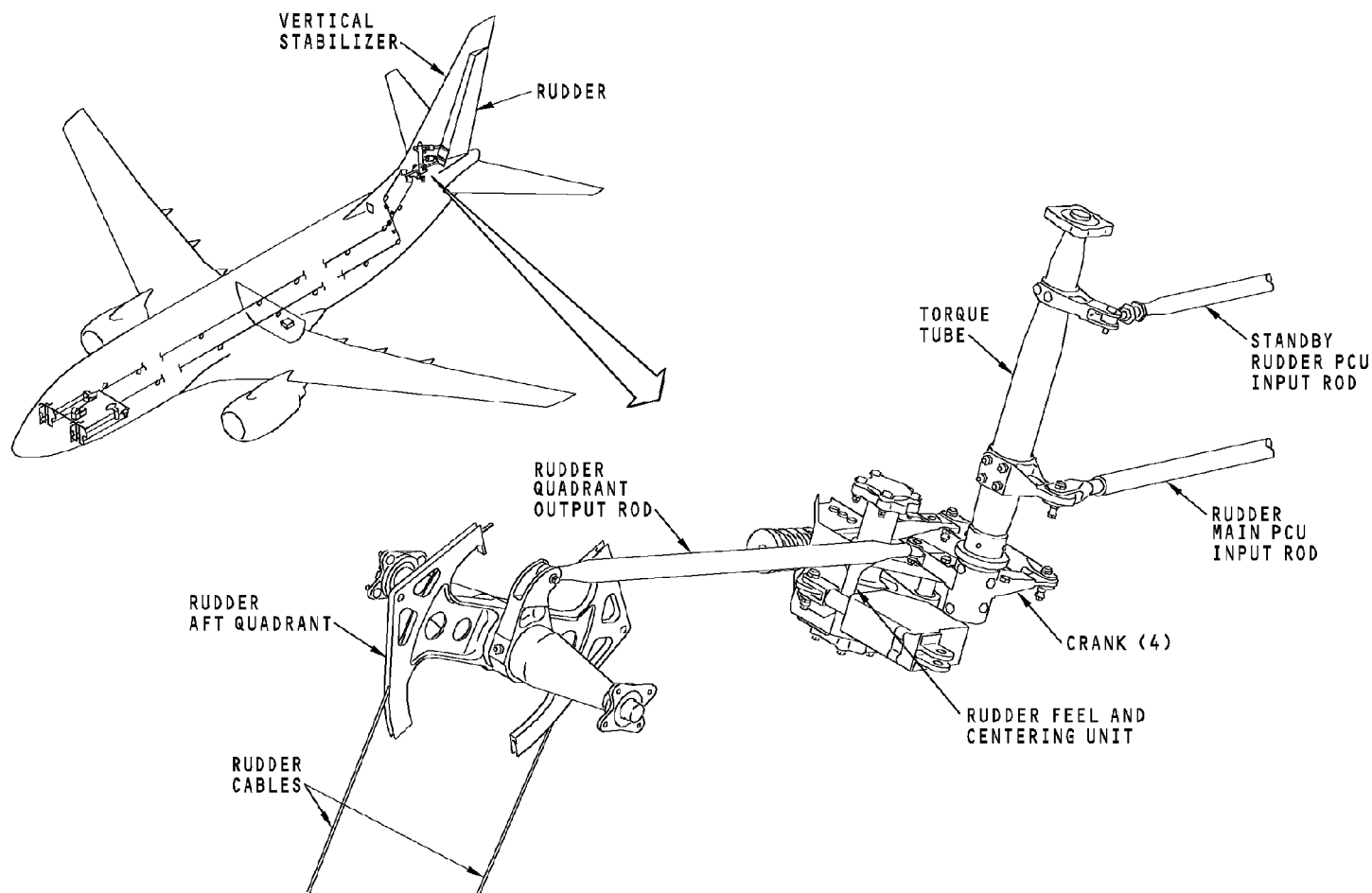
HAP ALL

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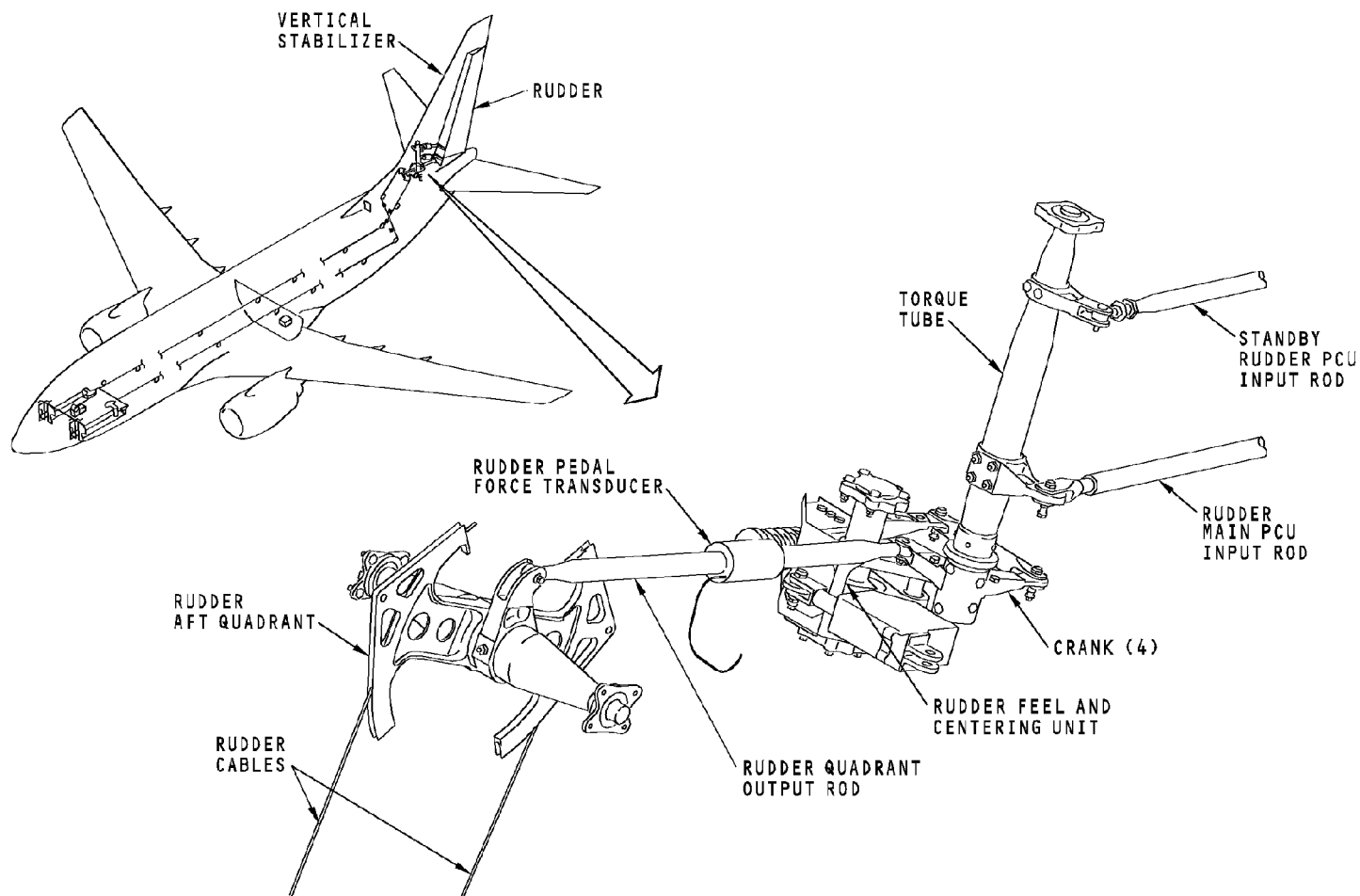
RUDDER AND RUDDER TRIM CONTROL SYSTEM - AFT RUDDER CONTROL COMPONENTS

EFFECTIVITY
HAP 001-007 PRE SB 737-31-1124

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - AFT RUDDER CONTROL COMPONENTS

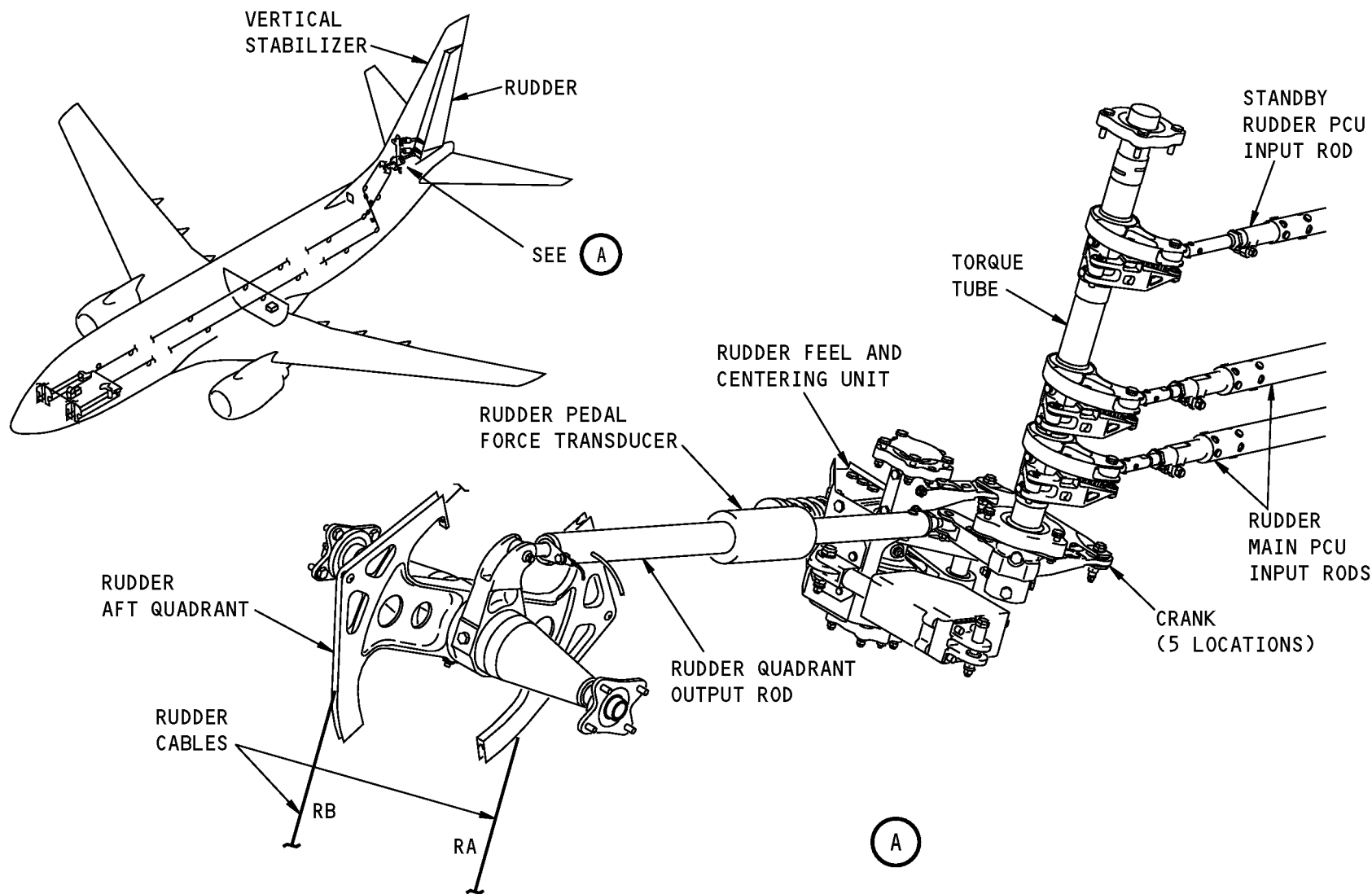
EFFECTIVITY

HAP 001-007 POST SB 737-31-1124 AND PRE SB 737-27-1253; HAP 008-013, 015-026, 028-030 PRE SB 737-27-1253

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - AFT RUDDER CONTROL COMPONENTS

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - RUDDER FEEL AND CENTERING UNIT

Purpose

The rudder feel and centering unit gives artificial feel to the rudder pedals, centers the input to the PCU, and transmits trim inputs to the aft control components.

Location

The rudder feel and centering unit is in the vertical stabilizer on the bottom of the torque tube.

Physical Description

The rudder feel and centering unit has these components:

- Support shaft
- Crank
- Frame
- Spring (2)
- Cam
- Roller
- Roller arm.

The cam attaches to the shaft with bolts. A cam roller attaches to the roller arm which attaches to the support. The two springs connect the roller arm with the support.

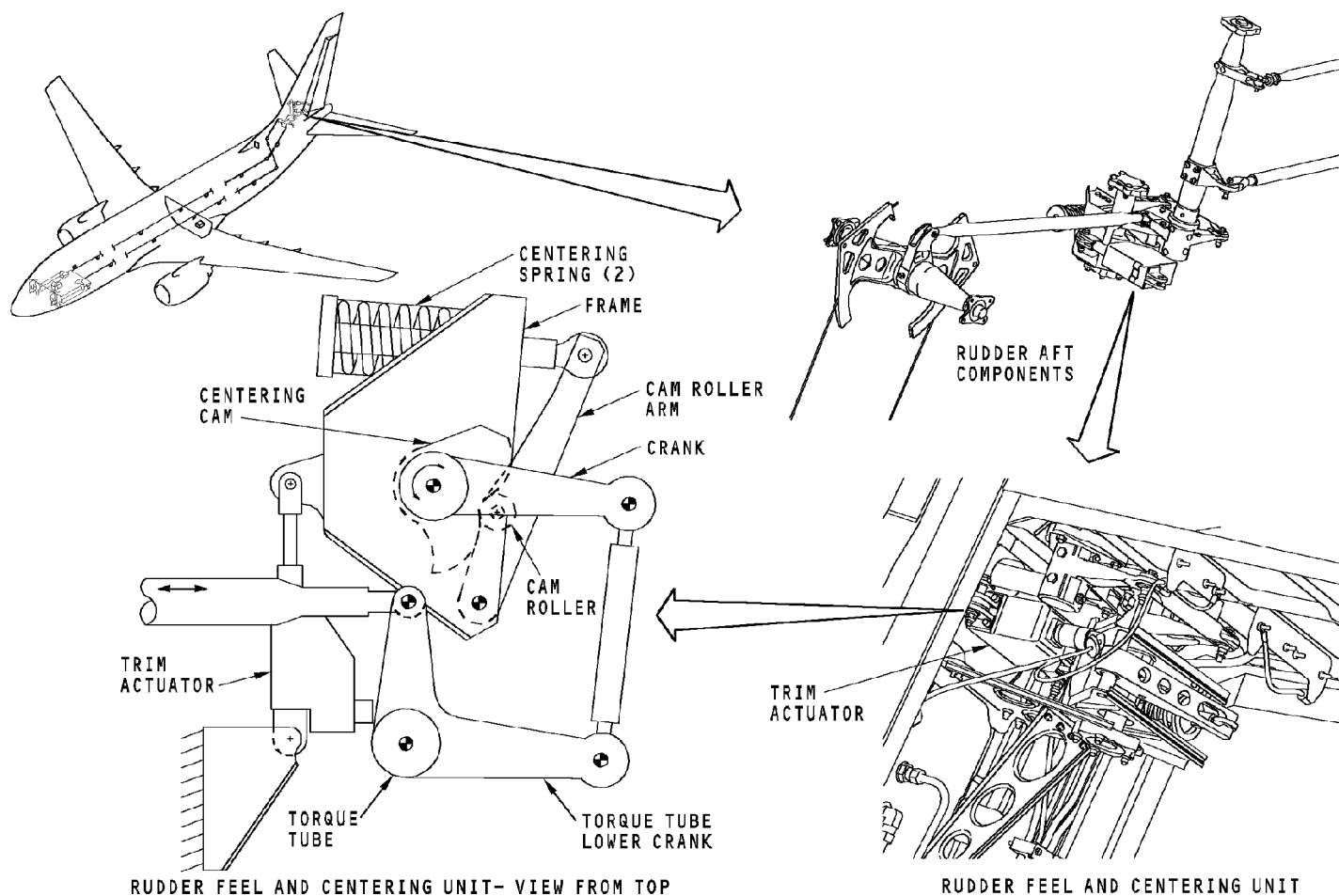
The rudder trim actuator connects to a fixed bracket and the frame. The trim actuator is a 115v ac, 400Hz single phase, reversible motor. The motor has limit switches, mechanical stops at the stroke ends, and a brake to limit overcoast.

Functional Description

The centering springs hold the roller in the center of the cam. When the rudder pedals move, the cam turns with the shaft and moves the roller up on the cam. This compresses the springs and supplies feel force to the pilot.

When the pilots release the rudder pedals, the spring force causes the roller to move to the cam detent. The system is now at the neutral trim position.

During trim operation, the electrical trim actuator piston moves the frame. The springs keep the roller in the center of the cam and thus the shaft and crank will backdrive the torque tube. This gives an input to the rudder PCUs to move the rudder. It also moves the rudder pedals and supplies rudder trim indication on the P8 control stand.



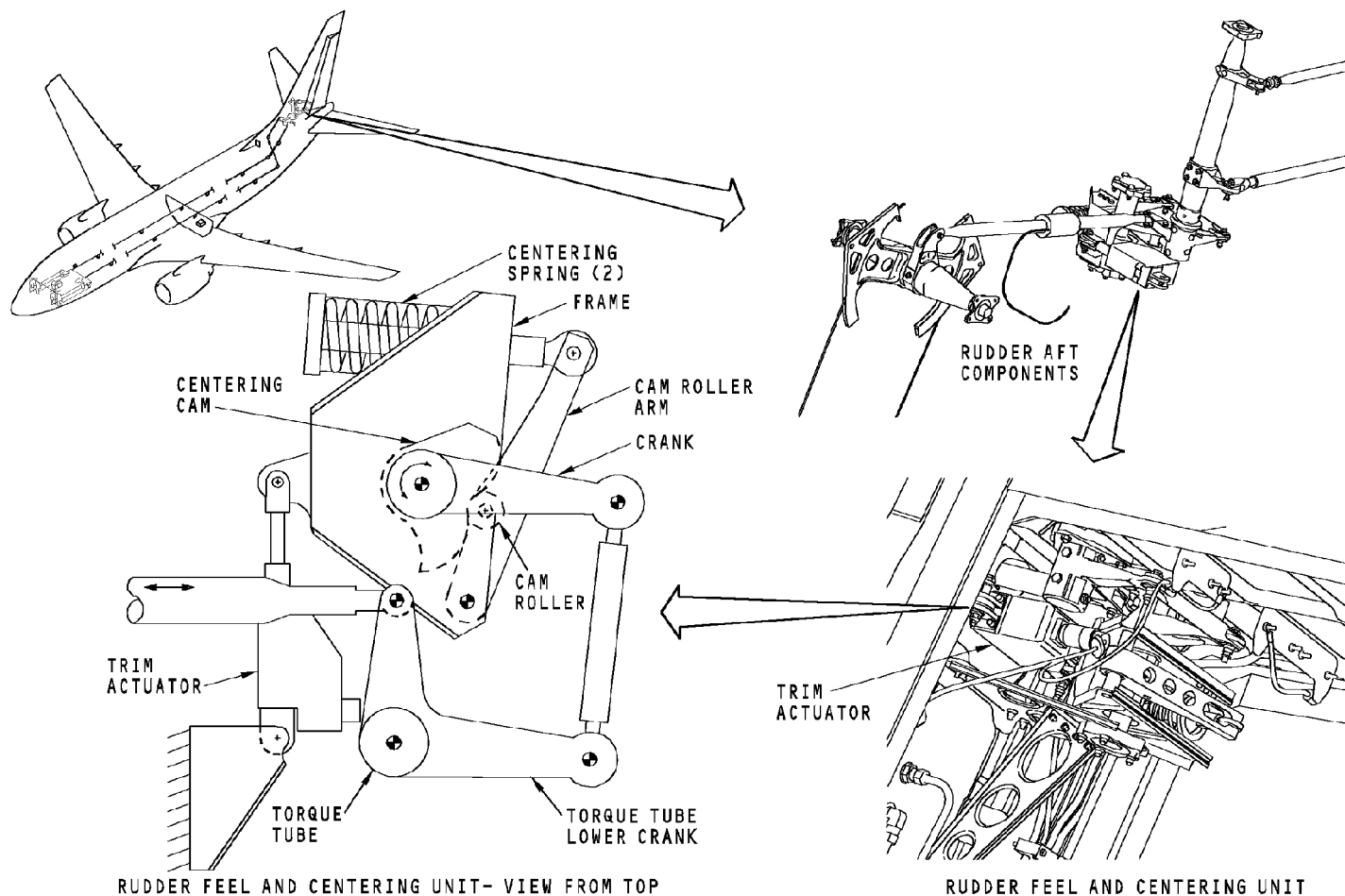
RUDDER AND RUDDER TRIM CONTROL SYSTEM - RUDDER FEEL AND CENTERING UNIT

EFFECTIVITY
HAP 001-007 PRE SB 737-31-1124

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - RUDDER FEEL AND CENTERING UNIT

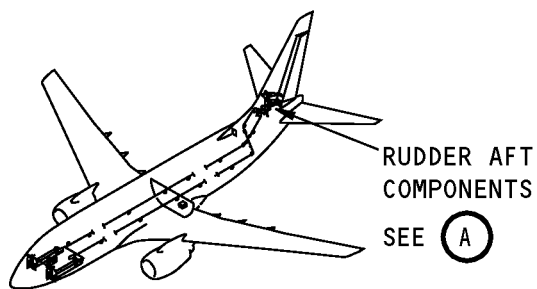
EFFECTIVITY

HAP 001-007 POST SB 737-31-1124 AND PRE SB 737-27-1253; HAP 008-013, 015-026, 028-030 PRE SB 737-27-1253

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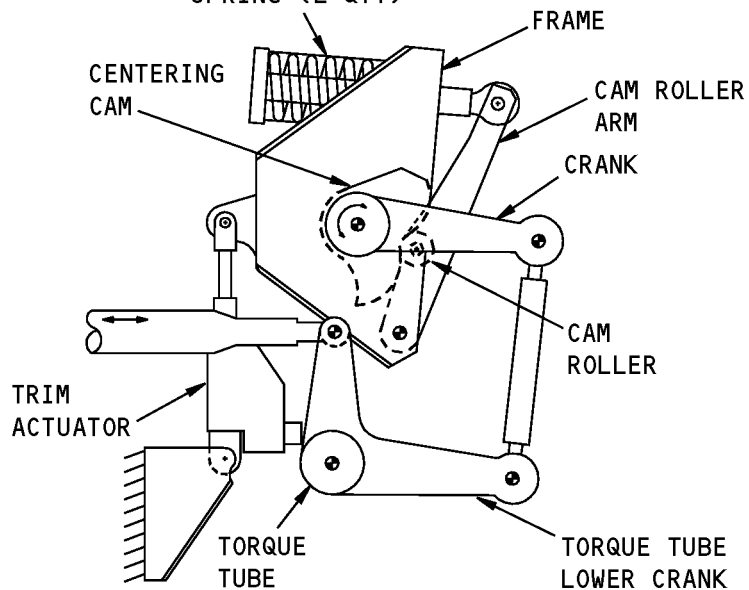
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RUDDER AFT
COMPONENTS

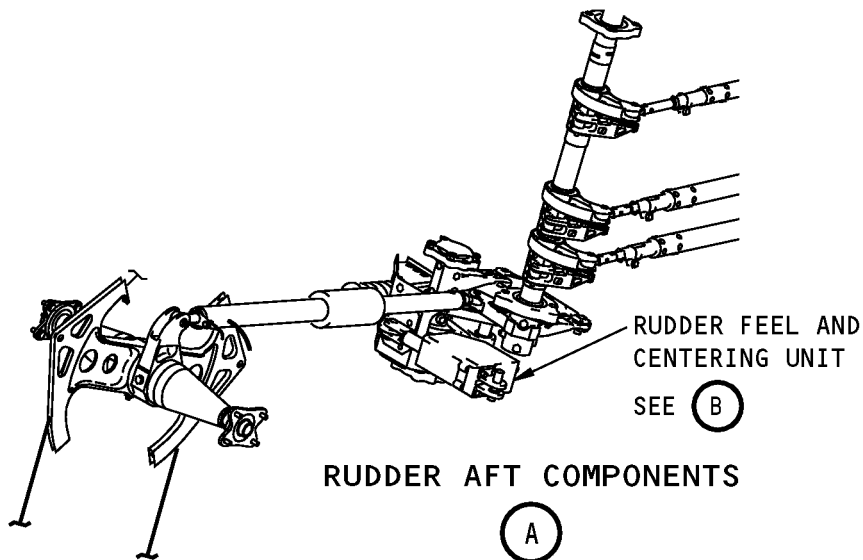
SEE (A)

CENTERING
SPRING (2 QTY)



RUDDER FEEL AND CENTERING UNIT
(VIEW FROM TOP)

(C)

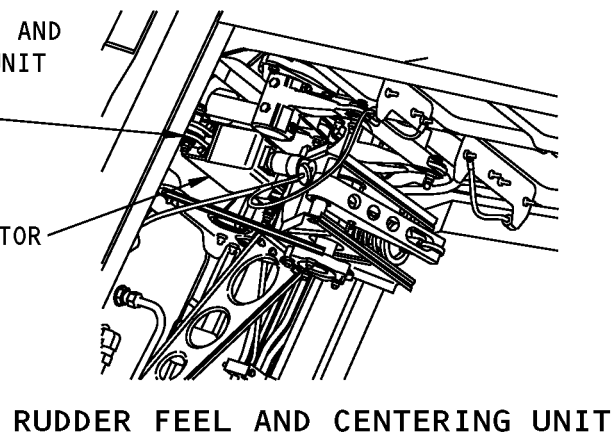


RUDDER AFT COMPONENTS

(A)

RUDDER FEEL AND
CENTERING UNIT
SEE (C)

TRIM
ACTUATOR



RUDDER FEEL AND CENTERING UNIT

(B)

RUDDER AND RUDDER TRIM CONTROL SYSTEM - RUDDER FEEL AND CENTERING UNIT

EFFECTIVITY

HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-27-1253

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - RUDDER TRIM ACTUATOR

Purpose

The rudder trim control operates the electrical trim actuator. The trim actuator changes the neutral position of the rudder and the rudder pedals.

Location

The rudder trim control knob and indicator are on the aileron/rudder trim panel.

The rudder trim actuator is in the vertical stabilizer connected to the rudder feel and centering unit.

Physical Description

The rudder trim control knob operates the two rudder trim switches. They are part of the aileron/rudder trim panel.

Functional Description

The pilot controls the rudder trim with the rudder trim control knob. The switches control the rudder trim actuator.

The rudder trim can operate at all times when electrical power is available. There are two switches internal to the control. One switch connects to supply power, controls rudder trim direction, and sends signals to the flight data acquisition unit (FDAU). The other switch connects to ground.

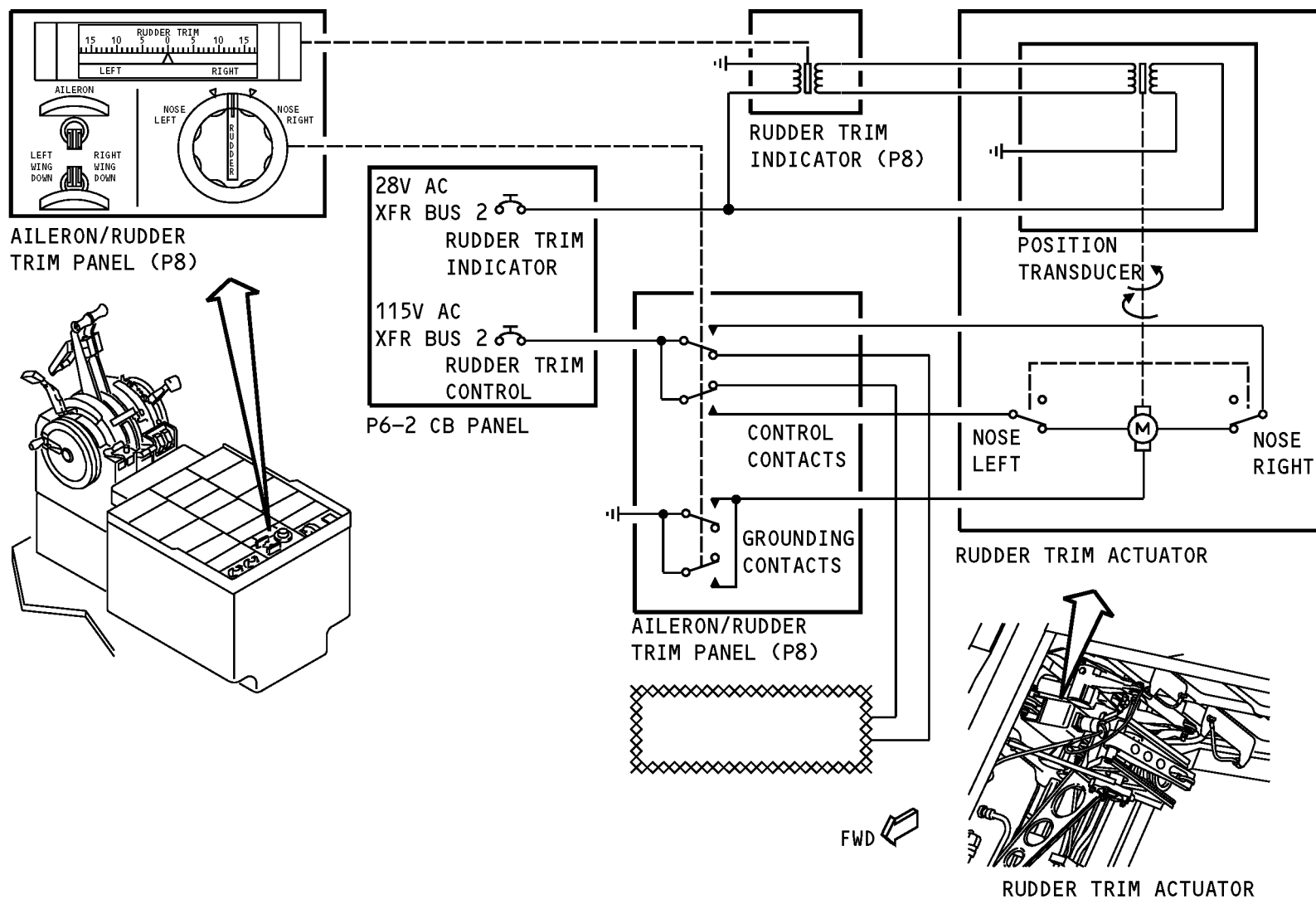
See the flight data recorder system section for more information about the FDAU. (SECTION 31-31)

The rudder trim indicator shows the amount of trim in units. A screw located on the back of the indicator is used for adjustment.

If there is electric failure to the trim indication, an OFF flag shows. When the rudder trim indicator fails the trim function is still available.

Training Information Point

There must be hydraulic pressure to the PCUs for the trim input to move the rudder.



RUDDER AND RUDDER TRIM CONTROL SYSTEM - RUDDER TRIM ACTUATOR

EFFECTIVITY
HAP ALL

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - MAIN RUDDER POWER CONTROL UNIT

Purpose

The main rudder power control unit (PCU) uses hydraulic power to move the rudder.

Location

The main rudder PCU is above the rudder feel and centering unit in the vertical stabilizer. To get access to the PCU, remove the panel on the left side of the vertical fin.

Physical Description

The PCU has these parts:

- Housing connected to structure
- Piston connected to the rudder
- Input and summing cranks
- Yaw damper solenoid valve
- Yaw damper EHSV

HAP 001-013, 015-026, 028-030 PRE SB 737-27-1253

- Load limiter solenoid valve.

HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-27-1253

- Load limiter solenoid valves.

HAP ALL

Functional Description

When the pilot moves the rudder pedals, the rudder input rod moves. This moves the external summing lever and the input crank. This causes the PCU piston to move the rudder. As the PCU piston moves, the summing lever moves the input crank to null out the input. This stops the PCU movement at the commanded position.

The yaw damper solenoid valve sends pressure to the yaw damper EHSV when the yaw damper system is engaged.

The yaw damper EHSV sends pressure to move the yaw damper actuator when the yaw damper system is engaged.

HAP 001-013, 015-026, 028-030 PRE SB 737-27-1253

When energized, the load limiter solenoid valve sends pressure to the load limit relief valve.

HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-27-1253

When energized, the load limiter solenoid valves send hydraulic pilot pressure to the respective load limit relief valves.

RUDDER AND RUDDER TRIM CONTROL SYSTEM - MAIN RUDDER POWER CONTROL UNIT

HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-27-1253 (Continued)

HAP 001-013, 015-026, 028-030 PRE SB 737-27-1253

The force fight monitor (FFM) finds opposite pressure on the A and B sides of the tandem actuator. The FFM output pressure pressurizes the standby PCU.

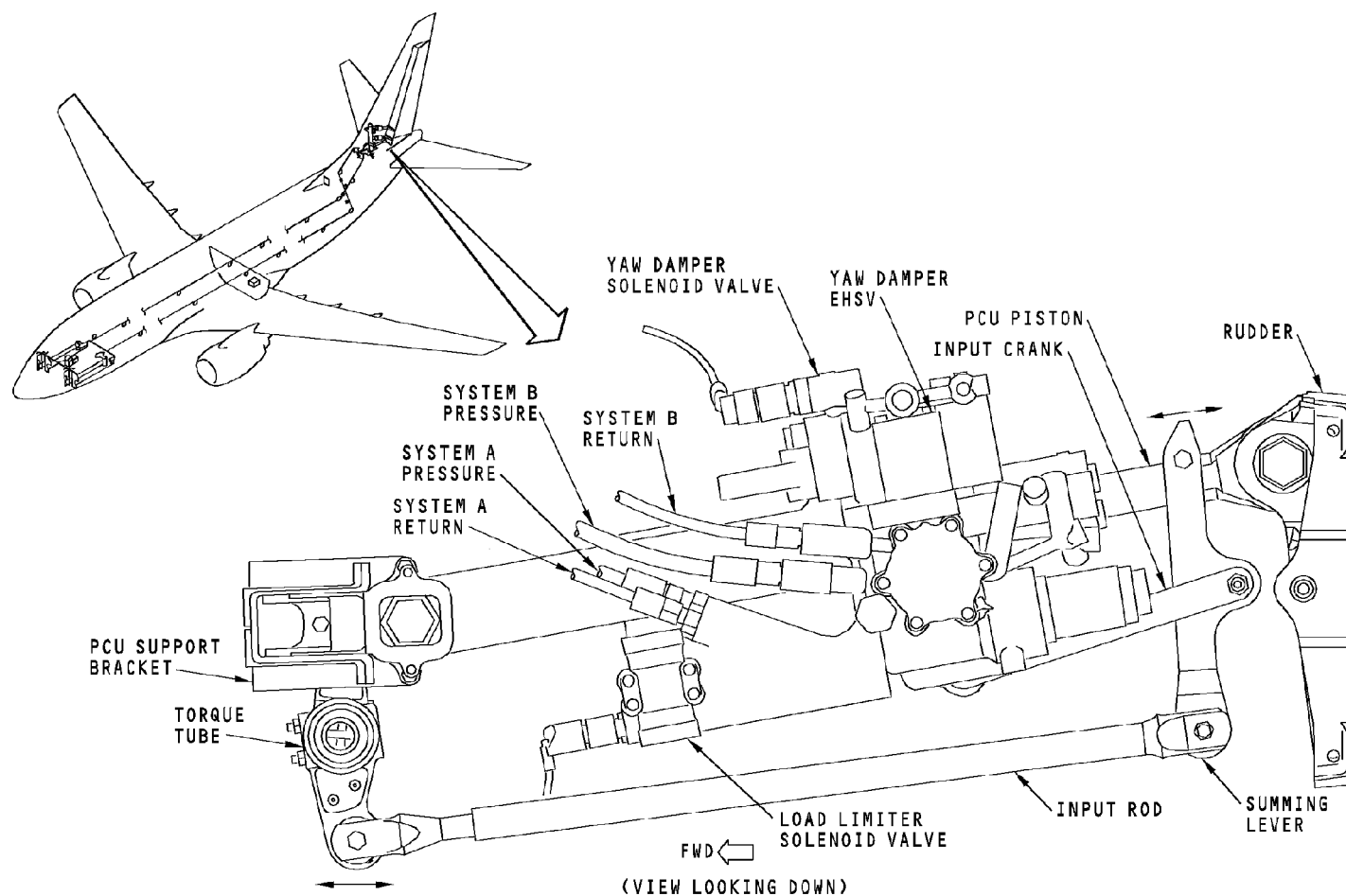
HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-27-1253

The force fight monitor (FFM) finds opposite pressure on the A and B sides of the tandem actuator. The FFM commands pressure to the standby PCU when the FFM sends a force fight signal to the P5-3 panel. See the standby hydraulic operation section of the AMM 29-22 for more information about the standby system. The FFM also commands the STBY RUD ON light (P5-3 panel) ON.

HAP ALL

Maintenance Tip

A combination of different hose lengths and union coupling sizes prevents cross connection of hydraulic hoses.



RUDDER AND RUDDER TRIM CONTROL SYSTEM - MAIN RUDDER POWER CONTROL UNIT

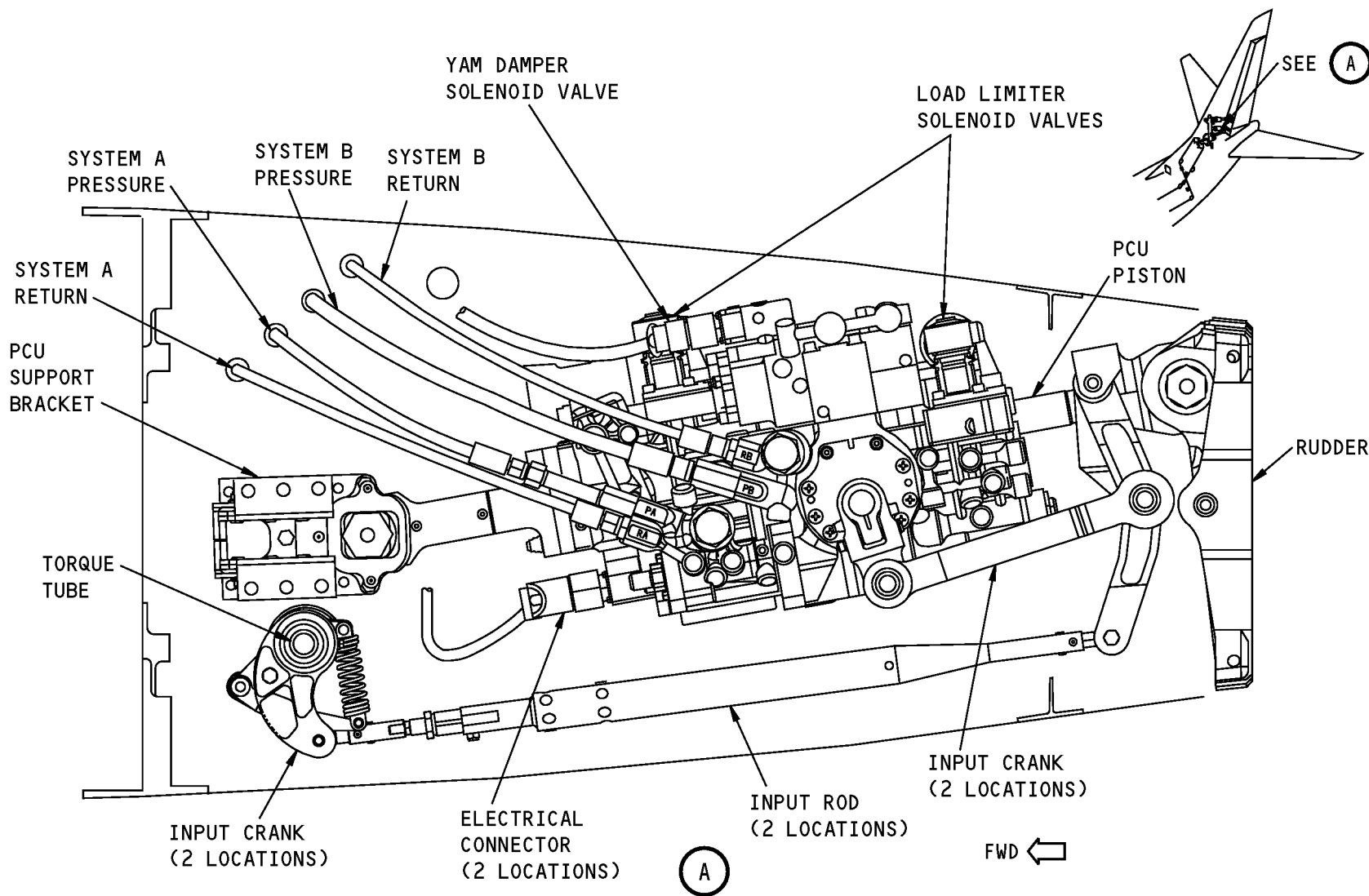
EFFECTIVITY

HAP 001-013, 015-026, 028-030 PRE SB 737-27-1253

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - MAIN RUDDER POWER CONTROL UNIT

EFFECTIVITY

HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-27-1253

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - MAIN RUDDER PCU - FUNCTIONAL DESCRIPTION

Physical Description

The PCU housing contains:

HAP 001-013, 015-026, 028-030 PRE SB 737-27-1253

- Control valve
- Authority limiter solenoid valve.
- Load limit relief valve

HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB 737-27-1253

- Control valve (2)
- Authority limiter solenoid valve (2).

HAP ALL

- Tandem actuator
- Bypass valve (2)
- Inlet Filter (2)
- Yaw damper actuator
- Yaw damper LVDT
- Yaw damper solenoid valve
- Yaw damper EHSV

Functional Description

When each hydraulic system pressure is on, hydraulic pressure moves each bypass valve to the non-bypass position. Pressure from system A and system B goes to the control valve. When the pilot gives an input to the rudder system, the control valve moves and sends pressure to the tandem actuator. This moves the PCU piston and the rudder.

The summing lever resets the control valve when the rudder moves to the selected position.

When hydraulic system A or B pressure is removed, the associated bypass valve moves to the bypass position. This connects both sides of the piston, prevents a hydraulic lock, and lets the hydraulic system with pressure move the actuator.

HAP 001-013, 015-026, 028-030 PRE SB 737-27-1253

The relief valves open when the pilot input backdrives the yaw damper actuator. This prevents a hydraulic lock and possible damage to the internal linkage in the PCU.

HAP ALL

Load Limiter

HAP 001-013, 015-026, 028-030 PRE SB 737-27-1253

The load limiter function limits rudder authority when the airspeed is more than 137 knots. When the load limiter solenoid valve energizes, it sends pressure to the lock pistons in the load limit relief valve. The lock pistons move and release the modulating valve. The modulating valve reduces system A pressure to the actuator to 1450 psi. The rudder output force is now 25% less which reduces rudder for any specific blowdown airspeed.

RUDDER AND RUDDER TRIM CONTROL SYSTEM - MAIN RUDDER PCU - FUNCTIONAL DESCRIPTION

**HAP 001-013, 015-026, 028-030 PRE SB 737-27-1253
(Continued)**

**HAP 031-054, 101-999; HAP 001-013, 015-026, 028-030 POST SB
737-27-1253**

The load limiter function limits rudder authority when the airspeed is more than 137 knots. When the load limiter solenoid valves energize, it sends pressure to the lock pistons in the load limit relief valve. The lock pistons move and release the modulating valve. The modulating valve reduces the working pressure to both the A and B pistons to 2200 psi. The rudder output force is now 25% less which reduces rudder authority at slowdown.

HAP ALL

Yaw Damper

When engaged, the yaw damper system gives input to the main PCU yaw damper solenoid valve. The solenoid valve moves and sends pressure from system B to the electrohydraulic servo valve (EHSV). When the EHSV moves, it sends pressure to move the yaw damper actuator. The yaw damper actuator input mechanically adds to the pilot input. Then the control valve moves and sends pressure to the tandem actuator. This moves the PCU piston and the rudder. Rudder input from the yaw damper does not back drive the rudder pedals. See the yaw damper system section for more information. (SECTION 22-23)

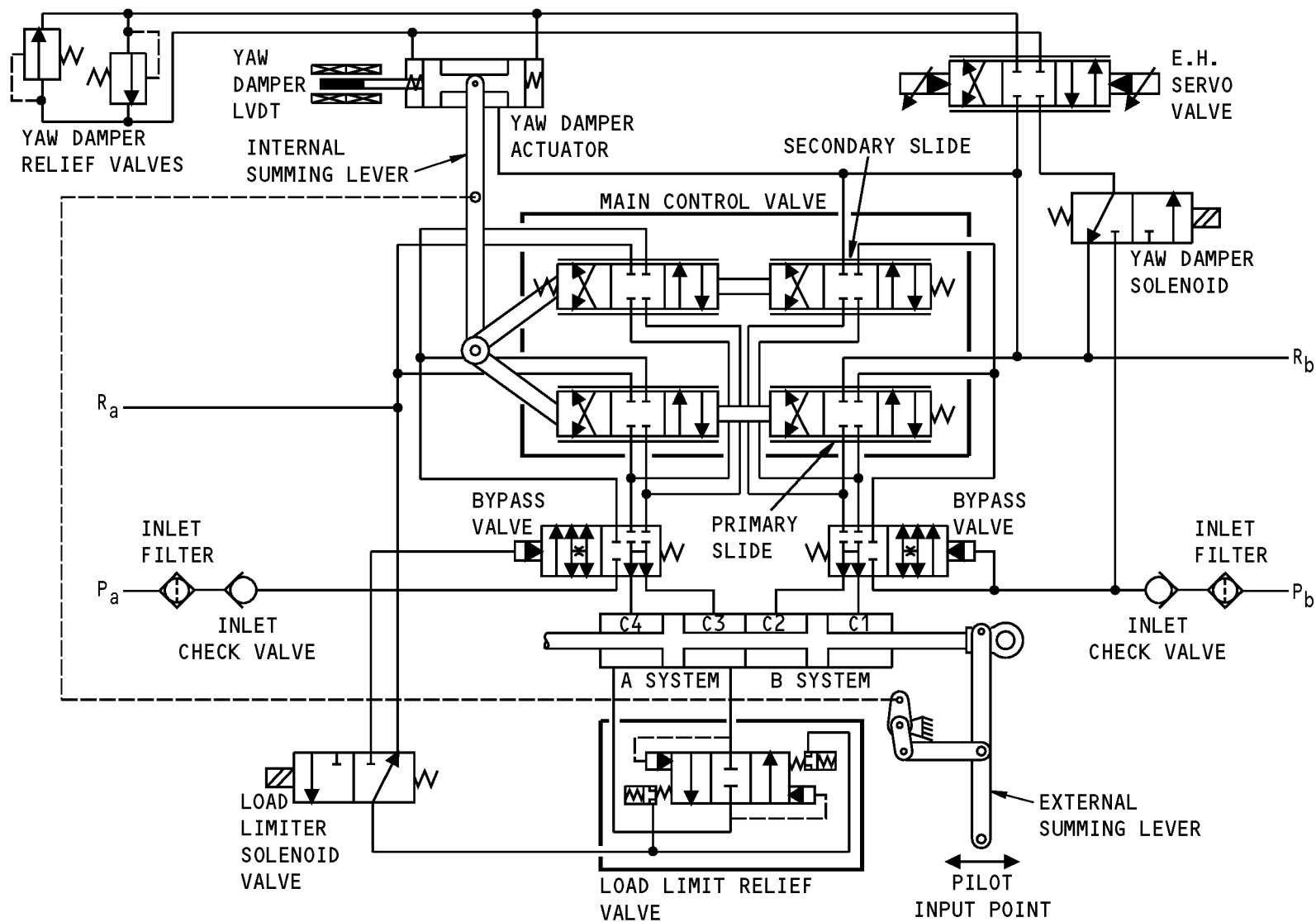
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RUDDER CONTROL SYSTEM - MAIN RUDDER PCU - FUNCTIONAL DESCRIPTION

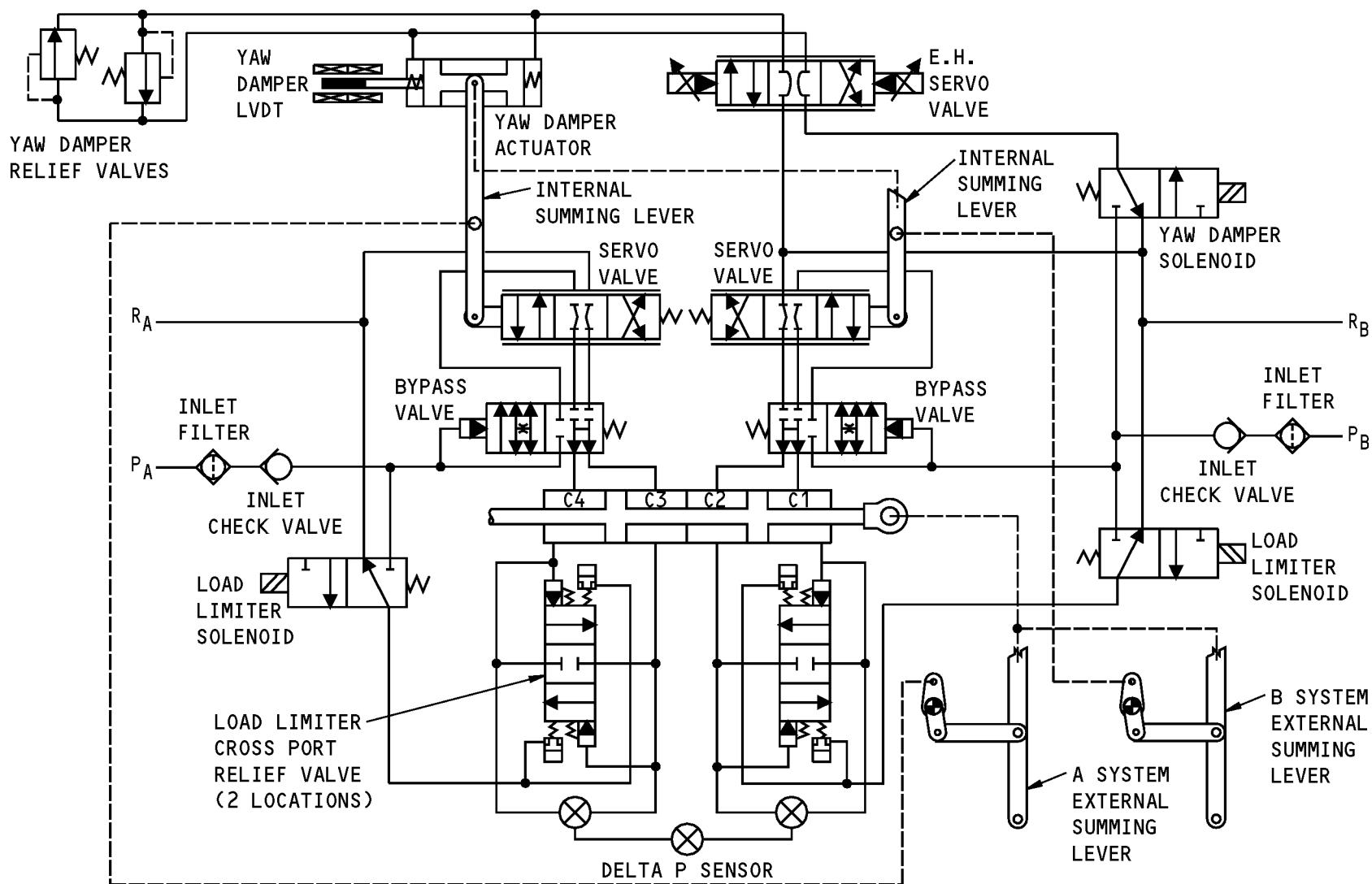
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RUDDER CONTROL SYSTEM - MAIN RUDDER PCU - FUNCTIONAL DESCRIPTION

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - STANDBY RUDDER POWER CONTROL UNIT

Purpose

The standby rudder power control unit (PCU) uses alternate hydraulic power to move the rudder.

Location

The standby rudder PCU is above the main rudder PCU in the vertical stabilizer.

Physical Description

The standby rudder PCU has these parts:

- Housing connected to structure
- Piston connected to the rudder
- Input and summing cranks
- Solenoid valve
- EHSV.

Functional Description

The standby rudder PCU gets alternate hydraulic power from the standby hydraulic pump. The standby hydraulic pump supplies power when system A or system B flight control switch is in the STDBY RUD position. The standby rudder shutoff valve, on the standby hydraulic system module, controls pressure to the standby rudder PCU. See the standby hydraulic system section for more information. (SECTION 29-22)

The standby hydraulic pump automatically supplies pressure to the standby rudder PCU when these conditions are present:

- System A or system B low pressure
- Airplane is in the air or wheel speed greater than 60 knots
- TE flaps are not up.
- Either system A or system B flight control switches are ON.

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When the pilot moves the rudder pedals, the rudder input rod moves. This moves the external summing lever and the input crank. This causes the PCU piston to move the rudder. As the PCU piston moves, the summing lever moves the input crank to null out the input. This stops the PCU movement at the correct position.

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When the pilot moves the rudder pedals, the rudder input rods moves. This moves the external summing lever and the input crank. This causes the PCU piston to move the rudder. As the PCU piston moves, the summing lever moves the input crank to null out the input. This stops the PCU movement at the correct position.

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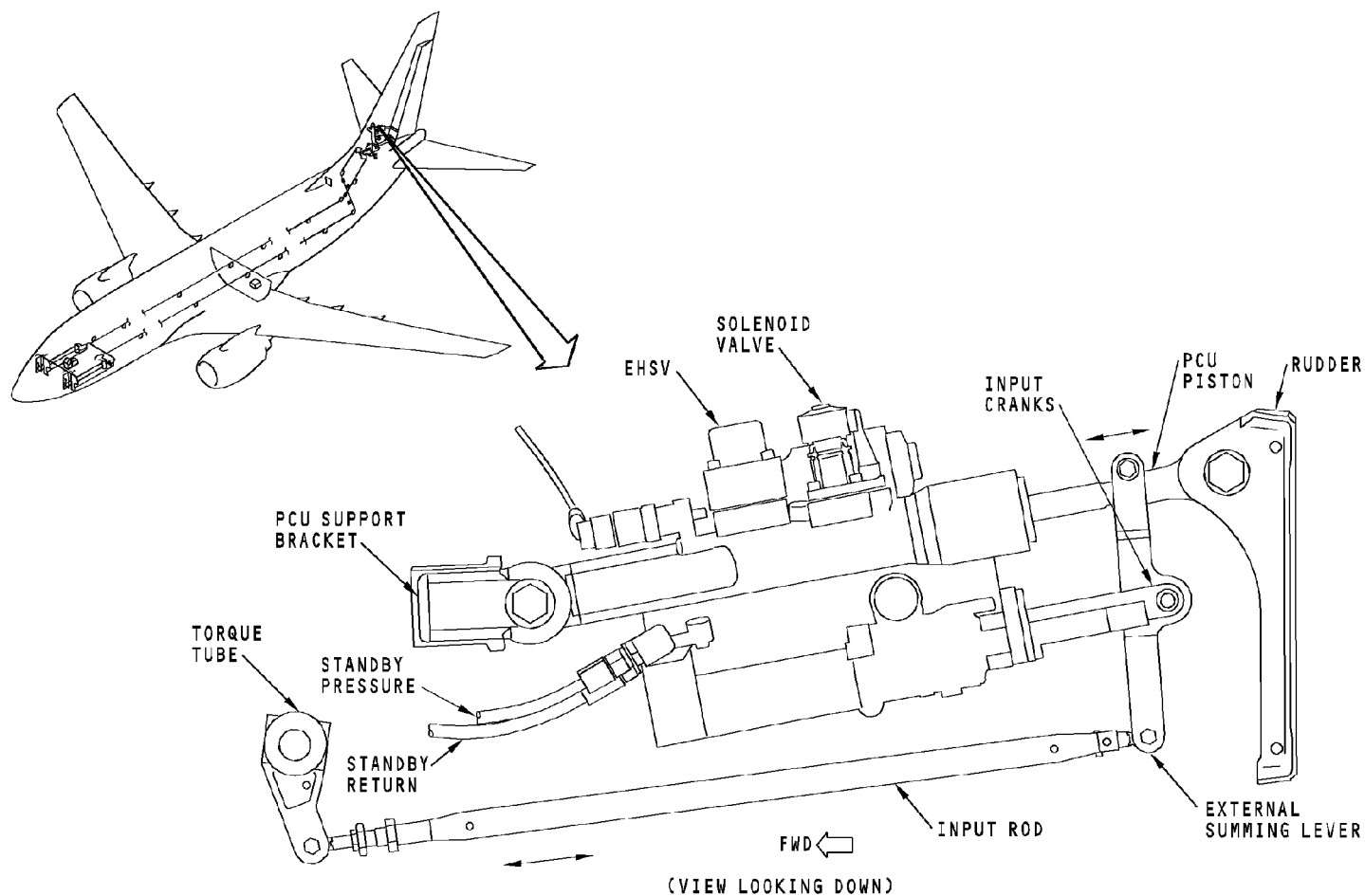
The solenoid valve sends pressure to the EHSV when WTRIS is engaged. The EHSV sends pressure from the solenoid valve to the yaw damper actuator.

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - STANDBY RUDDER POWER CONTROL UNIT

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - STANDBY RUDDER PCU - FUNCTIONAL DESCRIPTION

Physical Description

The PCU contains these components:

- Bypass valve
- Filter
- Control valve, integrated with the yaw damper actuator
- Yaw damper LVDT
- Solenoid valve
- Shuttle valve
- Servo valve.

Functional Description

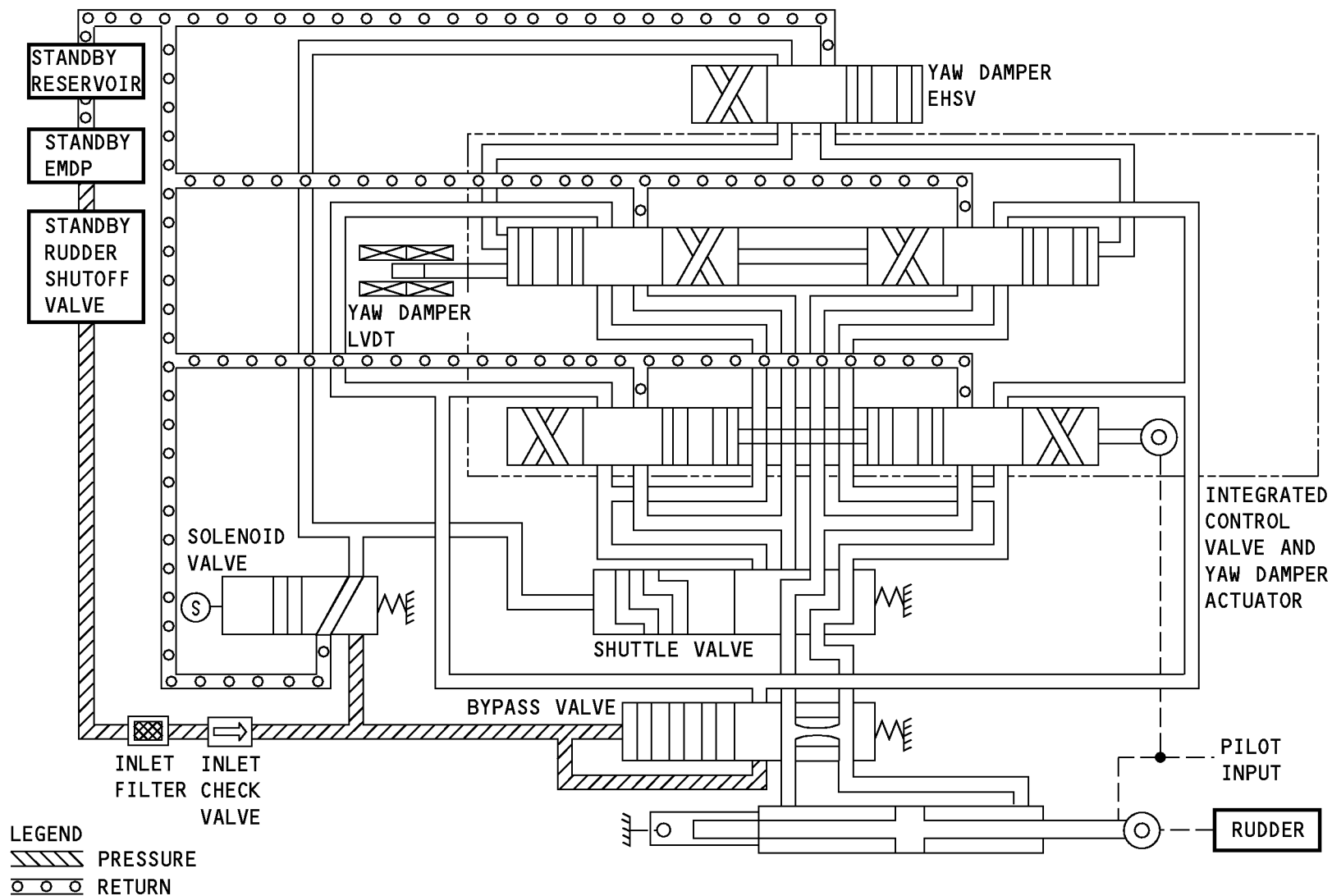
When standby hydraulic pressure is on, it opens the bypass valve and connects the actuator chambers to separate control ports.

When the pilot moves the rudder pedals, the rudder input rod moves. This moves the external summing lever and the input crank. This positions the control valve to apply pressure to one chamber and open the other to return. The standby rudder PCU piston moves the rudder. This also moves the control valve to reset when the rudder moves to the position that the pilot selected.

Wheel-To-Rudder Interconnect System (WTRIS)

The WTRIS system gives input to the standby PCU to help in a manual reversion turn. The WTRIS engages when the flight control switches A and B are in the standby rudder position, and the yaw damper switch is on. When the WTRIS engages, the solenoid valve moves. This sends pressure to the EHSV. When the EHSV moves, it sends pressure to the yaw damper actuator. The yaw damper actuator moves and applies pressure to one chamber and opens the other to return. The standby rudder PCU piston moves and moves the rudder.

See the wheel-to-rudder interconnect section for more information. (SECTION 27-24)



RUDDER AND RUDDER TRIM CONTROL SYSTEM - STANDBY RUDDER PCU - FUNCTIONAL DESCRIPTION

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - RUDDER

Purpose

The rudder controls the flight attitude of the airplane about the vertical axis.

Location

The rudder attaches at the trailing edge of the vertical stabilizer.

Physical Description

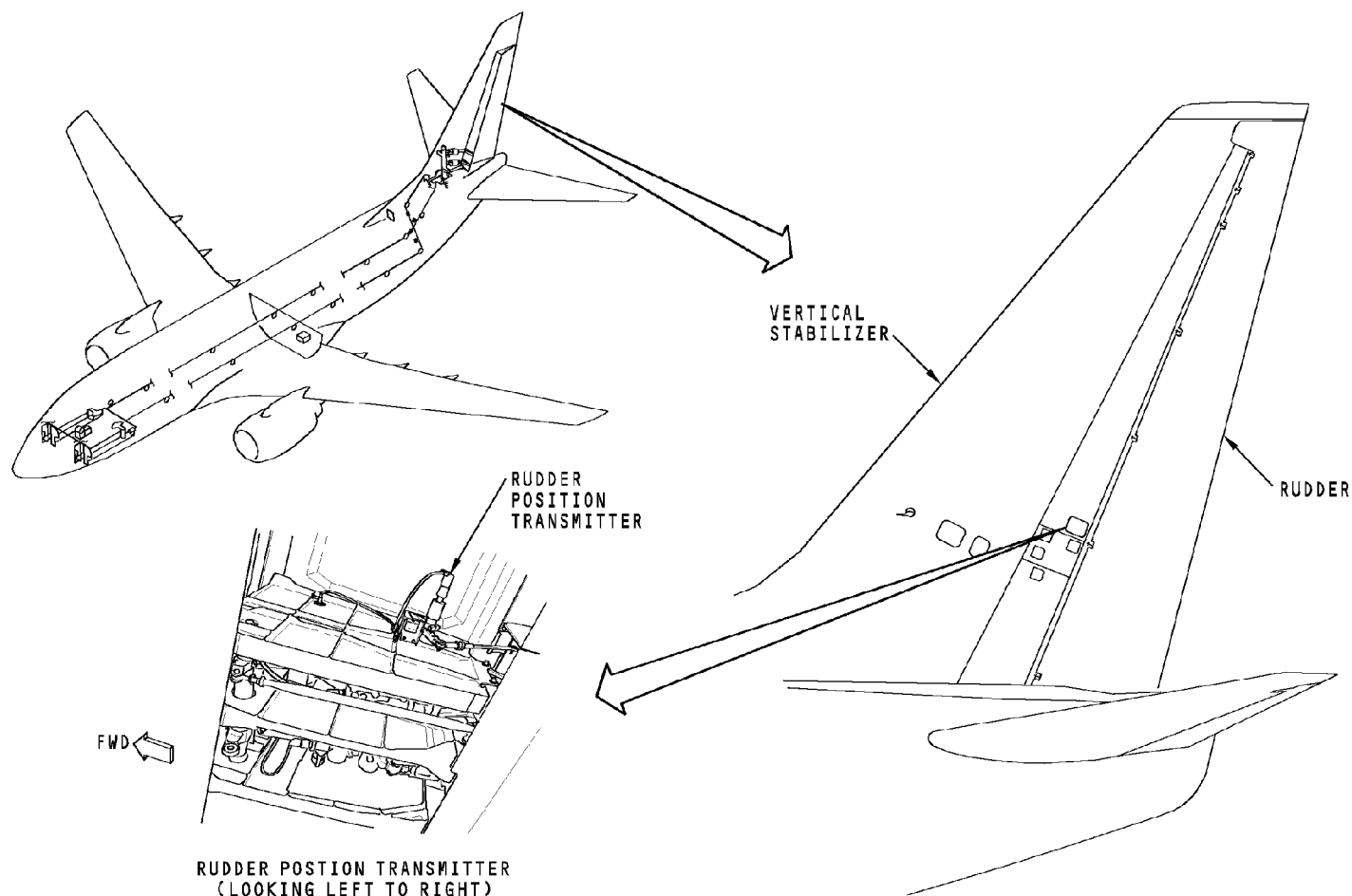
The rudder attaches to the vertical stabilizer with hinges. Two PCUs attach to the rudder and move it.

Functional Description

The rudder has a maximum deflection of 29 degrees left and 29 degrees right. Stops on the forward quadrant limit the input to the rudder PCUs.

When the rudder moves, the rudder position transmitter sends and signal to the flight data acquisition unit (FDAU).

See the flight data recorder system section for more information. (SECTION 31-31)



RUDDER AND RUDDER TRIM CONTROL SYSTEM - RUDDER

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - FUNCTIONAL DESCRIPTION**General**

The rudder control system uses cable input from the rudder pedals.

Physical Description

The yaw control system has these components:

- Rudder pedals and forward quadrant
- RA and RB rudder control cables
- Aft quadrant and trim, feel and centering
- Hydraulic PCUs (2)
- Rudder.

Functional Description - Normal

When the pedals move, they move the rudder forward control quadrants. This moves the RA and RB rudder control cables. The cables move the rudder aft control quadrant and the PCUs. The rudder PCUs pistons move and control the rudder position.

Functional Description - Electric Trim

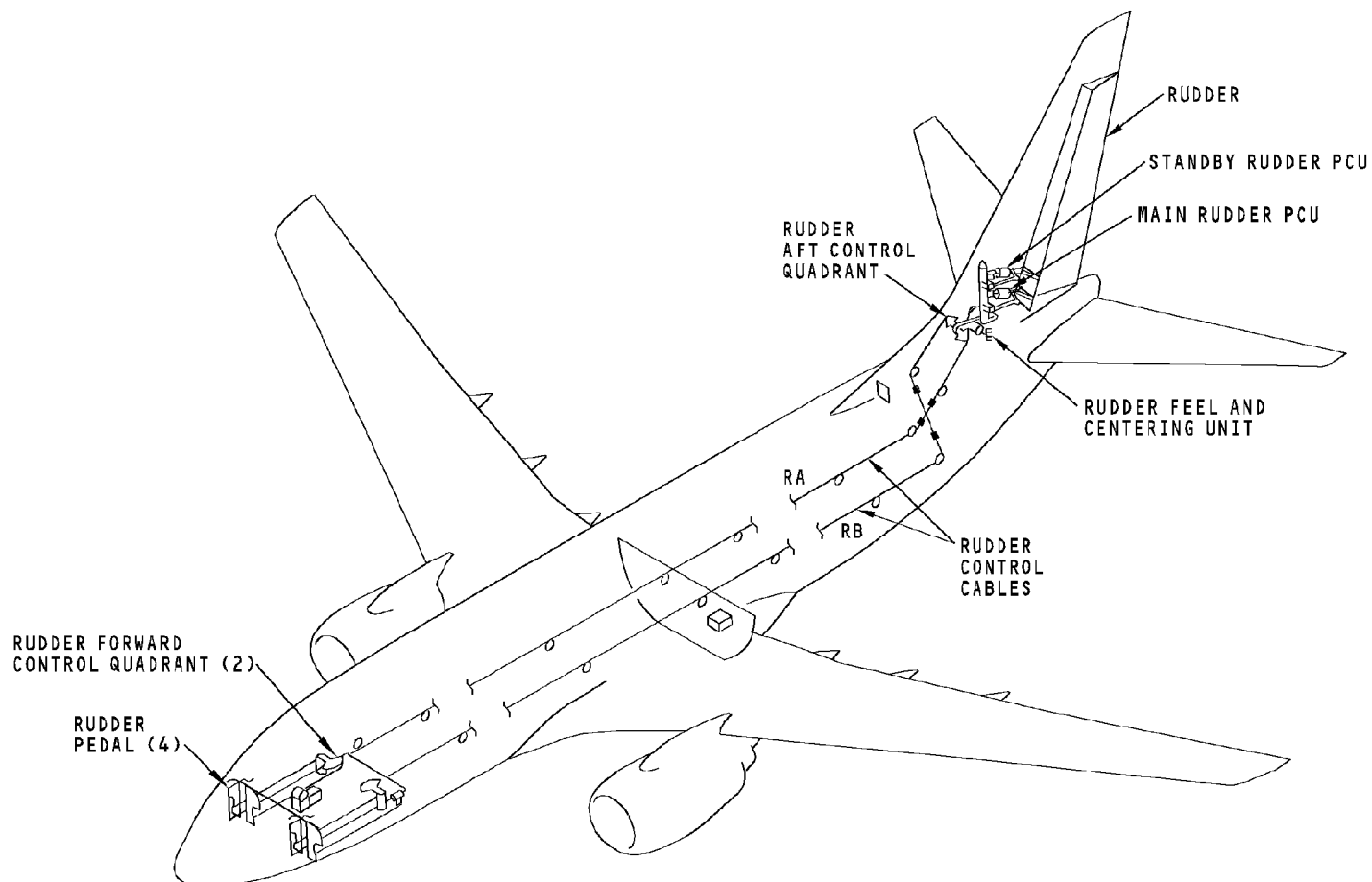
During electric trim, the pilots move the rudder trim knob on the aisle stand, this sends a signal to the rudder trim actuator. The trim actuator moves the rudder feel and centering unit. This moves the rudder PCU and the rudder pedals. The rudder PCUs pistons move and control the rudder position.

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RUDDER AND RUDDER TRIM CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

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WHEEL TO RUDDER INTERCONNECT SYSTEM - INTRODUCTION**Purpose**

The wheel to rudder interconnect system (WTRIS) assists turns during flight control manual reversion operations when both flight control A and B hydraulics are OFF, and the standby system is ON. The WTRIS commands a small amount of rudder movement as a function of the captain control wheel aileron input to help turns.

- N2 - engine high pressure rotor speed
- NN - a number from 01 to 99
- PCU - power control unit
- SMYD - stall management yaw damper
- V - volts
- WTRIS - wheel to rudder interconnect system
- YDS - yaw damper system

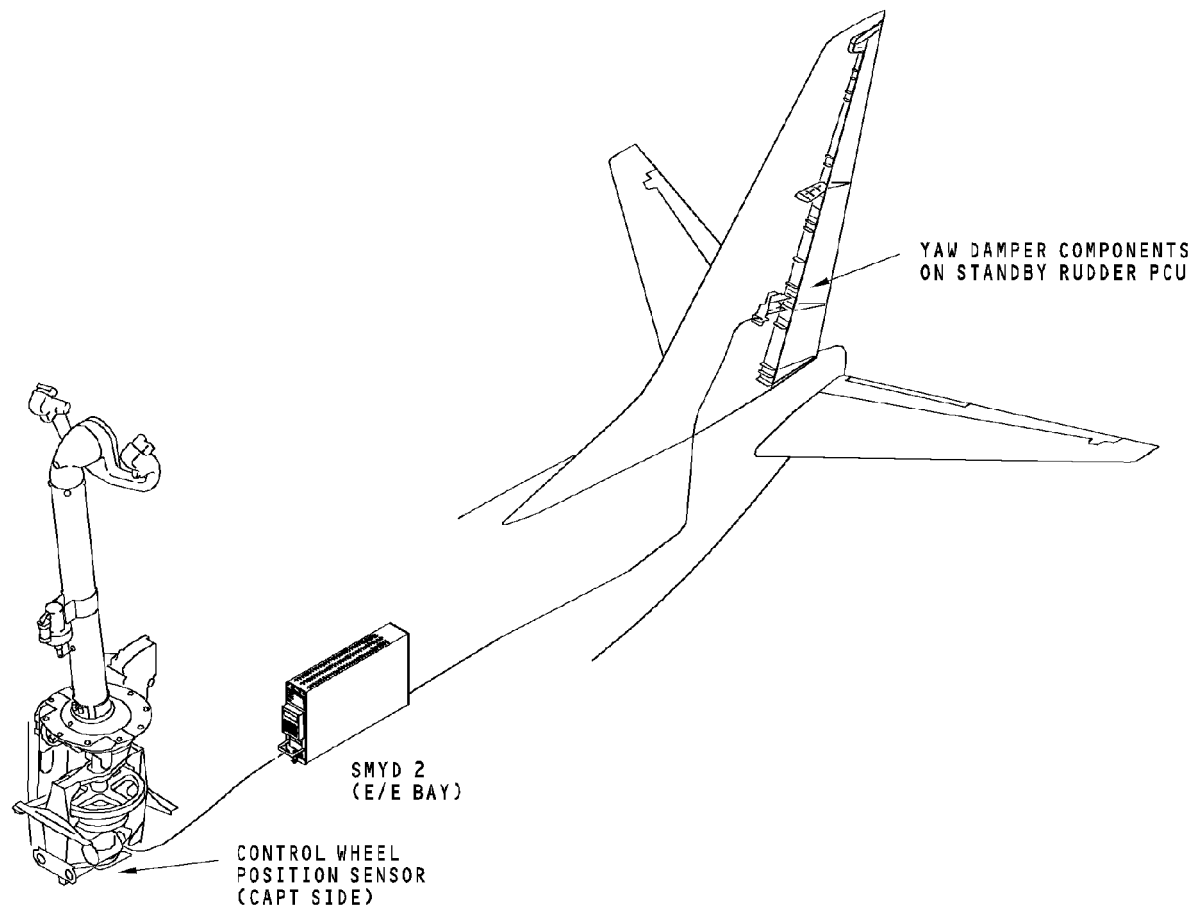
Abbreviations and Acronyms

- AC - alternating current
- ADR - air data reference
- ADIRU - air data inertial reference unit
- AOA - angle of airflow
- ARINC - Aeronautical Radio Incorporated
- ATR - Austin Trumbull Radio
- BITE - built-in test equipment
- CAA - Civil Aviation Authority
- CDS - common display system
- CPU - central processing unit
- DC - direct current
- DEU - display electronic unit
- DFCS - digital flight control system
- EHSV - electrohydraulic servo valve
- FAA - Federal Aviation Administration
- FMC - flight management computer
- IR - inertial reference
- I/O - input/output
- LRU - line replaceable unit
- LVDT - linear variable differential transformer
- MCP - mode control panel (DFCS)
- N1 - engine low pressure rotor (fan) speed

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WHEEL TO RUDDER INTERCONNECT SYSTEM - INTRODUCTION

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WTRIS - GENERAL DESCRIPTION

General

The wheel-to-rudder interconnect system (WTRIS) moves the rudder to help turns during flight control manual reversion when on standby hydraulics. For the WTRIS function, SMYD 2 has interfaces with these components:

- Control wheel position sensor (captain)
- Yaw damper engage switch
- Yaw damper disengage light
- Flight control panel switches
- Standby yaw damper solenoid valve
- Standby EHSV
- Standby LVDT
- FMC
- Trailing edge flaps up limit switches
- Left flap position transmitter.

Stall Management Yaw Damper

SMYD 2 commands rudder movement for WTRIS and standby yaw damping and turn coordination during flight control manual reversion when on standby hydraulics. SMYD 2 receives data from airplane sensors, switches and components, and uses the data to calculate and send commands to the standby rudder PCU to move the rudder.

Control Wheel Position Sensor

The captain control wheel (CW) position sensor senses pilot aileron input and sends an analog signal to the SMYD 2 to calculate a command for left/right rudder movement for WTRIS.

Yaw Damper Engage Switch and Disengage Light

You engage WTRIS and standby yaw damping with the yaw damper switch on the flight control panel. The disengage warning light is above the switch.

Standby Rudder PCU

The standby rudder PCU is a hydraulic actuator that moves the rudder in response to pilot rudder inputs when on standby hydraulic pressure. During standby operation, SMYD 2 sends commands to the yaw damper components on the standby rudder PCU.

ADIRU

The air data inertial reference units (ADIRUs) send data to the SMYDs. The data includes airspeed, attitude, and yaw and roll rates and accelerations.

FMC

The FMC provides airplane gross weight to the SMYDs.

Trailing Edge Flaps Up Limit Switches

The trailing edge flaps up limit switches send data to the SMYD to limit rudder travel when flaps are up.

Left Flap Position Transmitter

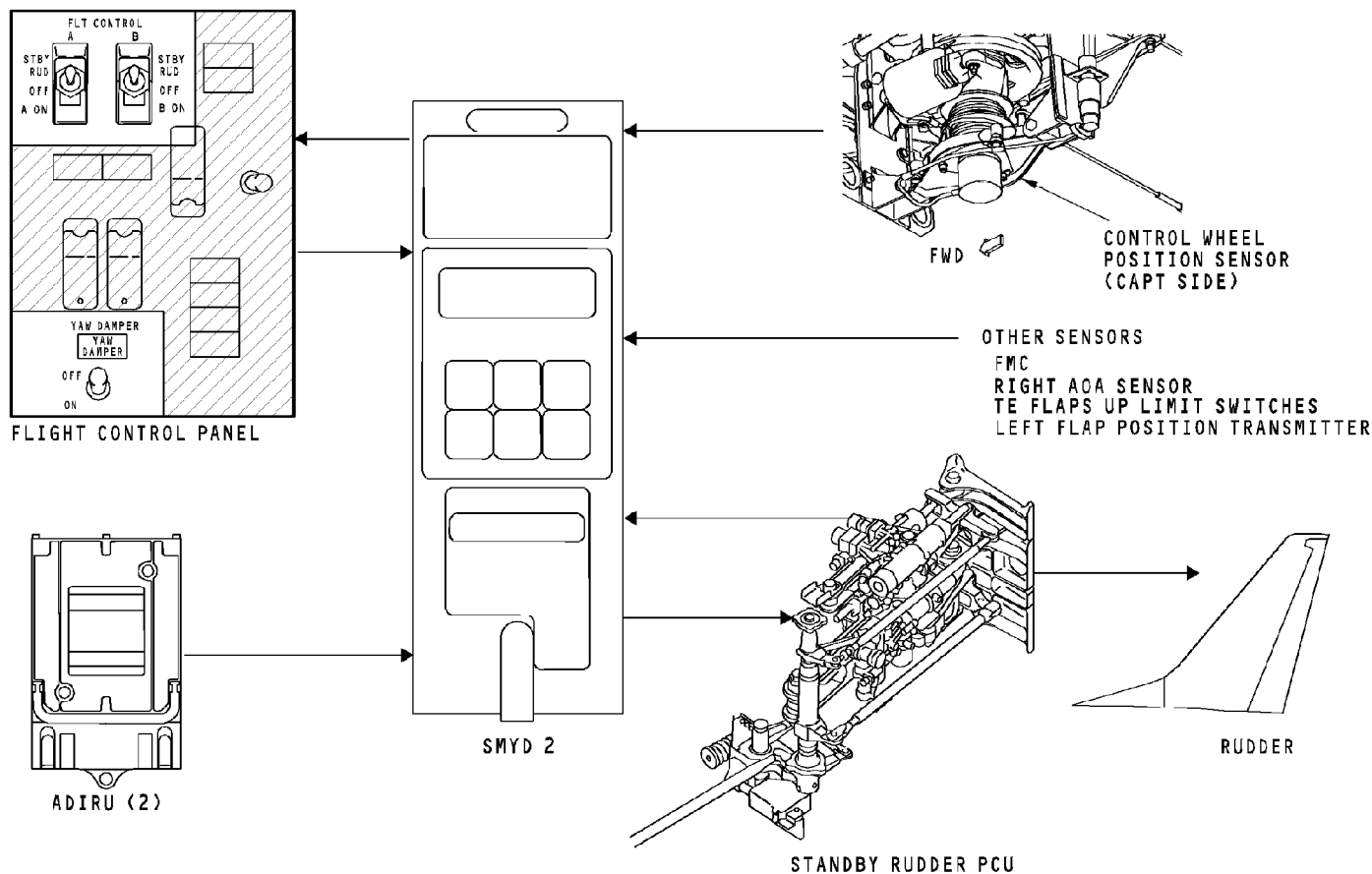
The left flap position transmitter sends data to SMYD 2.

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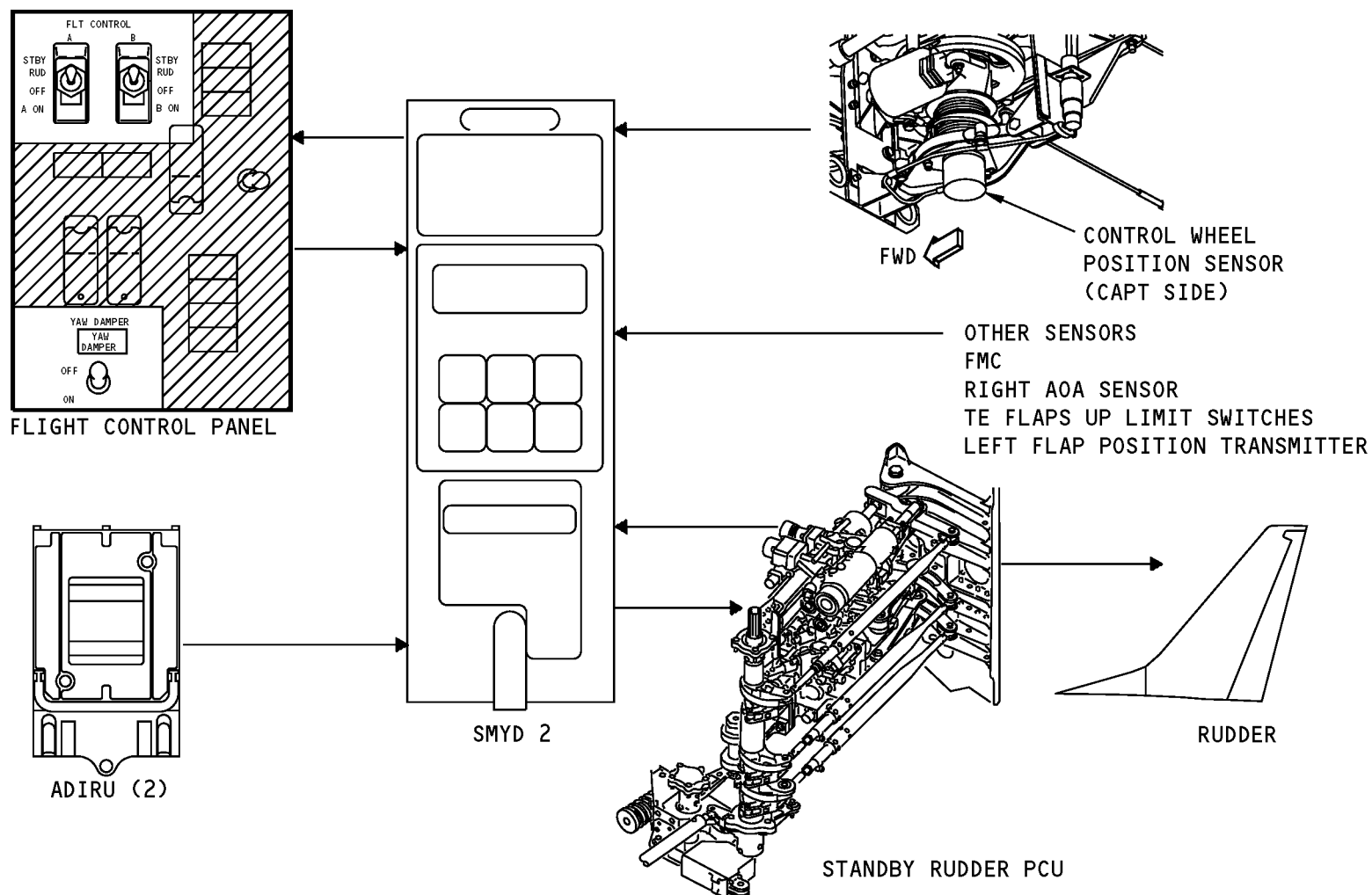
WTRIS - GENERAL DESCRIPTION

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WTRIS - GENERAL DESCRIPTION

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WTRIS - COMPONENT LOCATIONS

Flight Compartment

The yaw damper engage switch and the disengage light are on the flight control panel.

Forward Nose Compartment

The control wheel position sensors are at the bottom of the captain and first officer control columns, below the floor. Only the captain sensor sends data to SMYD 2.

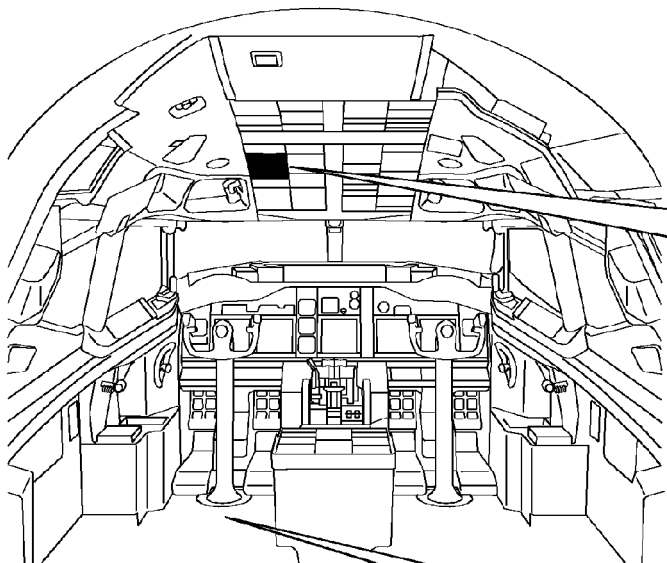
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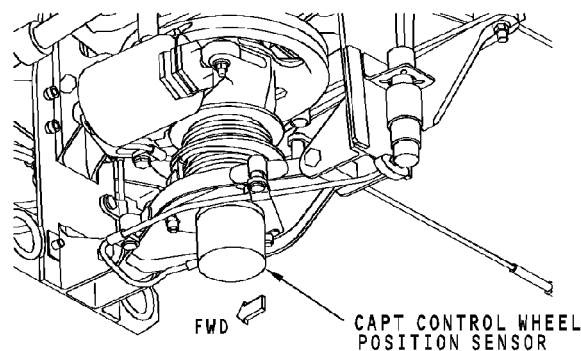
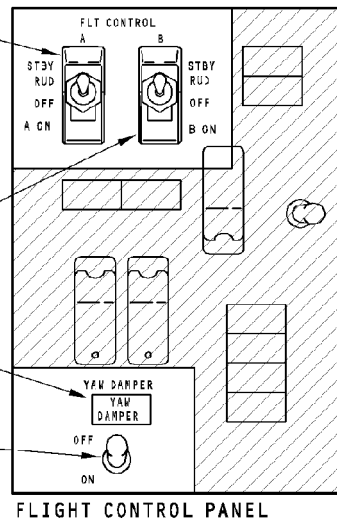


FLIGHT CONTROL
SYSTEM A SWITCH

FLIGHT CONTROL
SYSTEM B SWITCH

YAW DAMPER
DISENGAGE LIGHT

YAW DAMPER
ENGAGE SWITCH



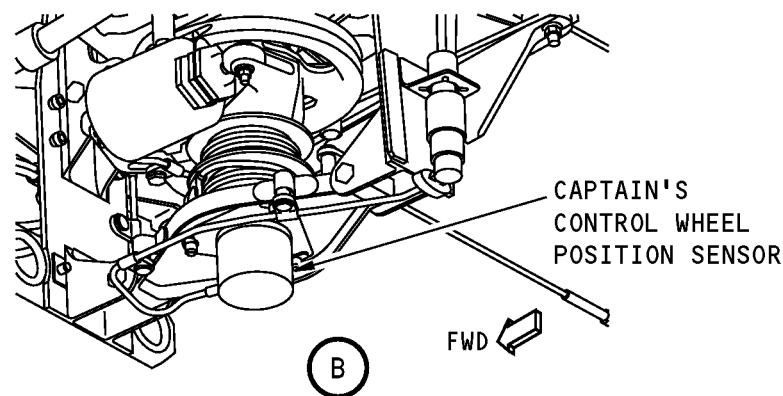
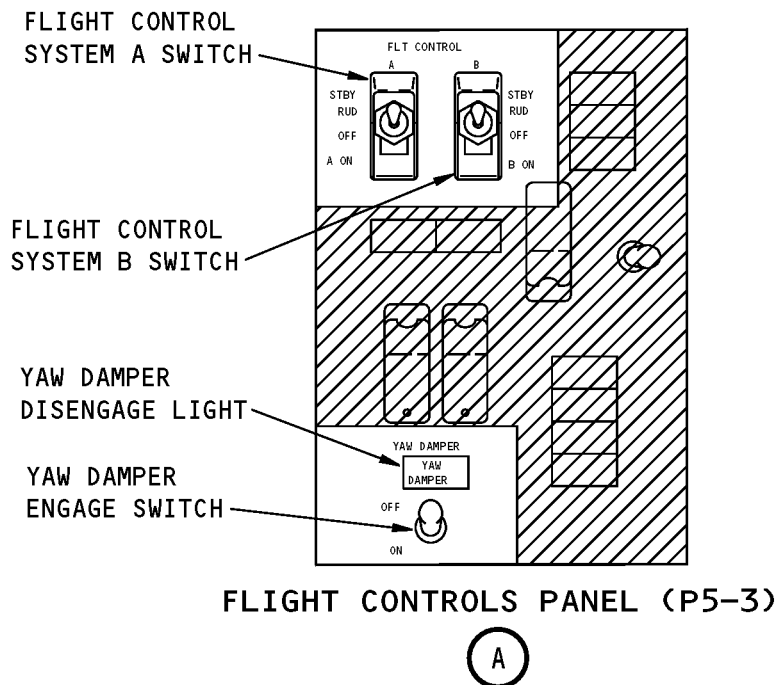
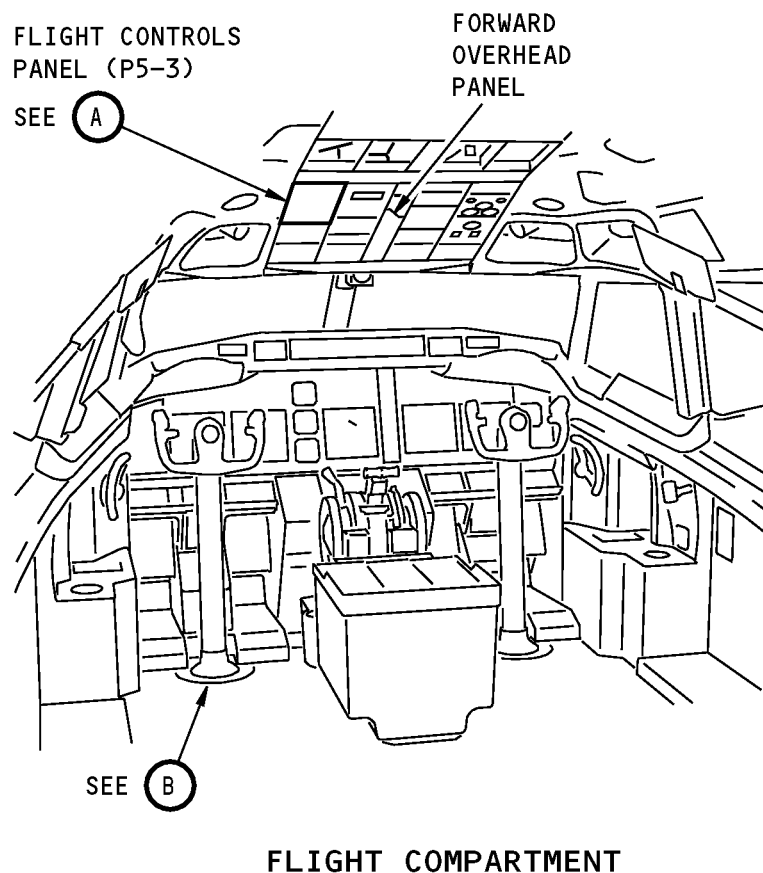
WTRIS - COMPONENT LOCATIONS

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WTRIS - COMPONENT LOCATIONS

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WTRIS - ELECTRONIC EQUIPMENT COMPARTMENT COMPONENT LOCATIONS

Stall Management Yaw Damper

The SMYD 2 is on the E3-2 shelf in the electronic equipment bay.

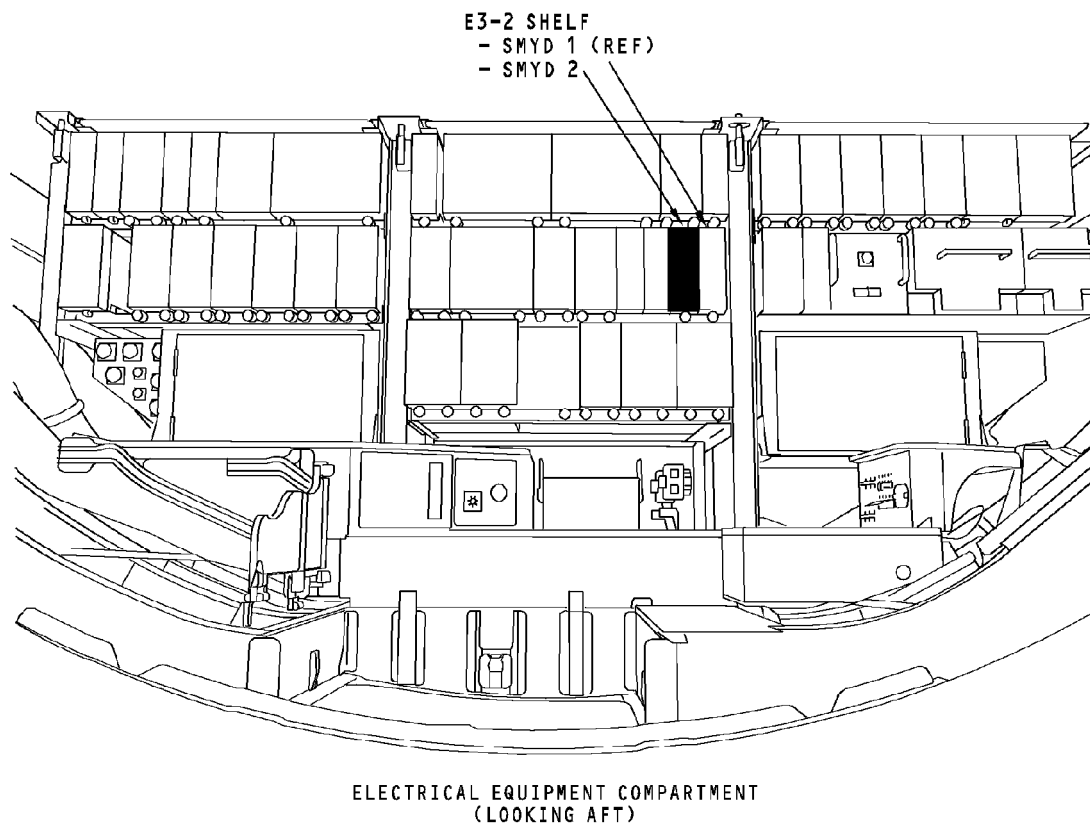
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WTRIS - ELECTRONIC EQUIPMENT COMPARTMENT COMPONENT LOCATIONS

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WTRIS - INTERFACES**Power**

SMYD 2 gets 28v dc from DC bus 1 and 28v ac from transfer bus 1. 28v dc power goes from SMYD 2 to the yaw damper engage switch.

The linear variable differential transformer (LVDT) on the standby rudder PCU gets 28v ac from the same circuit as SMYD 2.

Digital Data

SMYD 2 receives airplane gross weight from the FMC.

SMYD 2 receives these air data from the right ADIRU:

- Airspeed
- Impact pressure.

SMYD 2 receives these inertial data from the left and right ADIRUs:

- Lateral acceleration
- Roll angle
- Roll rate
- Yaw rate.

Analog Signals

SMYD 2 sends commands to the standby rudder PCU to assist turns during flight control manual reversion, and for standby yaw damping/turn coordination. The LVDT on the standby rudder PCU sends rudder position data to SMYD 2 about rudder movement.

The trailing edge flaps up limit switches send flaps up/not up data to SMYD 2 to limit rudder movement when the flaps are up.

The left flap position transmitter sends flap position data to SMYD 2 to use in stall warning, WTRIS and yaw damping command calculation.

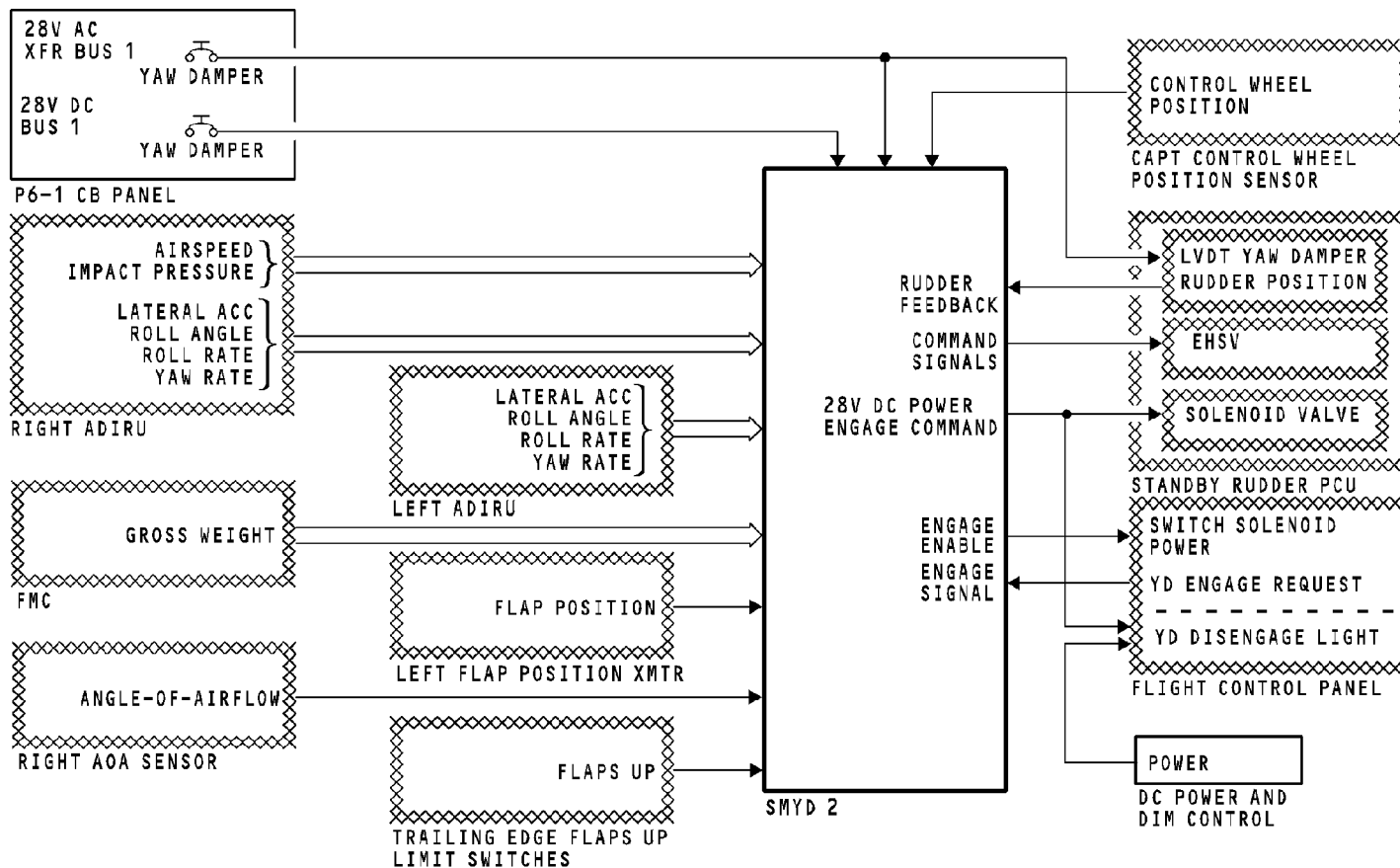
The right AOA sensor sends angle-of-airflow information to SMYD 2 to use in stall warning, WTRIS and yaw damping command calculation.

Power goes from the DC power and dim control to the yaw damper disengage light.

The captain control wheel (CW) position sensor sends control wheel aileron input information to SMYD 2 for the WTRIS function.

WTRIS - INTERFACES

During standby hydraulic operations, when you turn ON the yaw damper engage switch, an engage signal goes through SMYD 2 to the yaw damper solenoid valve on the standby rudder PCU to engage the yaw damper. SMYD 2 commands rudder movement using the standby EHSV. The flight control panel switches for system A and B must be in the OFF or STBY RUD position to enable SMYD 2 for WTRIS and standby yaw damping.



NOTE: THIS DIAGRAM ONLY SHOWS SMYD INTERFACES FOR WTRIS AND STANDBY YAW DAMPING

WTRIS - INTERFACES

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WTRIS - STALL MANAGEMENT YAW DAMPER

Purpose

SMYD 2 calculates and sends commands to the yaw damper components on the standby rudder PCU to move the rudder for WTRIS and standby yaw damping/turn coordination. SMYD 2 uses control wheel (aileron) position data to command small amounts of rudder movement to help turns during flight control manual reversion, when on standby hydraulics. SMYD 2 uses inertial data from the ADIRU to detect unwanted yaw motion due to dutch roll or turbulence.

SMYD 2 also does stall management functions.

Physical Description

The SMYD weighs approximately 10 lbs. It uses 10 watts of power. A standard Boeing BITE module is on the front of the LRU and interfaces with the SMYD to monitor operation and record faults. The BITE module has these features on the front of the unit:

- Bite instructions on the label
- Display
- Keypad.

Bite Instructions

Bite instructions on the BITE module tell how to test the unit and move through the BITE software.

Display

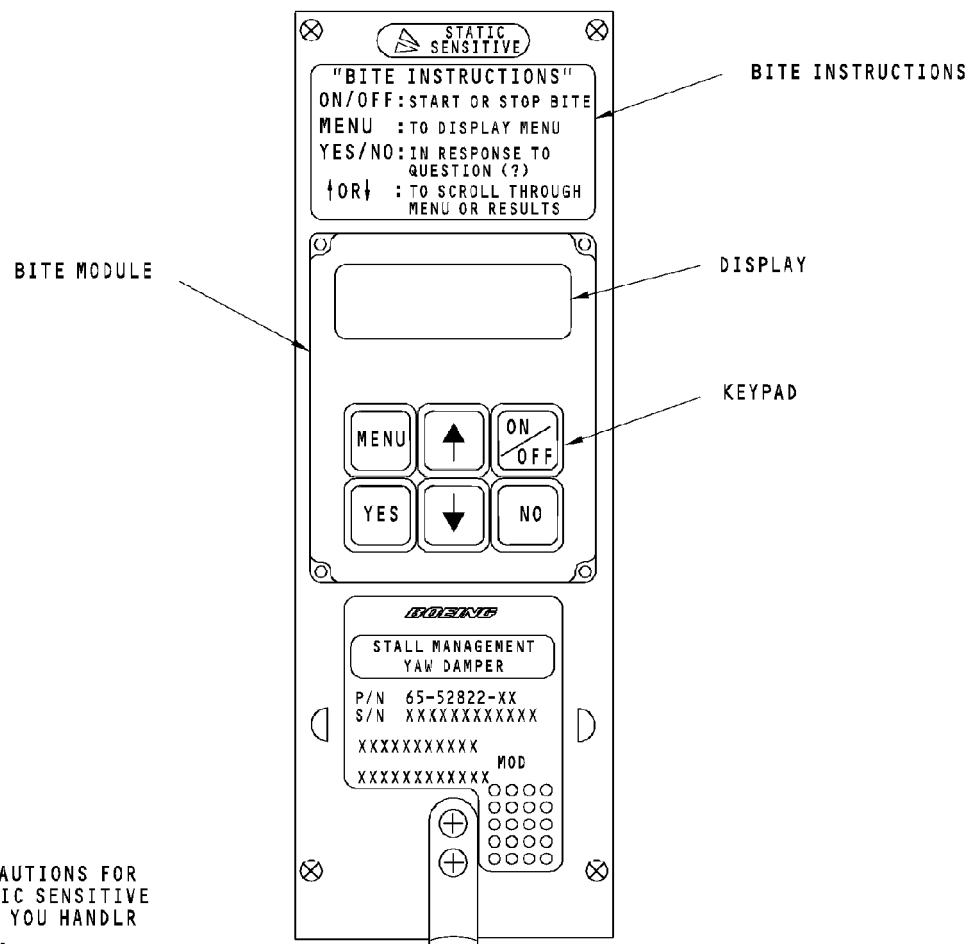
The SMYD BITE module has a two-line amber display. Each line has eight alphanumeric characters. The display shows messages about the type of fault, maintenance message number, and fault details when you do BITE. The SMYD 2 BITE interfaces with and provides fault data for stall management functions and for standby yaw damping and WTRIS.

Keypad

You use the keys on the BITE module to operate the SMYD BITE. The keypad has these keys:

- ON/OFF
- MENU
- YES
- NO
- Up arrow (previous)
- Down arrow (next).

See the SMYD section for more information about BITE operation. (SECTION 27-32)



NOTE:
OBSERVE PRECAUTIONS FOR
ELECTRO-STATIC SENSITIVE
DEVICES WHEN YOU HANDLR
THE SMYD LRU.

WTRIS - STALL MANAGEMENT YAW DAMPER

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WTRIS - SMYD 2 - FUNCTIONAL DESCRIPTION

General

SMYD 2 uses analog and digital data inputs to calculate rudder commands for WTRIS and standby yaw damping/turn coordination.

Engage Interlock

SMYD 2 supplies 28v dc to the yaw damper solenoid valve on the standby rudder PCU. When this solenoid valve is energized it supplies hydraulic fluid to the EHSV to operate the yaw damper actuator on the standby rudder PCU to move the rudder for WTRIS and standby yaw damping.

WTRIS

The WTRIS function of SMYD 2 uses control wheel aileron inputs from the captain control wheel position sensor to command small amounts of rudder movement. This helps turn the airplane during flight control manual reversion when operating on standby hydraulics.

The SMYD central processing unit (CPU) operates the control law software. For SMYD 2, the software calculations are based on inputs from these components:

- Captain control wheel position sensor
- ADIRUs (inertial and air data)
- Right AOA sensor
- FMC
- Standby rudder PCU LVDT

- Trailing edge flap up limit switches.

SMYD 2 receives inertial data from the ADIRU to calculate commands for standby yaw damping and turn coordination. These commands go to the yaw damper EHSV on the standby rudder PCU to move the rudder.

The EHSV applies hydraulic pressure to the yaw damper actuator and the actuator makes a mechanical summing input to the rudder PCU to move the rudder to assist turns and to reduce unwanted yaw. The standby LVDT sends yaw damper actuator position data about rudder movement to SMYD 2.

WTRIS only operates at Mach < 0.4. The gain schedule changes from 1 (full gain) at Mach < 0.3 to zero gain at Mach > 0.4.

For WTRIS and standby yaw damping, these are the limits for rudder commands:

- 2 degrees with flaps up
- 2.5 degrees with flaps not up.

BITE

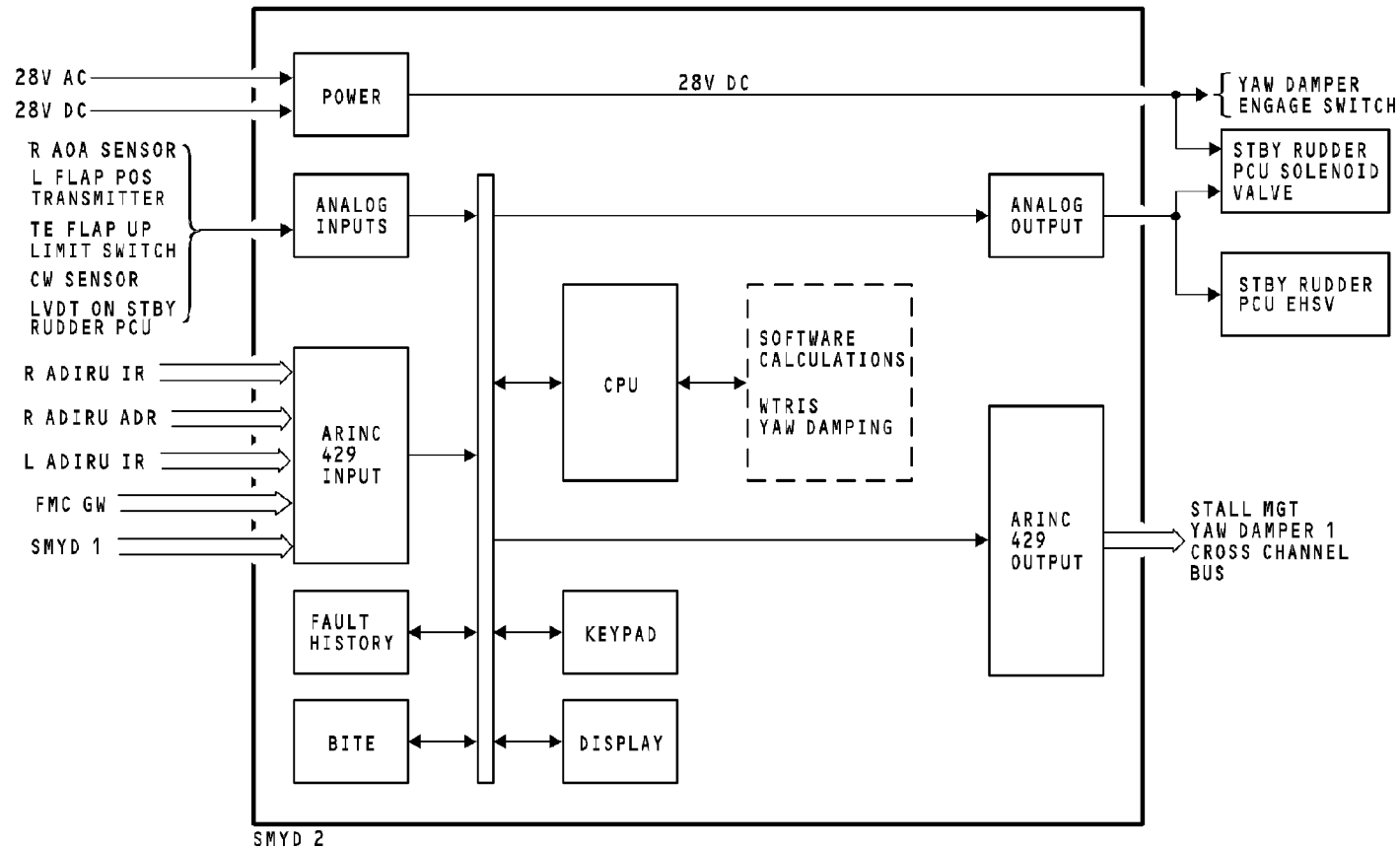
The SMYD has BITE test and continuous BITE. It stores failures in fault history. The keypad is for operator interface. The display shows test results and prompts for input.

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NOTE: ONLY INTERFACES FOR WTRIS AND STBY YAW DAMPING ARE SHOWN ON THIS DIAGRAM.

WTRIS - SMYD 2 - FUNCTIONAL DESCRIPTION

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WTRIS - OPERATIONS

General

The yaw damper engage switch on the flight control panel is used to turn ON the WTRIS and standby yaw damper. The yaw damper disengage warning light is above the engage switch.

Engage Switch and Warning Light

To turn on the WTRIS and standby yaw damper, do these steps on the flight control panel:

- Place both FLT CONT A and B switches to OFF
- Place at least one of these switches to STBY RUD
- Engage the yaw damper switch to ON.

The flight control A and B switches to OFF sends a signal to enable SMYD 2 for WTRIS and standby yaw damping. One or both of these switches to the STBY RUD position provides standby hydraulic pressure to the standby rudder PCU to move the rudder.

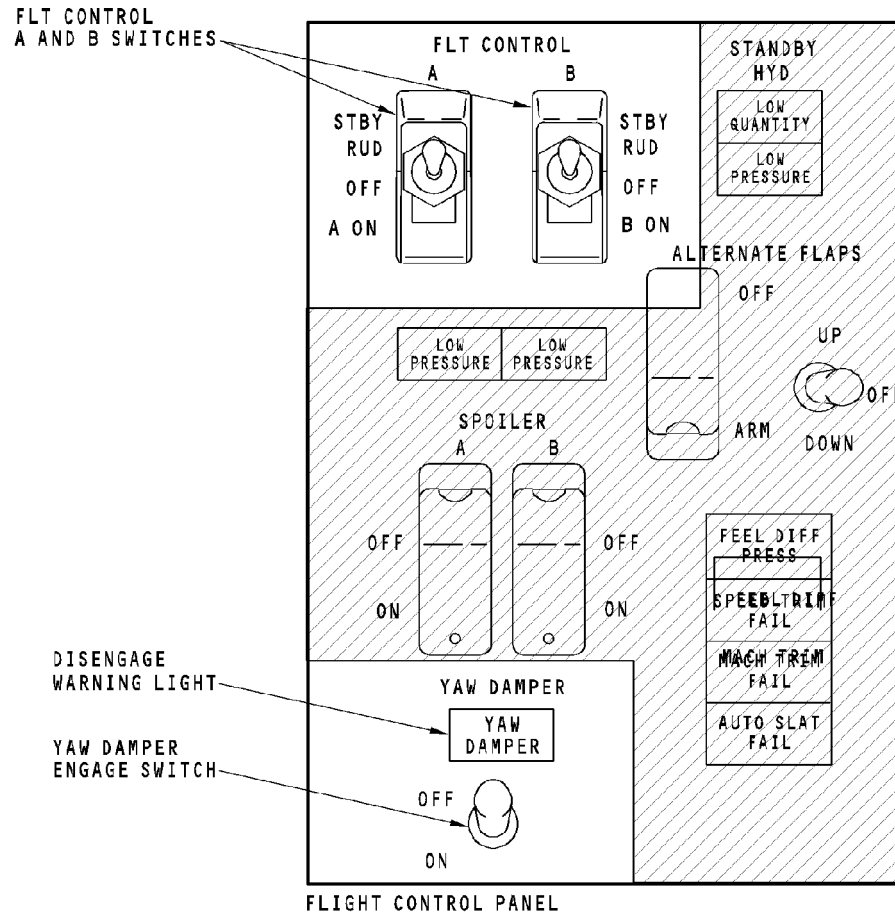
After you turn on the WTRIS and the standby yaw damper, and after a two-second delay, the yaw damper engage light will go off to show these systems are operating. If there is a system fault, SMYD 2 will remove power from the engage solenoid valve on the standby rudder PCU to shut off hydraulic fluid to the EHSV. SMYD 2 also removes power from the yaw damper engage switch on the flight control panel. After a two-second delay, the engage switch moves to OFF and the yaw damper disengage light comes ON to show the system has disengaged.

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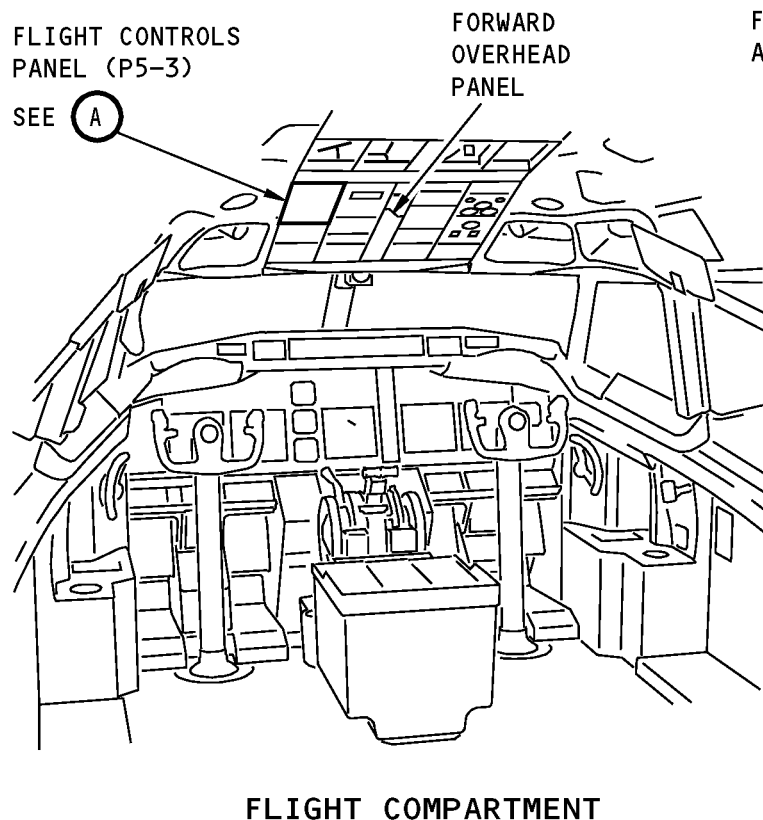
WTRIS - OPERATIONS

EFFECTIVITY

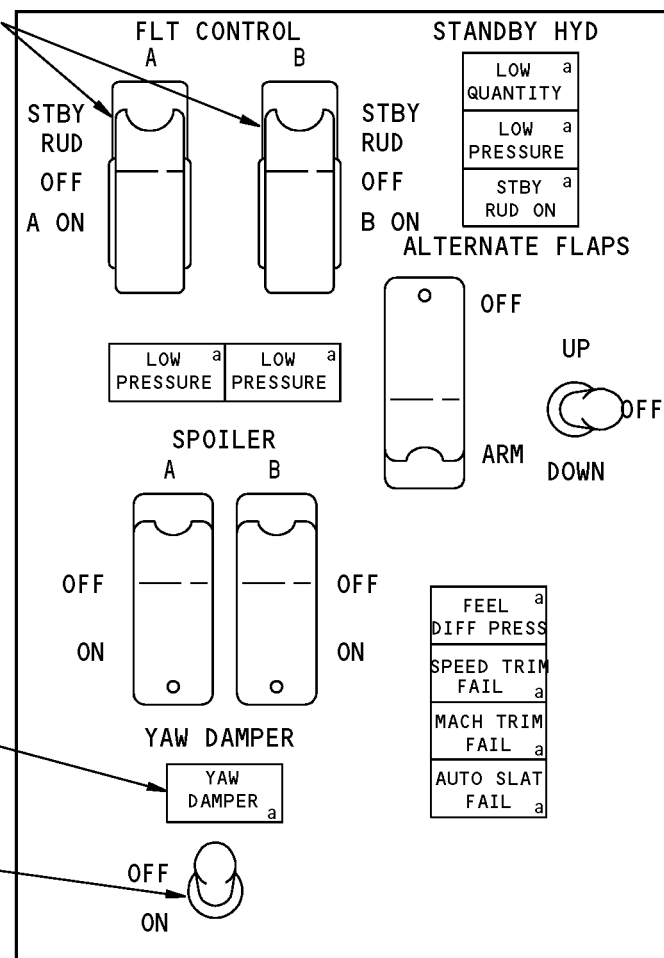
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FLT CONTROL
A AND B SWITCHES



DISENGAGE
WARNING LIGHT

YAW DAMPER
ENGAGE SWITCH

FLIGHT CONTROLS PANEL (P5-3)

(A)

WTRIS - OPERATIONS

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WTRIS - OPERATIONS - ENGAGE INTERLOCKS

General

SMYD 2 operates the wheel to rudder interconnect system (WTRIS) and standby yaw damping during standby operations. For WTRIS and standby yaw damping, SMYD 2 requires that both flight control A and B hydraulic switches be OFF, with at least one switch in STBY RUD to provide standby hydraulic pressure to the standby rudder PCU.

Engage Switch and Warning Light

To engage the WTRIS and standby yaw damping, you put the yaw damper engage switch on the flight control panel to the ON position. Two seconds later, the yaw damper warning light goes out to show these systems are operating. The switch is held in the ON position with power from SMYD 2.

Put the switch in the OFF position to disengage the WTRIS and standby yaw damping. The yaw damper warning light comes on. The warning light comes on anytime the system is disengaged. During a system fault and after disengagement, the SMYD 2 removes power from the engage switch solenoid so that the switch moves to the OFF position.

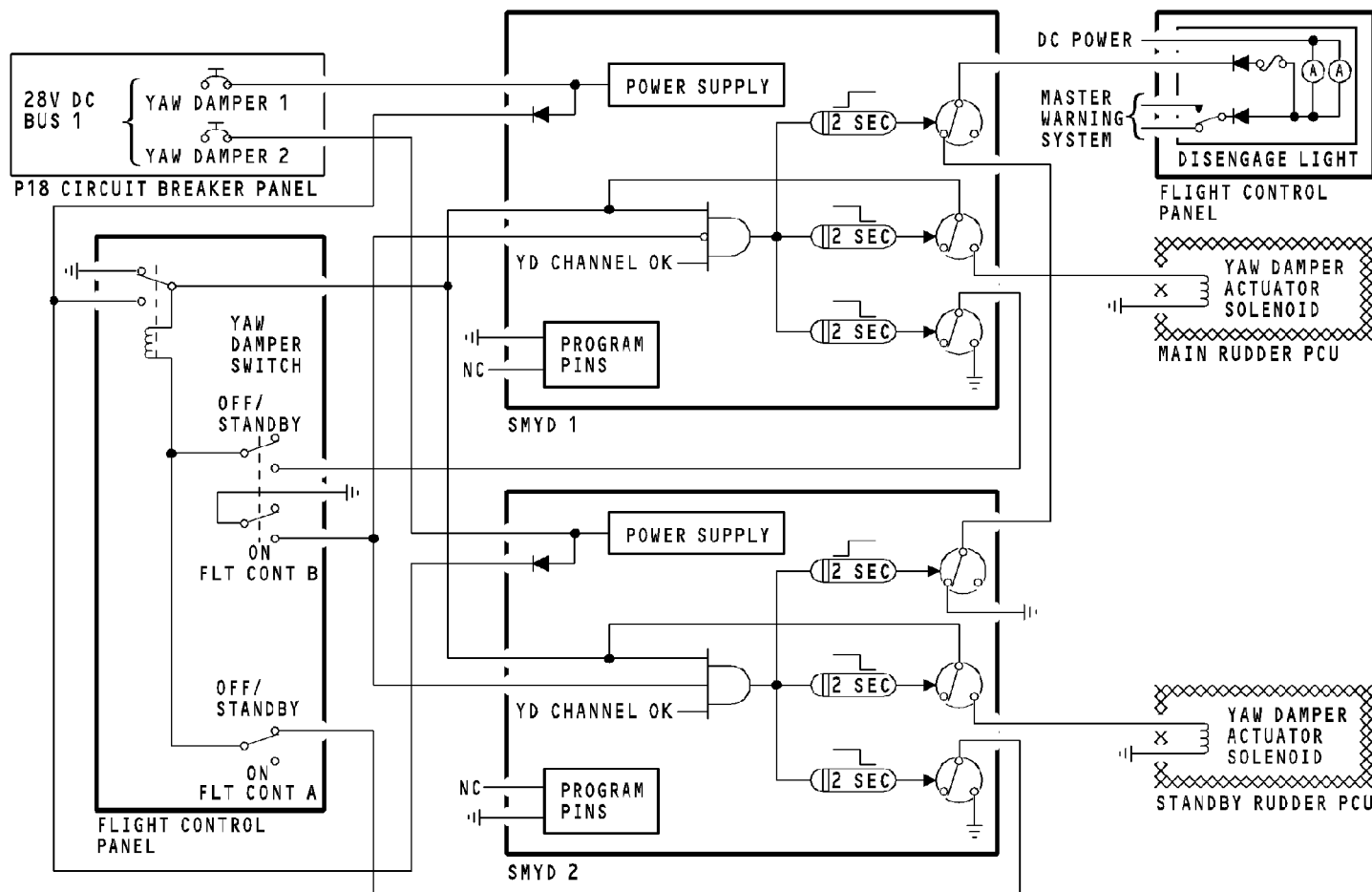
Training Information Point

The electrical ground for the disengage light is connected in series through both SMYDs. For normal operation, both SMYDs are necessary on the airplane.

You can do a test of the light with the master dim and test system.

SMYD

When a SMYD computer is in the number 2 position it operates the WTRIS and standby yaw damping. These systems only operate when in flight control manual reversion mode. This is when flight control hydraulic system A and B are OFF and the standby system is ON.



WTRIS - OPERATIONS - ENGAGE INTERLOCKS

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WTRIS - TRAINING INFORMATION POINT - SMYD BITE

General

The SMYD has these BITE functions:

- Continuous monitor
- BITE Tests.

Continuous Monitor

The continuous monitor function of BITE monitors the SMYD LRU for proper operation. When the SMYD has an internal failure, a fault is recorded in fault history. Some faults cause the SMYD to have no outputs for the stall management and yaw damper functions.

BITE Tests

BITE Tests are used to do tests of components and sensors that interface with the SMYD. It has these functions:

- Quick system test
- SMYD LRU self test
- Tests of sensors that interface with the SMYD
- Tests to show functions are within specification
- Supports fault isolation.

The BITE module on the front of the SMYD LRU has a keypad with six push-buttons, and a two-line display with eight characters per line.

BITE Operation

To start the BITE, push the ON/OFF key on the BITE module. EXISTING FAULTS? shows as the first menu item. Push the YES key to answer questions and to move down further in the selected menu item on the display. Push the NO or down arrow key to see the next menu item. In some lists, TOP OF LIST or END OF LIST shows for one second when you move to the top or bottom of the list. Push the MENU key to exit the menu and move back up one level to the previous menu. One of these conditions is necessary to start BITE:

- Flaps up and VCAS < 60 knots
- On-side engine N1 < 15% and off-side engine N2 < 50%.

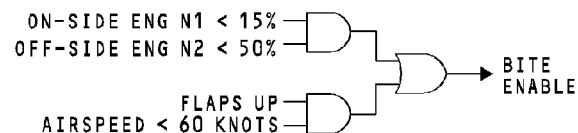
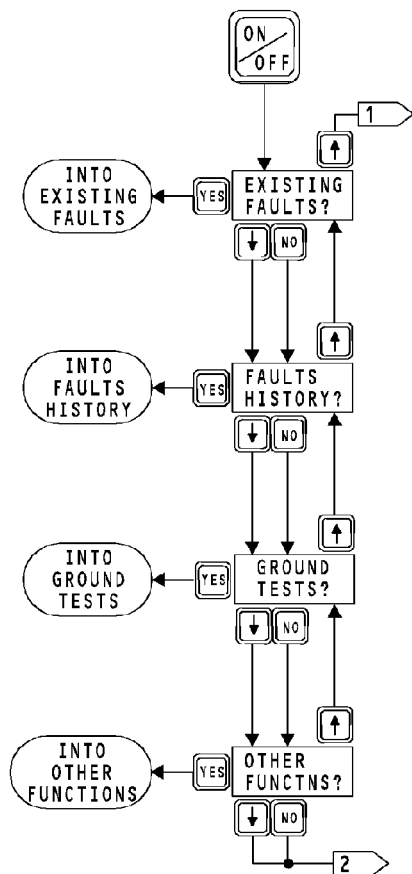
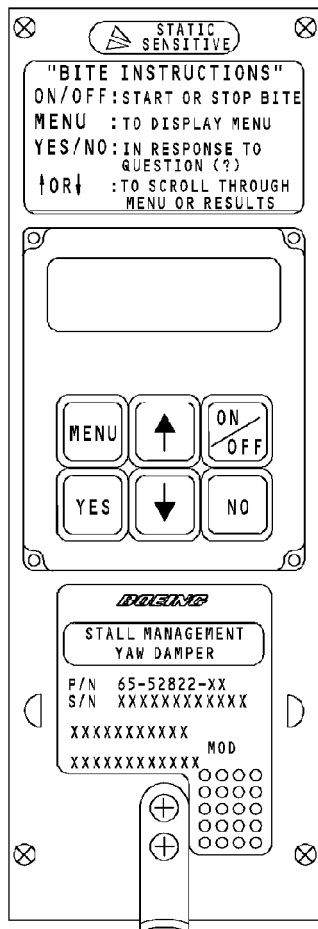
These BITE start conditions make sure that if BITE is ON, it will turn off before takeoff. Also, a time delay turns off the BITE control panel if no push-buttons are pushed for five minutes or longer.

Main Menu

These are the four main menu selections in SMYD BITE:

- EXISTING FAULTS
- FAULTS HISTORY
- GROUND TESTS
- OTHER FUNCTIONS.

At the start of the BITE, EXISTING FAULTS? shows. Push the YES key to select this menu or use the NO or down arrow key to go to the next main menu selection.



1 SHOWS TOP OF LIST FOR 1 SECOND
2 SHOWS END OF LIST FOR 1 SECOND

WTRIS - TRAINING INFORMATION POINT - SMYD BITE

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WTRIS - TRAINING INFORMATION POINT - SMYD BITE - GROUND TESTS

Ground Test

GROUND TESTS is one of the four main menu items in the SMYD BITE. In this menu, you can do these tests:

- SELF TESTS
- DISCRETE INPUTS
- ARINC 429 INPUTS
- ANALOG INPUTS
- SERVO TEST
- DISPLAY TEST.

To start one of these tests, do these steps:

- Turn ON the SMYD BITE
- In the main menu use the down (or up) arrow key to scroll to GROUND TESTS? and press the YES key
- Use the up or down arrow keys to scroll to the ground test that you want and press the YES key.

If the ground test that you selected passes, the display shows TEST PASSED. If the test fails, the display shows a fault message under MORE DETAILS, and provides detailed information about the fault.

Self Tests

The SELF TEST does a check of the SMYD LRU for internal faults. When you push YES, the display shows TEST IN PROGRESS until the test is complete. If the SMYD passes the test, the display shows SMYD LRU OK. If the SMYD does not pass the test, the display shows SMYD LRU FAIL for 2 seconds, then shows the first fault.

Discrete Inputs

You do a check of the status of these discrete inputs from the DISCRETE INPUTS menu.

- Air/ground relays
- Flaps up limit switches
- Flight control panel switches
- Program pin selections
- Yaw damper engage switch
- TO/GA switch status (OPEN or GROUND)
- Autoslat power availability (PRESENT or MISSING)
- Stick shaker power availability
- Yaw damper power availability.

Push the YES key to see the list of discrete inputs. Use the up (previous) and down (next) arrow keys to move through the list.

ARINC 429 Test

In the ARINC 429 INPUT menu, you can do a check of the activity status of ARINC 429 buses for these systems:

WTRIS - TRAINING INFORMATION POINT - SMYD BITE - GROUND TESTS

- On-side IR bus
- Off-side IR bus
- On-side ADR bus
- CDS DEU bus
- FMC bus
- DFCS MCP bus
- SMYD cross-channel bus.

Push the YES key to see if the bus is ACTIVE or INACTIVE. Use the up and down arrow keys to move through the list.

The GROUND TESTS menu only shows whether the data bus for each system is active or inactive. To observe ARINC 429 data for these systems, go to the OTHER FUNCTIONS selection in the main menu.

Analog Inputs

In the ANALOG INPUTS menu, you do a check of the status of data from analog sensors that send data to the SMYD. For SMYD 2 (WTRIS and standby yaw damping systems) a check can be done for these analog sensors:

- Right AOA sensor
- Left flap position transmitter
- LVDT on standby rudder PCU
- Captain control wheel position sensor.

Push the YES key to select an analog sensor. Use the up (previous) or down (next) arrow keys to move through the list.

Servo Test

In SMYD 2 BITE, you can use the SERVO TEST to do a test of the yaw damper components on the standby rudder PCU and their interface with SMYD 2. You do a test of these components:

- Standby yaw damper solenoid valve
- Standby yaw damper EHSV
- Standby yaw damper LVDT.

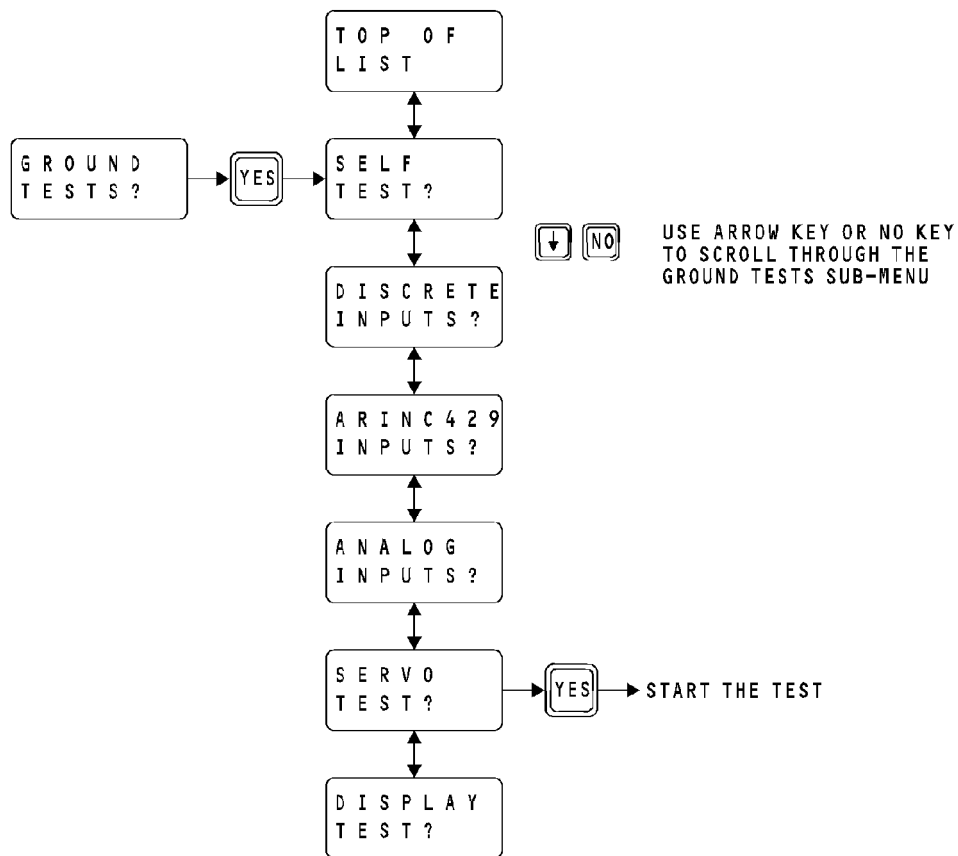
Display Test

The DISPLAY TEST lets you do a test of the display on the BITE module on the front of the SMYD. To do a test of the display, push the YES key when the DISPLAY TEST prompt shows.

The test takes about 10 seconds. All the LEDs on the left half of the top line will come on first, then all the LEDs on the right half will come on. Next all the LEDs on the left half of the bottom line will come on, then all the LEDs on the right half will come on. There are eight characters on each of the two lines. When the test is complete, DISPLAY TEST? shows on the display. Push the MENU key to return to the previous menu.

Ground Tests Passed

If the ground test that you selected passes the test, the display shows TEST PASSED. If the test fails, the display shows a fault message under MORE DETAILS, and provides detailed information about the fault.



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WTRIS - TRAINING INFORMATION POINT - SMYD BITE - SERVO TEST

Ground Tests - Servo Test

Under the GROUND TESTS menu, the SERVO TEST for SMYD 2 does a test of the yaw damper components on the standby rudder PCU for the WTRIS and standby yaw damping system. The SERVO TEST consists of these two tests:

- ZERO COMMAND
- SWEEP TEST.

For these tests, standby hydraulic system pressure is necessary. On the flight control panel, at least one flight control switch, A or B, must be in STBY RUD and the other flight control switch may be OFF or STBY RUD.

Before the start of the test, the SMYD 2 BITE provides warnings about rudder movement and asks you if the rudder area is clear. The BITE then provides instructions to do the tests.

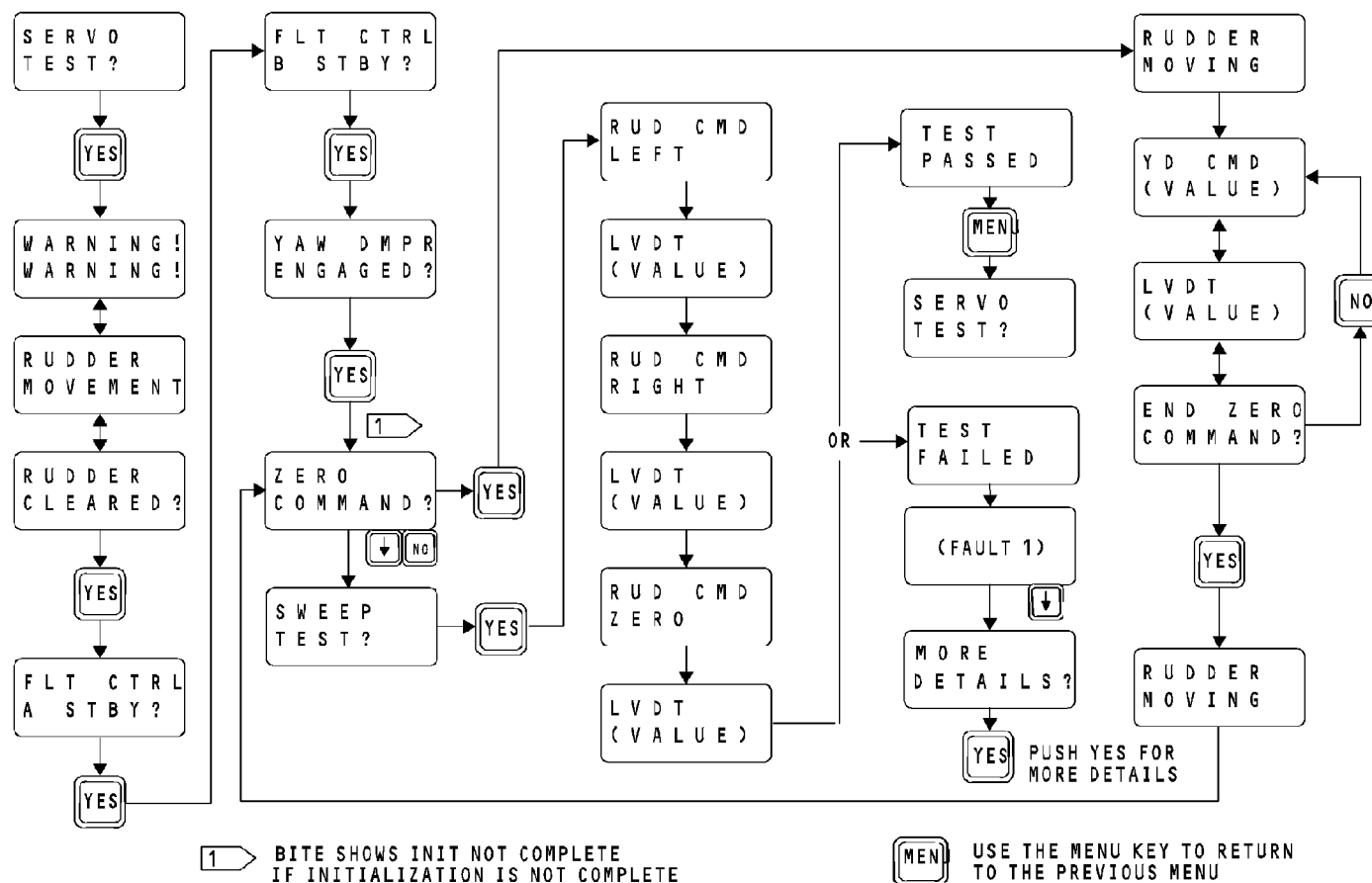
Zero Command

For the ZERO COMMAND test, SMYD 2 commands the rudder to move to the zero position. The SMYD then compares its commanded value with the value from the LVDT on the standby rudder PCU.

Sweep Test

For the SWEEP TEST, SMYD 2 commands the standby rudder PCU to move the rudder left, right, and then to the zero position. During the test, left/right rudder movement is limited to 2 degrees with flaps up, or 2.5 degrees with flaps down. The SMYD 2 servo command is compared to the LVDT value from the standby rudder PCU to see if the rudder moved the commanded value. During the test, rudder movement shows on the SMYD BITE display in degrees of rudder movement and on the yaw damper indicator in the flight deck.

If the test passes, the display shows TEST PASSED. Push the MENU key to go to the previous sub-menu SERVO TEST. If the test fails, the display shows TEST FAILED and then shows the first fault. Push the down arrow key and the display will ask if you want to see MORE DETAILS. Push YES to see more details about the fault.



WTRIS - TRAINING INFORMATION POINT - SMYD BITE - SERVO TEST

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WTRIS - SMYD 2 - SYSTEM SUMMARY

General

The wheel-to-rudder interconnect system (WTRIS) moves the rudder to help turns during flight control manual reversion when on standby hydraulics. For the WTRIS function, SMYD 2 has interfaces with these components:

- Control wheel position sensor (captain)
- Yaw damper engage switch
- Yaw damper disengage light
- Flight control panel switches
- Standby yaw damper solenoid valve
- Standby EHSV
- Standby LVDT
- FMC
- Trailing edge flaps up limit switches
- Left flap position transmitter.

Stall Management Yaw Damper

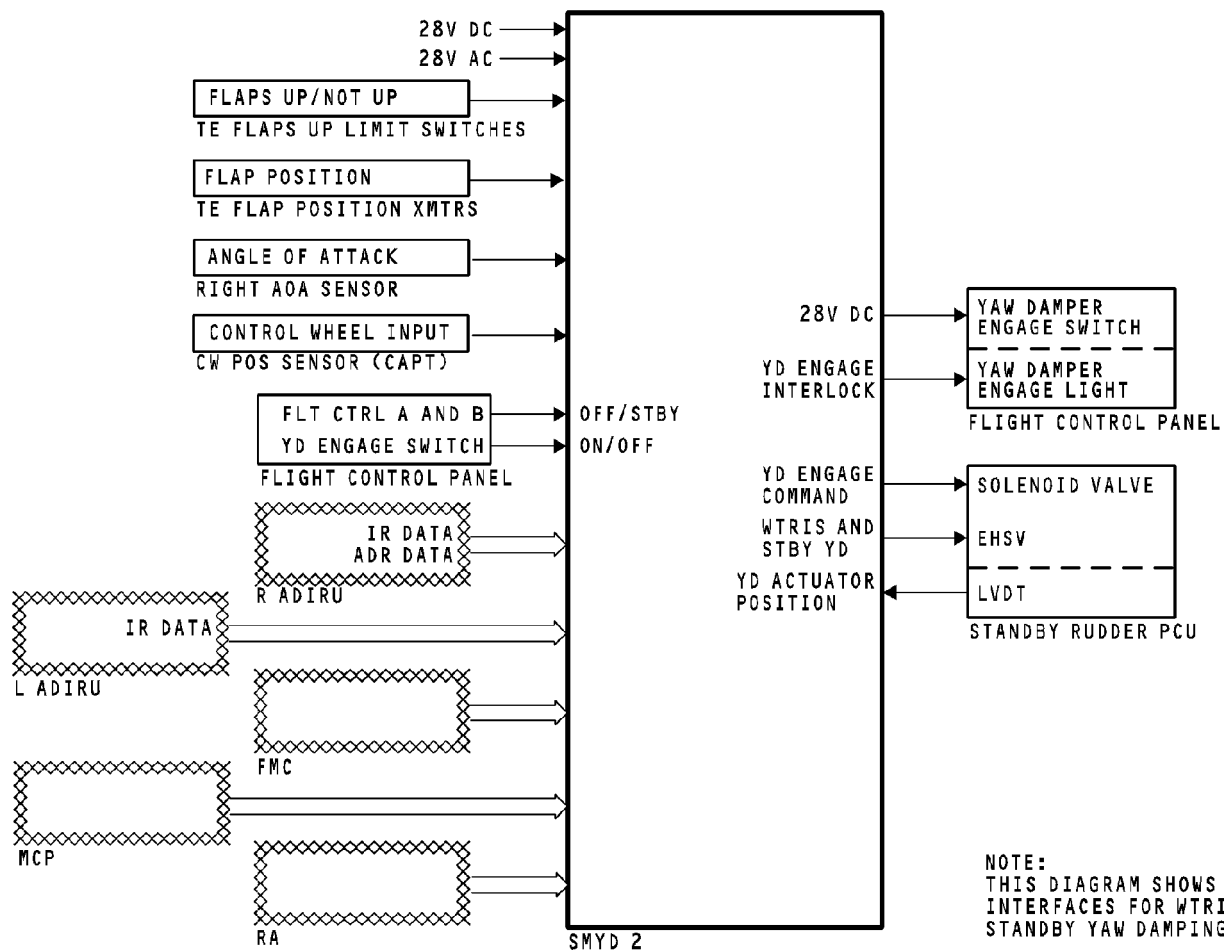
SMYD 2 commands rudder movement for WTRIS and standby yaw damping and turn coordination during flight control manual reversion when on standby hydraulics. SMYD 2 receives data from airplane sensors, switches and components, and uses the data to calculate and send commands to the standby rudder PCU to move the rudder.

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WTRIS - SMYD 2 - SYSTEM SUMMARY

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ELEVATOR AND TAB CONTROL SYSTEM - INTRODUCTION**Purpose**

The elevators control the pitch attitude of the airplane about the lateral axis.

Location

The elevators are on the trailing edge of the horizontal stabilizer.

Pitch control

The pilots manually control the position of the elevators with forward and aft movement of the control column.

When the autopilot engages, it automatically controls the position of the elevators. During autopilot operation, inputs from the autopilot actuators backdrive the control columns through the elevator control system.

- MLG - main landing gear
- NLG - nose landing gear
- PCU - power control unit
- S/B - speedbrake
- sec - section
- SOV - shutoff valve
- stab - stabilizer
- SW - switch
- TE - trailing edge
- vlv - valve
- xfer - transfer

Abbreviations and Acronyms

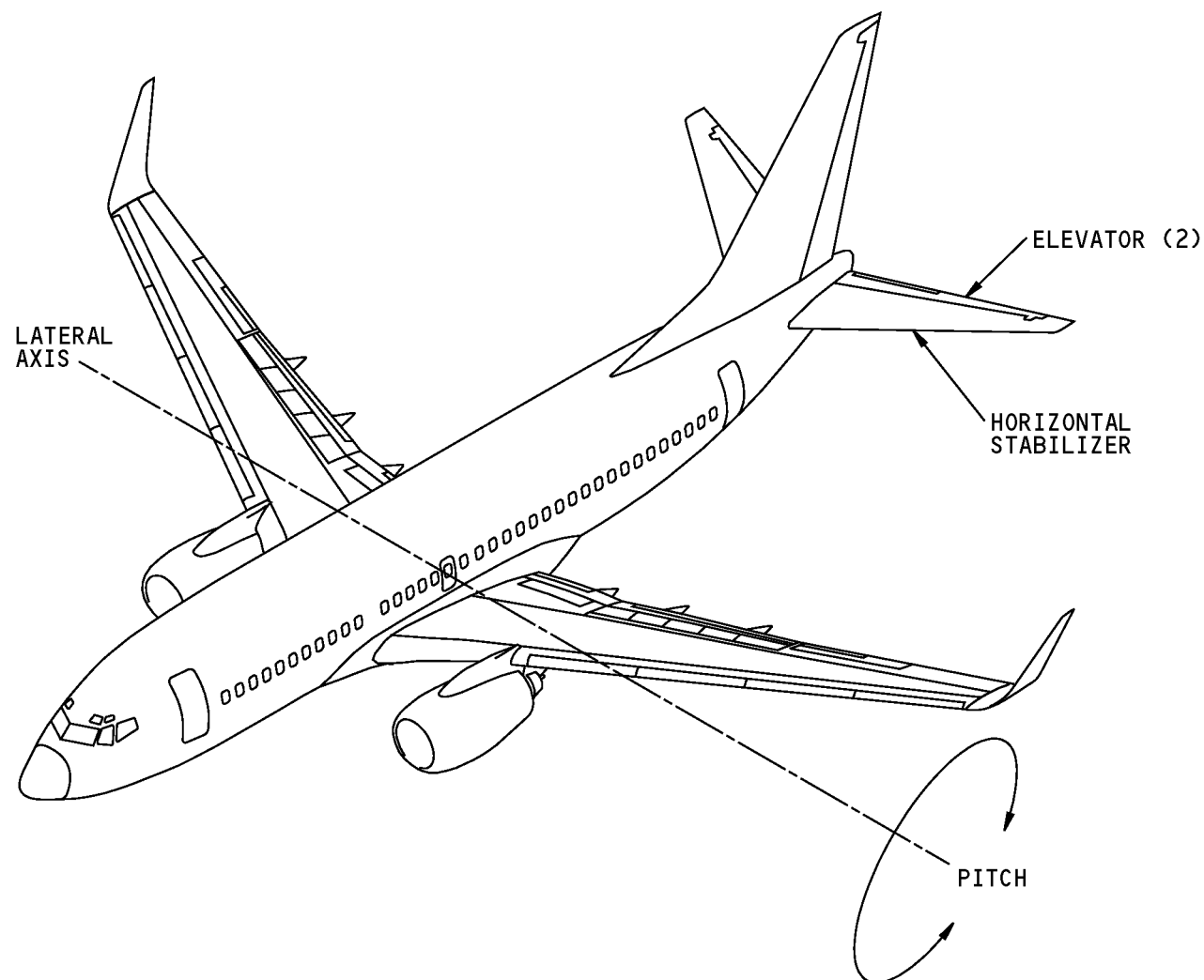
- A/P - autopilot
- A/S - airspeed
- C/W - control wheel
- CWS - control wheel steering
- cntrl - control
- EFSM - elevator feel shift module
- FCC - flight control computer
- FDAU - flight data acquisition unit
- gnd - ground
- LE - leading edge

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ELEVATOR AND TAB CONTROL SYSTEM - INTRODUCTION

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ELEVATOR AND TAB CONTROL SYSTEM - GENERAL DESCRIPTION 1

General

The pilot controls the elevators manually. The autopilot system controls them automatically.

Manual Operation - Control Columns

The pilot moves the control column forward or aft to control the pitch attitude of the airplane. The control column gives a mechanical input to the elevator power control unit (PCU) through cables and linkages to the input torque tube. The input torque tube gives input to the elevator pogos. The pogos give input to the elevator PCUs that use hydraulic pressure to mechanically move the elevator through the output torque tube.

When the control column moves, it also gives an input to the pitch control wheel steering (CWS) force transducers, and control column position sensors. The pitch CWS force transducers send signals to the flight control computers proportional to control column forces. The control column sensors send control column position to the flight data acquisition unit (FDAU).

Movement of the feel and centering unit also gives an input to the elevator neutral shift sensor. The elevator neutral shift sensor sends signals to the flight control computers (FCC) proportional to the relative position of the elevator and stabilizer.

Movement of the elevators also gives an input to the elevator surface position sensor and position transmitters. The elevator surface position sensor sends signals to the FCCs proportional to the elevator position. The elevator position transmitters send elevator position to the FDAU.

See the digital flight control system section for more information about the pitch CWS force transducers, the elevator neutral shift sensor, the elevator surface position sensor, and FCCs. (SECTION 22-11)

See the flight data recorder section for more information about the control column sensors, elevator position transmitters, and the FDAU. (SECTION 31-31)

Autopilot Operation

When you engage the autopilot, the autopilot system uses FCC inputs to control the autopilot actuators. When the autopilot actuators move, they give a mechanical input to the elevator PCUs.

See the digital flight control system section for more information about the autopilot. (SECTION 22-11)

ELEVATOR AND TAB CONTROL SYSTEM - GENERAL DESCRIPTION 1

Autopilot Operation - Mach Trim Actuator

The mach trim actuator moves the elevators to prevent nose down forces at high air speeds. The FCCs control the mach trim actuator. When the mach trim actuator moves, it gives a mechanical input to the elevator PCUs through the feel and centering unit.

See the digital flight control system section for more information about the mach trim actuator. (SECTION 22-11)

FCC Operation - Neutral Shift

The FCC controlled neutral shift function uses the mach trim actuator, through the feel and centering unit to move the elevator to a new neutral position. This gives more airplane nose up control during takeoff and landing.

Stabilizer Operation - Neutral Shift

The stabilizer neutral shift function causes the elevators to move when the stabilizer moves. When the stabilizer moves, it gives a mechanical input to the elevator PCUs through the mach trim actuator, and the feel and centering unit.

See the horizontal stabilizer trim control section for more information about the elevator neutral shift functional description. (SECTION 27-41)

Elevator Feel Computer Inputs

The elevator feel computer receives pressure from hydraulic system A and system B, pitot pressure from the pitot tubes, and mechanical input from the stabilizer.

The elevator feel computer uses pitot pressure and stabilizer input to control hydraulic pressure to the dual feel actuator in the feel and centering unit. The feel force of the feel and centering unit increases as the airspeed increases.

Elevator Feel Shift Module

During a stall, the elevator feel shift module (EFSM) provides 850 psi system A pressure to the elevator feel computer and the dual feel actuator. This causes the feel force of the control column and the feel and centering unit to increase.

See the stall warning system section for more information about the elevator feel shift module operation. (SECTION 27-32)

Elevator Tab

When the TE flaps are up, the elevator tab balances the elevator. As the elevator moves, the tab moves in a direction that is opposite to the elevator direction.

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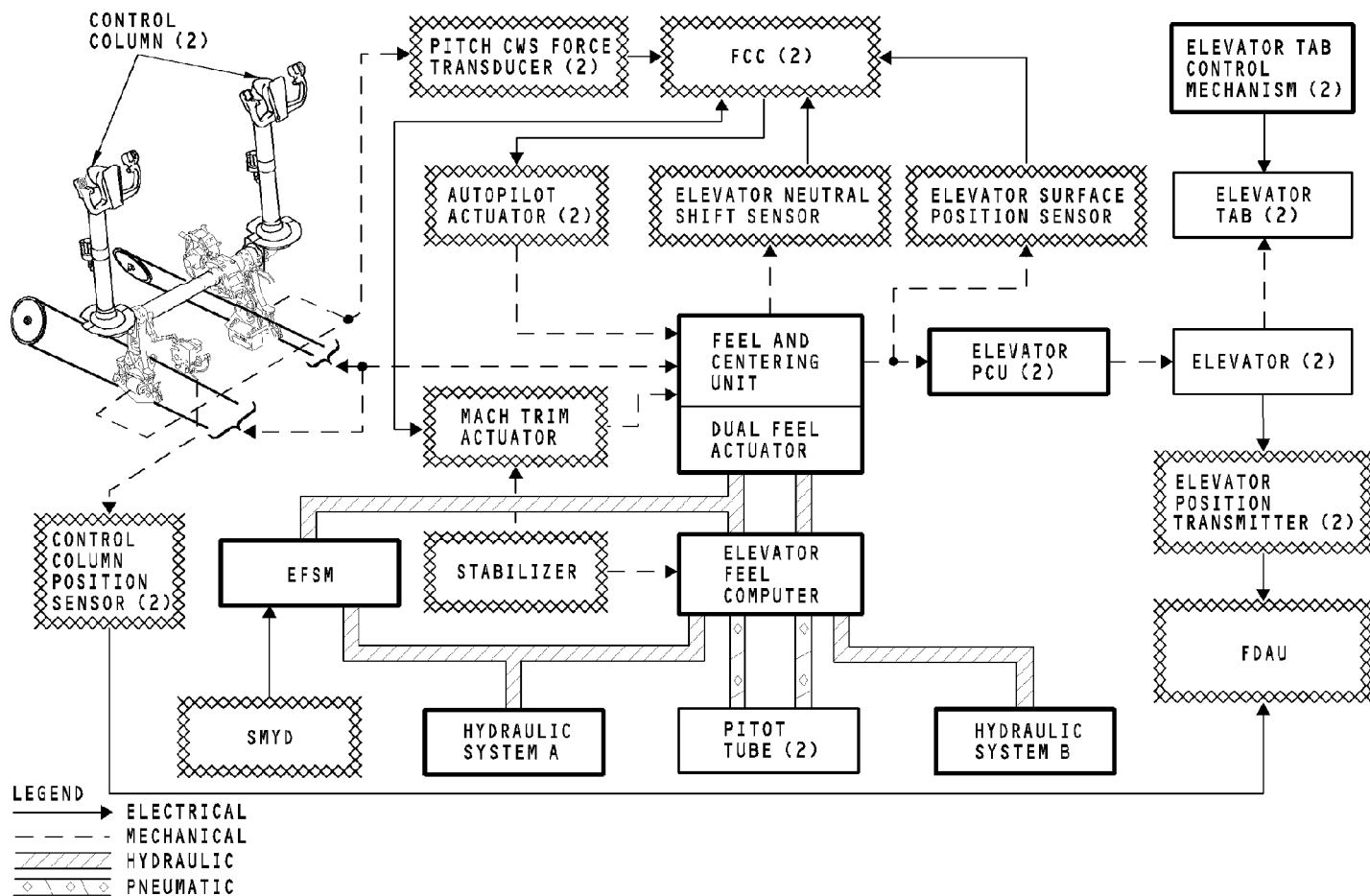
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ELEVATOR AND TAB CONTROL SYSTEM - GENERAL DESCRIPTION 1

Elevator Tab Control Mechanism

When the TE flaps are not up, the elevator tab control mechanism changes the function of the elevator tab. This causes the elevator tab to move in the same direction that the elevator moves.



ELEVATOR AND TAB CONTROL SYSTEM - GENERAL DESCRIPTION 1

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ELEVATOR AND TAB CONTROL SYSTEM - GENERAL DESCRIPTION 2

General

These are the components of the elevator and tab control system:

- Control columns (2)
- Elevator forward control quadrants (2)
- EA and EB; left and right body cables
- Elevator aft control quadrants (2)
- Elevator input torque tube
- Elevator power control units (2)
- Elevator output torque tube
- Elevators (2)
- Elevator feel computer
- Elevator feel and centering unit
- Balance panels (6) and tabs (2)
- Elevator tab control mechanism
- Neutral shift rods (2).

Control Columns

The control columns move the elevator forward quadrant and the elevator control cables.

If a jam occurs in one column, a breakout mechanism allows elevator input by the other column.

During stabilizer electric trim operation, if the pilot moves the control column in the opposite direction, the column cutout switches make the stabilizer electric trim stop.

Elevator Forward Control Quadrants

The elevator forward control quadrants connect to the control columns and transmit pilot forces through control cables to the elevator input torque tube.

Elevator Control Cables

The elevator left and right body control cables EA and EB move the elevator aft control quadrant, which provides an input to the elevator input torque tube.

Elevator Input Torque Tube

Pilot, autopilot, and flight control computer inputs move the elevator input torque tube. The elevator input torque tube moves the elevator PCU input pogos.

Elevator Power Control Units

The two elevator power control units (PCUs) move the elevator output torque tube. The PCU rod end is fixed and the housing moves the elevator output torque tube. Input from the input torque tube is transmitted through input pogos to the PCUs.

Elevator Output Torque Tube

The output torque tube moves the elevators through the elevator control rods.

ELEVATOR AND TAB CONTROL SYSTEM - GENERAL DESCRIPTION 2

Elevators

The elevators attach to the rear spar of the horizontal stabilizer. They control the pitch attitude of the airplane by up or down movement.

Elevator Feel Computer

The elevator feel computer controls hydraulic pressure to the elevator dual feel actuator. The feel computer gets inputs from the horizontal stabilizer, pitot tubes, and hydraulic system A and B.

Elevator Feel and Centering Unit

Feel force is provided by the feel and centering unit and the dual feel actuator. Inputs to the feel and centering unit are provided by the stabilizer, the flight control computers, and elevator feel computer. The stabilizer inputs go through the elevator neutral shift rods. The flight control computer inputs go through the mach trim actuator. The elevator feel computer inputs go through the dual feel actuator. The dual feel actuator adds a variable feel force to the spring force in the feel and centering unit.

Balance Panels and Tabs

The elevator balance panels and tabs use aerodynamic forces to help decrease the force necessary to move the elevators in flight.

Elevator Tab Control Mechanism

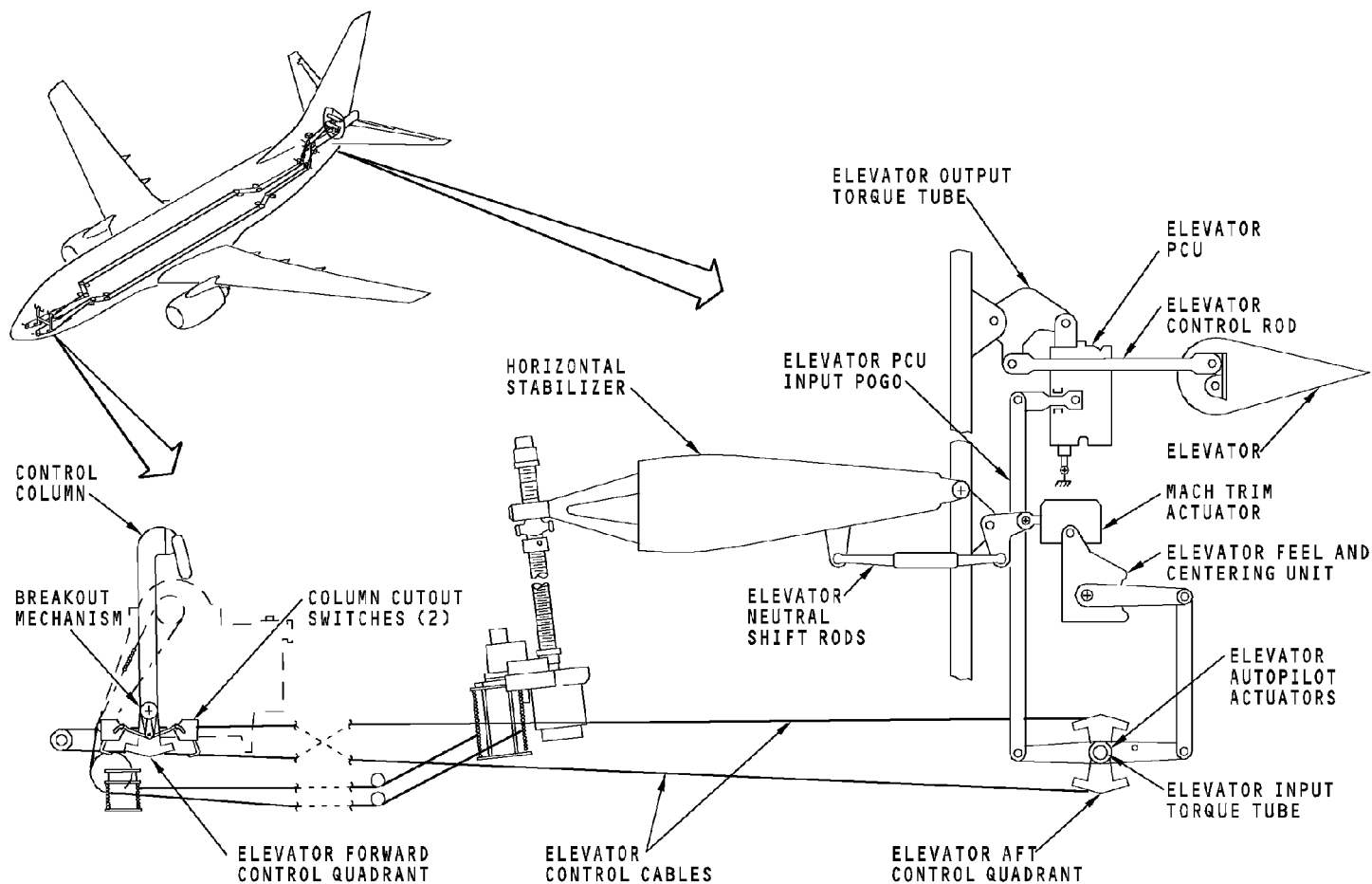
The elevator tab mechanism changes the function of the elevator tab. When the TE flaps are up, the elevator tab operates in the balance mode. When the TE flaps are not up, the elevator tab operates in the anti-balance mode.

Elevator Neutral Shift - Stabilizer Input

The stabilizer moves two elevator neutral shift rods. The neutral shift rods provide an input to the elevators through the mach trim actuator, the feel and centering unit, and the elevator input torque tube to the PCUs. When the elevator input torque tube moves, it also backdrives the control cables which move the control columns to their new neutral position.

Elevator Neutral Shift - Flight Control Computer Input

The flight control computers send signals to the mach trim actuator. When the mach trim actuator moves, a mechanical input goes through the feel and centering unit to the input torque tube and PCUs. When the elevator input torque tube moves, it also backdrives the control cables which move the control columns to their new neutral position.



ELEVATOR AND TAB CONTROL SYSTEM - GENERAL DESCRIPTION 2

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ELEVATOR AND TAB CONTROL SYSTEM - COMPONENT LOCATION

General

The elevator components are in these six locations:

- Flight compartment
- Forward equipment compartment
- Empennage
- Vertical stabilizer
- Stabilizer jackscrew compartment
- Horizontal stabilizer.

Flight Compartment Components

These are the elevator components in the flight compartment:

- Control columns (2)
- FEEL DIFF PRESS light on the P5 forward overhead panel.

Forward Equipment Compartment Components

These are the elevator components in the forward equipment compartment:

- Elevator forward control quadrants (2)
- Balance weights (2)
- Breakout mechanism.

Empennage Components

These are the elevator components in the empennage:

- Elevator aft control quadrants (2)
- Elevator input torque tube

- Elevator PCUs (2)
- Elevator output torque tube
- Elevator feel and centering unit
- Tab mechanism solenoid control valves (2).

Vertical Stabilizer Components

The feel system pitot tubes are in the vertical stabilizer.

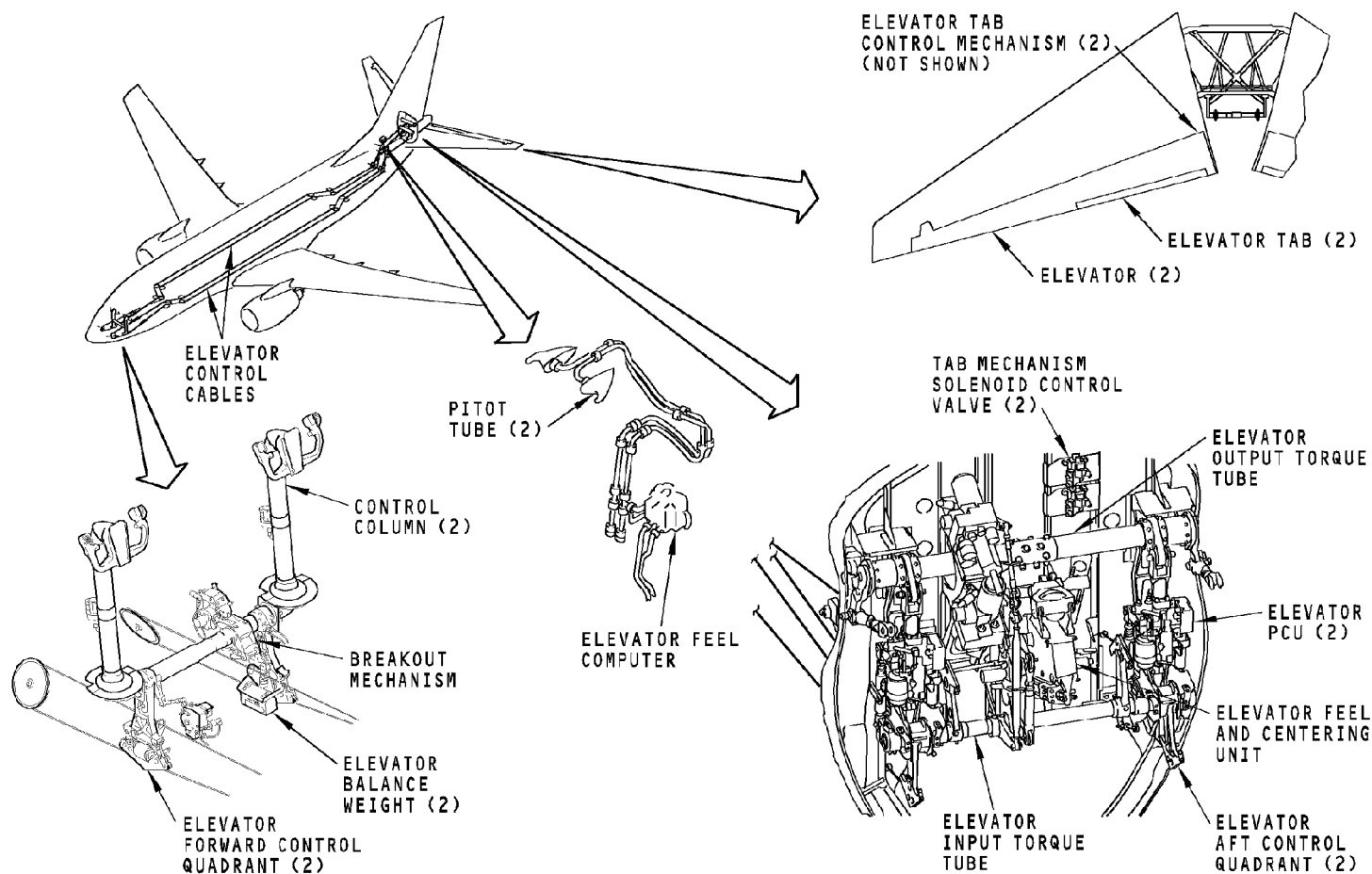
Stabilizer Jackscrew Compartment Components

The elevator feel computer is in the stabilizer jackscrew compartment.

Horizontal Stabilizer Components

These are the elevator components on the horizontal stabilizer:

- Elevators (2)
- Balance panels (6)
- Elevator tab control mechanisms (2)
- Elevator tabs (2).



ELEVATOR AND TAB CONTROL SYSTEM - COMPONENT LOCATION

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ELEVATOR AND TAB CONTROL SYSTEM - CONTROL COLUMN AND ELEVATOR FORWARD CONTROL QUADRANT

Purpose

Each pilot uses a control column for pitch control through the elevator forward control quadrants.

Location

The two control columns are in the flight compartment. The elevator forward control quadrants are under the flight compartment.

Physical Description

The control columns extend through the flight compartment floor and attach to the elevator forward control quadrants. The balance weights attach on each forward control quadrant. There is a pitch force transducer in each forward control quadrant.

See the digital flight control system section for more information on the pitch force transducer. (SECTION 22-11)

The elevator control cables attach at the lower surface of the quadrants. Each cable attaches to the quadrant. Elevator up cables (EB) go directly aft. Elevator down cables (EA) go forward around the turnaround pulley and then go aft.

Functional Description

The control columns move the forward input torque tube. This moves the elevator forward control quadrants and the cables to control the elevator position.

The column balance weights balance out the weight of the upper part of the control column. This prevents elevator input from the weight of the control column when the pilot does not make a control input.

When the forward input torque tube moves, it gives a mechanical input to the column cutout switch modules.

See the horizontal stabilizer trim control section for more information on the column cutout switch modules. (SECTION 27-41)

Elevator Breakout Mechanism

The elevator breakout mechanism attaches to the forward input torque tube. The breakout mechanism separates the left and right sides of the input torque tube. This allows elevator control if one column has a jam.

The breakout mechanism is a cam-roller type. The cam connects to the captain torque tube. The roller connects to an arm of the first officer torque tube. The two springs hold the roller at the detent position. The pilot must supply 31 pounds of additional force to extend the springs during a jam. When 100 pounds is applied, the elevator moves 4 degrees.

ELEVATOR AND TAB CONTROL SYSTEM - CONTROL COLUMN AND ELEVATOR FORWARD CONTROL QUADRANT

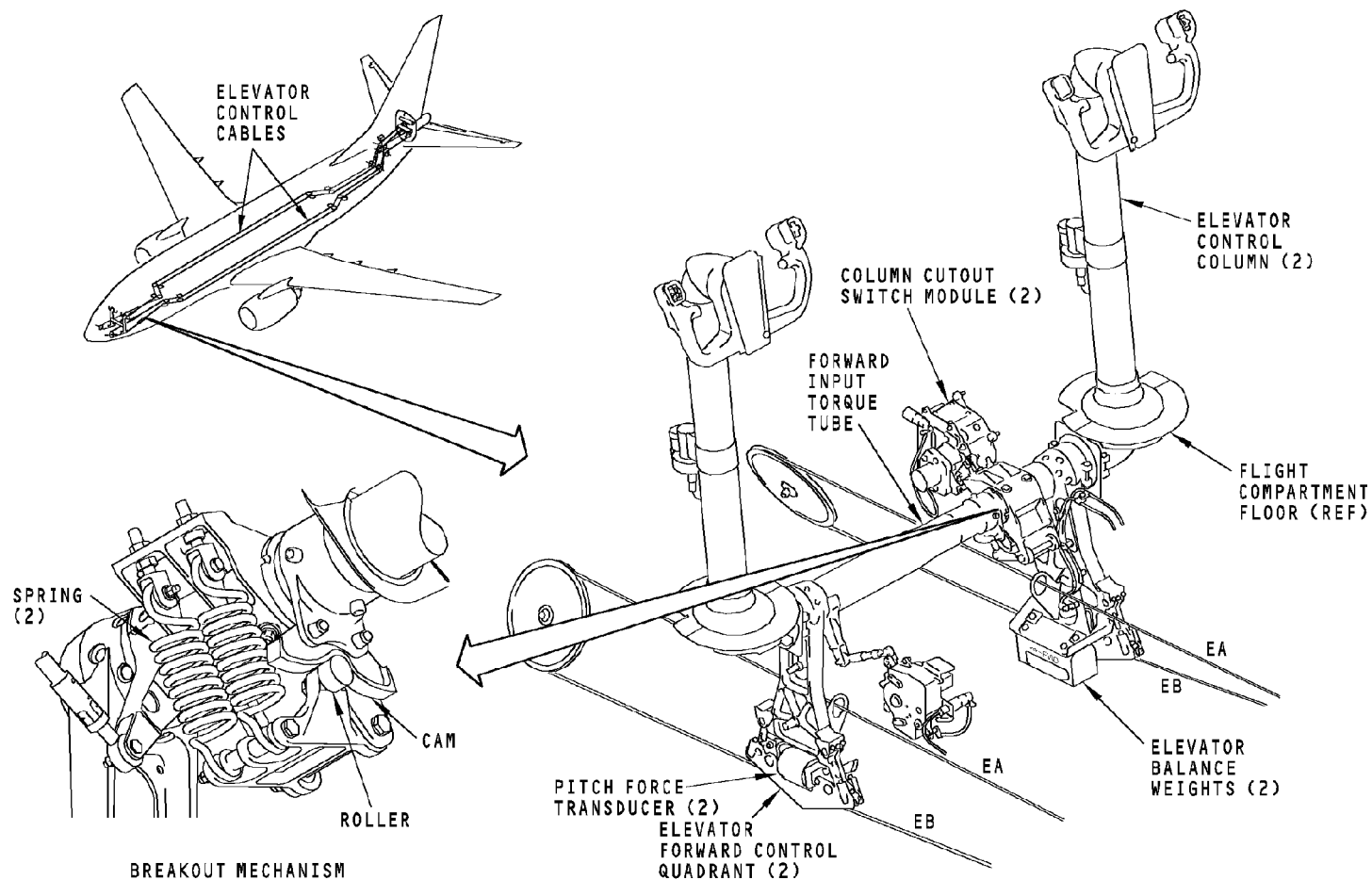
During normal operation, a control column moves and operates both torque tubes together. If one column has a jam, the other column can still move after the pilot overcomes the breakout force of the two springs.

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ELEVATOR AND TAB CONTROL SYSTEM - CONTROL COLUMN AND ELEVATOR FORWARD CONTROL QUADRANT

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR CABLE SYSTEM**Purpose**

The elevator cables transmit the pilot force to the elevator PCUs.

Location

The elevator cables are under the floor. They start at the elevator forward control quadrants in the forward equipment compartment and end at the aft control quadrants in the empennage.

Physical Description

The elevator control cables are in the grooves at the lower surface of the quadrants. Each cable attaches to the quadrant. Elevator up cables (EB) go directly aft. Elevator down cables (EA) go forward around the turnaround pulley and then go aft.

Functional Description

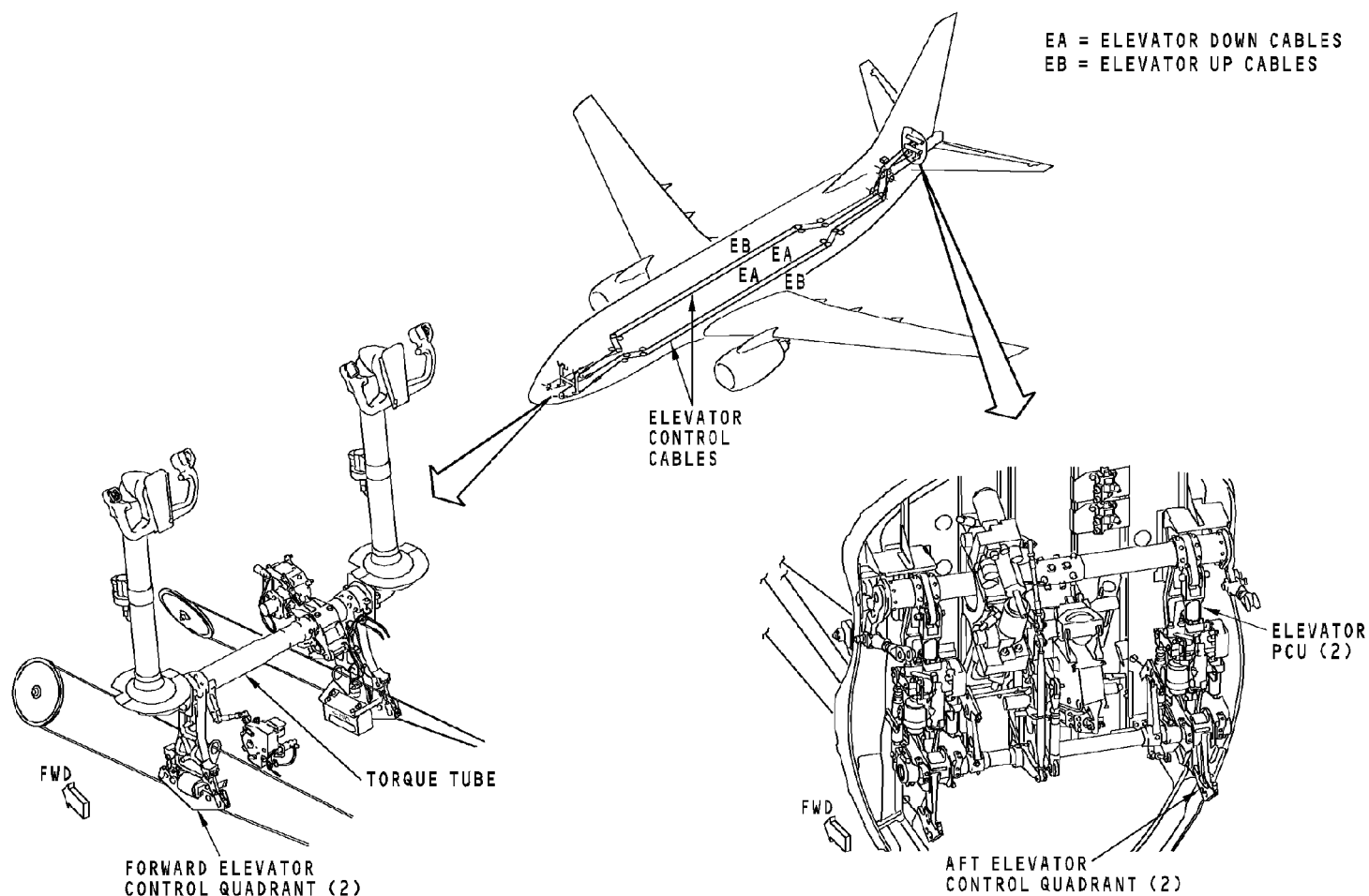
The pilot moves the control columns to control the forward input torque tube. This moves the elevator forward control quadrants and the attached cables. The cables move and control the position of the input torque tube through the elevator aft control quadrants. When the input torque tube moves, it gives an input to the PCUs. The PCU housing moves and controls the elevator position.

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR CABLE SYSTEM

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR INPUT TORQUE TUBE**Purpose**

The elevator input torque tube transmits elevator inputs to the elevator PCUs.

When the elevator aft control quadrants move, they move the elevator input torque tube. This moves the elevator PCU input pogs.

Location

The elevator input torque tube is the bottom of the two elevator torque tubes in the empennage.

Physical Description

The elevator input torque tube has these components:

- Elevator aft control quadrants (2)
- Autopilot input crank
- Elevator feel and centering unit crank
- Elevator PCU input cranks (4).

Functional Description

The elevator input torque tube receives these inputs:

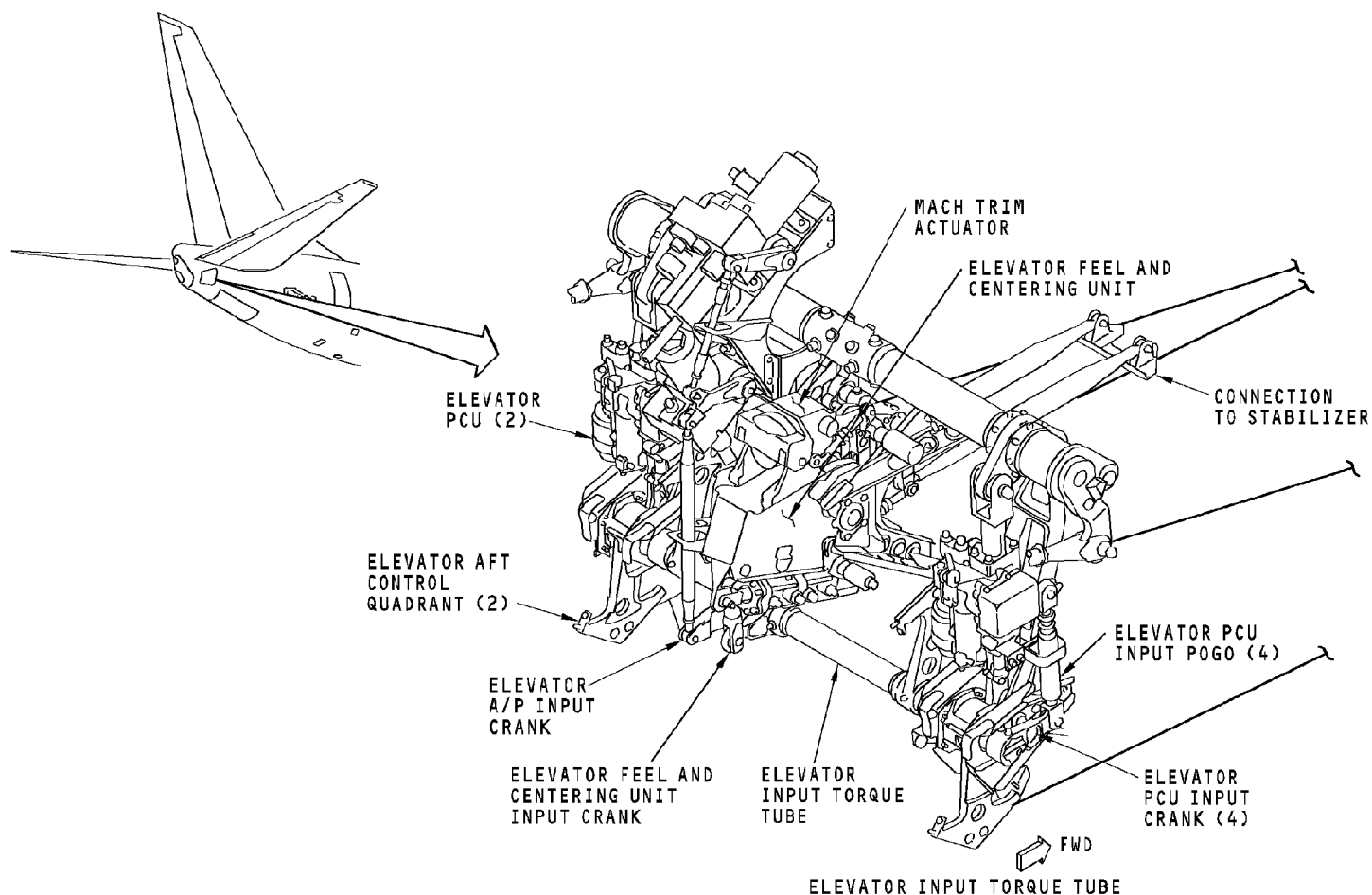
- Pilot inputs through the elevator aft control quadrants
- Autopilot inputs through the elevator autopilot actuator input crank
- Stabilizer position through the elevator feel and centering unit
- Mach trim actuator position through the elevator feel and centering unit.

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR INPUT TORQUE TUBE

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR POWER CONTROL UNIT

Purpose

The elevator power control units (PCUs) use hydraulic power to move the elevators.

Location

The two elevator PCUs are on the empennage wall. The right PCU gets system B pressure and the left PCU gets system A pressure.

Physical Description

The elevator PCU has these parts:

- Movable housing connected to the output torque tube
- Fixed piston connected to structure.

The elevator PCU housing contains:

- Main Actuator
- Filter
- Bypass valve
- Main Control valve
- Primary and a secondary input cranks
- External mechanical stops (2).

Functional Description

The elevators move when any of the these conditions occur:

- Normal operation

- System pressure failure
- Rate jam
- Manual reversion.

Normal Operation

During normal operation, an elevator input goes through the input torque tube and to the input pogos of each PCU. Left and right input cranks on the PCU move slides in the control valve and supply hydraulic pressure to the actuator.

The left input crank connects to the primary slide and the right input crank connects to the secondary slide. A torsion spring inside the PCU connects the two input cranks. Movement of the primary slide supplies one-half the total flow rate, and movement of the secondary slide supplies the other half. The primary slide moves to its full effective stroke before the secondary crank starts to move the secondary slide.

When the primary and secondary slides move, hydraulic pressure goes through the control valve to one side of the actuator. The other side of the actuator is connected to return. This moves the actuator housing and the output torque tube to the commanded position.

ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR POWER CONTROL UNIT

System Pressure Failure

If one PCU cannot supply hydraulic pressure, then its bypass valve moves to the bypass position. This connects the two sides of the actuator, and prevents a hydraulic lock condition. When the pilot moves the elevator control column, the ON side PCU still moves to its commanded position normally. As the ON side PCU moves the output torque tube, it also back drives the OFF side PCU actuator housing. When the OFF side housing moves, hydraulic fluid is pushed from one side to the other through the bypass valve.

Rate Jam

If one PCU input pogo cannot move freely, then the pilot must supply approximately 30 pounds of additional force to compress or extend a spring inside the pogo. The other PCU input pogo still moves its respective input crank and slide to the commanded position. This equalizes pressure on both sides of the actuator and prevents a hydraulic lock condition. Now the other PCU can move the output torque tube normally. As the ON side PCU moves the output torque tube, it also back drives the OFF side PCU actuator housing. When the OFF side housing moves, hydraulic fluid is pushed from one side to the other through the control valve.

Manual Reversion

During a manual reversion, the bypass valve receives no hydraulic pressure and moves to the bypass position. This connects the two sides of the actuator and prevents a hydraulic lock condition. When the pilot moves the elevator control column more than one degree, the primary and secondary input cranks hit mechanical stops on the outside of the actuator housing. As the housing moves, hydraulic fluid in the actuator is pushed from one side to the other through the bypass valve. Movement of the housing also moves the output torque tube to the commanded position.

Training Information Point

The elevator PCUs are interchangeable with each other and with the aileron PCUs.

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR OUTPUT TORQUE TUBE**Purpose**

The elevator output torque tube transmits the motion of the elevator PCUs to the elevators.

Location

The elevator output torque tube is the torque tube at the top of the elevator components in the empennage.

Physical Description

The elevator output torque tube has these components:

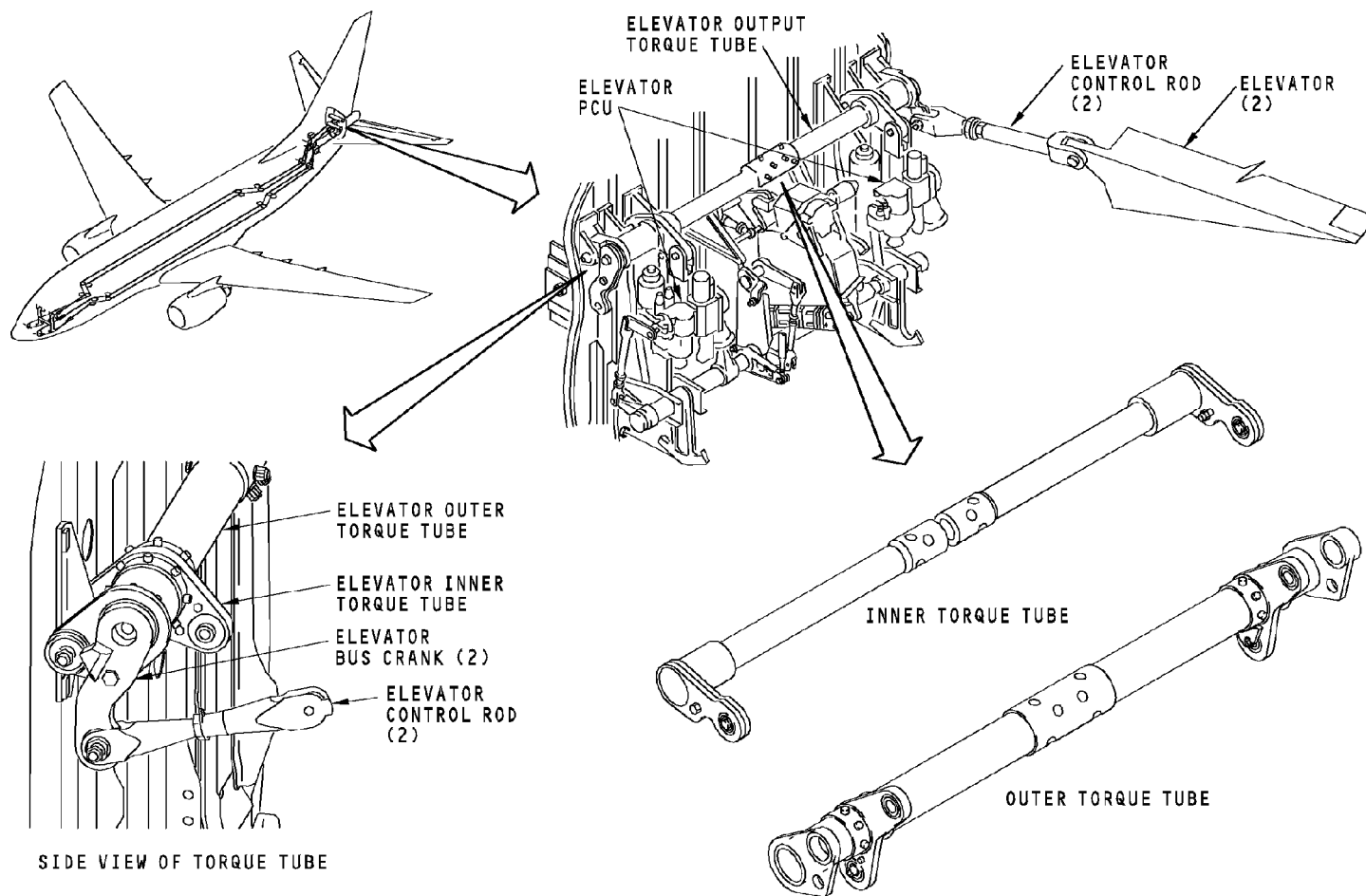
- Outer torque tube
- Inner torque tubes (2)
- Elevator bus crank.

The elevator output torque tube connects with the two elevator PCUs. It also connects to both elevators through elevator control rods.

Functional Description

The elevator output torque tube receives inputs from the two elevator PCUs. When one or both of the PCUs move, they move the torque tube and both elevators.

The elevator bus crank operates the elevators if an inner torque tube breaks.



ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR OUTPUT TORQUE TUBE

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATORS

Purpose

The elevators control the pitch attitude of the airplane around the lateral axis.

Location

The elevators attach to the rear spar of the horizontal stabilizer.

Physical Description

The elevator assembly contains these components:

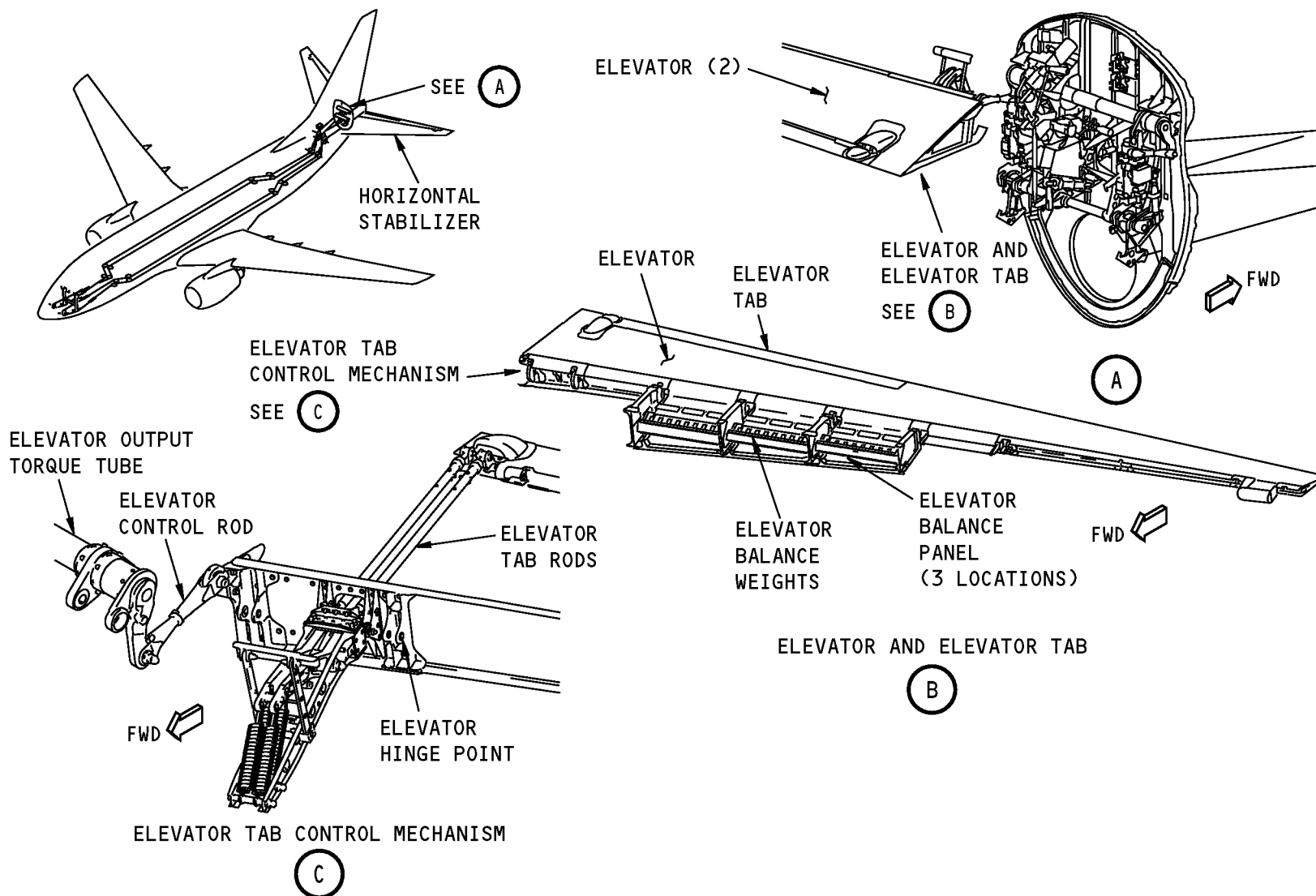
- Elevator
- Elevator balance panels (3)
- Elevator balance weights
- Elevator tab rods
- Elevator tab
- Elevator tab control mechanism.

The elevators connect with hinges to the aft right and left sections of the horizontal stabilizer. Each elevator has a tab and three balance panels. The forward side of the elevator connects to the three balance panels. The balance weights attach to the lower surface of the balance panel. The tab attaches to the aft edge of each elevator.

Functional Description

When the output torque tube moves, it moves the elevator control rods. This moves the elevators and the elevator tab rods. The elevator tab rods normally move the elevator tab in a direction opposite to the elevator movement.

Elevator travel is limited by the stroke of the elevator power control units. The stabilizer neutral position is four units of trim. When the stabilizer is neutral (and no FCC input to the mach trim actuator), the elevator is downrigged four degrees from the stabilizer cord line. From this position, the elevator can move 24.3 degrees up and 18.1 degrees down.



ELEVATOR AND TAB CONTROL SYSTEM - ELEVATORS

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR BALANCE PANEL

Purpose

The elevator balance panel and tab mechanism decreases the force necessary to move the elevator in flight.

Location

The elevator balance panels are between the trailing edge rib 1 and 14 of the horizontal stabilizer.

Physical Description

The forward edge of the elevator balance panel attaches to the horizontal stabilizer rear spar through an idler hinge. The aft edge attaches to the elevator.

Seals connect the hinge assemblies along the two sides of the balance panel. This makes two separate chambers. The upper chamber vents to the airstream over the horizontal stabilizer and the lower chamber to the airstream under the horizontal stabilizer.

Functional Description

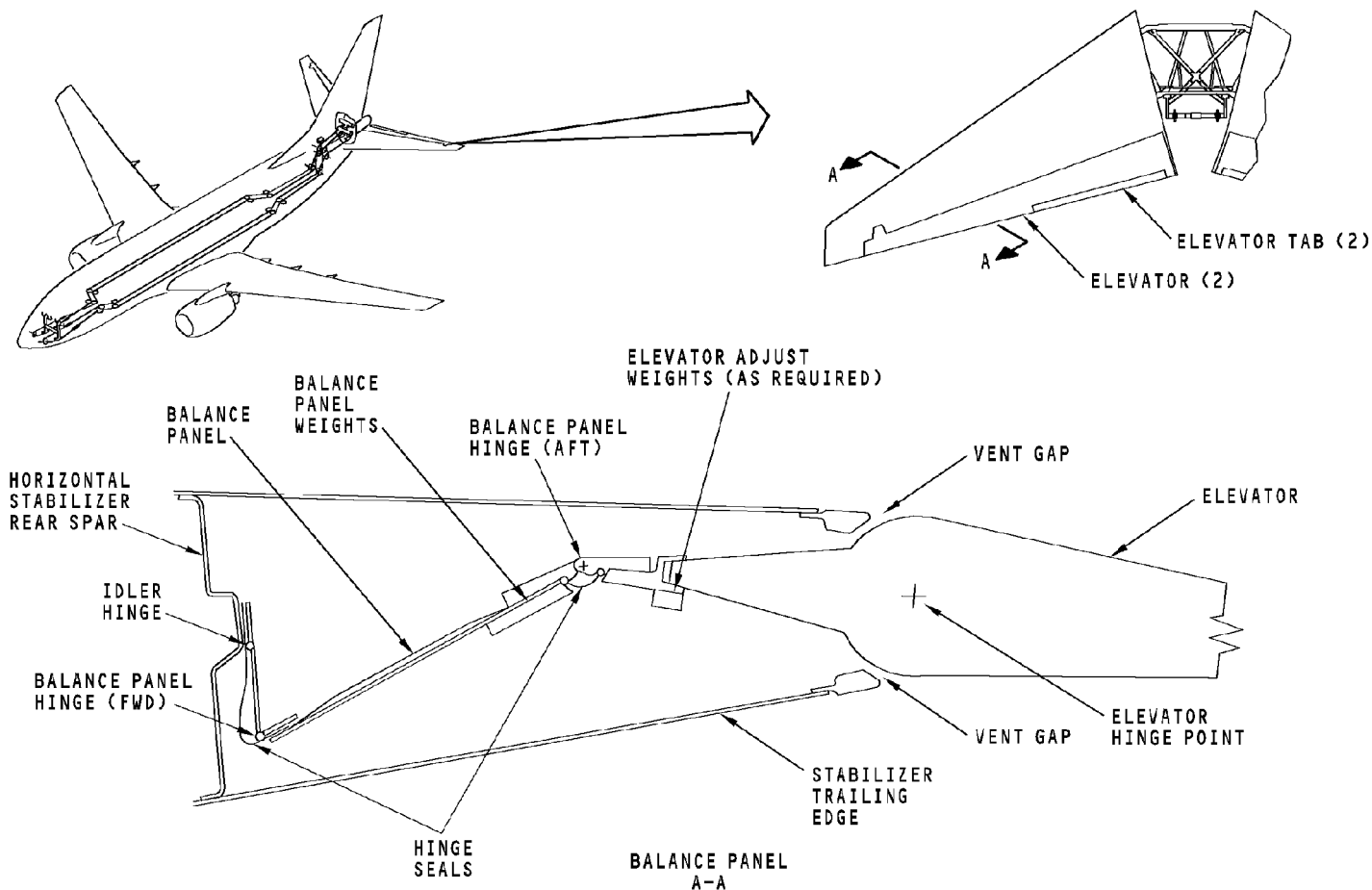
When there is no elevator control input, the pressure forces across the elevator balance panel keep the elevator in the neutral position. When the elevator moves, the pressure forces cause the balance panels to move in the opposite direction of the elevator movement. This effect is necessary during manual reversion control.

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR BALANCE PANEL

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR FEEL COMPUTER**Purpose**

The elevator feel computer changes the control column forces as the airspeed changes and the horizontal stabilizer moves.

Location

The elevator feel computer is on the aft right wall of the stabilizer compartment.

Physical Description

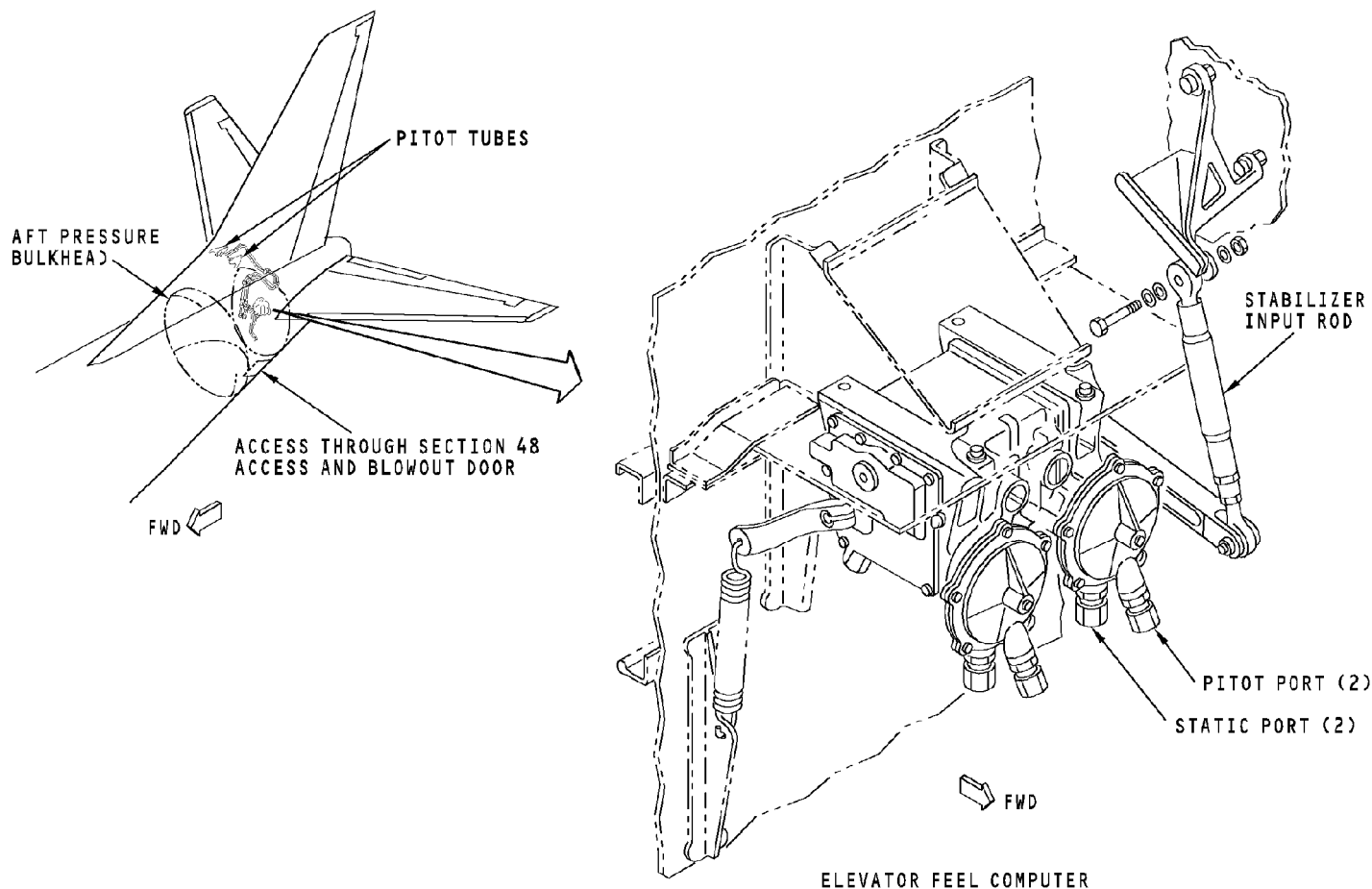
The elevator feel computer is a dual unit. The housing has identical components for system A and for system B.

Functional Description

The elevator feel computer receives inputs from these items:

- Pitot tubes through the pitot ports
- Hydraulic system A and B
- Elevator feel shift module
- Horizontal stabilizer through the input rod.

The elevator feel computer uses these inputs to control the hydraulic pressure to the dual feel actuator on the elevator feel and centering unit.



ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR FEEL COMPUTER

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR FEEL COMPUTER - FUNCTIONAL DESCRIPTION

General

The elevator feel computer receives pitot pressure, hydraulic pressure, and mechanical inputs. The elevator feel computer sends metered hydraulic pressure output to the dual feel actuator on the elevator feel and centering unit.

Physical Description

The elevator feel computer has these components:

- Stabilizer actuated cam (2)
- Q diaphragm (2)
- Droop spring (2)
- Relief valve (2)
- Force balance valve (2)
- Differential pressure switch.

The elevator feel computer has these ports:

- Pneumatic pitot port (2)
- Pneumatic static port (2)
- Hydraulic pressure port (2)
- Hydraulic return port (2)
- Hydraulic computed pressure port (2).

Functional Description

Feel hydraulic pressure in the elevator feel computer varies between 180 psi (base feel) and 1400 psi (maximum). The actual feel pressure to the dual feel actuator is determined by the hydraulic pressure from system A and system B, pitot pressure, and stabilizer mechanical inputs.

Hydraulic pressure from the system A and B flight control modules go to the hydraulic pressure ports.

As the airspeed increases, pitot pressure goes through the pitot port and pushes on the Q diaphragm. The Q diaphragm pushes and moves the relief valve. This movement is in proportion to the airspeed. When the relief valve moves, it pushes the force balance valve. The force balance valve controls hydraulic pressure that goes to the dual feel actuator. As the airspeed increases, the feel force increases.

The stabilizer actuated cam position affects the range that the Q diaphragm can move due to the pitot pressure. As the stabilizer moves from 0 to 17 units of trim, the cam turns. This limits the increase in feel force from increased airspeed. If the stabilizer input to the elevator feel computer disconnects, the spring moves the cam to the maximum feel pressure position.

ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR FEEL COMPUTER - FUNCTIONAL DESCRIPTION

The elevator feel shift module (EFSM) operates during a stall and provides 850 psi system A pressure to the elevator feel computer and dual feel actuator. See the stall warning system section for more information about the elevator feel shift module operation. (SECTION 27-32)

Monitor

The feel differential pressure switch monitors both elevator feel computer metered pressures. The switch closes when there is a difference of 25 percent between system A and system B metered pressure.

The FEEL DIFF PRESS light on the P5 panel comes on when the differential pressure switch is closed for more than 30 seconds.

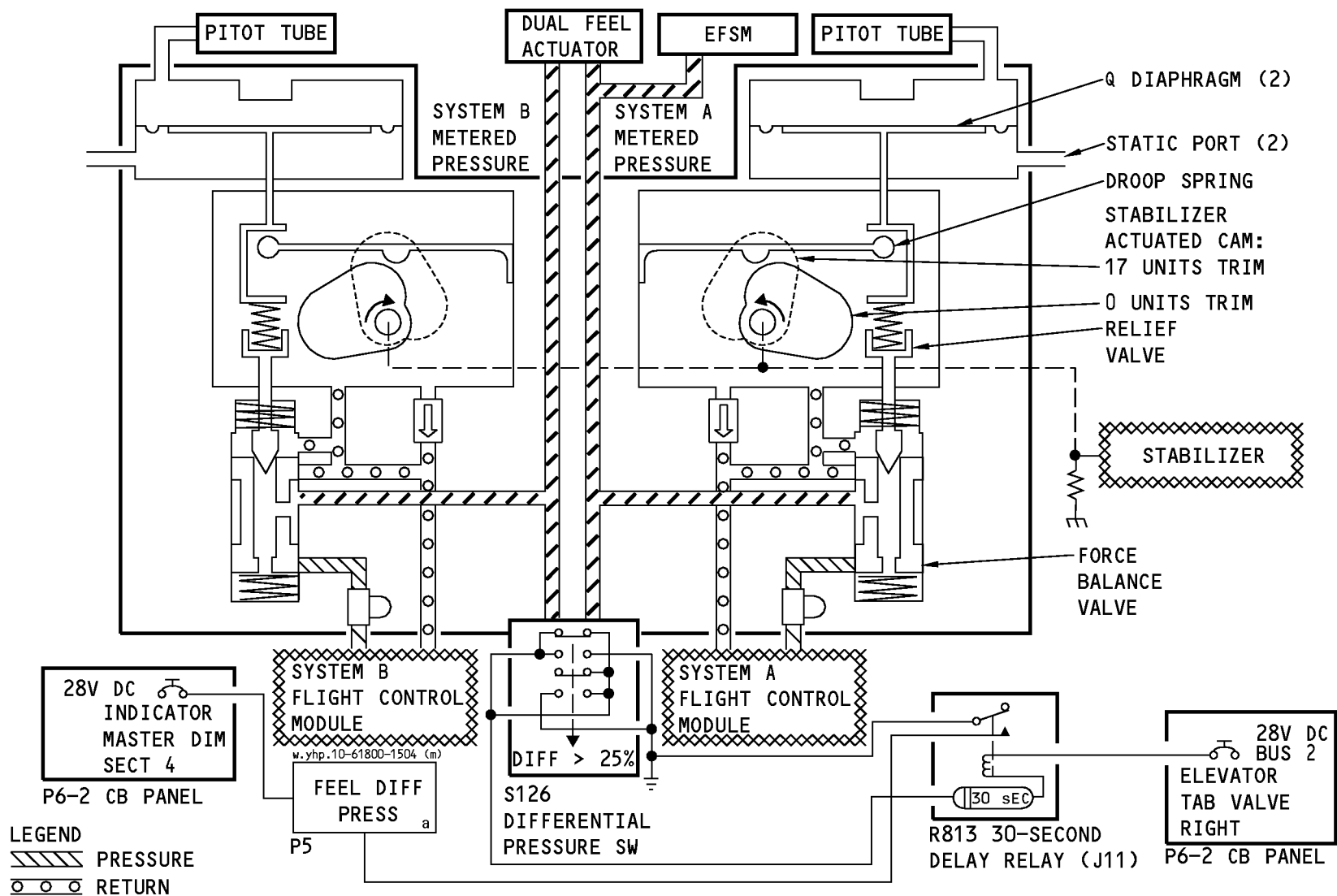
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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR FEEL COMPUTER - FUNCTIONAL DESCRIPTION

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR FEEL AND CENTERING UNIT

Purpose

The elevator feel and centering unit gives variable feel force to the pilot. It also moves the control column to a neutral position when there is no input.

Location

The elevator feel and centering unit attaches to structure on the empennage.

Physical Description

The elevator feel and centering unit has these components:

- Housing
- Centering spring (2)
- Centering cam
- Roller
- Centering linkage
- Dual feel actuator.

The mach trim actuator attaches on the top of the housing.

The horizontal stabilizer connects with the housing through the neutral shift rods and the mach trim actuator.

Functional Description

The centering springs hold the roller in the center of the cam. When the control column moves, the cam turns with the shaft and moves the roller up on the cam. This extends the springs and supplies a feel force to the pilot.

When the pilot releases the control column, the spring force causes the roller to move to the cam detent. The system moves to the neutral position.

Functional Description - Dual Feel Actuator

At high airspeeds, the elevator feel computer increases the metered pressure to the dual feel actuator. The system A and system B metered pressures are not equal. This moves the housing of the dual feel actuator to the end of travel.

When the centering cam rotates, the centering linkage pulls against the highest of the two computed pressures. This adds an adjustable extra feel force to the feel and centering spring. This changes the feel force to the pilot.

During a stall, the EFSM operates and provides 850 psi system A pressure to the A side of the dual feel actuator. This increases the feel force to the pilot. See the stall warning system section for more information about the elevator feel shift module operation. (SECTION 27-32)

ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR FEEL AND CENTERING UNIT

Digital Flight Control System Operation - Mach Trim

At high air speeds, the flight control computers (FCCs) send inputs to the mach trim actuator. The actuator retracts and turns the elevator feel and centering unit housing and centering cam. This gives a mechanical input to move the elevators through the input torque tube.

At low air speeds, the FCCs send inputs to the mach trim actuator to change the amount of elevator movement through the neutral shift operation. The neutral shift sensor sends signals to both FCCs for the relative position between the stabilizer and the elevator.

See the elevator tab control system - elevator neutral shift section for more information about the mach trim and neutral shift operation. (SECTION 27-31)

See the digital flight control system section for more information about the FCCs and the mach trim actuator operation. (SECTION 22-11)

Stabilizer Trim

During stabilizer trim movement, the neutral shift rods move and give mechanical input to the elevator feel and centering unit housing through the mach trim actuator. This moves the elevators to a new neutral position.

The stabilizer position sensors A and B send signals to the FCCs for the new neutral position. Sensor A also sends signals to the flight data acquisition unit.

See the horizontal stabilizer trim control system section for more information on the stabilizer operation. (SECTION 27-41)

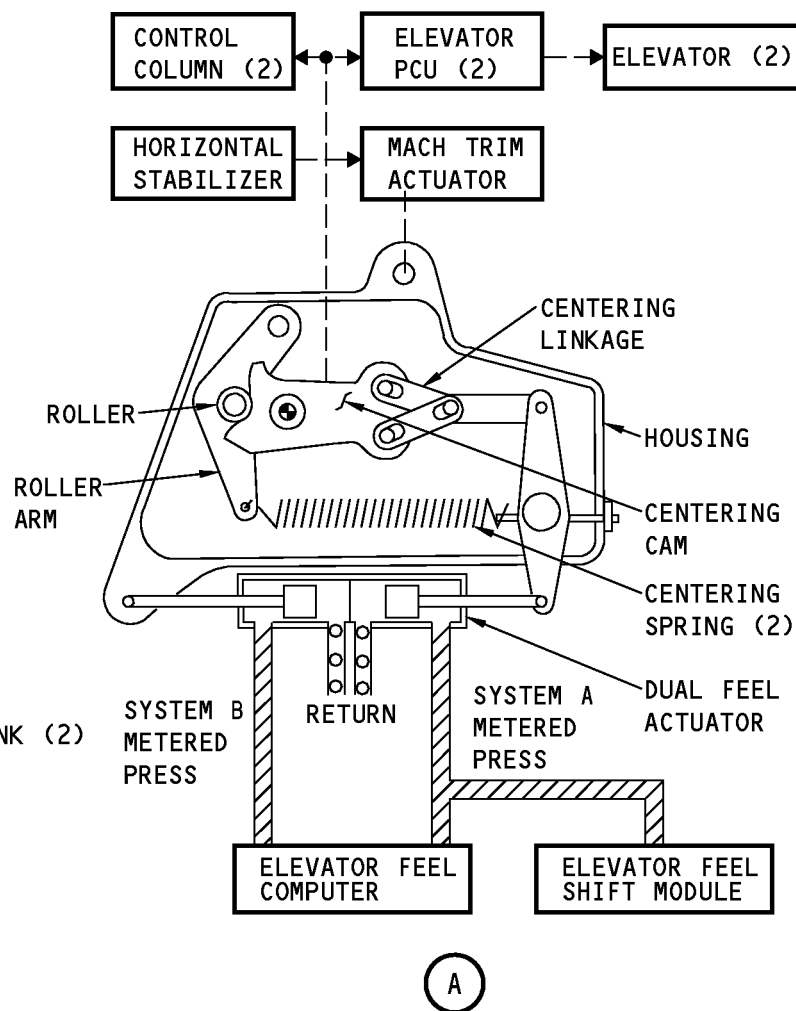
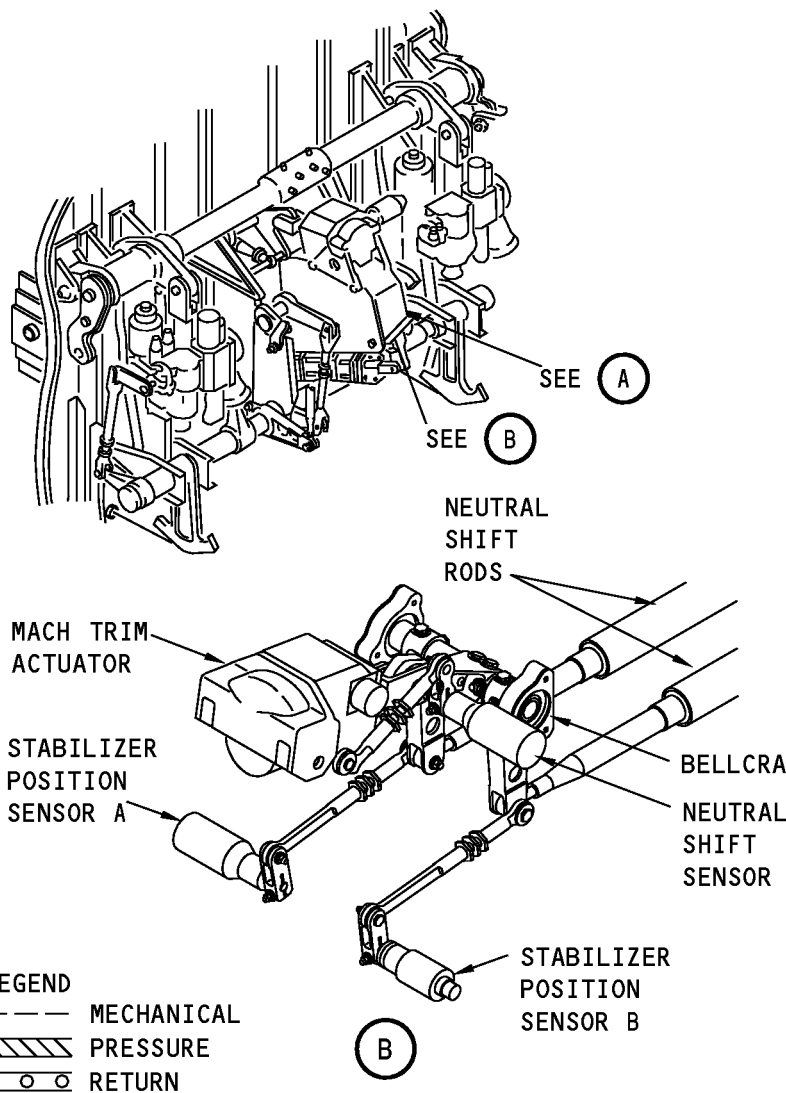
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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR FEEL AND CENTERING UNIT

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR TAB CONTROL MECHANISM

Purpose

The elevator tab control mechanism changes the function of the elevator tab. This helps increase the nose up control of the airplane.

Location

The elevator tab control mechanism attaches to the rear spar on each side of the stabilizer. The solenoid control valves attach to a bracket on the station 1156 bulkhead.

Physical Description

Each elevator tab control mechanism contains these components:

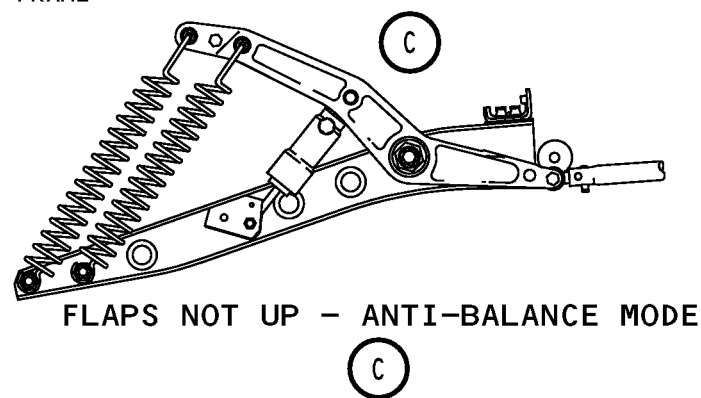
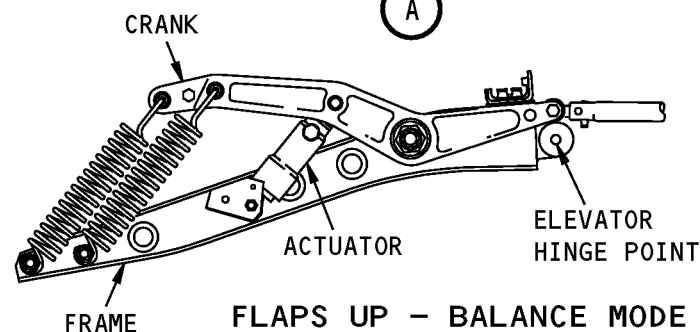
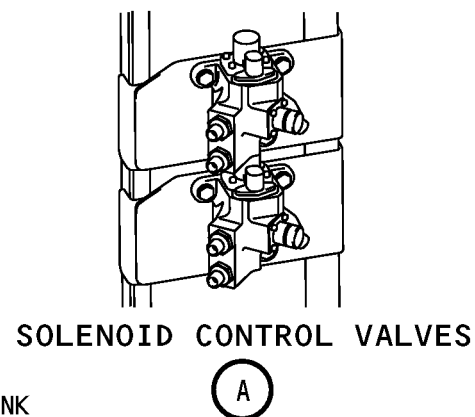
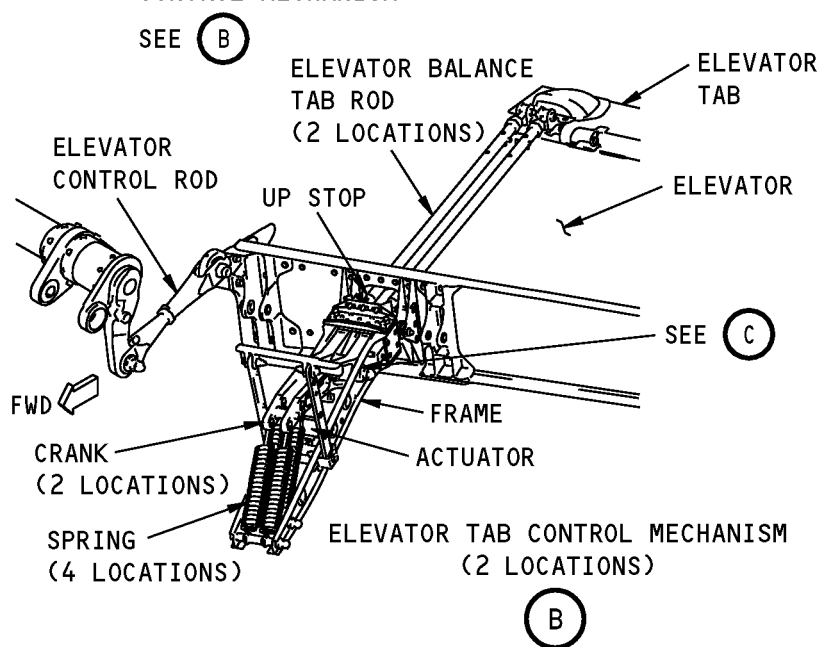
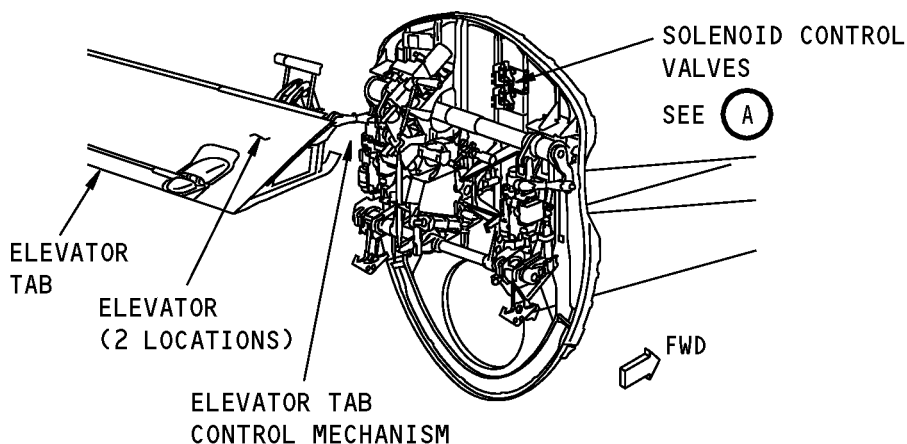
- Actuator
- Crank (2)
- Spring (4)
- Frame
- Up stop.

The elevator tab control mechanism attaches to the aft edge of each elevator. The elevator tab control mechanism frame attaches to the stabilizer structure. The cranks attach to the two tab control rods. The actuator housing attaches to a pin that connects the two cranks. The piston of the actuator attaches the fixed support structure of the frame. The four springs connect to the crank and to the fixed support structure.

Functional Description

When the flaps are up, the elevator tab operates in the balance mode. As the elevator moves, the tab moves in a direction that is opposite to the direction of elevator movement. In the balance mode, the tab moves 0.75 degrees for each degree of elevator movement.

When the flaps are not up and hydraulic power is on, the elevator tab operates in the anti-balance mode. The actuator extends, moves the crank and repositions the elevator balance tab rods. When the elevator moves, the elevator tab moves in the same direction that the elevator moves. In the anti-balance mode, the tab moves 0.50 degrees for each degree of elevator movement.



ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR TAB CONTROL MECHANISM

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR TAB CONTROL MECHANISM - FUNCTIONAL DESCRIPTION

Functional Description

In the balance mode (TE flaps up), the solenoid control valves de-energize. When the control valve is de-energized, four springs move the elevator tab actuator to the retract position. This lets the elevator tab move in the opposite direction from the elevator movement.

The left solenoid control valve energizes when the TE flaps are not up, and the FCCs send signals to the left solenoid control valve. This connects system A pressure to the actuator. Because the rod end of the actuator attaches to the fixed frame, the actuator housing moves. This causes the crank to move and lets the elevator tab move in the same direction as the elevator, or the anti-balance mode of operation.

The right solenoid control valve energizes when the TE flaps are not up, and a ground goes to the 10-second delay relay. The purpose of the 10-second delay relay is to improve autopilot performance. When the relay energizes, power goes to operate the solenoid control valve. The solenoid control valve connects system B pressure to the right actuator. This causes the crank to move and lets the elevator tab move in the same direction as the elevator, or the anti-balance mode of operation.

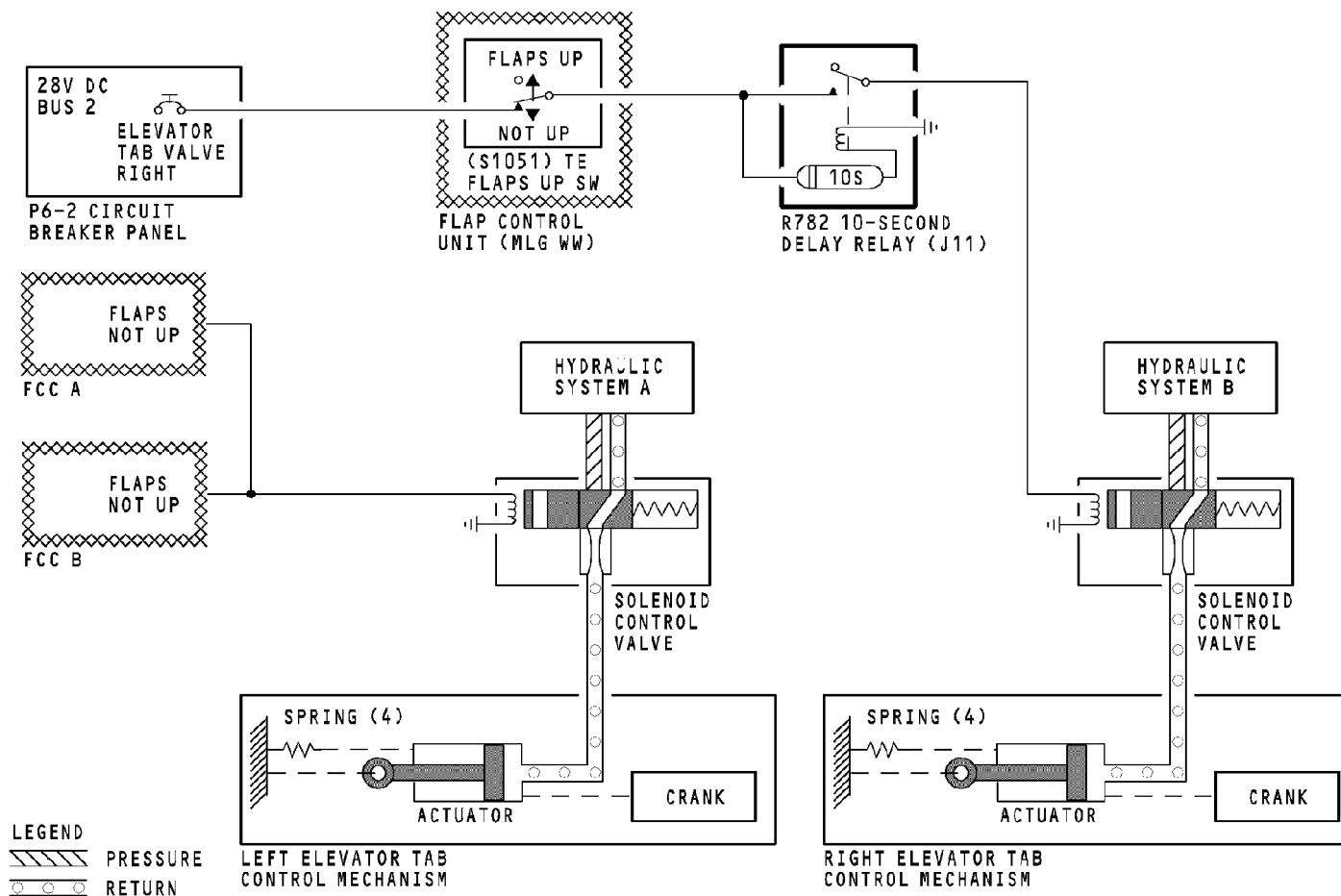
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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR TAB CONTROL MECHANISM - FUNCTIONAL DESCRIPTION

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR NEUTRAL SHIFT

Stabilizer Controlled Neutral Shift Functional Description

The stabilizer controlled elevator neutral shift function changes the neutral position of the elevators during stabilizer movement.

The neutral shift function causes the elevators to move when the stabilizer moves. The stabilizer neutral position is at 4 units of trim.

The elevator is downrigged 4 degrees when the stabilizer is at the neutral position (4 units of trim). When the stabilizer moves in either directions from neutral position, it moves the elevator neutral shift rods and gives a mechanical input to the elevator PCUs. The elevator moves up as the stabilizer moves either direction from the stabilizer neutral position. The amount of elevator movement due to stabilizer movement is shown by the stabilizer controlled neutral shift (not including FCC input) line.

FCC Controlled Neutral Shift Functional Description

The primary function of the flight control computer (FCC) controlled neutral shift is to reduce the pilot column force necessary to trim the airplane during initial climbout after takeoff with a forward CG and both engines operating.

The FCCs provide inputs to the mach trim actuator when these conditions occur:

- TE flaps not up
- Either engine N1 more than 18%.

FCC controlled neutral shift changes the elevator neutral position based on stabilizer and flap position. When active, the FCCs command a neutral shift when any of these occurs:

- Captain or F/O stabilizer trim switches operated
- Flap setting is changed.

Manual trim wheel inputs, autopilot, and speed trim will not command elevator movement by the FCC controlled neutral shift function.

The incremental elevator input commanded by the FCC controlled neutral shift varies with flap position and stabilizer position. The amount of elevator movement due to FCC controlled neutral shift at flap position from 1 unit to 25 units is shown by the FCC controlled neutral shift (F1-F25) line. The input is slightly different at flap positions of 30 units and 40 units.

The elevator input commanded by the FCC controlled neutral shift varies in a very different manner as a function of stabilizer setting.

FCC Controlled Neutral Shift Operation During Forward CG Takeoffs

During forward CG takeoffs and the stabilizer at 7.0 to 10.5 units, the FCCs input some elevator downrig. The increased airplane nose up takeoff stabilizer settings give increased control during takeoff.

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR NEUTRAL SHIFT

FCC Controlled Neutral Shift Operation During Aft CG Operations

During aft CG operations, as more airplane nose down stabilizer trim is necessary, less elevator downrig is commanded. This occurs as the stabilizer moves from 7 to 0 units of trim. Removal of the elevator downrig allows more nose down control.

FCC Controlled Neutral Shift Operation During Forward CG Landings

During forward CG landings, as the stabilizer moves from 10.5 to 17.0 units, the FCCs remove the elevator downrig and add some uprig. By removal of the downrig and the addition of uprig, not as much airplane nose up stabilizer is necessary to trim. This decreases the stabilizer angle of attack and decreases the potential for tail buffet if there is ice on the stabilizer.

Combined Effect of Stabilizer Controlled Neutral Shift and FCC Controlled Neutral Shift.

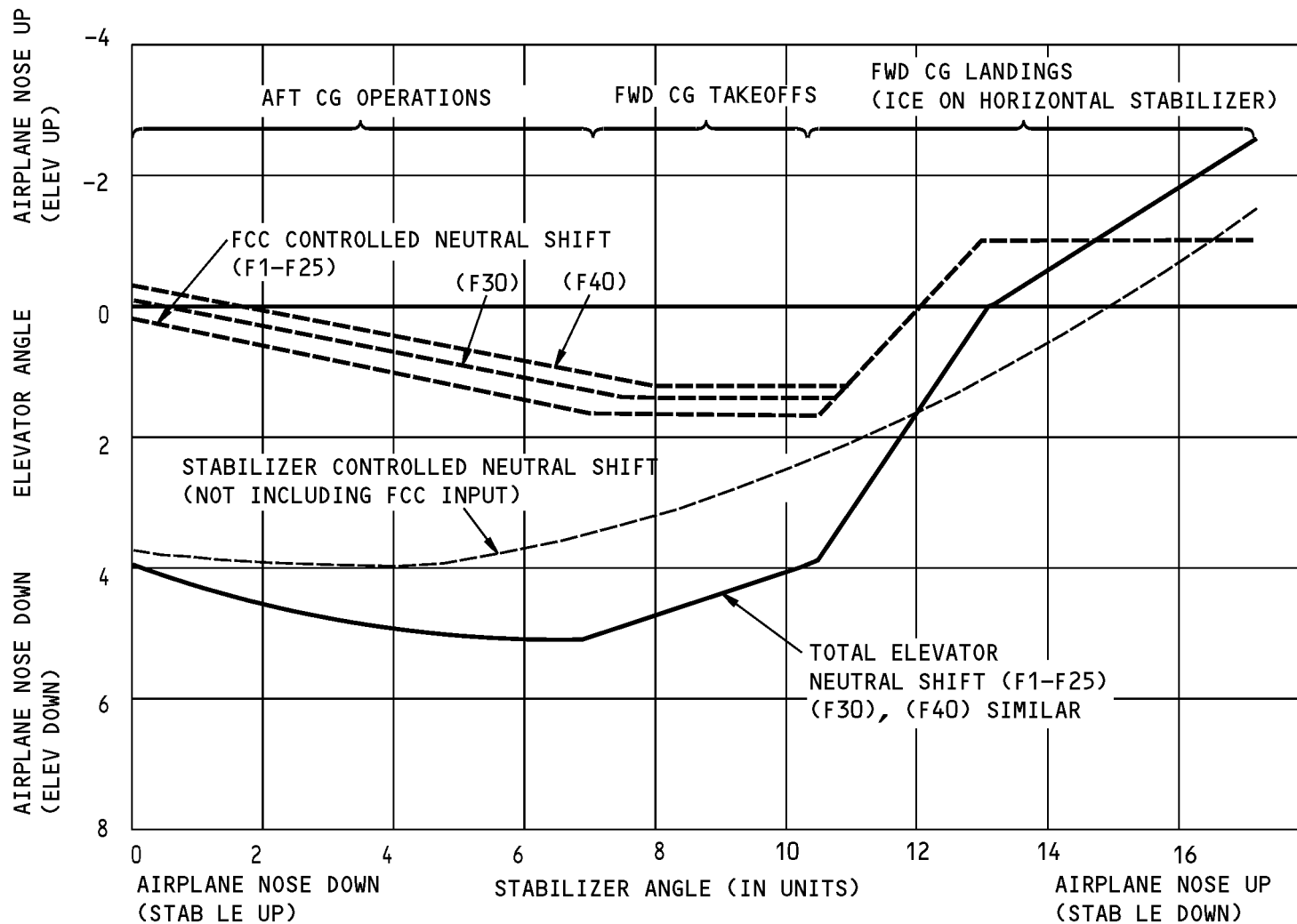
The elevator movement due to stabilizer position and the FCC controlled neutral shift function add together. The total amount of elevator movement due to stabilizer controlled neutral shift and FCC controlled neutral shift is shown at flap positions from 1 unit to 25 units is shown by the total elevator neutral shift (F1-F25) line.

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ELEVATOR AND TAB CONTROL SYSTEM - ELEVATOR NEUTRAL SHIFT

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ELEVATOR AND TAB CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

General

The pilots manually control the position of the elevators with forward and aft movement of the control columns.

The stabilizer mechanically controls the position of the elevators during stabilizer neutral shift.

The autopilot controls the position of the elevators automatically when it is engaged.

The digital flight control system (DFCS) automatically controls the elevators during FCC controlled neutral shift.

Manual Operation - Elevator

The pilots use the control column to operate the elevator for pitch control. When the control column moves, it moves the elevator forward quadrant and the elevator control cables. The control cables move the elevator aft control quadrant. This provides an input to the elevator input torque tube. Feel force is provided by the feel and centering unit and dual feel actuator. The elevator input torque tube moves the elevator PCU input pogos. The pogos provide inputs to the PCUs. The PCU rod end is fixed and the housing moves the elevator output torque tube. The output torque tube moves the elevators through the control rods.

Autopilot - Elevator

The DFCS uses the autopilot actuators to mechanically give an input to the elevator input torque tube. The output from the input torque tube to the elevator PCUs is the same as in the manual operation.

During autopilot operation, the autopilot actuator input also backdrives the control columns to the DFCS commanded position.

See the DFCS section for more information about the autopilot system. (SECTION 22-11)

Elevator Neutral Shift - Stabilizer Input

When the stabilizer moves, it moves the two elevator neutral shift rods. The neutral shift rods provide an input to the elevators through the mach trim actuator, the feel and centering unit, and the elevator input torque tube to the PCUs. When the elevator input torque tube moves, it also backdrives the control cables which move the control columns to their new neutral position.

During stabilizer electric trim operation, if the pilot gives an opposite direction to elevator control input, the column cutout switches make the stabilizer electric trim stop.

ELEVATOR AND TAB CONTROL SYSTEM - FUNCTIONAL DESCRIPTION**Elevator Neutral Shift - Flight Control Computer Input**

The flight control computers provide an input to the mach trim actuator when the TE flaps are not up and these conditions occur:

- The stabilizer trim switches are operated
- TE flap setting changed.

Manual trim, autopilot, speed trim, and control column inputs do not command the elevators to move by the FCC controlled neutral shift function.

When the mach trim actuator moves, a mechanical input goes through the feel and centering unit to the PCUs.

See the elevator neutral shift section for more information about the FCC controlled neutral shift function. (SECTION 27-31)

Elevator Tab Control

The elevator tab mechanism changes the function of the elevator tab. When the TE flaps are up, the elevator tab operates in the balance mode. When the TE flaps are not up, the elevator tab operates in the anti-balance mode.

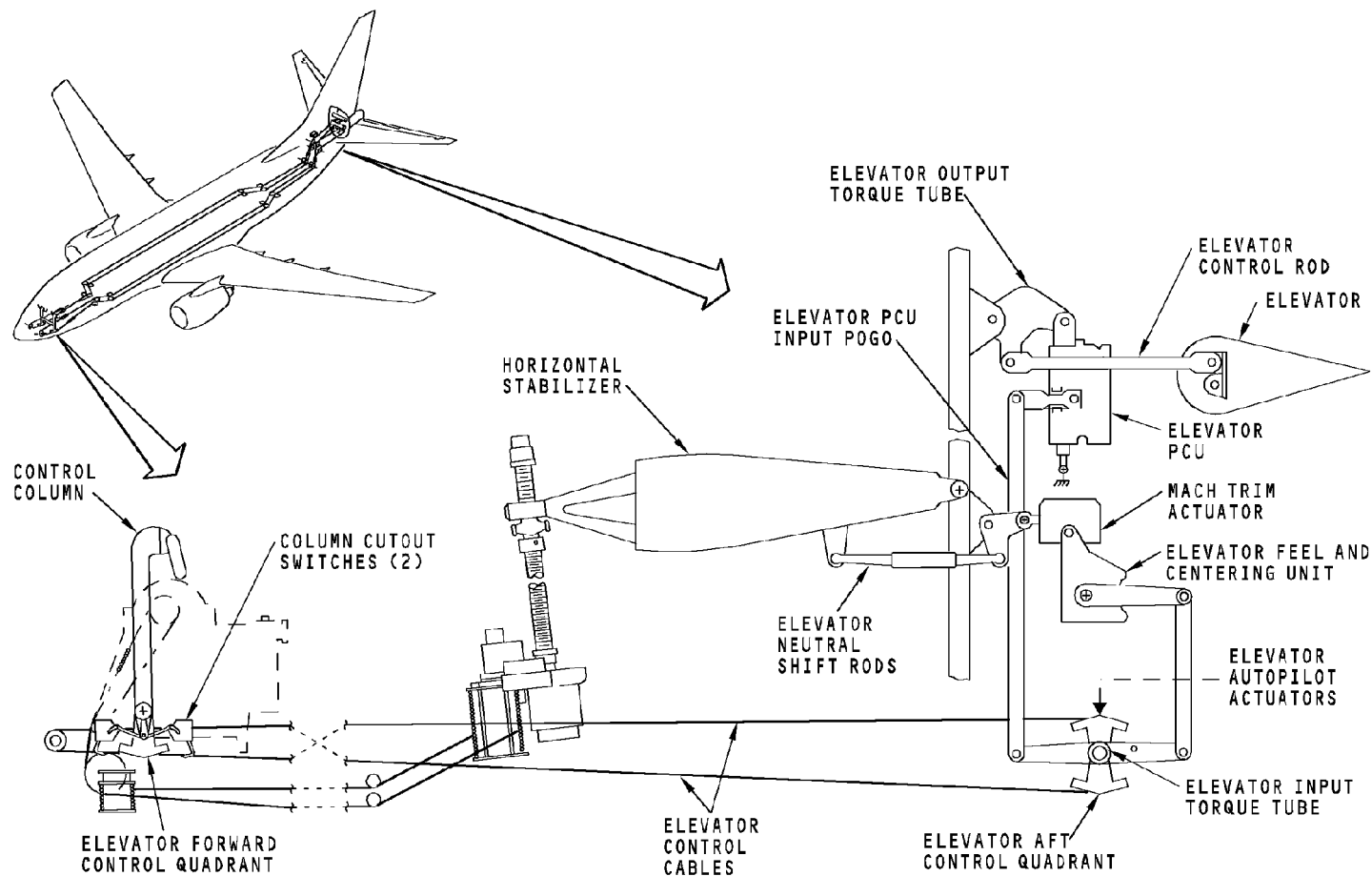
See the elevator and tab control system section for more information on the elevator operation. (SECTION 27-31)

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ELEVATOR AND TAB CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

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STALL WARNING SYSTEM - INTRODUCTION

Purpose

The stall warning system shakes the control column when the airplane gets close to a stall.

Stall ID increases control column feel forces during a stall.

Abbreviations and Acronyms

- AC - alternating current
- ADIRS - air data inertial reference system
- ADIRU - air data inertial reference unit
- ADR - air data reference
- AOA - angle of attack
- ARINC - Aeronautical Radio Inc.
- asym - asymmetry
- ATR - Austin Trumbull Radio
- BITE - built-in Test equipment
- CAA - Civil Aviation Authority
- capt - captain
- CB - circuit breaker
- CDS - common display system
- CMD - command
- com - common
- CPC - cabin pressure controller
- DC - direct current
- deg - degree
- DEU - display electronics unit
- EFS - elevator feel shift
- EFSM - elevator feel shift module
- eng - engine
- F/O - first officer

- FCC - flight control computer
- FDAU - flight data acquisition unit
- ft - feet
- FMCS - flight management computer system
- FSEU - flap slat electronics unit
- gnd - ground
- GPWC - ground proximity warning computer
- IR - inertial reference
- k - knot
- L - left

HAP 001-013, 015-023, 101-999

- LAS - load alleviation system

HAP ALL

- LE - leading edge
- MCP - mode control panel
- MMO - mach maximum operating
- No. - number
- norm - normal
- PLI - pitch limit indication
- POS - position
- PSEU - proximity switch electronics unit
- R - right
- RA - radio altitude
- sec - second
- SMYD - stall management yaw damper
- SS - stick shaker
- stall ID - stall identification
- sws - stall warning system
- TAI - thermal anti-ice
- TE - trailing edge
- TOGA - takeoff/go-around
- UCM - uncommanded motion

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STALL WARNING SYSTEM - INTRODUCTION

- v - volt
- Vcas - computed airspeed
- VMO - velocity maximum operating
- Vsf - speed floor velocity
- warn - warning
- WTRIS - wheel-to-rudder interconnect system

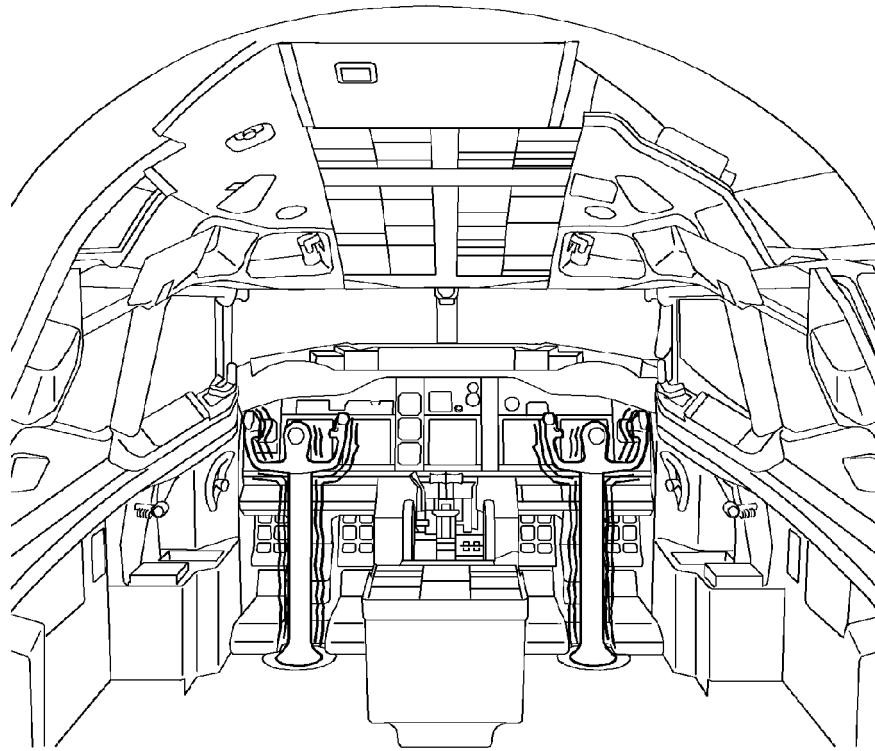
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STALL WARNING SYSTEM - INTRODUCTION

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SWS - GENERAL DESCRIPTION

General

The stall warning system shakes the control column when the airplane gets close to a stall.

The stall ID system makes sure the pilot cannot easily overcome automatic nose down trim of the airplane during a stall. During a stall, the stall warning system increases control column feel forces.

These are the components of the stall warning system:

- Stall management yaw dampers (SMYDs)
- Control column shakers
- Elevator feel shift module (EFSM)
- Stall warning test panel.

During a stall, the FCCs command the stabilizer to trim the airplane nose down. The EFSM and column cut-out switch modules operate to make sure the pilot cannot easily stop this automatic stabilizer movement with the elevator control column nose up input.

These are the components and systems that supply data to the stall warning system:

- Stall warning test panel
- Angle of attack sensors
- Air data inertial reference system (ADIRS)
- Flap position transmitters

- Flap slat electronics unit (FSEU)
- Common display system (CDS)
- Mode control panel (MCP)
- Proximity switch electronic unit (PSEU).

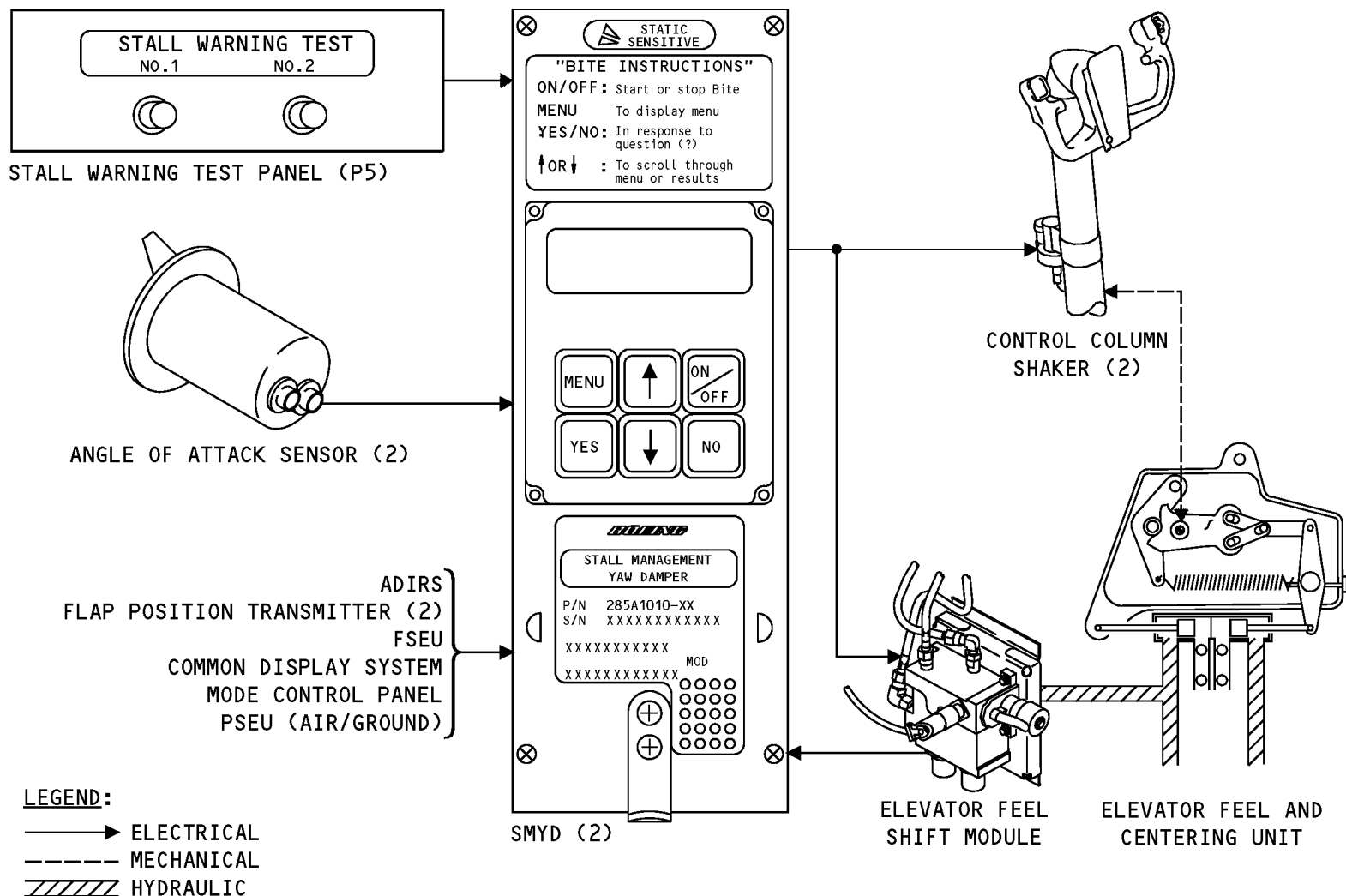
The EFSM and the control column shakers receive discrete signals from the stall warning system.

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SWS - GENERAL DESCRIPTION

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SWS - COMPONENT LOCATION**General**

The components of the stall warning system are in these compartments:

- Flight compartment
- Section 48 stabilizer compartment
- Electronic equipment compartment.

Flight Compartment

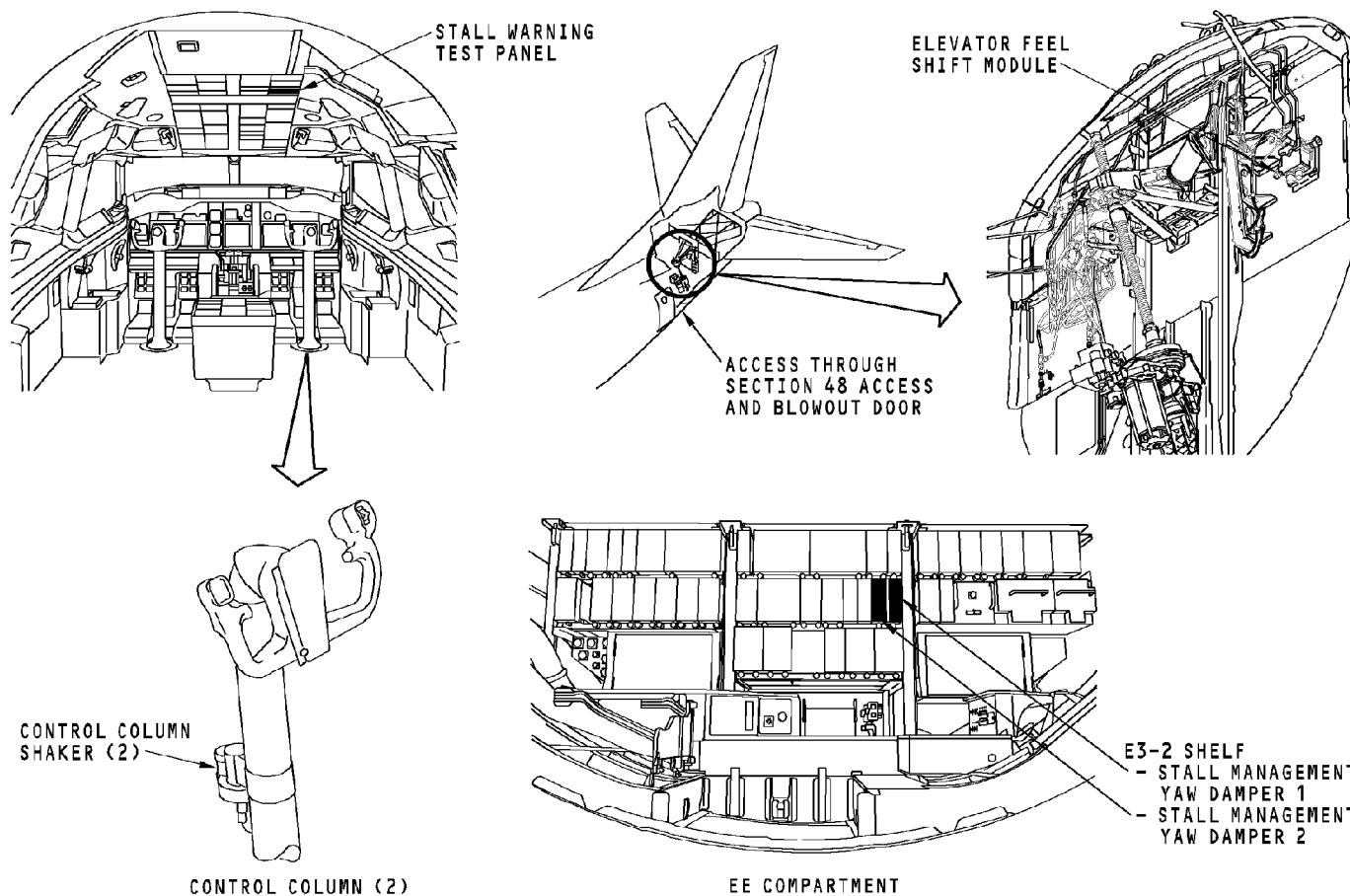
The stall warning test panel is on the P5 aft overhead panel. The control column shakers are on the forward side of the control columns.

Electronic Equipment Compartment

The stall management yaw dampers (SMYDs) are on the E3-2 shelf.

Section 48 Stabilizer Compartment

The elevator feel shift module (EFSM) is on the left side of the aft bulkhead in the stabilizer compartment.



SWS - COMPONENT LOCATION

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SWS - SMYD - STALL MANAGEMENT YAW DAMPER**General**

The SMYD is a 1/4 ATR short unit. It uses 10 watts of power. The SMYD has a standard Boeing six keypad BITE module on the front of the unit. The BITE module has these features:

- BITE instructions
- Display
- Keypad.

BITE Instructions

BITE instructions show how to do a BITE test of the SMYD and move through the BITE sequence.

Display

The BITE display shows the status of the SMYD BITE tests and results. The display has two lines. Each line can show eight amber alphanumeric characters.

Keypad

The BITE keypad has these six switches that allow interaction with the SMYD for faults recorded:

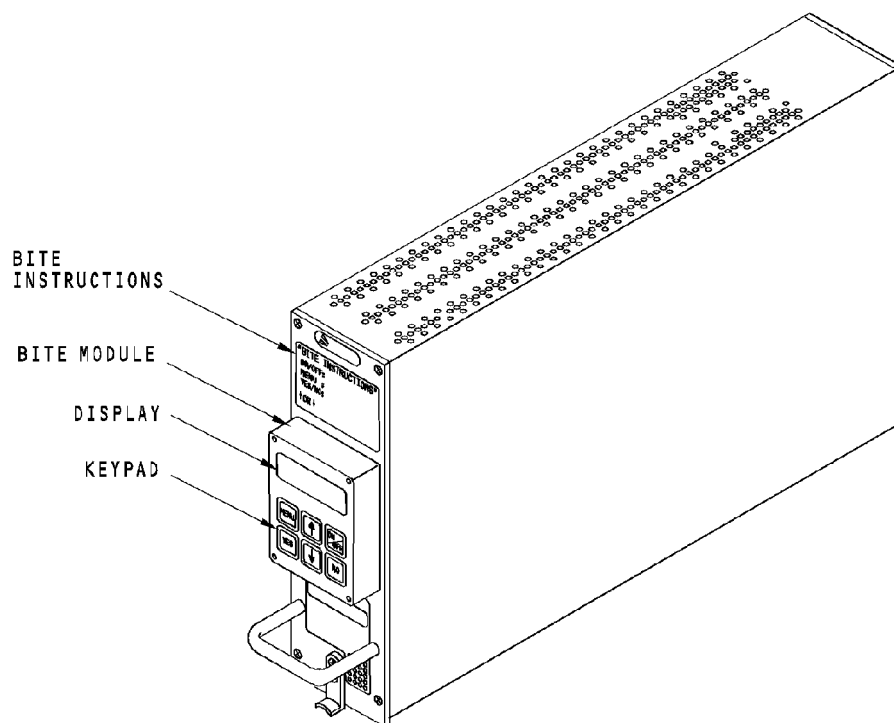
- ON/OFF
- MENU
- YES
- NO
- Up arrow
- Down arrow.

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SWS - SMYD - STALL MANAGEMENT YAW DAMPER

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SWS - STALL MANAGEMENT YAW DAMPER - INTRODUCTION

General

The stall management yaw damper (SMYD) computer calculates and sends commands for stall management and yaw damping functions for these systems:

- Stall warning system (SWS)
- Autoslat system
- Performance data for display on CDS
- Primary yaw damping system
- WTRIS and standby yaw damping system.

HAP 001-013, 015-023, 101-999

- Speedbrake auto stow system for LAS.

HAP ALL

Stall Warning System

The stall warning system operates the control column stick shakers to alert the crew when airspeed is at a minimum operating speed and is close to a wing stall condition.

When close to stall, the SMYD operates the elevator feel shift (EFS) function to increase elevator feel pressure to counteract control column elevator up movement.

HAP 001-013, 015-026, 028-036, 101-999

Autoslat System

The autoslat system commands the leading edge slats to extend from the mid-extended to the full-extended position for flaps 1, 2, and 5 when the speed is less than a safe margin above stall. Autoslat operates at an angle-of-attack that is less than for stick shaker speed.

HAP 037-054

Autoslat System

The autoslat system commands the leading edge slats to extend from the mid-extended to the full-extended position for flaps 1, 2, 5, 10, 15 and 25 when the speed is less than a safe margin above stall. Autoslat operates at an angle-of-attack that is less than for stick shaker speed.

HAP ALL

Performance Data

The SMYD calculates airplane performance data for display on the CDS. These include the pitch limit indicator (PLI) symbol and minimum and maximum safe operating speed symbols.

Primary Yaw Damping and WTRIS/Standby Yaw Damping

The yaw damping function of the SMYD does primary yaw damping, standby yaw damping, and WTRIS.

SWS - STALL MANAGEMENT YAW DAMPER - INTRODUCTION

HAP 001-013, 015-023, 101-999

Speedbrake Auto Stow System (LAS)

The SMYD controls the speedbrake auto stow function of the Load Alleviation System.

HAP ALL

Abbreviations and Acronyms

- AC - alternating current
- actr - actuator
- ADI - attitude direction indicator
- ADIRU - air data inertial reference unit
- ADR - air data reference
- AOA - angle of attack
- ARINC - Aeronautical Radio, Inc.
- asym - asymmetry
- A/T - autothrottle
- ATR - austin trumbull radio
- BITE - built-in Test equipment
- CAA - civil aviation authority
- CAS - computed airspeed
- capt - captain
- CDS - common display system
- CDU - control display unit
- cmd - command
- cmptr - computer
- com - common
- cos - cosine
- CPC - cabin pressure controller

- CPU - central processing unit
- CW - control wheel
- DC - direct current
- DEU - display electronics unit
- DFCS - digital flight control system
- DU - display unit
- EFS - Elevator Feel Shift
- EFSM - Elevator Feel Shift Module
- elex - electronic
- eng - engage
- exc - excitation
- FAA - federal aviation administration
- FCC - flight control computer
- FDAU - flight data acquisition unit
- FMC - flight management computer
- FMCS - flight management computer system
- f/o - first officer
- FSEU - flap slat electronics unit
- fwd - forward
- gnd - ground
- GPWC - ground proximity warning computer
- ind - indicator
- I/O - input/output
- IR - inertial reference
- L - left

HAP 001-013, 015-023, 101-999

- LAS - load alleviation system

HAP ALL

- LE - leading edge
- LRU - line replaceable unit
- lt - light
- LVDT - linear variable differential transformer

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SWS - STALL MANAGEMENT YAW DAMPER - INTRODUCTION

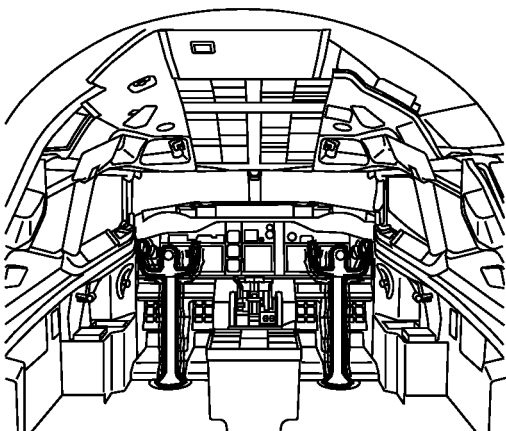
- MCP - mode control panel
- mgt - management
- MLG - main landing gear
- NLG - nose landing gear
- NVM - non-volatile memory
- N1 - engine low pressure rotor (fan) speed
- N2 - engine high pressure rotor speed
- PCU - power control unit
- perf - performance
- PLI - pitch limit indicator
- pos - position
- PSEU - proximity switch electronics unit
- R - right
- req - request
- sin - sine
- SMYD - stall management yaw damper
- snsr - sensor
- stby - standby
- sw - switch
- SWS - stall warning system
- TE - trailing edge
- T/O - takeoff
- TO/GA - takeoff/go-around
- UCM - uncommanded motion
- V - volt
- Vmin - minimum safe airspeed
- Vmax - maximum safe airspeed
- Vmvr - min/max safe maneuvering speeds
- warn - warning
- WTRIS - wheel to rudder interconnect system
- xfr - transfer
- xmtr - transmitter
- YD - yaw damper

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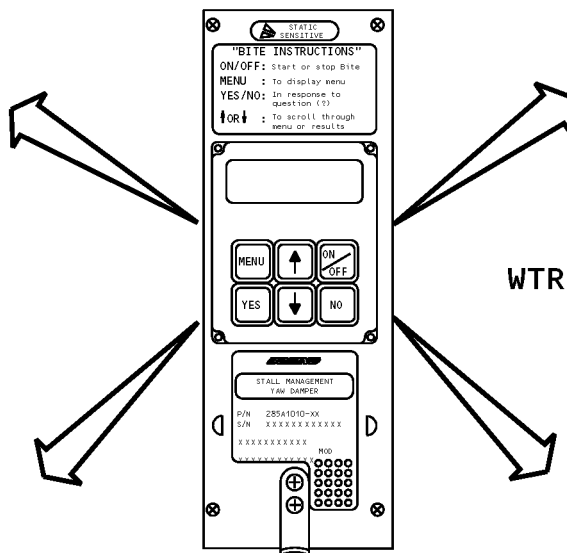
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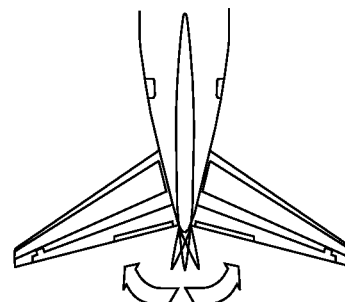
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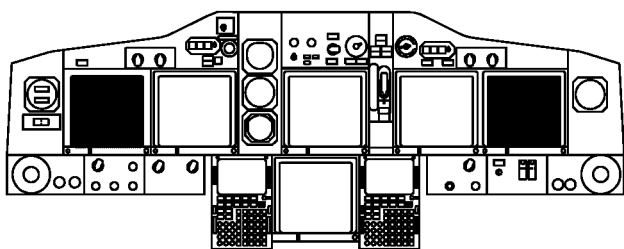
**STALL WARNING SYSTEM
AND ELEVATOR FEEL SHIFT**



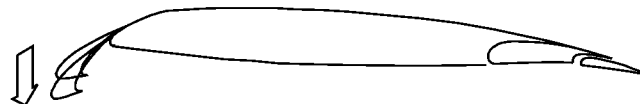
**STALL MANAGEMENT
YAW DAMPER COMPUTER**



**YAW DAMPER SYSTEM
WTRIS AND STANDBY YAW DAMPING**



DISPLAY OF PERFORMANCE DATA ON CDS



AUTOSLAT SYSTEM

SWS - STALL MANAGEMENT YAW DAMPER - INTRODUCTION

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SWS - SMYD - GENERAL DESCRIPTION

General

The stall management yaw damper computer (SMYD) uses analog and digital inputs signals from airplane systems and sensors to calculate commands for these systems:

- Stall warning system and elevator feel shift (EFS)
- Autoslat system
- Performance data for display on CDS
- Primary yaw damping and turn coordination
- WTRIS and standby yaw damping/turn coordination.

HAP 001-013, 015-023, 101-999

- Speedbrake auto stow

HAP ALL

Stall warning, EFS, autoslat, and performance data are part of the stall management function of the SMYD.

HAP 001-013, 015-023, 101-999

Stall warning, EFS, autoslat, speedbrake auto stow and performance data are part of the stall management function of the SMYD.

HAP ALL

Yaw damping, turn coordination, and WTRIS are part of the yaw damper function of the SMYD. SMYD 1 does primary yaw damping/turn coordination during normal operations. SMYD 2 does WTRIS and standby yaw damping/turn coordination during standby operations.

SMYD Input Data

These are the components and sensors that send data to the SMYDs. Some of these components also receive data from the SMYDs:

- DFCS mode control panel (MCP)
- Air data inertial reference unit (ADIRU)
- Flight management computer system (FMCS)
- Common display system (CDS) DEUs
- LVDTs on the rudder power control units (PCU)
- Angle of airflow (AOA) sensors
- Takeoff/go-around (TO/GA) switches
- Stall warning test panel
- Flight control panel
- Flap slat electronics unit (FSEU)
- Proximity switch electronics unit (PSEU)
- Trailing edge flap up switches
- Flap position transmitters
- Control wheel position sensor (Capt's side only)
- Opposite SMYD.

SMYD Output Data

These are the systems that receive data from the SMYD:

- Flight control computers (FCC)
- Autothrottle computer (A/T)
- Ground proximity warning computer (GPWC)
- Common display system (CDS) DEUs
- Cabin pressure controllers (CPC)
- Flight data acquisition unit (FDAU)

SWS - SMYD - GENERAL DESCRIPTION

- Flight control panel
- Flap slat electronics unit (FSEU)
- Proximity switch electronics unit (PSEU)
- Elevator Feel Shift Module (EFSM).

HAP 001-013, 015-023, 101-999

- Load Alleviation System (LAS)

HAP ALL

ADIRU

The ADIRUs send air data and inertial data to the SMYD to use for stall management and yaw damping functions. These are discussed under SMYD - Digital Interfaces.

DFCS MCP

The MCP sends autopilot engage status to the SMYD.

FMC

The FMC sends gross weight to the SMYD to use to calculate airplane performance data such as Vmin, Vmax, and the PLI, and for stall management, yaw damping, and WTRIS. The FMC also provides buffet margin speeds and landing flap information to the SMYD.

HAP 001-013, 015-023, 101-999

The FMC sends gross weight to the SMYD to use to calculate airplane performance data such as Vmin, Vmax, and the PLI, and for stall management, yaw damping, speedbrake auto stow and WTRIS. The FMC also provides buffet margin speeds and landing flap information to the SMYD.

HAP ALL

DEU

The SMYD calculates this airplane performance data and sends the data to the DEUs to show on the CDS:

- Vmin and Vmax speeds (red/black barber poles and amber band speed ranges) for airspeed indicators
- PLI symbol (amber) for display on ADI.

The DEUs send this data to the SMYD on ARINC high speed buses:

- Engine N1 and N2 RPM
- Radio altitude
- Wing and engine anti-ice switches.

Rudder PCU LVDT

The rudder PCU LVDT sends analog data to the SMYD about commanded rudder movement for yaw damping or WTRIS, for feedback in the SMYD servo loop.

SWS - SMYD - GENERAL DESCRIPTION

AOA Sensor

The AOA sensor sends analog angle of airflow vane data to the on-side SMYD. This data is used to determine airplane pitch attitude to set the stall warnings and to calculate performance data.

TO/GA Switches

The TO/GA switches send DFCS and A/T engage status to the SMYD during takeoff when on the ground, or during go-around when in the air.

Stall Warning Test Panel

The stall warning panel test switches send analog discretes to their on-side SMYD to start a test of the control column shaker motors.

Flight Control Panel

The flight control panel sends analog switch position signals to the SMYD for the yaw damper engage switch and the flight control switches. When these switches are engaged on the flight control panel, the SMYD monitors yaw damper or WTRIS operation. If there are no faults, the SMYD sends a signal to this panel to turn off the yaw damper engage light and provides engage power to hold the yaw damper engage switch in the ON position.

FSEU

The FSEU sends analog discrete data to the SMYD for leading edge device asymmetry and uncommanded motion. This data enables the SMYD to bias the stall warnings so that the warnings occur earlier if there is asymmetry or uncommanded motion of these devices.

The SMYD sends analog discrete signals to the FSEU for the autoslat command function.

PSEU

The PSEU sends an air/ground discrete to the SMYD to set the AIR MODE and flight leg count for faults recorded in non-volatile memory (NVM). These are analog discretes sent from the nose gear, main gear and gear handle position.

The SMYD sends analog discrete data to the PSEU to use as part of the takeoff warning function. The SMYD sends a ground to the PSEU whenever the flaps are not in a valid takeoff range, and an open discrete if they are.

Flaps Up Switches

The trailing edge flaps up limit switches send a signal to the SMYD for flaps up logic. The SMYD uses this to limit rudder travel for yaw damping and WTRIS when the flaps are up.

SWS - SMYD - GENERAL DESCRIPTION**Flap Position Transmitter**

The flap position transmitters send analog flap position data to the SMYD when the flaps are not up.

Control Wheel Position Sensor

The captain control wheel (CW) position sensor sends an analog signal to SMYD 2. This is used for the WTRIS function so that SMYD 2 will command rudder movement in proportion to pilot aileron input to assist turns during flight control manual reversion when operating on standby hydraulics.

Opposite SMYD

The opposite SMYD provides data to the other SMYD for these parameters:

- Mach
- TAS
- Impact pressure
- Autoslat extend signal.

FCC

The SMYD sends minimum operating speeds and flap position data to the FCC computers as part of the system engage logic. DFCS uses the flight control minimum operating speeds for its minimum speed calculations to change modes when the speed is near a margin above stall.

A/T

The SMYD sends minimum operating speeds and flap position data to the A/T computer. The A/T uses these data for its minimum speed calculations.

GPWC

The SMYD sends minimum operation speeds, flap, and AOA data to the GPWC for windshear alert calculations.

CPC

The DEUs send engine N1 and N2 RPM data to the SMYD. The SMYD sends this data to the CPC to use as part of the takeoff logic to adjust cabin pressure during the takeoff roll to prevent a pressure bump at rotation.

FDAU

The SMYD sends AOA data and other discrete data to the FDAU to record stall management and yaw damper status.

Stall Warning and Elevator Feel Shift

The SMYD sends a 28v DC discrete to its on-side control column shaker motor to operate the stick shaker when airspeed is close to stall, as calculated by the SMYD.

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SWS - SMYD - GENERAL DESCRIPTION

The SMYD activates the EFSM for the EFS function. EFS operates through the elevator feel system to increase elevator feel pressure to counteract or resist control column elevator up movement when close to a stall.

Performance Data Displayed on CDS

SMYD calculates these performance data to show on CDS:

- Pitch limit indicator (PLI) symbol
- Minimum and maximum operating speed symbols.

Autoslat

Each SMYD sends a signal to the autoslat solenoid valve to move the autoslats. The autoslat system extends the leading edge slats from the mid-extend to the full-extend position for trailing edge flap positions 1, 2, and 5 when the speed is less than a minimum safe margin more than stall speed. The autoslat system increases lift and improves airplane control and maneuverability at lower speeds. The autoslat system operates at lower AOA values than normal stall warning.

Primary Yaw Damping

SMYD 1 sends analog command signals to the main rudder PCU to engage primary yaw damping and move the rudder to reduce unwanted yaw motion. Primary yaw damping requires hydraulic system B pressure.

WTRIS and Standby Yaw Damping

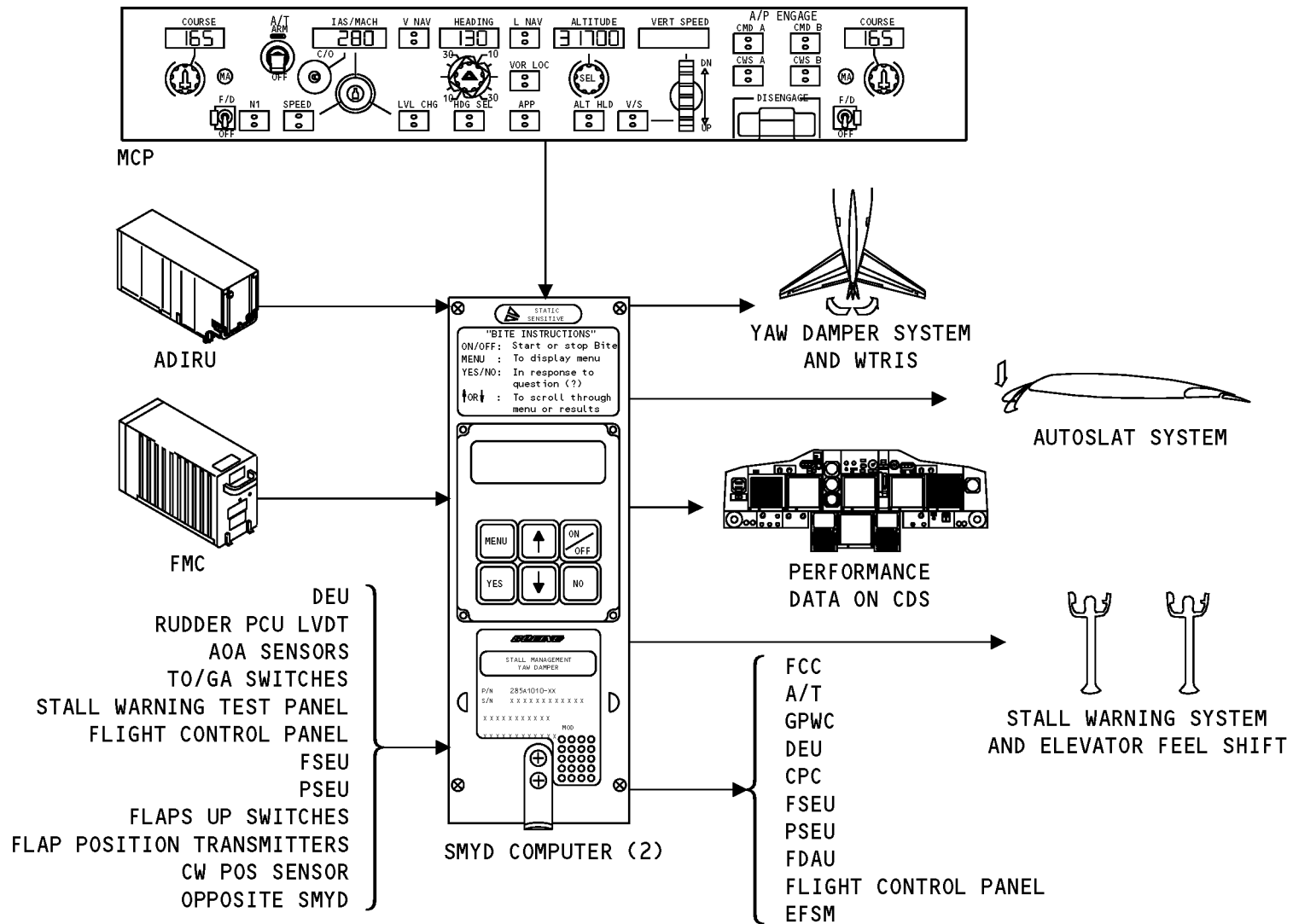
SMYD 2 commands the standby rudder PCU to move the rudder for WTRIS/standby yaw damping during non-normal operations. This is only during manual reversion when both flight control systems A and B switches are in OFF or STBY RUD. At least one switch must be in STBY RUD.

HAP 001-013, 015-023, 101-999

Load Alleviation System

SMYD 2 commands the speedbrake auto stow actuator to push a deployed speedbrake handle to 50% of the Flight detent position. This will occur during a pitch-up maneuver when the airspeed is above 320 knots with the spoilers deployed, and a gross weight of more than 143,000 pounds for a 737-700 airplane or 155,000 pounds for a 737-800 airplane.

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SWS - SMYD - GENERAL DESCRIPTION

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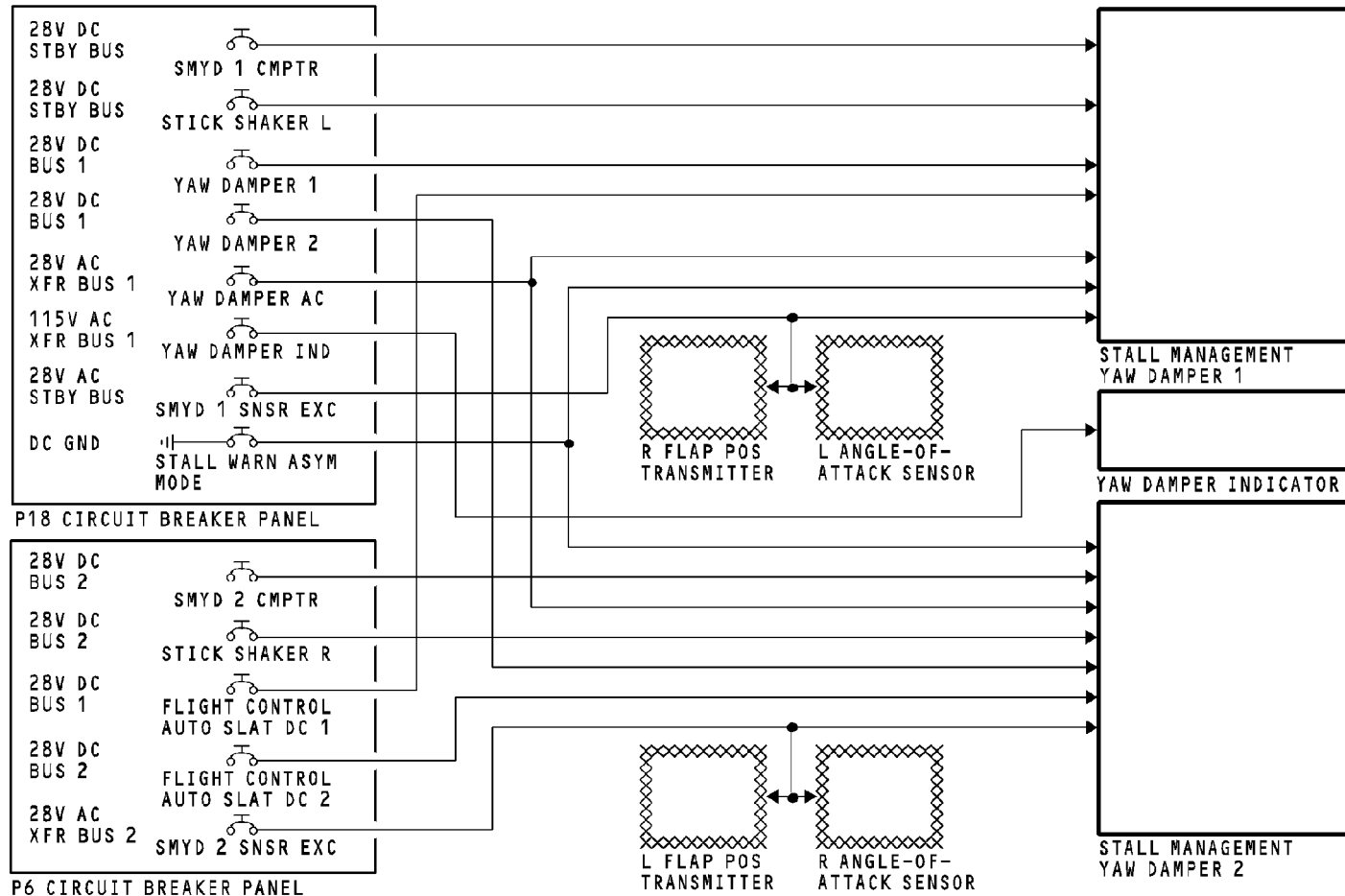
SWS - SMYD - POWER INTERFACE

General

The SMYDs use electrical power from these sources:

- 28v DC standby bus
- 28v DC bus 1
- 28v DC bus 2
- 28v AC standby bus
- 28v AC transfer bus 1
- 28v AC transfer bus 2
- 115v AC transfer bus 1.

Each SMYD gets a DC ground through the STALL WARN ASYM MODE circuit breaker (CB). For the stall warning function (stick shakers), the SMYD adds a bias to provide the stick shaker warning sooner than normal when there is a LE asymmetry indication. This CB provides a ground which enables this early stall warning function of the SMYD. The CB may be used to disable the early warning function and does not affect normal stall warning.



SWS - SMYD - POWER INTERFACE

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SWS - SMYD - ANALOG INTERFACES - SMYD 1

General

These are the analog signals that the SMYD 1 receives from other components and sensors:

- Left angle of attack sensor (AOA)
- Right TE flap position transmitter
- Trailing edge flaps up switch
- Leading edge devices asymmetry (FSEU)
- Leading edge devices uncommanded motion (FSEU)
- Main landing gear air/ground position (PSEU)
- Nose landing gear air/ground position (PSEU)
- Landing gear down and locked (PSEU)
- Stall warning panel self test
- Takeoff/go-around (TO/GA) switches
- Flight control B switch
- Yaw damper engage light
- Yaw damper engage switch
- Yaw damper actuator position (LVDT).

SMYD 1 calculates stall management functions and primary yaw damping functions and sends analog signals and commands for these systems and sensors:

- 28v dc autoslat solenoid valve power
- Autoslat valid signal
- Autoslat command
- Autoslat commanding logic (FSEU)
- Flaps not in takeoff range warning (PSEU)
- Captain control column stick shaker
- 28v dc yaw damper power
- Elevator feel shift module (EFSM)
- Yaw damper solenoid valve (main rudder PCU)
- Yaw damper EHSV command (main rudder PCU)
- Yaw damper engage switch solenoid.

These are the eight program pins and options for each SMYD computer:

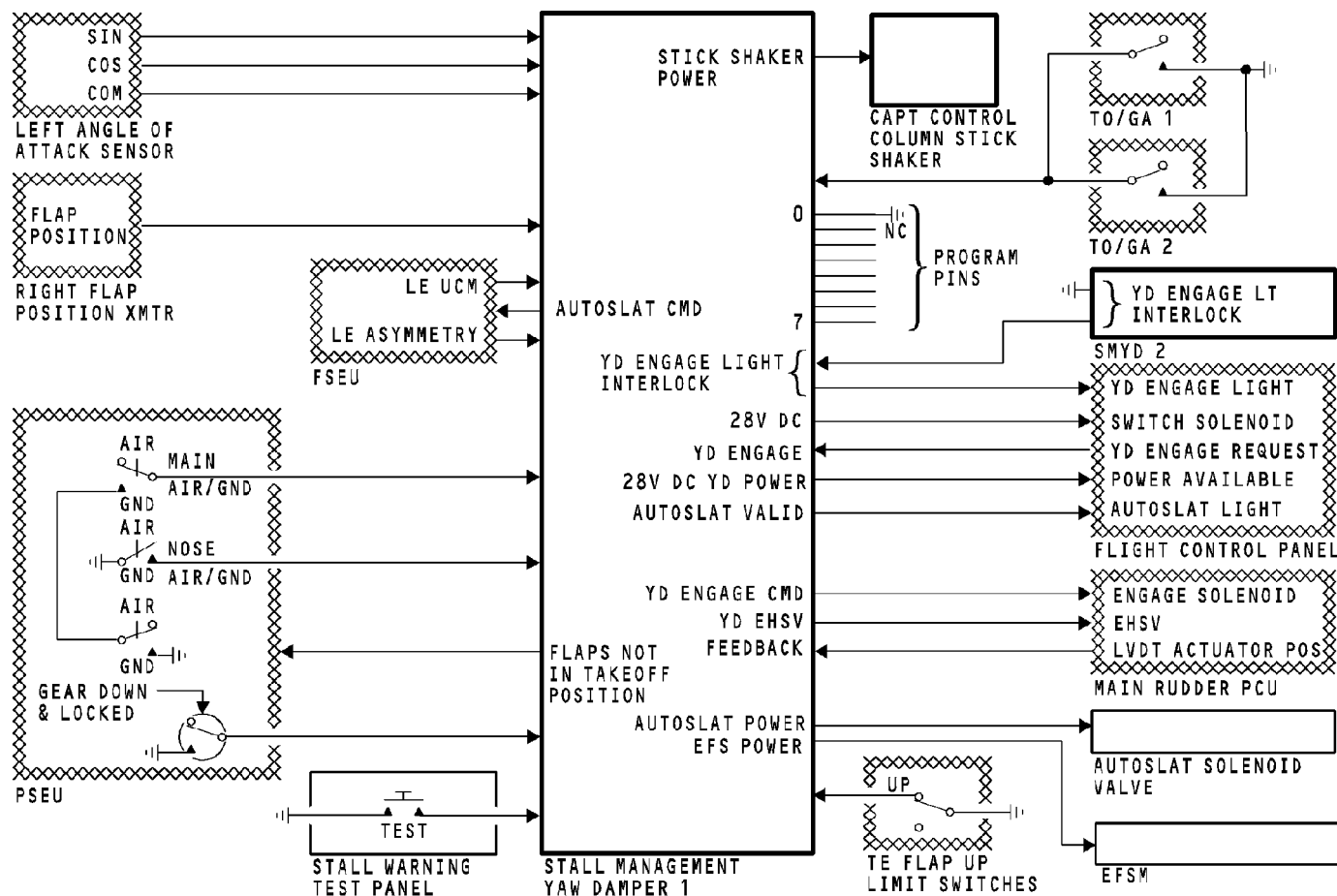
- 0 - stall management yaw damper 1
- 1 - stall management yaw damper 2
- 2 - alternate flap
- 3 - FAA or CAA/FAA
- 4 - 737-600
- 5 - 737-800
- 6 - 737-700
- 7 - parity pin.

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SWS - SMYD - ANALOG INTERFACES - SMYD 1

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SWS - SMYD - ANALOG INTERFACES - SMYD 2

General

These are the analog signals that SMYD 2 receives from other components and sensors:

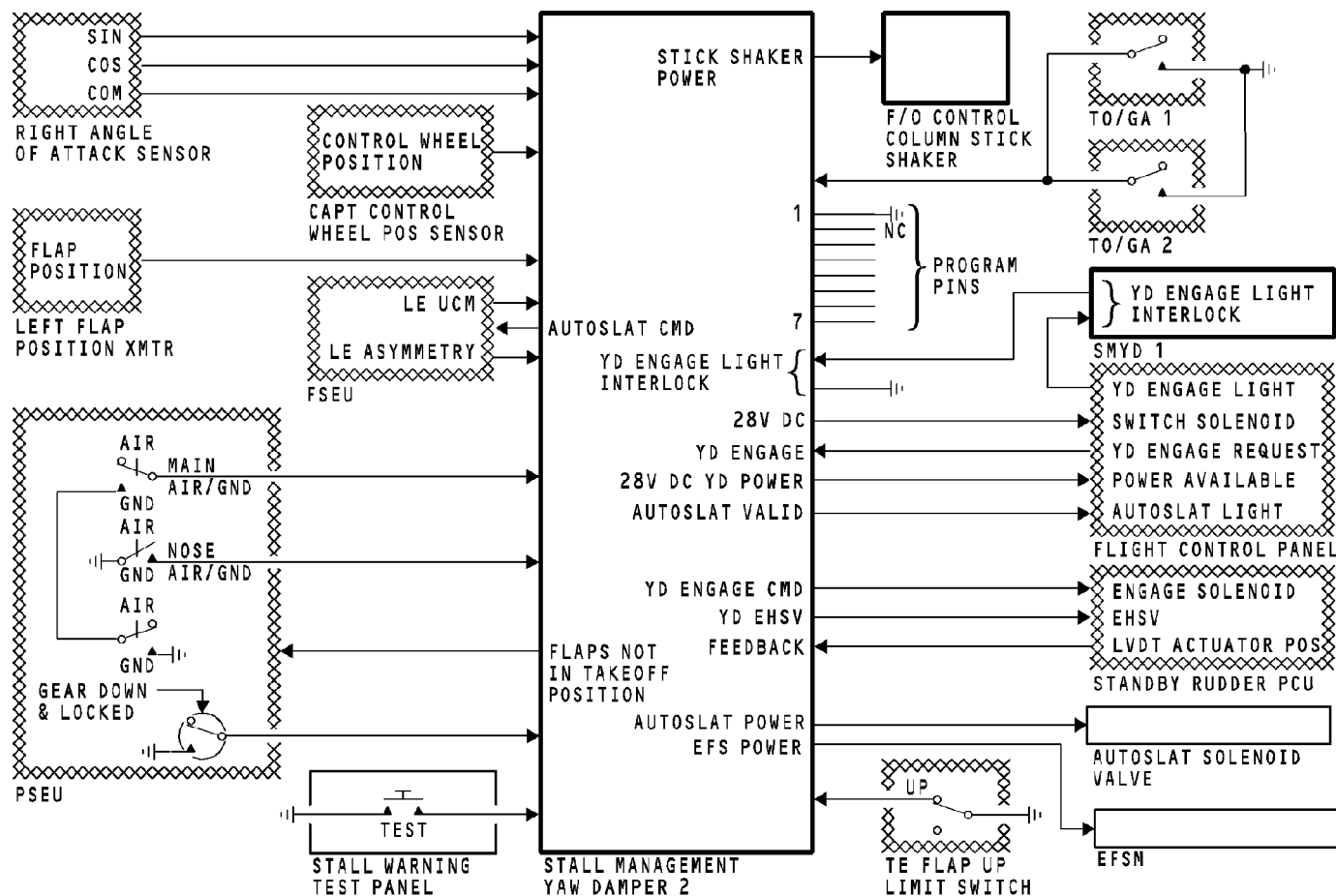
- Control wheel position sensor (Captain)
- Right angle of attack (AOA) sensor
- Left TE flap position transmitter
- Trailing edge flaps up position
- Leading edge devices asymmetry (FSEU)
- Leading edge devices uncommanded motion (FSEU)
- Main landing gear air/ground position (PSEU)
- Nose landing gear air/ground position (PSEU)
- Landing gear down and locked (PSEU)
- Stall warning panel self test
- Takeoff/go-around (TO/GA) switches
- Flight control A and B switches (OFF/STBY RUD)
- Yaw damper engage light
- Yaw damper engage switch
- Yaw damper actuator position (LVDT).

These are the eight program pins that connect to each SMYD computer:

- 0 - stall management yaw damper 1
- 1 - stall management yaw damper 2
- 2 - alternate flap
- 3 - FAA or CAA/FAA
- 4 - 737-600
- 5 - 737-800
- 6 - 737-700
- 7 - parity pin.

SMYD 2 calculates stall management functions and WTRIS and standby yaw damping functions and sends analog signals and commands for these systems and sensors:

- 28v dc autoslat solenoid valve power
- Autoslat valid signal
- Autoslat command
- Autoslat command logic (FSEU)
- Flaps not in takeoff range warning (PSEU)
- First officer control column stick shaker
- 28v dc yaw damper power
- Elevator Feel Shift Module
- Yaw damper solenoid valve (standby rudder PCU)
- Yaw damper EHSV command (standby rudder PCU)
- Yaw damper engage switch solenoid.



SWS - SMYD - ANALOG INTERFACES - SMYD 2

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SWS - SMYD - DIGITAL INTERFACES

Digital Data Input to SMYD 1

SMYD 1 receives digital data from these systems:

- FMC 1

HAP 037-054, 101-999

- FMC 2

HAP ALL

- Left ADIRU (inertial data and air data)
- Right ADIRU (inertial data only)
- DFCS MCP
- DEU 1
- SMYD 2.

The FMC sends airplane gross weight and buffet margin speeds to the SMYD.

The on-side ADIRU sends these inertial data to the SMYD on ARINC high speed buses:

- Yaw rate
- Roll attitude
- Roll rate
- Lateral acceleration
- Pitch attitude
- Longitudinal acceleration
- Vertical speed.

The on-side ADIRU sends these air data to the SMYD on ARINC 429 low speed buses:

- Mach

- TAS
- CAS
- Impact pressure
- Static pressure
- Altitude
- Max operating speed.

The off-side ADIRU sends these inertial data to the SMYD on ARINC 429 high speed buses:

- Yaw rate
- Roll attitude
- Roll rate
- Lateral acceleration.

The MCP sends DFCS engage status to the SMYD.

The DEU sends these display values to the SMYD on ARINC high speed buses:

- Engine N1 and N2 RPM
- Radio altitude
- Position of the wing and engine anti-ice switches.

SMYD 2 sends this data to SMYD 1 on the cross-channel bus:

- Mach
- TAS
- Impact pressure
- Autoslat extend signal.

SWS - SMYD - DIGITAL INTERFACES

Digital Data Outputs From SMYD 1

SMYD 1 sends digital data to these systems:

- A/T computer
- FCC A
- GPWC
- DEU 1
- DEU 2
- CPC 1
- CPC 2
- FDAU
- SMYD 2.

The SMYD sends minimum operating speeds and flap position data to the A/T computer and on-side FCC. The FCC and A/T use this data for their minimum speed calculations.

The SMYD sends minimum operating speeds and flap and AOA data to the GPWC for windshear alert calculations.

The SMYD calculates the PLI symbol and minimum/maximum safe operating airspeeds and sends this data to the on-side DEU for display on the CDS.

The SMYD sends engine N1 and N2 RPM data (received from the DEU) to the CPC. The CPC uses this as part of the takeoff logic to detect throttle advance at the start of the takeoff roll for pressurization of the airplane to prevent a cabin pressure bump at rotation.

The SMYD sends on-side AOA data and other discrete data to the FDAU for data recording.

Digital Data Input to SMYD 2

The SMYD 2 interface is similar to SMYD 1. SMYD 2 receives digital data from these systems:

- FMC 1

HAP 037-054, 101-999

- FMC 2

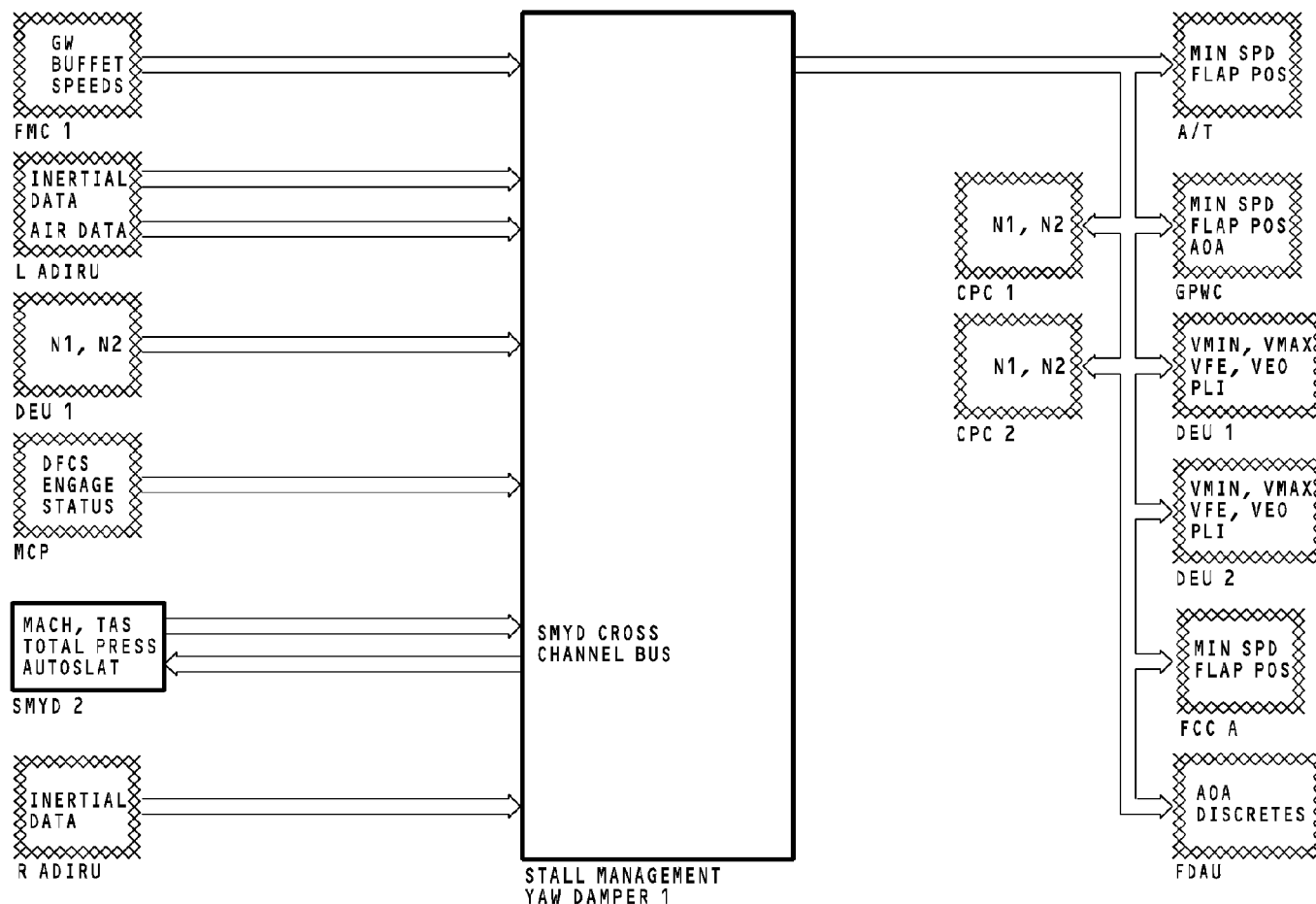
HAP ALL

- Left ADIRU (inertial data only)
- Right ADIRU (inertial data and air data)
- DFCS MCP
- DEU 2
- SMYD 1.

Digital Data Outputs From SMYD 2

The SMYD 2 interface is similar to SMYD 1. SMYD 2 sends digital data to these systems:

- A/T computer
- FCC B
- GPWC
- DEU 1
- DEU 2
- CPC 1
- CPC 2
- FDAU
- SMYD 1.



SWS - SMYD - DIGITAL INTERFACES

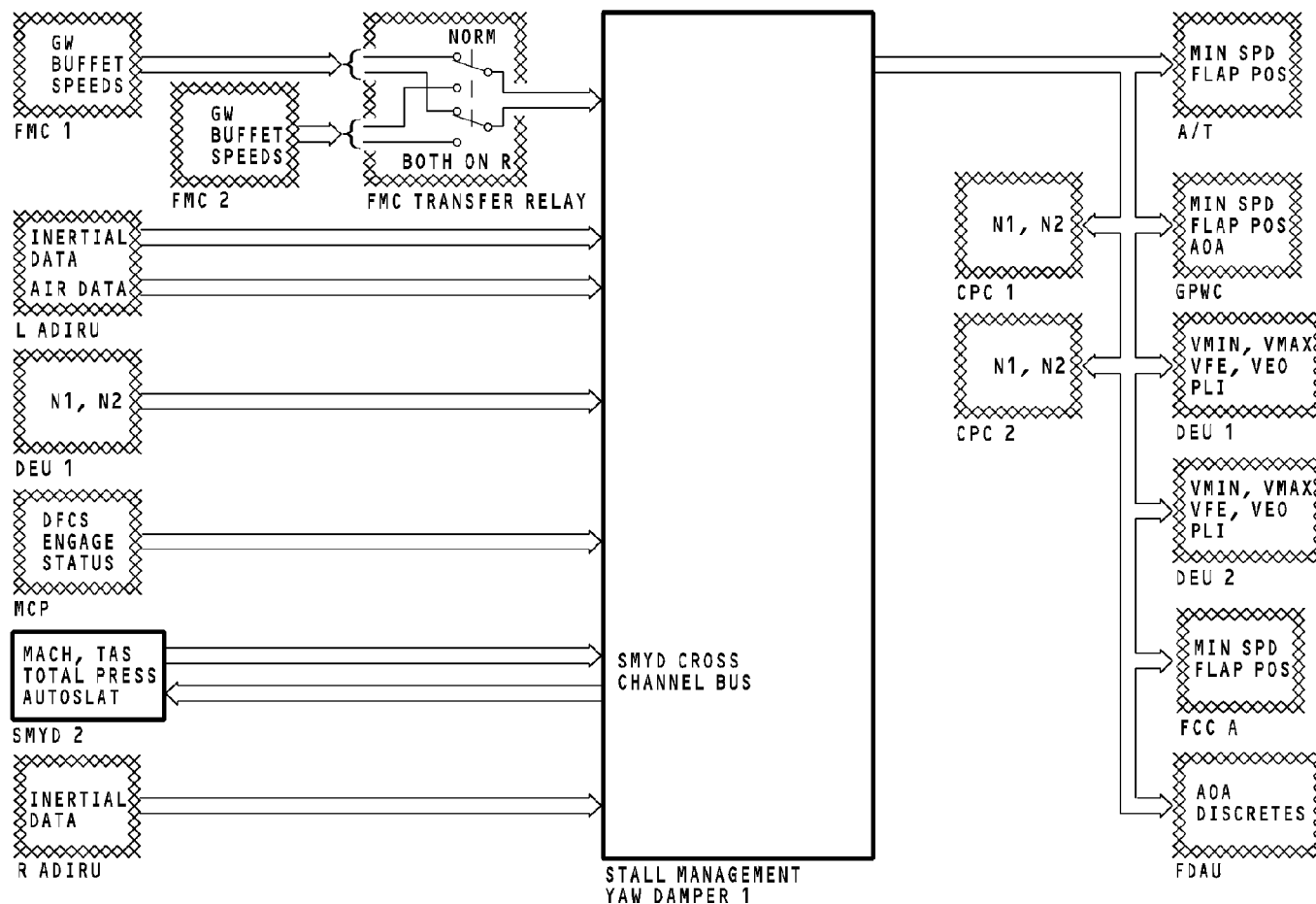
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SWS - SMYD - FUNCTIONAL DESCRIPTION

General

The stall management yaw damper (SMYD) calculates commands for stall management functions, yaw damping functions, and for the WTRIS.

There are two SMYD computers and they are interchangeable LRUs. Program pins and connections on the back of each LRU determine whether the SMYD will operate as SMYD 1 or SMYD 2.

Stall Management

For stall management functions, both SMYDs calculate commands for these functions:

- Stall warning
- Autoslat
- Performance data on CDS.

For stall management, both SMYDs calculate and send commands to their on-side systems for stall warning, autoslat, and for display of performance data on CDS. If one SMYD fails, the other SMYD continues to do the stall management functions.

HAP 001-013, 015-023, 101-999

For the speedbrake autostow function, SMYD 2 controls the speedbrake autostow actuator on the speedbrake lever.

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Yaw Damping and WTRIS

For yaw damping, the SMYDs calculate commands for these functions:

- Primary yaw damping and turn coordination
- WTRIS and standby yaw damping/turn coordination.

SMYD 1 does primary yaw damping and turn coordination during normal operations with hydraulic system B, and uses the main rudder PCU to move the rudder.

SMYD 2 does WTRIS and standby yaw damping/turn coordination during non-normal operations during flight control manual reversion. It uses the standby hydraulic system and the standby rudder PCU.

This section provides a functional description of each SMYD system for stall management and yaw damping.

Stall Warning System and Elevator Feel Shift

The stall warning system is a stall management function that activates the control column stick shakers when airspeed is close to a stall. Each SMYD activates its on-side stick shaker motor.

SWS - SMYD - FUNCTIONAL DESCRIPTION

When airspeed is close to a stall, the SMYDs do the EFS function by operating the EFSM which provides 850 psi hydraulic system A pressure to the elevator feel computer and the dual feel actuator. This causes the elevator feel force in the feel and centering unit to increase and to counteract or resist elevator up movement at the control column. Activation of the EFSM occurs at an AOA of 8 to 11 degrees depending on flap position. There are no other flight deck indications when this system operates.

HAP 001-013, 015-026, 028-036, 101-999

Autoslat System

The autoslat system is a stall management function of the SMYD. Both SMYDs command the leading edge slats to extend from the sealed (mid-extend) to the gapped (full-extend) position when airspeed is less than a safe margin more than stall speed. This improves airplane control and handling characteristics. Hydraulic pressure to arm the autoslat function is available only for flaps 1, 2, or 5. The autoslat system extends the slats at a less AOA value than where stall warning (stick shaker) occurs. Each SMYD can operate the autoslat system. See the leading edge autoslat system for more information about the autoslat operation. (SECTION 27-83)

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Autoslat System

The autoslat system is a stall management function of the SMYD. Both SMYDs command the leading edge slats to extend from the sealed (mid-extend) to the gapped (full-extend) position when airspeed is less than a safe margin more than stall speed. This improves airplane control and handling characteristics. Hydraulic pressure to arm the autoslat function is available only for flaps 1, 2, 5, 10, 15 or 25. The autoslat system extends the slats at a less AOA value than where stall warning (stick shaker) occurs. Each SMYD can operate the autoslat system. See the leading edge autoslat system for more information about the autoslat operation. (SECTION 27-83)

HAP ALL

Performance Data

The SMYD calculates performance data to show on the CDS. This is a stall management function. The SMYD calculates these performance data:

- Pitch limit indicator (PLI) symbol
- Minimum and maximum operating airspeeds.

SWS - SMYD - FUNCTIONAL DESCRIPTION

The SMYD calculates and sends the pitch limit indicator (PLI) symbol to the CDS to show on the on-side ADI. The PLI symbol provides a visual indication for safe maneuver margins for pitch control during maximum performance climb and windshear escape maneuvers. The PLI is an amber symbol that shows on the ADI when the flaps are up or down.

The SMYD calculates minimum and maximum safe operating speeds and sends this data to the airspeed indicator on the outboard EFIS displays of the CDS and to other airplane user systems. These are the speeds:

- Vmin/Vmax
- Vmvr
- Vf
- Veo.

Vmin is the minimum safe operating airspeed for a configuration of flaps and gear. The SMYD calculates Vmin with data such as flap position, Mach number and Angle of Attack. Vmin shows as an alternating red and black strip symbol at the bottom of the airspeed indicator. It is the speed at which the stick shaker operates for normal stall warning.

Vmax is the maximum safe design operating airspeed. The SMYD calculates Vmax as the least value of VMO/MMO, landing gear down, or flap placard limit speeds. Vmax shows as an alternating red and black strip symbol at the top of the airspeed display.

Vmvr speeds are the minimum and maximum safe airspeeds that provide a safe margin for maneuver in turbulence or with flaps extended and for low and high speed buffet margins. These speeds show as an amber band on the airspeed display and are an extension of the alternating red and black strips for Vmin and Vmax. The amber band becomes active on the display at first flap retraction after liftoff. The SMYD calculates these speeds as a function of gross weight, altitude, and other parameters. The SMYD also uses FMC calculated buffet speeds.

Vf is flap retraction speed. It is the minimum speed for flap retraction to the next operational flap setting. It is calculated from flap position and stick shaker speed and shows on the CDS only during flap retraction modes such as in climb-out or go-around.

Veo is the engine out speed. It is the flaps up engine out speed for the drift down procedure. It is calculated from gross weight and atmospheric pressure and only shows when flaps are up and in the air mode.

SWS - SMYD - FUNCTIONAL DESCRIPTION

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Speedbrake Autostow

The speedbrake autostow system is a function of the SMYD. The speedbrake autostow system protects the wing from exceeding its structural design load margin during a pitch-up maneuver in excess of 2.25 G, with the spoilers deployed, an airspeed greater than 320 knots, and a gross weight greater than 143,000 pounds for a 737-700, or 155,000 pounds for a 737-800. SMYD 2 provides a Speedbrake Retract discrete output to an external relay. The speedbrake autostow actuator pushes the speedbrake handle to 1/2 way between the Flight detent and the down position. See the speedbrake control system for more information about the speedbrake autostow operation. (SECTION 27-62)

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Primary Yaw Damping

SMYD 1 calculates commands for primary yaw damping and turn coordination. SMYD 1 sends analog command signals to the yaw damper components and actuator on the main rudder PCU to move the rudder to reduce unwanted airplane yaw motion. Primary yaw damping is used during normal operations and uses hydraulic system B pressure. To engage the primary yaw damper, turn ON hydraulic system B and do these steps on the flight control panel:

- Put the FLT CONTROL B switch to ON
- Put the YAW DAMPER switch to ON.

For primary yaw damping, rudder left/right movement is limited to 2 degrees with flaps up, and 3 degrees with flaps down.

For yaw damper operation see the Yaw Damper System. (SECTION 22-23)

WTRIS and Standby Yaw Damping

SMYD 2 calculates commands for WTRIS and standby yaw damping/turn coordination. SMYD 2 sends analog command signals to the standby yaw damper components to move the yaw damper actuator on the standby rudder PCU. This moves the rudder for the wheel to rudder interconnect system (WTRIS) and for standby yaw damping.

The purpose of WTRIS is to help turns during flight control manual reversion. During manual reversion with standby hydraulics ON, the WTRIS uses data from the control wheel sensor (Capt) to make a small command input to move the rudder in proportion to pilot control wheel (aileron) inputs during turns. WTRIS and standby yaw damping are not normal operations and standby hydraulic pressure is necessary. To engage WTRIS and standby yaw damping, do these steps on the flight control panel:

- Put both FLT CONTROL switches to OFF
- Put at least one FLT CONTROL switch to STBY RUD
- Put the yaw damper switch to ON.

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SWS - SMYD - FUNCTIONAL DESCRIPTION

Both FLT CONTROL A and B switches must be off to enable SMYD 2, and one or both switches must be in the STBY RUD position to provide standby hydraulic pressure.

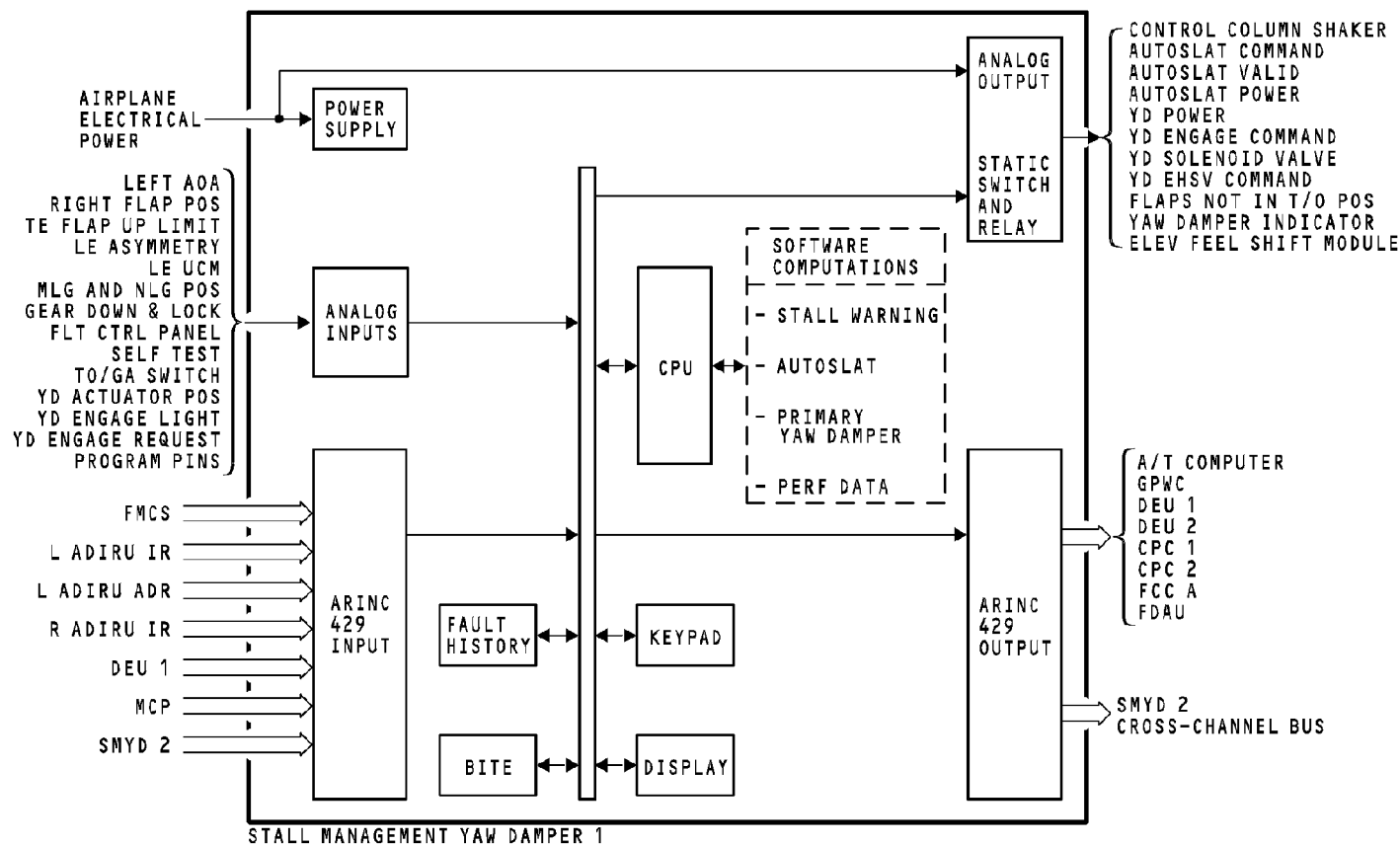
WTRIS only operates at Mach < 0.4. The gain schedule varies from 1 (full gain) at Mach < 0.3 to zero gain at Mach > 0.4.

For WTRIS and standby yaw damping, rudder left/right travel limit is 2 deg with flaps up, and 2.5 deg with flaps down. See the WTRIS section for more information. (SECTION 27-32)

SMYD BITE

The SMYD has BITE functions for continuous monitoring of the SMYD LRU. The SMYD also has BITE tests to detect and record faults for the stall management and yaw damping functions.

The BITE module, keypad, and display on the front of the SMYD LRU are used for interaction with the SMYD BITE for servo tests, self-tests, and display of fault information for stall management functions and yaw damping functions.



SWS - SMYD - FUNCTIONAL DESCRIPTION

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SWS - CONTROL COLUMN SHAKER

Purpose

The control column shakers shake the control columns to alert the pilots of a stall condition.

Location

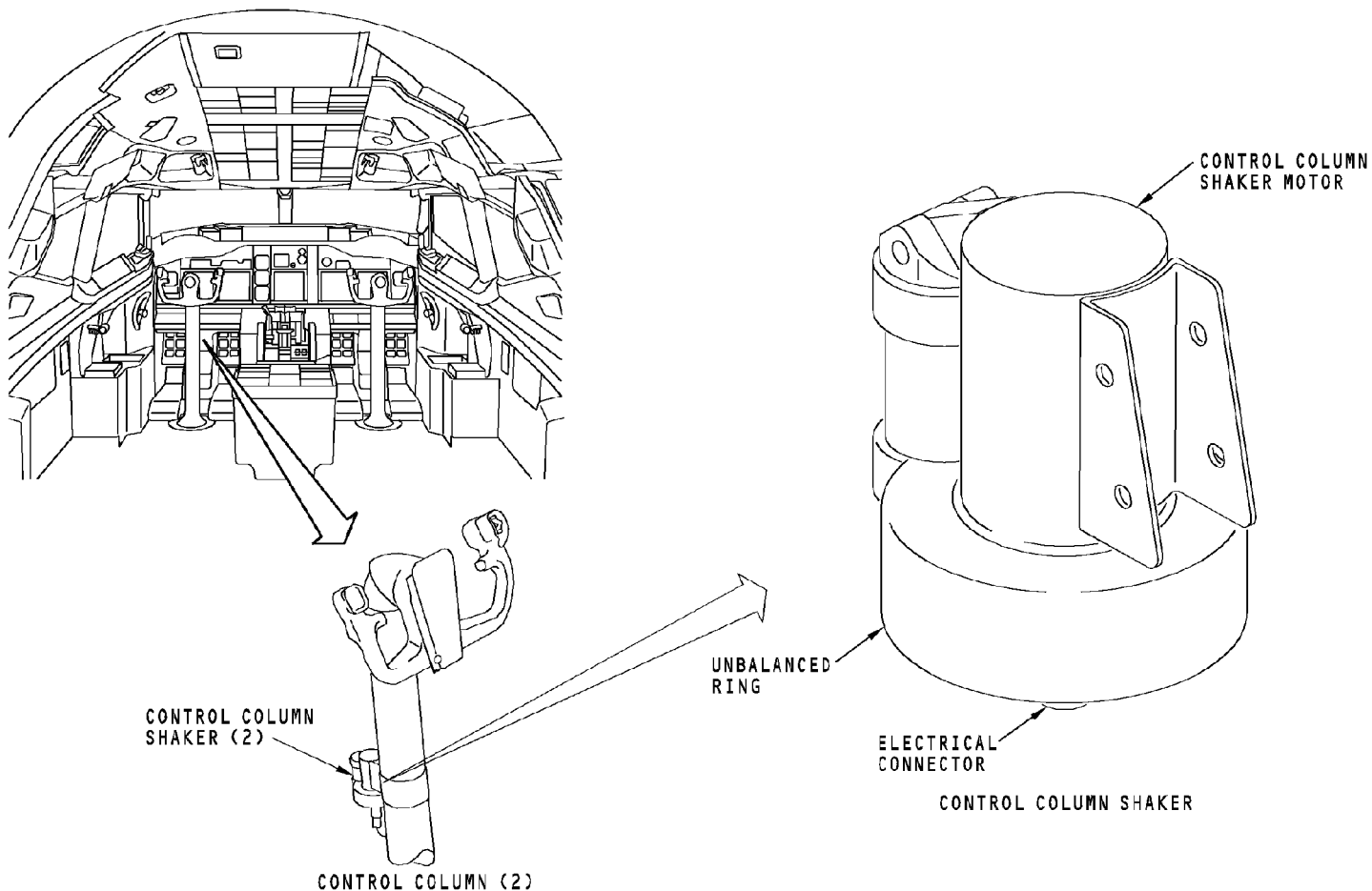
The control column shakers attach to the control columns.

Physical Description

Each control column shaker has a 28v dc motor and an unbalanced ring. There is one electrical connector on each unit.

Functional Description

The motor drives an unbalanced ring. The ring shakes the control column.



SWS - CONTROL COLUMN SHAKER

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SWS - STALL WARNING TEST PANEL

Purpose

The test switches of stall warning test panel do a test of the stall warning system.

Location

The stall warning test panel is on the P5 aft overhead panel.

Physical Description

The stall warning test panel has two push button switches.

Functional Description

Each test switch lets you do a test of the stall warning system. When you push switch 1, you do a test of stall warning system 1 with operation of the control column shaker on the captain control column. When you push switch 2, you do a test of stall warning system 2 with operation of the control column shaker on the first officer control column.

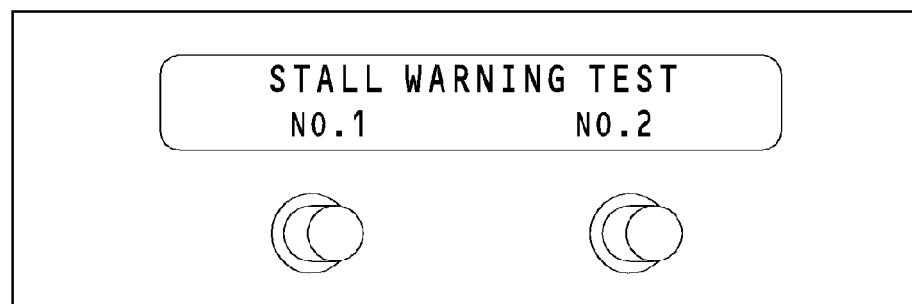
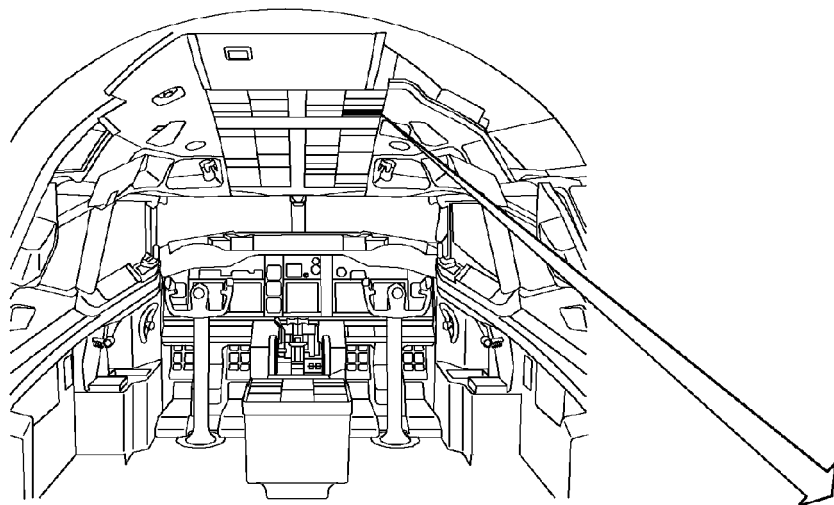
If there are no faults, the control column shaker operates. If there are faults, the control column shaker does not operate.

When you push the test switch, the stall warning system does a test of these:

- SWS software
- SWS hardware
- Test switches (electrical short)

- Air data bus valid (ADIRU)
- IR Bus valid (ADIRU)
- DEU data (TAI)
- AOA synchros
- Flap position transmitters
- LE Asymmetry
- LE UCM
- N1 and N2 status
- Program pins.

During the test, the control column shaker operates until you release the test switch, or a maximum of 20 seconds. The 20 second maximum time limit prevents damage to the control column shaker motor. The stall warning test is inhibited when the airplane is in the air.



STALL WARNING TEST PANEL

SWS - STALL WARNING TEST PANEL

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SWS - ELEVATOR FEEL SHIFT MODULE

Purpose

The elevator feel shift module (EFSM) supplies increased system A pressure to the dual feel actuator to increase control column feel forces during a stall.

Location

The elevator feel shift module is on the left side of the stabilizer compartment aft bulkhead in the 48 section. Open the section 48 access and blow out door to get access.

Physical Description

The elevator feel shift module has these components:

- Housing
- Dual coil solenoid valve
- Pressure reducer
- Pressure operated mode valve
- Relief valve
- Restrictor
- Internal filter.

The dual coil solenoid valve is a line replaceable unit (LRU) and is spring biased to the normal position.

The pressure reducer is a slide and sleeve assembly that is spring biased to the supply pressure position.

The mode valve is a slide assembly that is spring biased to the normal position.

The relief valve slide assembly is spring biased to the closed position. At 1300 psi it starts to open. An internal orifice limits the flow rate to 900 psi or less when the valve is open.

Normal Operation

During normal operation, there is no EFSM hydraulic output pressure to the dual feel actuator. The feel pressure is not changed by the EFSM. The EFSM receives 3000 psi nominal system A pressure. The pressure reducer provides 850 psi to the mode valve. The mode valve remains closed until SMYD 1 or SMYD 2 commands the dual coil solenoid valve to open during a stall.

EFSM Operation

At stall onset, either SMYD sends a signal to energize the dual coil solenoid valve on the EFSM. The EFSM operation occurs when all of these conditions occur:

- Stick shaker is active
- AOA is 8 to 11 degrees more than thermal anti-ice (TAI) biased stick shaker AOA
- EFSM is not inhibited due to low altitude or the airplane is on the ground.

SWS - ELEVATOR FEEL SHIFT MODULE

When all of these conditions occur, the SMYDs energize the dual coil solenoid valve. The solenoid valve sends 3000 psi system A pressure to the pressure-operated mode valve.

The mode valve opens and sends pressure between 820 psi to 880 psi from the pressure reducer to the system A side of the dual feel actuator. This increases the control column feel forces up to four times nominal feel. The increased feel force makes sure the pilots cannot easily override automatic stabilizer movement to nose down pitch of the airplane.

Pressure Reducer Failure

If the pressure reducer fails, the relief valve opens at 1300 psi and provides a maximum output of 900 psi to the dual feel actuator. The elevator FEEL DIFF PRESS light comes on after 30 seconds.

See the elevator and tab control system section for more information about the elevator FEEL DIFF PRESS light. (SECTION 27-31)

Training Information Point

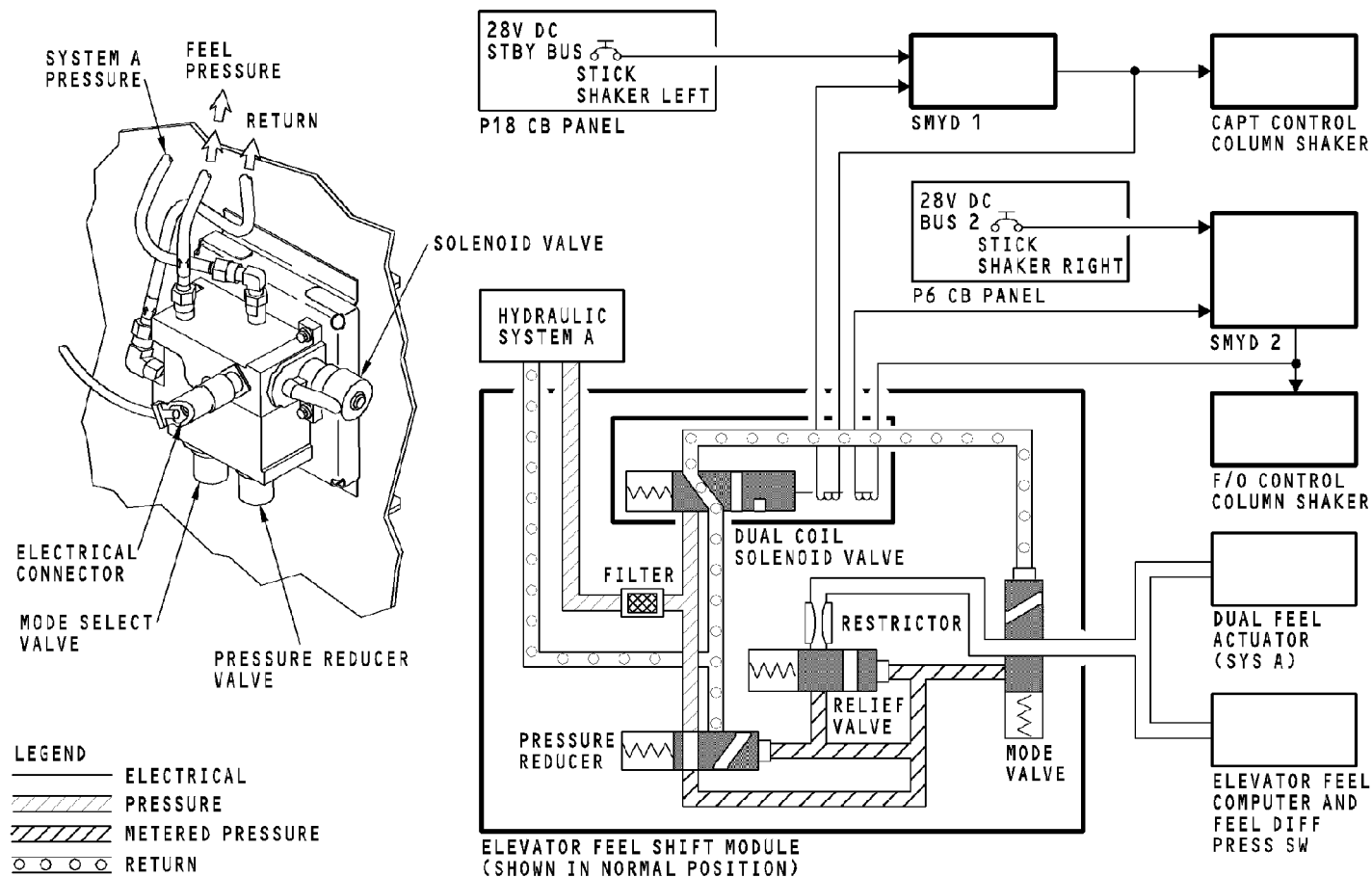
There is no flight deck annunciation that the EFSM is armed or operating during a stall.

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SWS - ELEVATOR FEEL SHIFT MODULE

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SWS - FUNCTIONAL DESCRIPTION

General

The SMYDs do two calculations for stall warning. These are the normal stall warning and the speed floor stall warning calculations. Either calculation can cause an SMYD to send a stall warning signal to a column shaker.

SMYD 1 controls the captain column shaker and SMYD 2 controls the first officer column shaker.

Stall warning is only available when the airplane is in the air.

Air Mode

During takeoff, the air mode latch is set when these conditions are true:

- AIR/GRD system (1 or 2) in air
- Nose landing gear (NLG) in air.

The latch is also set to the air mode when these conditions are true:

- AIR/GRD system (1 or 2) or NLG in air
- Airspeed more than 110 knots.

The air mode latch is reset when the initial set conditions are removed, the pitch angle is less than 5 degrees, and the airspeed is less than 105 knots.

Normal Stall Warning

Normal stall warning uses this data:

- Angle of attack (AOA)
- TE flap position
- LE flap and slat asymmetry information
- LE uncommanded motion (UCM) information
- Engine thrust settings (N1 and N2)
- Computed airspeed (VCAS)
- Wing and engine thermal anti-ice switch (TAI) status.

A normal stall warning schedule sets the AOA trip point for each TE flap position. The AOA trip point values change from 13.0 to 23.5 degrees depending on flap position. If the AOA is more than the trip point for a TE flap position, the SMYDs send a stall warning signal to the column stick shakers.

The SMYDs use the other data for bias calculations. If a bias is active, the SMYDs send a stall warning signal at a lower AOA. The SMYDs calculate all biases simultaneously and use the highest bias. The SMYDs subtract the highest active bias from the normal trip point schedule to decrease the trip point. These are the biases that the SMYD calculates:

- LE flap and slat asymmetry bias (10.2 - 15.0)
- High thrust bias (0 - 13.6)
- LE UCM bias (2.3 - 6.7)
- TAI bias (0.8 - 5.3).

SWS - FUNCTIONAL DESCRIPTION

The leading asymmetry bias is set if one or more LE devices are in a position that disagrees with the TE flaps.

The high thrust bias is enabled if the offside engine N2 is more than 75% and the onside engine N1 is valid. This bias prevents a pitch up stall tendency at low speeds and high thrust.

The high thrust bias does not change with each flap position. It uses a signal for TE flaps less than or equal to 15 and a signal for TE flaps more than 15. The maximum bias for flaps less than or equal to 15 is 6.7 degrees. The maximum bias for flaps more than 15 is 13.6 degrees.

The FSEU sends an uncommanded motion (UCM) signal during lead edge UCM.

The thermal anit-ice (TAI) bias decreases the trip point to account for 3.0 inches of rough ice on the LE devices. The TAI bias is set when either the WING ANTI-ICE or ENG ANTI-ICE switches are in the ON position. If the WING ANTI-ICE switch is moved to the ON position for greater than 5 seconds, a TAI bias latch is set for the remainder of the flight.

Speed Floor Stall Warning

The speed floor stall warning uses TE flap position data and airspeed data. If the airspeed is too low for a specific TE flap position, the SMYDs send a stall warning signal to the column shakers. AOA is not used for the speed floor stall warning calculation.

EFSM Power Output

The stick shaker 28v dc standby bus power is used for elevator feel shift module operation.

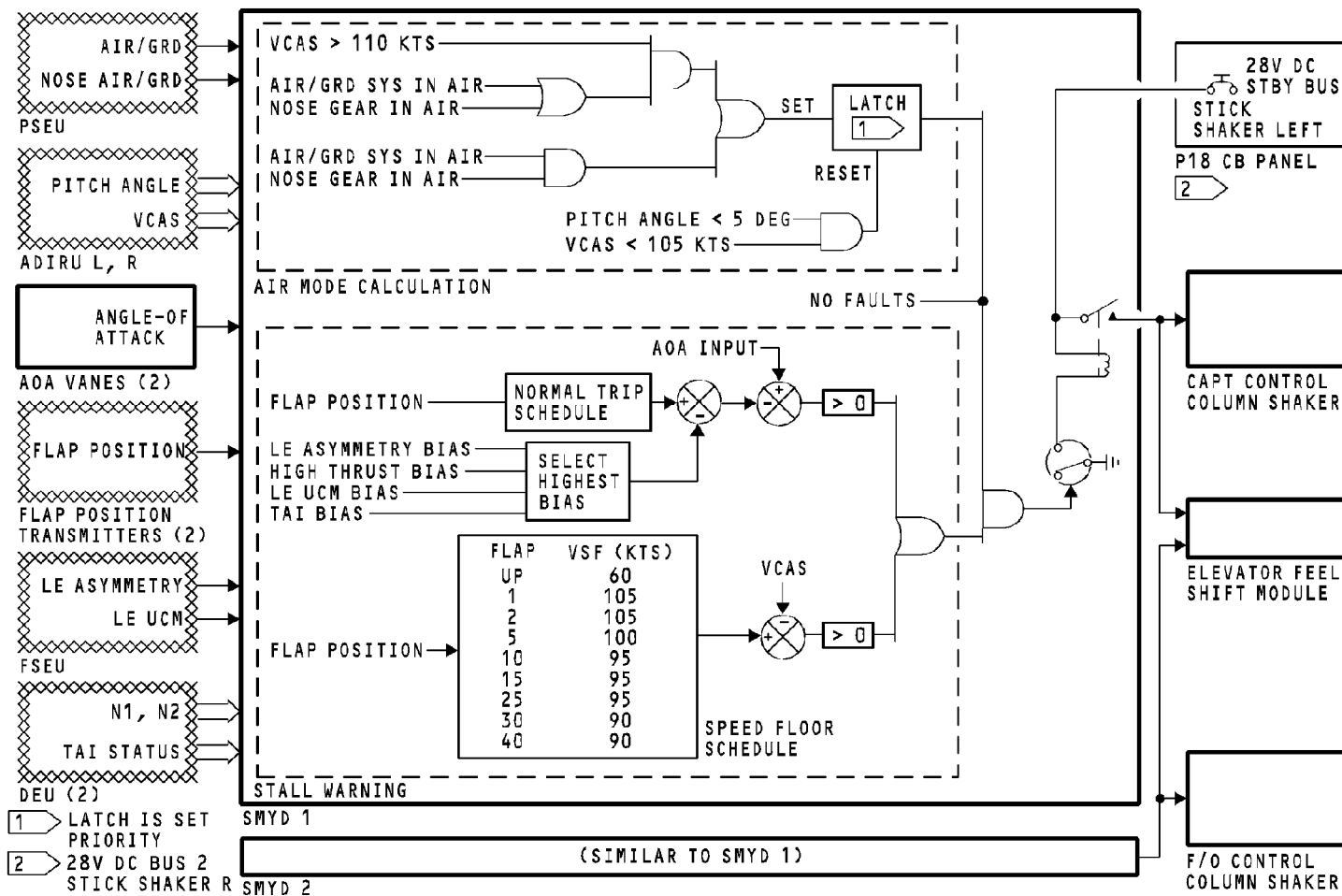
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SWS - ELEVATOR FEEL SHIFT - FUNCTIONAL DESCRIPTION

General

The stall warning software in the SMYDs make two calculations for the elevator feel shift module (EFSM) operation. The first calculation provides 28v dc to operate the stick shakers and provide power to the EFSM. The second calculation, called the elevator feel shift (EFS) command, provides an electrical ground to operate the EFSM. The EFSM only operates if the AOA is 8 to 11 degrees above the TAI stick shaker AOA.

Inputs

The proximity switch electronic unit (PSEU) provides air/ground information for the air mode calculation.

The ADIRUs provide pitch angle and VCAS airplane speed.

The angle of airflow sensors provide AOA input.

The flap position transmitters provide flap position for the Delta AOA calculation.

The mode control panel (MCP) is used for autopilot engage status.

The digital electronics units (DEUs) are used to provide radio altimeter RA and thermal anti-ice status.

EFS Set and Arm

The air mode calculation is the same as the stall warning air mode calculation.

After takeoff, the EFS latch is set when the airplane is in the air and the radio altitude is more than 100 feet.

The EFS latch is also set when the airplane is in the air and the pitch attitude is more than 5 degrees.

The EFS is armed when the EFS latch is set and the autopilot is not engaged.

EFS Inhibit

The elevator feel shift is inhibited when the airplane is not in the air or when these conditions are true:

- Radio altitude is less than 100 feet
- EFS is not active.

If the EFS command is active as the airplane descends through 100 feet, the EFS stays armed until the EFS command goes away.

EFS Enabled

EFS is enabled when EFS is armed and there are none of the faults:

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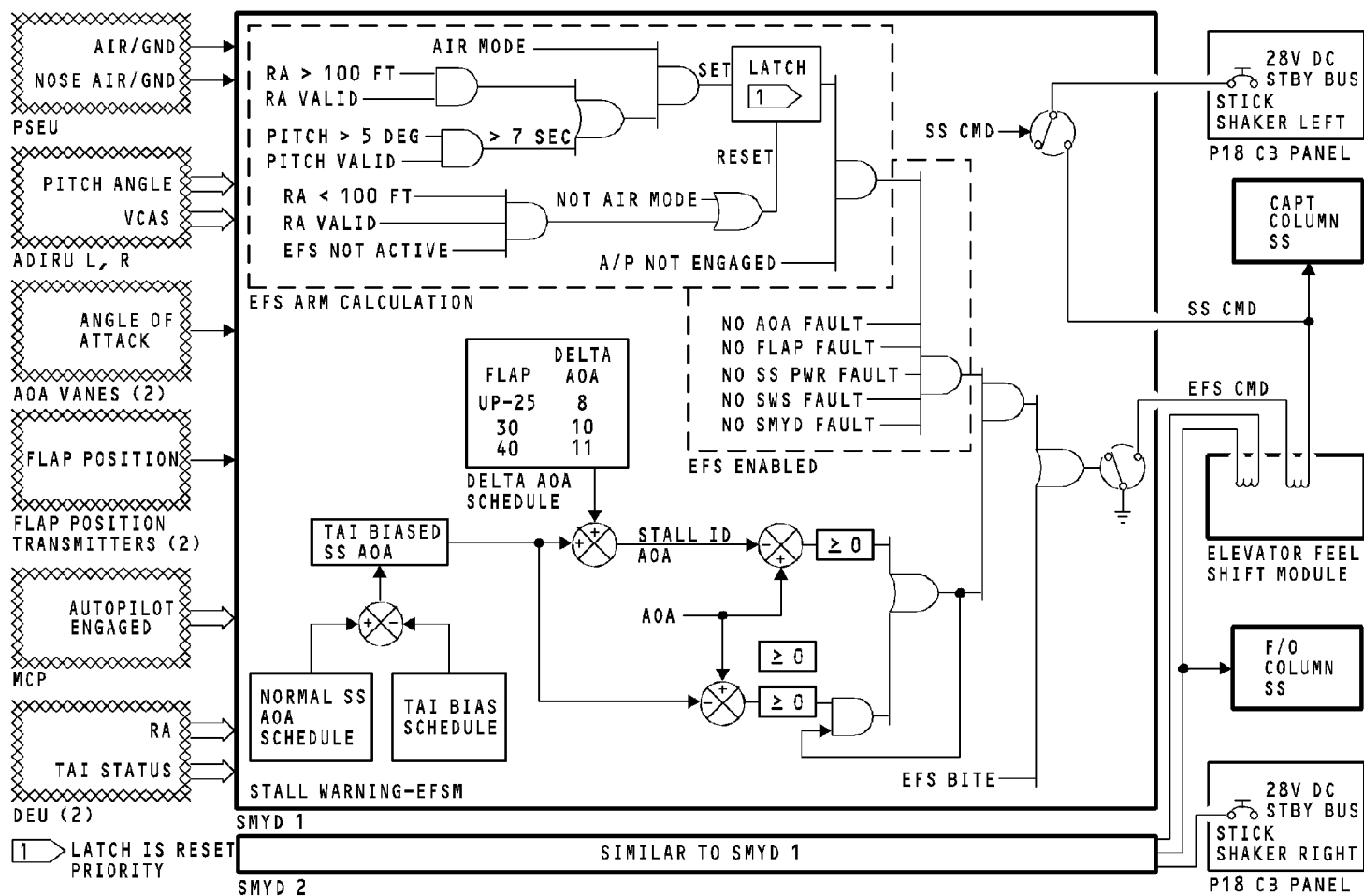
SWS - ELEVATOR FEEL SHIFT - FUNCTIONAL DESCRIPTION

- AOA fault
- TE flap fault
- Stick shaker power fault
- Stall warning software fault
- SMYD hardware fault.

EFS Command

The SMYDs make a calculation called stall ID AOA. The flap position is used to determine the delta AOA value. The delta AOA is added to the TAI biased stick shaker AOA for the stall ID AOA calculation. This stall ID AOA value is compared to the airplane AOA. If the airplane AOA is more than or equal to the stall ID AOA, a EFS command operates the EFSM.

The EFS command stays as the AOA decreases until the stick shaker command is removed or the AOA is less than the TAI biased stick shaker AOA.



SWS - ELEVATOR FEEL SHIFT - FUNCTIONAL DESCRIPTION

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SWS - SMYD - TRAINING INFORMATION POINT - SMYD BITE**General**

The SMYD has these BITE functions:

- Continuous monitor
- BITE Tests.

Continuous Monitor

The continuous monitor function of BITE monitors the SMYD LRU for proper operation. When the SMYD has an internal failure, a fault is recorded in fault history. Some faults cause the SMYD to have no outputs for the stall management and yaw damper functions.

BITE Tests

BITE does tests of components and sensors that interface with the SMYD. It has these functions:

- Quick system test
- SMYD LRU self-test
- Tests of sensors that interface with the SMYD
- Tests to show functions are within specification
- Supports fault isolation.

The BITE module on the front of the SMYD LRU has a keypad with six push-buttons, and a two-line display with eight alphanumeric characters per line.

BITE Operation

To start the BITE, push the ON/OFF key on the BITE module. EXISTING FAULTS? shows as the first menu item. Push the YES key to answer questions and to move down further in the selected menu item on the display. Push the NO or down arrow key to see the next menu item. In some lists, TOP OF LIST or END OF LIST displays when you move to the top or bottom of the list. Push the MENU key to exit a menu and move back up one level to the previous menu. These are the BITE entry conditions:

- Flaps up and VCAS < 60 knots
- On-side engine N1 < 15% and off-side engine N2 < 50%.

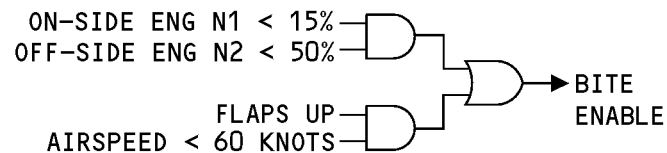
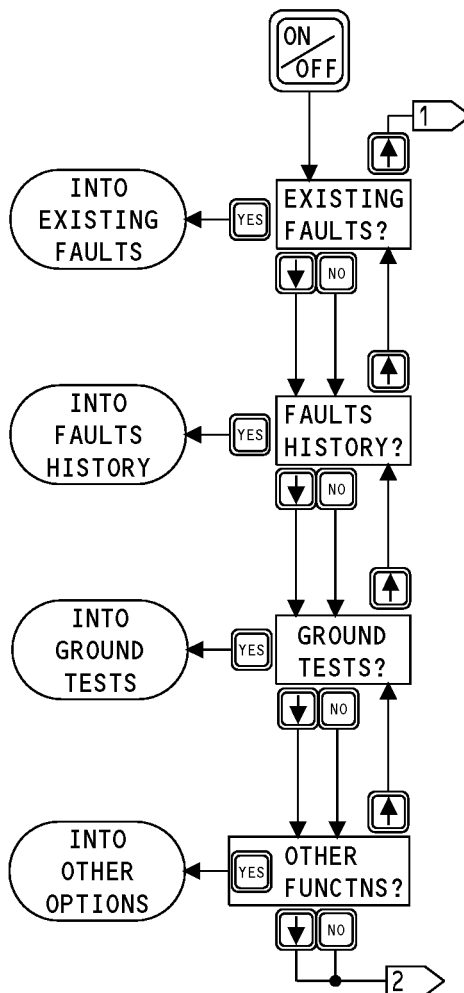
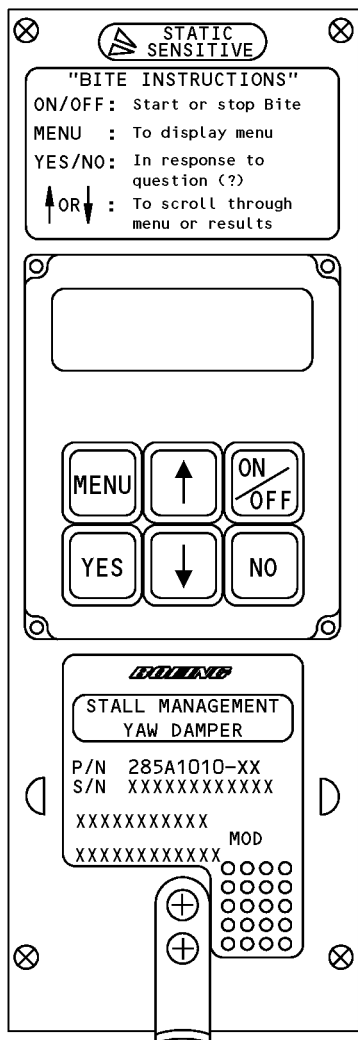
These BITE entry conditions make sure that if BITE is ON, it will turn off before takeoff. Also, a time delay turns off the BITE control panel if no push-buttons are pushed for five minutes.

Main Menu

These are the SMYD BITE main menu selections:

- EXISTING FAULTS
- FAULTS HISTORY
- GROUND TESTS
- OTHER FUNCTIONS.

At the start of the BITE, EXISTING FAULTS? shows. Push the YES key to select this menu or use the NO or down arrow key to go to the next main menu selection.



1 SHOWS TOP OF LIST

2 SHOWS END OF LIST

SWS - SMYD - TRAINING INFORMATION POINT - SMYD BITE

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SWS - SMYD - TRAINING INFORMATION POINT - SMYD BITE - EXISTING FAULTS

Existing Faults

The EXISTING FAULTS test does a check of the interfaces between the SMYD and other airplane sensors and monitors for current faults. To do the existing faults test, do these steps:

- Turn ON the SMYD BITE
- EXISTING FAULTS? shows as the first menu item
- Push the YES key to enter EXISTING FAULTS.

When you push the YES key for EXISTING FAULTS, the SMYD BITE will do a check for current faults. If there are no faults, the display shows NO FAULTS.

If there are faults the display shows a fault description with the most likely LRU causing the fault. It starts with fault 1. If you push the down arrow key, the display will ask if you want to see MORE DETAILS? about the fault. Push YES to see more details about the fault, or push NO or the down arrow key to go to the next fault.

More Details

When MORE DETAILS? shows, push the YES key to see the maintenance message number for the selected fault, then push the down arrow key to show these fault details:

- Flight deck effect for the fault
- The most likely LRU that caused the fault
- Hard or intermittent fault
- Fault latched or not.

To see the next fault, push the up arrow key (previous) to go back to MORE DETAILS?, then push NO or the down arrow key and the display will show the next fault, or END OF LIST if there are no more faults.

The SMYD 1 BITE interfaces with various airplane sensors to record faults for these systems:

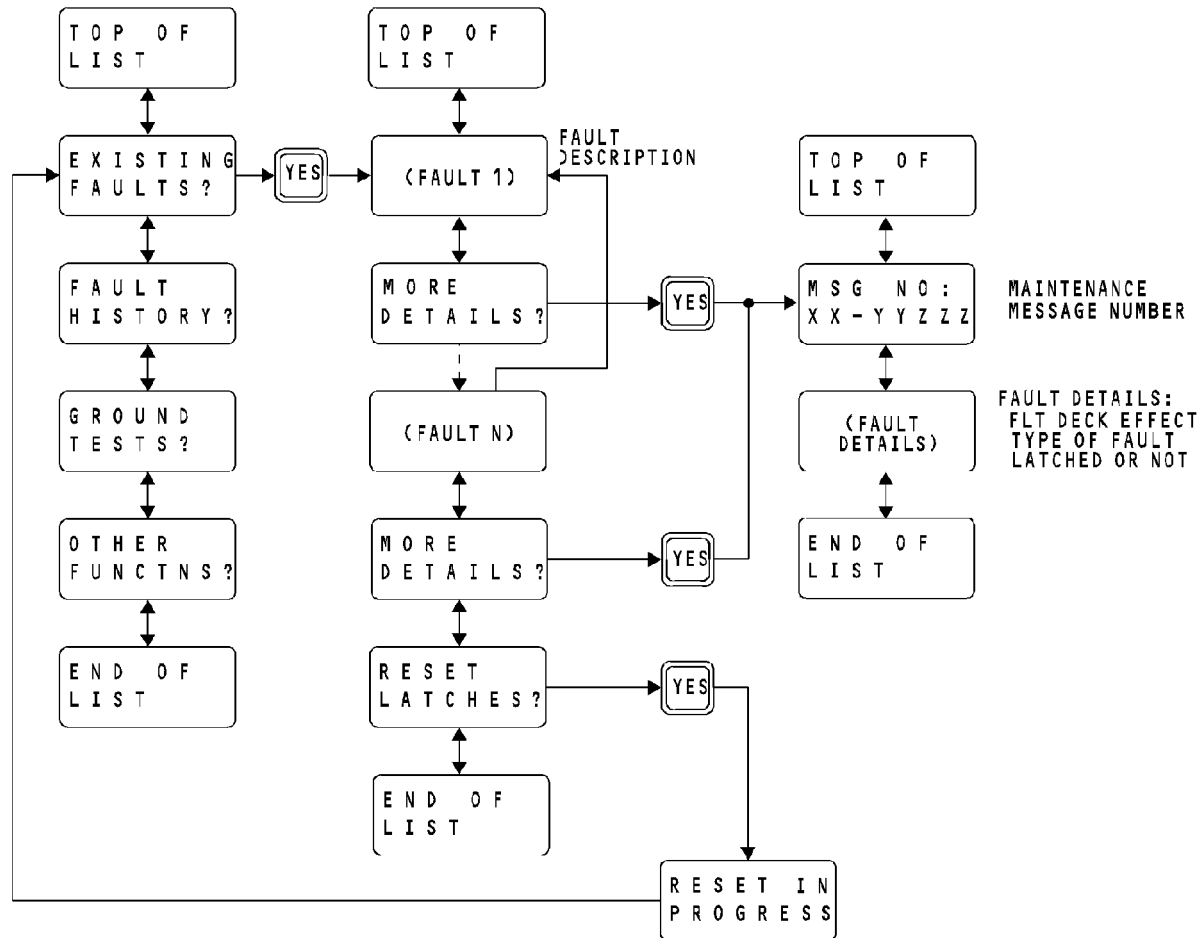
- Primary yaw damping system
- Stall warning system and elevator feel shift
- Autoslat system
- Display of Performance data on CDS.

The SMYD 2 BITE is similar and is for these systems:

- WTRIS and standby yaw damping system
- Stall warning system and elevator feel shift
- Autoslat system
- Display of Performance data on CDS.

Reset Latches

After display of a fault, if the fault is a latched fault, the display will ask RESET LATCHES?. Push the YES key to reset the latched fault and the display will show RESET IN PROGRESS.



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SWS - SMYD - TRAINING INFORMATION POINT - SMYD BITE - FAULT HISTORY

Fault History

The fault history selection in the SMYD BITE shows fault information by flight leg stored in non-volatile memory (NVM). Monitors in the SMYD LRU store fault data in NVM during these conditions:

- System tests with the SMYD BITE
- Continuous monitoring during normal operation
- Power up tests.

Faults are stored for this number of flight legs:

- Last 64 flight legs
- Maximum of 256 faults.

Only flight legs that have faults show in fault history. The flight leg changes when the airplane goes from the ground to air, except during touch and go operations when airspeed stays above 60 KCAS.

For fault information by flight leg, do these steps:

- Turn on the SMYD BITE
- Use the down arrow key to scroll to FAULT HISTORY?
- Push the YES key to enter FAULT HISTORY?
- Use the up or down arrow keys to scroll to the desired flight leg and push the YES key.

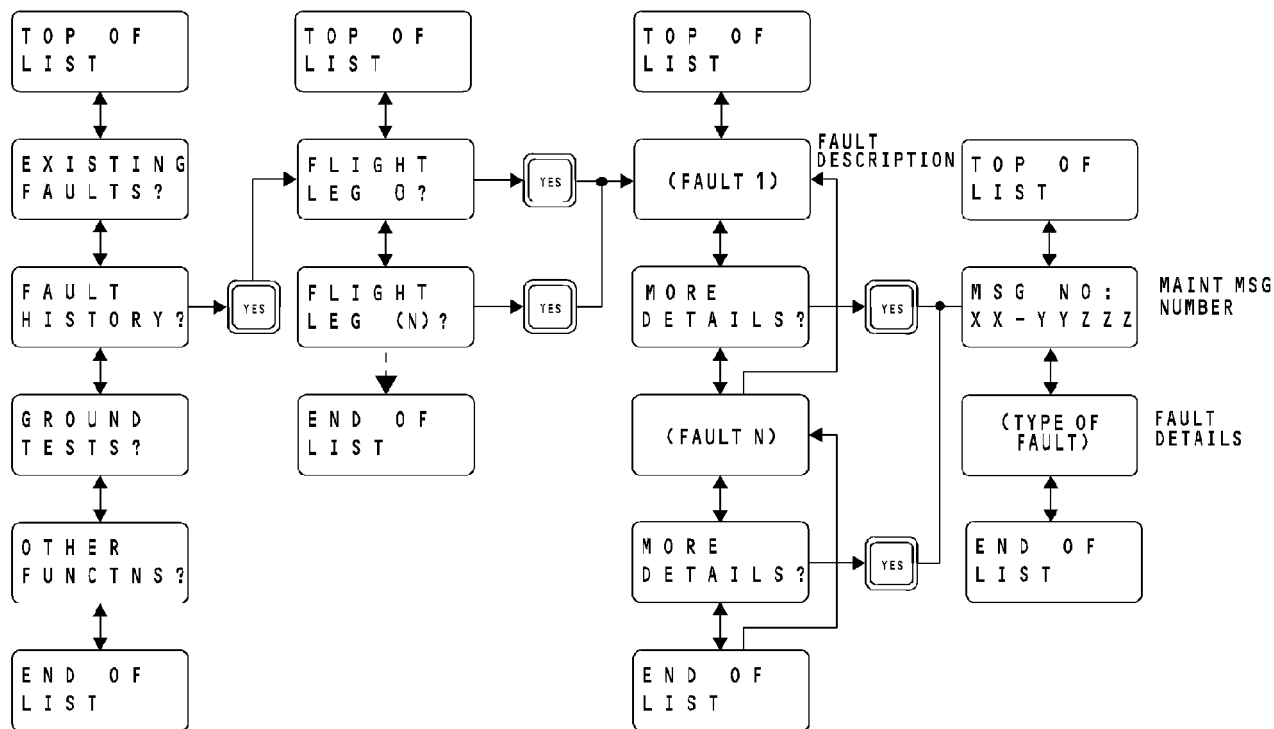
More Details

Once you select a flight leg with the YES key, the display shows fault 1 for that flight leg. If you then push the down arrow key, the display will first show MORE DETAILS? to ask if you want to see details about fault 1. If you push the YES key, the display will show details for fault 1. Under MORE DETAILS? push the NO key or down arrow key to go to the next fault in the same flight leg.

Under MORE DETAILS? for fault 1, if you say YES, the display will first show the maintenance message number for fault 1. If you then push the down arrow key, the display will show these details about fault 1:

- Flight deck effect(s) (FDE)
- Flight phase in which the fault was detected
- The most likely LRU that caused the fault
- Hard or intermittent fault
- Fault latched or not.

To see more faults, push the up arrow key (previous) to go back to the MORE DETAILS? menu, then push the NO or down arrow key to see if there are more faults under the selected flight leg. To see additional flight legs, push the MENU key to go back to the flight legs sub-menu.



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SWS - SMYD - TRAINING INFORMATION POINT - SMYD BITE - GROUND TESTS

Ground Tests

GROUND TESTS is one of four main menu items in the SMYD BITE. In this menu, you can do various tests. These are the menu selections:

- SELF TEST
- DISCRETE INPUTS
- ARINC 429 INPUTS
- ANALOG INPUTS
- SERVO TEST
- DISPLAY TEST.

To start one of these tests, do these steps:

- Turn ON the SMYD BITE
- In the main menu use the down arrow key to scroll to GROUND TESTS? and push the YES key
- In GROUND TESTS, you use the up or down arrow keys to scroll to the ground test that you want.

Self Test

In the SELF TEST menu, you do a test of the SMYD LRU for internal faults. When you push YES for SELF TEST, the BITE display shows TEST IN PROGRESS until the test is complete. If the SMYD passes the test, the display shows SMYD LRU OK. If the SMYD does not pass the test, the display shows SMYD LRU FAIL for 2 seconds, then shows the first fault. Use the MENU key to return to the EXISTING FAULTS menu to check for faults.

Discrete Inputs

In the DISCRETE INPUTS menu, you monitor the status of these discretes:

- Air/ground for NLG and MLG
- Flaps up limit switches
- Flight control panel switch positions
- TOGA switch status
- Program pin selections
- Autoslat power availability (PRESENT or MISSING)
- Stick shaker power availability
- Yaw damper power availability.

Push the YES key to see the discrete inputs list, then use the up/down arrow keys to move through the list.

ARINC 429 Inputs

ARINC 429 INPUTS does a check of the activity status of digital data inputs for these systems:

- On-side IR bus
- Off-side IR bus
- On-side ADR bus
- CDS DEU bus
- FMC bus
- DFCS MCP bus
- SMYD Cross-channel bus.

SWS - SMYD - TRAINING INFORMATION POINT - SMYD BITE - GROUND TESTS

Push the YES key for each system to see if the digital bus for that system is ACTIVE or INACTIVE. Use the up and down arrow keys to move through the list.

Analog Inputs

In the ANALOG INPUTS menu you, do a check of the status of the data from analog sensors that send data to the SMYDs.

For SMYD 1, you can do a check of these analog sensors:

- Left AOA sensor
- Right flap position transmitter
- LVDT on main rudder PCU.

For SMYD 2, you can do a check of these analog sensors:

- Right AOA sensor
- Left flap position transmitter
- LVDT on standby rudder PCU
- Control wheel position sensor on Capt side.

Push the YES key to select a sensor on the BITE display. Use the up (previous) or down (next) arrow keys to move through the list.

Servo Test

In the SERVO TEST menu, you do a test of the yaw damper components on the rudder PCUs for proper operation, as well as the interfaces between the components and the SMYDs. These tests require hydraulic pressure. You do a test of these components:

- Yaw damper solenoid valve
- Yaw damper EHSV
- Yaw damper actuator
- Yaw damper LVDT.

The SMYD 1 servo test does a test of the primary yaw damper components and actuator on the main rudder PCU.

The SMYD 2 servo test does a test of the standby yaw damper components and actuator on the standby rudder PCU.

Display Test

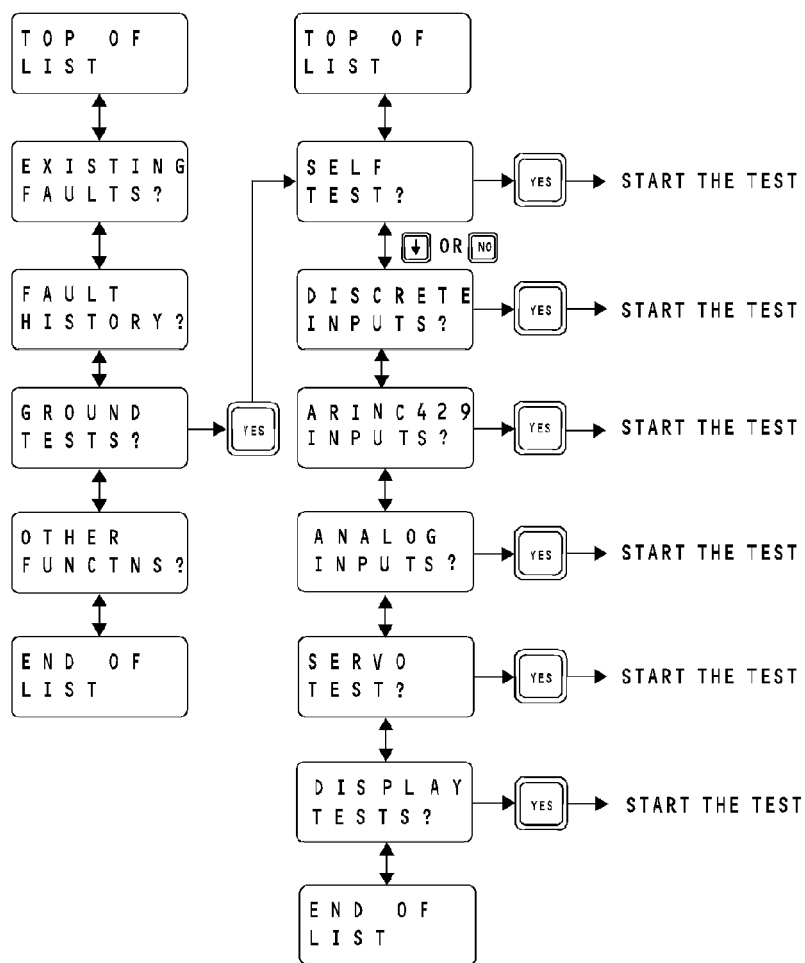
The DISPLAY TEST lets you do a test of the display on the BITE module mounted on the front of the SMYD. To do a test of the display, push the YES key when the DISPLAY TEST prompt shows.

SWS - SMYD - TRAINING INFORMATION POINT - SMYD BITE - GROUND TESTS

The test takes about 10 seconds. All the LEDs on the left half of the top line come on first, then all the LEDs on the right half come on. Next all the LEDs on the left half of the bottom line come on, then all the LEDs on the right half come on. There are eight characters on each of the two lines. When the test is complete, DISPLAY TEST? shows on the display. Use the MENU key to return to previous menu.

Ground Tests Passed

If the ground test that you selected passes the test, the display shows TEST PASSED. If the test fails, the display shows a fault message under MORE DETAILS. The information under MORE DETAILS is the same as for the EXISTING FAULTS test.



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SWS - SMYD - TRAINING INFORMATION POINT - SMYD BITE - OTHER FUNCTIONS

Other Functions

OTHER FUNCTIONS is one of the main menu selections in the SMYD BITE. It has these two sub-menu items:

- SYSTEM CONFIG
- I/O MONITOR
- SET OUTPUTS.

To enter these sub-menus, push the YES key for OTHER FUNCTIONS, then scroll to the desired sub-menu item using the up and down arrow keys.

System Configuration

In the system configuration sub-menu, you verify these program pin options for the SMYD:

- Part number
- Software Level
- Position (1 or 2)
- Airplane type (737-600/700/800)
- FAA or CAA/FAA.

The SMYD provides hardware part number and software level, its position (1 or 2) on the E/E shelf, airplane type and FAA or FAA/CAA.

I/O Monitor

In the I/O monitor sub-menu you verify SMYD input and output data on these ARINC 429 buses:

- ARINC 429 inputs
- ARINC 429 low speed outputs
- ARINC 429 high speed outputs.

You can see data on ARINC 429 buses for these systems:

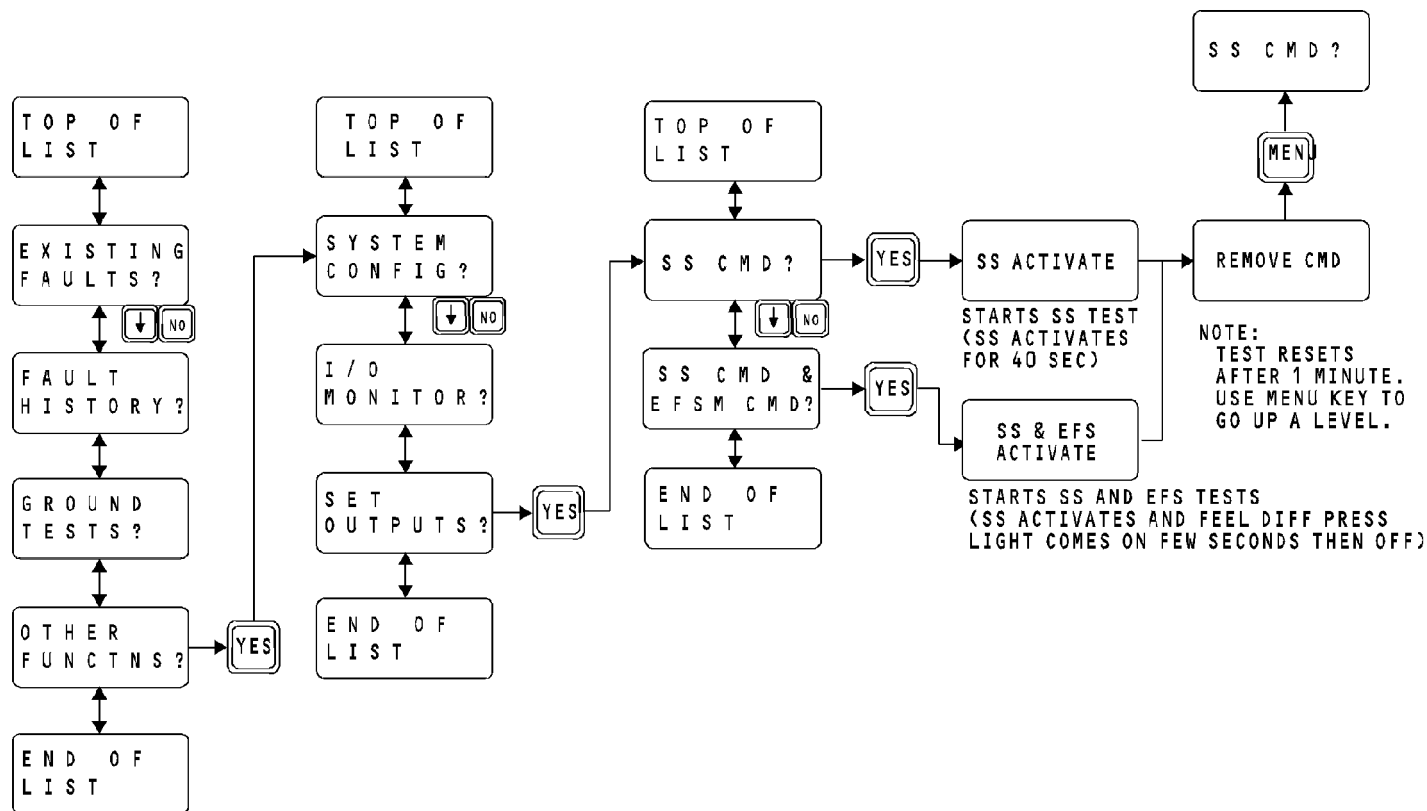
- On-side IR bus (ADIRU)
- Off-side IR bus
- On-side ADR bus
- CDS DEU bus
- FMC bus
- DFCS MCP bus
- SMYD cross-channel bus.

The data word label and value of data transmitted shows for each ARINC bus. It also shows bit status whether 1 or 0.

Refer to the section on SMYD Digital Interfaces for detailed information about digital input/output data.

Set Outputs

In the set outputs sub-menu, you do a test of the output signals for the EFSM operation. The SS CMD does a test of the 28v dc power supply to the stick shaker (SS) only. The SS CMD & EFSM CMD does a test of the 28v dc power supply to the stick shaker (SS) and also tests the electrical ground signal provided to the EFSM and completes the circuit for EFSM operation.



SWS - SMYD - TRAINING INFORMATION POINT - SMYD BITE - OTHER FUNCTIONS

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - INTRODUCTION**Purpose**

The horizontal stabilizer controls the pitch trim of the airplane about the lateral axis.

Location

The horizontal stabilizer is on the aft section of the fuselage.

Trim Control

The pilots manually control the position of the horizontal stabilizer with the stabilizer trim switches. Also, the pilots can use the stabilizer trim wheels on each side of the control stand.

When the autopilot engages, it controls the position of the horizontal stabilizer. During autopilot or main electric operation, the actuator backdrives the stabilizer trim wheels.

Abbreviations and Acronyms

- apl - airplane
- actr - actuator
- A/P - autopilot
- A/S - airspeed
- C/W - control wheel
- cntl - control
- DFCS - digital flight control system
- FCC - flight control computer
- FDAU - flight data acquisition unit
- gnd - ground
- LE - leading edge

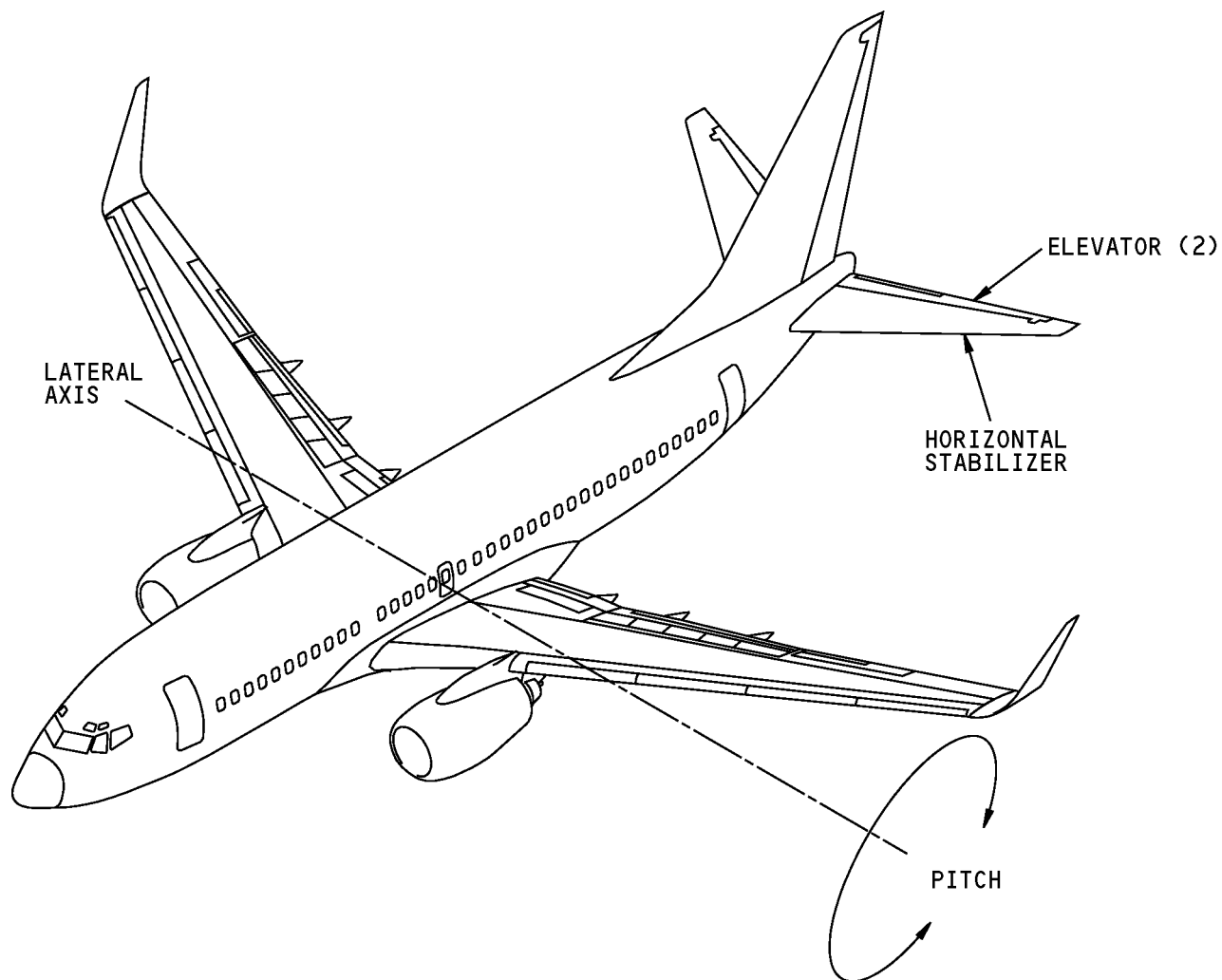
- MLG - main landing gear
- NLG - nose landing gear
- PCU - power control unit
- S/B - speedbrake
- sec - section
- SOV - shutoff valve
- sw - switch
- stab - stabilizer
- TE - trailing edge
- vlv - valve
- xfer - transfer

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - INTRODUCTION

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 1

General

The pilots control the horizontal stabilizer manually by the stabilizer trim wheels or electrically by the stabilizer trim switches. The autopilot controls the stabilizer automatically through the digital flight control system (DFCS).

Manual Operation - Stabilizer Trim Wheels

The pilots use the stabilizer trim wheels on the control stand to manually move the forward and aft cable drums. The aft cable drum moves the gearbox and jackscrew. When the jackscrew moves, the horizontal stabilizer moves. The stabilizer also gives a mechanical input to the elevator, through the neutral shift rods. Movement of the manual trim wheels also moves the stabilizer indicator pointer.

Electric Operation - Stabilizer Trim Switches

The pilots operate two stabilizer trim switches for main electric trim control. The switches are on the outboard side of each control wheel. The switches control electric input to the stabilizer trim actuator and send signals to the flight data acquisition unit (FDAU). When the trim actuator operates, it moves the stabilizer gearbox. When the stabilizer gearbox moves, it moves the stabilizer jackscrew which moves the horizontal stabilizer. The gearbox also back drives the stabilizer aft and forward cable drums. Movement of the forward cable drum moves the manual trim wheels and stabilizer indicator pointer. Limit switches control the main electric and autopilot movement of the stabilizer.

See the digital flight recorder system section for more information about the stabilizer position sensor A and the FDAU. (SECTION 31-31)

Autopilot Operation

The DFCS gives electric input to the stabilizer trim actuator. During autopilot operation, the stabilizer trim actuator operates at different speeds than during manual electric operation. Stabilizer position sensors A and B send signals to the flight control computers (FCCs) in the DFCS. Stabilizer position sensor A sends stabilizer position to FCC A and the FDAU. Stabilizer position sensor B sends stabilizer position to FCC B.

See the digital flight control system section for more information on the stabilizer autopilot operation, the FCCs, and the stabilizer position sensors A and B. (SECTION 22-11)

Column Cutout Switches

The column cutout switches stop the stabilizer trim actuator when the pilot moves the control column in a direction opposite to the trim direction.

Stabilizer Trim Override Switch

The pilots use the stabilizer trim override switch on the aisle stand to bypass the column cutout switches if one or both fail.

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 1

Stabilizer Trim Cutout Switches

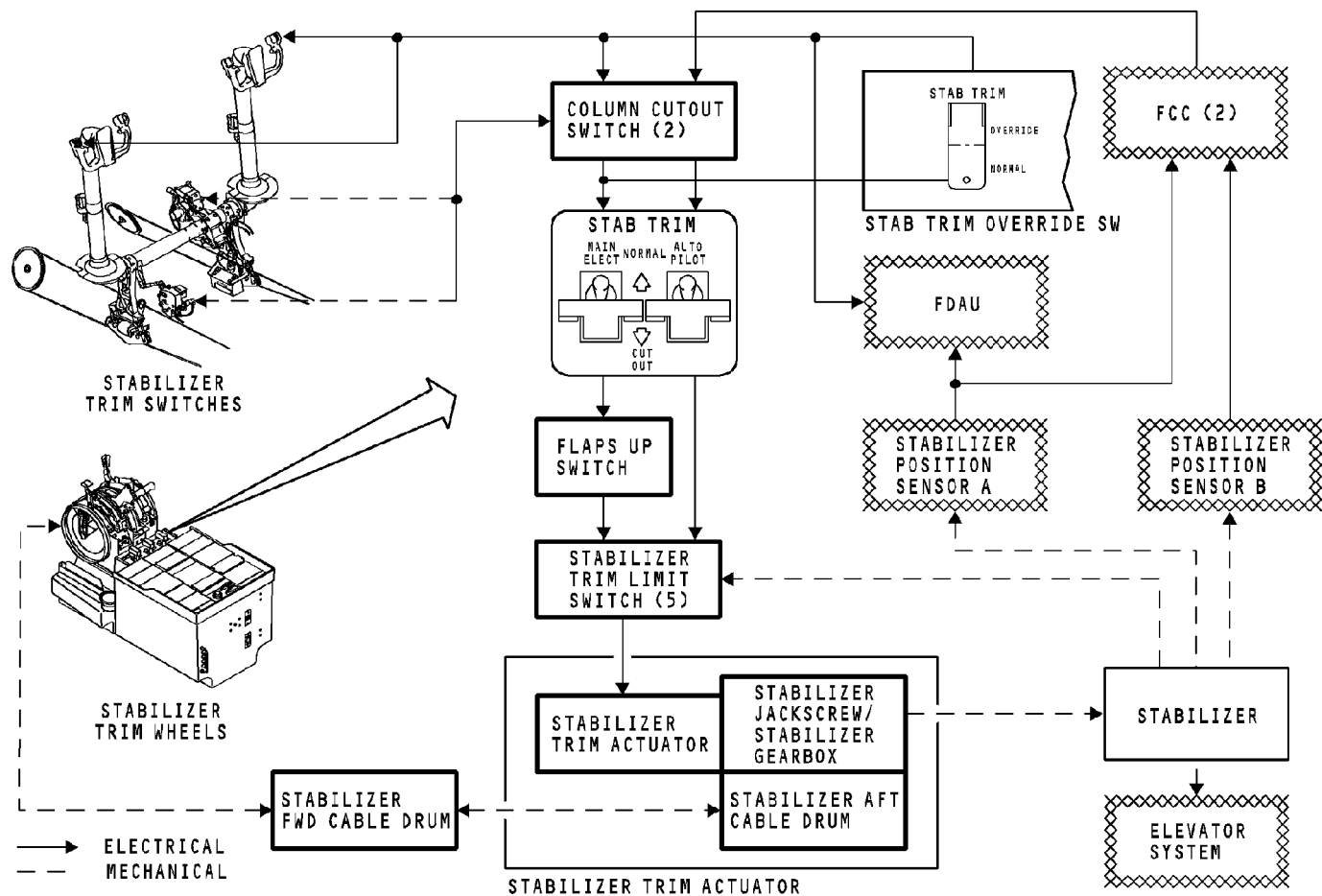
The pilots use the stabilizer trim cutout switches on the control stand to stop the main electric and autopilot runaway trim inputs to the stabilizer trim actuator.

Flaps Up Switch

The flaps up switch controls the main electric operation speed of the stabilizer trim actuator. The autopilot electric control of the stabilizer trim actuator does not go through the flaps up switch.

Stabilizer Trim Limit Switches

The stabilizer trim limit switches limit the range of stabilizer motion.



HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 1

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 2

General

These are the components of the horizontal stabilizer trim control system:

- Stabilizer trim control switches (4)
- Stabilizer trim wheels (2)
- Stabilizer column cutout switches (2)
- Stabilizer forward cable drum
- Stabilizer trim control cables
- Stabilizer aft cable drum
- Stabilizer gearbox, jackscrew, and electric trim actuator
- Stabilizer
- Stabilizer trim limit switches (5)
- Stabilizer trim override switch.

Stabilizer Trim Control Switches

The pilots operate the stabilizer trim control switches for main electric pitch trim control. This gives electric input to the stabilizer trim actuator.

Stabilizer Trim Wheels

The pilots use the stabilizer trim wheels for manual pitch trim control. The stabilizer trim wheels move a chain that drives the forward cable drum.

Stabilizer Trim Cutout Switches

Pilots use the main electric or autopilot stabilizer trim cutout switches to stop the stabilizer trim actuator if there is an uncommanded motion or runaway of the trim actuator.

Stabilizer Column Cutout Switches

During electric trim operation, if the pilot gives an opposite direction to elevator control input, the column switching modules make the stabilizer electric trim stop. If either of the column cutout switches fail, the stabilizer trim override switch allows operation of the stabilizer trim control switches.

Stabilizer Forward Control Cable Drum

The forward cable drum moves the cables connected to the aft cable drum.

Stabilizer Trim Control Cables

The stabilizer trim control cables connect the forward control cable drum and aft cable drum together. Input from the electric trim operation moves the aft cable drum, which backdrives the forward control cable drum through the trim control cables. Manual input from the stabilizer trim wheels, moves the aft cable drum through the forward control cable drum and trim control cables.

HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 2

Stabilizer Aft Cable Drum

The aft cable drum input moves the gearbox, jackscrew, stabilizer and forward control cable drum.

Stabilizer Gearbox, Jackscrew, and Electric Trim Actuator

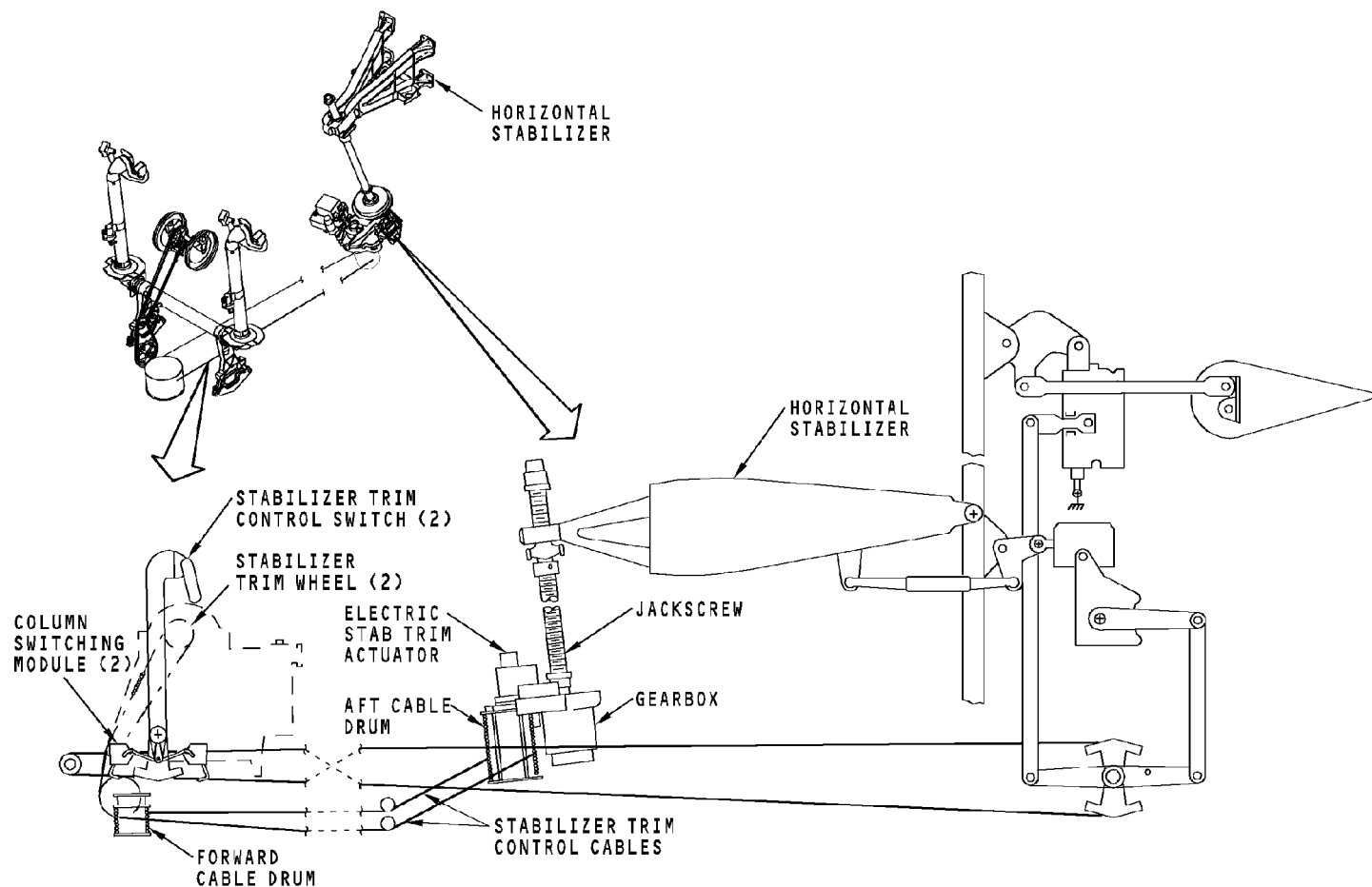
Input from the stabilizer trim switches control the stabilizer trim actuator. The trim actuator input moves the stabilizer gearbox and stabilizer jackscrew. When the jackscrew turns, the leading edge of the stabilizer moves. The gearbox also backdrives the aft cable drum.

Stabilizer

The stabilizer consists of a left, right, and center section. It pivots at a hinge point located at the aft end of the center section. A ball nut is attached to the front spar fitting that connects to the jackscrew. The stabilizer moves to a maximum of 4.2 degrees leading edge up and 12.9 degrees leading edge down.

Stabilizer Trim Limit Switches (5)

Cam operated trim limit switches control the stabilizer trim range. When the stabilizer moves, a cam operates five limit switches.



HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - GENERAL DESCRIPTION 2

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - COMPONENT LOCATION**General**

The horizontal stabilizer trim control system components are in the flight compartment and in the tail:

Flight Deck Components

These are the flight compartment components:

- Stabilizer trim control switches on the control wheel (2)
- Stabilizer trim wheels on the control stand (2)
- Stabilizer trim cutout switches on the control stand (2)
- Stabilizer trim override switch on control stand
- Stabilizer trim indicators (2).

Forward Equipment Compartment Components

These are the forward equipment compartment components:

- Column cutout switch (2)
- Stabilizer forward control mechanism.

Tail Components

These are the horizontal stabilizer trim control system components in the tail area:

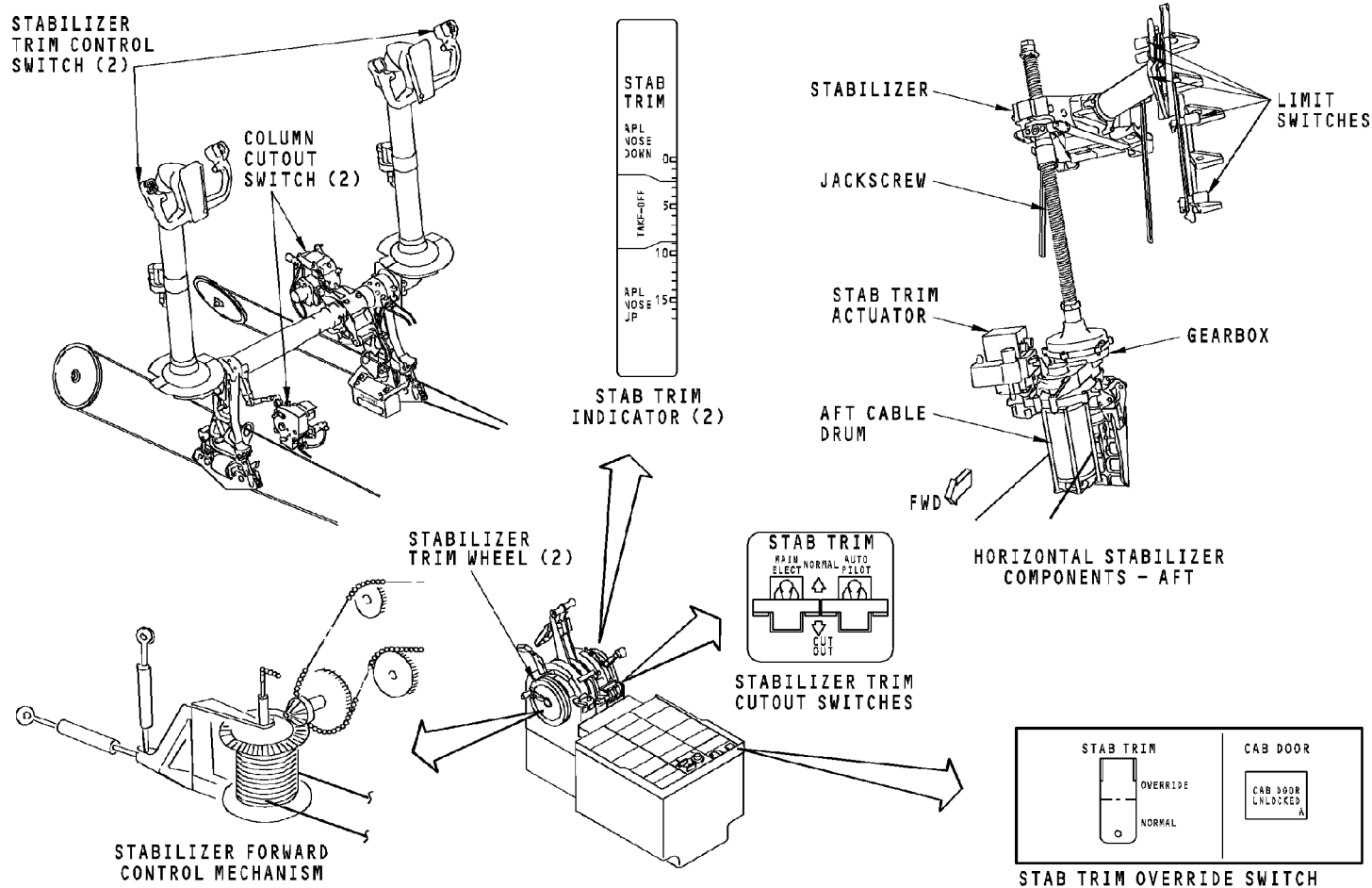
- Stabilizer trim actuator
- Aft cable drum
- Jackscrew
- Stabilizer ball nut and jackscrew gearbox
- Stabilizer trim limit switches
- Horizontal stabilizer.

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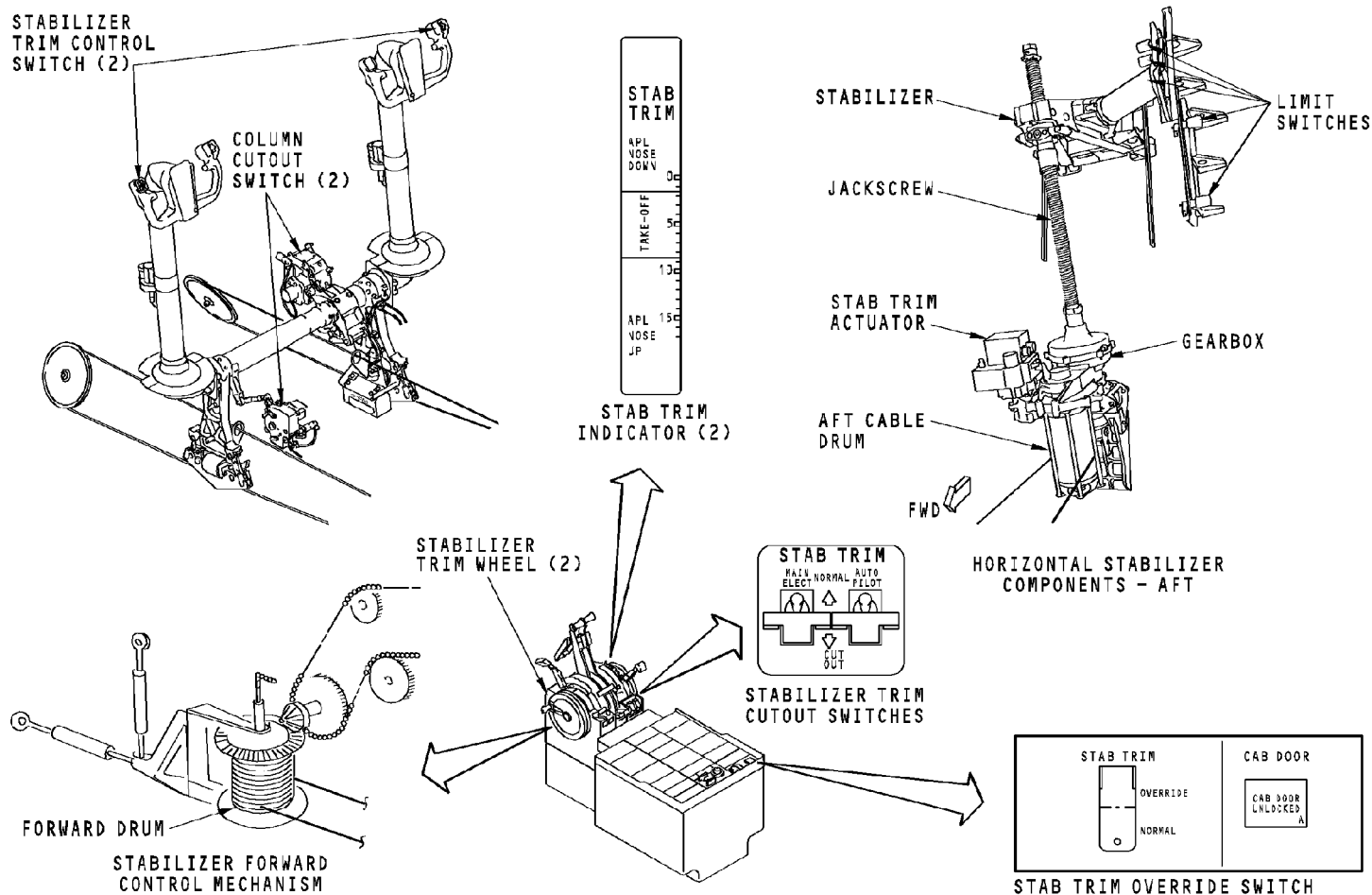
HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - COMPONENT LOCATION

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - COMPONENT LOCATION

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - FORWARD CONTROL MECHANISM

Purpose

The pilot uses the stabilizer forward control mechanism for manual input.

Location

The forward control mechanism is in the flight deck and the forward equipment compartment.

Physical Description

The forward control mechanism has these components:

- Stabilizer trim wheels on control stand (2)
- Sprocket
- Chain assembly
- Forward cable drum.

The trim wheels and the sprocket are splined to a control wheel shaft.

Functional Description

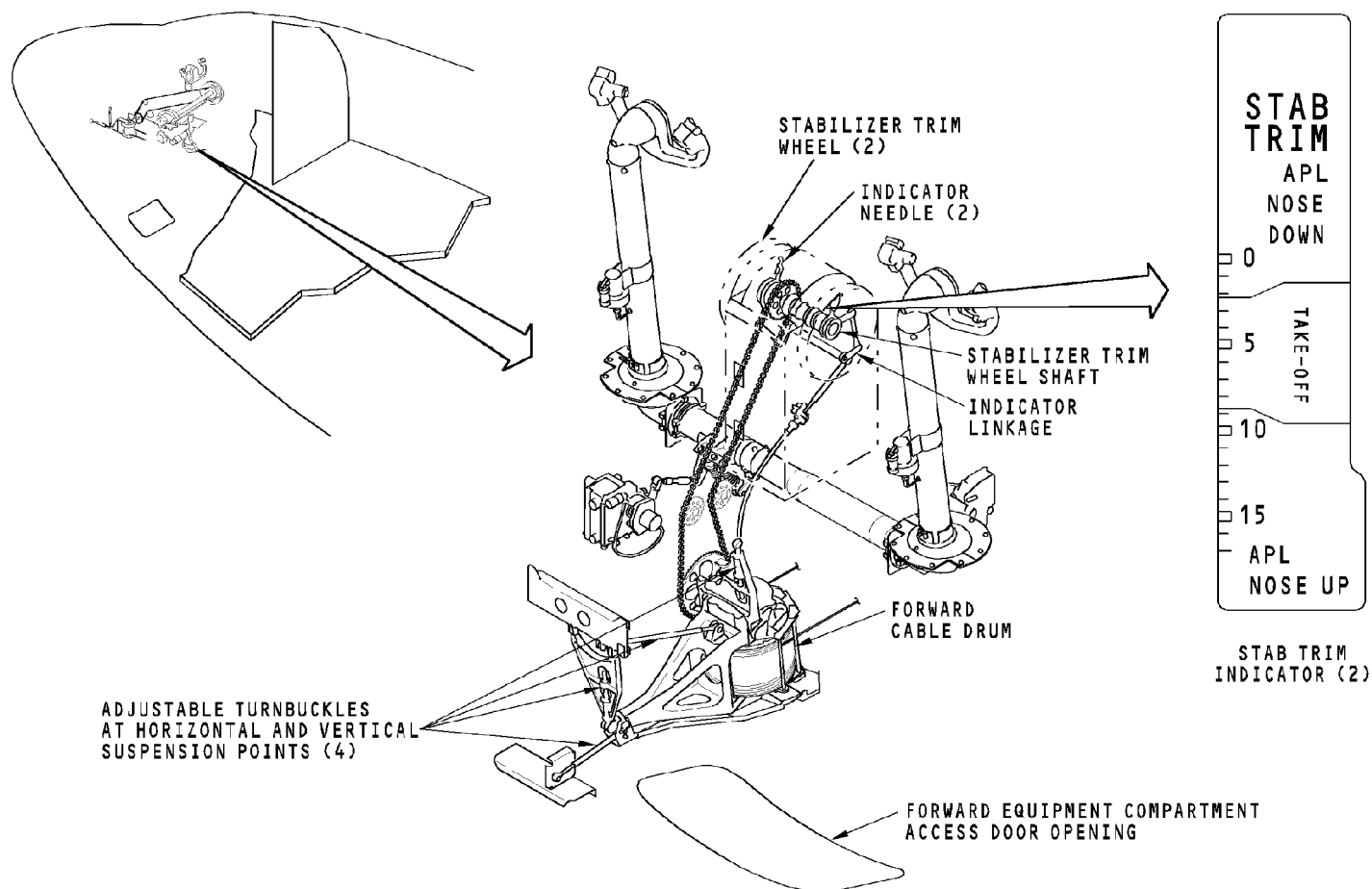
When the pilot turns the trim wheels, this moves the sprocket and chain and drives the forward cable drum. This moves the cables that go to the aft cable drum. The aft cable drum moves and drives the gearbox and jackscrew and the stabilizer.

Indication

When the forward control mechanism moves, it drives a jackshaft through a flexible cable which transmits motion to a linkage that positions the indicator needle.

Training Information Point

The forward cable drum is on a housing attached to structure by two horizontal and two vertical suspension points. Use the adjustable turnbuckles at these points to align the forward mechanism and adjust the tension in the chain and cable.



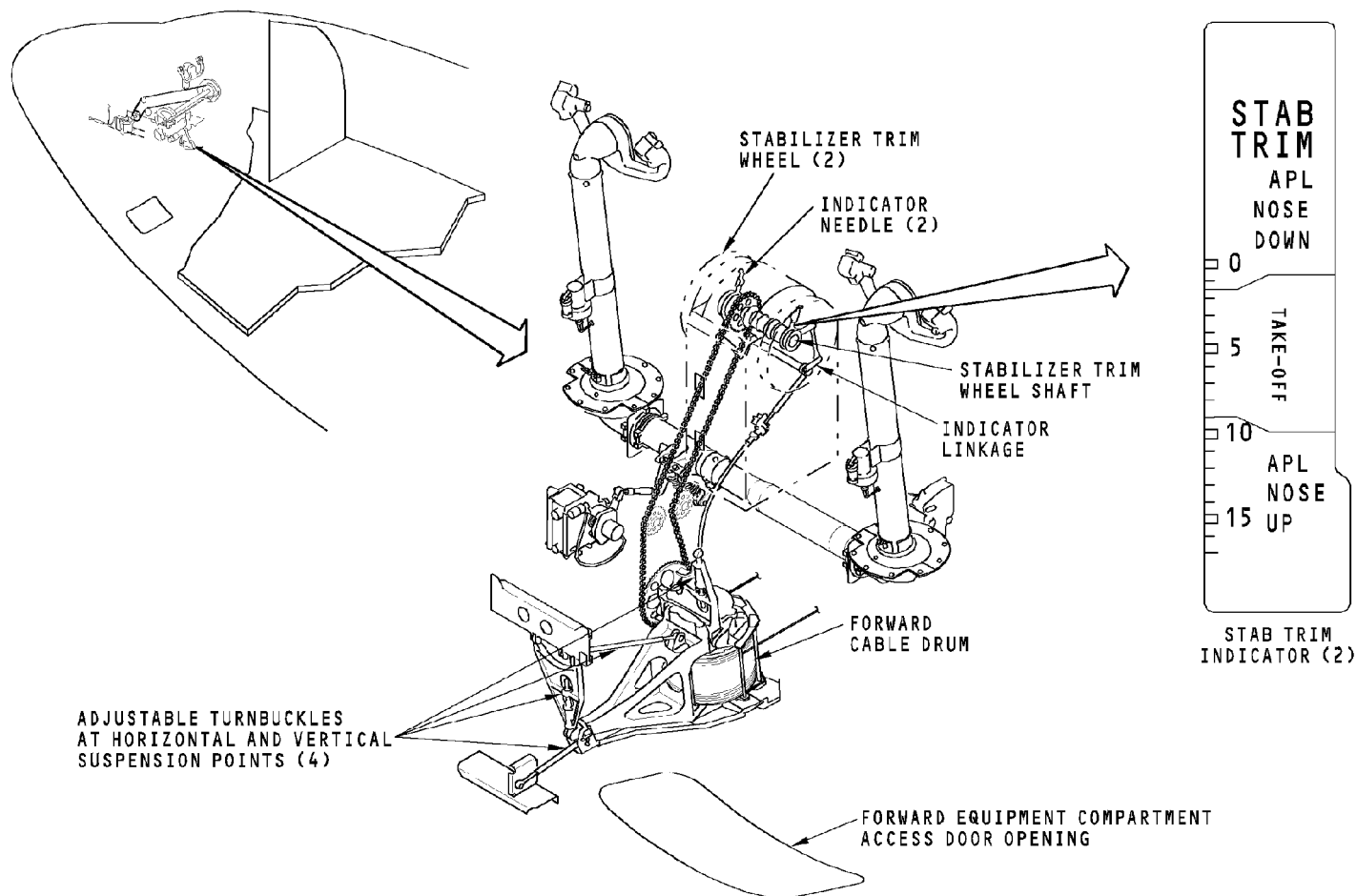
HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - FORWARD CONTROL MECHANISM

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - FORWARD CONTROL MECHANISM

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - CUTOUT SWITCHES**Purpose**

The stabilizer trim cutout and column cutout switches disable stabilizer electric trim. The stabilizer trim override switch lets you bypass the column cutout switches.

Location

The stabilizer trim cutout switches are on the control stand. The column cutout switches are in the forward equipment compartment. The stabilizer trim override switch is on the aisle stand.

Stabilizer Trim Cutout Switches

The pilot uses the stabilizer trim cutout switches to stop a runaway electric trim condition.

Column Cutout Switches

The column cutout switches contain a set of cam-operated switches. The cutout switches also contain two relays. When the control column moves in the opposite direction from the stabilizer trim direction, electric trim stops.

Stabilizer Trim Override Switch

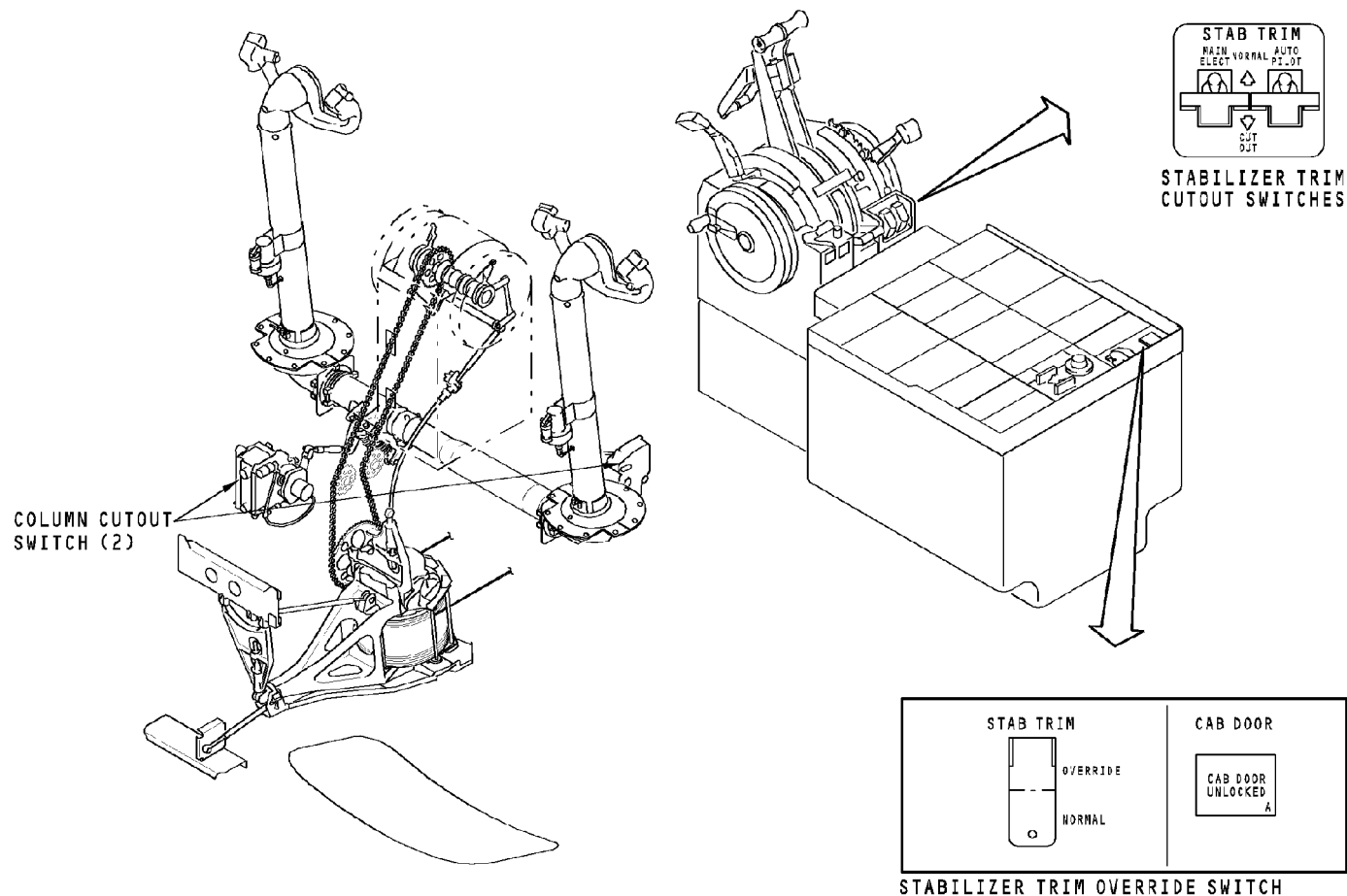
The stabilizer trim override switch bypasses the column cutout switches. The pilot uses this switch to operate the electric trim if both column cutout switches fail.

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - CUTOUT SWITCHES

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - AFT COMPONENTS

Purpose

The horizontal stabilizer trim control system components in the aft section of the airplane move the leading edge of the stabilizer

Location

The horizontal stabilizer components are in section 48, aft of the rear pressure bulkhead.

Physical Description

The horizontal stabilizer components are:

- Aft cable drum
- Gimbal (2)
- Stabilizer trim actuator
- Ball nut
- Jackscrew
- Safety rod.

The gearbox connects to the bulkhead in the fuselage by the lower gimbal. The upper gimbal connects the ball nut to the stabilizer front spar fitting.

The stabilizer trim actuator is a multi-speed DC motor. It receives commands from the stab trim control switch or the autopilot.

Functional Description - Input

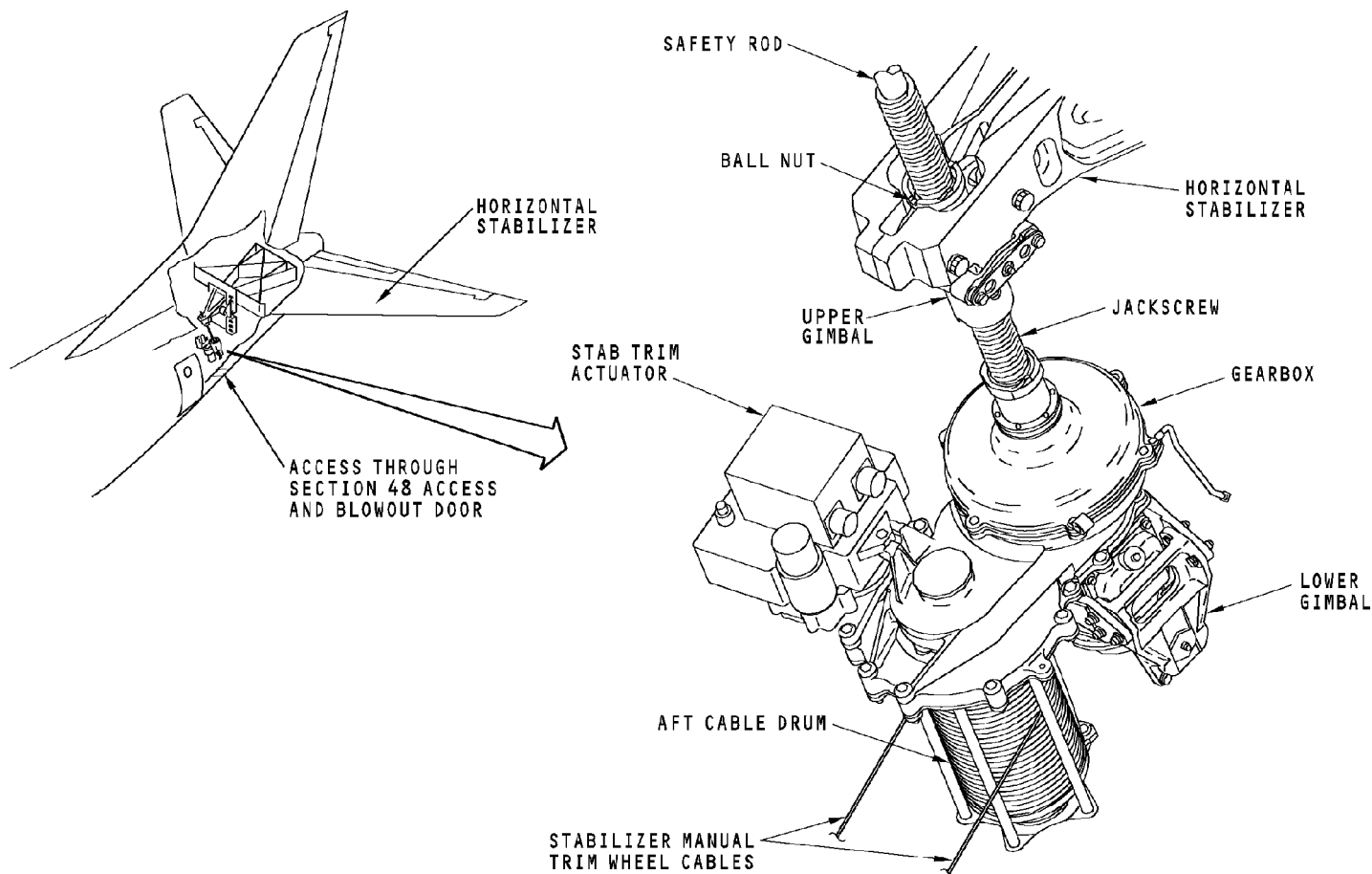
The pilot or autopilot controls the stabilizer trim actuator. The pilot also controls the aft cable drum position with the stabilizer trim wheels. This is the priority for control of the stabilizer:

- Manual
- Electric
- Autopilot.

The jackscrew gearbox receives inputs from the stabilizer manual trim wheel cables and the stabilizer trim actuator. The stabilizer manual trim wheel cables turn the aft cable drum. The aft cable drum or the stabilizer trim actuator turns gears in the gearbox to turn the jackscrew. When the jackscrew turns, the leading edge of the stabilizer moves. The gimbals permit fore and aft motion of the jackscrew as the stabilizer moves.

Functional Description - Brakes

The gearbox has two internal brakes and a mechanical clutch. Both of the brakes are ratchet type brakes. The clutch lets the stabilizer manual trim wheel input override the stabilizer trim actuator input.



HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - AFT COMPONENTS

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - STABILIZER TRIM LIMIT SWITCHES

Purpose

The stabilizer trim limit switches limit the range of horizontal stabilizer motion. There are different limits for manual, autopilot, and for flaps up and flaps down. The takeoff warning switches tell the pilot of incorrect stabilizer position at takeoff.

Location

The stabilizer trim limit switches are on the left side of the horizontal stabilizer jackscrew attach fitting.

Physical Description

The five switches mount on vertical brackets attached to structure. They are cam operated microswitches. The cam mounts to a support tube which connects to the stabilizer center section jackscrew attach fitting.

Functional Description

HAP 101-999

The cam moves with the horizontal stabilizer and operates the five switches. The switches have these functions:

- S145 - Nose down autopilot and flaps not up electric limit switch, operates at 0.05 units
- S546 - Nose down takeoff warning switch, operates at 2.40 units
- S844 - Nose down flaps up electric limit switch, operates at 4.30 units

- S132 - Nose up takeoff warning switch, operates at 8.75 units
- S144 - Nose up autopilot limit switch, operates at 14.50 units.

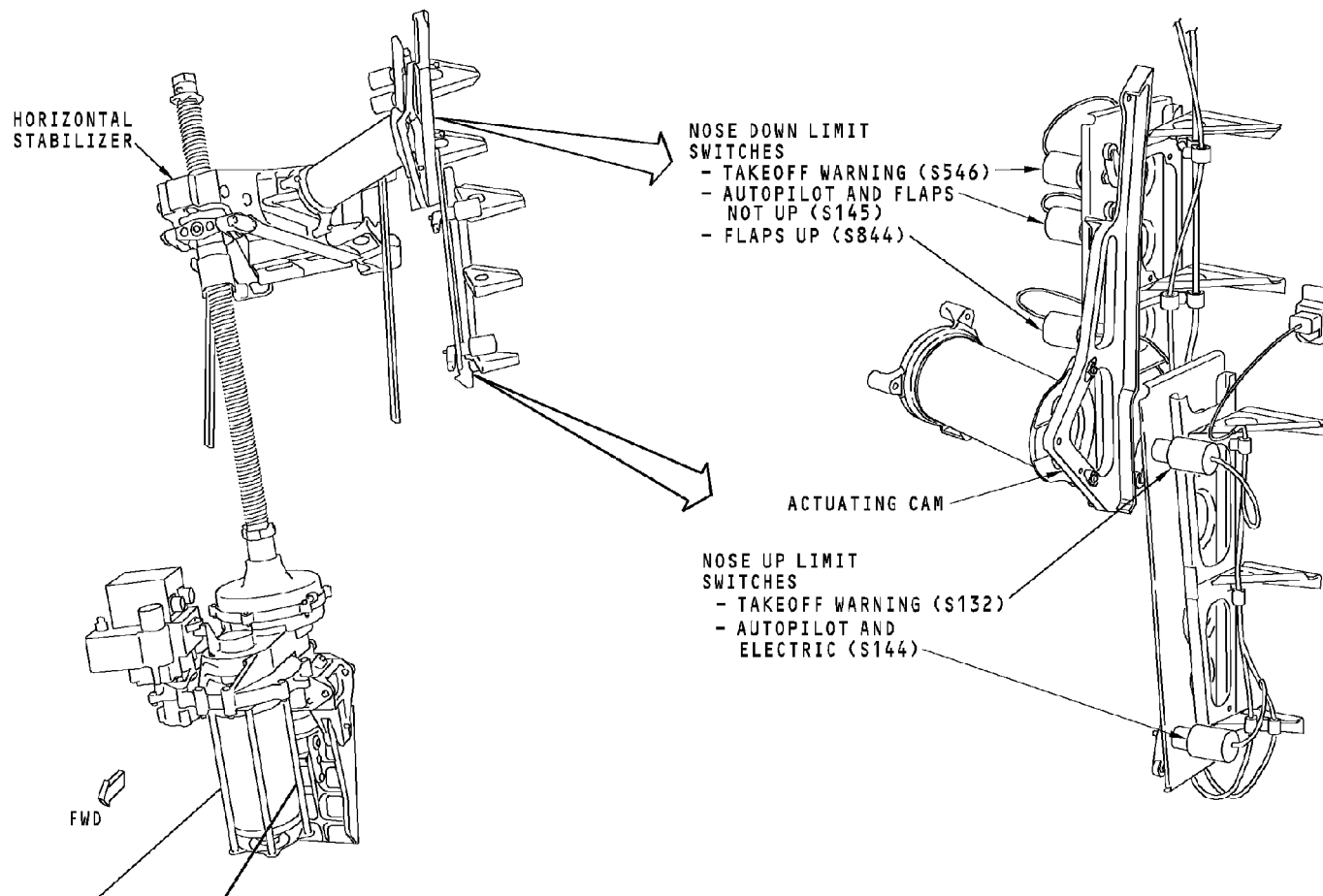
HAP 001-013, 015-026, 028-054

The cam moves with the horizontal stabilizer and operates the five switches. The switches have these functions:

- S145 - Nose down autopilot and flaps not up electric limit switch, operates at 0.05 units
- S546 - Nose down takeoff warning switch, operates at 1.80 units
- S844 - Nose down flaps up electric limit switch, operates at 3.95 units
- S132 - Nose up takeoff warning switch, operates at 8.75 units
- S144 - Nose up autopilot limit switch, operates at 14.50 units.

HAP ALL

NOTE: The stabilizer trim limit switches are adjustable.



HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - STABILIZER TRIM LIMIT SWITCHES

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - ELECTRIC TRIM - FUNCTIONAL DESCRIPTION

General

The stabilizer trim actuator gets 115 volt, three-phase, 400 Hz AC power. Power comes from transfer bus 2. The stabilizer trim actuator has an internal AC to DC converter that changes input power to 270v dc necessary for the brushless DC motor. Control power is 28v dc from bus 2.

Normal Sequence

The pilots operate the switches on either control wheel. This sends control power to energize the stab trim control relay R64. Three-phase AC power goes to the motor.

The range of stabilizer trim is limited in both directions by the stabilizer trim limit switches.

Trim Speed Change

HAP 001-011

The flaps up switch (S245) controls the rate of trim through the stab trim interlock relay (R850). The stab trim interlock relay prevents control signals from going to the stab trim actuator unless the stab trim control relay (R64) is energized.

HAP 012, 013, 015-026, 028-054, 101-999

The flaps up switch (S245) controls the rate of trim through the stab trim interlock relay (R850). The stab trim interlock relay prevents control signals from going to the stab trim actuator unless the pilots operate the switches on either control wheel.

HAP ALL

When the flaps are up, the switch is open and low speed trim is engaged. Low speed trim moves the stabilizer at 0.2 units per second. When the flaps are not up, the switch closes and sends a signal to the stabilizer trim actuator to engage high speed trim. High speed trim moves the stabilizer at 0.4 units per second.

During autopilot operation, the stabilizer trim speed changes. When the flaps are up, the low speed trim is 0.09 units per second. When the flaps are not up, the high speed trim is 0.27 units per second.

Stabilizer Trim Cut Out Switch

If there is a stabilizer runaway condition, the pilots can use the stabilizer trim cut out switch (S272) to interrupt power to the electric motor.

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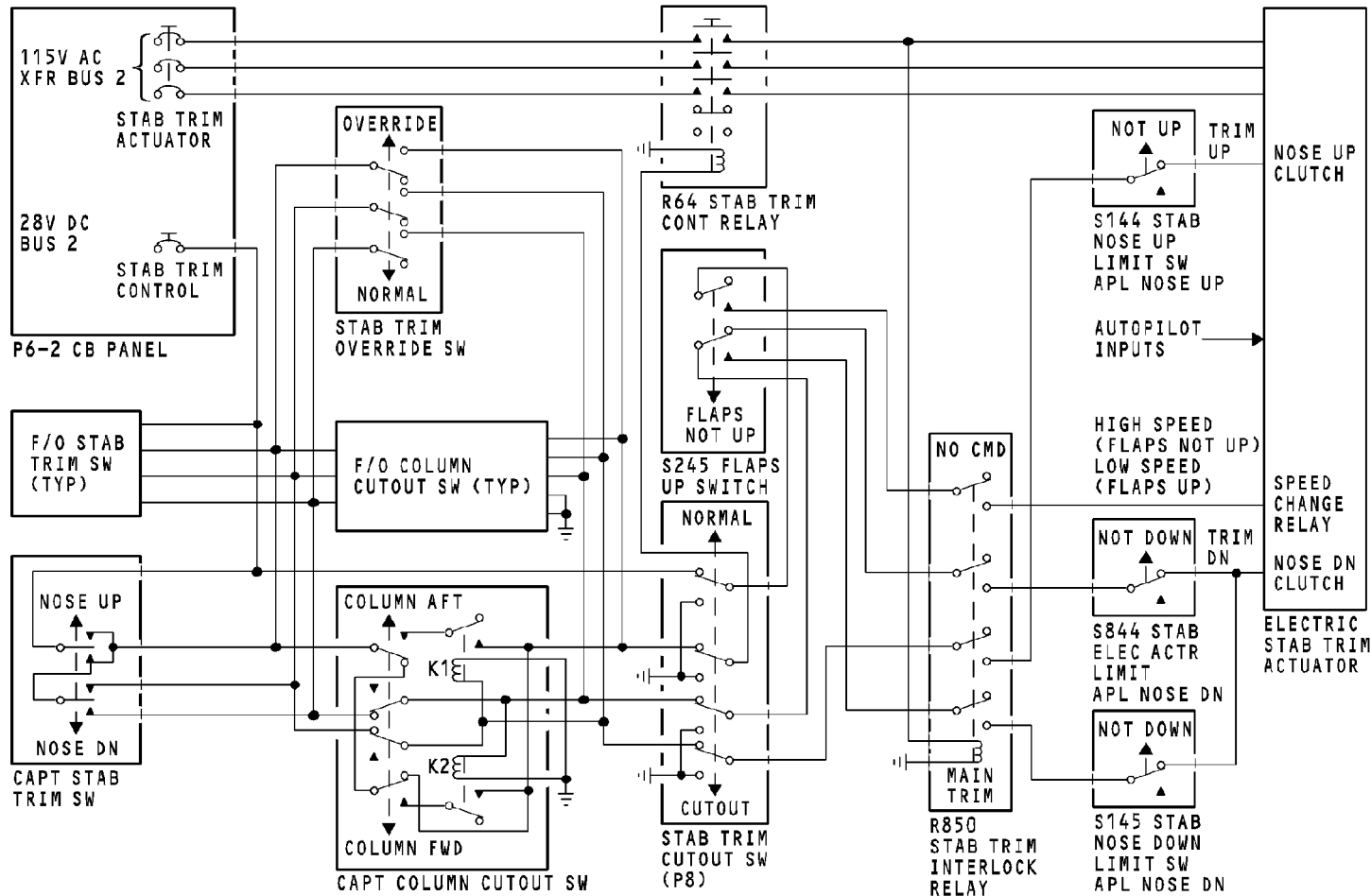
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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - ELECTRIC TRIM - FUNCTIONAL DESCRIPTION

Cut Out - Elevator Column Input

When the pilot moves the elevator column out of the neutral range, switches inside the column cutout switches open in a direction opposite to column movement. Relays and another set of switches allow the actuator to operate the stabilizer in the same direction as the column movement.

The pilot uses the stab trim override switch to bypass the column cutout switches, if both fail internally.



HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - ELECTRIC TRIM - FUNCTIONAL DESCRIPTION

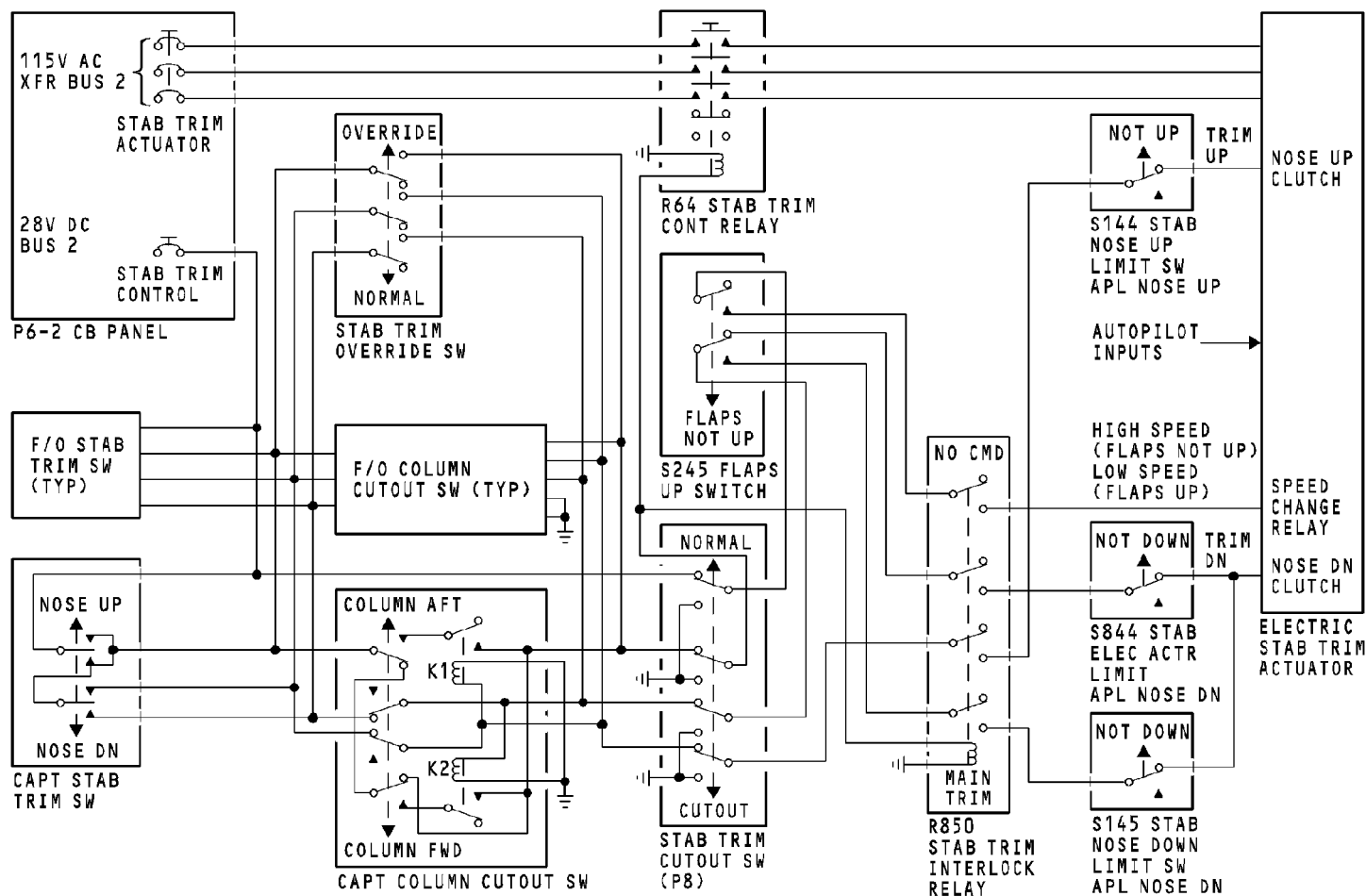
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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - ELECTRIC TRIM - FUNCTIONAL DESCRIPTION

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - STABILIZER**Purpose**

The horizontal stabilizer supplies long-term pitch control of the airplane.

Location

The horizontal stabilizer is at the aft section of the fuselage.

Physical Description

The horizontal stabilizer assembly consists of a left and right section attached to a center section.

Functional Description

The horizontal stabilizer moves a total of 17.1 degrees in these directions:

- 4.2 degrees stabilizer leading edge up (airplane nose down trim)
- 12.9 degrees stabilizer leading edge down (airplane nose up trim).

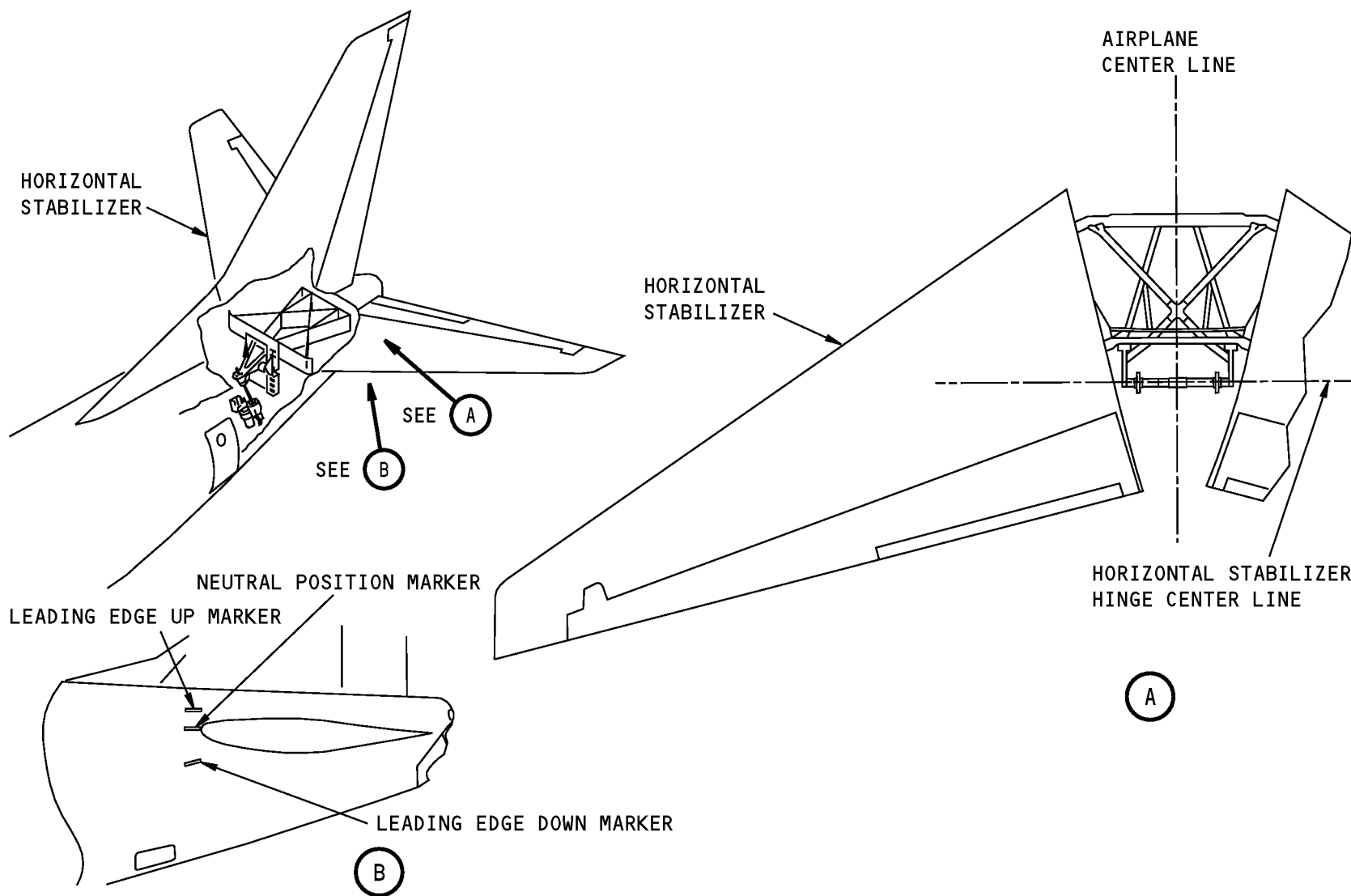
NOTE: The maximum leading edge up and leading edge down positions are measured from the stabilizer neutral position (0.0 degrees or 4 units of trim). Markers on the fuselage show the maximum leading edge up, leading edge down, and the neutral positions.

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - STABILIZER

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HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

Manual Operation - Stabilizer Trim Switches

The pilots operate the stabilizer trim control switches for main electric pitch trim control. The switches are on the outboard side of each control wheel. This gives electric input to the stabilizer trim actuator. The motor operates and drives the gearbox and stabilizer jackscrew. The stabilizer pivots at each rear spar. A ball nut attached to the front spar moves the stabilizer to a maximum of 4.2 degrees leading edge up and 12.9 degrees leading edge down.

During electric trim operation, if the pilot gives an opposite direction elevator control input, the column switching modules make the stabilizer electric trim stop.

Manual Operation - Stabilizer Trim Wheels

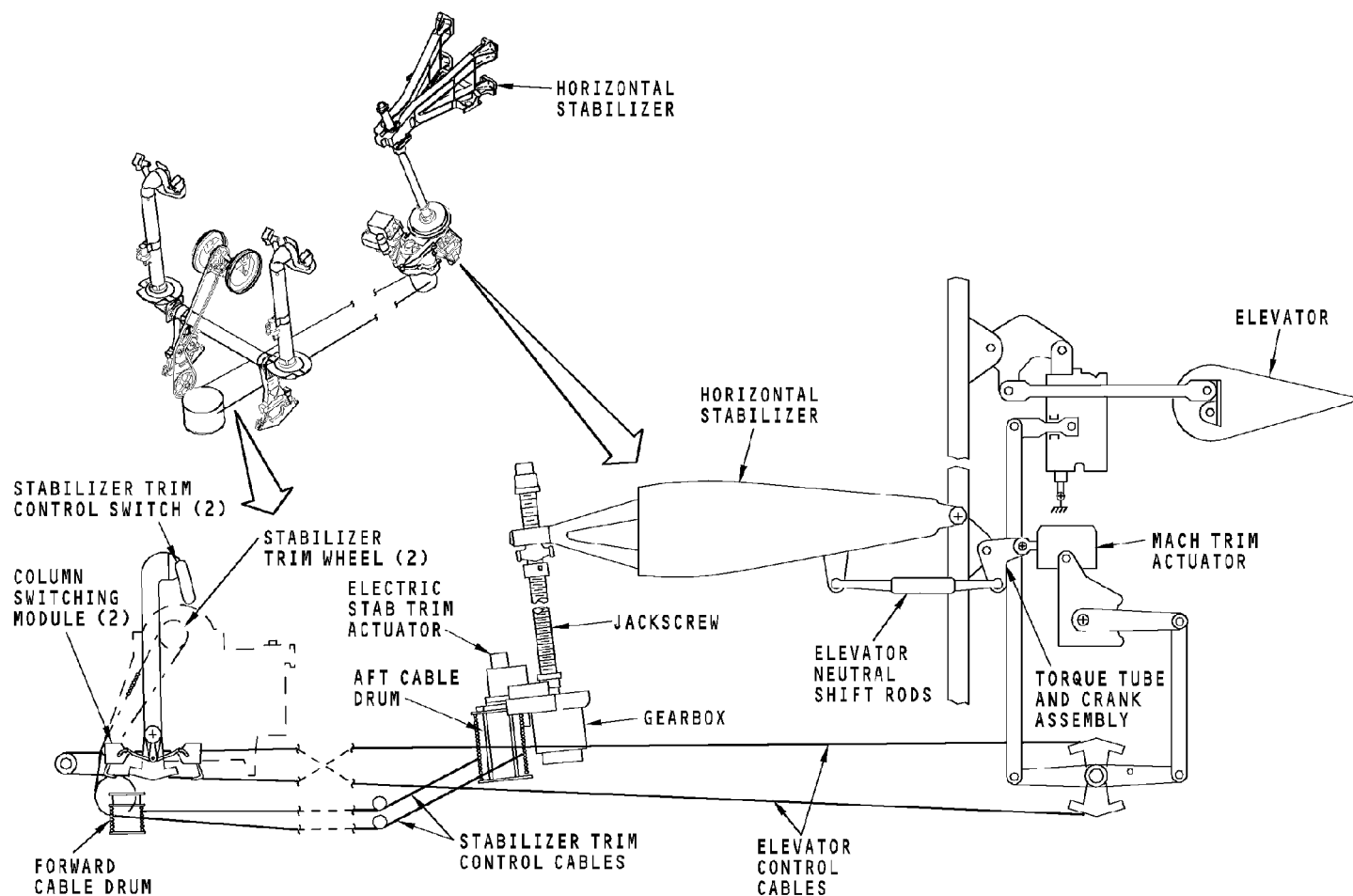
The pilots use the stabilizer trim wheels for manual pitch trim control. The wheels are on each side of the control stand. Operation of the stabilizer trim wheels moves a chain that drives the forward cable drum. The forward cable drum moves the cables connected to the aft cable drum. When the aft cable drum moves, it drives the gearbox, jackscrew, and stabilizer.

Elevator Neutral Shift Input

The elevator neutral shift rods are pogo type control rods with a spring inside. When the stabilizer moves, it moves the two elevator neutral shift rods. The neutral shift rods move a torque tube and crank assembly which moves the mach trim actuator. When the mach trim actuator moves because of the neutral shift rod input, it acts as a link and turns the elevator feel and centering unit housing. This creates a new neutral position for the elevators.

Each rod also provides protection, in both directions (push or pull) if there is jam between the stabilizer and the elevator feel and centering unit. The pilot must supply approximately 180 pounds of additional force to extend or compress the springs inside the rods. The breakout force of each rod is 90 pounds.

See the elevator and tab control system section for more information on the elevator operation. (SECTION 27-31)



HORIZONTAL STABILIZER TRIM CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

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TE FLAP SYSTEM - INTRODUCTION

Purpose

The trailing edge (TE) flaps increase the wing area and the wing camber. This increases lift to help improve the takeoff and landing performance of the airplane.

General

Two double-slotted flaps on each wing extend during takeoff to increase lift. This permits slower speeds for airplane rotation during takeoff. During cruise, the TE flaps fully retract. During landing, the TE flaps fully extend to increase lift and increase drag to permit slower speeds at touchdown.

During the normal operation of the TE flaps, the TE flaps are mechanically controlled and hydraulically operated. During the alternate operation, the TE flaps are electrically controlled and electrically operated.

The flap load relief function retracts the TE flaps at high airspeeds to prevent structural damage to the TE flaps and wing structures.

The TE flap skew and asymmetry detection functions stop the TE flap hydraulic operation if the TE flaps are not aligned. The TE flap uncommanded motion (UCM) detection function stops the TE flap hydraulic operation if the TE flaps move away from their commanded position.

You can do tests of the TE flaps with built-in test equipment (BITE) in the flap/slat electronics unit (FSEU). The FSEU BITE also lets you see other maintenance data.

Abbreviations and Acronyms

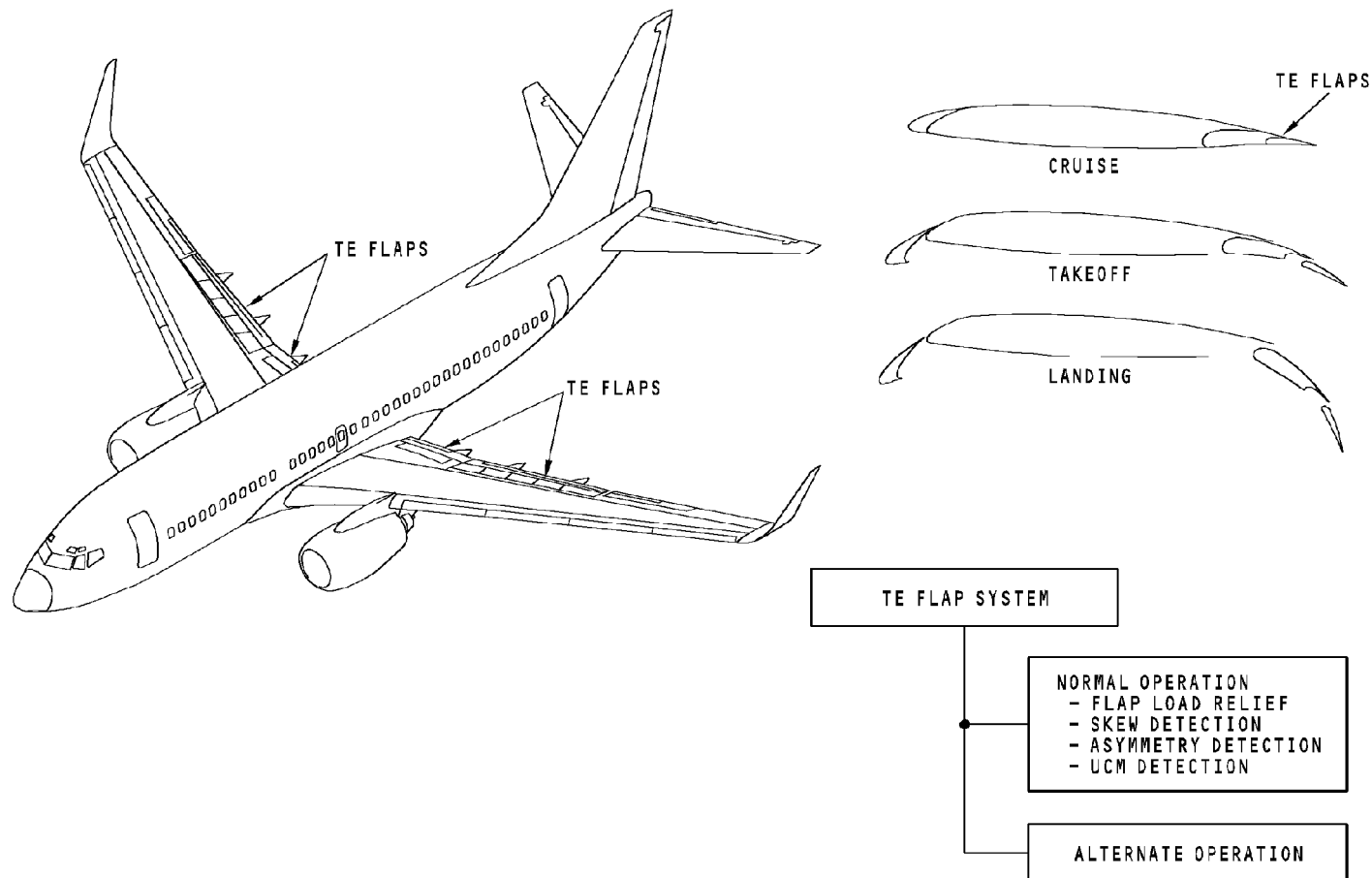
- alt - alternate
- BITE - built-in test equipment
- FCC - flight control computer
- FSEU - flap/slat electronics unit
- gnd - ground
- GPM - gallons per minute
- LE - leading edge
- lvr - lever
- MLG - main landing gear
- NWW - nose wheel well
- NVM - non-volatile memory
- PCU - power control unit
- PDU - power drive unit
- PSEU - proximity switch electronics unit
- rly - relay
- sect - section
- SMYD - stall management yaw damper
- snsr - sensor
- sw - switch
- TE - trailing edge
- UCM - uncommanded motion
- vlv - valve
- xmtr - transmitter
- WW - wheel well

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TE FLAP SYSTEM - INTRODUCTION

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TE FLAP SYSTEM - GENERAL DESCRIPTION

General

For normal operation of the TE flaps, the flap lever makes the command to the flaps and hydraulic power moves them. If hydraulic power is not available, you can manually select alternate operation. During alternate operation, the alternate flaps switches make the command to the flaps and electrical power moves them.

Normal Operation

Hydraulic system B power goes through a priority valve and a flow limiter to the flap control unit. The priority valve gives priority of hydraulic system B power to the LE devices over the TE flaps. The flow limiter limits the speed of movement of the TE flaps.

During normal operation, the flap lever makes the commands to the TE flaps to move. The flap lever moves a cable system that supplies a mechanical input to a flap control valve in the flap control unit. The flap control valve sends system B hydraulic power through the bypass valve to the flap power drive unit (PDU). The PDU moves the flap drive system to move the TE flaps. The PDU supplies a mechanical feedback to the flap control valve as the flap drive system moves.

The flap PDU also supplies a mechanical input to the slat control valve and the flap limit switches in the flap control unit.

See the LE flap and slat control section for more information on the slat control valve. (SECTION 27-81)

The flap load relief function in the FSEU uses data from one of the flap lever position switches and other systems. If the airspeed is more than a limit, the FSEU sends a command to the flap load relief solenoid on the TE flap control valve to retract the TE flaps.

The TE flap skew and asymmetry functions use signals from the flap position transmitters and the flap skew sensors to monitor the alignment of the TE flaps. If the TE flaps do not stay in alignment, the FSEU moves the bypass valve to the bypass position. The bypass valve prevents hydraulic power to the flap PDU and the TE flaps stop moving.

The TE flap UCM detection function uses data from the flap skew sensors and the flap lever position sensor. If the TE flaps move from their commanded position, the FSEU moves the bypass valve to the bypass position to stop the TE flaps.

The flap position transmitters send signals to the FSEU which sends this data to the flap position indicator in the flight deck. The flap position data also goes to the flight control computers (FCCs) and stall management yam dampers (SMYDs).

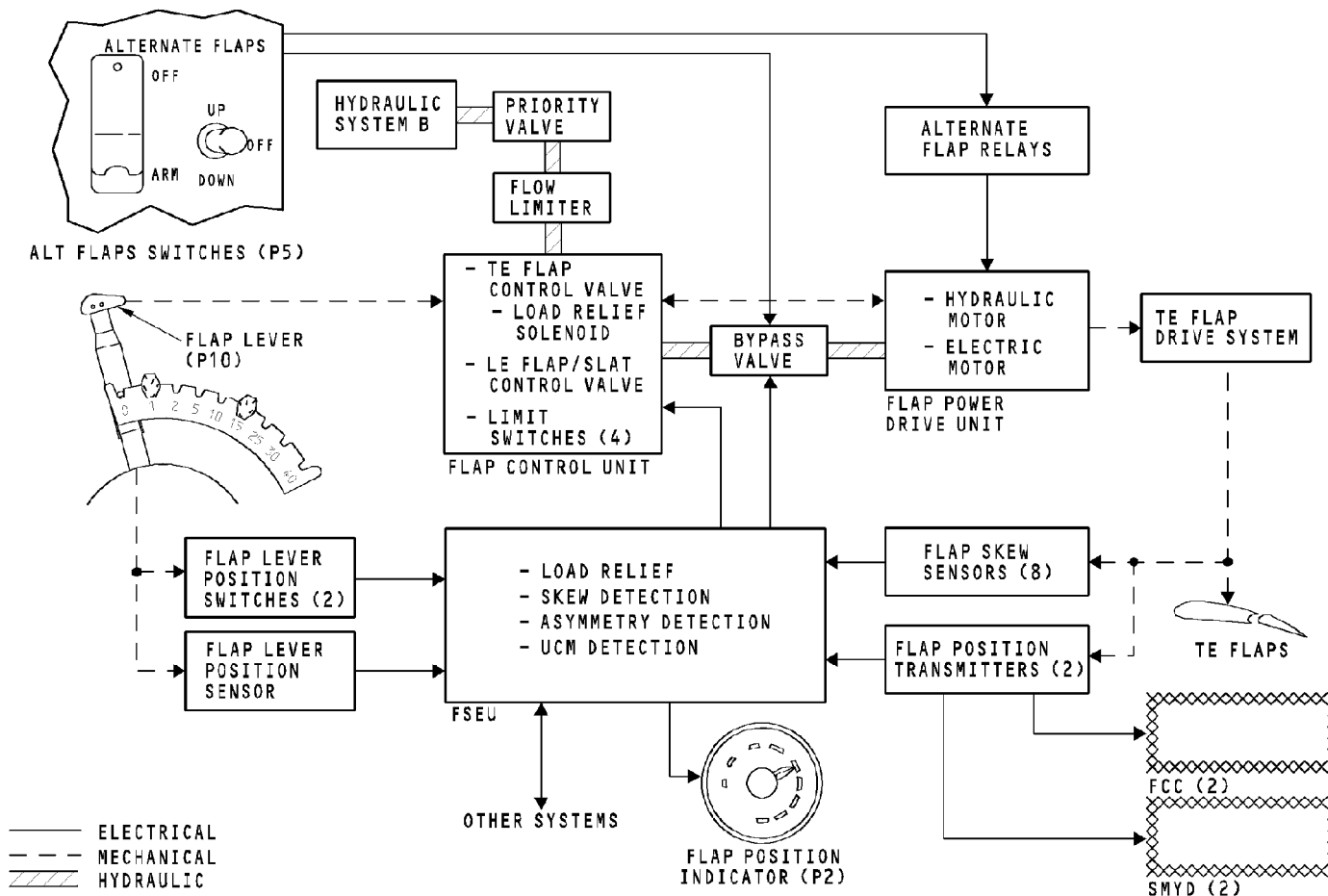
TE FLAP SYSTEM - GENERAL DESCRIPTION

Alternate Operation

During alternate operation, the alternate flaps switches send a signal to move the bypass valve to the bypass position. The bypass valve prevents a hydraulic lock on the PDU. The alternate flaps switches also energize the alternate flap relays. These relays supply electrical power to an electric motor on the flap PDU. The PDU moves the flap drive system to move the TE flaps.

The flap PDU supplies a mechanical feedback to the flap limit switches as the flap drive system moves. The flap limit switches remove electrical power from the relays when the flaps move to a limit. This stops the TE flaps.

During alternate operation, the detection functions and the flap load relief function in the FSEU are not available.



TE FLAP SYSTEM - GENERAL DESCRIPTION

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TE FLAP SYSTEM - GENERAL DESCRIPTION - FLAP DRIVE SYSTEM**General**

These are the components of the TE flap drive system:

- Flap control unit
- Flap PDU
- Torque tubes
- Torque tube supports
- Angle gearboxes
- Transmissions
- Ballscrews
- Gimbals.

The flap drive system on the left wing is the same as the flap drive system on the right wing. Many of the components are interchangeable.

Flap Control Unit

There is one flap control unit. The flap control unit receives commands from the flap lever cables during normal operation and sends hydraulic power to the flap PDU. During alternate operation, switches in the flap control unit limit the operation of the electric motor in the flap PDU.

Flap PDU

There is one flap PDU. Hydraulic and electric motors on the PDU turn the flap torque tubes.

Torque Tubes

There are eight torque tubes on each wing. The torque tubes transmit power from the flap PDU to the transmissions.

Torque Tube Supports

There is one torque tube support on each wing. The torque tube supports hold the torque tubes in place.

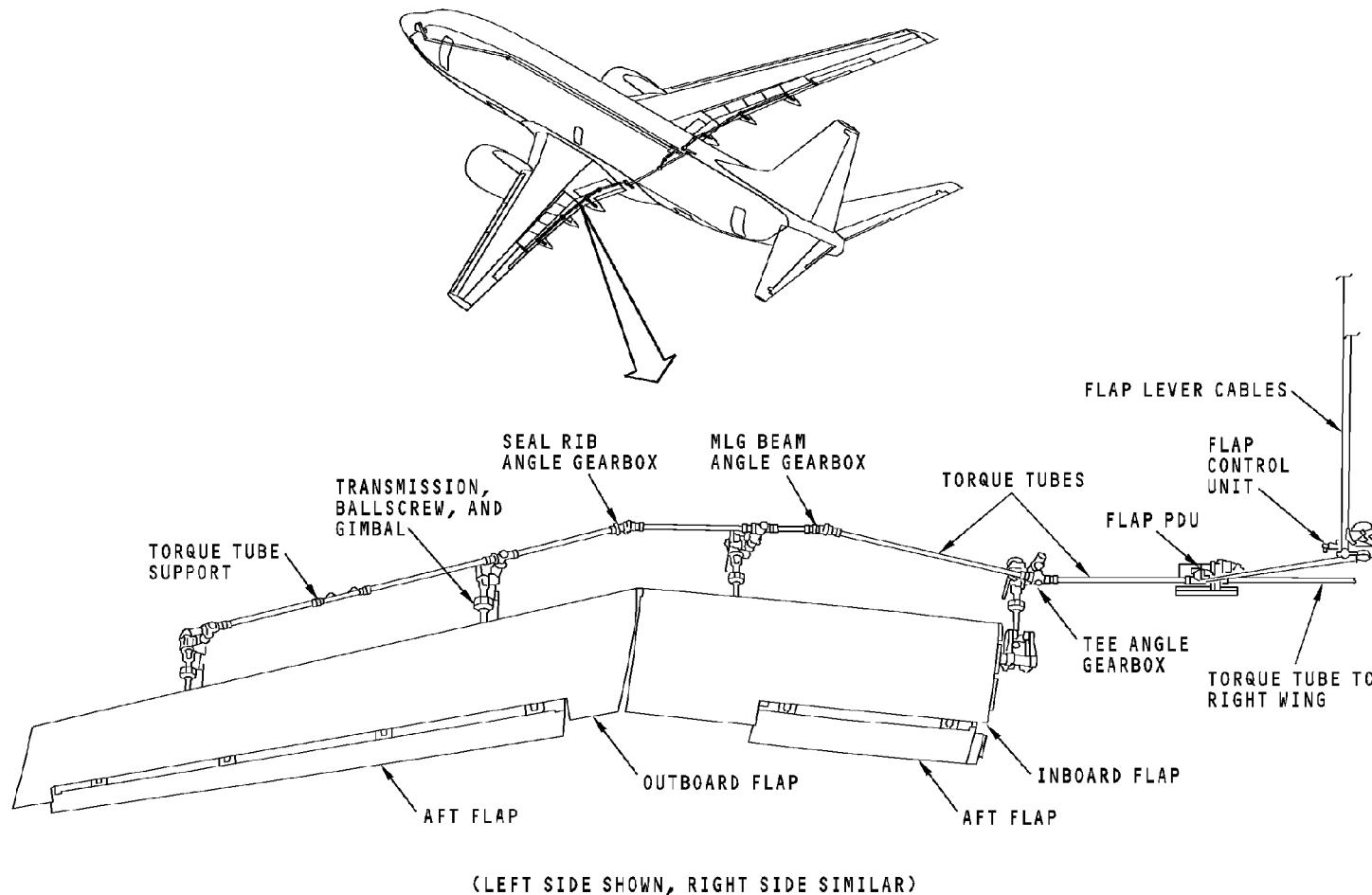
Angle Gearboxes

There are three angle gearboxes on each wing. The angle gearboxes connect torque tubes that are at different angles to each other. The three angle gearboxes are:

- Tee angle gearbox
- MLG beam angle gearbox
- Seal rib angle gearbox.

Transmissions, Ballscrews, and Gimbals

There are two transmissions, ballscrews, and gimbals for each flap surface. They receive power from the torque tubes to move the flap surfaces.



TE FLAP SYSTEM - GENERAL DESCRIPTION - FLAP DRIVE SYSTEM

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TE FLAP SYSTEM - COMPONENT LOCATIONS 1**General**

The flap position indicator is on the P2 center instrument panel.

The TE flap system components are in these areas:

- Flight deck
- Electronic equipment compartment
- Main landing gear (MLG) wheel well
- Wing.

Flight Deck Components

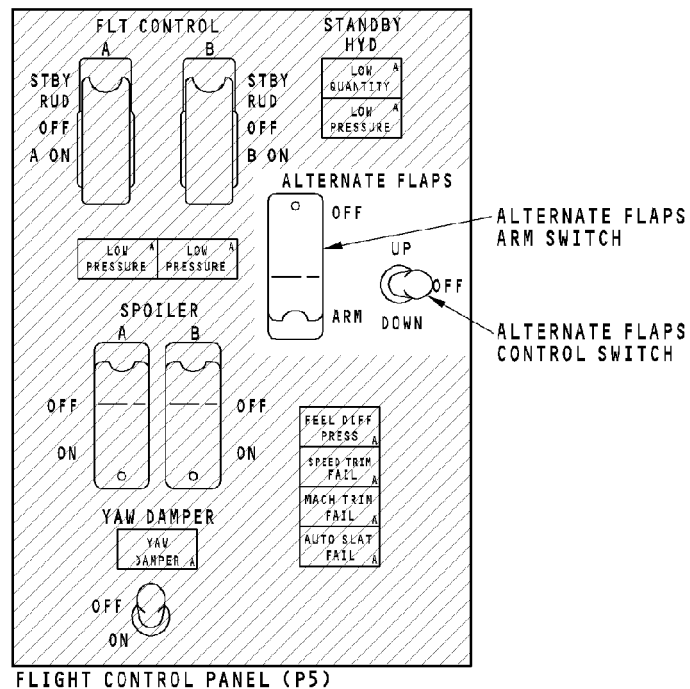
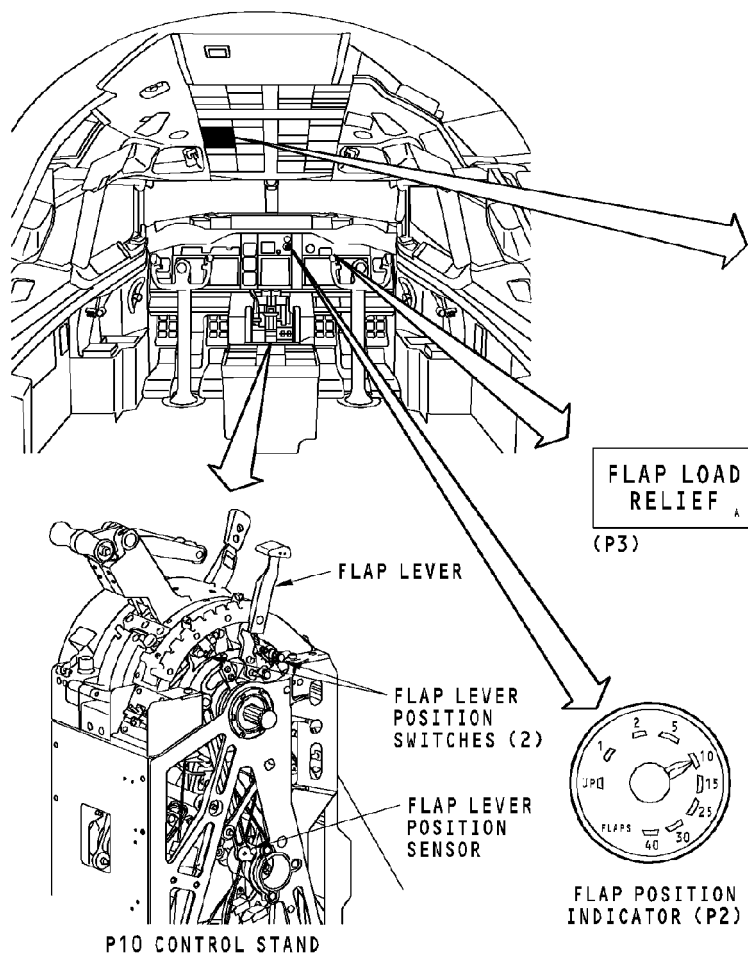
These are the TE flap system components in the flight deck:

- Flap lever
- Flap lever position sensor
- Flap lever position switches (2)
- Alternate flaps arm switch
- Alternate flaps control switch
- FLAP LOAD RELIEF light
- Flap position indicator.

The flap lever is on the P10 control stand. The flap lever position sensor and the flap lever position switch are in the P10 control stand.

The alternate flaps arm switch and control switch are on the P5 flight control panel.

The FLAP LOAD RELIEF light is on the P3 first officers instrument panel.



TE FLAP SYSTEM - COMPONENT LOCATIONS 1

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TE FLAP SYSTEM - COMPONENT LOCATIONS 2

General

The TE flap system components outside of the flight deck are in these areas:

- Electronic equipment compartment
- Main landing gear (MLG) wheel well
- Wing.

- TE flap drive mechanisms
- TE flaps
- TE flap fairings.

Extend the TE flaps to get access to the torque tubes and gearboxes. Remove the TE flap fairings to get access to the transmission assemblies and drive mechanisms.

Electronic Equipment Compartment Components

The FSEU is on the E1-1 shelf.

MLG Wheel Well Components

These are the components in the MLG wheel well:

- Flap control unit
- Flap PDU
- TE flap bypass valve
- Torque tubes
- Tee angle gearboxes
- Flap priority valve
- Flap flow limiter.

Wing Components

These are the components on the wings:

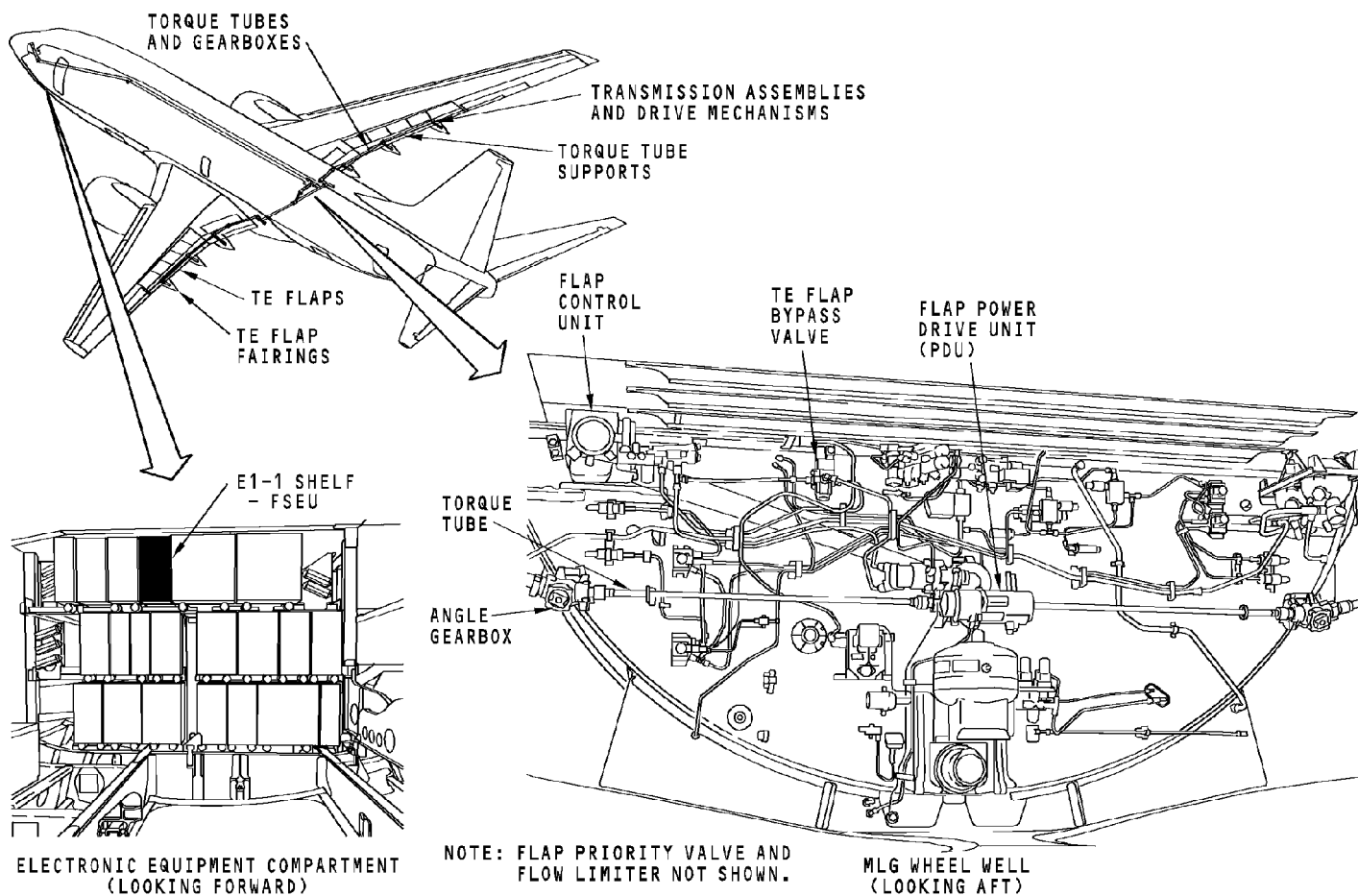
- Torque tubes
- Torque tube supports
- Gearboxes
- Transmission assemblies

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TE FLAP SYSTEM - COMPONENT LOCATIONS 2

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TE FLAP SYSTEM - FLAP/SLAT ELECTRONICS UNIT (FSEU)

Purpose

The flap/slat electronics unit (FSEU) supplies some control and monitor functions for the TE flaps and the LE devices.

The FSEU includes these functions for the TE flaps and LE devices:

- TE flap position indication
- TE flap load relief
- TE flap skew and asymmetry detection
- TE flap uncommanded motion detection (UCM)
- LE flap and slat position indication
- LE cruise depressurization
- LE flap and slat uncommanded motion detection (UCM)
- BITE.

There is more information on these functions later.

Location

The FSEU is on the E1-1 shelf in the electronic equipment compartment.

Physical Description

The FSEU has front panel BITE with an LED display. The FSEU weighs 13 lb (6 kg), and it is passively cooled.

Interfaces

The FSEU receives analog signals from these components:

- Alternate flaps arm switch for alternate operation
- Flap lever position sensor for monitoring, TE flap load relief, and LE cruise depressurization
- TE flap position transmitters for position indication, monitoring, and TE flap load relief
- TE flap skew sensors for monitoring
- LE flap and slat sensors for position indication, monitoring, and LE cruise depressurization
- Proximity switch electronics unit (PSEU) for a ground signal to reset a TE skew or asymmetry
- Stall management yaw damper (SMYD) 1 and 2 to inhibit the LE FLAPS TRANSIT light during an autoslat command.

The FSEU sends analog signals to these components/systems:

- TE flap load relief solenoid
- TE flap bypass valve
- TE flap position indicator
- FLAP LOAD RELIEF light
- LE cruise depressurization valve
- LE UCM shutoff valve
- LE devices annunciator panel
- LE FLAPS EXT light
- LE FLAPS TRANSIT light
- Main rudder power control unit (PCU) for the rudder load limiter function
- Air conditioning system to operate the right ram air actuator
- Proximity sensor electronic unit (PSEU) for the takeoff warning system
- Ground proximity module for ground proximity warning
- SMYDs for takeoff warning.

TE FLAP SYSTEM - FLAP/SLAT ELECTRONICS UNIT (FSEU)

The FSEU has ARINC 429 interfaces with these components:

- Air data inertial reference unit (ADIRU) for airspeed data for TE flap load relief, TE and LE UCM inhibit, reset of TE skew and asymmetry, and the rudder load limiter command
- Flight data acquisition unit (FDAU) to send flap lever position, TE flap position, and LE flap and slat position to the flight data recorder
- Display electronics units (DEUs) 1 and 2 for flap lever position data for flap extension and retraction speed indications.

TE Flap Position Indication

The FSEU receives inputs from the TE flap position transmitters to operate the TE flap position indicator. The FSEU also sends this data to other airplane systems.

See the TE flap position indication section for more information. (SECTION 27-58)

TE Flap Load Relief

HAP 001-013, 015-026, 028-036, 101-999

The flap load relief function prevents damage to the TE flaps and their support structures from large aerodynamic loads. The FSEU receives inputs from the ADIRU for the flap load relief function. If the TE flaps are in the 30 or 40 position and the airspeed is more than the limit for the flap position, the FSEU supplies a ground for the flap load relief solenoid. This causes the TE flaps to retract to the next lower flap position.

HAP 037-054

The flap load relief function prevents damage to the TE flaps and their support structures from large aerodynamic loads. The FSEU receives inputs from the ADIRU for the flap load relief function. If the TE flaps are in the 10, 15, 25, 30 or 40 position and the airspeed is more than the limit for the flap position, the FSEU supplies a ground for the flap load relief solenoid. This causes the TE flaps to retract to the next lower flap position.

HAP ALL

When the FSEU sends a flap load relief command, the amber FLAP LOAD RELIEF light comes on.

TE Flap Skew and Asymmetry Detection

The FSEU receives inputs from the TE flap skew sensors and position transmitters to monitor the alignment of the TE flaps. If the TE flaps do not stay in alignment, the FSEU operates the bypass valve. This stops the hydraulic operation of the TE flaps.

During a flap skew, the FSEU also causes a change in the TE flap position indicator.

See the flap skew detection section for more information. (SECTION 27-59)

TE FLAP SYSTEM - FLAP/SLAT ELECTRONICS UNIT (FSEU)

TE Flap Uncommanded Motion (UCM) Detection

The FSEU receives inputs from the flap lever position sensor and the TE flap skew sensors for UCM detection. If the TE flaps move away from their commanded position, then the FSEU operates the bypass valve. This stops the hydraulic operation of the TE flaps.

LE Flap and Slat Position Indication

The FSEU receives inputs from the LE flap and slat sensors to control the lights on the LE devices annunciator panel. The FSEU also sends this data to the FDAU.

See the LE flap and slat position indicating section for more information. (SECTION 27-88)

LE Cruise Depressurization

During cruise, the FSEU supplies a ground for the LE cruise depressurization valve to prevent movement of the LE flaps and slats.

See the LE flap and slat control section for more information about the LE cruise depressurization function. (SECTION 27-81)

LE Flap and Slat Uncommanded Motion (UCM) Detection

The FSEU receives inputs from these to monitor the position of the LE flaps and slats:

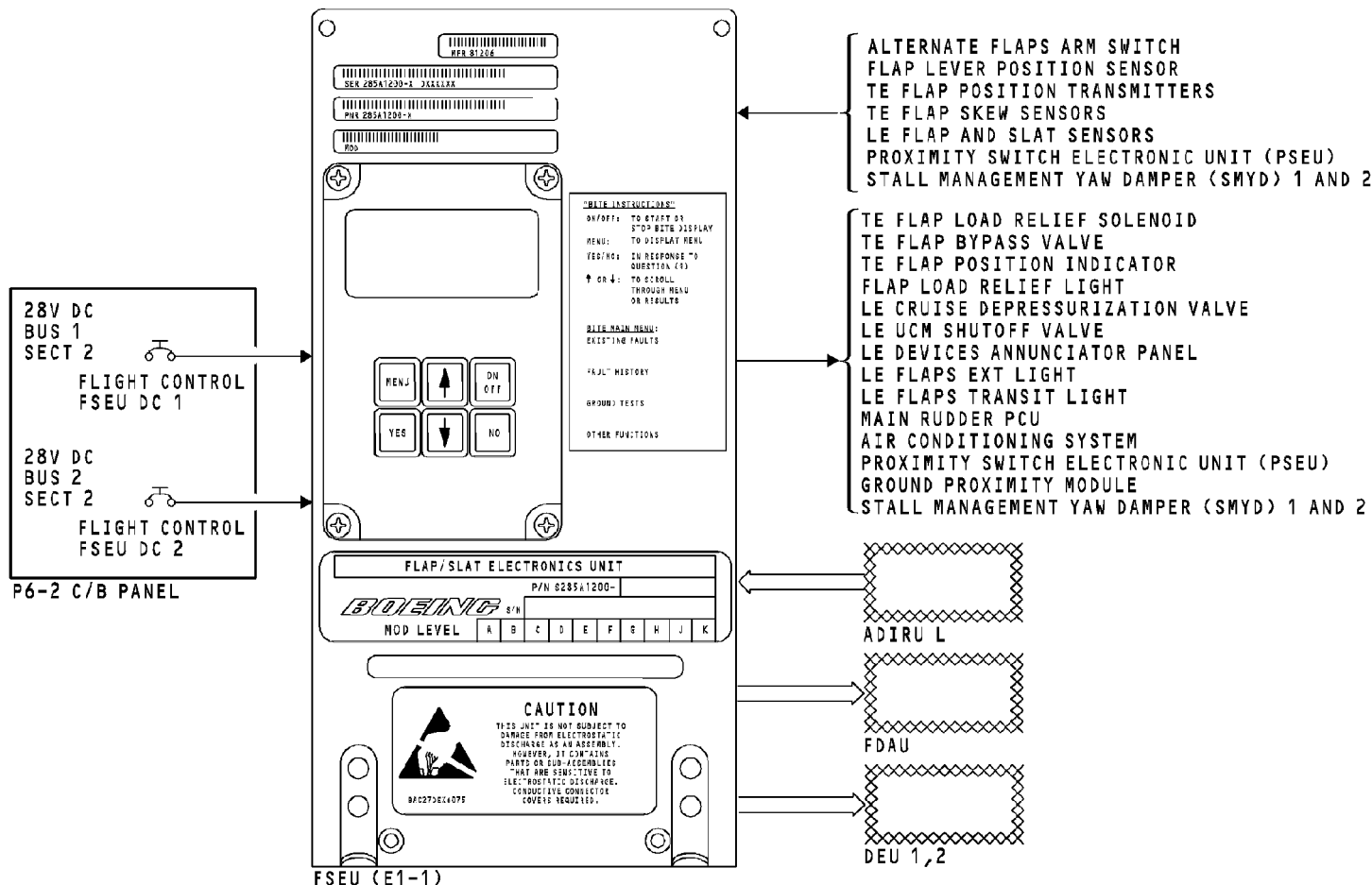
- Flap lever position sensor
- LE flap and slat sensors.

If two or more LE flaps or slats move away from the flap lever position, the FSEU operates the LE UCM shutoff valve. This stops the movement of all the LE flaps and slats.

See the LE flap and slat control section for more information about the LE flap and slat uncommanded motion detection. (SECTION 27-81)

BITE

The FSEU uses all of the electrical inputs that it receives to monitor for failures. The FSEU has front panel BITE interface to let you see this data and to do some tests of the TE flaps and LE devices.



TE FLAP SYSTEM - FLAP/SLAT ELECTRONICS UNIT (FSEU)

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TE FLAP SYSTEM - FLAP LEVER, POSITION SENSOR, AND POSITION SWITCHES

Purpose

The flap lever controls the position of the TE flaps and LE devices. You use the flap lever during the normal operation of the TE flaps. During the alternate operation, you do not use the flap lever.

The flap lever position sensor sends flap lever position data to the FSEU for the TE flaps UCM detection function. The FSEU also sends this data to other airplane systems.

The flap lever position switches monitor flap lever position for the flap load relief function and the LE uncommanded motion (UCM) function.

Location

The flap lever is on the right side of the P10 control stand. The flap lever position sensor and switches are below the flap lever, in the control stand. To get access to the flap lever position sensor, remove the lower panel on the right side of the control stand. To get access to the flap lever position switches, remove the stabilizer trim indicator panel and cover.

Physical Description

The flap lever is a spring-loaded, telescoping handle. It attaches to the flap lever quadrant in the control stand. The quadrant moves the flap cables that supply inputs to the flap control unit in the MLG wheel well. Springs in the flap control unit supply a resistant force on the flap lever.

The flap lever has an index pin that holds the flap lever in detents in the detent plate. The detent plate has these detent positions:

- 0
- 1
- 2
- 5
- 10
- 15
- 25
- 30
- 40.

Gates at detents 1 and 15 help the flight crew identify these positions during go-arounds.

The flap lever position sensor has one synchro that uses 28v ac excitation. The flap lever position sensor is at 0 resolver degrees when the flap lever is up and is at 108 resolver degrees when the flap lever is at 40.

TE FLAP SYSTEM - FLAP LEVER, POSITION SENSOR, AND POSITION SWITCHES

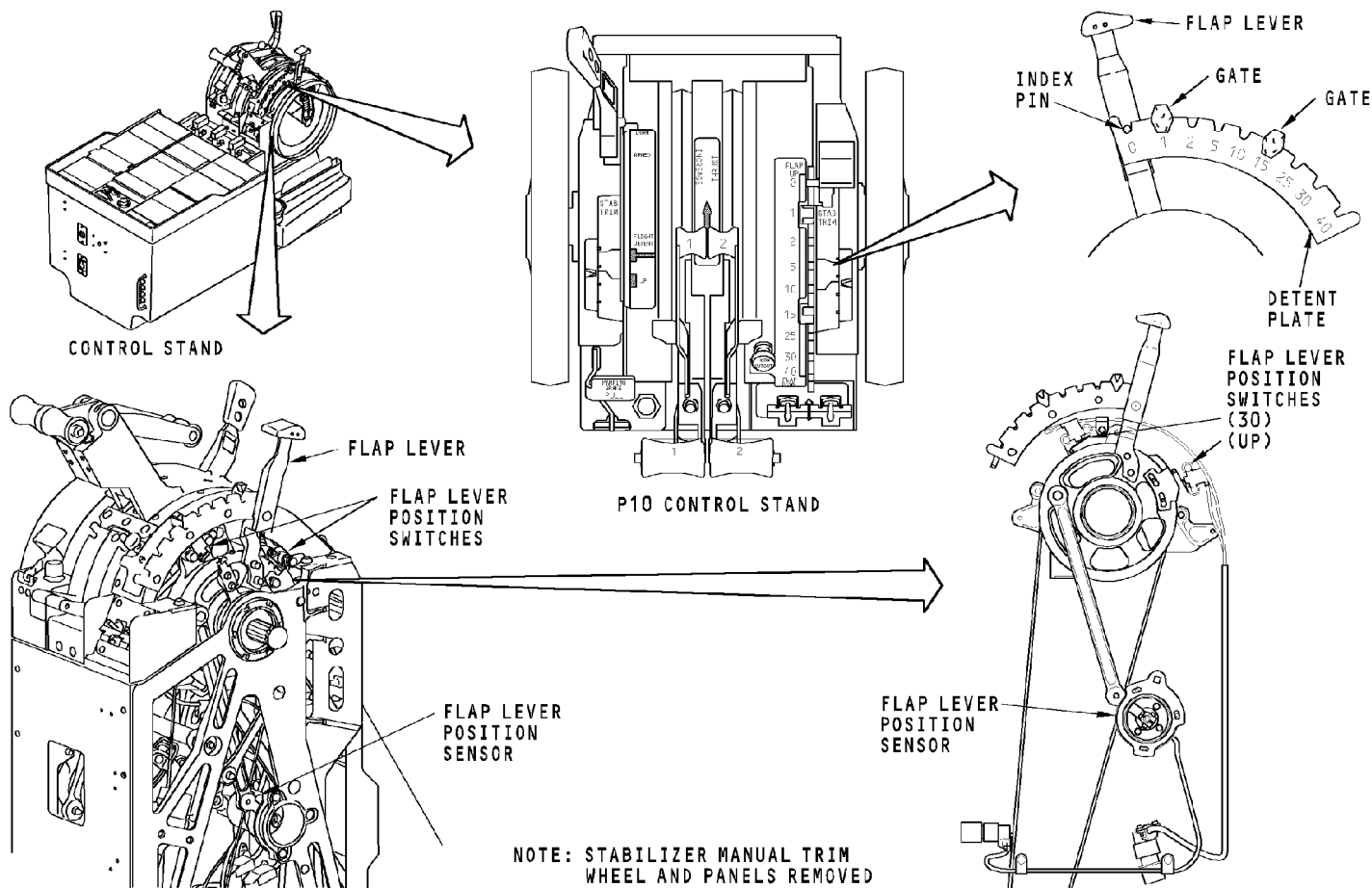
One of the flap lever position switches operates when the flap lever moves to the up position. The other switch operates at the 30 position.

Operation

To move the flap lever to a new position, you must lift the flap lever so the index pin moves out of the detent.

Training Information Point

Adjust the flap lever position sensor with the flap lever at 10. To adjust the sensor, turn the sensor housing and monitor the position on the FSEU BITE.



TE FLAP SYSTEM - FLAP LEVER, POSITION SENSOR, AND POSITION SWITCHES

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TE FLAP SYSTEM - ALTERNATE FLAPS SWITCHES

Purpose

The two alternate flaps switches control the TE flaps and LE devices during the alternate operation. These are the alternate flaps switches:

- Alternate flaps arm switch
- Alternate flaps control switch.

Location

The alternate flaps switches are on the flight control panel on the P5 overhead panel.

Physical Description

The alternate flaps arm switch is a two position, guarded, toggle switch. The positions are the arm position and the OFF position. When the guard is closed, the switch is in the OFF position.

The alternate flaps control switch is a three position toggle switch with these positions:

- UP
- OFF
- DOWN.

When you put the switch in the UP position, it stays. When you put it in the DOWN position, it returns to the OFF position when you release it.

Operation

When the alternate flaps arm switch is in the arm position, this occurs:

- TE flap bypass valve moves to the bypass position
- Standby electric motor driven pump (EMDP) starts
- Electrical power goes to the alternate flaps control switch.

The alternate flaps control switch operates only when the arm switch is in the arm position. The control switch controls the direction of movement of the TE flaps and LE devices.

NOTE: During alternate operation with system B hydraulic power applied, move the flap lever to the position that you will move the flaps to. This will decrease the load on the flap electric motor.

Extend

When you move the control switch to the DOWN position momentarily, the LE devices use pressure from the standby EMDP to fully extend. You can not stop the extension of the LE devices unless you move the alternate flaps arm switch to the OFF position.

When you hold the control switch in the DOWN position, the TE flaps use electric power to extend. To stop the extension of the TE flaps, move the control switch to the OFF position.

TE FLAP SYSTEM - ALTERNATE FLAPS SWITCHES

Retract

When the control switch is in the UP position, the TE flaps use electric power to retract and the LE devices stay in the full extend position. You can not retract the LE devices during the alternate operation. To retract the LE devices, use the normal operation with the flap lever.

Return To Normal Operation

To return to normal operation, move the arm switch from the ARM position to the OFF position. This stops the alternate operation and normal operation becomes active. Before you do this, obey this warning:

WARNING: MAKE SURE THE POSITION OF THE TE FLAPS AGREES WITH THE POSITION OF THE FLAP CONTROL LEVER. WHEN YOU SUPPLY HYDRAULIC POWER, THE FLAPS AND SLATS WILL MOVE AUTOMATICALLY TO THE POSITION OF THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

Training Information Point

NOTE: The standby electric motor-driven pump (EMDP) operates when you move the alternate flaps arm switch to the arm position.

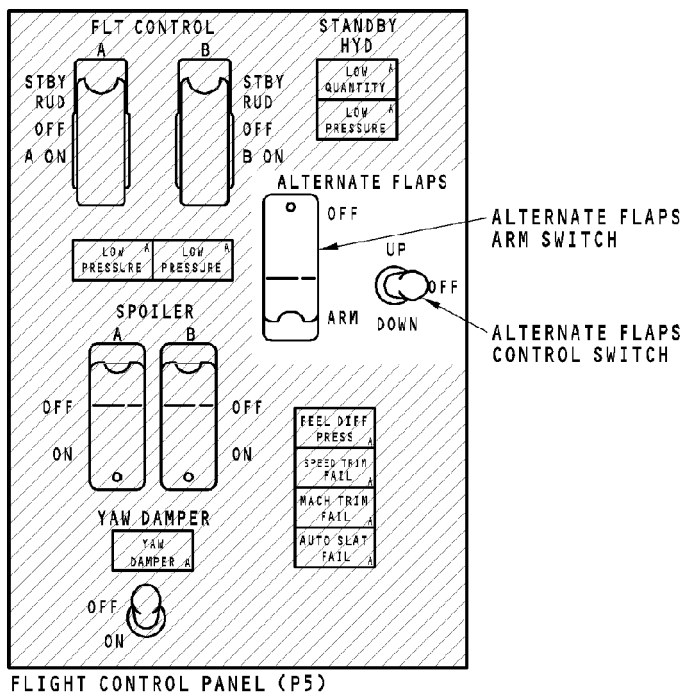
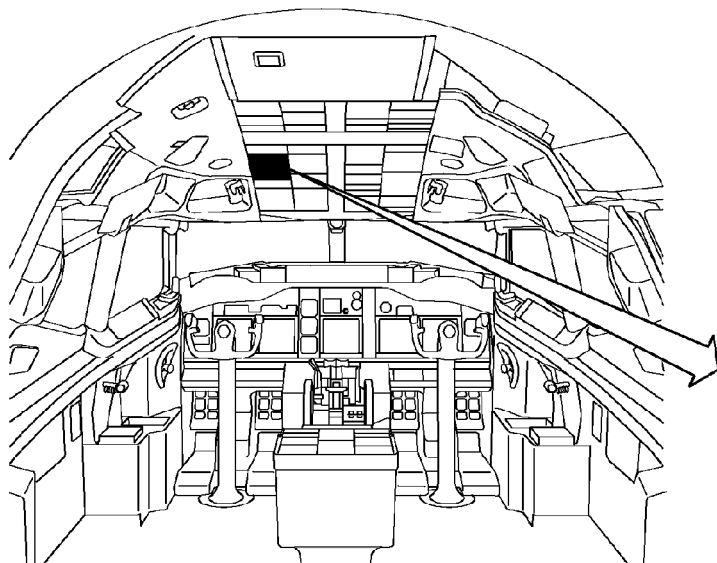
See the standby hydraulic system section for more information on the standby EMDP. (SECTION 29-22)

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TE FLAP SYSTEM - ALTERNATE FLAPS SWITCHES

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TE FLAP SYSTEM - FLAP CONTROL QUADRANT

Purpose

The flap control quadrant transmits pilot inputs from the flap lever to the flap control unit.

Location

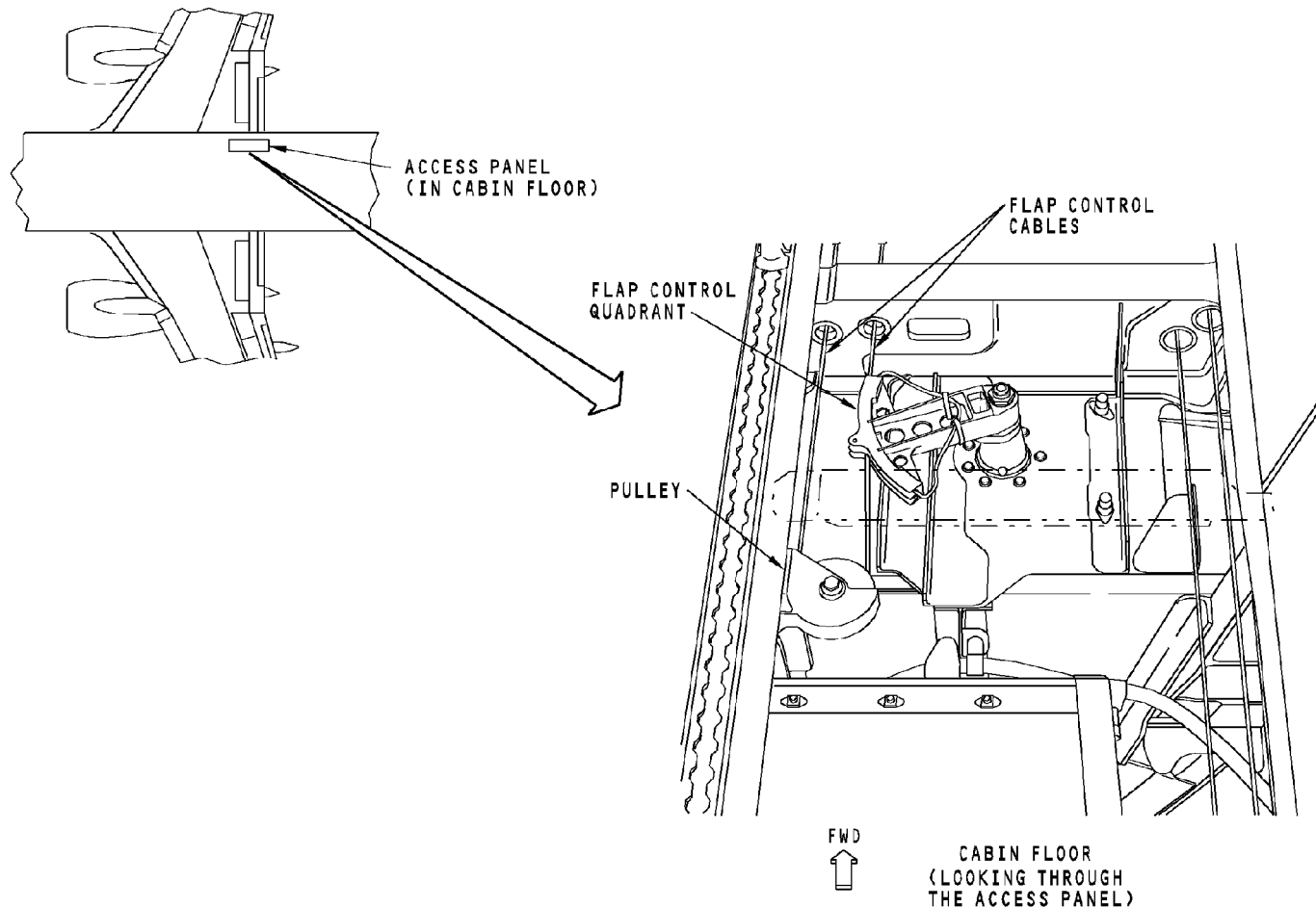
The flap control quadrant is above the MLG wheel well. To get access, remove a floor panel in the passenger cabin.

Physical Description

A cable assembly from the flap lever attaches to the flap control quadrant and a pulley.

Functional Description

Flap lever movement causes the cable assembly to move the flap control quadrant. The quadrant turns an input shaft to operate the flap control unit in the MLG wheel well.



TE FLAP SYSTEM - FLAP CONTROL QUADRANT

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TE FLAP SYSTEM - FLAP CONTROL UNIT

Purpose

The flap control unit receives mechanical inputs from the pilots and sends hydraulic power to the flap PDU and the slat actuators. The flap control unit also causes the TE flaps to retract during load relief operation.

Location

The flap control unit is in the MLG wheel well on the right side of the ceiling, near the aft bulkhead.

Physical Description

The flap control unit has these components:

- Input rod
- Summing lever
- TE flap control valve link
- TE flap control valve
- LE flap control valve link
- LE flap control valve
- Follow-up drum
- Cam rollers
- Flap position switches.

See the leading edge (LE) flap and slat control system section for more information on the LE flap control valve and the LE flap control valve link. (SECTION 27-81)

The TE flap control valve receives mechanical and electrical inputs and sends hydraulic power to the flap PDU. The flap load relief solenoid is on the TE flap control valve. When this solenoid energizes, the TE flaps retract from the flaps 40 or 30 positions to the next lower position.

These are the four TE flap position switches:

- TE flap up switch (S245)
- TE flap down switch (S246)
- TE flap switch (S1051)
- Flap landing warning switch (S138).

TE Flap Position Switches Interfaces

The TE flap up switch (S245) operates at the up position and interfaces with these components/systems:

- Alternate TE flap system to limit the position of the TE flaps during alternate operation
- Stabilizer system for stab trim speed control
- SMYDs to limit yaw damper authority
- Passenger cabin signs control.

The TE flap down switch (S246) operates at the 40 unit position and interfaces with the alternate TE flap system to limit the position of the TE flaps during alternate operation.

The TE flap switch (S1051) operates at the up position and interfaces with these components/systems:

TE FLAP SYSTEM - FLAP CONTROL UNIT

- Elevator feel system to enable the FEEL DIFF PRESS light
- Right elevator tab solenoid valve
- Standby hydraulic system to enable the automatic operation
- Power transfer unit (PTU) system to enable the automatic operation
- Air conditioning system to operate the left ram air actuator.

The flap landing warning switch (S138) operates at the 15 unit position and interfaces with these components/systems:

- PSEU for landing gear red lights and aural warning
- PSEU for SPEEDBRAKES EXTENDED light
- PTU system to disable the automatic operation.

NOTE: The TE flap up switch (S245) and the TE flap switch (S1051) close when the TE flaps move to the up position, but they are rigged differently. Because of this, the TE flap up switch (S245) operates closer to the up stop than the TE flap switch (S1051).

Functional Description

The flap lever moves the flap control quadrant, which moves the input rod and summing lever. The summing lever moves the TE flap control valve, which sends hydraulic power to the TE flap PDU. As the TE flaps move, the follow-up cables move the follow-up drum. The follow-up drum moves three cam rollers.

One of the cam rollers causes the TE flap control valve link to move. This link moves the summing lever in the opposite direction to cause the TE flap control valve to move to the neutral position. This stops the hydraulic power to the TE flap PDU.

A second cam roller operates the TE flap position switches.

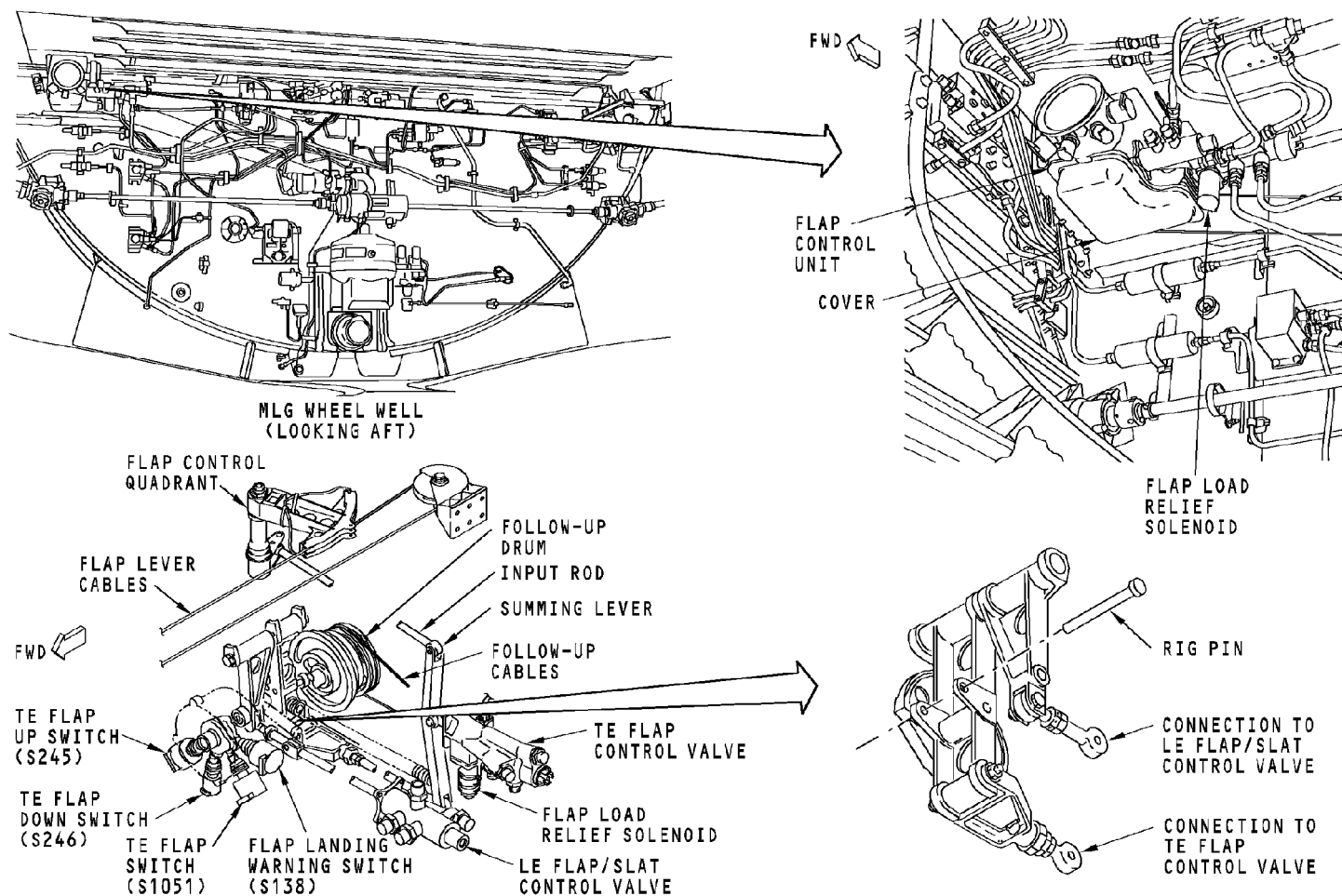
The third cam roller causes the LE flap control valve link to move, which moves the LE flap control valve.

Training Information Point

If there is too much internal leakage in the TE flap control valve, you can repair it to reduce the leakage. It is not necessary to remove the TE flap control valve to do this repair.

Install the rig pin during adjustment of the flap control unit. Remove the cover on the bottom of the flap control unit to install the rig pin.

CAUTION: DO NOT INSTALL THE RIG PIN IN THE FLAP CONTROL UNIT WITH THE HYDRAULIC SYSTEM PRESSURIZED. YOU CAN CAUSE DAMAGE TO THE FLAP CONTROL UNIT.



TE FLAP SYSTEM - FLAP CONTROL UNIT

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TE FLAP SYSTEM - FLAP POWER DRIVE UNIT

Purpose

The TE flap power drive unit (PDU) uses hydraulic or electric power to turn the TE flap torque tubes and the follow-up cables.

Location

The flap PDU is on the aft bulkhead of the MLG wheel well.

Physical Description

The flap PDU has these components:

- Gearbox
- Hydraulic motor
- Electric motor.

The gearbox transfers power from the hydraulic and electric motors to the flap torque tubes. As the torque tubes turn, the gearbox moves the follow-up cables that attach to the flap control unit. The gearbox is oil- filled.

There is a 3/8-inch manual drive connection on the flap PDU that lets you manually move the TE flaps. Remove the manual drive cover to get access to the manual drive input shaft.

The hydraulic motor is a reversible, nine cylinder piston-type motor. Case drain hydraulic fluid lubricates the hydraulic motor. A check valve attaches to the case drain hydraulic port.

The electric motor is a three-phase, 400 Hz, 115v ac motor with these components:

- Clutch
- Solenoid
- Overload mechanism.

During hydraulic operation of the TE flaps, the clutch disengages. This helps prevent damage to the electric motor. When the electric motor receives electric power, the solenoid engages the clutch. This lets the electric motor turn the PDU gears.

The overload mechanism in the electric motor disengages the clutch if a jam occurs in the PDU gearbox or the flap torque tubes.

Training Information Point

The flap PDU is in a rig position when the black alignment mark on the follow-up cable drum shows on both sides of the white cable guard.

When you operate the TE flaps on the ground with the alternate operation, obey this caution:

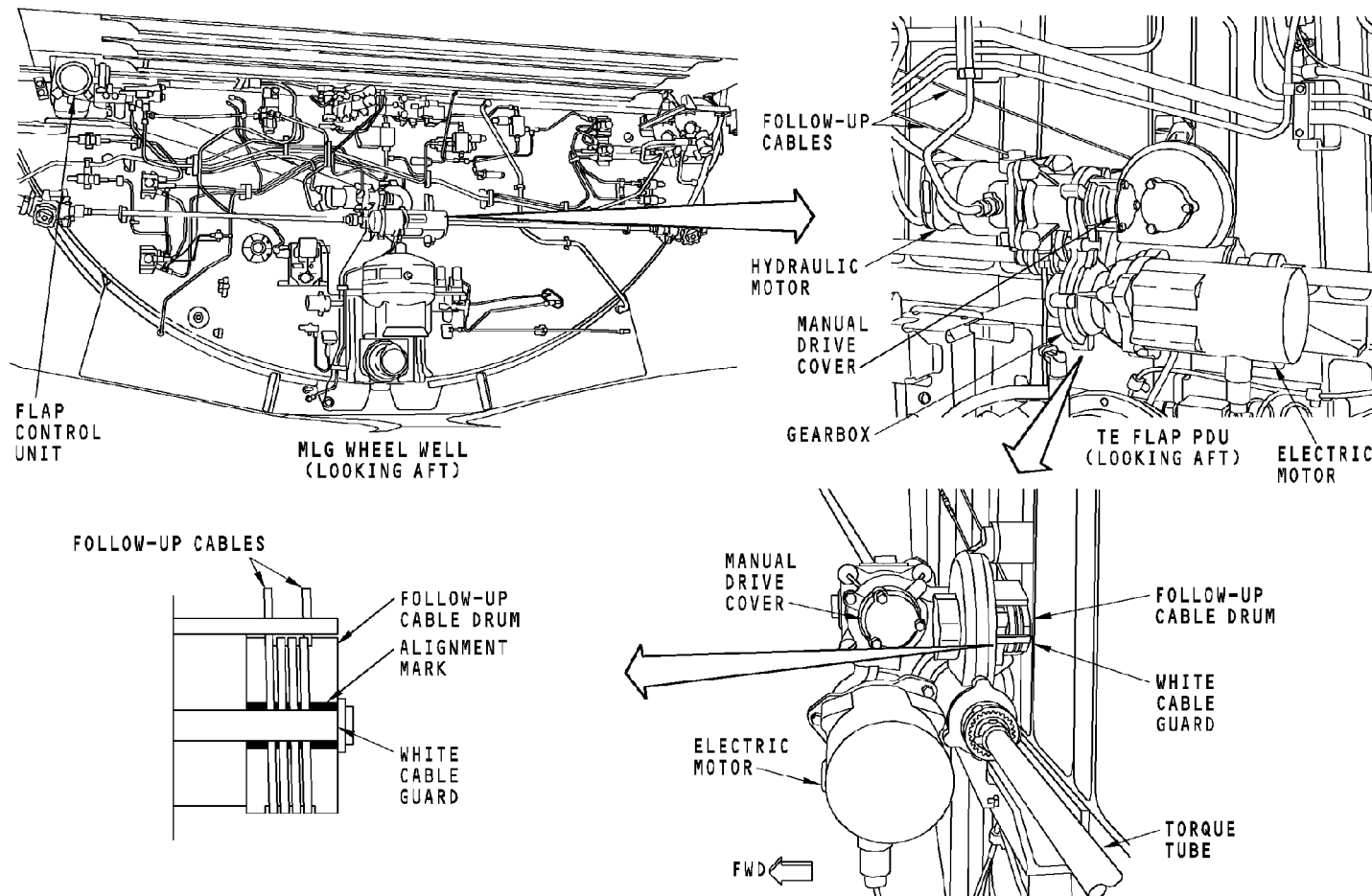
CAUTION: FOR GROUND OPERATIONS, DO NOT OPERATE THE FLAP ELECTRIC MOTOR FOR MORE THAN 4 MINUTES ON AND 25 MINUTES OFF. YOU CAN CAUSE DAMAGE TO THE ELECTRIC MOTOR.

TE FLAP SYSTEM - FLAP POWER DRIVE UNIT

When you operate the TE flaps with the manual drive connection, obey these cautions:

CAUTION: DO NOT TURN THE MANUAL DRIVE WITH MORE THAN 350 POUND-INCHES TORQUE OR FASTER THAN 1000 RPM. YOU CAN CAUSE DAMAGE TO THE POSITION SENSOR GEARBOX AND THE TORQUE TUBES.

CAUTION: DO NOT USE THE MANUAL DRIVE WITH HYDRAULIC SYSTEM B PRESSURE ON. YOU CAN SHEAR OFF THE MANUAL DRIVE CONNECTION.



TE FLAP SYSTEM - FLAP POWER DRIVE UNIT

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TE FLAP SYSTEM - FLAP PRIORITY VALVE AND FLOW LIMITER**Purpose**

The TE flap priority valve and the flow limiter control the flow of hydraulic fluid to the TE flap hydraulic components. The priority valve gives priority of system B hydraulic power to the LE devices over the TE flaps. The flow limiter limits the speed of movement of the TE flaps.

Location

The TE flap priority valve and the flow limiter are on the ceiling of the MLG wheel well.

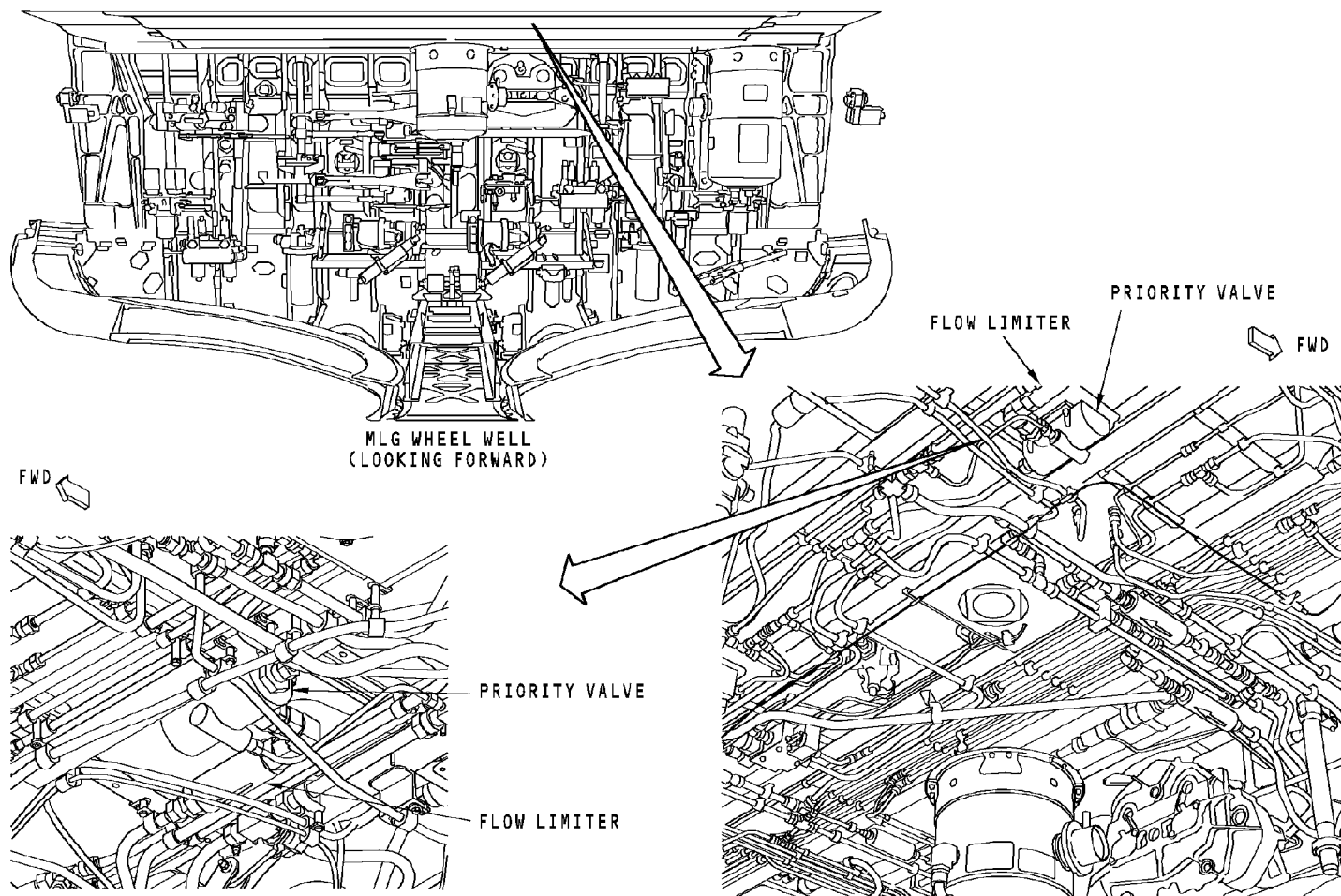
Physical Description

The priority valve is a pressure-operated valve with two positions. If the system B hydraulic pressure is less than 2400 psi, the priority valve moves to the reduced flow position. This reduces the hydraulic flow to the TE flap components.

The flow limiter limits the hydraulic fluid flow to 14 gpm.

Training Information Point

After installation of the priority valve, you must do a functional test of the priority valve. In this test, you operate the TE flaps then monitor the system B hydraulic pressure and the speed of movement of the TE flaps.



TE FLAP SYSTEM - FLAP PRIORITY VALVE AND FLOW LIMITER

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TE FLAP SYSTEM - TE FLAP BYPASS VALVE

Purpose

The TE flap bypass valve prevents the hydraulic operation of the TE flaps during these conditions:

- Alternate flap operation (arm switch in arm position)
- TE flap skew
- TE flaps asymmetry
- TE flaps uncommanded motion (UCM).

There is more information on these conditions later in this section.

Location

The bypass valve is on the aft bulkhead of the MLG wheel well.

Physical Description

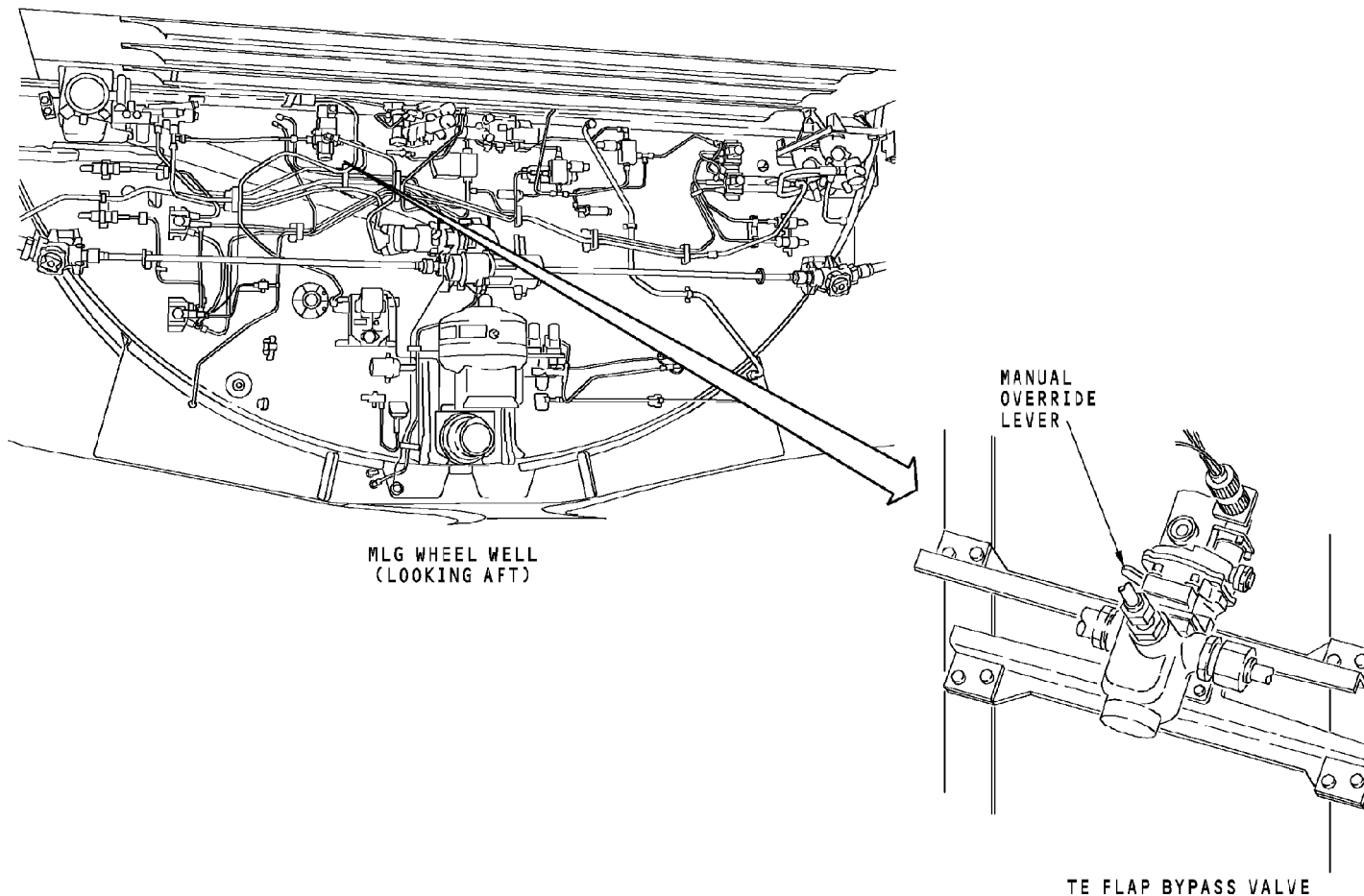
The bypass valve is a two position valve that uses 28v dc power from bus 1. The valve has a manual override lever that shows the position of the valve.

Functional Description

When the bypass valve is in the normal position, it lets hydraulic power from the flap control valve go to the TE flap hydraulic motor. When the bypass valve is in the bypass position, it connects the hydraulic lines on both sides of the hydraulic motor to each other. This stops operation of the hydraulic motor, prevents a hydraulic lock, and lets alternate flaps operation backdrive the hydraulic motor.

Training Information Point

When you deactivate the TE flap system, you must disconnect the electrical connector and install a lock on the flap bypass valve. This lock holds the manual override lever in the bypass position.



TE FLAP SYSTEM - TE FLAP BYPASS VALVE

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TE FLAP SYSTEM - TORQUE TUBES AND TORQUE TUBE SUPPORTS**Purpose**

The flap torque tubes transmit power from the TE flap PDU, through the angle gearboxes, to the flap transmissions. The torque tube supports transmit power between two torque tubes in areas where stronger torque tubes are necessary.

Location

There are 16 torque tubes of different lengths for the flap drive system. These torque tubes are in the MLG wheel well, along the MLG beams, and along the rear spar of both wings. To get access, go through the MLG wheel well, go through removable access panels under the wings, or extend the TE flaps.

There is one torque tube support between the two outboard flap transmissions on each wing. To get access, go through removable access panels under the wings or extend the TE flaps.

Torque Tubes

There are two types of torque tubes. The torque tubes that connect the flap PDU to the flap transmissions 4 and 5 are steel tubes that are bolted to steel end fittings. All the other torque tubes are aluminum tubes that are magneformed to steel end fittings.

The magneforming process forms the ends of the torque tubes around the end fittings electro-magnetically. The torque tubes are magneformed instead of riveted to help prevent disconnects.

Torque Tube Supports

The torque tube supports have these parts:

- Coupling
- Torque tube cover
- Aluminum tube.

The coupling moves the aluminum tube. The aluminum tube is inside the torque tube cover.

The torque tube support is one line replaceable unit (LRU).

The torque tube supports have grease fittings for lubrication.

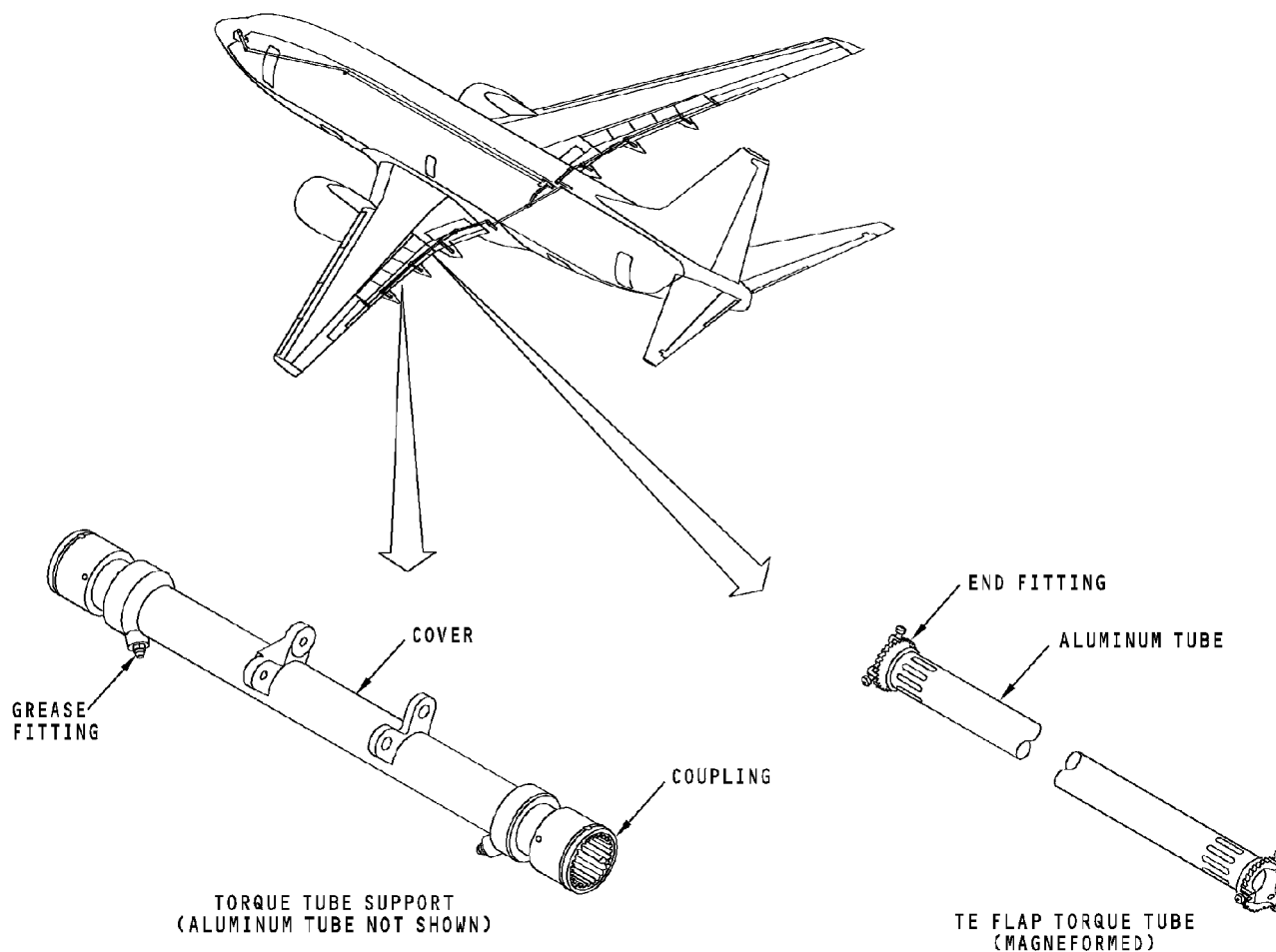
Training Information Point

If a magneformed torque tube fails, you cannot rivet new end fittings onto it. But the torque tube can be repaired using published procedures. You can also replace a damaged torque tube with a riveted torque tube of the same length.

When you connect torque tubes, obey this caution:

TE FLAP SYSTEM - TORQUE TUBES AND TORQUE TUBE SUPPORTS

CAUTION: MAKE SURE YOU INSTALL LOCKWIRE ON THE COUPLING SCREWS. IF THE COUPLING SCREWS COME OFF, THE TORQUE TUBE COUPLING WILL DISCONNECT AND CAUSE DAMAGE TO THE AIRPLANE.



TE FLAP SYSTEM - TORQUE TUBES AND TORQUE TUBE SUPPORTS

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TE FLAP SYSTEM - ANGLE GEARBOXES

Purpose

The angle gearboxes connect torque tubes that are at different angles to each other.

Location

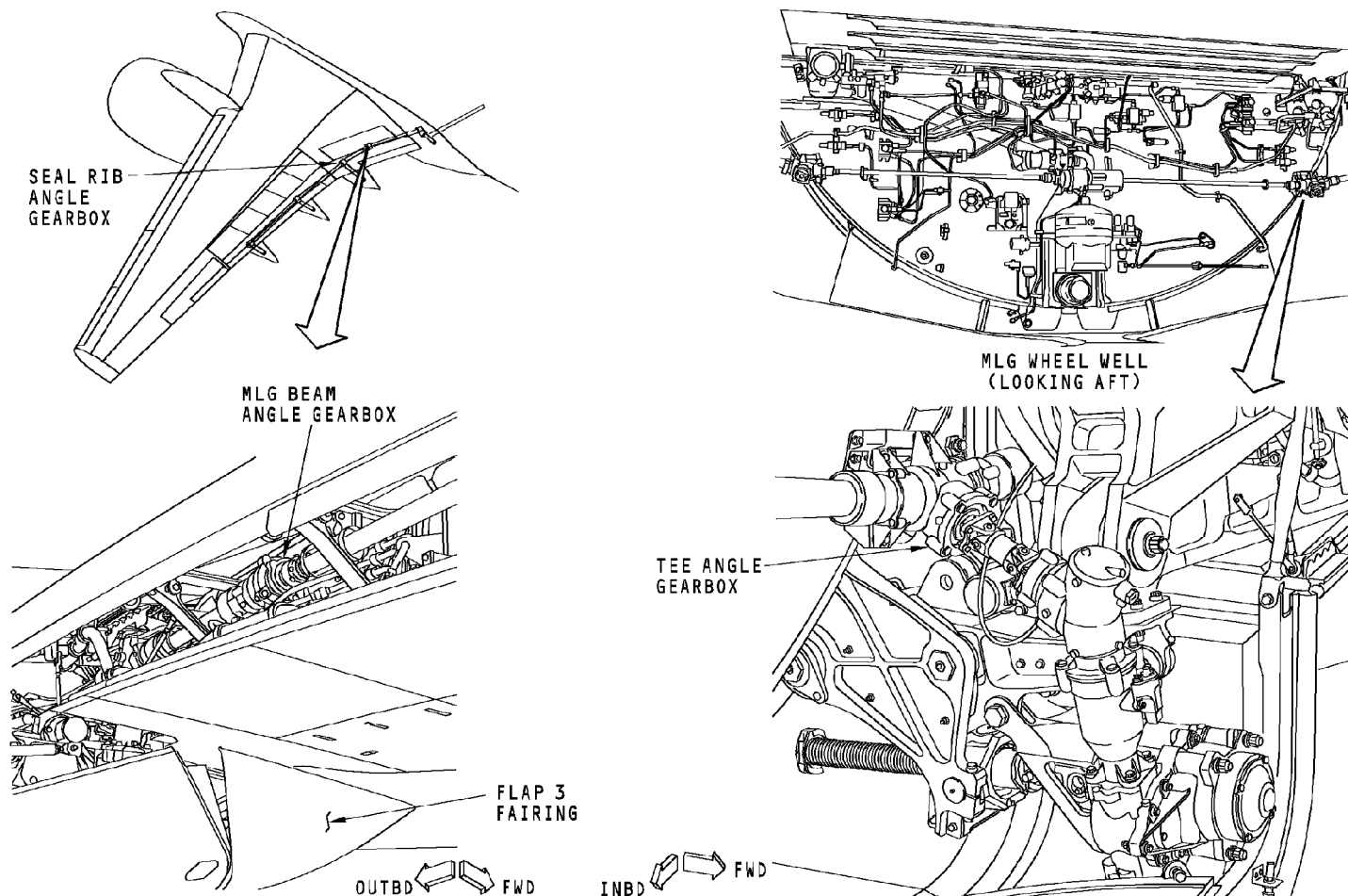
There are six angle gearboxes, three on each wing. These are the angle gearboxes:

- Tee angle gearbox (2)
- MLG beam angle gearbox (2)
- Seal rib angle gearbox (2).

To get access to the tee angle gearboxes, go through the MLG wheel well. To get access to the other angle gearboxes, extend the TE flaps.

Physical Description

The angle gearboxes contain grease .



TE FLAP SYSTEM - ANGLE GEARBOXES

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TE FLAP SYSTEM - FLAP TRANSMISSIONS, BALLSCREWS, AND GIMBALS

Purpose

Each TE flap transmission transmits the power from the torque tubes to the universal joint and ballscrew. When the ballscrew moves, the gimbal moves. This causes the TE flap to move.

Location

There are eight TE flap transmissions, two transmissions for each TE flap. There is one ballscrew and gimbal for each transmission. The transmissions are on the rear spar of the wing. Access to the transmissions, ballscraws, and gimbals is through the TE flap fairings or through the MLG wheel well.

Transmissions

Each transmission has a torque brake that prevents excessive loads on the ballscrew if the flap does not move freely. The torque brake is a ball ramp type brake with a torque trip indicator. If the TE flap does not move freely, the torque brake stops the movement of the torque tubes. This causes the hydraulic motor to stall. The torque brake operates in either direction of flap movement. The trip indicator must be manually reset if it activates.

Each transmission also has two no-back brakes. The no-back brakes are skewed-roller type brakes. They prevent TE flaps retraction and extension if a torque tube breaks or because of airloads.

Each transmission contains oil and weighs approximately 45 lb (20 kg).

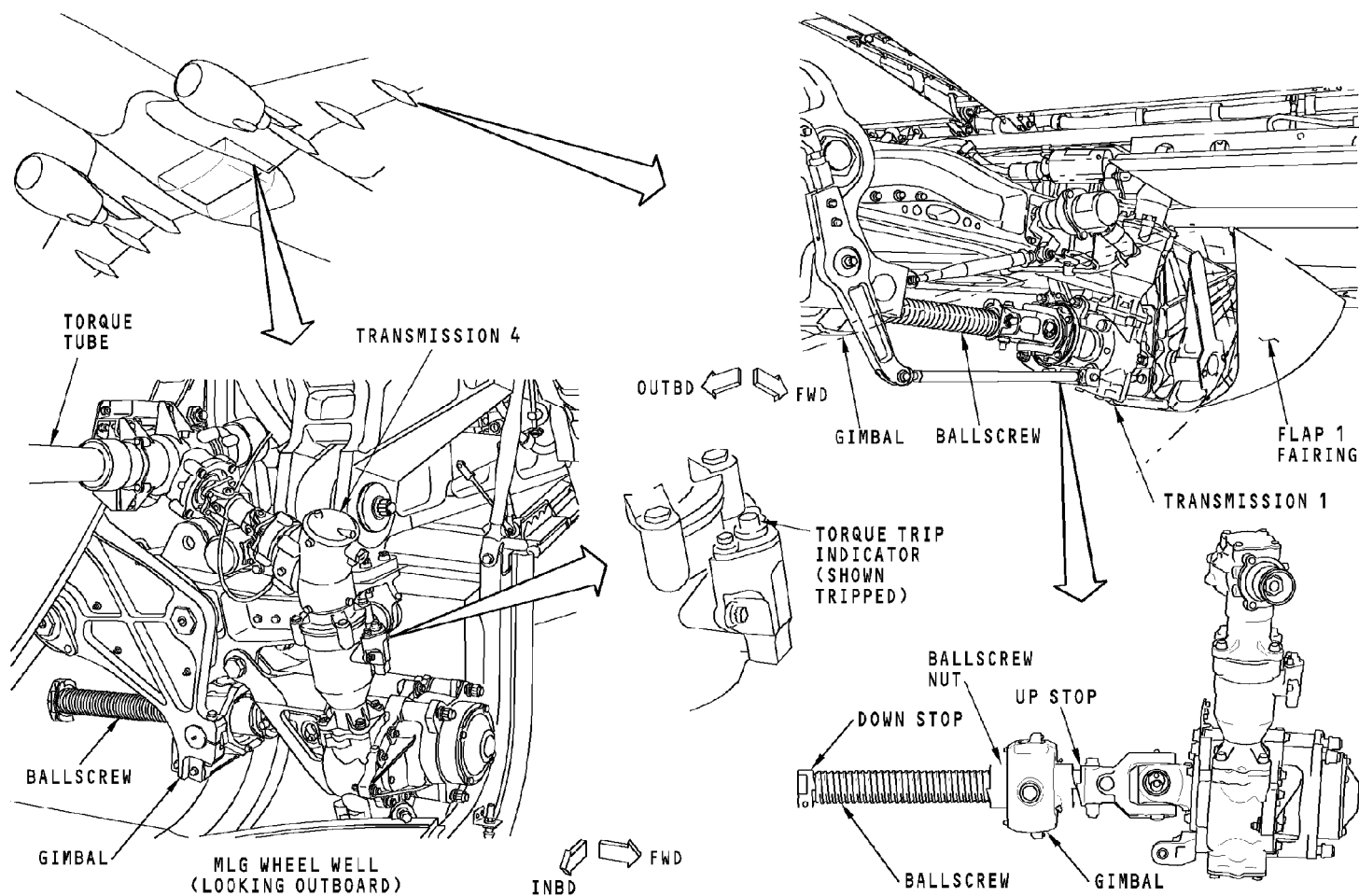
Ballscraws

The transmission turns the ballscrew through the universal joint. The ballscrew has a ballscrew nut which connects to the gimbal. As the ballscrew turns, the ballscrew nut moves the gimbal.

The ballscrew has stops at both ends. The ballscrew nut does not touch the stops during the usual operation of the TE flaps. The ballscrew nut is lubricated with grease.

Gimbal

The gimbal moves the TE flap surface. The gimbal connects to the ballscrew nut and moves as the ballscrew turns.



TE FLAP SYSTEM - FLAP TRANSMISSIONS, BALLSCREWS, AND GIMBALS

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TE FLAP SYSTEM - FLAP DRIVE MECHANISMS AND FAIRINGS

Purpose

Each flap drive mechanism transmits power from the transmission, ballscrew, and gimbal to move the TE flap. The flap fairings cover the drive mechanisms and reduce aerodynamic drag.

Location

There are two drive mechanisms for each TE flap. There are three flap fairings on the bottom of each wing.

Two of the flap drive mechanisms are in the MLG wheel well. To get access to the flap drive mechanisms on the wings, extend the TE flaps or remove the flap fairings.

Flap Drive Mechanisms

During extension, the ballscrew moves the carriage along the main flap track. The rollers in the carriage stay in the main flap track. These are the components that connect to the carriage and move as the carriage moves:

- Gimbal
- Main flap
- Aft flap pushrods (outboard flaps only)
- Flap fairing links (outboard flaps only)
- Flap skew sensor control rod.

There is only a small difference in the flap drive mechanisms for the inboard flaps.

The aft flap pushrods move the aft flap. The outboard flaps have 4 aft flap tracks to help support the aft flap. The inboard flaps have 2 aft flap tracks.

The flap fairing links move the flap fairing. The flap skew sensor control rod moves the flap skew sensor input shaft.

Flap Fairings

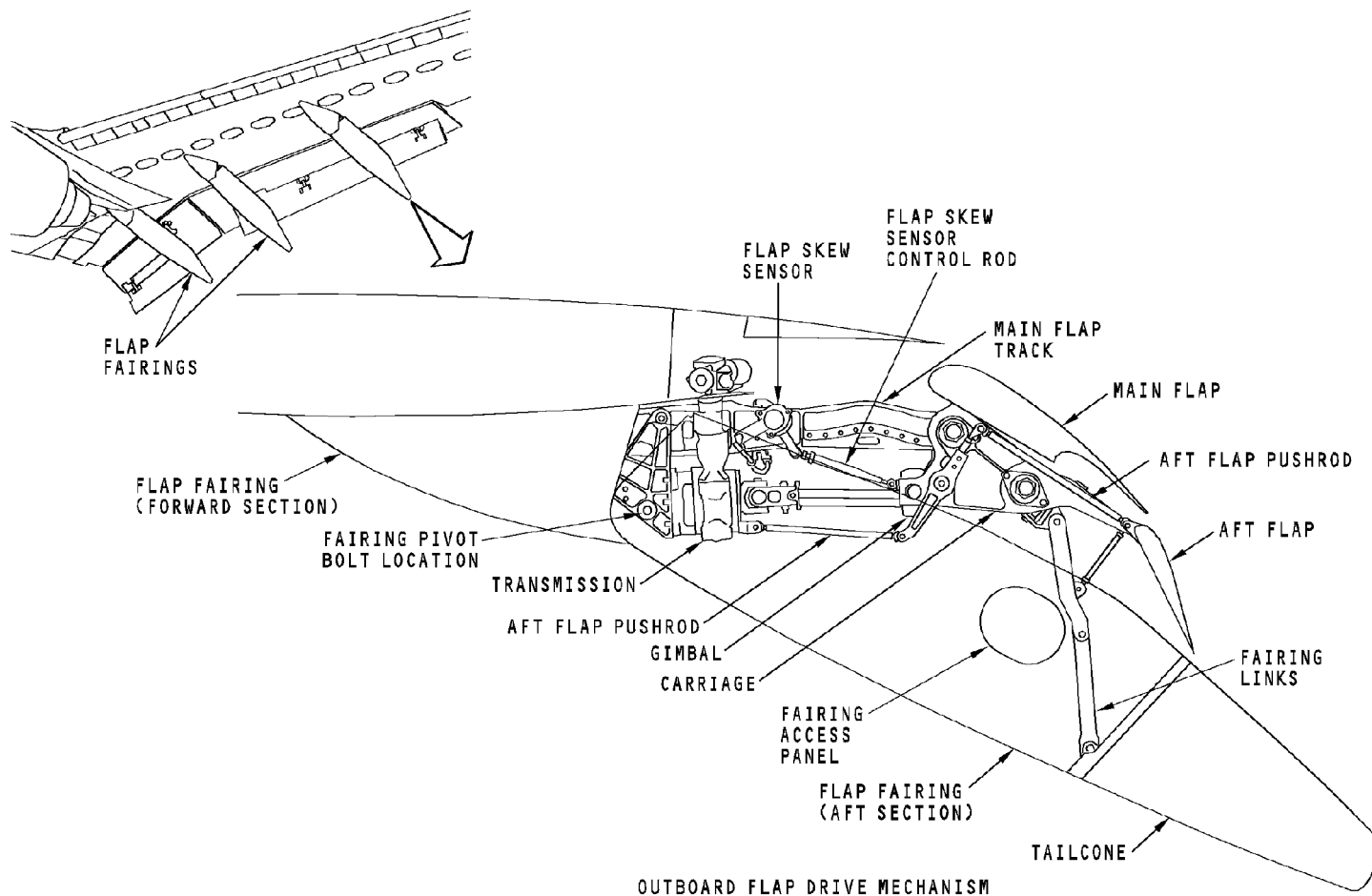
The flap fairings are aluminum frames with graphite reinforced kevlar skins. The fairings have these three sections:

- Forward section
- Aft section
- Tailcone.

The forward section attaches to the bottom of the wing. The aft section turns about a pivot bolt and is controlled by the fairing links. The tailcone attaches to the aft section.

Training Information Point

There is an access panel on some of the flap fairings to help you remove the fairing.



TE FLAP SYSTEM - FLAP DRIVE MECHANISMS AND FAIRINGS

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TE FLAP SYSTEM - INBOARD AND OUTBOARD FLAPS

Purpose

The inboard and outboard flaps increase the wing area and the wing camber. This helps improve the airplane performance during takeoff and landing.

Location

The inboard and outboard flaps are on the trailing edge of the wings.

Physical Description

The flaps have aluminum stiffeners and aluminum skins. The trailing edge wedge of the main flap is fiberglass skin bonded to a core of Nomex honeycomb.

The dimensions of the inboard main flap are approximately 127 inches by 44 inches (3.2 m by 1.1 m). The dimensions of the inboard aft flap are approximately 84 inches by 20 inches (2.1 m by 0.5 m). The dimensions of the outboard main flap are approximately 223 inches by 43 inches (5.7 m by 1.1 m). The dimensions of the outboard aft flap are approximately 191 inches by 19 inches (4.9 m by 0.5 m).

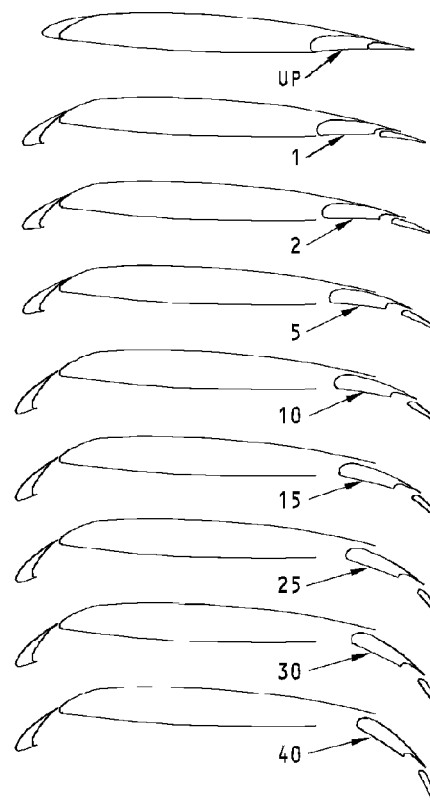
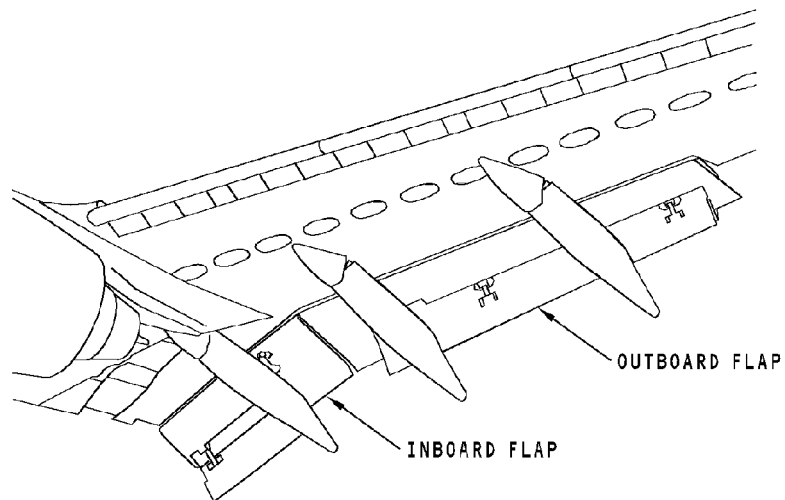
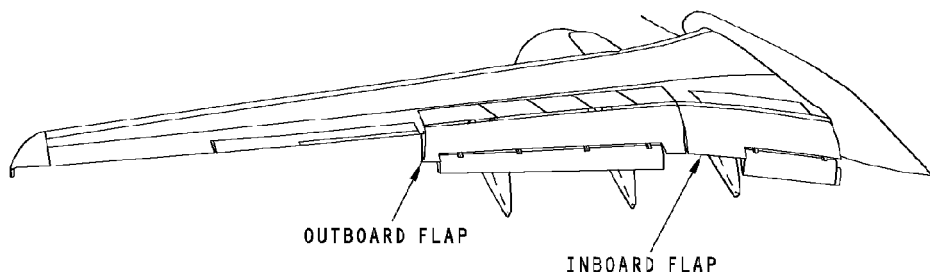
The inboard main and aft flaps weigh approximately 270 lb (123 kg). The outboard main and aft flaps weigh approximately 300 lb (136 kg).

Functional Description

The TE flaps have nine positions. The TE flaps are fully extended when the flap lever is at the 40 detent position.

Training Information Point

There are three hoist points for each TE flap. A spreader bar is not necessary to lift the TE flaps.



TE FLAP POSITIONS

TE FLAP SYSTEM - INBOARD AND OUTBOARD FLAPS

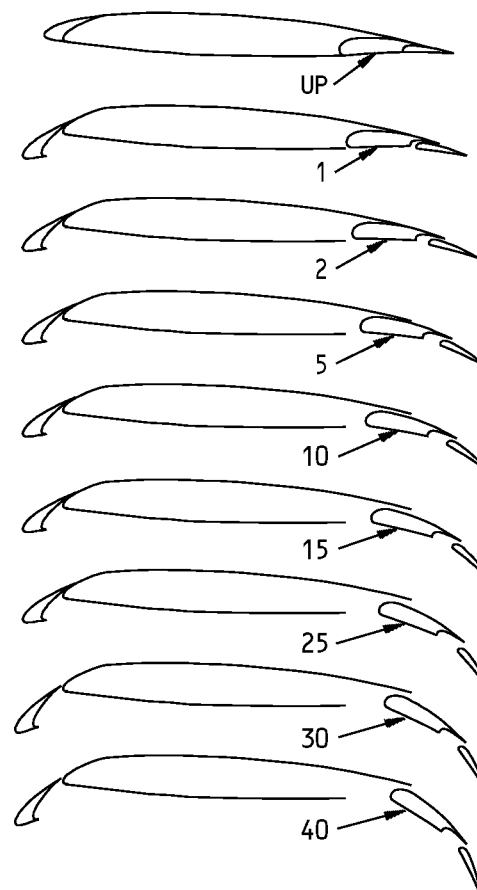
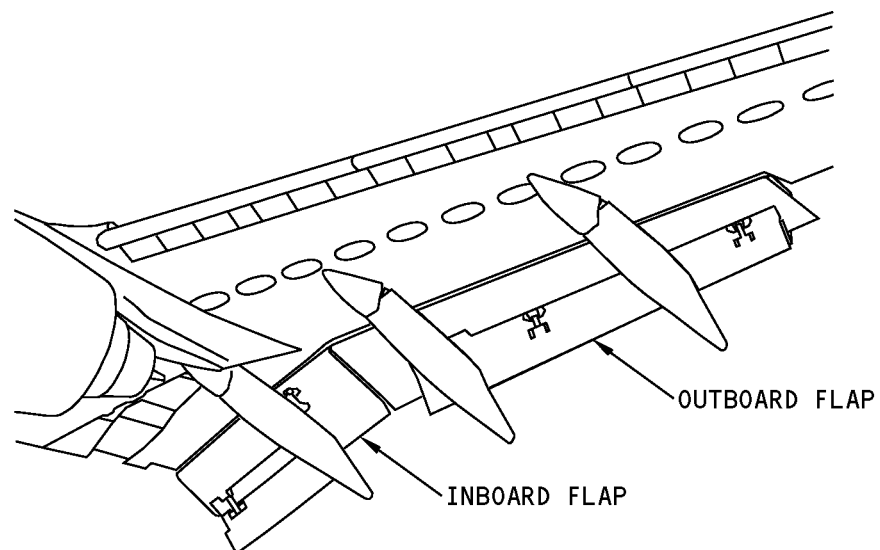
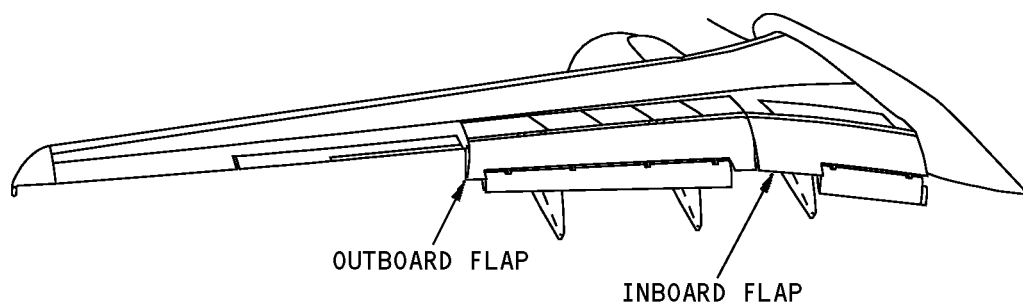
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HAP 001-013, 015-026, 028-036, 101-999

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TE FLAP POSITIONS

TE FLAP SYSTEM - INBOARD AND OUTBOARD FLAPS

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TE FLAP SYSTEM - OPERATION

Normal Operation

You use the flap lever to operate the TE flaps during normal operation. The normal operation requires system B hydraulic power.

The TE flaps move to nine different positions. The flap position indicator in the flight deck shows the position of the TE flaps.

During normal operation of the TE flaps, the LE devices move also.

HAP 001-013, 015-026, 028-036, 101-999

Flap load relief is available during normal operation. If the airspeed increases more than the flap placard limit for the flap position, the flaps automatically retract to the next lower flap position. This occurs at flap position 30 and 40. The flap position indicator shows the actual position of the TE flaps, except during a flap skew condition.

HAP 037-054

Flap load relief is available during normal operation. If the airspeed increases more than the flap placard limit for the flap position, the flaps automatically retract to the next lower flap position. This occurs at flap position 10, 15, 25, 30 and 40. The flap position indicator shows the actual position of the TE flaps, except during a flap skew condition.

HAP ALL

If the TE flaps do not stay in alignment or if they move away from their commanded position, the TE flaps stop automatically. If this occurs, you can not operate the TE flaps again until the airplane lands and you correct the problem. The flap position indicator gives you indication that the TE flaps are out of alignment.

It takes approximately 38 seconds for the TE flaps to fully extend or fully retract during the normal operation.

Alternate Operation

You use the alternate flaps switches to operate the TE flaps during alternate operation. The alternate operation uses electric power instead of hydraulic power.

When you move the alternate flaps arm switch to the ARM position, this occurs:

- TE flap bypass valve moves to the bypass position
- Standby hydraulic pump starts
- Electrical power goes to the alternate flaps control switch.

The alternate flaps control switch operates only when you move the arm switch to the ARM position. When you move and hold the control switch in the DOWN position, the TE flaps and LE devices extend. To stop the extension of the TE flaps, move the control switch to the OFF position. To stop the extension of the LE devices, move the arm switch to the OFF position.

TE FLAP SYSTEM - OPERATION

During alternate operation, the TE flaps can extend to the 40 unit position. It takes approximately 2 minutes and 39 seconds for the TE flaps to fully extend or fully retract during alternate operation.

NOTE: During alternate operation with system B hydraulic power applied, move the flap lever to the position that you will move the flaps to. This will decrease the load on the flap electric motor.

To retract the TE flaps, move the control switch to the UP position. The control switch has a detent at the UP position, thus, you do not have to hold the switch in the UP position. There are limit switches in the flap control unit that stop the flaps at the up and down limits. You cannot retract the LE devices using the alternate operation.

During alternate operation, load relief does not operate. Also, TE flap skew detection, asymmetry detection, and UCM detection are not available.

When you move the arm switch from the ARM position to the OFF position, alternate operation stops and normal operation becomes active. Before you do this, obey this warning:

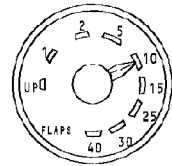
WARNING: MAKE SURE THE POSITION OF THE TE FLAPS AGREES WITH THE POSITION OF THE FLAP CONTROL LEVER. WHEN YOU SUPPLY HYDRAULIC POWER, THE FLAPS AND SLATS WILL MOVE AUTOMATICALLY TO THE POSITION OF THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

Training Information Point

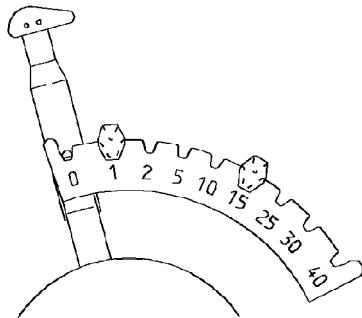
To do a check of the TE flap and LE devices operation times with a hydraulic ground cart, make sure 20 gpm is available.

If it is necessary, you can extend the TE flaps with the LE devices retracted and disabled. To do this, manually operate the LE cruise depressurization valve and extend the TE flaps in the normal operation.

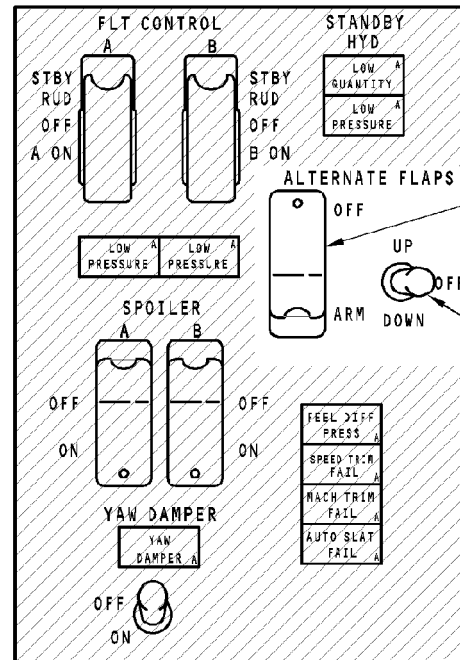
To retract the TE flaps with the LE devices extended and disabled, use the alternate operation.



FLAP POSITION
INDICATOR (P2)
(SHOWN WITH THE
TE FLAPS AT 10)



FLAP LEVER (P10)



FLIGHT CONTROL PANEL (P5)

ALTERNATE FLAPS
ARM SWITCH

ALTERNATE FLAPS
CONTROL SWITCH

TE FLAP SYSTEM - OPERATION

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TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - HYDRAULIC OPERATION

General

These are the TE flap hydraulic components that are LRUs:

- Flap priority valve
- Flap flow limiter
- Flap control valve
- Flap load relief solenoid valve
- Flap bypass valve
- Flap hydraulic motor.

Functional Description

Hydraulic fluid from system B flows through the flap priority valve. This valve reduces the flow of hydraulic fluid to the TE hydraulic motor to 0.7 gpm if the system B pressure is less than 2400 psi. This gives priority of system B hydraulic power to the LE devices over the TE flaps.

The flow limiter then limits the flow of hydraulic fluid to 14 gpm. This controls the speed of movement of the TE flaps.

The flap control unit has a control valve and a flap load relief solenoid. The control valve uses mechanical inputs from the flap lever cables to control the hydraulic flow to the hydraulic motor.

During flap load relief, the flap load relief solenoid energizes and moves the sleeve in the control valve. This causes the control valve to send hydraulic power to the retract side of the hydraulic motor.

The hydraulic power from the flap control unit goes to the flap bypass valve. This valve stops the hydraulic power to the hydraulic motor during non-normal operations. When the bypass valve is in the normal position, it allows hydraulic power from the flap control valve to go to the TE flap hydraulic motor.

When the bypass valve moves to the bypass position, it connects the hydraulic lines on both sides of the hydraulic motor to each other. This stops operation of the hydraulic motor, prevents a hydraulic lock, and lets alternate flaps operation backdrive the hydraulic motor.

The hydraulic motor is a reversible motor that moves the TE flap drive system to move the TE flaps. The TE flap drive system moves the follow-up cables, which move the summing lever. When the TE flaps move to the correct position, the main spool of the control valve moves to the center position. The control valve then stops the hydraulic power to the hydraulic motor.

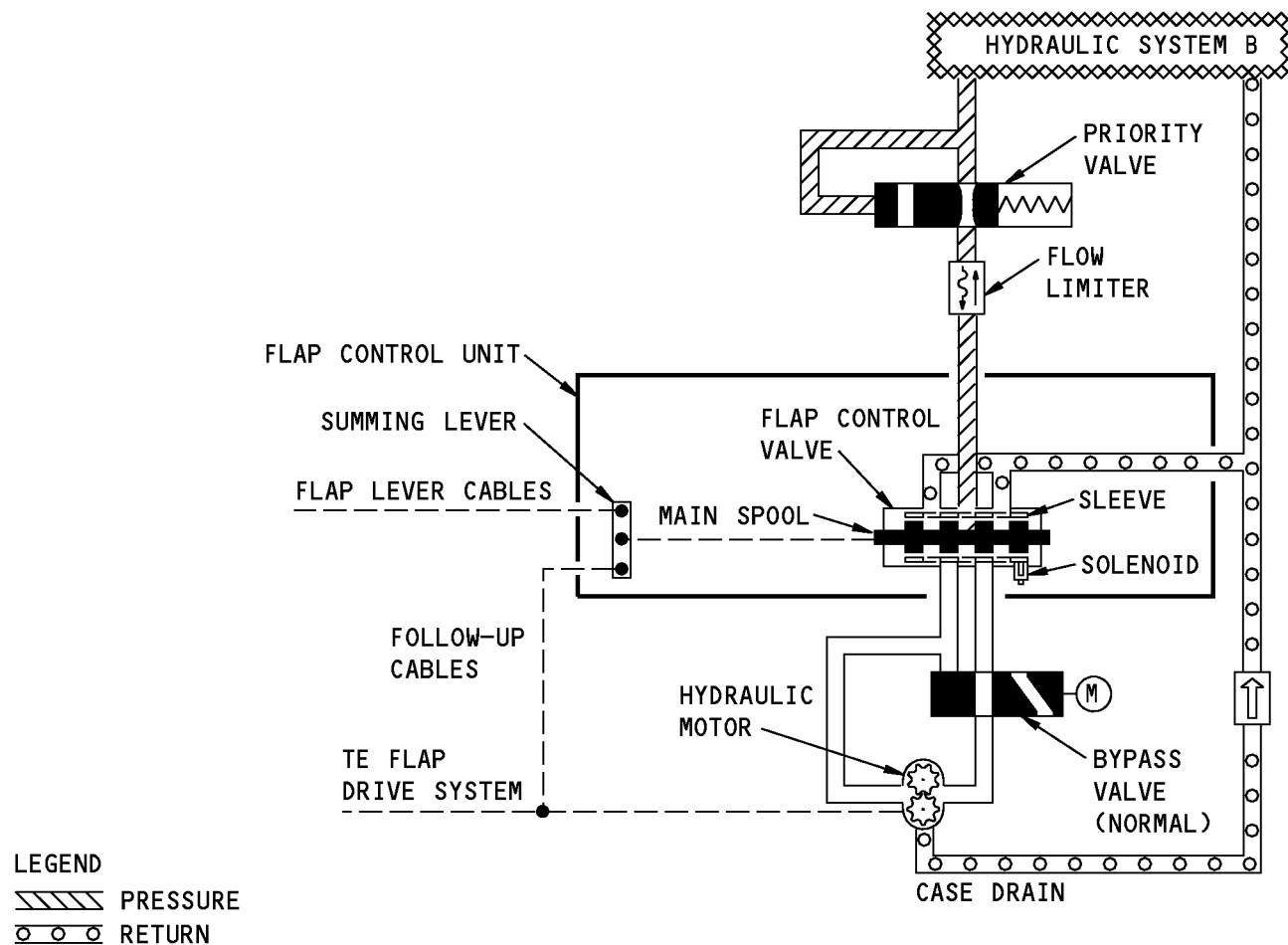
It takes approximately 38 seconds for the TE flaps to fully extend or fully retract during normal operation.

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TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - HYDRAULIC OPERATION

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TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - HYDRAULIC BYPASS

General

The alternate flaps arm switch and the FSEU control the position of the bypass valve. The bypass valve prevents the TE flap hydraulic motor operation during these conditions:

- Alternate flap operation
- TE flap skew
- TE flap asymmetry
- TE flap uncommanded motion (UCM).

The FSEU BITE also operates the bypass valve during the TE ASYM-SKW-IND test.

When the bypass valve is in the normal position, it lets hydraulic power from the TE flap control valve go to the TE flap hydraulic motor. When the bypass valve moves to the bypass position, it stops the hydraulic flow to the hydraulic motor.

Alternate Flap Operation

The bypass valve is in the normal position during the hydraulic operation of the TE flaps. When you move the alternate flaps arm switch to the ARM position, this switch supplies electrical power to move the bypass valve to the bypass position. This prevents a hydraulic lock on the hydraulic motor and lets the electric motor operate.

TE Flap Skew

The FSEU compares the data from symmetrical flap skew sensors to monitor the alignment of the TE flaps. If the FSEU detects a skew, it energizes the bypass valve.

TE Flap Asymmetry

The FSEU compares the data from the left and right TE flap position transmitters to monitor the position of the TE flaps. If the FSEU detects a flap asymmetry, it energizes the bypass valve.

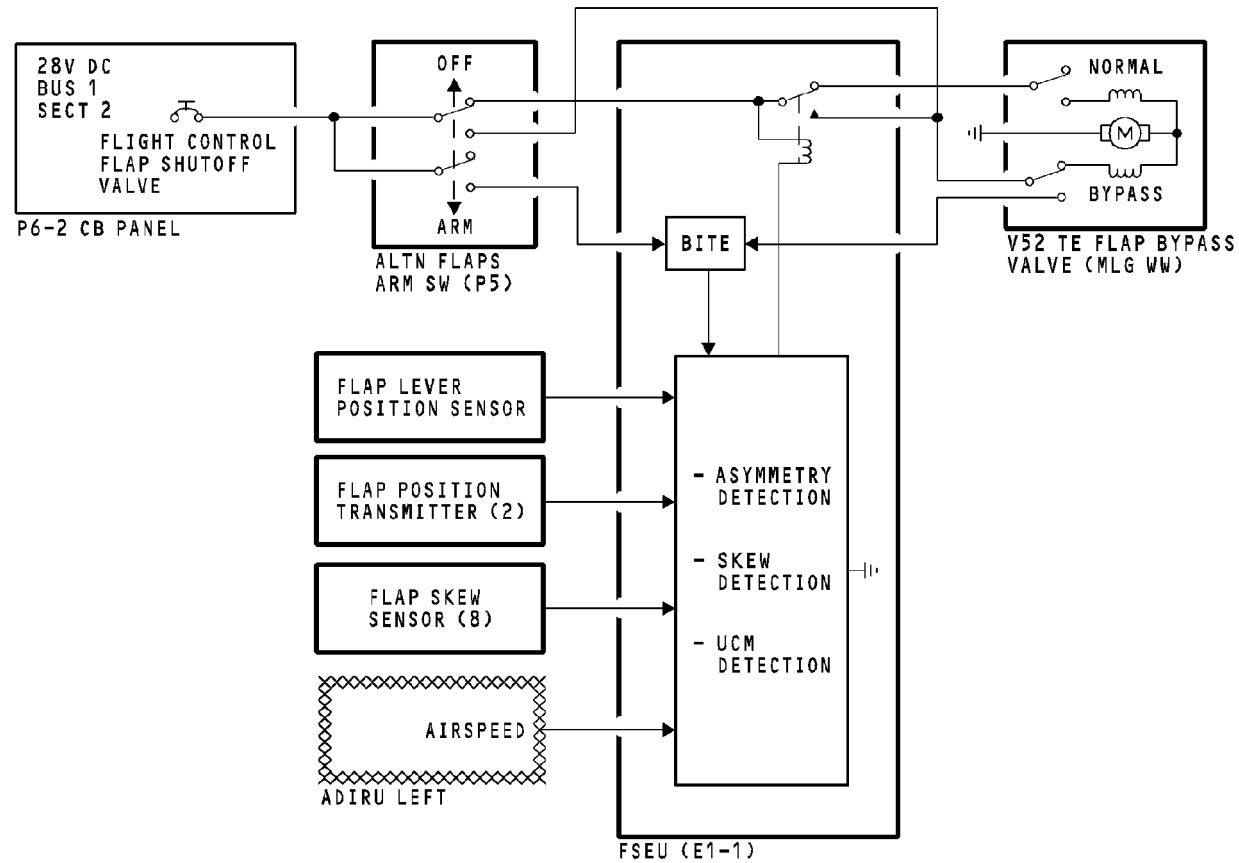
TE Flap Uncommanded Motion (UCM)

The FSEU compares the data from the TE flap skew sensors 1 and 8 to the data from the flap lever position sensor for the TE flap UCM detection. If the TE flaps move away from their commanded position, the FSEU energizes the bypass valve.

The TE flap uncommanded motion function is inhibited at airspeeds below 60 knots. The FSEU gets airspeed data from the left ADIRU.

BITE

During the TE ASYM-SKW-IND test on the FSEU BITE, the bypass valve is commanded to the bypass position, then back to the normal position. If the bypass valve does not operate correctly, the BITE test fails.



TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - HYDRAULIC BYPASS

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TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - ASYMMETRY DETECTION

General

Trailing edge flap asymmetry protection is provided in normal operation by the FSEU and the TE flaps bypass valve. No asymmetry protection is provided during alternate flaps operation.

When the FSEU detects a TE flap asymmetry, it sends a signal to the TE flaps bypass valve to move to the bypass position. In the bypass position, the bypass valve prevents TE flap hydraulic motor operation.

Asymmetry Detection

The FSEU compares the data from the left and right TE flap position transmitters to monitor the position of the TE flaps. If they are different by more than 9 resolver degrees, there is an asymmetry condition.

If the TE flaps are in an asymmetry condition, the FSEU sends electrical power to the bypass valve. This stops the hydraulic operation of the TE flaps.

During an asymmetry condition, the needles on the flap position indicator show the actual data from the flap position transmitters.

After a flap asymmetry, you must correct the asymmetry condition to permit normal operation again. The asymmetry condition resets when all of these conditions are true:

- The difference between left and right flap position transmitters is less than 7.5 degrees
- The airplane is on the ground
- The airspeed is less than 60 knots.

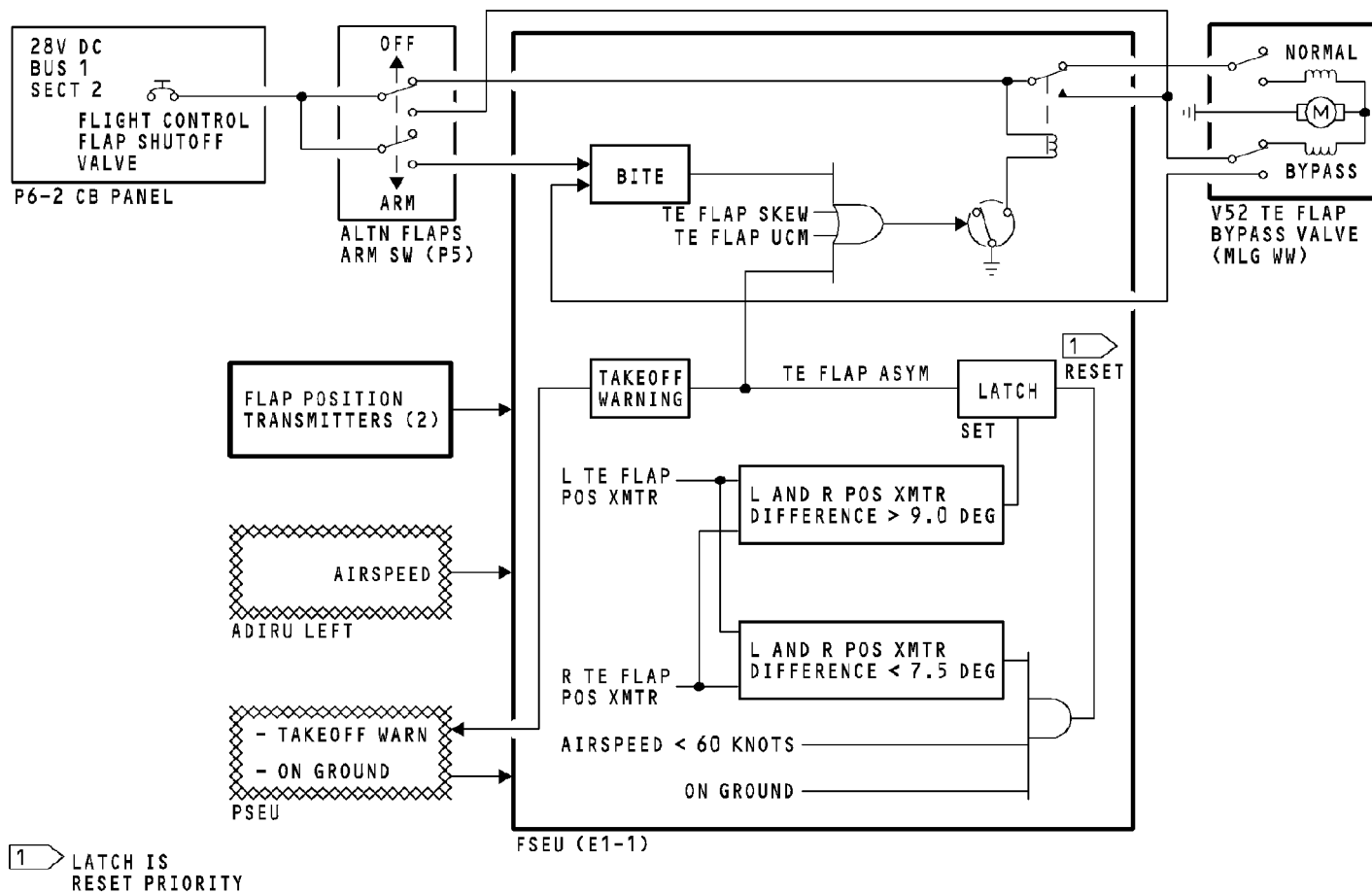
The FSEU BITE TE ASYM-SKW-IND TEST? can also operate the TE flaps bypass valve.

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TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - ASYMMETRY DETECTION

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TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - UNCOMMANDED MOTION DETECTION

General

Trailing edge flap uncommanded motion (UCM) protection is provided in normal operation by the FSEU and the TE flaps bypass valve. No UCM protection is provided during alternate flaps operation.

During TE flap load relief operation, the FSEU changes the retract and extend limits to let the flaps move.

After a flap UCM, you must cycle the power to the FSEU on the ground to permit normal operation again.

The FSEU detects and limits the amount of TE flap travel if there is a failure that causes the flaps to move without a pilot command. When the FSEU detects a TE flap uncommanded motion, it sends a signal to the TE flaps bypass valve to move to the bypass position. In the bypass position, the bypass valve prevents TE flap hydraulic motor operation.

TE Flap Uncommanded Motion (UCM) Detection

The FSEU compares the data from the TE flap skew sensors 1 and 8 to the data from the flap lever position sensor. The FSEU has retract and extend limits that change based on flap lever position and flap position. If the TE flaps move to less than the retract limit, or more than the extend limit, the FSEU detects an uncommanded motion.

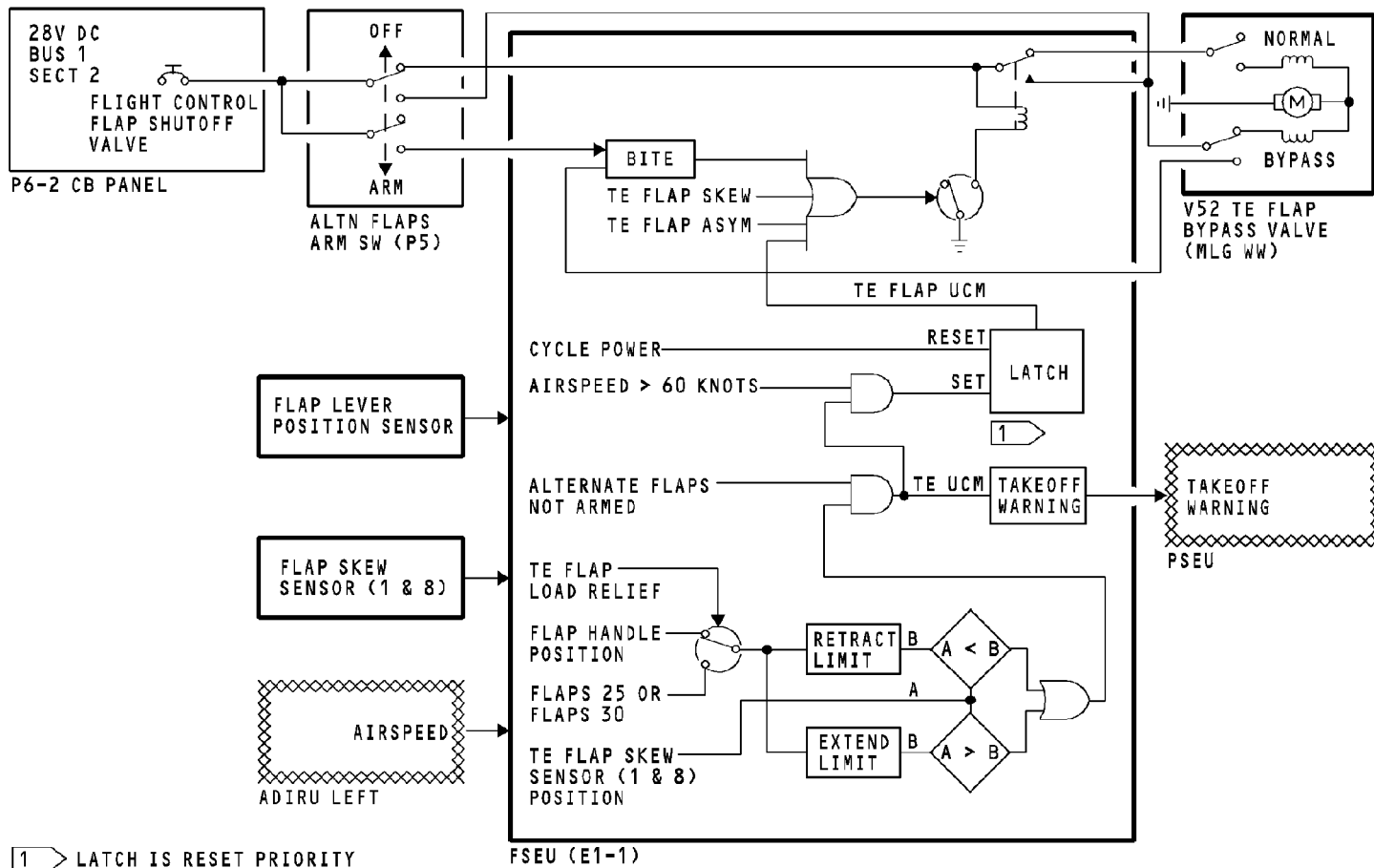
The left ADIRU provides airplane speed input to the FSEU. The FSEU will detect a UCM at any airspeed. When a UCM is detected at an airspeed less than 60 knots, the FSEU sends a signal to the PSEU for the takeoff warning system. When a UCM is detected at an airspeed more than 60 knots, the FSEU also sends a signal to the TE flaps bypass valve to move to the bypass position.

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TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - UNCOMMANDED MOTION DETECTION

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TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - FLAP LOAD RELIEF

General

The flap load relief function prevents damage to the flaps and their support structures from large aerodynamic forces.

Flap load relief limits the positions of the TE flaps as a function of airspeed. Flap load relief operates only during normal operation of the TE flaps.

Load Relief - 30

The load relief solenoid energizes when the flap lever is at the 40 unit position and the airspeed increases to more than 163 knots. This causes the TE flaps to retract to the 30 position.

The load relief solenoid deenergizes when the pilot moves the flap lever to the 30 unit position or if the airspeed decreases to less than 158 knots.

Load Relief - 25

The load relief solenoid energizes when the flap lever is at the 30 unit position and the airspeed increases to more than 176 knots. This causes the TE flaps to retract to the 25 position.

The load relief solenoid deenergizes when the pilot moves the flap lever to the 25 unit position or if the airspeed decreases to less than 171 knots.

NOTE: If the flap lever is at 40, the flap load relief function cannot retract the flaps to 25.

HAP 037-054

Load Relief - 15

The load relief solenoid energizes when the flap lever is at the 25 unit position and the airspeed increases to more than 191 knots. This causes the TE flaps to retract to the 15 position.

The load relief solenoid deenergizes when the pilot moves the flap lever to the 15 unit position or if the airspeed decreases to less than 186 knots.

Load Relief - 10

The load relief solenoid energizes when the flap lever is at the 15 unit position and the airspeed increases to more than 201 knots. This causes the TE flaps to retract to the 10 position.

The load relief solenoid deenergizes when the pilot moves the flap lever to the 10 unit position or if the airspeed decreases to less than 196 knots.

Load Relief - 5

The load relief solenoid energizes when the flap lever is at the 10 unit position and the airspeed increases to more than 211 knots. This causes the TE flaps to retract to the 5 position.

TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - FLAP LOAD RELIEF

HAP 037-054 (Continued)

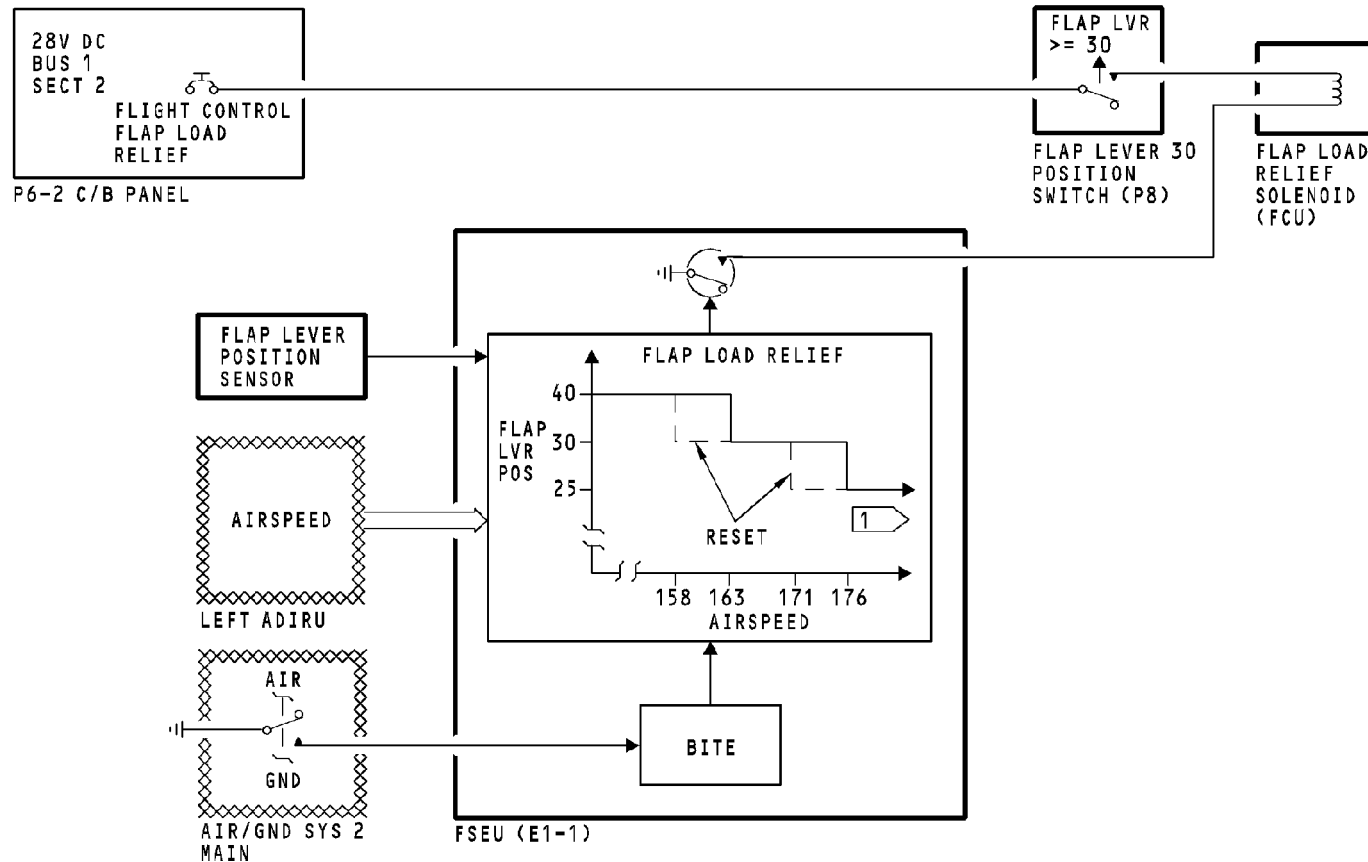
The load relief solenoid deenergizes when the pilot moves the flap lever to the 5 unit position or if the airspeed decreases to less than 206 knots.

HAP ALL**Indication**

When the FSEU sends a command to energize the flap load relief solenoid, the FLAP LOAD RELIEF amber light shows on the P3 panel.

Test

You can do a test of the flap load relief function when the airplane is on the ground. Use the BITE panel on the FSEU to do this test. During this test, the TE flaps move.



1 FLAP LOAD RELIEF TO 25 CANNOT OCCUR IF THE FLAP LEVER IS AT 40.

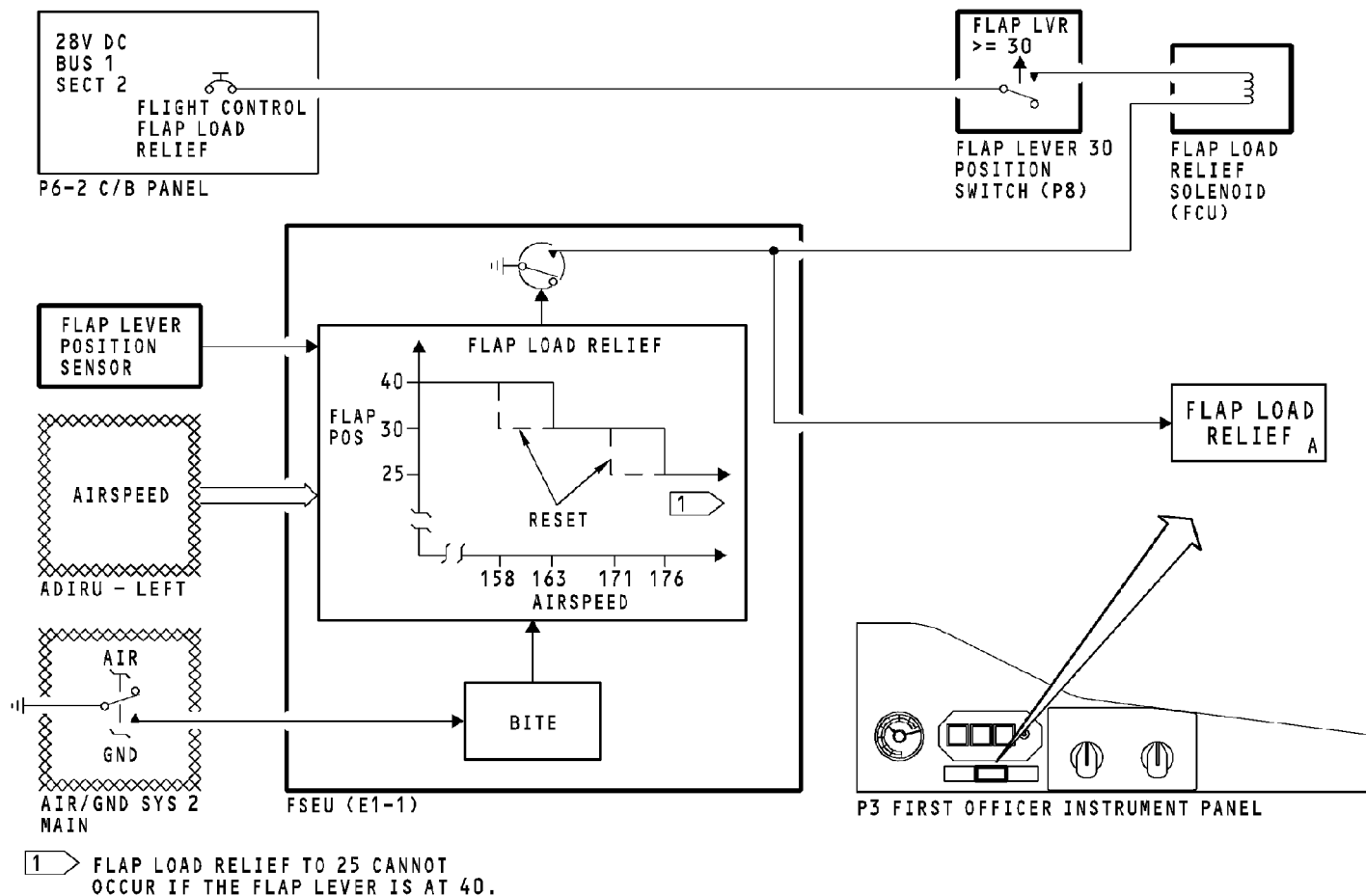
TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - FLAP LOAD RELIEF

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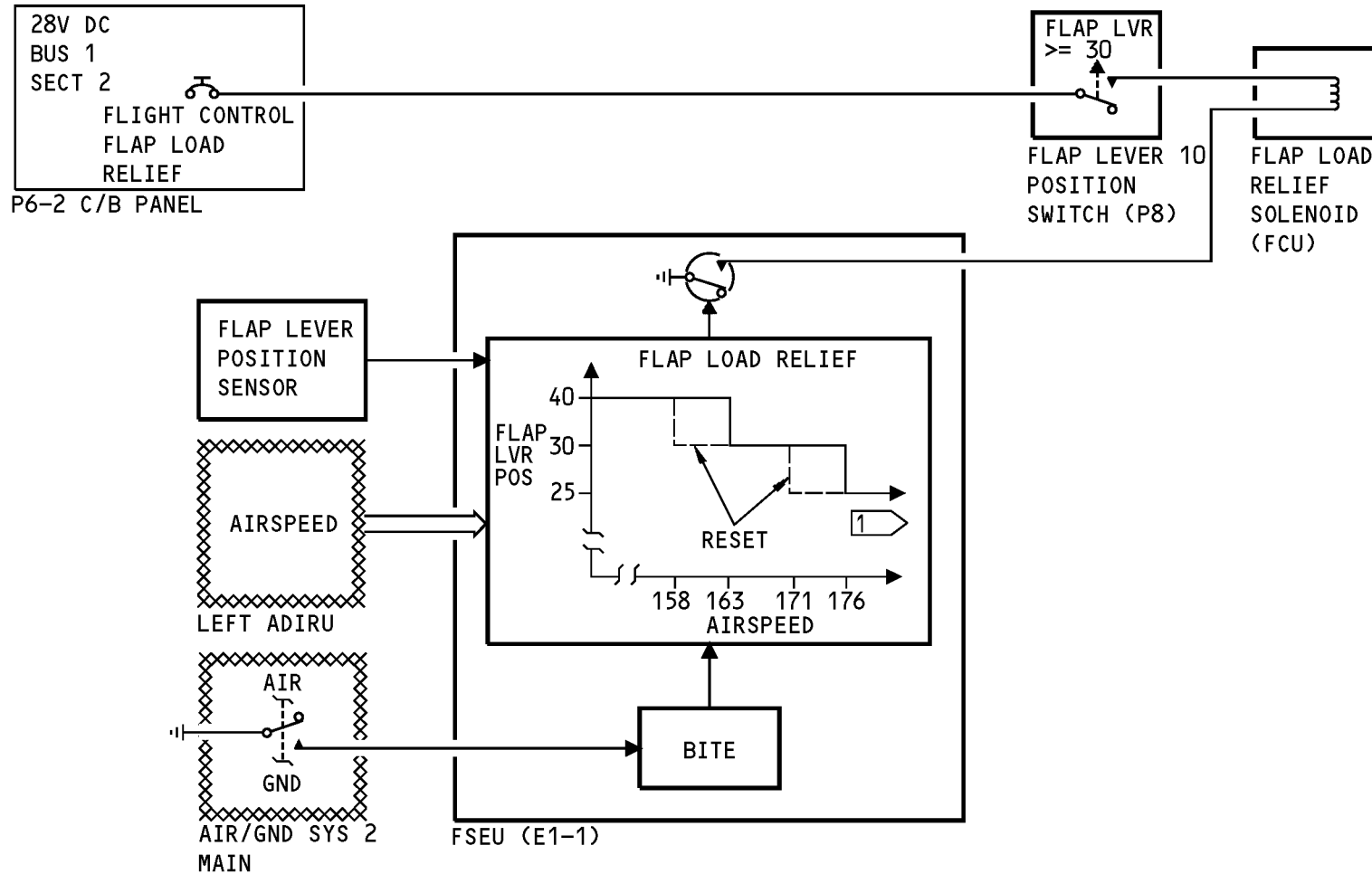
TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - FLAP LOAD RELIEF

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TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - FLAP LOAD RELIEF

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TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - ALTERNATE OPERATION

General

During the alternate operation, the alternate flaps switches control the TE flap electric motor and flap bypass valve.

Arm

When you move the alternate flaps arm switch to the ARM position, electrical power becomes available to the alternate flaps control switch. The arm switch also supplies power to move the flap bypass motor-operated valve to the bypass position. This prevents a hydraulic lock on the hydraulic motor and permits the electric motor to operate.

Extend

When you move and hold the alternate flaps control switch in the DOWN position, the alternate flap down relay energizes. This lets the TE flap electric motor receive electrical power. The electric motor moves the TE flaps until you release the switch or move it to the OFF position. This stops the operation of the electric motor.

When the TE flaps move to the down position limit, the flap down switch deenergizes the alternate flap down relay. This also stops the operation of the electric motor. The flap down limit is at the flap 40 position.

It takes approximately 2 minutes and 39 seconds for the TE flaps to fully extend during the alternate operation.

Retract

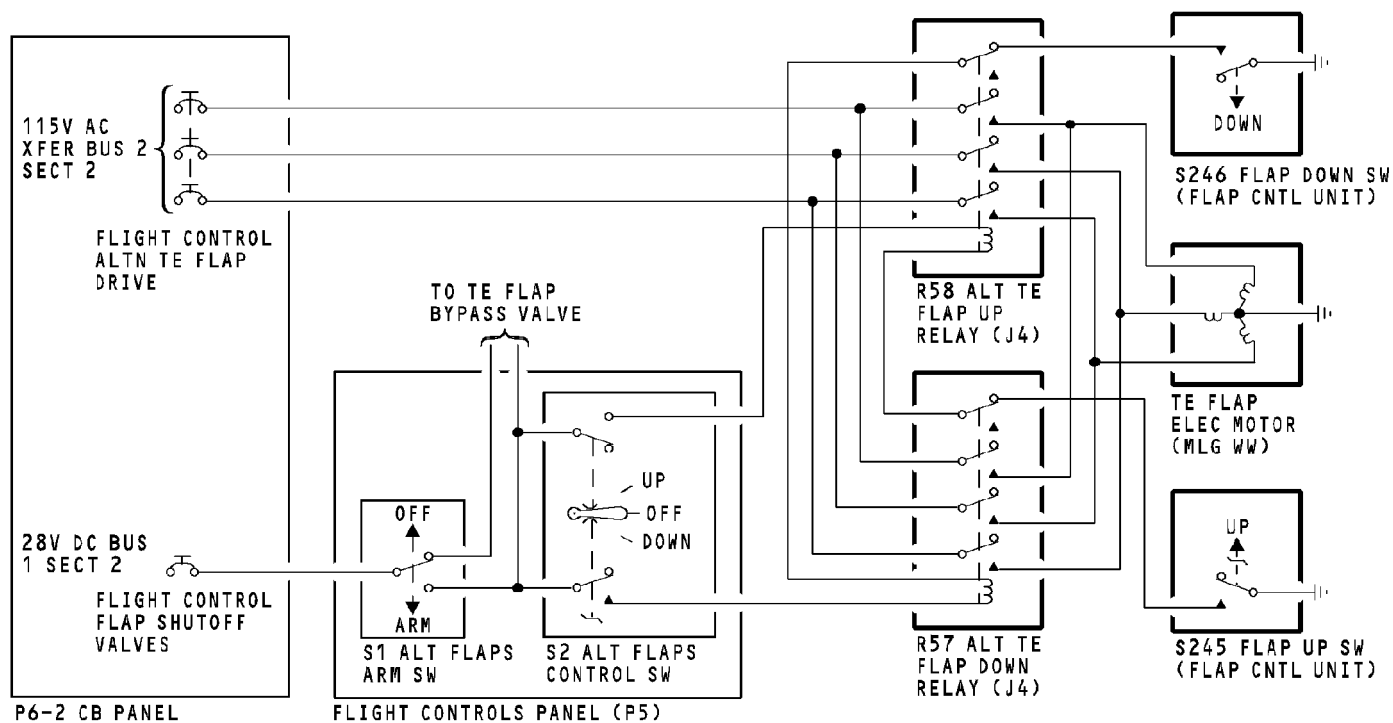
Retraction of the TE flaps is almost the same as extension, except you do not need to hold the control switch in the UP position. The flap up limit is at the flap up position.

It takes approximately 2 minutes and 39 seconds for the TE flaps to fully retract during the alternate operation.

Training Information Point

During extension in the alternate operation, the LE devices use hydraulic power to extend. During retraction in the alternate operation, the LE devices do not retract.

NOTE: The standby hydraulic pump motor operates when the alternate flap arm switch is in the ARM position.



TE FLAP SYSTEM - FUNCTIONAL DESCRIPTION - ALTERNATE OPERATION

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TE FLAP SYSTEM - TRAINING INFORMATION POINT - FSEU BITE

General

The FSEU can help you find and isolate a failure in the TE flap system and the LE flap and slat system. Front panel BITE on the FSEU lets you interface with the BITE functions in the FSEU.

The FSEU has a 6-switch BITE panel. These are the functions of each switch:

- ON/OFF: to start or stop BITE display
- MENU: to display menu
- YES or NO: in response to question
- Down arrow or up arrow: to scroll through menu or results.

NOTE: If you do not push a switch on the FSEU BITE panel within 5 minutes, the FSEU stops the BITE function and turns off the display.

These are the items in the main menu of the FSEU BITE:

- EXISTING FAULTS?
- FAULT HISTORY?
- GROUND TESTS?
- OTHER FUNCTNS?.

EXISTING FAULTS?

The EXISTING FAULTS? selection shows existing faults in the system, and does a check of the interfaces to the FSEU.

FAULT HISTORY?

The FAULT HISTORY? selection shows past faults by flight leg. This fault information is in the non-volatile memory (NVM) in the FSEU.

GROUND TESTS?

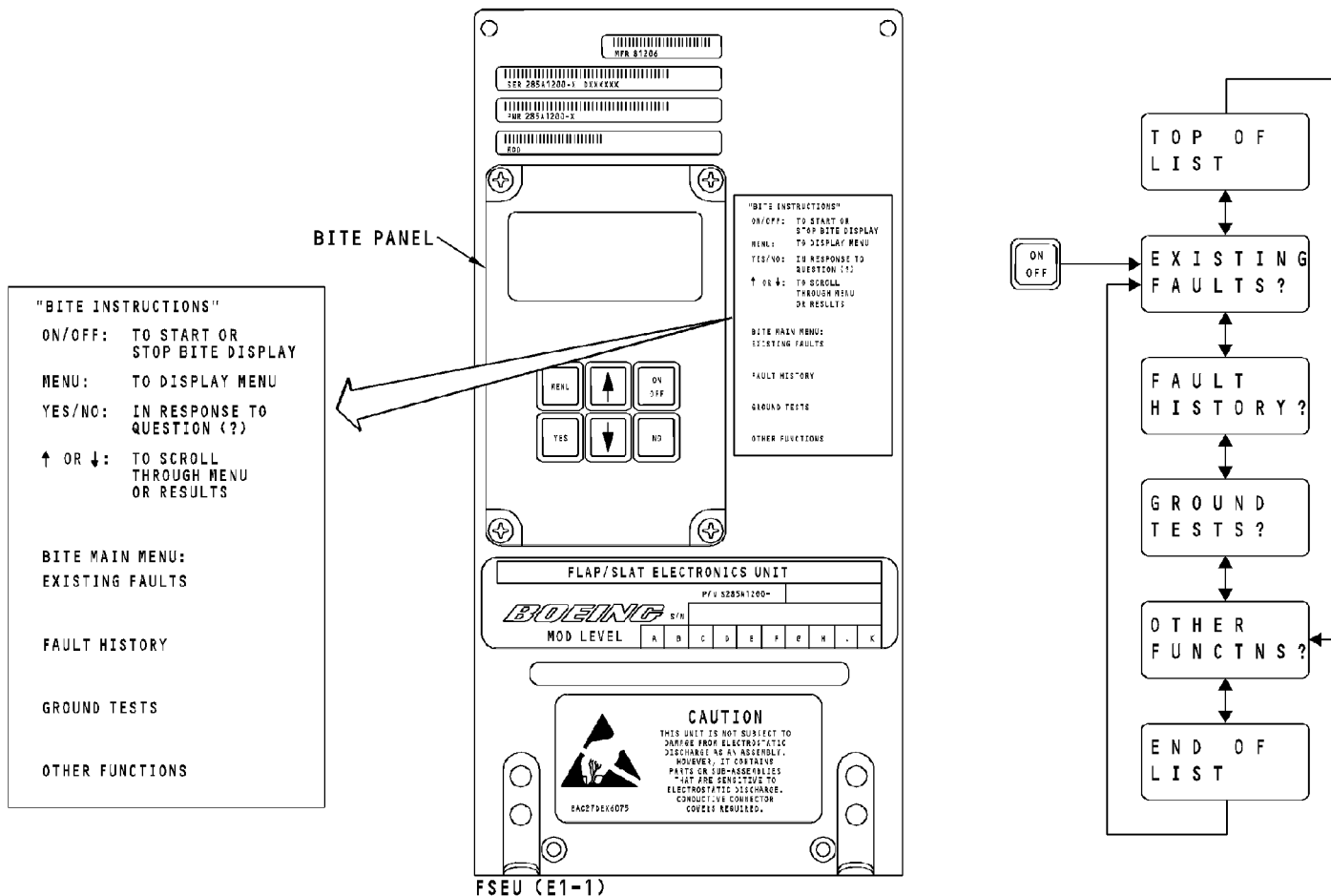
The GROUND TESTS? selection lets you do these tests:

- TE flap asymmetry-skew-indication test
- TE flap load relief test
- FSEU BITE display test.

OTHER FUNCTNS?

The OTHER FUNCTNS? selection lets you do these functions:

- Change FSEU output discretes
- See sensor information
- Erase faults.



TE FLAP SYSTEM - TRAINING INFORMATION POINT - FSEU BITE

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TE FLAP SYSTEM - TRAINING INFORMATION POINT - EXISTING FAULTS

Existing Faults

The existing faults test shows existing faults and does a check of the interfaces to the FSEU.

To do the existing faults test, do these steps:

- Go to the main menu
- Use the up or down arrow switches until you see EXISTING FAULTS? in the BITE display
- Push the YES switch.

NOTE: When you turn on the FSEU BITE display, the first message you see is EXISTING FAULTS?.

During this test, the lights for the LE devices in the flight compartment show for approximately five seconds.

If the test passes, the display shows NO FAULTS. If the test fails, the display shows a fault message. You can use the switches on the BITE panel to see more information about the fault message. You can also see if there are other fault messages.

Fault Details

FAULT DETAILS? shows the message number and the fault type for the fault message. These are the fault types:

- LATCHED
- HARD
- INTRMTNT ACTIVE

- INTRMTNT INACTIVE.

LATCHED shows for latched faults. HARD shows for faults found during continuous monitoring or during a FSEU BITE test. INTRMTNT ACTIVE shows for any fault that becomes inactive at least once during the flight leg and is now active. INTRMTNT INACTIVE shows for any fault that becomes inactive at least once during the flight leg and is now inactive. The fault is active when the FSEU senses the fault. The fault is inactive when the FSEU does not sense the fault.

Shop Details

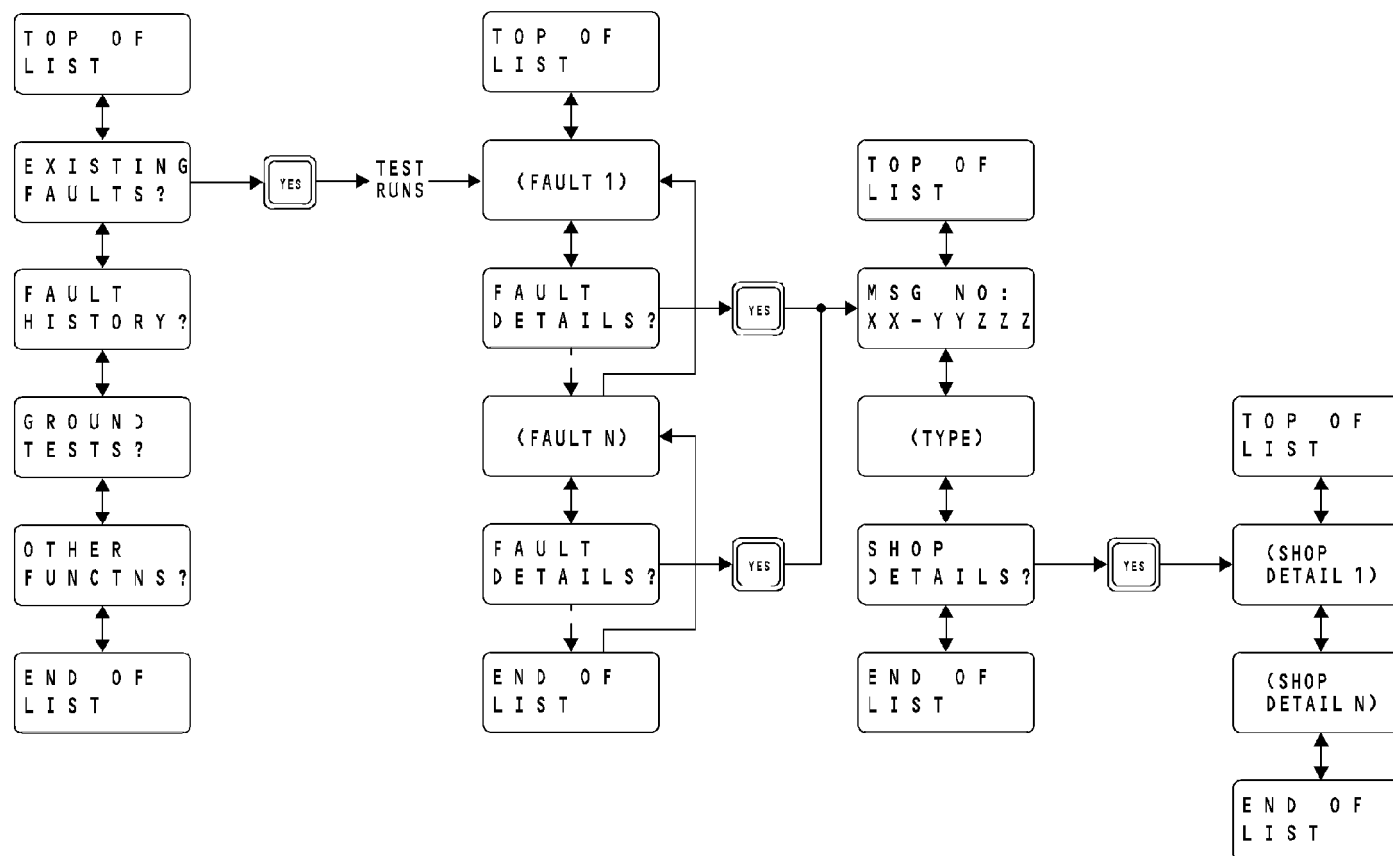
SHOP DETAILS? shows the following information, if applicable:

- Fault isolation location
- Proximity sensor to target gap at the time of the fault
- Synchro angle of the failed sensor in degrees at the time of the fault
- FSEU connector and pin information for the failed component.

These are the fault isolation locations:

- EXTERNAL
- INTERNAL
- NOT ISOLATED.

EXTERNAL shows when the fault is not in the FSEU. INTERNAL shows when the fault is in the FSEU. NOT ISOLATED shows when the fault may be either in or not in the FSEU.



TE FLAP SYSTEM - TRAINING INFORMATION POINT - EXISTING FAULTS

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TE FLAP SYSTEM - TRAINING INFORMATION POINT - FAULT HISTORY

Fault History

The fault history selection shows fault information that is in the non-volatile memory (NVM) in the FSEU. Monitors in the FSEU put data in the NVM during these conditions:

- System tests using the FSEU BITE
- Continuous monitoring
- Power up tests.

The NVM keeps data for the last 64 flight legs and a maximum of 465 failures (maximum of 116 failures in a flight leg). Flight leg 0 (LEG 0) is the current flight leg. Faults in flight leg 0 are faults that occurred during the most recent flight and the faults that occurred on the ground after the most recent flight. The flight leg changes when:

- Airplane on ground > 30 seconds then goes in the air, and
- Airspeed > 60 knots.

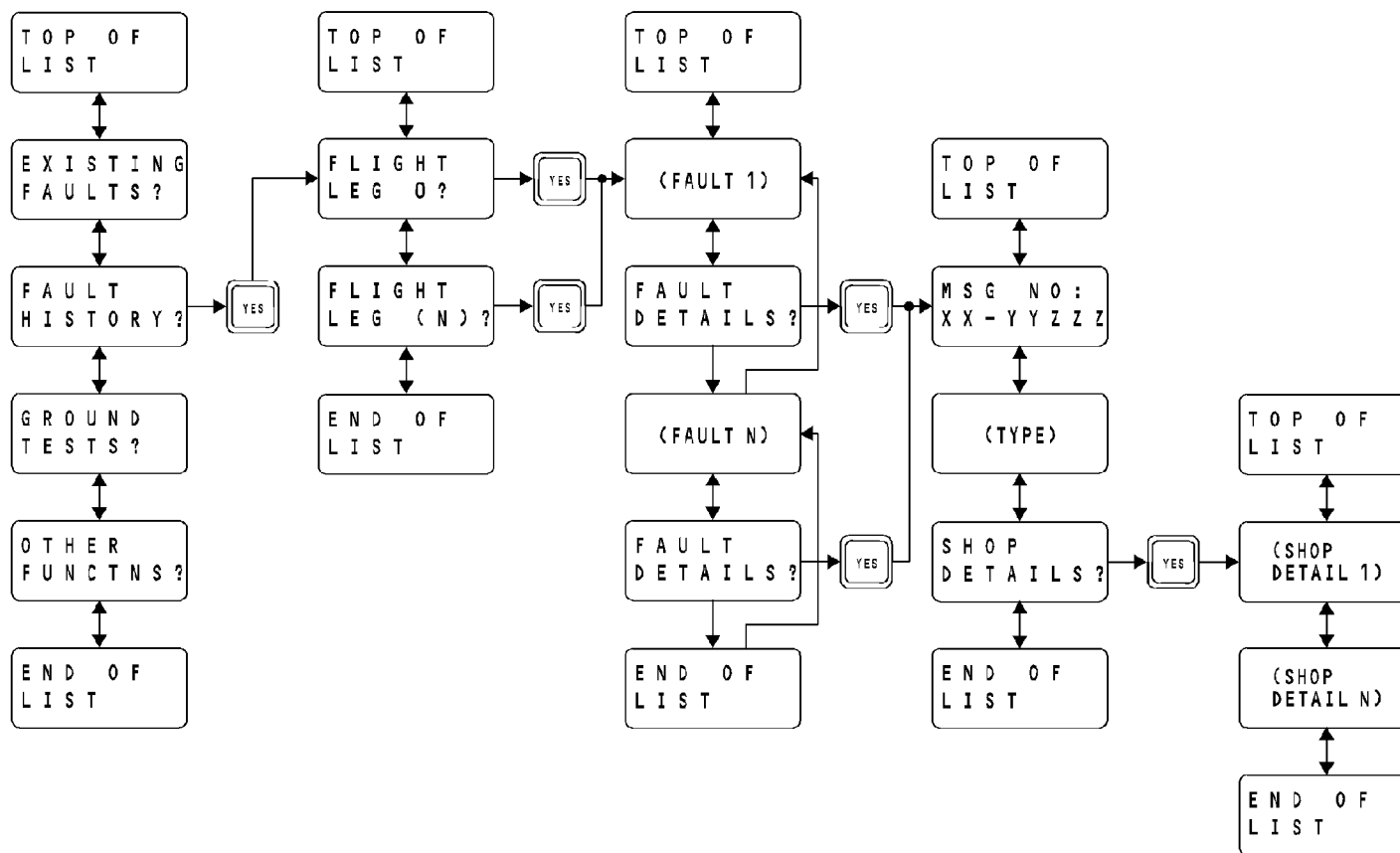
This permits the flight leg to change during normal takeoffs, but not during touch and go operations.

To find fault information from a specific flight leg, do these steps:

- Go to the main menu
- Use the up or down arrow switches until you see FAULT HISTORY? in the BITE display
- Push the YES switch

- Use the up or down arrow switches until you see the flight leg that you want
- Push the YES switch.

The information for FAULT DETAILS? and SHOP DETAILS? is the same as for the existing faults test.



TE FLAP SYSTEM - TRAINING INFORMATION POINT - FAULT HISTORY

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TE FLAP SYSTEM - TRAINING INFORMATION POINT - GROUND TESTS

Ground Tests

These are the ground tests in the FSEU BITE:

- TE ASYM-SKW-IND?
- TE FLAP LD REL?
- DISPLAY TEST?.

To start one of these tests, do these steps:

- Go to the main menu
- Use the up or down arrow switches until you see GROUND TESTS? in the BITE display
- Push the YES switch
- Use the up or down arrow switches until you see the test that you want
- Push the YES switch.

If the test passes, the display shows TEST PASSED. If the test fails, the display shows a fault message. The information for FAULT DETAILS? and SHOP DETAILS? is the same as for the existing faults test.

TE ASYM-SKW-IND? Test

The TE ASYM-SKW-IND? test does a check of the TE flap indication and a check of the TE flap bypass valve. You can do this test with the TE flaps at any position.

This test is interactive. During this test, the needles in the TE flap position indicator move and you must answer questions that show on the BITE display.

TE FLAP LD REL? Test

The TE FLAP LD REL? test does a check of the flap load relief function and a check of the airspeed data from the ADIRU.

This test is interactive. During this test, you must move the flap lever and the TE flaps and the LE devices move.

DISPLAY TEST?

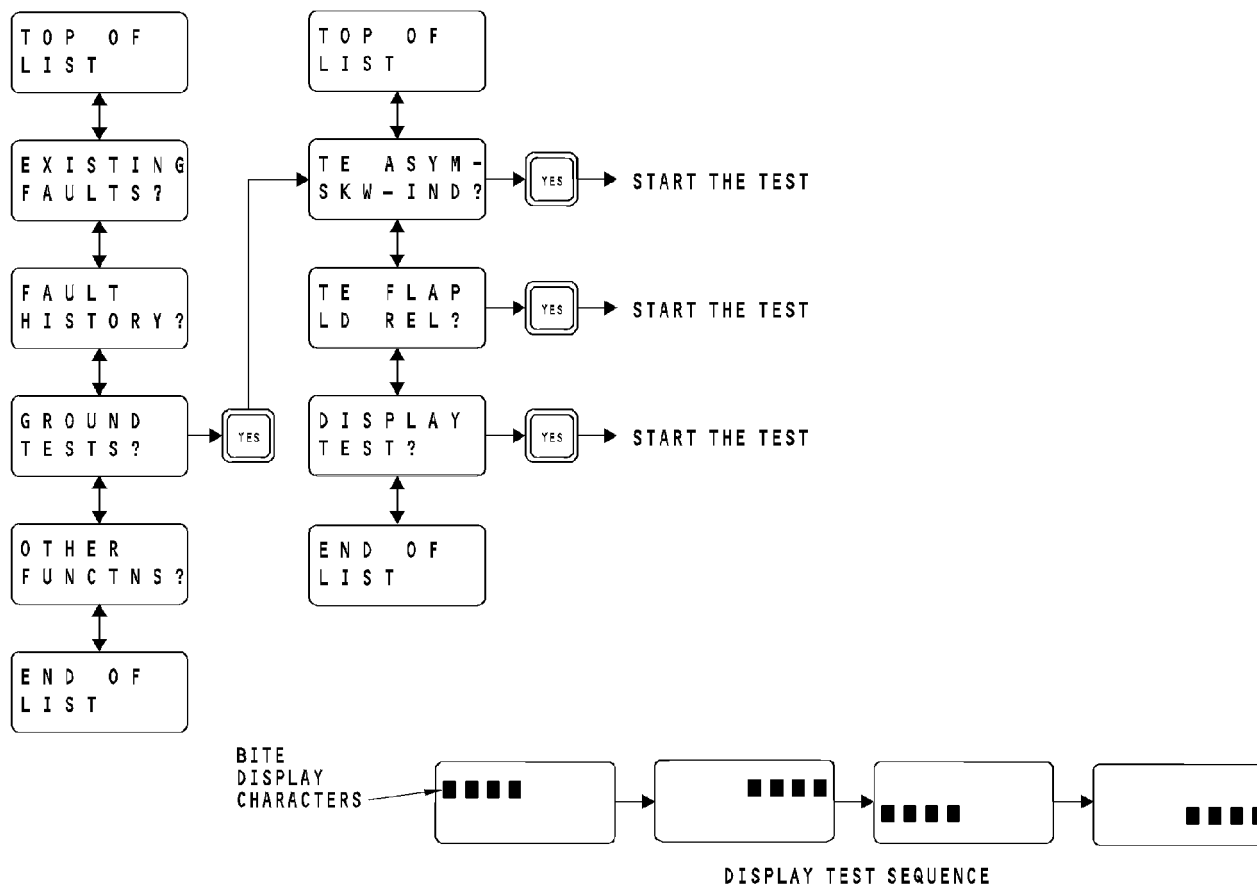
The DISPLAY TEST? shows the BITE display characters in sequence. This test is not interactive. When the test is complete, the BITE display shows DISPLAY TEST? again.

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TE FLAP SYSTEM - TRAINING INFORMATION POINT - OTHER FUNCTIONS

Other Functions

These are the other functions in the FSEU BITE:

- SET OUTPUTS?
- I/O MONITOR?
- ERASE FAULTS?.

To go to one of these functions, do these steps:

- Go to the main menu
- Use the up or down arrow switches until you see OTHER FUNCTNS? in the BITE display
- Push the YES switch
- Use the up or down arrow switches until you see the function that you want
- Push the YES switch.

SET OUTPUTS? Function

The SET OUTPUTS? function lets you command the FSEU to change the discrete signal sent to a component. These are the discrete signals that you can control:

- LE DEPR VALVE?
- LE UCM SHUTOFF?
- RUD PRES LIMIT?
- TAKEOFF WARNING?
- LE INTRANS?
- LE UCM?
- ECS?
- LOGO LIGHTS?.

After 75 seconds, the FSEU changes the discrete signal to its previous condition. If it is necessary, you can use the BITE to change the discrete signal to its previous condition before 75 seconds.

I/O MONITOR? Function

The I/O MONITOR? function lets you see more information for sensors that send data to the FSEU. These are the menu selections for the I/O MONITOR? function:

- PROX SENSORS?
- SYNCHRO INPUTS?.

The PROX SENSORS? selection lets you see the sensor to target gap information for all the LE flap and slat proximity sensors. The gap information for each sensor is one of these:

- GAP NEAR
- MARGINAL
- GAP FAR.

GAP NEAR shows when the gap is less than a limit. GAP FAR shows when the gap is more than a limit. MARGINAL shows when the gap is between a GAP NEAR condition and a GAP FAR condition.

The SYNCHRO INPUTS? selection lets you see the position of these components, in degrees:

- Flap lever position sensor

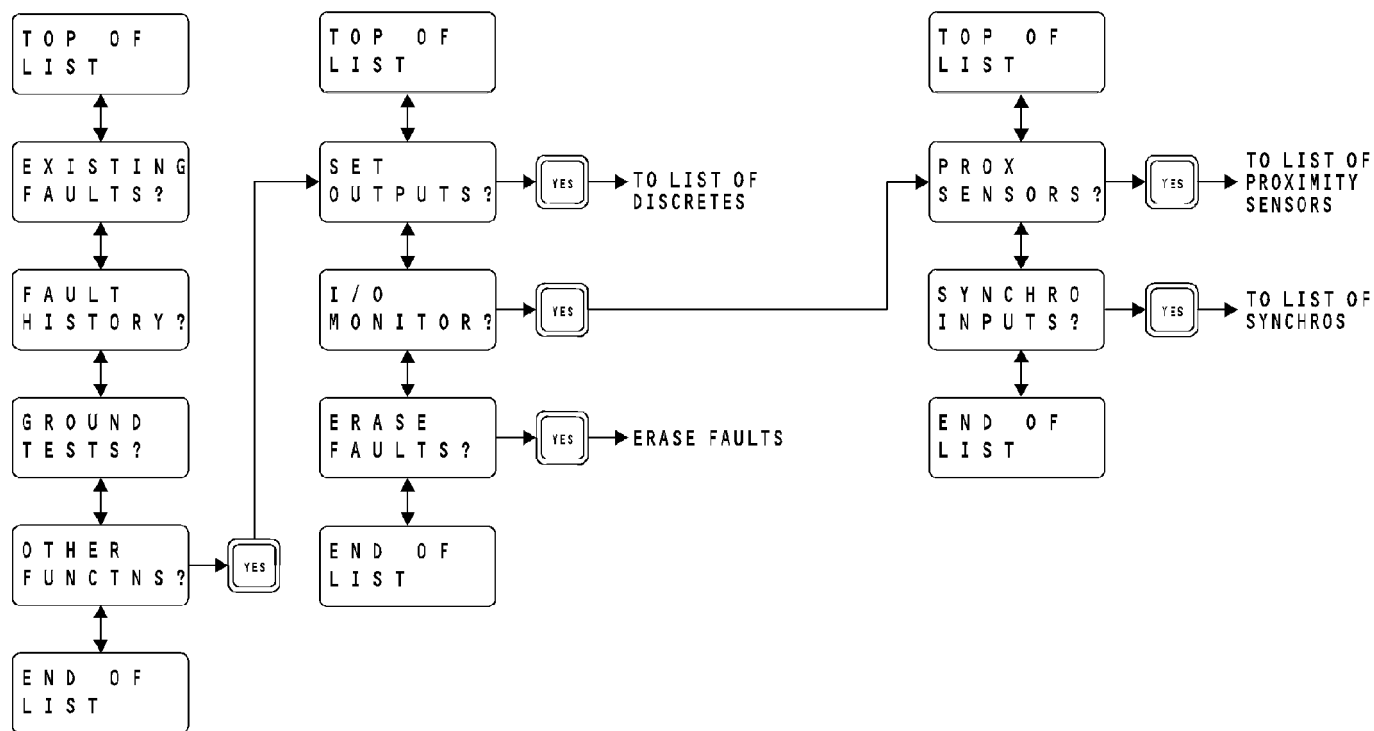
TE FLAP SYSTEM - TRAINING INFORMATION POINT - OTHER FUNCTIONS

- Flap position transmitters
- Flap skew sensors.

ERASE FAULTS? Function

The ERASE FAULTS? function lets you prevent faults that are in NVM from display on the FSEU BITE. Therefore, after you start this function, you cannot see the previous fault information in FAULT HISTORY?. When this function is complete, the BITE display shows FAULTS ERASED.

The ERASE FAULTS? function does not permanently remove the fault information from the FSEU. To see the fault information later, you must use special equipment.



TE FLAP SYSTEM - TRAINING INFORMATION POINT - OTHER FUNCTIONS

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TE FLAP POSITION INDICATING - GENERAL DESCRIPTION**General**

The TE flap position indicating system uses the flap position transmitters to measure the position of the TE flaps. This data shows on the flap position indicator in the flight deck and also goes to other user systems.

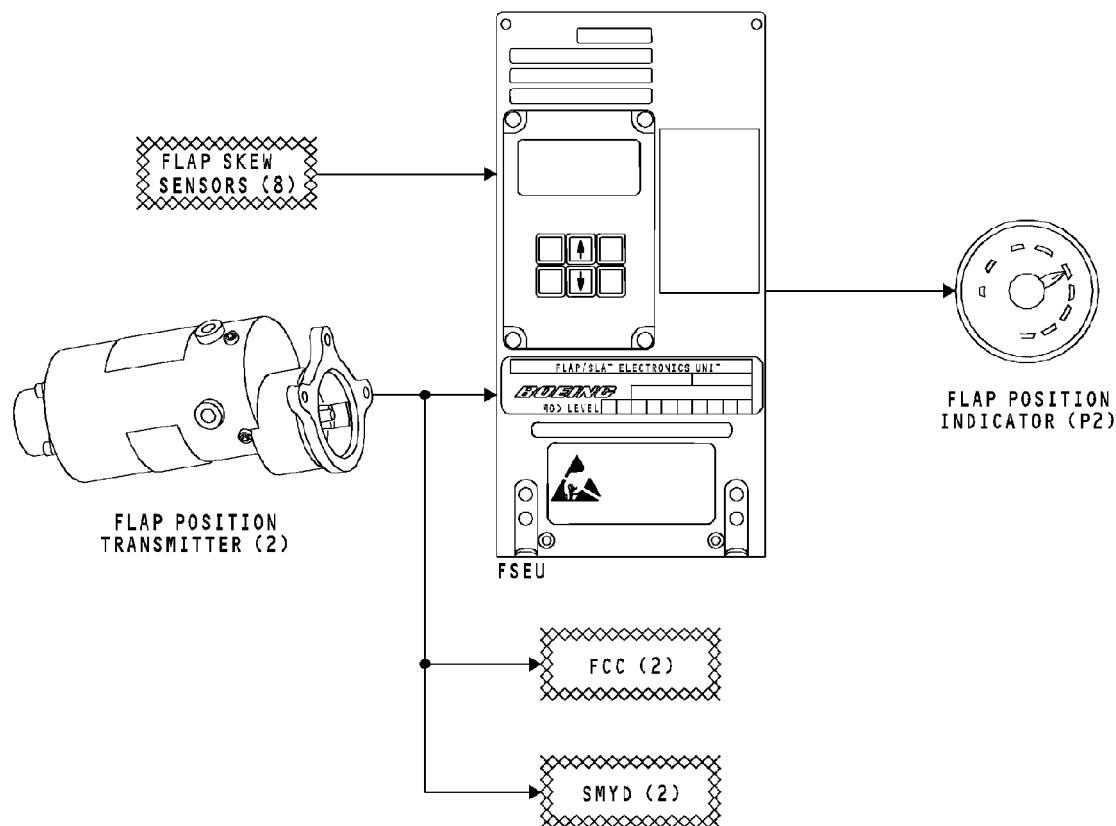
Interfaces with Other Components

The flap position transmitters send flap position data to these components:

- Flap/slat electronics unit (FSEU)
- Flight control computers (FCC) (2)
- Stall management yaw dampers (SMYDs) (2).

The FSEU uses this data to control the flap position indicator and to monitor the alignment of the TE flaps. The FSEU also sends this data to other systems.

The FSEU uses data from the flap skew sensors to monitor for a flap skew. During a flap skew, the FSEU changes the indication on the flap position indicator to show this condition.



TE FLAP POSITION INDICATING - GENERAL DESCRIPTION

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TE FLAP POSITION INDICATING - FLAP POSITION TRANSMITTER

Purpose

The flap position transmitters send flap position data to these components:

- FSEU
- FCCs (2)
- SMYDs (2).

Location

There are two flap position transmitters. The position transmitters are at the left and right ends of the flap drive system, on transmissions 1 and 8. To get access, extend the TE flaps.

Physical Description

Each flap position transmitter has three internal resolvers. Each resolver uses 28v ac, 400 Hz excitation. The excitation for each resolver comes from a different computer.

The flap position transmitter outputs zero resolver degrees when the TE flaps are up and 270 resolver degrees when the TE flaps are at 40. The resolver degrees increase as the TE flaps extend.

Each flap position transmitter has a shaft lock and two rig indicator windows.

Training Information Point

The alignment marks in the rig indicator windows must align before installation. If they do not, you must push on the shaft lock and turn the shaft until the alignment marks are aligned. To do this, it may be necessary to turn the shaft up to 800 turns.

If you disconnect the flap torque tubes and manually move the TE flaps, you must rig the flap position transmitters when you connect the torque tubes again.

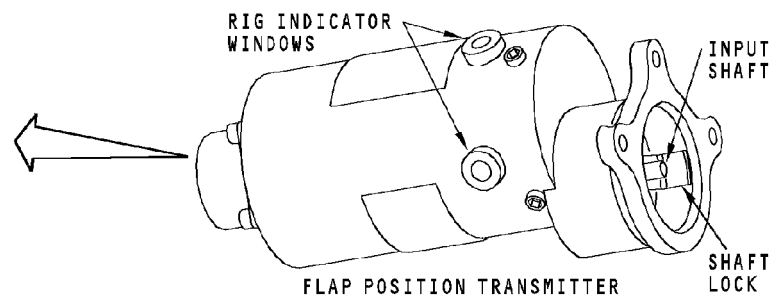
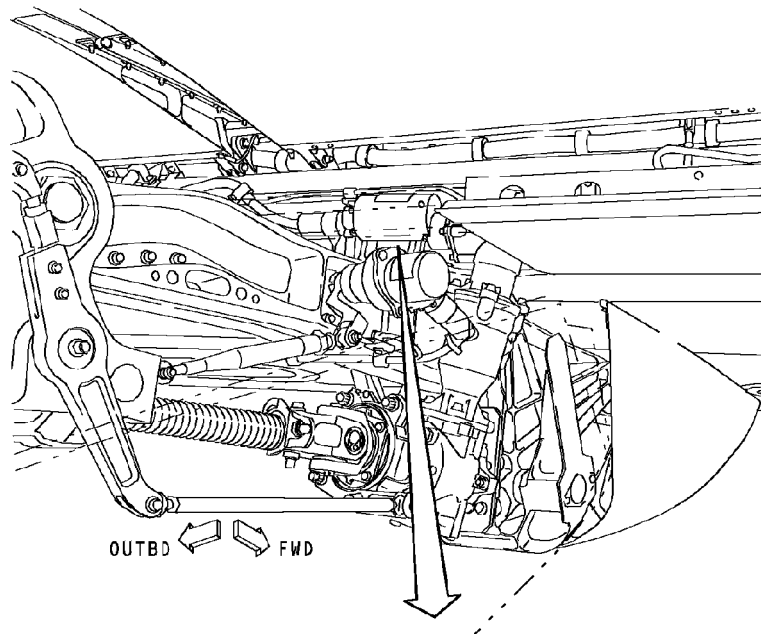
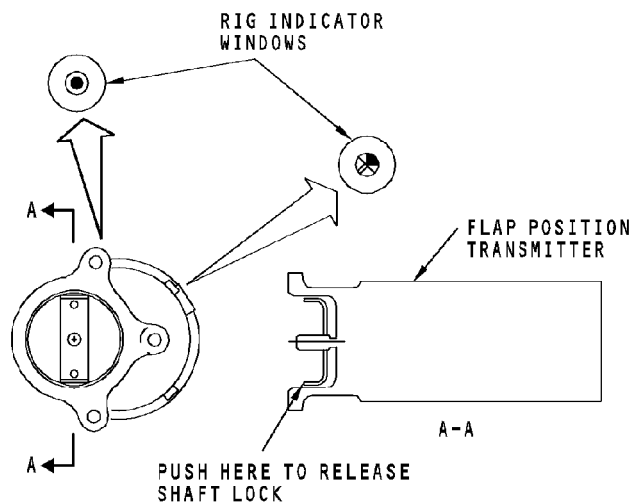
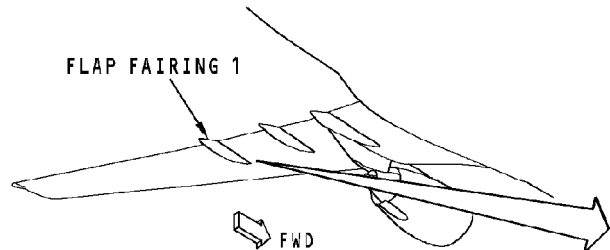
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TE FLAP POSITION INDICATING - FLAP POSITION TRANSMITTER

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TE FLAP POSITION INDICATING - FLAP POSITION INDICATOR

Purpose

The flap position indicator shows the position of the left and right wing TE flaps independently.

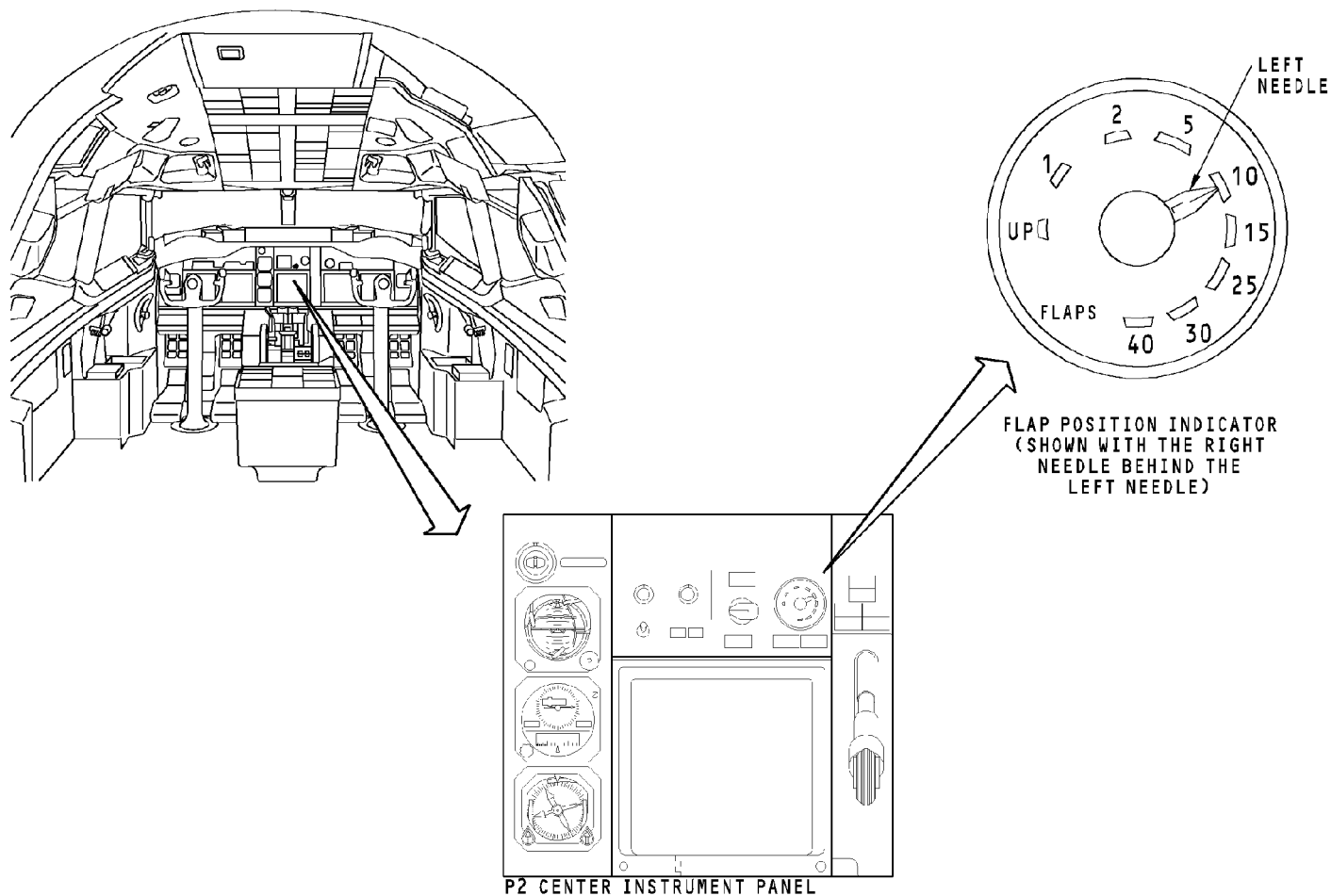
Location

The flap position indicator is on the P2 center instrument panel.

Physical Description

The flap position indicator has left and right needles to show the position of the left and right wing TE flaps independently. The indicator also has reference marks to show the flap lever detent positions. The indicator has one synchro for each needle. The synchros receive inputs from the FSEU, which receive inputs from the flap position transmitters.

There are no internal stops for the needles. Therefore, the needles can move to any position, including the area at the bottom left of the indicator.



TE FLAP POSITION INDICATING - FLAP POSITION INDICATOR

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TE FLAP POSITION INDICATING - FUNCTIONAL DESCRIPTION

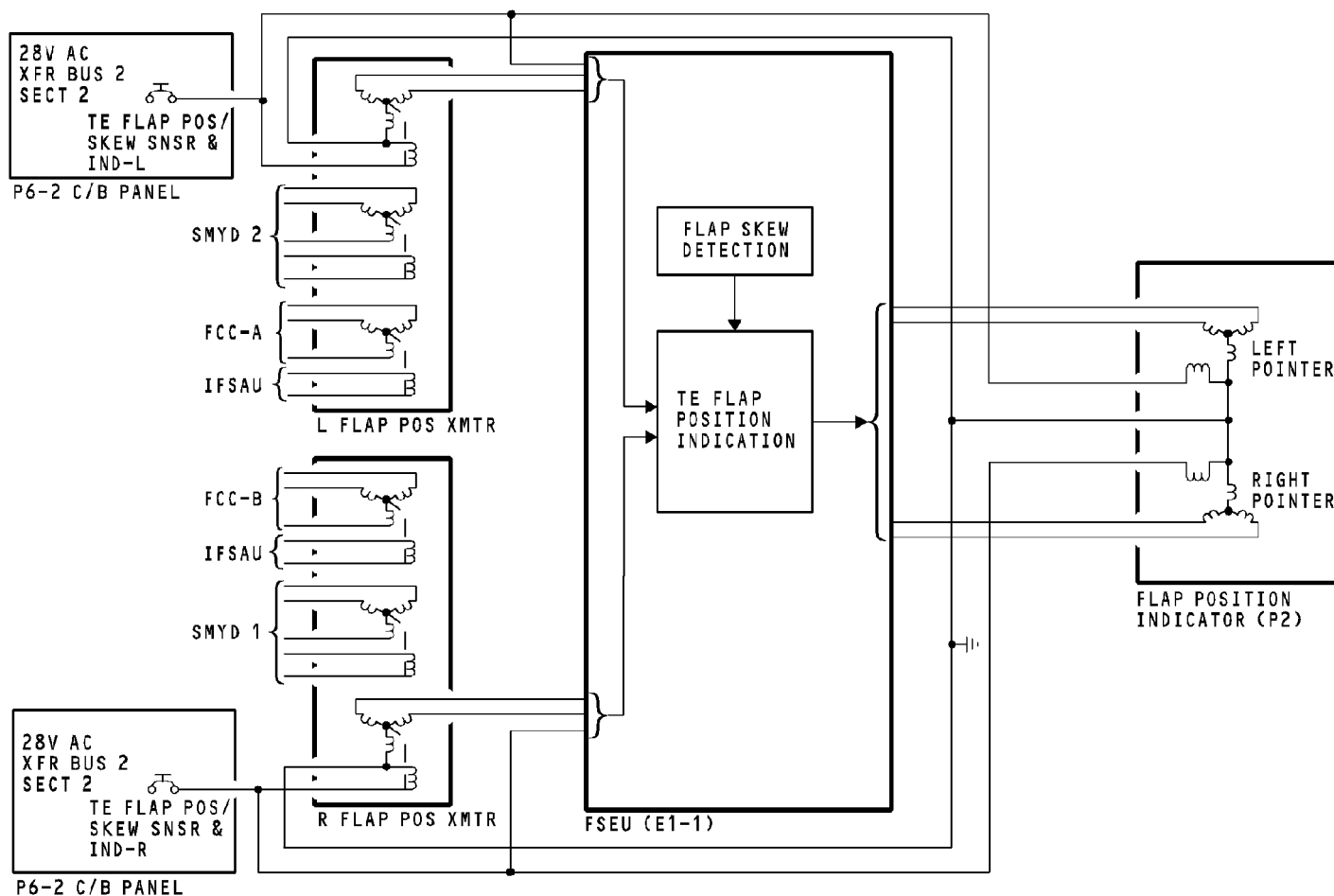
Functional Description

There are two flap position transmitters and each has three internal resolvers. The resolvers interface with these components:

- FSEU
- Stall management yaw damper (SMYD) 1 and 2
- Flight control computer (FCC) A and B
- Integrated flight systems accessory unit (IFSAU).

The FSEU uses the flap position data to control the left and right pointers in the flap position indicator. The FSEU also uses inputs from the flap skew monitor. If the TE flaps are in a skew condition, the FSEU changes the signals to one of the pointers in the flap position indicator. This causes the pointers to be 15 degrees apart during a TE flap skew.

See the stall warning system for more information about the SMYDs. (SECTION 27-32) See the autoflight chapter for more information about the FCCs and the IFSAU. (CHAPTER 22)



TE FLAP POSITION INDICATING - FUNCTIONAL DESCRIPTION

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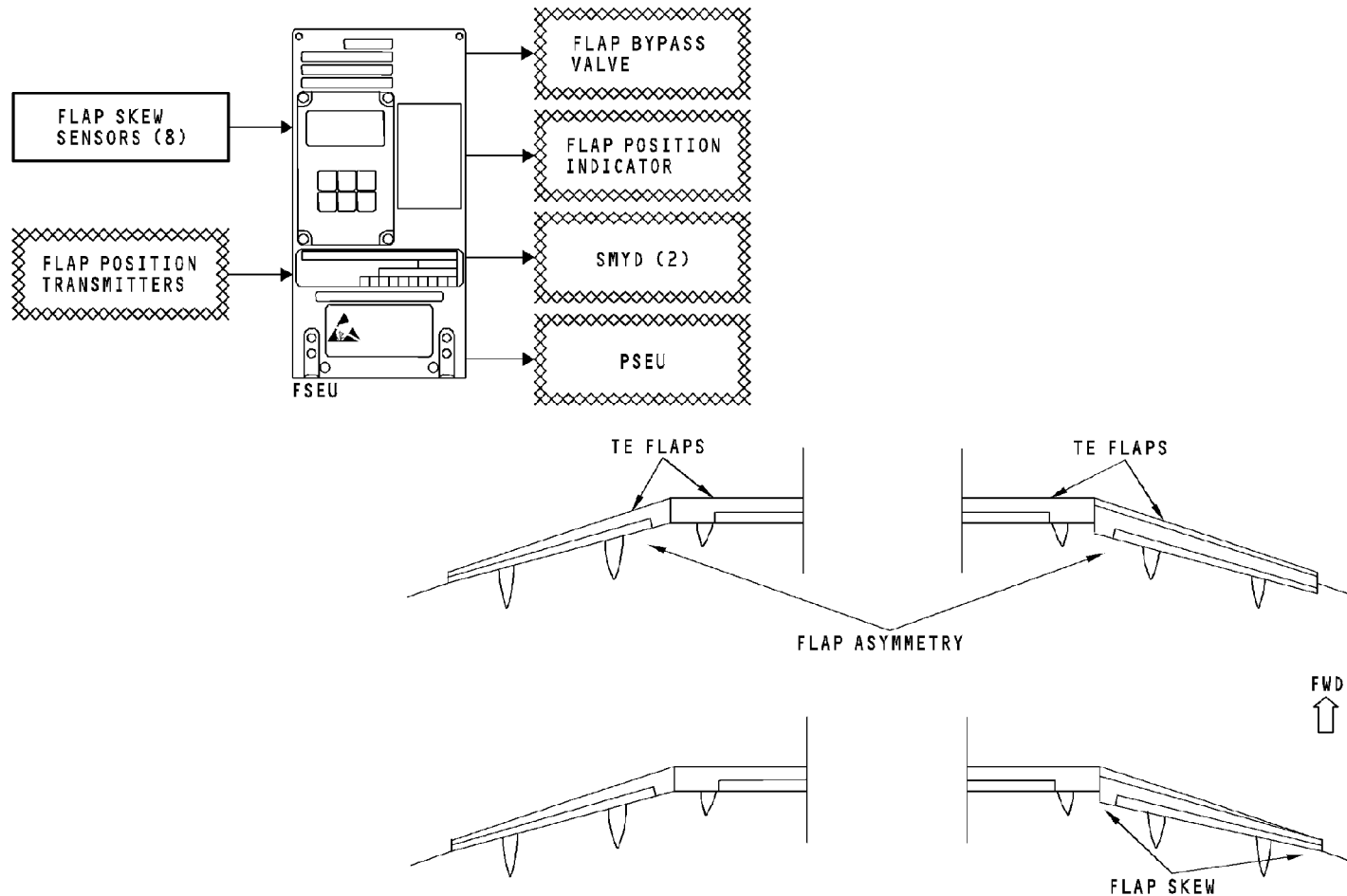
FLAP SKEW DETECTION SYSTEM - GENERAL DESCRIPTION

General

The flap skew detection system uses the FSEU to monitor the alignment of the TE flaps. The FSEU uses data from the flap skew sensors and the flap position transmitters. If the TE flaps do not stay in alignment, the FSEU does these functions:

- Operates the flap bypass valve
- Changes the flap position indicator
- Sends data to the SMYDs for stall warning
- Sends data to the PSEU for takeoff warning.

The FSEU monitors for a flap asymmetry condition and a flap skew condition. There is a flap asymmetry condition if a flap on one wing does not align with the symmetrical flap on the other wing. There is a flap skew condition if the inboard end of a flap does not align with the outboard end.



FLAP SKEW DETECTION SYSTEM - GENERAL DESCRIPTION

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FLAP SKEW DETECTION SYSTEM - FLAP SKEW SENSORS

Purpose

The flap skew sensors send flap position data to the FSEU. The FSEU uses this data to monitor the alignment of the TE flaps.

The shaft on each flap skew sensor has a missing tooth for alignment during installation. The flap skew sensor housing also has a hole that engages an alignment pin on the skew sensor input assembly.

Location

There are eight flap skew sensors. There is one sensor at each flap drive mechanism. To get access to the sensors at flap drive mechanism 4 or 5, go through the MLG wheel well. To get access to all the other sensors, extend the TE flaps.

Physical Description

Each flap skew sensor has one resolver that uses 28v ac 400 Hz excitation. The table below shows the resolver degrees when the TE flaps are at 1 and at 40. For sensors 1 thru 4, TE flap extension causes the resolver degrees to increase. For sensors 5 thru 8, TE flap extension causes the resolver degrees to decrease.

Flap Skew Sensor Outputs in Resolver Degrees								
	1	2	3	4	5	6	7	8
1	21	70	91	32	328	269	290	339
40	233	288	297	274	86	63	72	127

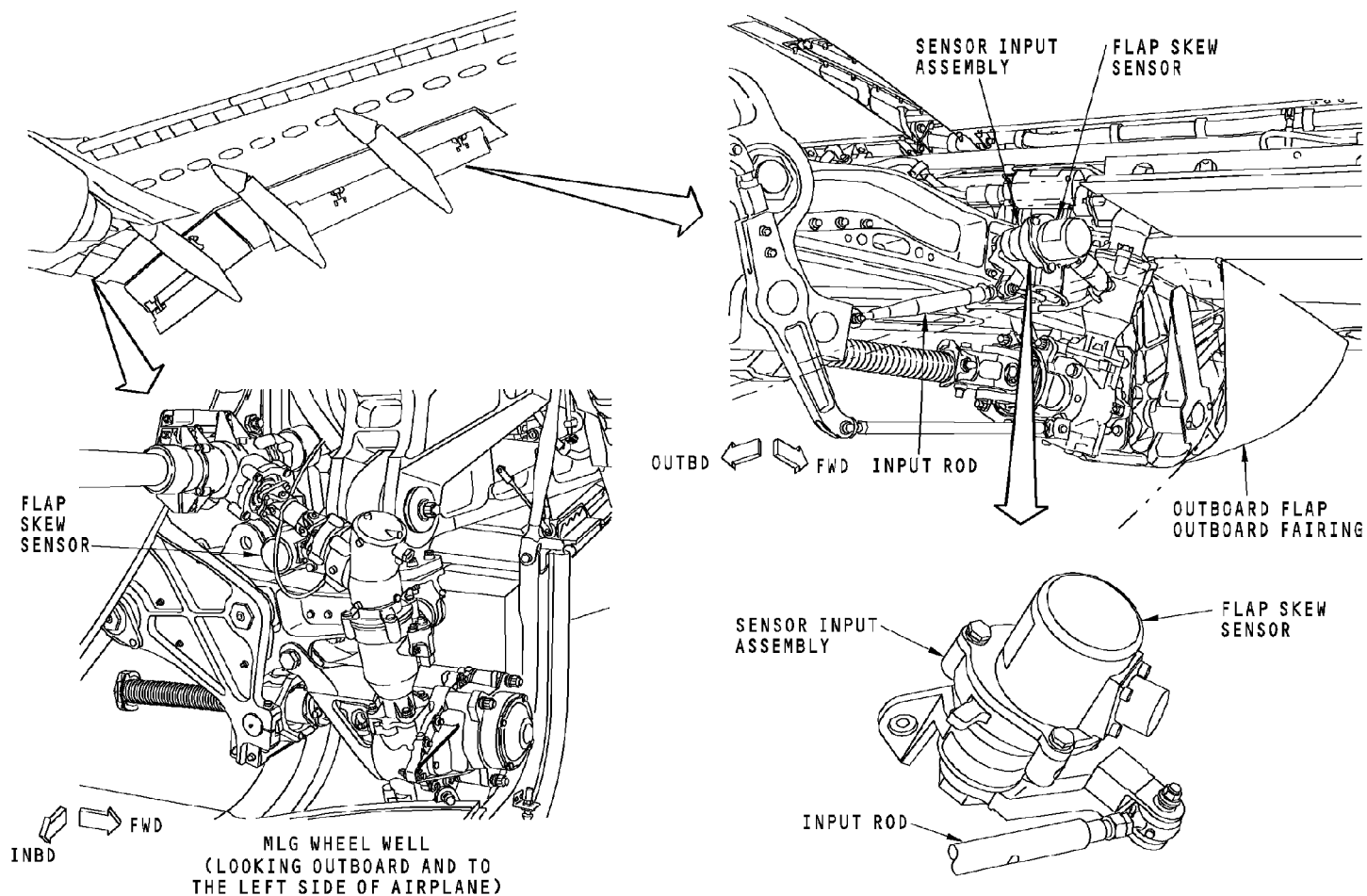
An input rod connects to the flap carriage and the skew sensor input assembly.

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FLAP SKEW DETECTION SYSTEM - FLAP SKEW SENSORS

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FLAP SKEW DETECTION SYSTEM - FUNCTIONAL DESCRIPTION

Functional Description

There are eight flap skew sensors that interface with the FSEU. The number in the name of each sensor relates to the flap drive mechanism that the sensor connects to.

The excitation power for the sensors on the left wing is independent from the excitation power for the sensors on the right wing. Also, the wiring for the excitation power goes through each sensor.

The FSEU uses the data from the flap skew sensors to monitor the alignment of the TE flaps. These monitoring functions are skew detection and asymmetry detection.

The skew detection and asymmetry detection functions can operate on the ground. Either condition can bias the stall warning command in the SMYDs. Either condition can also cause the PSEU to command a takeoff warning.

Skew Detection

The FSEU compares the data from symmetrical sensors. If the difference in the position of two symmetrical sensors is more than a limit, then there is a skew condition. These are the resolver difference limits:

- 28 degrees between skew sensors 1 and 8
- 28 degrees between skew sensors 2 and 7
- 26 degrees between skew sensors 3 and 6

- 34 degrees between skew sensors 4 and 5.

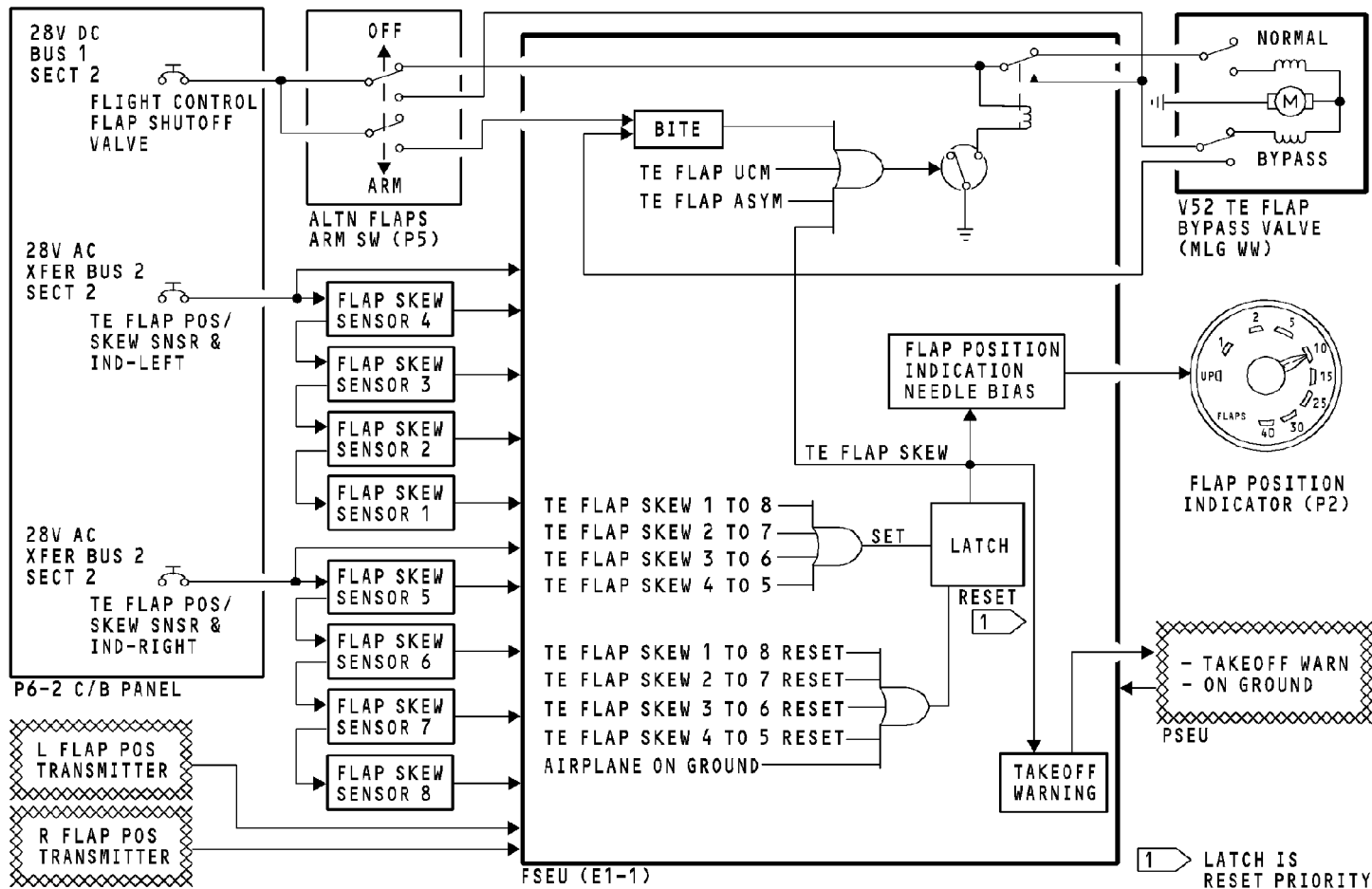
The skew condition resets when the difference is less than 13 degrees.

If the TE flaps are in a skew condition, the FSEU sends electrical power to the bypass valve. This stops the hydraulic operation of the TE flaps.

Also, during the skew condition, the FSEU sends an input to the flap position indication control. This causes the needles in the flap position indicator to be 15 degrees apart. To do this, the FSEU first determines which wing had the skew, and then it determines if the skew occurred during retraction or extension.

The FSEU compares the left skew sensor to the left flap position transmitter. If they disagree, then the skew is on the left wing, otherwise the skew is on the right wing.

The FSEU then compares the skew sensor on the skewed wing to the flap position transmitter. If the skew sensor position is more than the position transmitter position, the FSEU makes the needle for the skewed flap move 15 degrees in the extend direction. If the skew sensor position is less than the position transmitter position, the FSEU makes the needle for the skewed flap move 15 degrees in the retract direction.



FLIGHT SPOILER CONTROL SYSTEM - INTRODUCTION**General**

The spoilers help the ailerons control airplane roll about the longitudinal axis. They also supply speedbrake control to reduce lift and increase drag during landing and refused takeoff.

There are six spoilers on each wing. There is one spoiler inboard of each engine strut, and five spoilers outboard of each engine strut. Each spoiler has a number, 1 through 12 (from left to right). The ground spoilers are the most outboard and the most inboard spoiler on each wing. All the other spoilers are flight spoilers.

Roll Control

During roll control, the flight spoilers on one wing move up and all the other spoilers stay down.

The pilots manually control roll with the control wheels. When the autopilot is in autoland, the autopilot commands the flight spoilers.

Speedbrake Control

During speedbrake control, the spoilers on both wings move symmetrically.

The pilots manually command speedbrake control with a speedbrake lever on the aisle stand. The autopilot does not control the speedbrake function.

See the speedbrake control section for more information on the speedbrake control system. (SECTION 27-62)

Auto Speedbrake Control

The auto speedbrake function supplies automatic extension or retraction of all the spoilers during landing and refused takeoff.

See the speedbrake control system section for more information on the auto speedbrake function. (SECTION 27-62)

Abbreviations and Acronyms

- alt - altitude
- BITE - built-in test equipment
- deg - degrees
- DFCS - digital flight control system
- DFDAU - digital flight data acquisition unit
- FCC - flight control computer
- ft - feet
- fwd - forward
- gnd - ground
- Hz - hertz
- in - inch
- MLG - main landing gear
- PCU - power control unit
- prox - proximity



FLIGHT SPOILER CONTROL SYSTEM - INTRODUCTION

- PSEU - proximity switch electronics unit
- RTO - refused takeoff
- sect - section
- spdbk - speedbrake
- splr - spoiler
- sw - switch
- sys - system
- TD - time delay
- TE - trailing edge

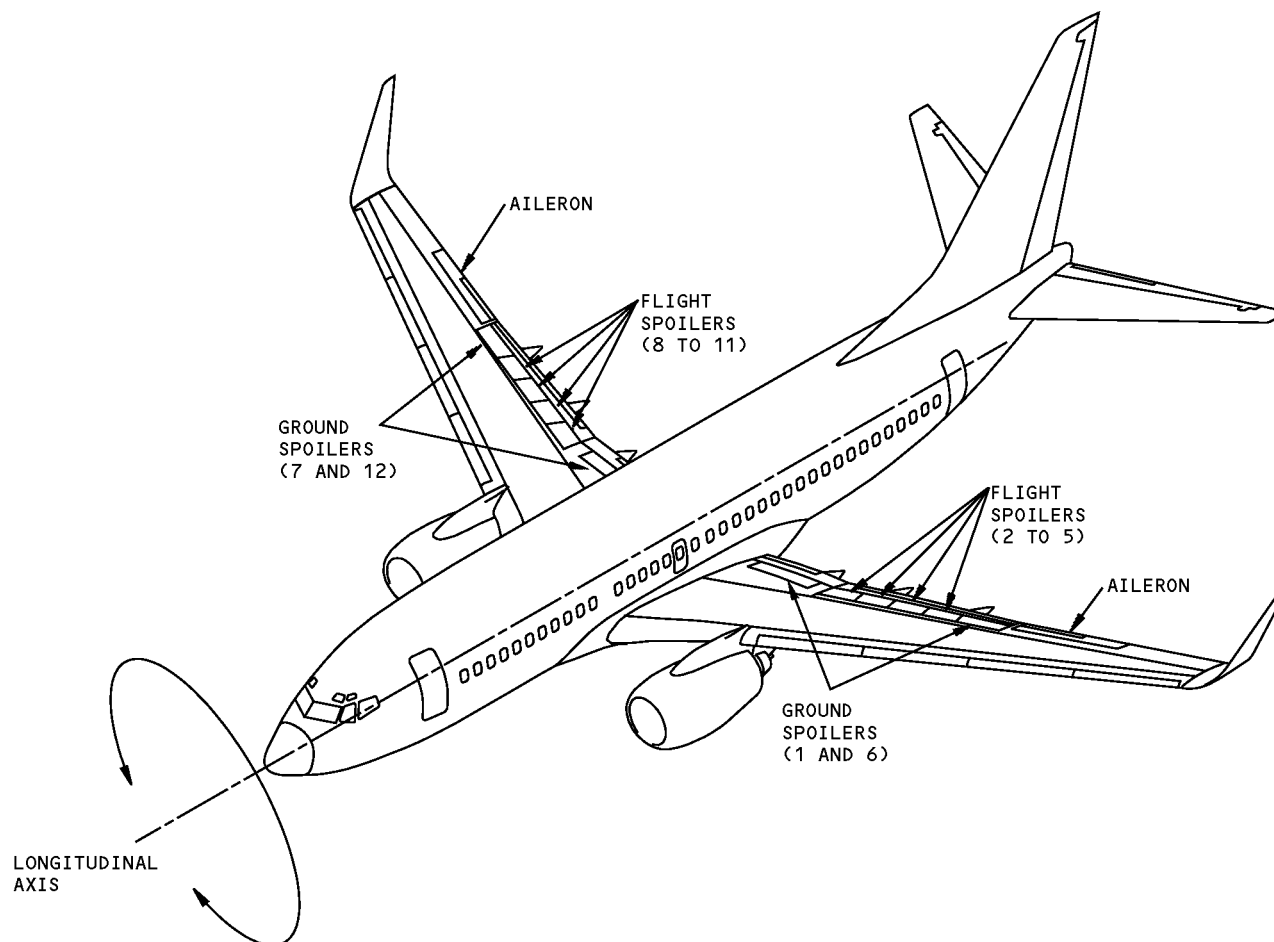
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FLIGHT SPOILER CONTROL SYSTEM - INTRODUCTION

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FLIGHT SPOILER CONTROL SYSTEM - GENERAL DESCRIPTION 1

General

The flight crew uses the control wheels and speedbrake lever to manually move the flight spoilers. The autopilot controls them during autoland.

Manual Operation - Control Wheels

The flight crew uses the control wheels to control the roll. The control wheel gives mechanical input through the feel and centering unit to the aileron power control units (PCUs). The aileron PCUs supply mechanical inputs through the spoiler mixer and ratio changer to the flight spoiler actuators. Hydraulic pressure from the spoiler shutoff valves goes to the actuators. After a specified amount of control wheel movement, a control valve in each flight spoiler actuator permits hydraulic power to move the actuators. Each actuator moves a flight spoiler.

The flight crew uses the spoiler shutoff switches on the P5 aft overhead panel to close the spoiler shutoff valves. This stops the hydraulic power to the flight spoiler actuators and the flight spoilers move down.

There is no manual reversion for the flight spoilers.

Manual Operation - Aileron Trim

During aileron trim, the aileron trim switches cause the trim actuator to move the feel and centering unit. This movement goes to the flight spoiler actuators. The actuators move the flight spoilers only if there is a large amount of trim.

See the ailerons section for more information on the aileron and aileron trim control system. (SECTION 27-11)

Autopilot Operation

When engaged, the autopilot system gives mechanical input to the aileron system. The aileron PCUs supply inputs to the flight spoiler actuators. The actuators move the flight spoilers if the flight control computers (FCCs) command is more than a specified amount of control wheel movement.

See the ailerons section for more information on the aileron autopilot operation. (SECTION 27-11)

Speedbrake Operation

The flight crew uses the speedbrake lever to control the speedbrake operation. The speedbrake lever supplies mechanical inputs through the spoiler mixer and ratio changer to the flight spoiler actuators. The spoiler mixer mixes the control wheel input with the speedbrake lever input. The actuators move the flight spoilers on each wing symmetrically.

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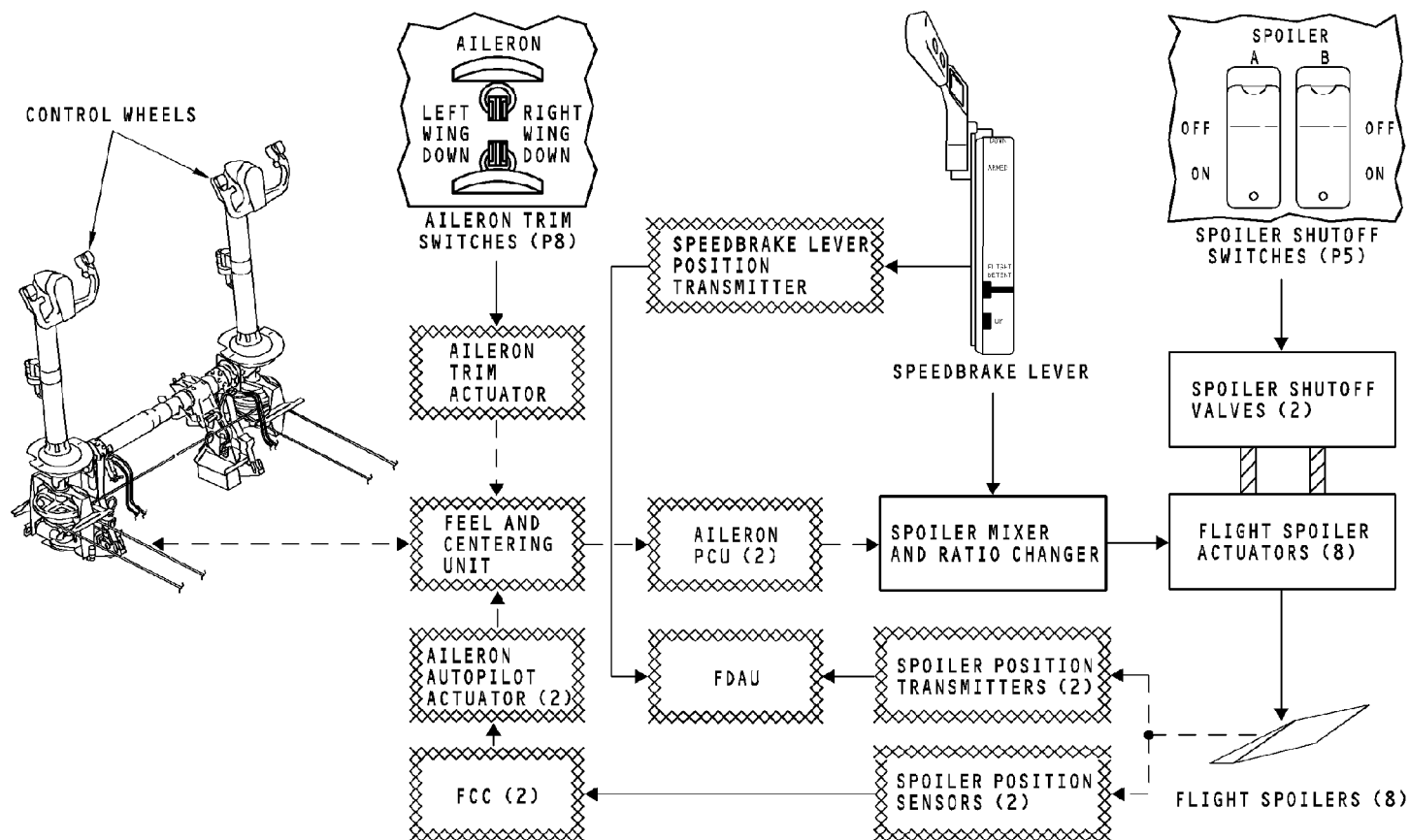
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FLIGHT SPOILER CONTROL SYSTEM - GENERAL DESCRIPTION 1

See the speedbrake control system section for more information on the speedbrake control system.
(SECTION 27-62)

When the speedbrake handle moves, it gives an input to the speedbrake lever position sensor. The speedbrake lever position sensor provides an input to the FDAU.

When the flight spoilers move, they give an input to the spoiler position transmitters and the spoiler position sensors. The spoiler position transmitters provide an input to the FDAU. The spoiler position sensors provide an input to the FCCs.



FLIGHT SPOILER CONTROL SYSTEM - GENERAL DESCRIPTION 1

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FLIGHT SPOILER CONTROL SYSTEM - GENERAL DESCRIPTION 2

General

These are the components of the flight spoiler control system:

- Spoiler control quadrant
- Spoiler ratio changer
- Spoiler mixer
- Flight spoiler actuator quadrants
- Flight spoiler actuators.

The flight spoiler control system receives inputs from the control wheels and the speedbrake lever.

Spoiler Control Quadrant

The spoiler control quadrant receives inputs from the control wheels and the aileron PCUs through the aileron spring cartridge. The quadrant sends these inputs to the spoiler ratio changer.

Spoiler Ratio Changer

The spoiler ratio changer receives inputs from the spoiler control quadrant and the speedbrake lever. The ratio changer sends the commands to the spoiler mixer. The commands then go from the spoiler mixer through the ratio changer to the flight spoiler actuator quadrants.

Spoiler Mixer

The spoiler mixer combines the inputs from the spoiler control quadrant and the speedbrake lever. The spoiler mixer then sends the flight spoiler commands back to the ratio changer and sends the ground spoiler commands to the ground spoiler control valve. The ground spoiler control valve permits the ground spoilers to operate.

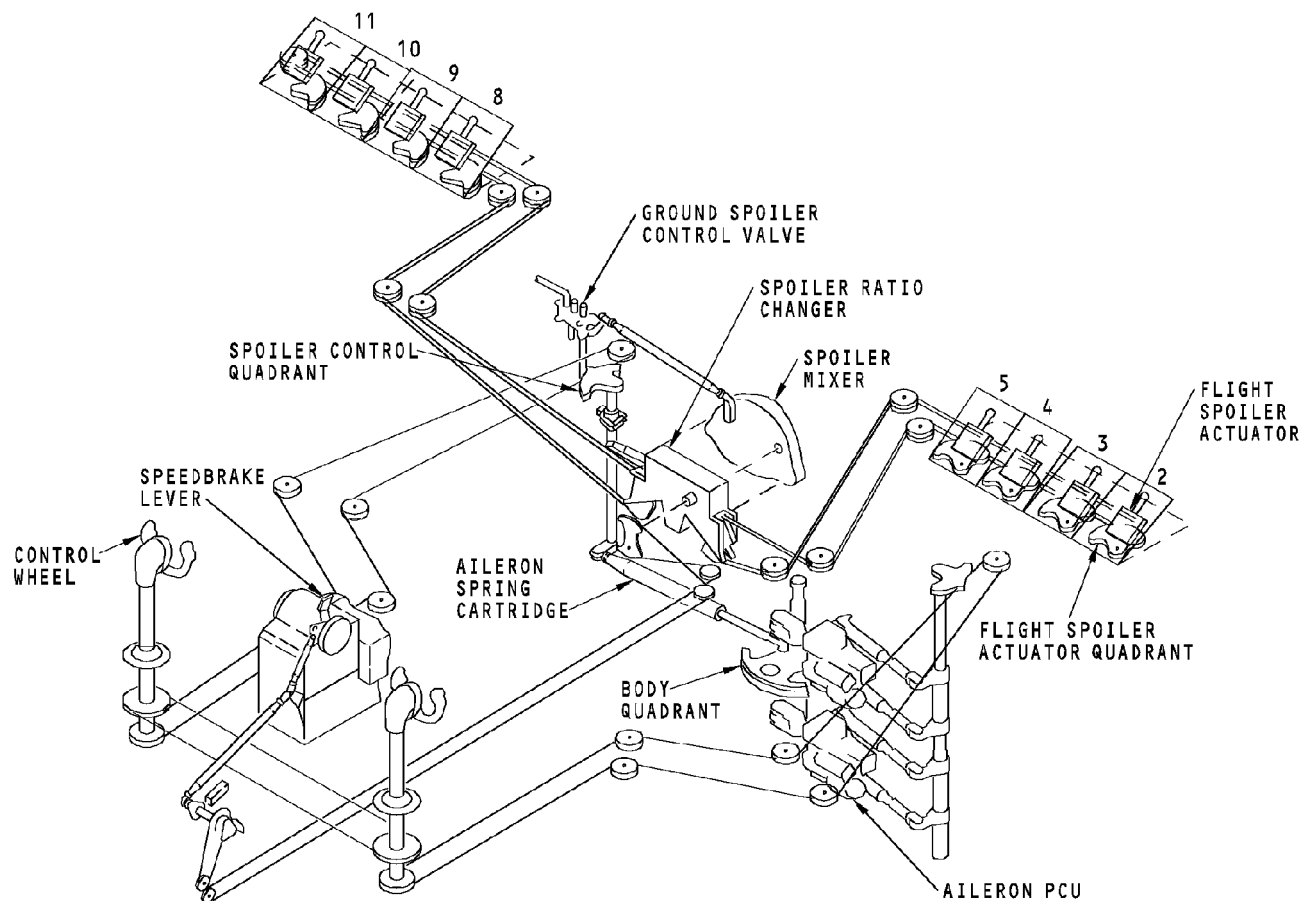
See the speedbrake control system section for more information on the ground spoilers and the ground spoiler control valve. (SECTION 27-62)

Flight Spoiler Actuator Quadrants

The flight spoiler actuator quadrants send the commands to the flight spoiler actuators.

Flight Spoiler Actuators

The flight spoiler actuators use hydraulic power to move the flight spoilers.



FLIGHT SPOILER CONTROL SYSTEM - GENERAL DESCRIPTION 2

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FLIGHT SPOILER CONTROL SYSTEM - COMPONENT LOCATIONS

General

The components of the flight spoiler control system are in the main landing gear wheel well and the wings.

Main Landing Gear Wheel Well Components

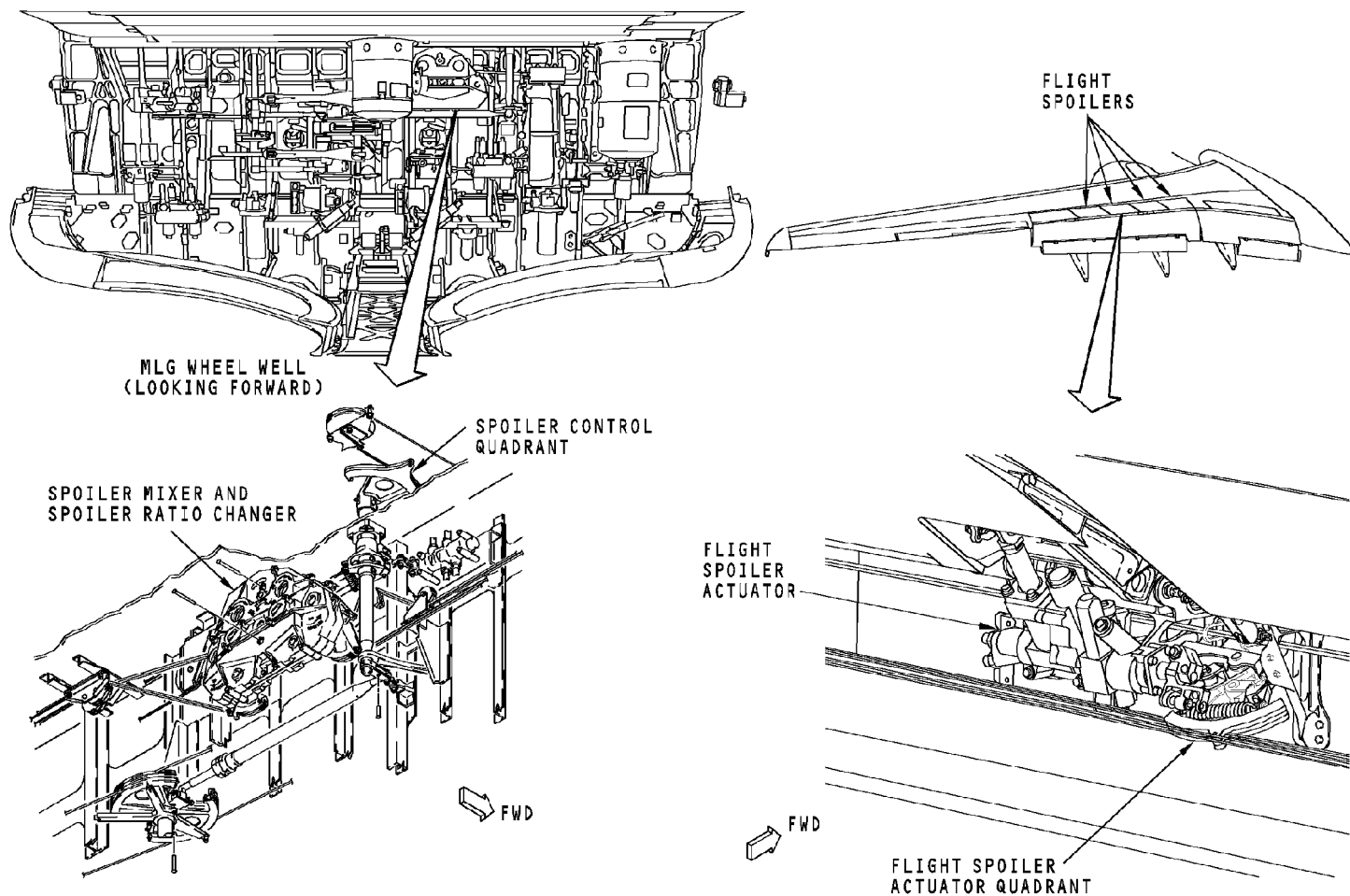
The spoiler ratio changer and spoiler mixer are on the forward bulkhead in the MLG wheel well. The spoiler control quadrant is above the MLG wheel well. To get access to the spoiler control quadrant, remove the floor panel in the passenger compartment.

Wing Components

These components are at the fixed trailing edge (TE) of the wings:

- Flight spoiler actuator quadrants
- Flight spoiler actuators
- Spoiler position transmitters.

To get access to these components, extend the TE flaps.



FLIGHT SPOILER CONTROL SYSTEM - COMPONENT LOCATIONS

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FLIGHT SPOILER CONTROL SYSTEM - SPOILER CONTROL QUADRANT

Purpose

The spoiler control quadrant transmits inputs from the aileron control system to the flight spoiler control system.

Location

The spoiler control quadrant is above the MLG wheel well. To get access, remove a floor panel in the passenger compartment.

The spoiler control quadrant shaft extends from the quadrant through the MLG wheel well ceiling. The end of the shaft attaches to the forward bulkhead of the MLG wheel well.

Physical Description

The spoiler control quadrant and shaft have connections to these items:

- First officer control wheel cables
- Aileron spring cartridge
- Spoiler ratio changer input rod.

The shaft has four shear rivets on the crank that connects to the aileron spring cartridge. The shear rivets let the spoiler cable system move if the aileron cable system does not move freely and the aileron spring cartridge jams.

The shaft also has a breakout mechanism. If there is a jam in the spoiler mixer or ratio changer, the breakout mechanism operates. This limits the force that goes into the mixer or ratio changer and prevents damage to those components.

Functional Description

During normal operation of the lateral controls, control wheel inputs go through the aileron spring cartridge to the spoiler control quadrant shaft. The shaft moves the spoiler ratio changer input rod to make the spoiler cable system move. The shaft also moves the quadrant, which causes the first officer control wheel cables to move.

If the captain control wheel cables do not move freely, inputs from the first officer control wheel cables go to the spoiler control quadrant. A lost motion device for the first officer control wheel cables gives a delay to the input. This lost motion device is part of the aileron transfer mechanism.

See the aileron and aileron trim control system section for more information on the aileron spring cartridge and the aileron transfer mechanism. (SECTION 27-11)

Training Information Point

When you replace the shear rivets for the aileron spring cartridge crank, obey this caution:

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FLIGHT SPOILER CONTROL SYSTEM - SPOILER CONTROL QUADRANT

CAUTION: DO NOT MAKE THE SHEAR RIVET HOLES LARGER. YOU WILL CAUSE DAMAGE TO THE QUADRANT SHAFT AND THE AILERON INPUT CRANK.

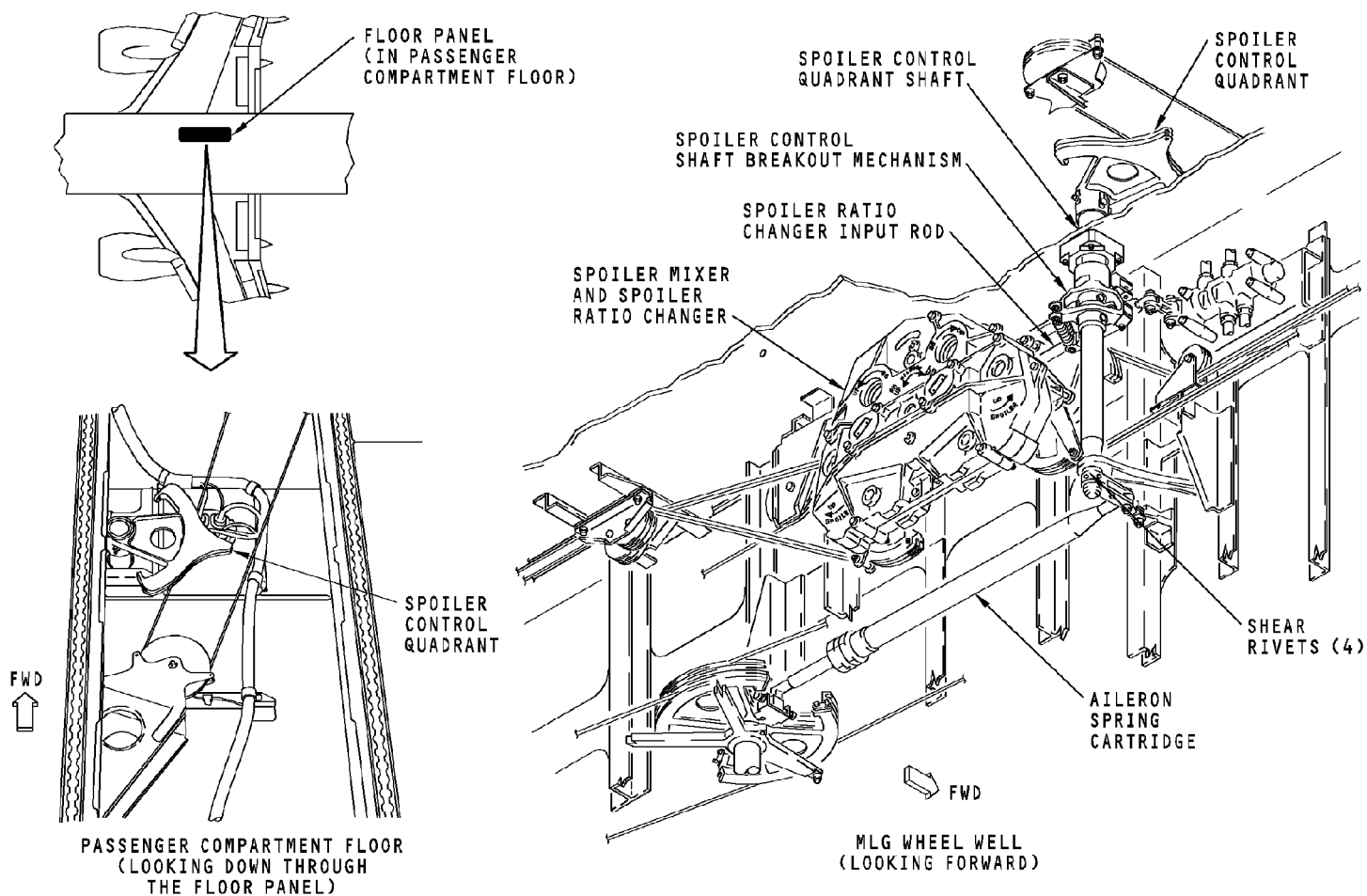
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FLIGHT SPOILER CONTROL SYSTEM - SPOILER CONTROL QUADRANT

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FLIGHT SPOILER CONTROL SYSTEM - SPOILER MIXER AND RATIO CHANGER

Purpose

The spoiler mixer and ratio changer mix inputs from the control wheel and the speedbrake lever. They send these commands to the flight spoilers and the ground spoiler control valve.

Location

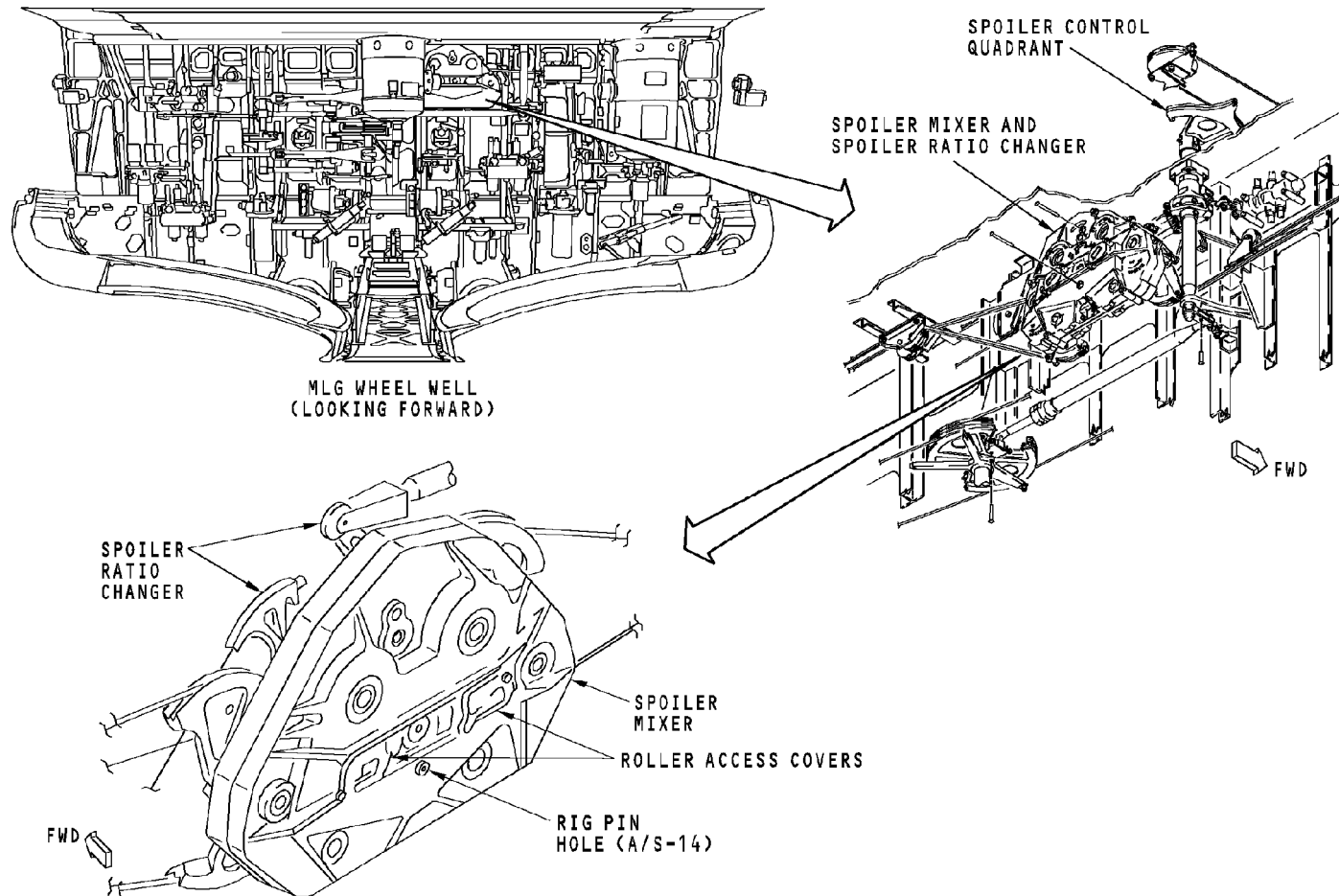
The spoiler ratio changer is on the forward bulkhead of the MLG wheel well. The spoiler mixer attaches to the ratio changer with four bolts and four splined shafts.

Training Information Point

During removal of the spoiler mixer, you must install a rig pin in the spoiler mixer and obey this caution:

CAUTION: KEEP THE RIG PIN A/S-14 INSTALLED WHILE THE SPOILER MIXER IS REMOVED. THE SPOILER MIXER CAN BE DAMAGED IF YOU REMOVE THE RIG PIN.

At specified times, you must lubricate rollers in the spoiler mixer with grease. To do this, remove the roller access covers.



FLIGHT SPOILER CONTROL SYSTEM - SPOILER MIXER AND RATIO CHANGER

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FLIGHT SPOILER CONTROL SYSTEM - SPOILER MIXER AND RATIO CHANGER - FUNCTIONAL DESCRIPTION

Physical Description

These are the components of the spoiler mixer:

- Aileron cam
- Centering cam
- Rollers (2)
- Output levers (2)
- Links and bellcranks.

These are the components of the spoiler ratio changer:

- Ratio changer input rod
- Bellcrank
- Lever
- Speedbrake input quadrant
- Spoiler output quadrants (2).

The ratio changer input rod connects to the spoiler control quadrant shaft. This rod connects to a bellcrank that has two rollers in a slot. The rollers connect to a lever and a link. The lever turns the aileron cam. Rollers move on the aileron cam. Movement of these rollers causes the output levers to turn. These levers move links and bellcranks to turn the spoiler output quadrants.

If the aileron input to the spoiler mixer disconnects, input from the centering cam moves the aileron cam to the neutral position. This makes the flight spoilers move to the down position.

A no-back brake attaches to the speedbrake input quadrant. The no-back brake prevents movement of the quadrant if the speedbrake lever cables break.

HAP 001-007

A bungee spring holds the two-part link together. If the ratio changer does not move freely, the bungee spring stretches to permit the speedbrake input quadrant to turn. This permits the speedbrake operation of the flight spoilers.

HAP ALL

Control Wheel Operation

Commands from the control wheel go through the spoiler control quadrant shaft to the ratio changer input rod.

When the control wheel turns to roll left, the spoilers on the left wing move up. The control wheel commands cause the spoiler control quadrant shaft to turn clockwise. This causes the ratio changer input rod to move to the right. This rod turns the bellcrank and moves the lever down. The lever turns the aileron cam clockwise. As the cam turns, the right roller moves and causes the right output lever to turn clockwise a small amount. This keeps the right spoilers down.

The aileron cam moves the left roller, which causes the left output lever to turn clockwise. This turns the left spoiler output quadrant clockwise and the left flight spoilers move up.

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FLIGHT SPOILER CONTROL SYSTEM - SPOILER MIXER AND RATIO CHANGER - FUNCTIONAL DESCRIPTION

Speedbrake Lever Operation

Commands from the speedbrake lever go to the speedbrake input quadrant.

When the speedbrake lever moves up, the speedbrake input quadrant turns counter-clockwise. This causes the output levers to turn and the spoiler output quadrants turn in the up direction. This causes the flight spoilers on both wings to move up.

HAP 001-007

If the ratio changer does not move freely, the two-part link permits the speedbrake operation of the flight spoilers. This is because the bungee spring stretches to permit the speedbrake input quadrant to turn. The speedbrake input quadrant can then move the output levers and the spoiler output quadrants.

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Control Wheel and Speedbrake Lever Operation

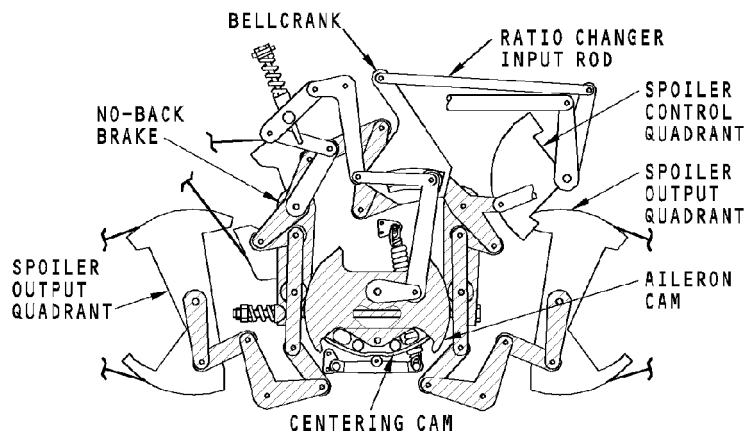
When the speedbrake lever moves up, the amount of roll control for the flight spoilers decreases. This occurs because the speedbrake input quadrant causes the linkage to move. The linkage moves the rollers in the slot of the bellcrank. These rollers move in the direction of the bellcrank pivot. This decreases the amount of movement of the lever when the bellcrank turns. The bellcrank turns when the control wheels turn.

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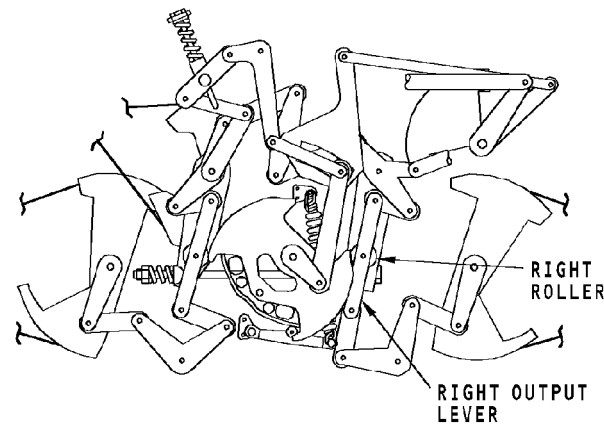
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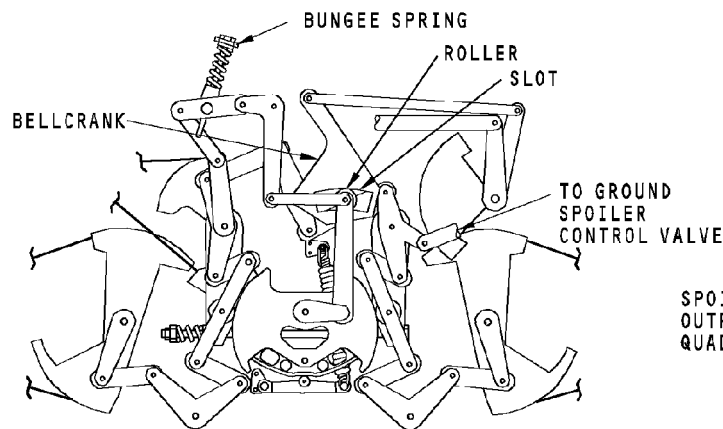
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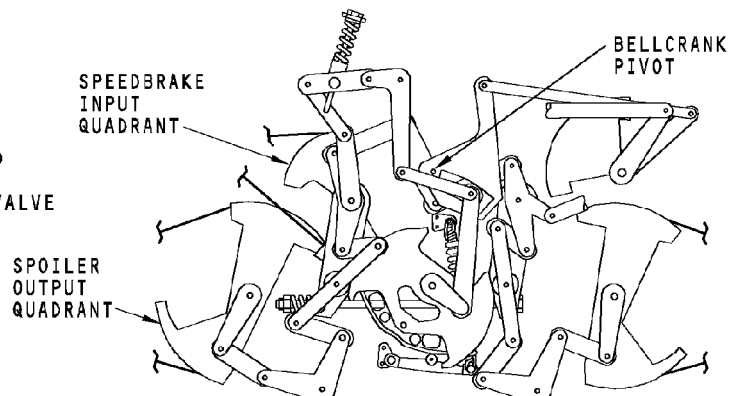
CONTROL WHEEL NEUTRAL AND SPEEDBRAKE LEVER DOWN



CONTROL WHEEL INPUT - LEFT SPOILERS UP



SPEEDBRAKE LEVER INPUT - LEFT AND RIGHT SPOILERS UP



CONTROL WHEEL INPUT AND SPEEDBRAKE LEVER INPUT

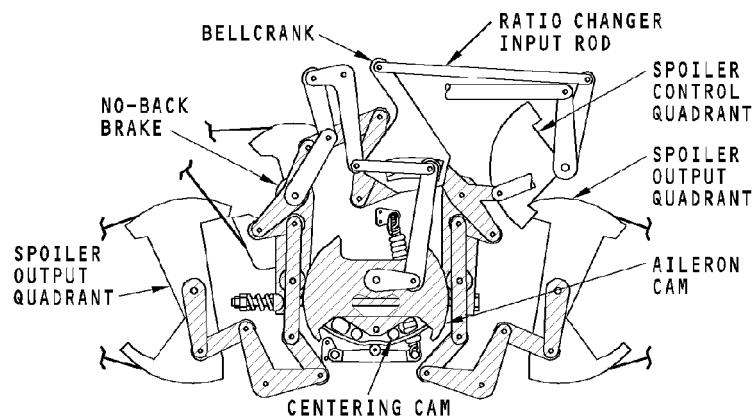
FLIGHT SPOILER CONTROL SYSTEM - SPOILER MIXER AND RATIO CHANGER - FUNCTIONAL DESCRIPTION

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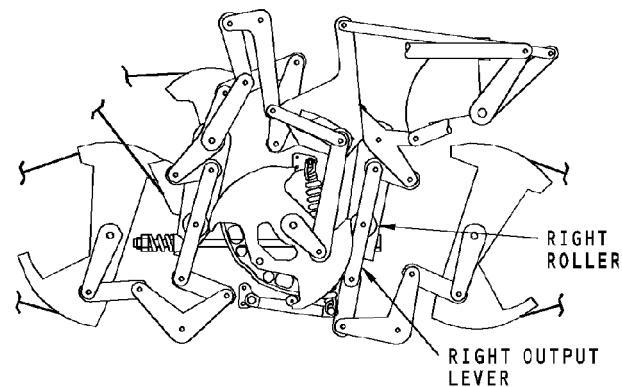
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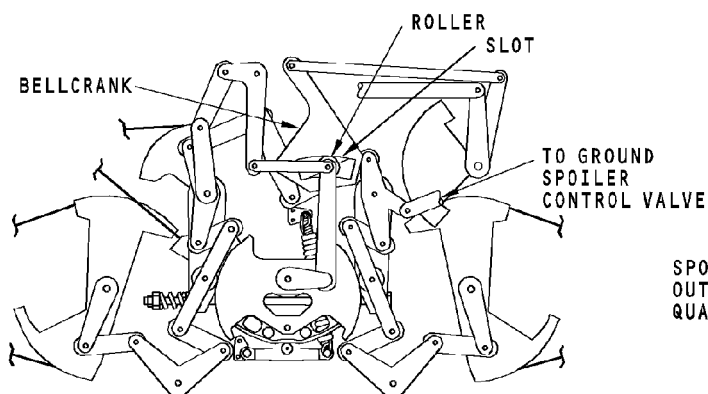
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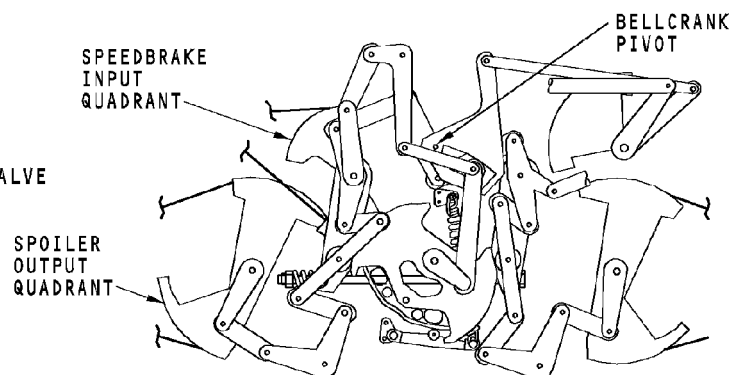
CONTROL WHEEL NEUTRAL AND SPEEDBRAKE LEVER DOWN



CONTROL WHEEL INPUT - LEFT SPOILERS UP



SPEEDBRAKE LEVER INPUT - LEFT AND RIGHT SPOILERS UP



CONTROL WHEEL INPUT AND SPEEDBRAKE LEVER INPUT

FLIGHT SPOILER CONTROL SYSTEM - SPOILER MIXER AND RATIO CHANGER - FUNCTIONAL DESCRIPTION

EFFECTIVITY

HAP 008-013, 015-026, 028-054, 101-999

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FLIGHT SPOILER CONTROL SYSTEM - SPOILER ACTUATOR QUADRANT

Purpose

The spoiler actuator quadrants receive mechanical inputs from the spoiler output quadrants on the spoiler ratio changer. The spoiler actuator quadrants send these inputs to the spoiler actuators.

Location

There are eight spoiler actuator quadrants. One quadrant attaches to the wing rear spar below each flight spoiler. To get access to these quadrants, extend the TE flaps.

Physical Description

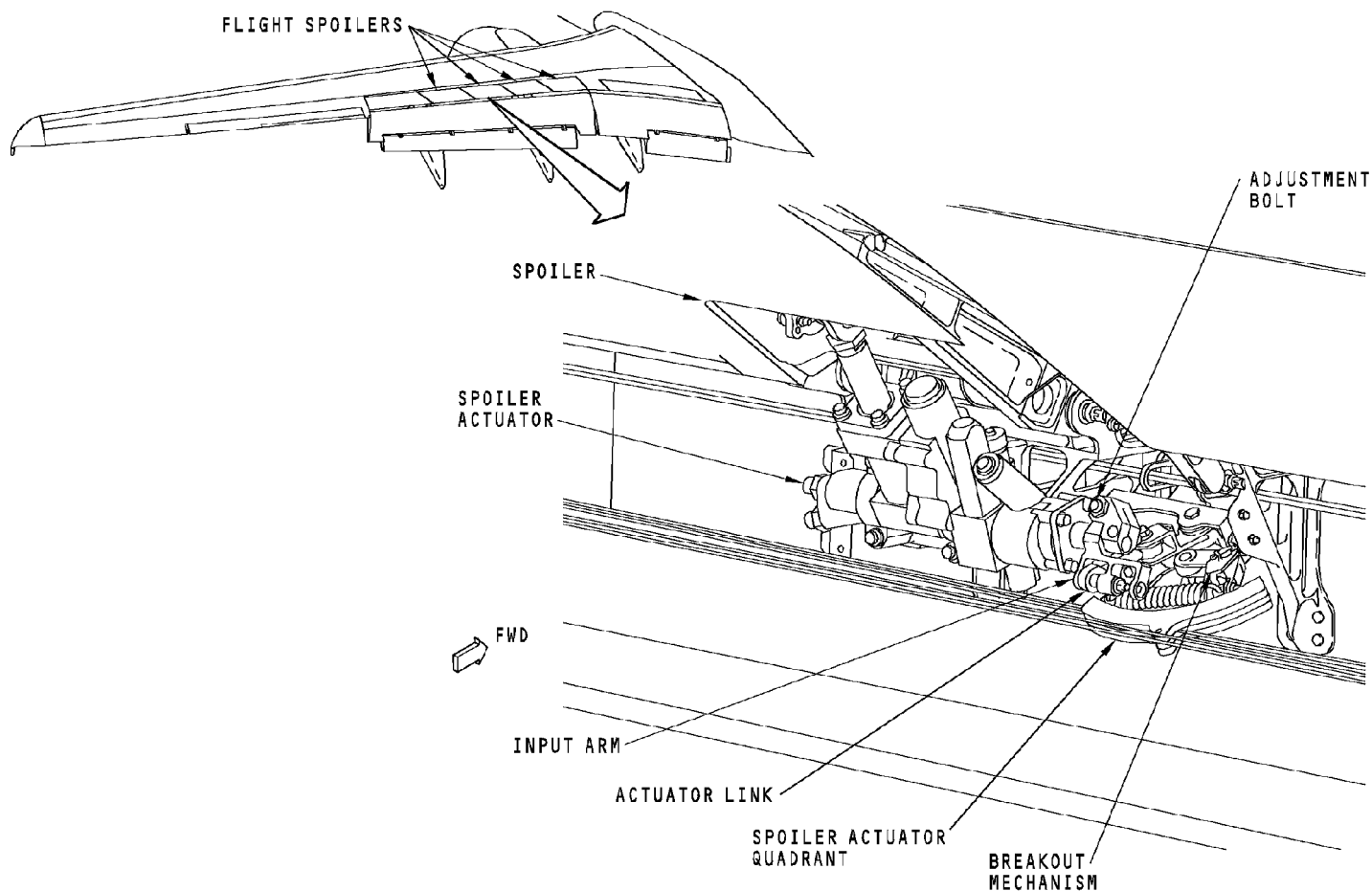
Each spoiler actuator quadrant moves an actuator link. The actuator link turns the input arm that connects to the spoiler actuator.

There is a breakout mechanism between the crank that attaches to the actuator link and the spoiler actuator quadrant. If the spoiler actuator does not move freely, the roller moves out of the cam detent and the spring extends. This permits continuous operation of the other flight spoilers.

Training Information Point

You use the adjustment bolt on the input arm to rig the flight spoiler actuator. The flight spoiler adjustment is done with the control wheel turned 30 degrees. This table shows the flight spoiler position when the control wheel position is 30 degrees left or right.

Control Wheel Position (degrees)	Spoiler Number	Rise From Full Down (degrees)
30 left	2	3.5
30 left	3	5.5
30 left	4,5	10.5
30 right	8,9	10.5
30 right	10	5.5
30 right	11	3.5



FLIGHT SPOILER CONTROL SYSTEM - SPOILER ACTUATOR QUADRANT

EFFECTIVITY
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FLIGHT SPOILER CONTROL SYSTEM - FLIGHT SPOILER ACTUATOR

Purpose

The flight spoiler actuators use hydraulic power to move the flight spoilers.

Location

The flight spoiler actuators attach to the rear spar of the wing below each flight spoiler. To get access, extend the TE flaps.

Physical Description

The flight spoiler actuator has these components:

- Input crank
- Control valve
- Filter
- Extension check and relief valve
- Piston.

Functional Description

The input crank receives inputs from the spoiler actuator quadrant through the input arm. The input crank moves the control valve.

During extension, the control valve sends hydraulic pressure to the extend side of the piston and to the extension check and relief valve. The extension check and relief valve opens to permit fluid on the retract side of the piston to go to return. This lets the piston extend.

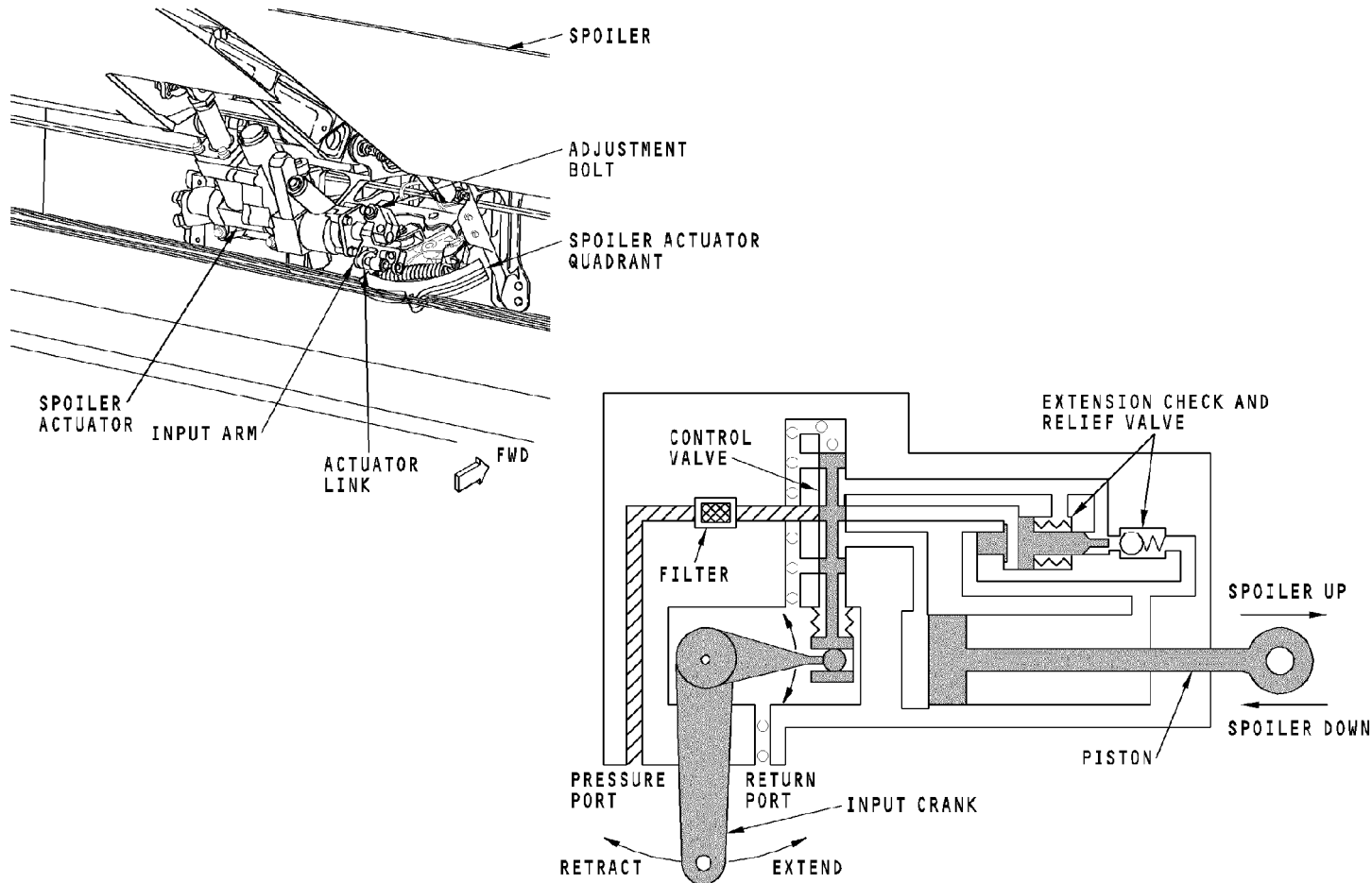
During retraction, the control valve moves in the opposite direction. This causes hydraulic pressure to go through the extension check and relief valve to the retract side of the piston. The hydraulic pressure on the extend side of the piston goes to return. This lets the piston retract.

The extension check and relief valve also releases high pressure fluid caused by thermal expansion.

The input crank on each flight spoiler actuator is downrigged. When the control wheel turns, the input crank moves the control valve to start the movement of the piston. When the control wheel movement is less than required to move the spoiler up, the control valve continuously sends pressure to the retract side of the piston.

Flight spoiler actuators 2, 4, 9, and 11 receive hydraulic power from system A.

Flight spoiler actuators 3, 5, 8, and 10 receive hydraulic power from system B.



FLIGHT SPOILER CONTROL SYSTEM - FLIGHT SPOILER ACTUATOR

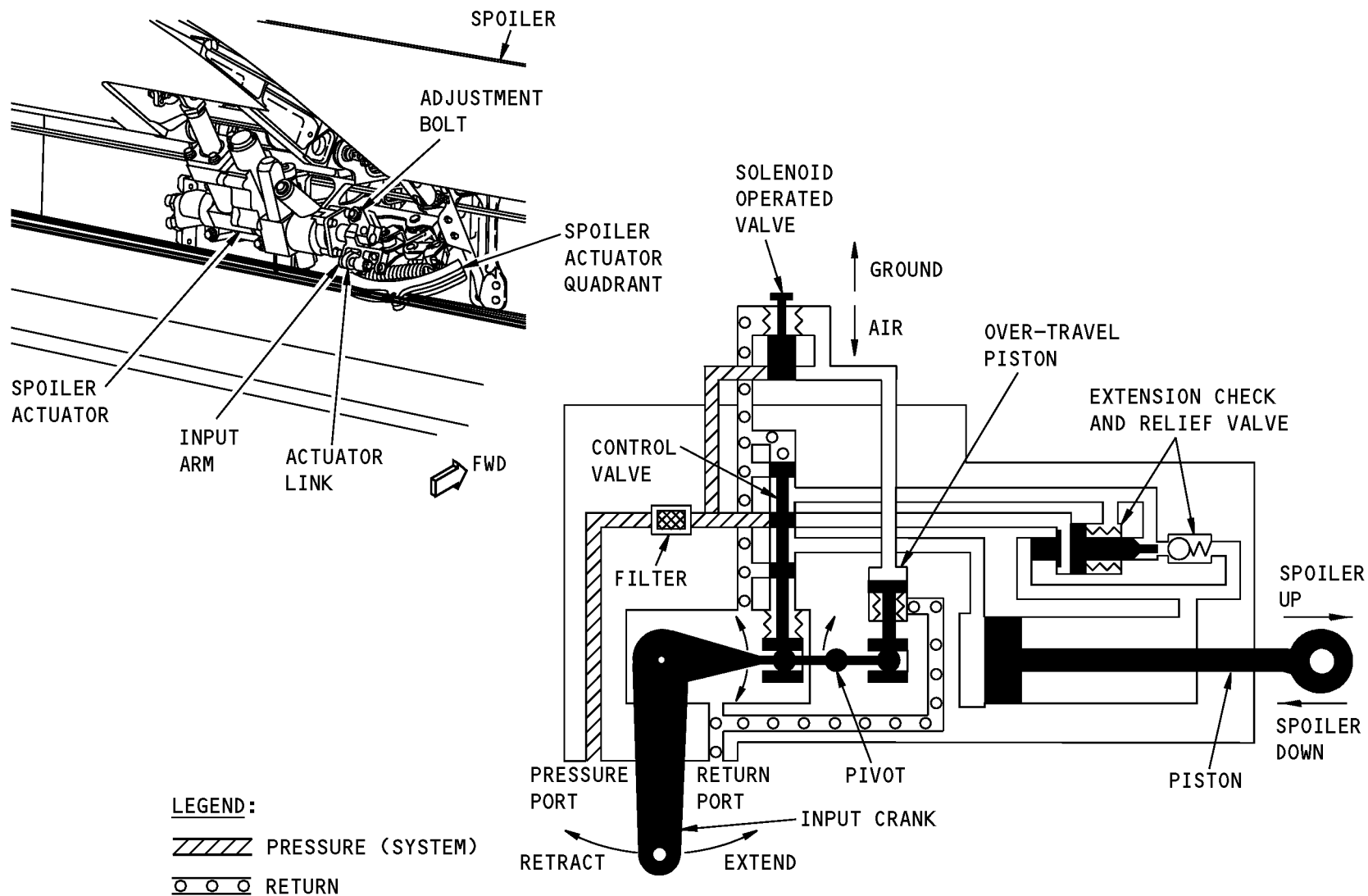
EFFECTIVITY

HAP 001-013, 015-026, 028-036, 101-999

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Flight Spoiler Control System - Flight Spoiler Actuator

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FLIGHT SPOILER CONTROL SYSTEM - SPOILER SHUTOFF VALVES

Purpose

The flight spoiler shutoff valves control the system A and B pressure to the flight spoilers.

Location

The flight spoiler shutoff valves are on the left side of each flight control hydraulic modular package in the main landing gear wheel well.

Physical Description

Each flight spoiler shutoff valve has a spool valve and a 28v dc motor. When energized, the motor moves the valve.

Each valve has a manual override/position indicator lever with positions 1 and 2. When the valve opens, the indicator moves to position 1. When the valve closes, the indicator moves to position 2.

Operation

The flight spoiler shutoff valves are normally open to permit pressure to each flight spoiler. When you move the spoiler system A shutoff switch (SPOILER A) to the OFF position, the system A flight spoiler shutoff valve closes. This stops the system A hydraulic power to the flight spoiler actuators for spoilers 2, 4, 9 and 11. When you move the switch to the ON position, the valve opens.

The system B flight spoiler shutoff valve operates the same as the system A flight spoiler shutoff valve. It stops the system B hydraulic power to the flight spoiler actuators for spoilers 3, 5, 8, and 10.

Training Information Point

The flight controls shutoff valves and the spoiler shutoff valves are interchangeable.

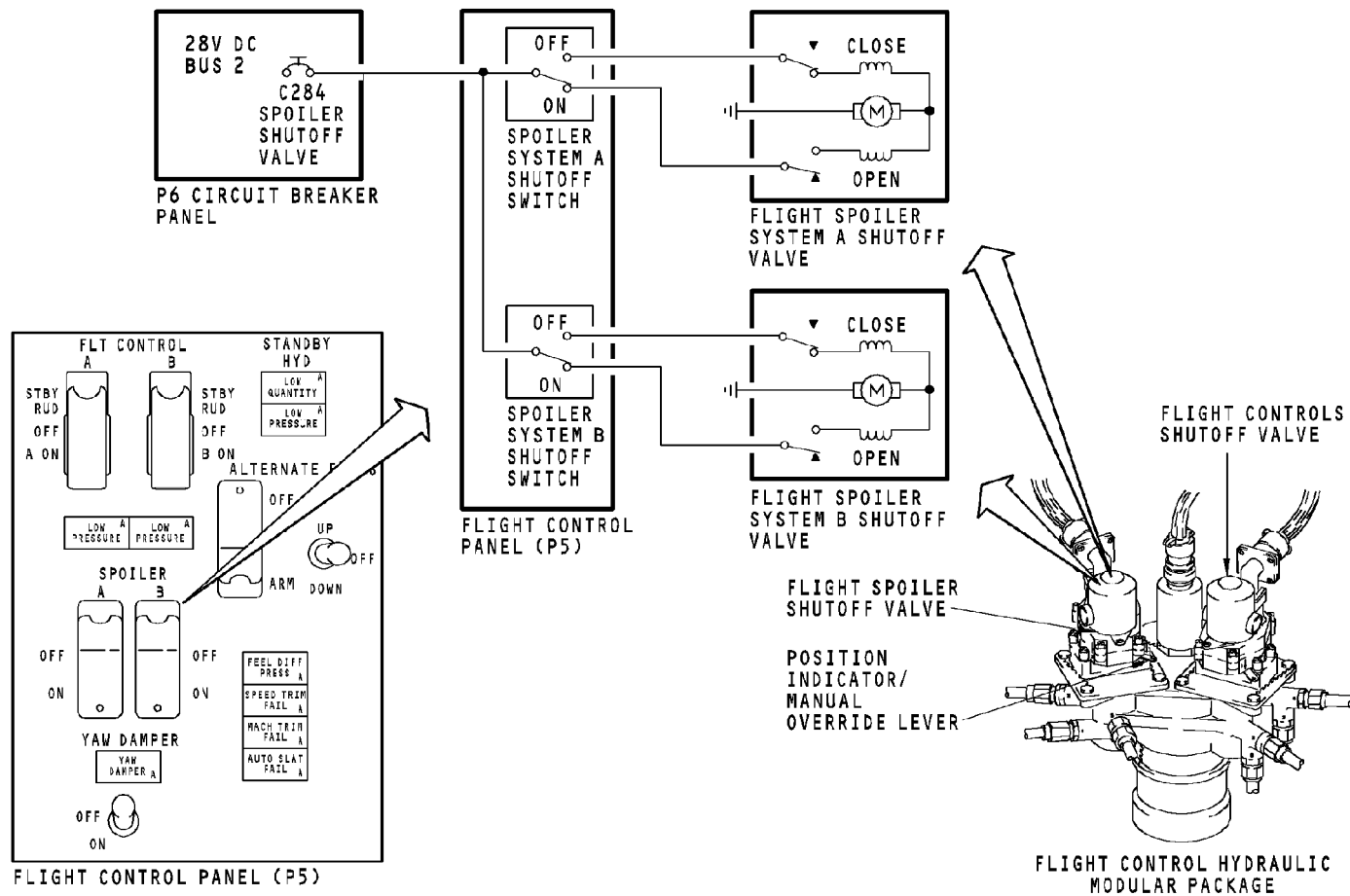
You can replace the valve and motor as a unit or you can replace just the motor.

EFFECTIVITY
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FLIGHT SPOILER CONTROL SYSTEM - SPOILER SHUTOFF VALVES

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FLIGHT SPOILER CONTROL SYSTEM - FLIGHT SPOILERS

Purpose

The flight spoilers help control the roll of the airplane.

Location

Each spoiler has a number, 1 through 12 (from left to right). There are four flight spoilers on each wing. The flight spoilers are at the fixed trailing edge of the wings, between the engine struts and the ailerons.

Physical Description

The flight spoilers have aluminum skins with an aluminum honeycomb core. The flight spoilers are not interchangeable.

HAP 001-013, 015-026, 028-036, 101-999

Functional Description

The flight spoilers operate in the air and on the ground. They use inputs from the control wheel and the speedbrake lever.

The flight spoilers start to move up when the control wheel turns or when the speedbrake lever moves more than the ARMED detent. The flight spoilers are at their maximum positions when the control wheel turns more than 70 degrees or when the speedbrake lever moves to the UP position.

Flight spoilers 2, 3, 10, and 11 move up a maximum of 33 degrees. Flight spoilers 4, 5, 8, and 9 move up a maximum of 38 degrees.

HAP 037-054

Functional Description

The flight spoilers operate in the air and on the ground. They use inputs from the control wheel and the speedbrake lever.

The flight spoilers start to move up when the control wheel turns or when the speedbrake lever moves more than the ARMED detent. The flight spoilers are at their maximum positions when the control wheel turns more than 70 degrees or when the speedbrake lever moves to the UP position.

In the air, flight spoilers 2, 3, 10, and 11 move up a maximum of 33 degrees. Flight spoilers 4, 5, 8, and 9 move up a maximum of 38 degrees.

On the ground, a solenoid valve in the flight spoiler PCU activates to allow greater movement. Flight spoilers 2, 3, 10, and 11 move up a maximum of 56 degrees. Flight spoilers 4, 5, 8, and 9 move up a maximum of 65 degrees.

HAP ALL

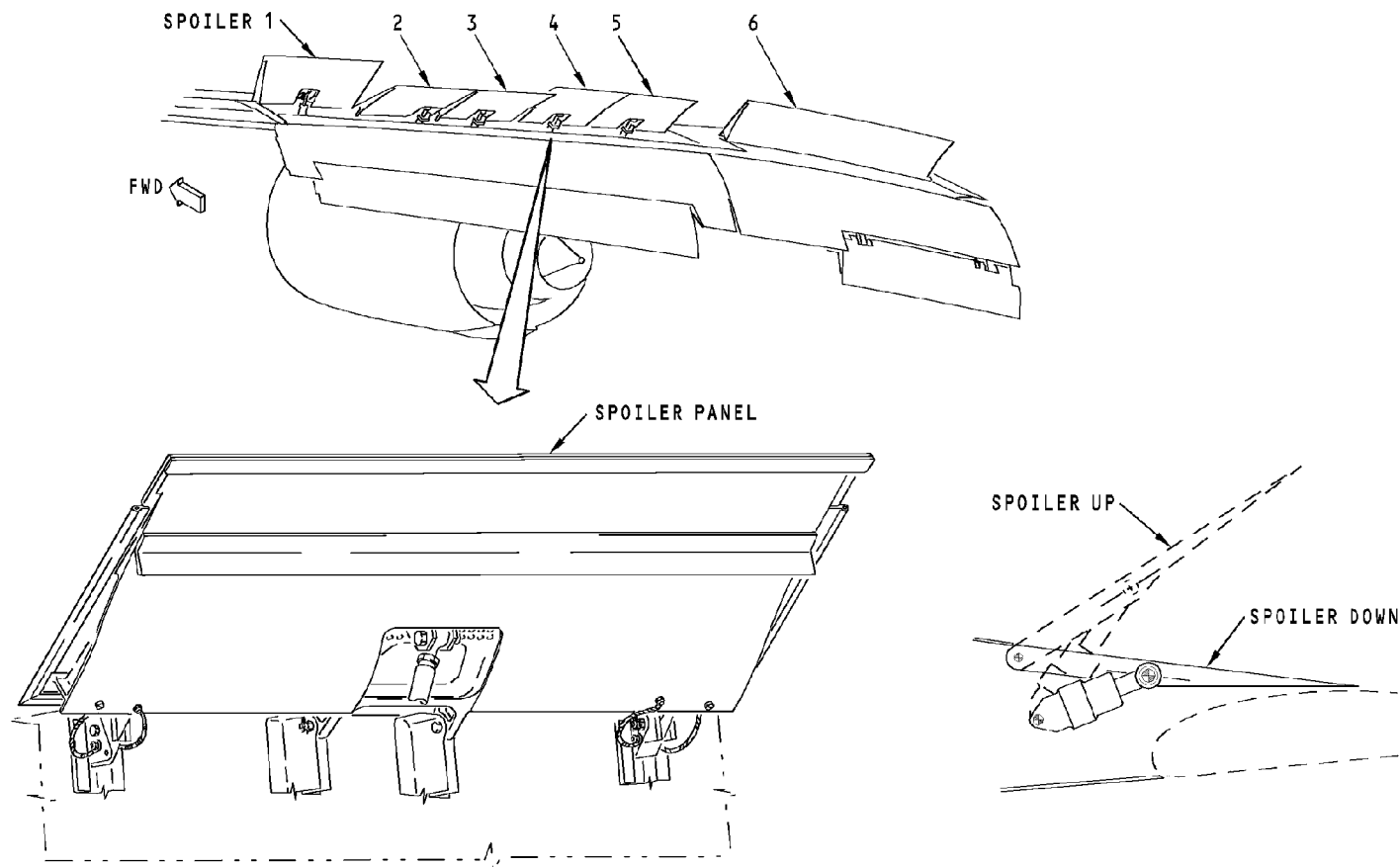
FLIGHT SPOILER CONTROL SYSTEM - FLIGHT SPOILERS

Training Information Point

When you rig the spoilers, keep a small gap between the spoiler and the TE flap.

When you do maintenance around the spoilers, obey this warning:

WARNING: DO NOT PUT A PART OF YOUR BODY BETWEEN THE SPOILER AND THE WING UNLESS YOU REMOVE THE HYDRAULIC POWER. THE SPOILERS CAN CAUSE INJURY TO PERSONS.



FLIGHT SPOILER CONTROL SYSTEM - FLIGHT SPOILERS

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FLIGHT SPOILER CONTROL SYSTEM - SPOILER POSITION TRANSMITTERS

Purpose

The spoiler position transmitters send spoiler position data to digital flight data acquisition unit (DFDAU).

See the flight data recorder system section for more information on the DFDAU. (SECTION 31-31)

Location

The two spoiler position transmitters are on the wing rear spar below spoilers 3 and 10. To get access, extend the TE flaps or move the spoilers up.

Physical Description

Each spoiler position transmitter has an internal synchro that uses 28v ac excitation power at a frequency of 400 Hz (14v AC at 1800 Hz).

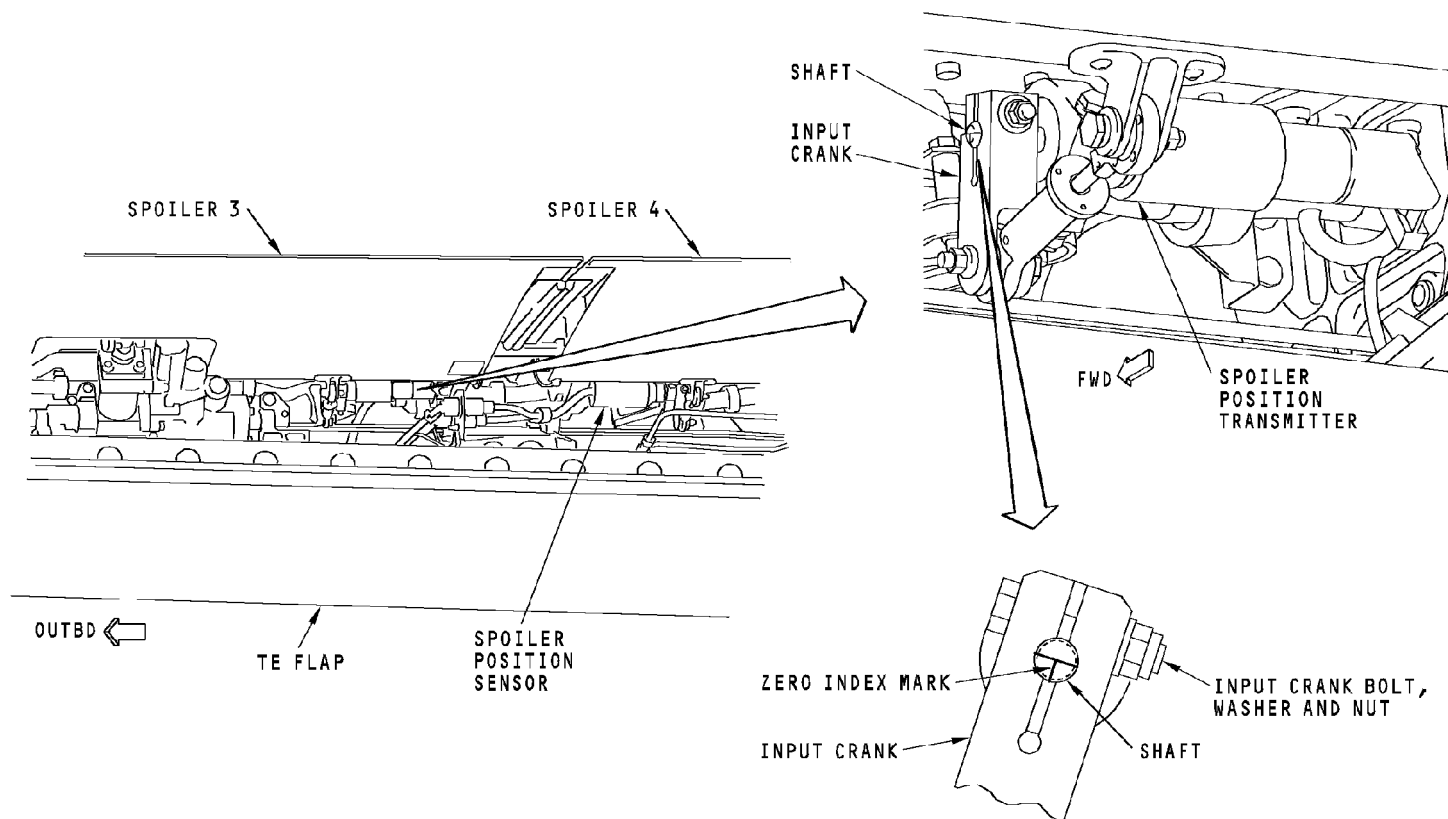
Training Information Point

During installation of a spoiler position transmitter, make sure the index mark on the shaft aligns with the slot in the input crank.

To do a check of the transmitter adjustment of the spoiler position transmitters, you must use a test unit.

The spoiler position transmitters are similar to the spoiler position sensors that are below spoilers 4 and 9. The difference is that the spoiler position sensors have two internal synchros instead of one. Also, the spoiler position sensors send spoiler position data to the flight control computers (FCCs) instead of the DFDAU.

See the autoflight chapter for more information on the spoiler position sensors and the FCCs. (CHAPTER 22)



FLIGHT SPOILER CONTROL SYSTEM - SPOILER POSITION TRANSMITTERS

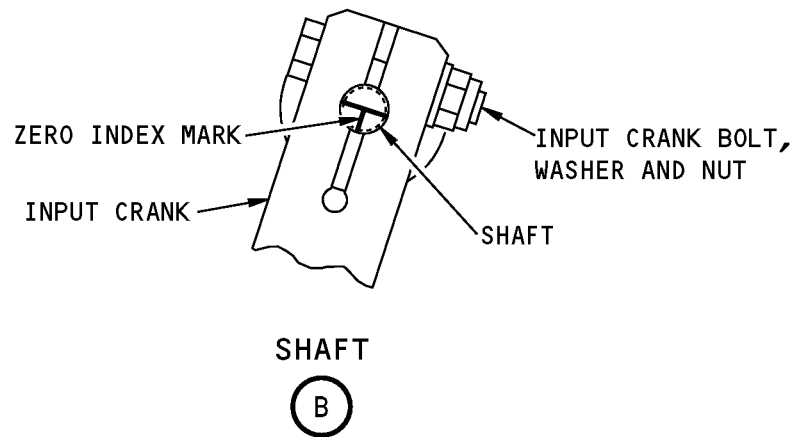
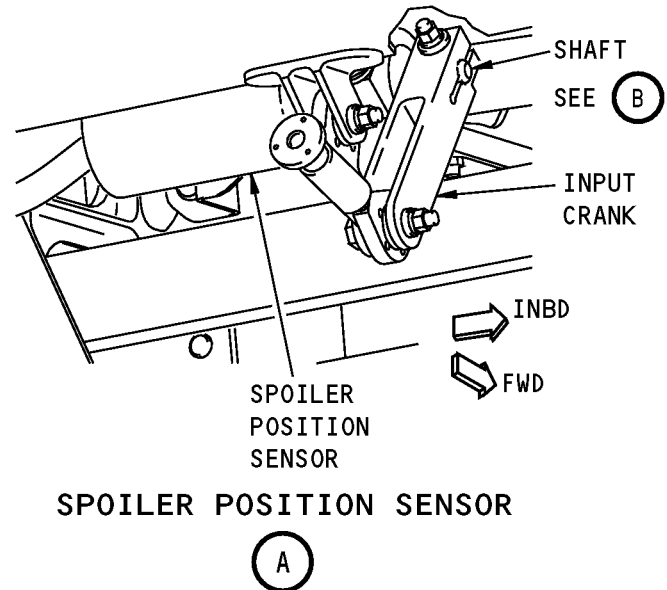
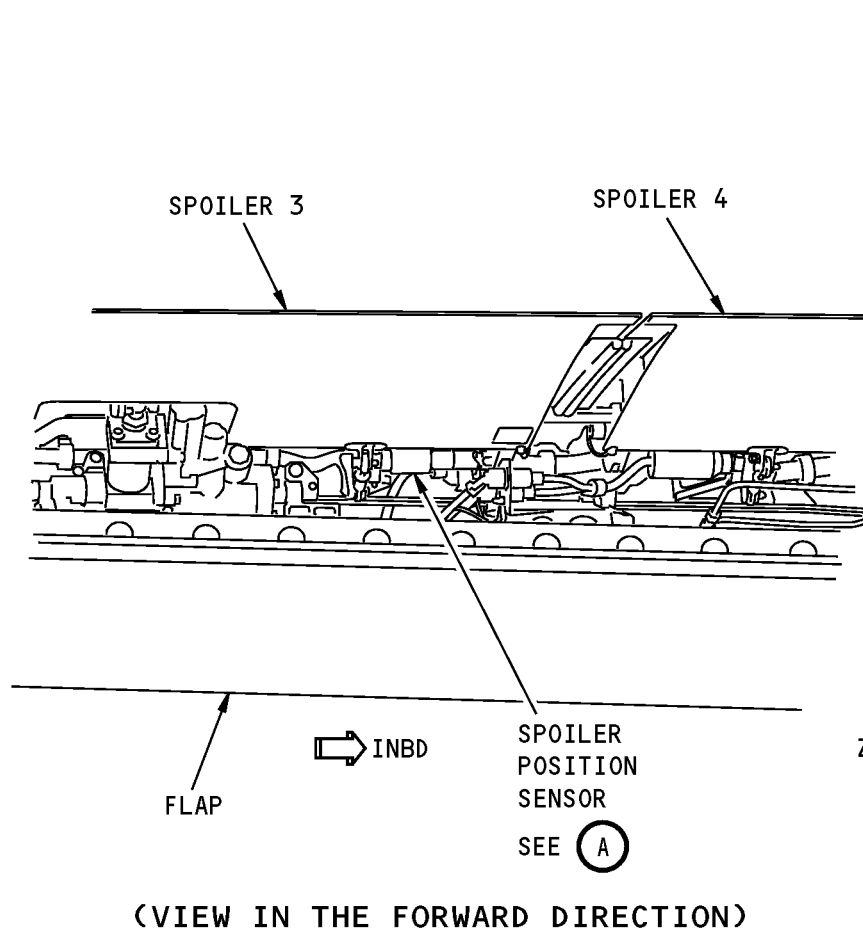
EFFECTIVITY

HAP 001-013, 015-026, 028-036, 101-999

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FLIGHT SPOILER CONTROL SYSTEM - SPOILER POSITION TRANSMITTERS

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FLIGHT SPOILER CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

General

The pilot uses the control wheels and speedbrake lever to manually move the flight spoilers. The autopilot automatically controls them.

Physical Description

The lateral control system has these spoiler cables:

- AA and AB right body cables
- WSA and WSB spoiler wing cables
- SBA and SBB speedbrake lever cables.

These are some of the aileron cables for the lateral control system:

- ACBA and ACBB bus drum cables
- AA and AB left body cables.

Two spring mechanisms isolate the aileron system from the flight spoilers. They are the transfer mechanism and the aileron spring cartridge.

Functional Description - Roll Control

When the control wheels move, the left body cables move and control the aileron PCUs. The PCU moves the body quadrant, which moves the left and right aileron wing cables.

The aileron spring cartridge connects the body quadrant to the spoiler control quadrant. The spoiler control quadrant supplies the control wheel inputs to the spoiler ratio changer and mixer. The spoiler ratio changer moves the spoiler wing cables. The spoiler wing cables move the flight spoiler quadrants and provide an input to the flight spoiler actuators.

When the pilot turns the control wheel clockwise, the flight spoilers on the right wing start to move up. When the control wheel turns more, the flight spoilers on the right wing move more. The flight spoilers on the right wing move to their maximum positions at 70 degrees clockwise movement.

When the pilot turns the control wheel counter clockwise, the left flight spoilers move the same as described for the right flight spoilers.

There is no manual reversion for the spoilers.

Functional Description - One Control Wheel Cannot Move

If one control wheel cannot move, the related cable side will not move.

If the right control wheel cannot move, the spoiler control quadrant cannot move. When the pilot moves the left control wheel, the aileron spring cartridge compresses or extends. This prevents flight spoiler movement.

FLIGHT SPOILER CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

If the left control wheel cannot move, the crew can only use the right control wheel. The right body cables do not move until 12 degrees of control wheel movement. The aileron spring cartridge compresses or extends and lets the right body cables move the spoiler control quadrant. The spoiler mixer moves the spoiler wing cables and the flight spoilers start to move.

HAP 001-013, 015-026, 028-036, 101-999

Functional Description - Speedbrake Control

When the pilot moves the speedbrake lever, the speedbrake lever cables move a quadrant in the spoiler ratio changer. The spoiler ratio changer moves the spoiler wing cables. The flight spoilers start to move up after 5 degrees of speedbrake lever movement. The flight spoilers on each wing move symmetrically.

When the speedbrake lever moves more, the flight spoilers on both wings move more. When the speedbrake lever is in the flight detent, flight spoilers 2, 3, 10, and 11 move to 19.5 degrees. When the speedbrake lever is at the UP position, these spoilers move to a maximum of 33 degrees.

When the speedbrake lever is in the flight detent, flight spoilers 4, 5, 8, and 9 move to 24.5 degrees. When the speedbrake lever is at the UP position, these spoilers move to a maximum of 38 degrees.

The spoiler mixer mixes the control wheel input with the speedbrake lever input. The ratio changer decreases the movement caused by the control wheel as the speedbrake lever moves up.

See the speedbrake control system section for more information. (SECTION 27-62)

HAP 037-054

Functional Description - Speedbrake Control

When the pilot moves the speedbrake lever, the speedbrake lever cables move a quadrant in the spoiler ratio changer. The spoiler ratio changer moves the spoiler wing cables. The flight spoilers start to move up after 5 degrees of speedbrake lever movement. The flight spoilers on each wing move symmetrically.

When the speedbrake lever moves more, the flight spoilers on both wings move more. When the speedbrake lever is in the flight detent, flight spoilers 2, 3, 10, and 11 move to 19.5 degrees. When the speedbrake lever is at the UP position, these spoilers move to a maximum of 56 degrees.

When the speedbrake lever is in the flight detent, flight spoilers 4, 5, 8, and 9 move to 24.5 degrees. When the speedbrake lever is at the UP position, these spoilers move to a maximum of 65 degrees.

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FLIGHT SPOILER CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

HAP 037-054 (Continued)

The spoiler mixer mixes the control wheel input with the speedbrake lever input. The ratio changer decreases the movement caused by the control wheel as the speedbrake lever moves up.

See the speedbrake control system section for more information. (SECTION 27-62)

HAP ALL

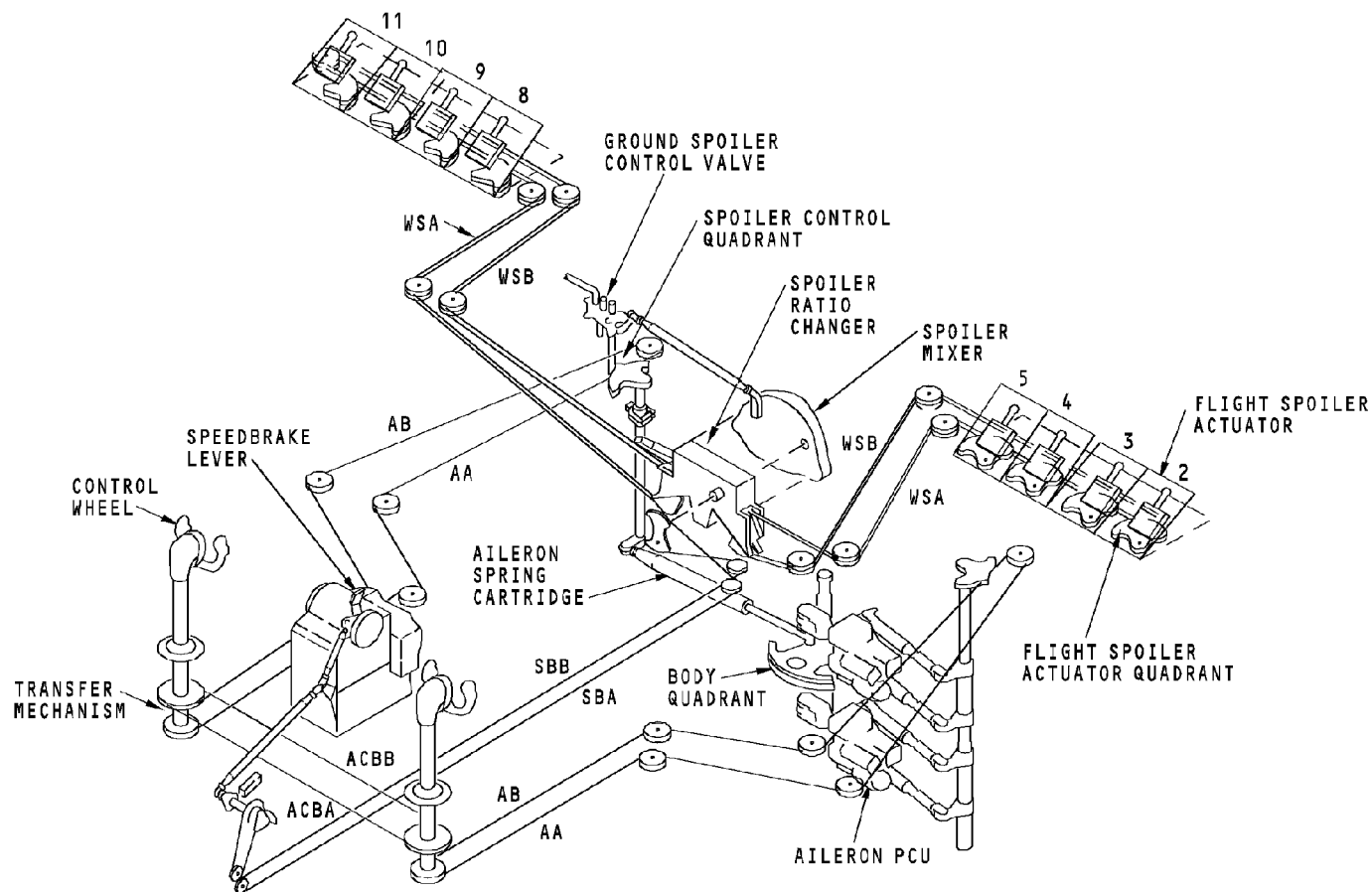
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FLIGHT SPOILER CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

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SPEEDBRAKE CONTROL SYSTEM - GENERAL DESCRIPTION

General

The flight crew uses the speedbrake lever to manually move the ground spoilers. The auto speedbrake actuator automatically controls them. The ground spoilers only move when the speedbrake lever moves while the airplane is on the ground.

HAP 001-013, 015-026, 028-036, 101-999

Manual Operation

The speedbrake lever gives mechanical input through the speedbrake forward drum and lever brake to the spoiler mixer and ratio changer. The spoiler mixer mechanically moves the ground spoiler control valve. The ground spoiler control valve sends hydraulic system A pressure to the ground spoiler interlock valve. A cable from the right main landing gear torsion links moves the ground spoiler interlock valve when the airplane is on the ground. The ground spoiler interlock valve then sends hydraulic power to the ground spoiler actuators, which move all the ground spoilers. There is one actuator for each outboard ground spoiler and two actuators for each inboard ground spoiler.

There is no manual reversion for the ground spoilers.

The speedbrake lever position sensor sends data to the flight data acquisition unit (FDAU) for the flight data recorder.

These components send data to the proximity switch electronics unit (PSEU):

- Speedbrake lever position switch
- Speedbrake takeoff warning switch
- Ground spoiler interlock valve proximity sensor
- Ground spoiler interlock valve pressure switch.

The PSEU uses this data for takeoff warning and for the SPEEDBRAKES EXTENDED light.

The ground spoiler interlock valve proximity sensor and pressure switch both send signals to the FDAU for flight data recording.

See the flight data recording system (FDRS) section for more information about the FDAU. (SECTION 31-31)

SPEEDBRAKE CONTROL SYSTEM - GENERAL DESCRIPTION

**HAP 001-013, 015-026, 028-036, 101-999 (Continued)
HAP 037-054**

Manual Operation

The speedbrake lever gives mechanical input through the speedbrake forward drum and lever brake to the spoiler mixer and ratio changer. The spoiler mixer mechanically moves the ground spoiler control valve. The ground spoiler control valve sends hydraulic system A pressure to the ground spoiler interlock valve. A cable from the right main landing gear torsion links moves the ground spoiler interlock valve when the airplane is on the ground. The ground spoiler interlock valve then sends hydraulic power to the ground spoiler actuators, which move all the ground spoilers. There is one actuator for each outboard ground spoiler and two actuators for each inboard ground spoiler.

There is no manual reversion for the ground spoilers.

The speedbrake lever position sensor sends data to the flight data acquisition unit (FDAU) for the flight data recorder.

These components send data to the proximity switch electronics unit (PSEU):

- Speedbrake lever position switch
- Speedbrake takeoff warning switch
- Ground spoiler interlock valve proximity sensor
- Ground spoiler interlock valve pressure switch.

The PSEU uses this data for takeoff warning and for the SPEEDBRAKES EXTENDED light.

The ground spoiler interlock valve proximity sensor and pressure switch both send signals to the FDAU for flight data recording.

See the flight data recording system (FDRS) section for more information about the FDAU. (SECTION 31-31)

HAP ALL

Automatic Operation

The auto speedbrake module controls the automatic operation of the speedbrakes. The auto speedbrake module uses data from these sources:

- Speedbrake arming switch
- Speedbrake refused takeoff switch
- Antiskid/autobrake control unit (AACU)
- Air/ground relays (2)
- Antiskid sense relays (2)
- Autothrottle switches (2).

SPEEDBRAKE CONTROL SYSTEM - GENERAL DESCRIPTION

The auto speedbrake module sends commands through relays to the auto speedbrake actuator during landings and refused takeoffs. The auto speedbrake actuator moves the speedbrake forward drum and lever brake. This causes the speedbrake lever to move. The input to the spoiler mixer and ratio changer is the same as the manual operation. This causes all the ground spoilers to move up, and a signal sent to the FDAU.

See the flight data recording system (FDRS) section for more information about the FDAU. (SECTION 31-31)

The PSEU controls the amber SPEEDBRAKES EXTENDED light. This light comes on if the speedbrakes operate during approach.

HAP 037-054

The auto speedbrake module also sends commands through relays to the solenoid operated valves (SOVs) on the flight spoiler actuators. The SOVs allow the flight spoilers to move to the full up position on landing or during a refused take-off.

HAP ALL

Indications

The auto speedbrake module controls the amber SPEEDBRAKE DO NOT ARM light and the green SPEEDBRAKE ARMED light. The SPEEDBRAKE ARMED light shows when the automatic operation of the speedbrake system arms correctly. The SPEEDBRAKE DO NOT ARM light shows when the automatic operation of the speedbrake system does not arm correctly.

The auto speedbrake module also sends signals to the FDAU for flight data recording, when the SPEEDBRAKE DO NOT ARMED or SPEEDBRAKE ARMED lights are on.

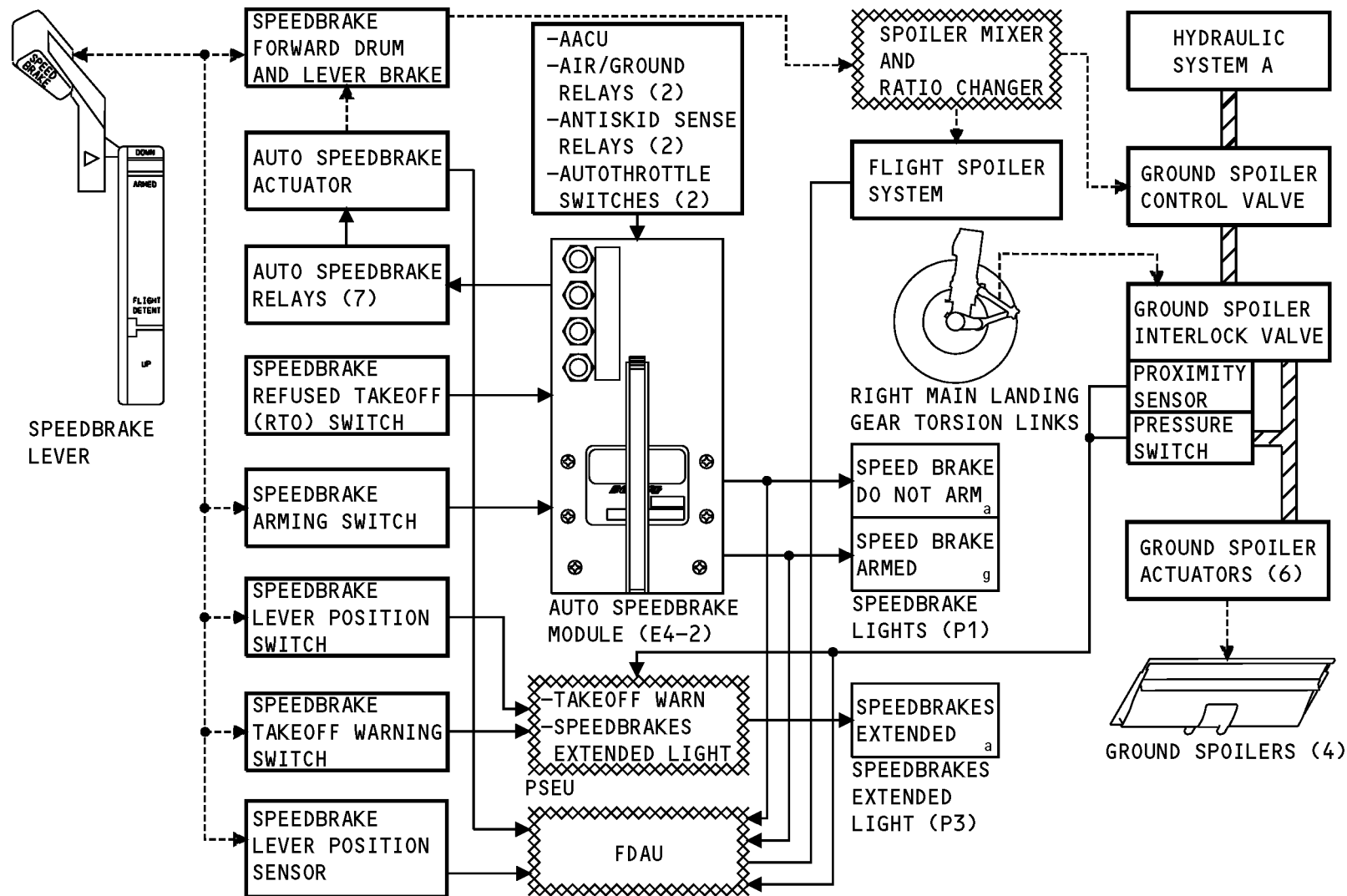
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SPEEDBRAKE CONTROL SYSTEM - GENERAL DESCRIPTION

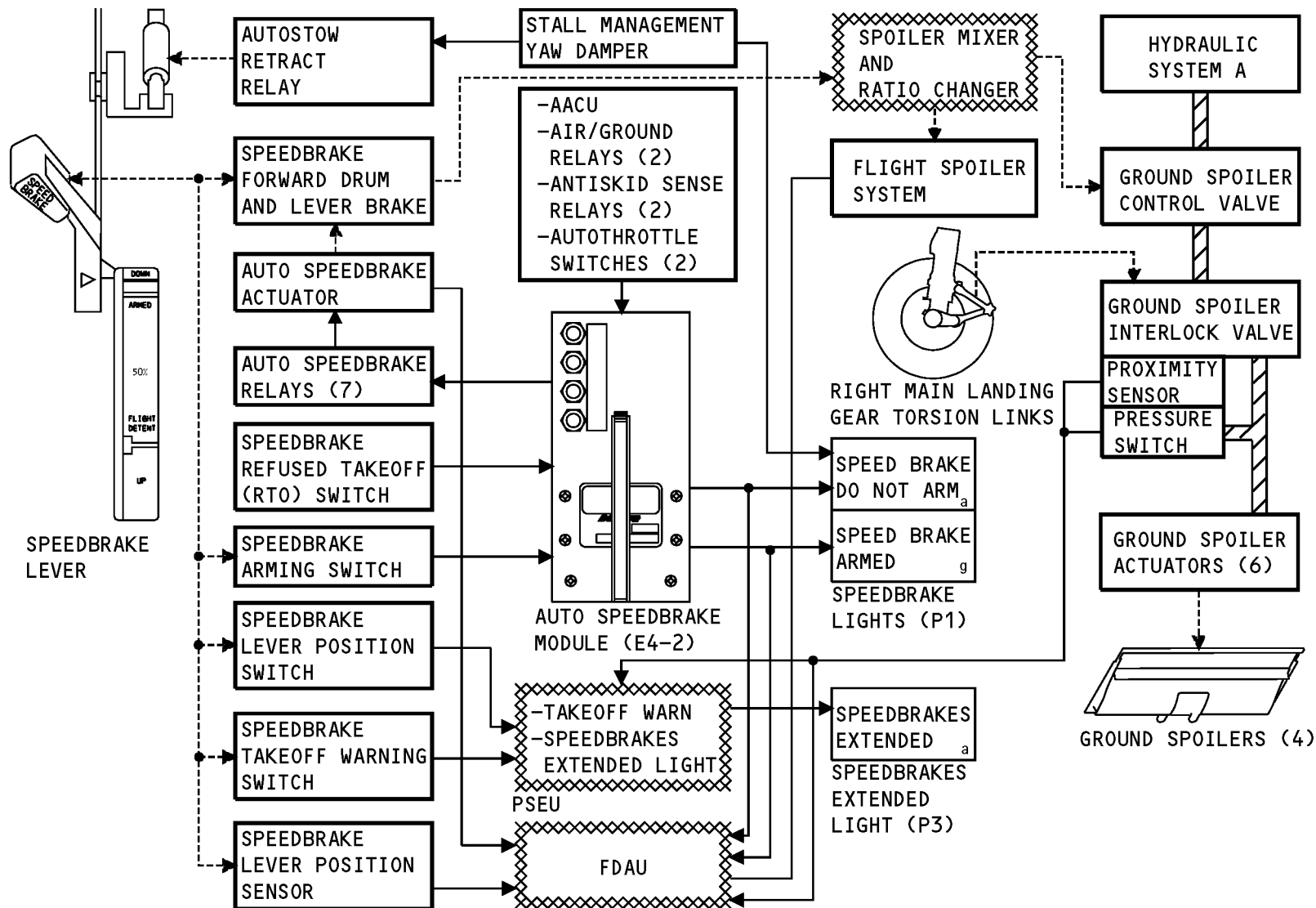
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HAP 024-026, 028-036

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SPEEDBRAKE CONTROL SYSTEM - GENERAL DESCRIPTION

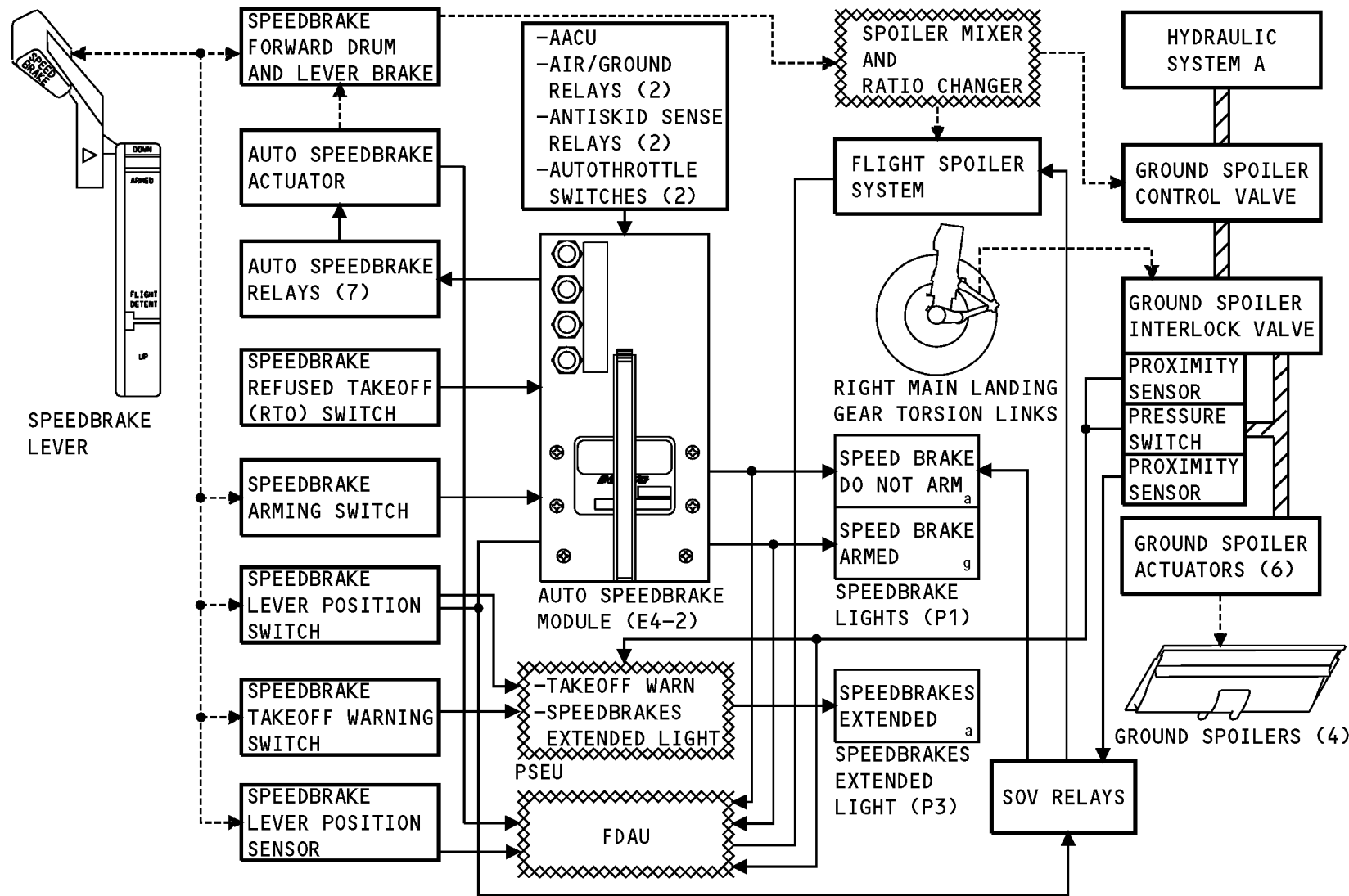
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SPEEDBRAKE CONTROL SYSTEM - GENERAL DESCRIPTION

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SPEEDBRAKE CONTROL SYSTEM - GENERAL DESCRIPTION - CABLE SYSTEM

General

These are the components of the speedbrake control system:

- Speedbrake lever
- Auto speedbrake actuator
- Ground spoiler control valve
- Ground spoiler interlock valve
- Ground spoiler actuators.

Speedbrake Lever

The speedbrake lever sends mechanical inputs to the spoiler ratio changer. The ratio changer sends the inputs to the spoiler mixer. When the speedbrake lever moves 29 degrees, the spoiler mixer moves the ground spoiler control valve.

Auto Speedbrake Actuator

The auto speedbrake actuator moves the speedbrake lever during landings and refused takeoffs (RTOs).

Ground Spoiler Control Valve

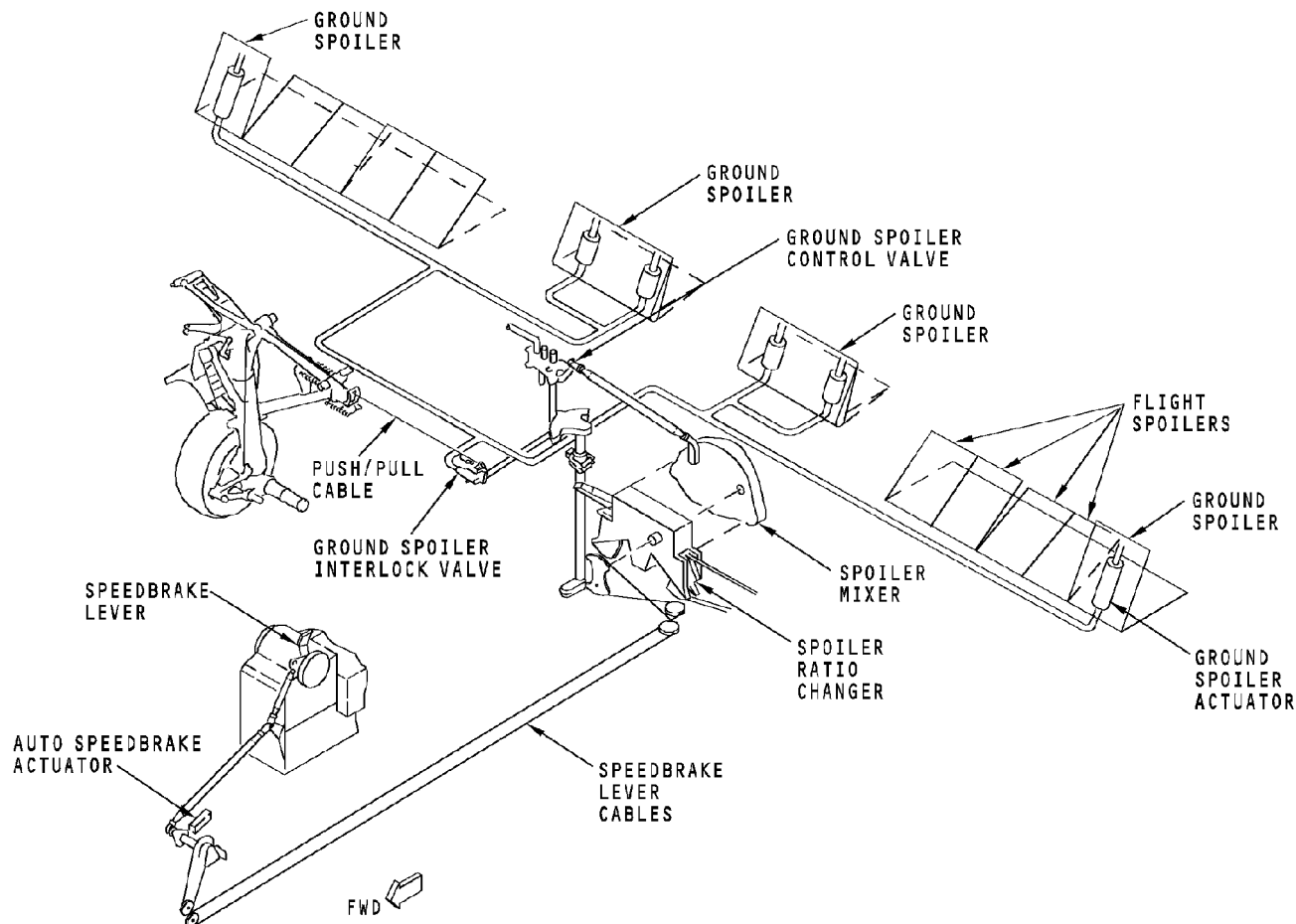
The ground spoiler control valve sends hydraulic power to the ground spoiler interlock valve when the speedbrake lever moves 31 degrees.

Ground Spoiler Interlock Valve

A push/pull cable moves the ground spoiler interlock valve when the airplane is on the ground. When the interlock valve moves, it permits hydraulic system A pressure to go from the ground spoiler control valve to the ground spoiler actuators.

Ground Spoiler Actuators

The ground spoiler actuators use hydraulic system A pressure to move the ground spoilers.



SPEEDBRAKE CONTROL SYSTEM - GENERAL DESCRIPTION - CABLE SYSTEM

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SPEEDBRAKE CONTROL SYSTEM - SPEEDBRAKE LEVER

Purpose

The pilots use the speedbrake lever to move the spoilers. All the spoilers move up when the airplane is on the ground, and only the flight spoilers move up when the airplane is in the air.

Location

The speedbrake lever is on the P10 control stand.

Physical Description

The speedbrake lever has detents at these positions:

- Down
- Armed
- Flight detent.

A placard next to the speedbrake lever shows the position of the lever. The up position on the placard shows the maximum position of the lever.

Full travel of the speedbrake lever is 48 degrees from the down detent to the up position. The friction force on the speedbrake lever is approximately 25 lbs.

HAP 001-013, 015-026, 028-036, 101-999

When the speedbrake lever is more than 29 degrees, ground spoilers 6 and 7 move 52 degrees and ground spoilers 1 and 12 move 60 degrees.

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When the speedbrake lever is more than 29 degrees, ground spoilers 6 and 7 move 60 degrees and ground spoilers 1 and 12 move 60 degrees.

HAP 001-013, 015-026, 028-036, 101-999

When the speedbrake lever is at the FLIGHT detent (35.5 degrees), flight spoilers 2, 3, 10, and 11 move 19.5 degrees and flight spoilers 4, 5, 8, and 9 move 24.5 degrees. When the speedbrake lever is full up (48 degrees), flight spoilers 2, 3, 10, and 11 move 33 degrees and flight spoilers 4, 5, 8, and 9 move 38 degrees.

HAP 037-054

When the speedbrake lever is at the FLIGHT detent (35.5 degrees), flight spoilers 2, 3, 10, and 11 move 19.5 degrees and flight spoilers 4, 5, 8, and 9 move 24.5 degrees. When the speedbrake lever is full up (48 degrees), flight spoilers 2, 3, 10, and 11 move 56 degrees and flight spoilers 4, 5, 8, and 9 move 65 degrees.

HAP ALL

The table below describes the position of the flight spoilers and the ground spoilers at some of the speedbrake lever positions. All positions are shown in degrees.

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SPEEDBRAKE CONTROL SYSTEM - SPEEDBRAKE LEVER

HAP 001-013, 015-026, 028-036, 101-999

Speedbrake Lever Angle	Detent	Flight Spoiler Position	Ground Spoiler Position
0	DOWN	0	0
4	ARMED	0	0
5 - 8	-	start to move	0
29	-	between 0 and 20/ 22.5	52 / 60
35.5	FLIGHT	19.5 / 24.5	52 / 60
48	UP (no detent)	33 / 38	52 / 60

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Speedbrake Lever Angle	Detent	Flight Spoiler Position	Ground Spoiler Position
0	DOWN	0	0
4	ARMED	0	0
5 - 8	-	start to move	0
29	-	between 0 and 20/ 22.5	60 / 60
35.5	FLIGHT	19.5 / 24.5	60 / 60
48	UP (no detent)	56/65	60 / 60

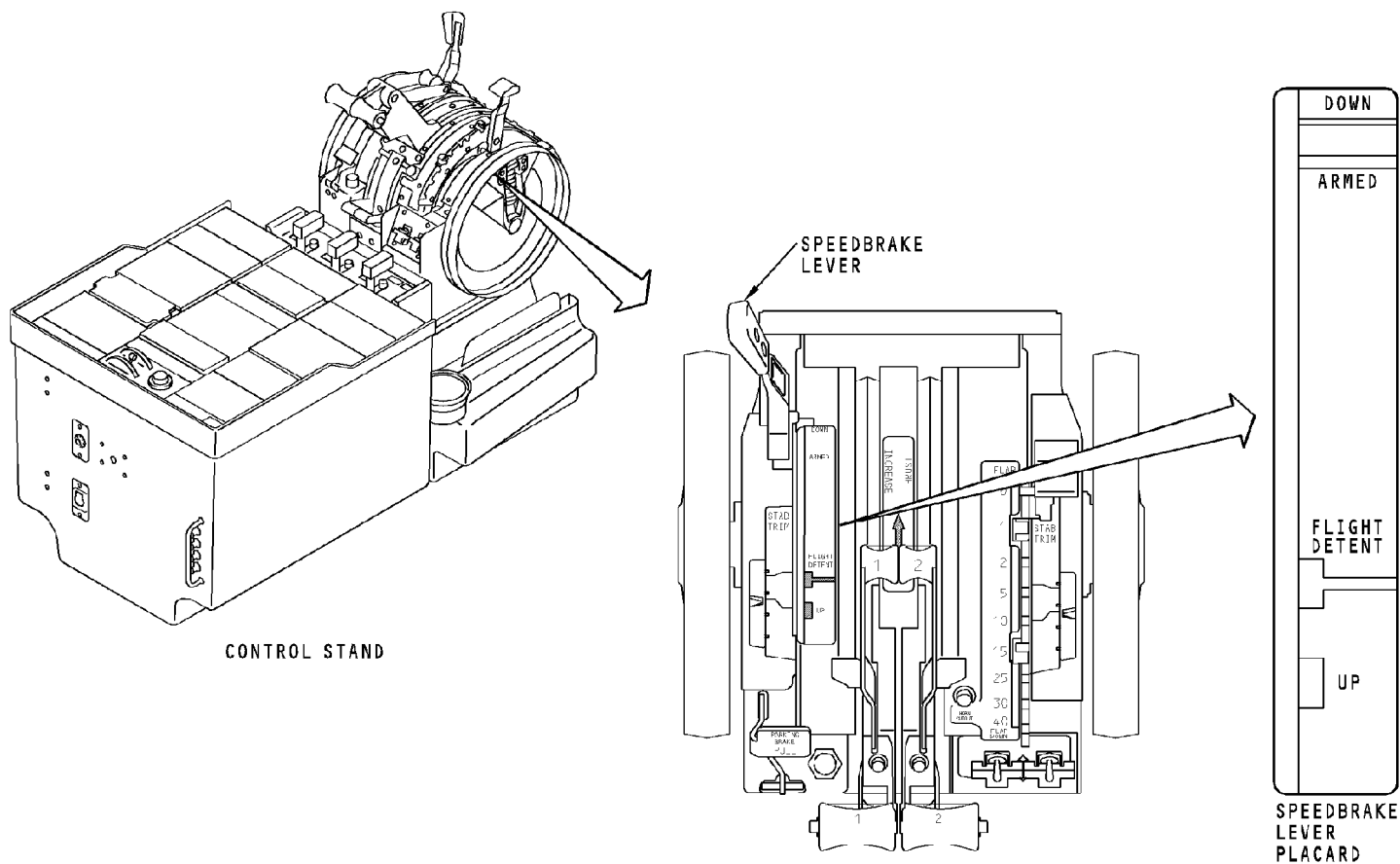
HAP ALL

EFFECTIVITY
HAP ALL

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SPEEDBRAKE CONTROL SYSTEM - SPEEDBRAKE LEVER

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SPEEDBRAKE CONTROL SYSTEM - FORWARD COMPONENTS

Purpose

The speedbrake lever brake transfers speedbrake lever movement to the forward drum. It also supplies a friction force to the speedbrake lever to prevent accidental movement of the speedbrake lever.

The speedbrake forward drum connects the speedbrake lever to the speedbrake lever cables. The speedbrake forward drum also has cams that operate switches.

The switches operate the auto speedbrake function and send data to other systems.

The auto speedbrake actuator moves the speedbrake lever to operate the ground spoilers during landings and refused takeoffs.

Location

These components are below the flight deck floor

- Speedbrake lever brake
- Speedbrake forward drum
- Speedbrake arming switch
- Speedbrake lever position switch
- Speedbrake lever position sensor
- Auto speedbrake actuator.

To get access, go through the forward lower nose compartment access door.

Speedbrake Lever Brake

The lever brake receives inputs from the speedbrake lever and the auto speedbrake actuator. The lever brake uses these inputs to move the forward drum.

The lever brake has a no-back brake assembly. This permits movement of the auto speedbrake actuator to backdrive the speedbrake lever, but prevents the speedbrake lever from moving the auto speedbrake actuator. It also permits the pilot to override the position of the auto speedbrake actuator.

HAP 037-054

Speedbrake Lever Stop

A stop prevents the flight crew from moving the lever beyond the in-flight detent position when the flaps are stowed. When the flaps are extended, a solenoid moves the stop to allow the lever to move past the detent.

HAP ALL

Speedbrake Forward Drum

The speedbrake forward drum receives inputs from the lever brake and operates these components:

SPEEDBRAKE CONTROL SYSTEM - FORWARD COMPONENTS

- Speedbrake lever cables
- Speedbrake arming switch
- Speedbrake lever position switch
- Speedbrake lever position sensor.

The speedbrake forward drum also has a detent cam. The detent cam has the arm detent and the flight detent for the speedbrake lever.

The speedbrake lever cables supply inputs to the spoiler ratio changer.

Speedbrake Arming Switch

The speedbrake arming switch supplies inputs to the auto speedbrake module for the auto speedbrake operation. This switch operates when the speedbrake lever moves from the DOWN detent to the ARM detent.

Speedbrake Lever Position Switch

The speedbrake lever position switch supplies a signal to operate the SPEEDBRAKES EXTENDED light on the P3 panel. This switch operates when the speedbrake lever moves 7.5 degrees from the DOWN detent position.

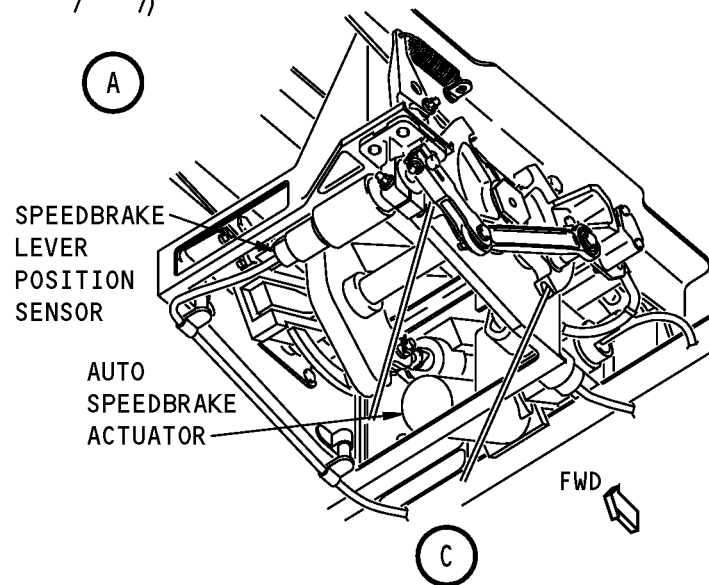
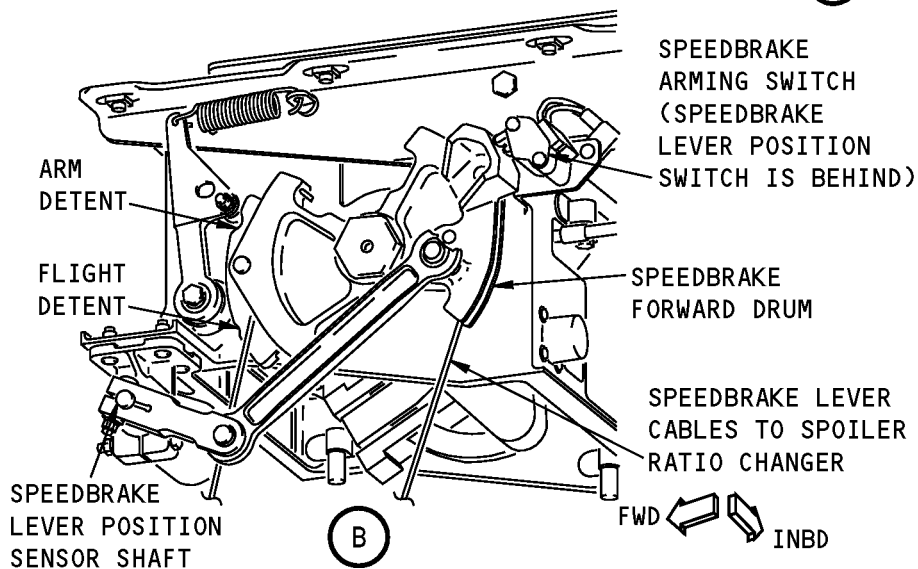
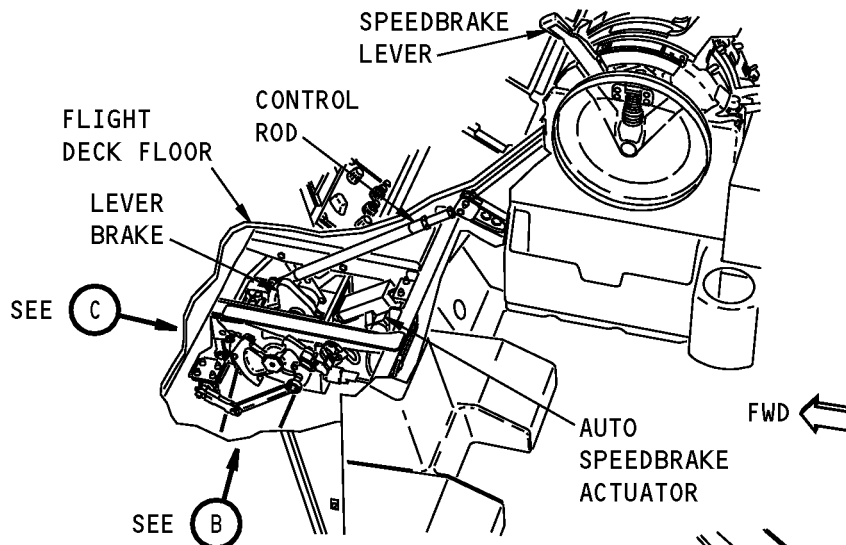
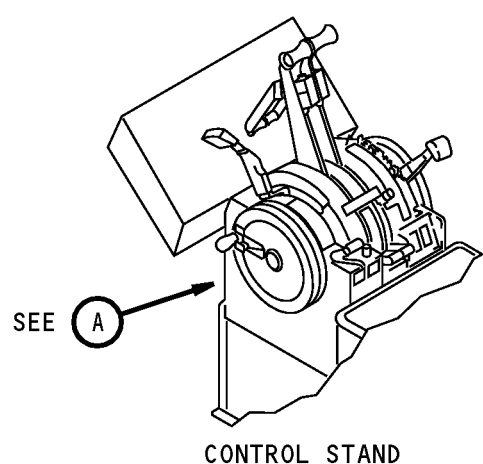
Speedbrake Lever Position Sensor

The speedbrake lever position sensor has a single internal synchro that receives 28v AC, 400 Hz excitation. The sensor sends data to the digital flight data acquisition unit (DFDAU). The speedbrake lever position sensor is interchangeable with some of the other position transmitters that send data to the DFDAU.

Auto Speedbrake Actuator

The auto speedbrake actuator connects to the speedbrake lever brake. The actuator uses 28v DC power and has internal limit switches. When the actuator extends, the lever brake moves the speedbrake lever and the forward drum. The forward drum moves the speedbrake lever cables to operate the spoilers.

The auto speedbrake actuator does not move when the pilot moves the speedbrake lever manually.



SPEEDBRAKE CONTROL SYSTEM - FORWARD COMPONENTS

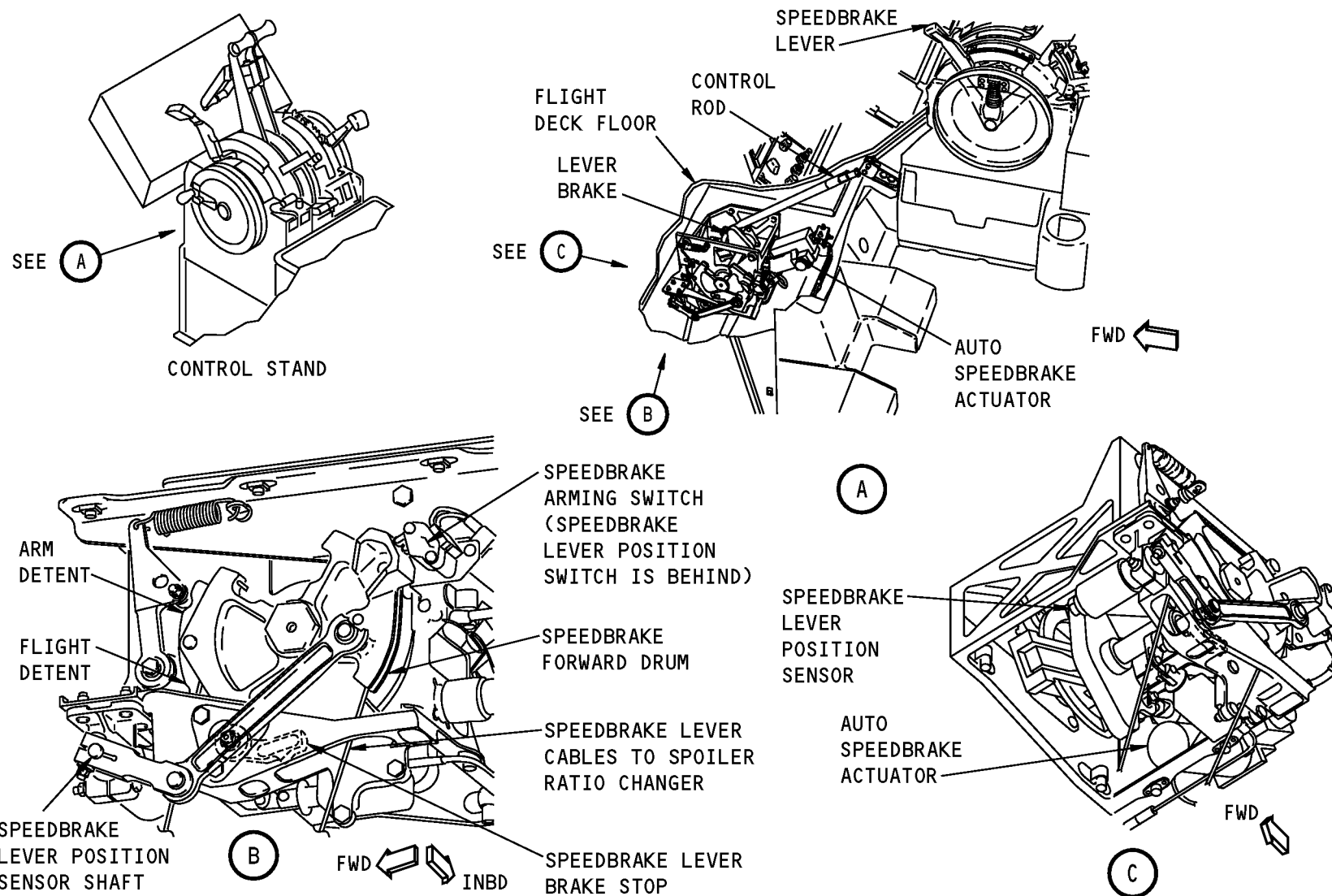
EFFECTIVITY

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SPEEDBRAKE CONTROL SYSTEM - FORWARD COMPONENTS

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SPEEDBRAKE CONTROL SYSTEM - SPEEDBRAKE RTO AND TAKEOFF WARNING SWITCHES

Purpose

The speedbrake RTO switch sends a signal to the auto speedbrake module. This operates the auto speedbrake function during refused takeoffs.

The speedbrake takeoff warning switch sends a signal to the proximity switch electronics unit (PSEU) for the takeoff warning function. See the takeoff warning section for more information on the speedbrake takeoff warning switch. (SECTION 31-53)

Location

The speedbrake RTO and takeoff warning switches are in the P10 control stand. To get access, remove the manual stabilizer trim wheel and the panel on the left side of the control stand.

Physical Description

The speedbrake RTO switch operates when the thrust reverser levers move to the reverse thrust position. The thrust reverser levers move the thrust reverser cam. The cam rotates the cam follower. The cam follower rotates the lifting arm and operates the speedbrake RTO switch. The lifting arm hits the lifting tab, and this lifts the speedbrake lever.

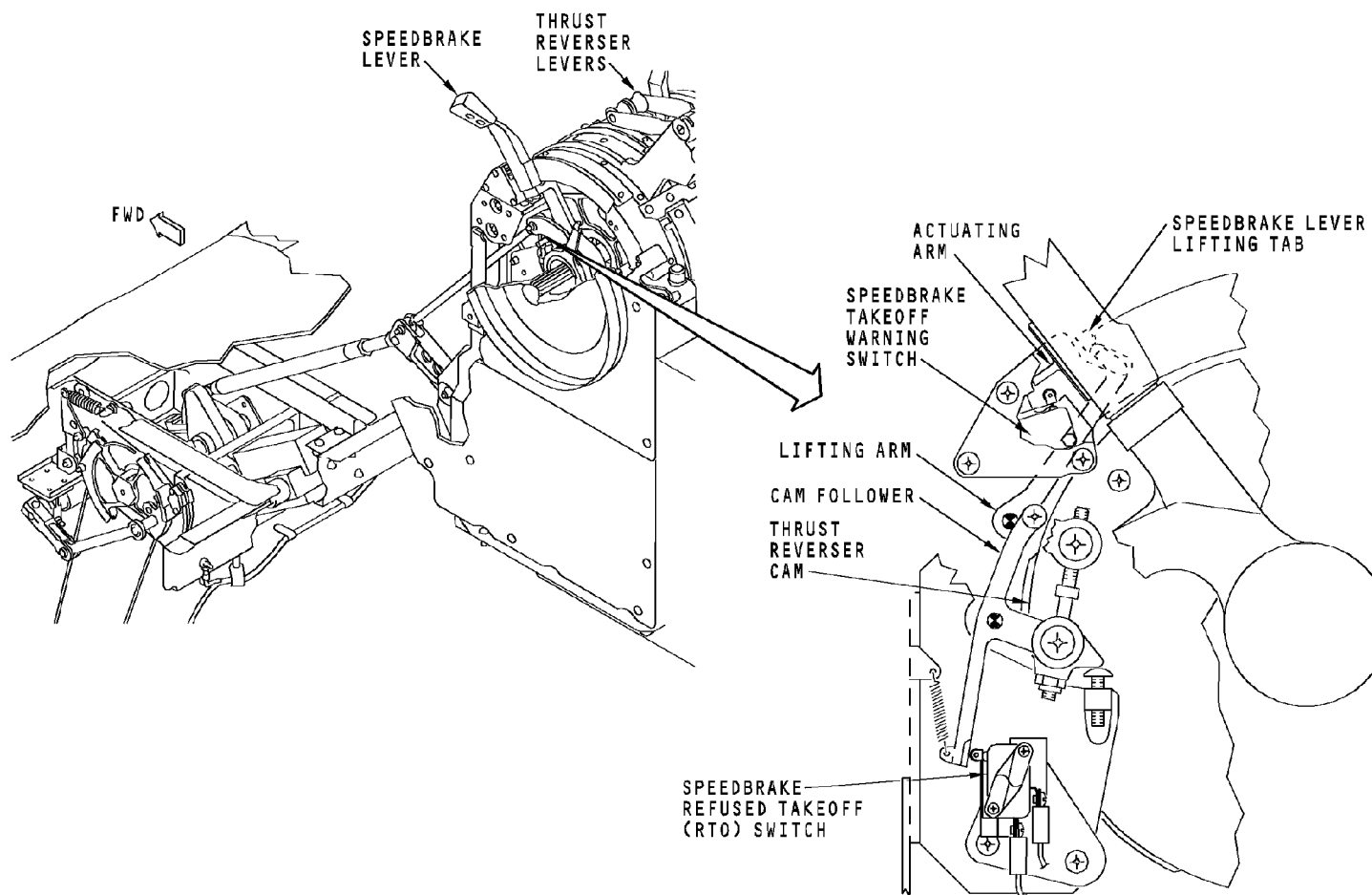
The speedbrake takeoff warning switch operates when the speedbrake lever moves out of the down detent. An actuating arm on the speedbrake lever operates the speedbrake takeoff warning switch when the speedbrake lever moves down into the down detent.

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SPEEDBRAKE CONTROL SYSTEM - SPEEDBRAKE RTO AND TAKEOFF WARNING SWITCHES

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SPEEDBRAKE CONTROL SYSTEM - ENGINE THROTTLE SWITCHES**Purpose**

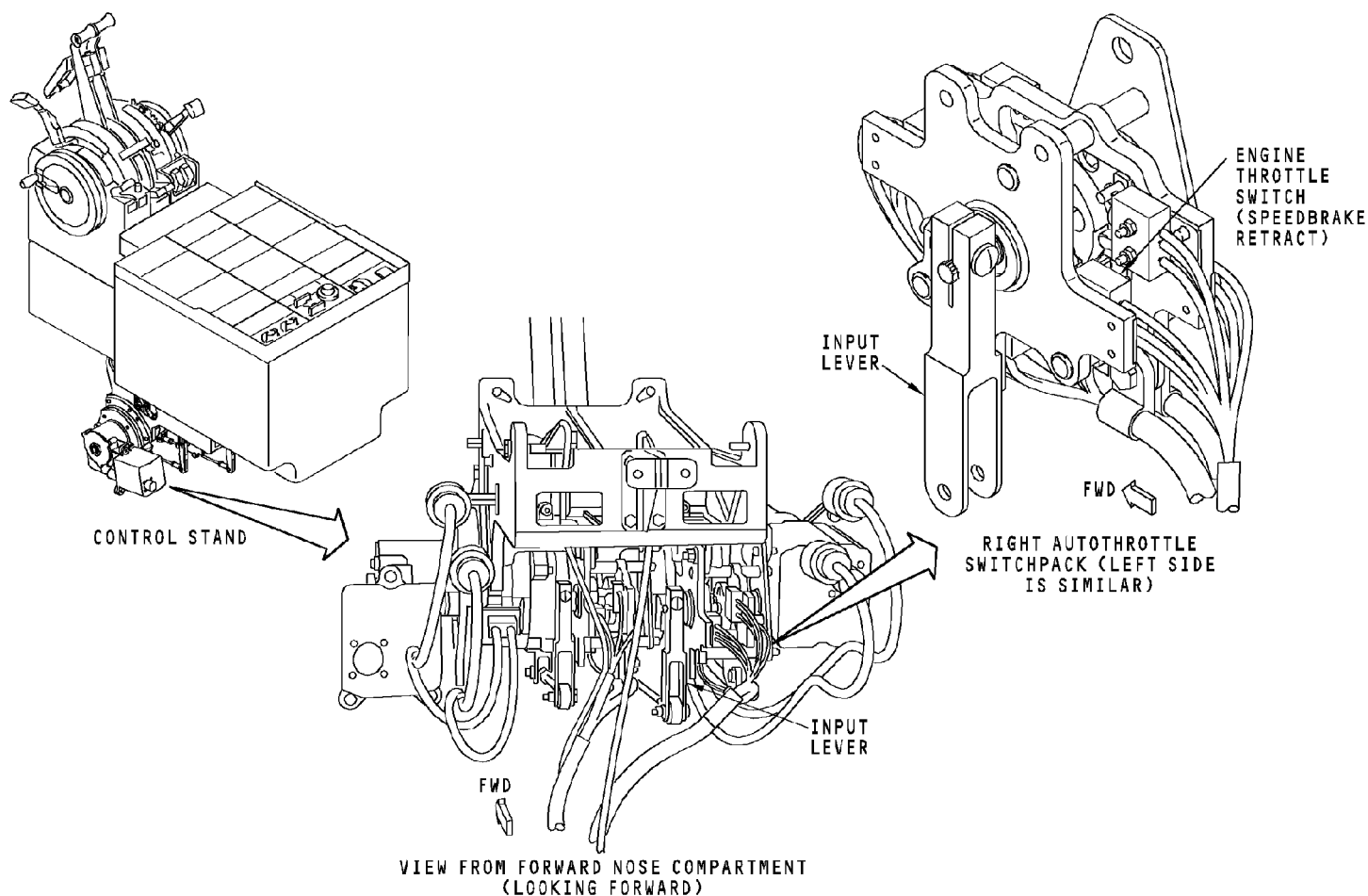
The engine throttle switches supply data to the auto speedbrake module for the auto speedbrake function. The auto speedbrake module uses this data to move the spoilers down after an auto speedbrake operation.

Location

The engine throttle switches are on the autothrottle switchpacks below the P10 control stand. To get access, go through the forward lower nose compartment access door.

Physical Description

The engine throttle switches operate when the thrust levers move more than the idle position (more than 44 degrees of thrust resolver angle rotation).



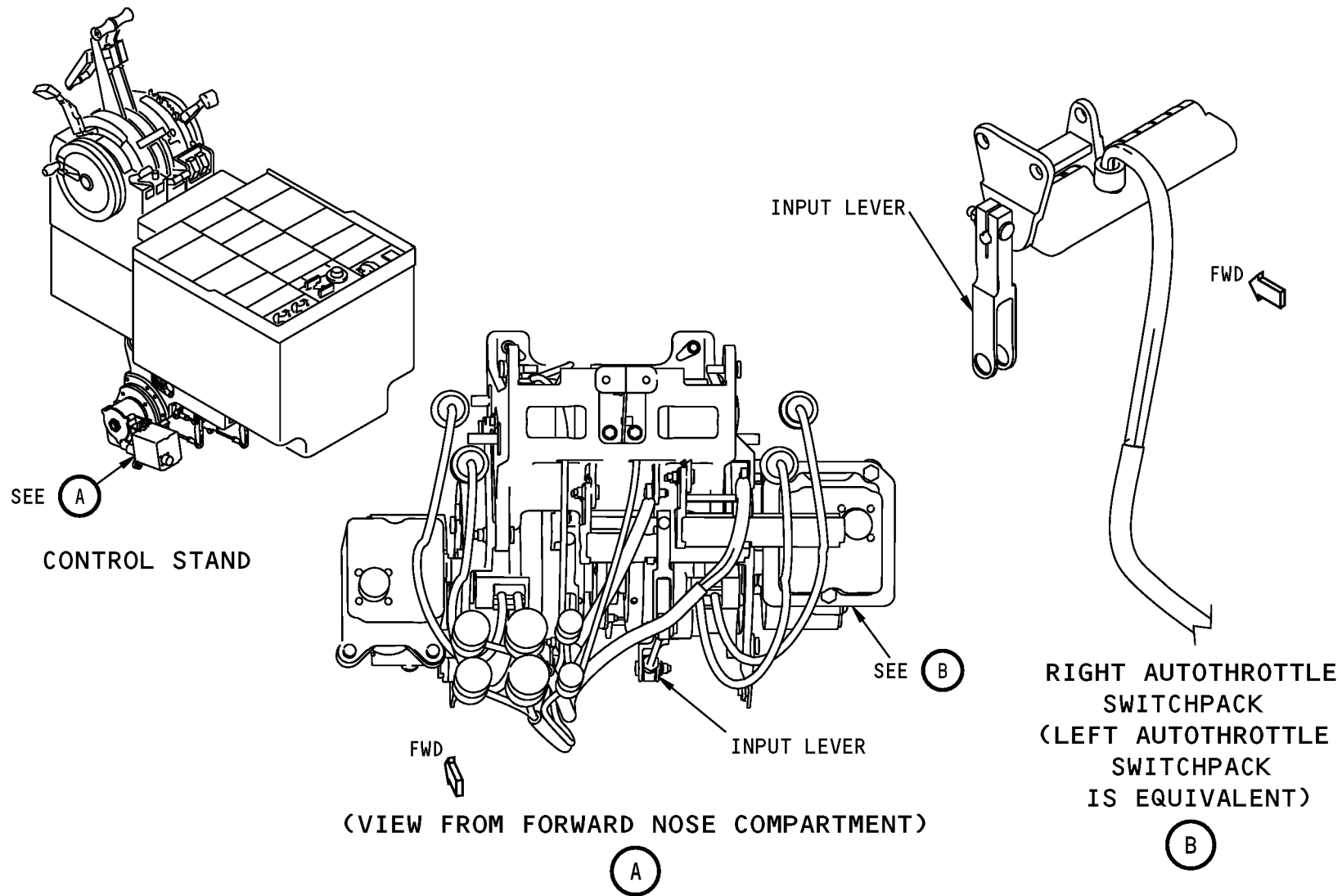
SPEEDBRAKE CONTROL SYSTEM - ENGINE THROTTLE SWITCHES

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SPEEDBRAKE CONTROL SYSTEM - AUTO SPEEDBRAKE RELAYS

Purpose

The auto speedbrake relays prevent the auto speedbrake operation when the airplane altitude is more than 10 feet.

HAP 001-013, 015-026, 028-036, 101-999

There are a total of seven auto speedbrake relays. Four of the relays are controlled by the Auto Speedbrake Module. Two of the relays are controlled by the Flight Control Computers (FCCs). One relay is controlled by the Speedbrake Arming Switch and the Speedbrake Refused Takeoff Switch.

HAP 037-054

There are a total of 14 auto speedbrake relays. Four of the relays are controlled by the Auto Speedbrake Module. Two of the relays are controlled by the Flight Control Computers (FCCs). One relay is controlled by the Speedbrake Arming Switch and the Speedbrake Refused Takeoff Switch. Seven relays control the solenoid valves which allow the flight spoilers to move to the full up position during landing or a refused takeoff.

HAP ALL

Location

There are six auto speedbrake relays and one time delay in the J20 junction box. There is one auto speedbrake relay in the J22 junction box. To get access to these junction boxes, go through the access panels on the left side of the nose wheel well.

HAP 037-054

There are seven auto speedbrake relays in the J39 junction box. This junction box is in the electronic equipment (EE) compartment.

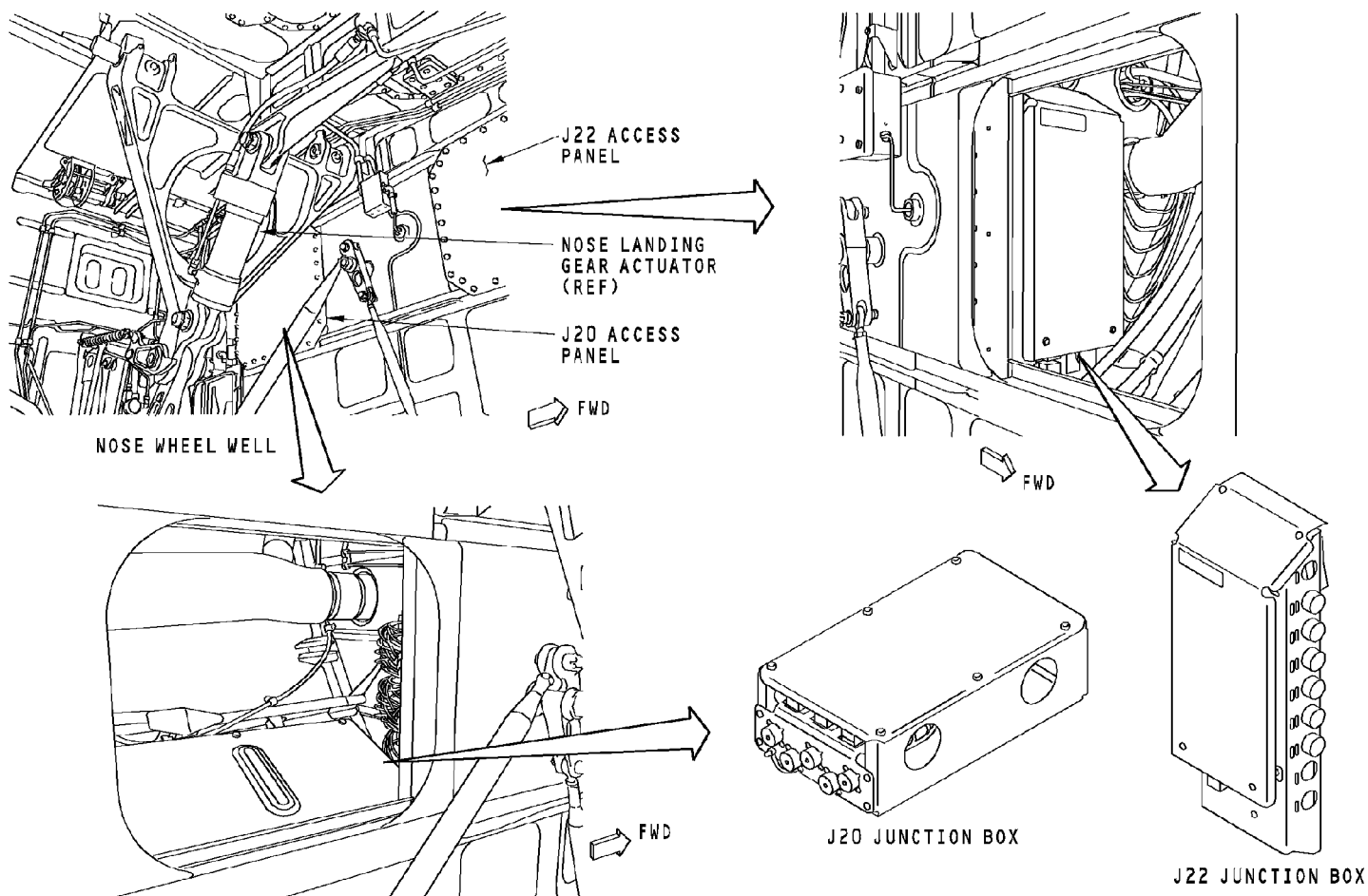
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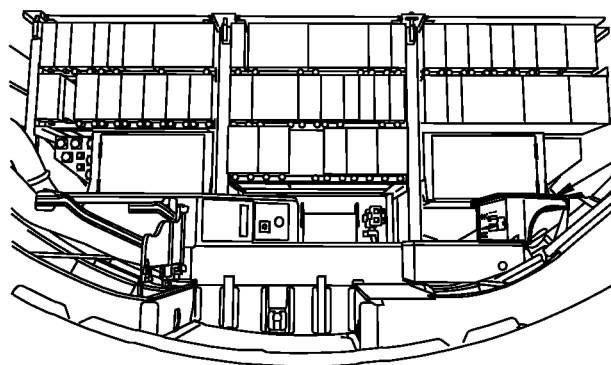
SPEEDBRAKE CONTROL SYSTEM - AUTO SPEEDBRAKE RELAYS

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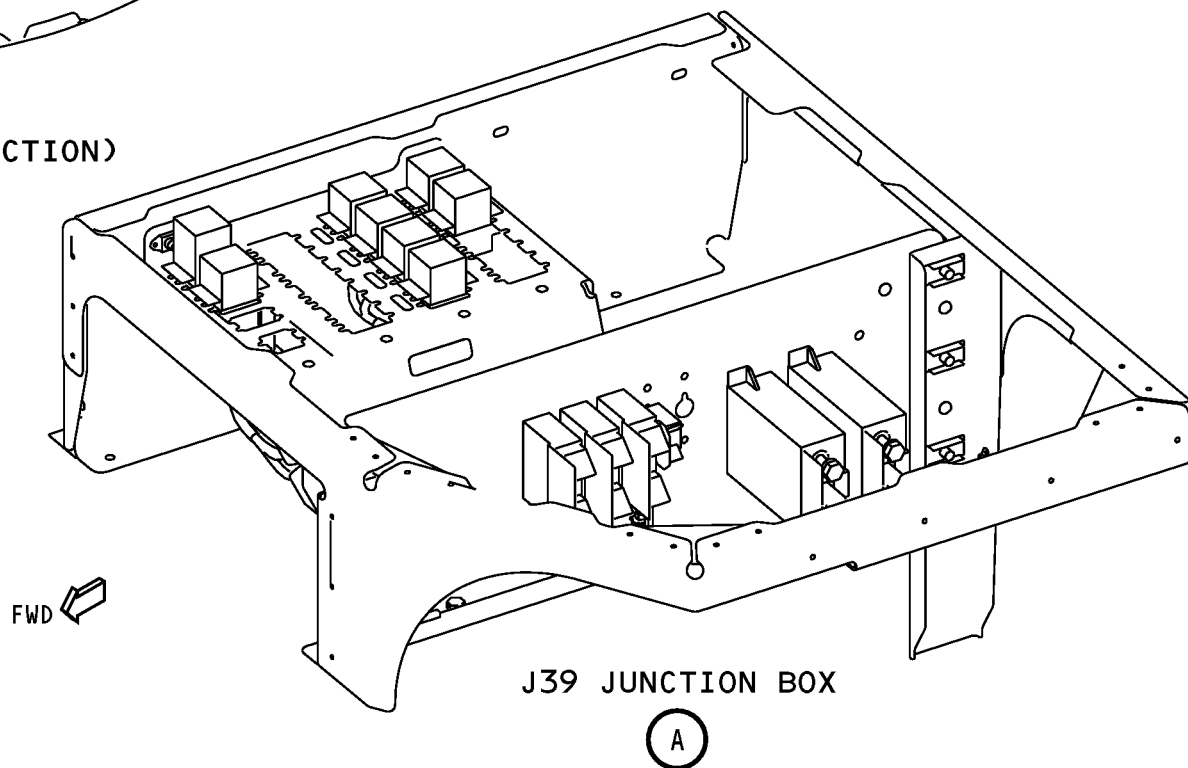
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J39 JUNCTION BOX
SEE (A)

EE COMPARTMENT
(VIEW IN THE AFT DIRECTION)



J39 JUNCTION BOX

(A)

SPEEDBRAKE CONTROL SYSTEM - AUTO SPEEDBRAKE RELAYS

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SPEEDBRAKE CONTROL SYSTEM - AUTO SPEEDBRAKE MODULE

Purpose

The auto speedbrake module controls the auto speedbrake function.

Location

The auto speedbrake module is on the E4-2 rack in the electronic equipment compartment.

Interfaces

The auto speedbrake module receives data from these components:

- Speedbrake arming switch
- Speedbrake refused takeoff switch
- Autothrottle microswitch packs
- Antiskid/autobrake control unit
- Air/ground relays
- Antiskid sense relays.

The auto speedbrake module controls these components:

- Four auto speedbrake relays
- Auto speedbrake actuator
- SPEEDBRAKE ARMED light
- SPEEDBRAKE DO NOT ARM light
- Wheel spin-up lights on the auto speedbrake module front panel.
- Speedbrake SOV relays

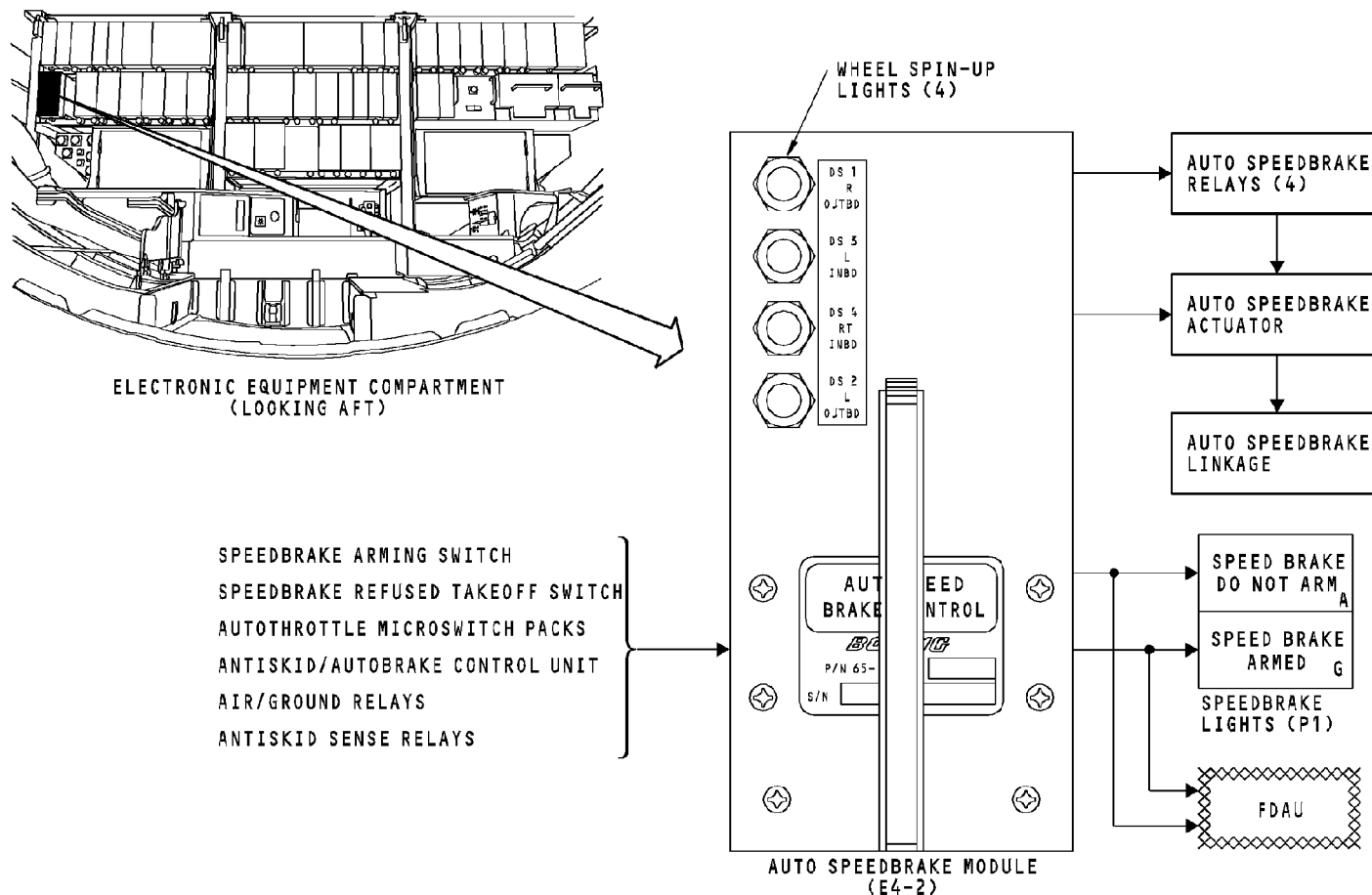
The auto speedbrake module also sends signals to the flight data acquisition unit (FDAU).

See the flight data recording system (FDRS) section for more information about the FDAU. (SECTION 31-31)

Wheel Spin-Up Lights

There are four wheel spin-up lights on the auto speedbrake module front panel. The lights come on when the main landing gear wheels turn faster than 60 knots and either the speedbrake arming switch closes or the speedbrake refused takeoff switch closes. There is one light for each wheel.

Two of the lights (DS3 and DS4) also come on for four seconds after the airplane goes from in the air to on the ground.



SPEEDBRAKE CONTROL SYSTEM - AUTO SPEEDBRAKE MODULE

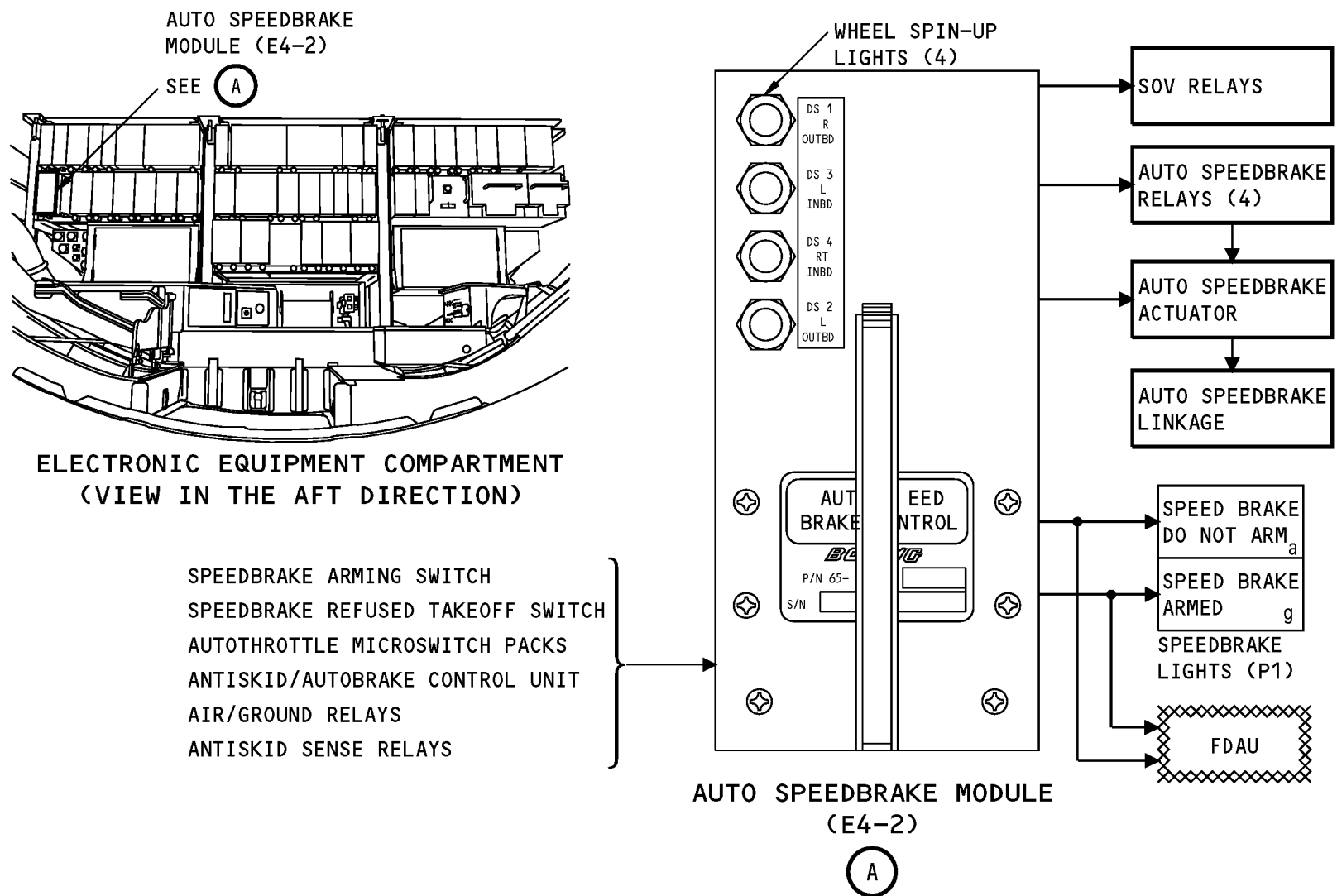
EFFECTIVITY

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SPEEDBRAKE CONTROL SYSTEM - AUTO SPEEDBRAKE MODULE

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SPEEDBRAKE CONTROL SYSTEM - AUTOSTOW ACTUATOR**Purpose**

The speedbrake autostow system protects the wing structure from exceeding its design limit loads during high speed / heavy weight operations.

Location

The autostow actuator mechanism is bolted to the front of the the control stand structure and attached to the speedbrake system at the speedbrake handle linkage.

Physical Description

The autostow actuator contains a motor driven actuator, cam device and cam follower attached to an adjustable tension spring to provide breakout force at the speedbrake handle.

Functional Description

The speedbrake autostow system activates when the stall management yaw damper computer (SMYD) detects the following conditions:

737-700 AIRPLANES:

- Both the airspeed is greater than 320 knots and the gross weight is greater than 143,000 pounds. The system deactivates when either the airspeed drops below 315 knots or the gross weight is less than 142,000 pounds.

737-800 AIRPLANES:

- Both the airspeed is greater than 320 knots and the gross weight is greater than 155,000 pounds. The system deactivates when either the airspeed drops below 315 knots or the gross weight is less than 154,000 pounds.

737-900ER AIRPLANES:

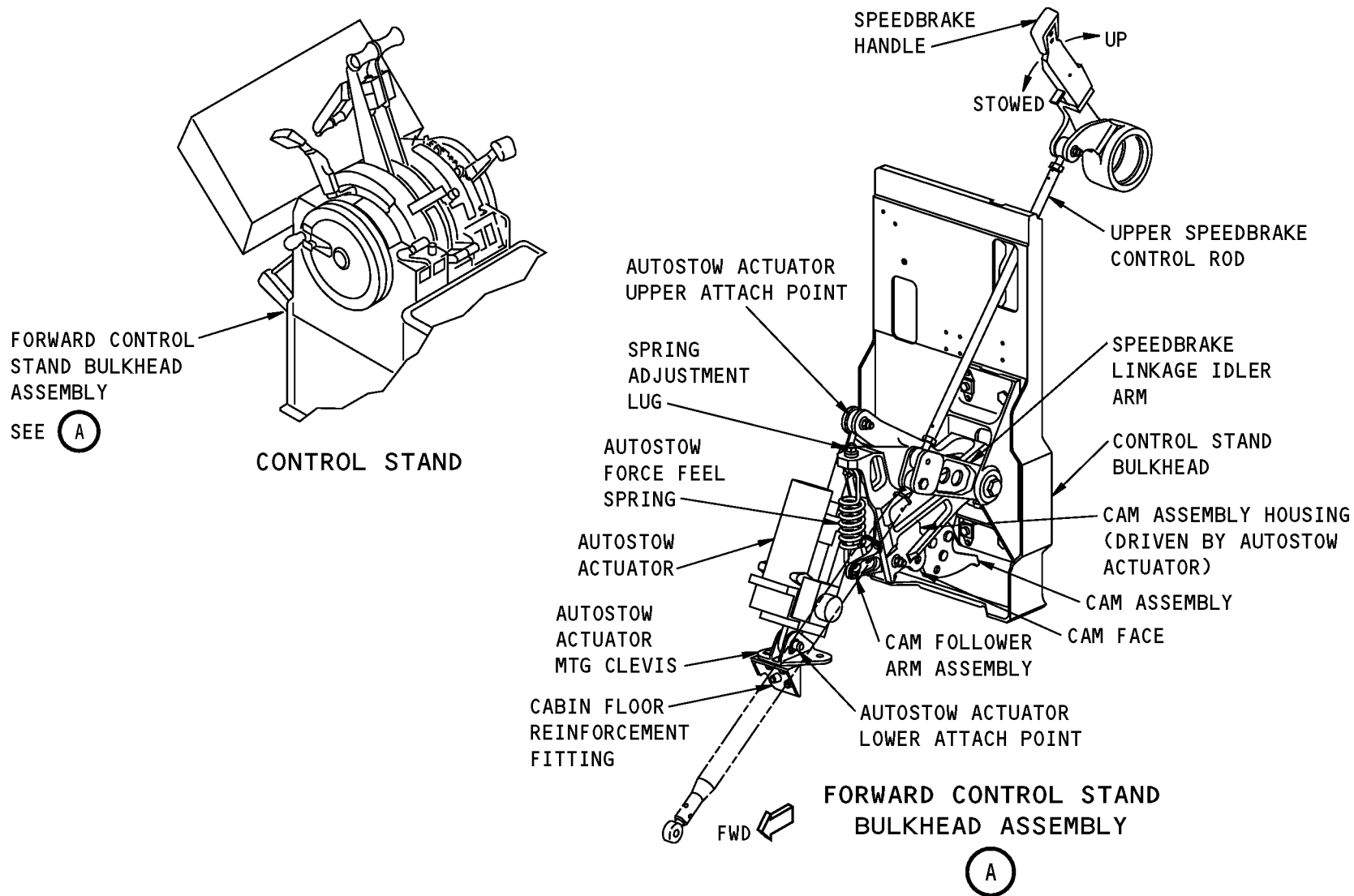
- Both the airspeed is greater than 320 knots and the gross weight is greater than 170,000 pounds. The system deactivates when either the airspeed drops below 315 knots or the gross weight is less than 169,000 pounds.

When the system activates the actuator moves the cam mechanism which moves the speedbrake lever. The speedbrake lever retracts to a position 1/2 way between the flight detent and the down detent. If the speedbrake lever is already at or less than this position, then the lever remains stationary.

The pilot may override the auto retract system's effect by applying above normal operating forces.

SPEEDBRAKE CONTROL SYSTEM - AUTOSTOW ACTUATOR

If the speedbrake autostow actuator fails to retract when the function is enabled, then the “Speedbrake Do Not Arm” light on the P1-3 panel will illuminate. This annunciation is needed to alert the flight crew that a non-normal crew procedure needs to be followed.



SPEEDBRAKE CONTROL SYSTEM - AUTOSTOW ACTUATOR

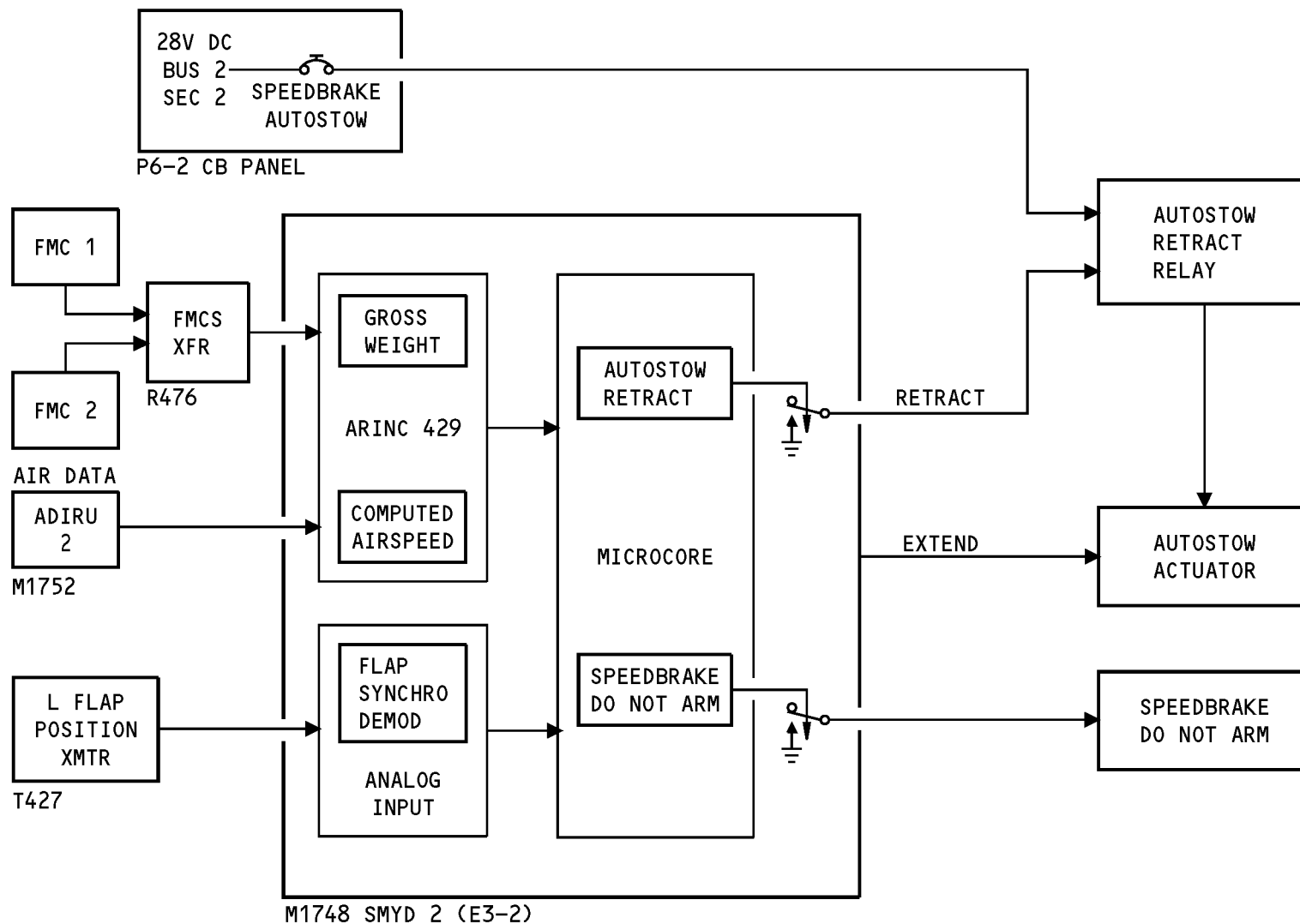
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SPEEDBRAKE CONTROL SYSTEM - AUTOSTOW ACTUATOR

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SPEEDBRAKE CONTROL SYSTEM - GROUND SPOILER CONTROL VALVE**Purpose**

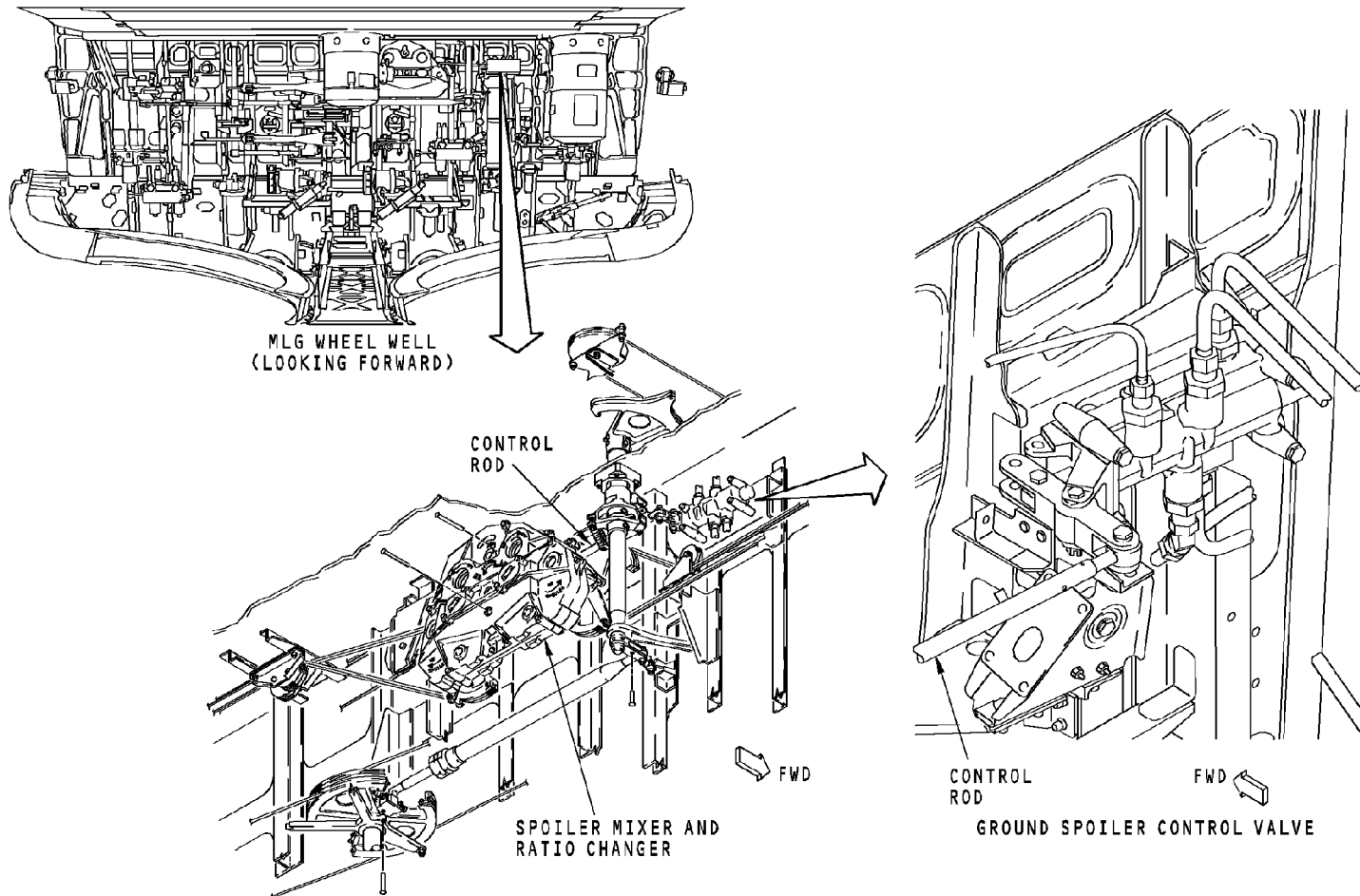
The ground spoiler control valve receives inputs from the spoiler mixer and sends hydraulic system A pressure to the ground spoiler interlock valve.

Location

The ground spoiler control valve is on the forward bulkhead of the main landing gear wheel well. It is right of the spoiler mixer and ratio changer.

Physical Description

A control rod connects the ground spoiler control valve to the spoiler mixer. During speedbrake lever movement, the control rod moves the ground spoiler control valve.



SPEEDBRAKE CONTROL SYSTEM - GROUND SPOILER CONTROL VALVE

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SPEEDBRAKE CONTROL SYSTEM - GROUND SPOILER INTERLOCK VALVE

Purpose

The ground spoiler interlock valve lets the ground spoilers operate only when the airplane is on the ground.

This valve sends hydraulic system A pressure from the ground spoiler control valve to the ground spoiler actuators when the right main landing gear compresses.

Location

The ground spoiler interlock valve is in the forward, upper, right corner of the main landing gear wheel well. It is outboard of the hydraulic system B reservoir.

Physical Description

The ground spoiler interlock valve is a mechanically operated hydraulic valve that is spring loaded to the air mode position.

A push/pull cable attaches to the ground spoiler interlock valve and to the right main landing gear upper torsion link. When the right main landing gear compresses during landing, the cable pulls on the input crank of the interlock valve. The interlock valve then moves to the ground mode position and sends hydraulic power from the ground spoiler control valve to the ground spoiler actuators.

HAP 001-013, 015-026, 028-036, 101-999

The ground spoiler interlock valve also has a proximity sensor and a pressure switch. The target for the proximity sensor is near when the airplane is in the air and the target is far when the airplane is on the ground. The pressure switch closes when the pressure to the ground spoiler actuators is more than 750 psi.

HAP 037-054

The ground spoiler interlock valve also has two proximity sensors and a pressure switch. For one of the proximity sensors, the target is near when the airplane is in the air, and the target is far when the airplane is on the ground. For the other proximity sensor, the target is near when the airplane is on the ground, and the target is far when the airplane is in the air. The pressure switch closes when the pressure to the ground spoiler actuators is more than 750 psi.

HAP 001-013, 015-026, 028-036, 101-999

The proximity sensor and the pressure switch send their data to the proximity switch electronics unit (PSEU). This data is for the takeoff warning system and to operate the SPEEDBRAKES EXTENDED light.

SPEEDBRAKE CONTROL SYSTEM - GROUND SPOILER INTERLOCK VALVE

HAP 001-013, 015-026, 028-036, 101-999 (Continued)

Training Information Point

HAP 037-054

One of the proximity sensors (S1050) and the pressure switch send their data to the proximity switch electronics unit (PSEU). This data is for the takeoff warning system and to operate the SPEEDBRAKES EXTENDED light.

You can rig the ground spoiler interlock valve with the airplane weight on the wheels or with the airplane on jacks.

HAP ALL

See the PSEU section for more information. (SECTION 32-09)

HAP 037-054

Data from the other proximity sensor (S01131) is used to operate the flight spoiler solenoid operated valves (SOVs). It also inputs to the SPEEDBRAKE DO NOT ARM light in case of a relay or signal failure.

If the Air/Ground System does not switch to ground mode within 3 seconds of the Speed Brake Ground Proximity Sensor (S01131) switching to ground mode, the SPEEDBRAKE DO NOT ARM light will illuminate and latch.

HAP ALL

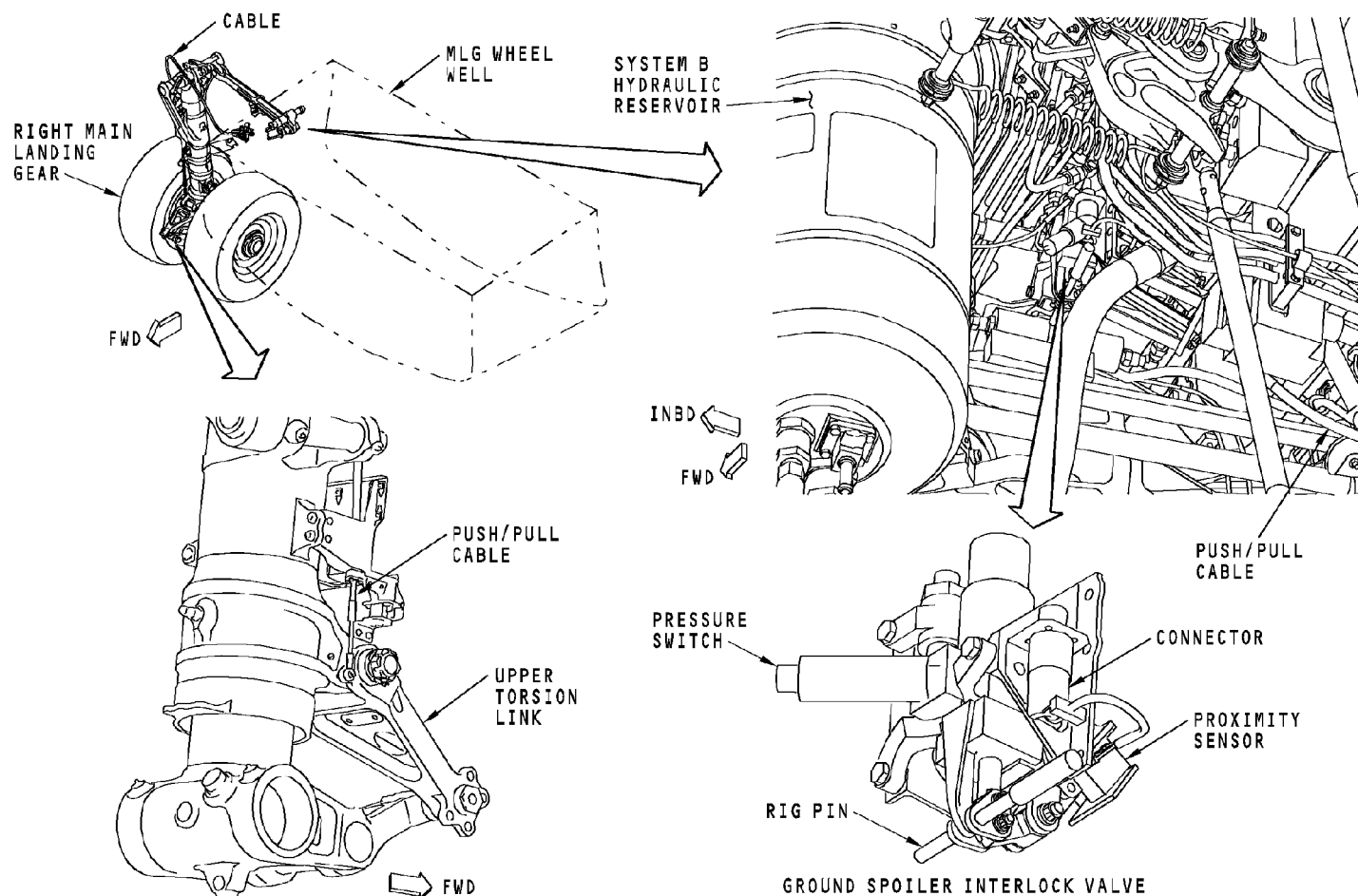
See the takeoff/landing warning section for more information. (SECTION 31-53)

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SPEEDBRAKE CONTROL SYSTEM - GROUND SPOILER INTERLOCK VALVE

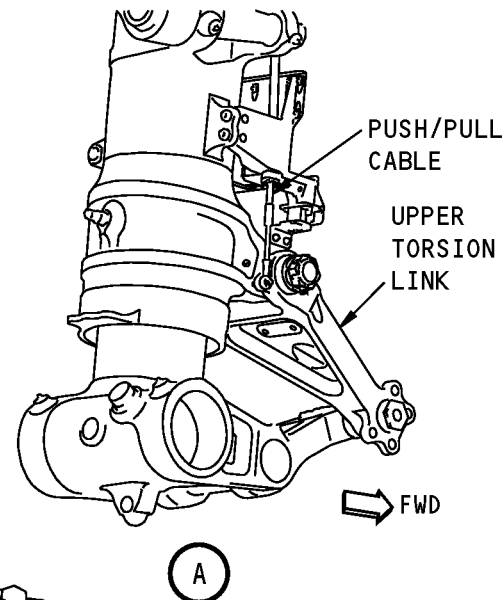
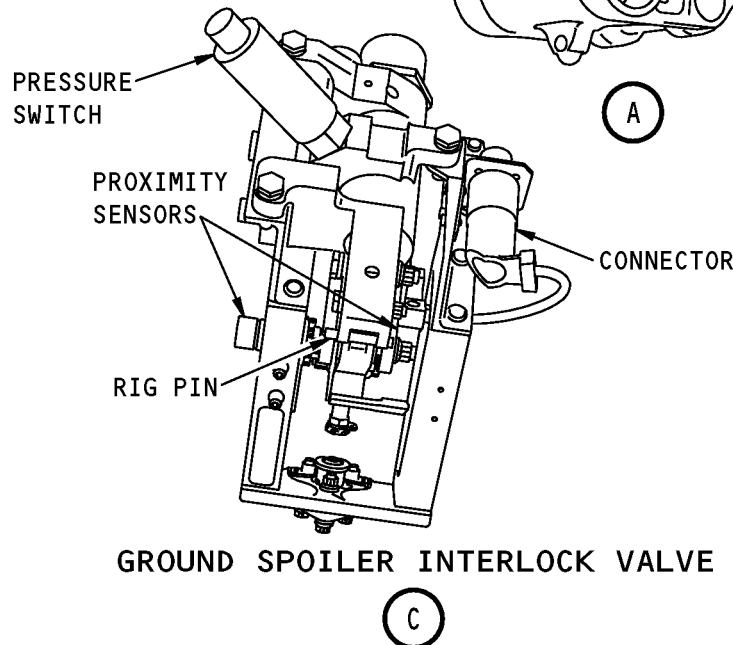
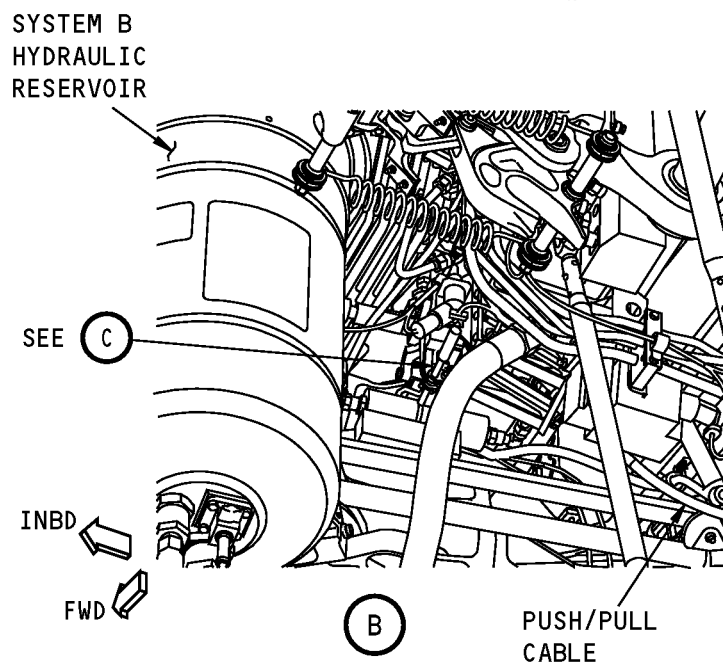
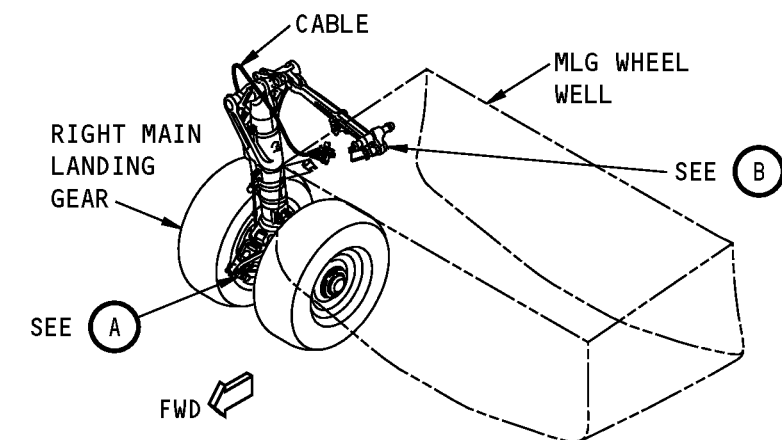
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SPEEDBRAKE CONTROL SYSTEM - GROUND SPOILER INTERLOCK VALVE

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SPEEDBRAKE CONTROL SYSTEM - GROUND SPOILER ACTUATORS**Purpose**

The ground spoiler actuators use hydraulic power to move the ground spoilers.

When the actuator receives extend pressure, the pressure causes the locking piston to compress the spring. This permits the locking keys to move in. This unlocks the piston assembly and permits it to extend.

Location

There are two ground spoiler actuators for each inboard ground spoiler and one ground spoiler actuator for each outboard ground spoiler.

The ground spoiler actuators attach to the rear spar of the wing below each ground spoiler. To get access, raise the spoiler panels and extend the TE flaps.

Functional Description

Each ground spoiler actuator has these components:

- Piston assembly
- Locking piston
- Locking keys
- Spring.

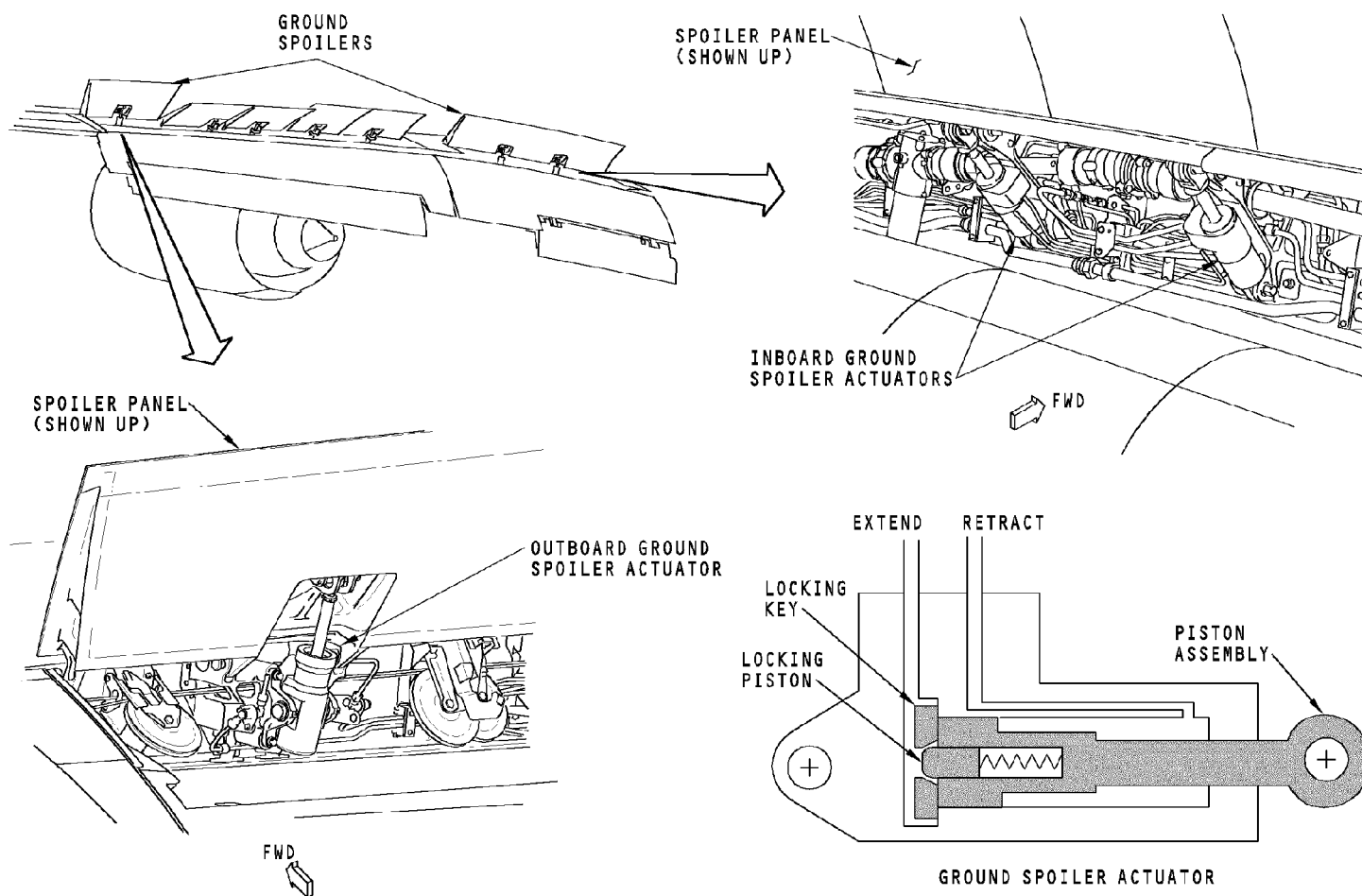
Each ground spoiler actuator has an internal mechanical lock which locks the actuator in the retract position. With no extend pressure, the spring moves the locking piston in the direction of the locking keys. This causes the locking keys to move away from the locking piston. This keeps the piston assembly in the retract position.

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SPEEDBRAKE CONTROL SYSTEM - GROUND SPOILER ACTUATORS

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SPEEDBRAKE CONTROL SYSTEM - GROUND SPOILERS

Purpose

The ground spoilers help reduce lift and increase drag of the airplane during landing and refused takeoffs.

Location

There are two ground spoilers on each wing. The ground spoilers are at the fixed trailing edge of the wings. On each wing, there is one ground spoiler inboard of the engine strut and one ground spoiler just inboard of the aileron.

Physical Description

The ground spoilers are made of composite materials. The ground spoilers are not interchangeable.

Functional Description

The ground spoilers operate on the ground only. They use inputs from the speedbrake lever.

HAP 001-013, 015-026, 028-036, 101-999

The ground spoilers move up when the speedbrake lever moves more than 31 degrees. Ground spoilers 1 and 12 move up 60 degrees and ground spoilers 6 and 7 move up 52 degrees. Stops in the ground spoiler actuators limit the movement of the ground spoilers.

HAP 037-054

The ground spoilers move up when the speedbrake lever moves more than 31 degrees. Ground spoilers 1, 6, 7, and 12 move up 60 degrees. Stops in the ground spoiler actuators limit the movement of the ground spoilers.

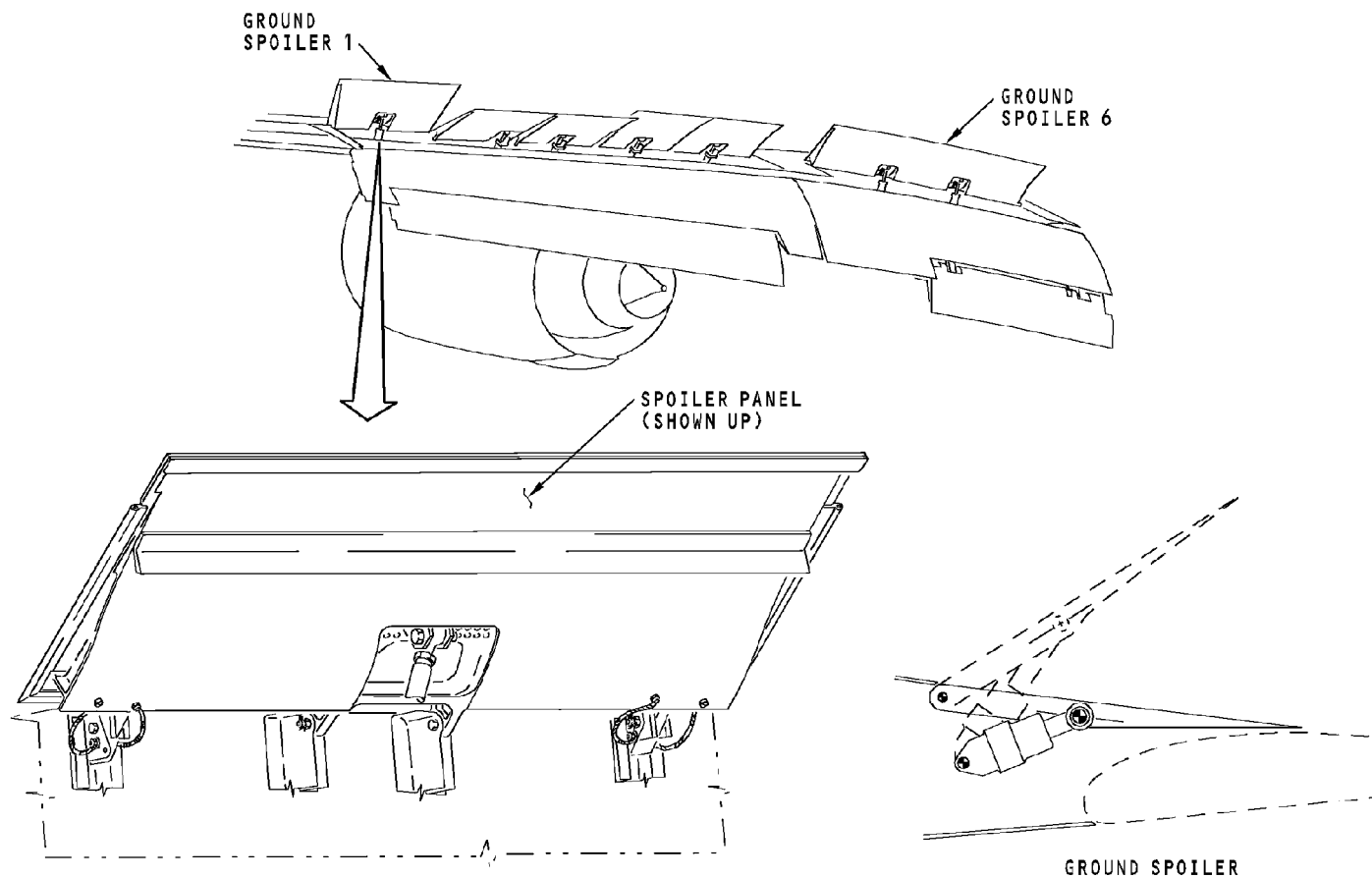
HAP ALL

Training Information Point

When you rig the spoilers, keep a small gap between the spoiler and the TE flap.

When you do maintenance around the spoilers, obey this warning:

WARNING: DO NOT PUT A PART OF YOUR BODY BETWEEN THE SPOILER AND THE WING UNLESS YOU REMOVE THE HYDRAULIC POWER. THE SPOILERS CAN CAUSE INJURY TO PERSONS.



SPEEDBRAKE CONTROL SYSTEM - GROUND SPOILERS

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SPEEDBRAKE CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - AUTO SPEEDBRAKE

General

The auto speedbrake module and the auto speedbrake relays control the automatic operation of the speedbrakes. The auto speedbrake module and the auto speedbrake relays use data from these sources:

- Speedbrake arming switch
- Speedbrake refused takeoff switch
- Autothrottle microswitch packs
- Antiskid/autobrake control unit
- Air/ground relays (2)
- Antiskid sense relays (2)
- Flight control computers (FCCs) (2)
- R/A < 10 feet relays (2).

Landing

During landing, the auto speedbrake operates when all these conditions occur:

- The altitude is less than 10 feet from the flight control computers to the R/A < 10 ft relays,
- The main landing gear is on the ground or the main landing gear wheels spin up,
- The speedbrake lever is in the armed position,
- Both left and right thrust levers are at idle.

Before landing, the pilots arm the speedbrake lever. During the flare or at touchdown, the pilots move both thrust levers to idle. Just after touchdown, the auto speedbrake actuator fully extends the speedbrake lever. This commands all spoilers to move up.

The auto speedbrake actuator retracts if either thrust lever is more than the idle position.

NOTE: The auto speedbrake actuator does not retract when you move the speedbrake lever to the down position.

Refused Takeoffs (RTO)

During a RTO, when the pilot moves at least one of the thrust reverser levers, the speedbrake refused takeoff switch closes. This permits the auto speedbrake actuator to extend fully. This commands all spoilers to move up.

The auto speedbrake actuator retracts if either thrust lever is more than the idle position.

Indications

The auto speedbrake module controls the amber SPEEDBRAKE DO NOT ARM light and the green SPEEDBRAKE ARMED light. The auto speedbrake module also sends signals to the flight data acquisition unit for reporting purposes.

SPEEDBRAKE CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - AUTO SPEEDBRAKE

See the flight data recording system (FDRS) section for more information about the FDAU. (SECTION 31-31)

The SPEEDBRAKE DO NOT ARM light comes on when the automatic operation of the speedbrake system does not arm correctly. This occurs when the speedbrake lever is in the ARMED detent or either thrust lever is in reverse, and one of the these occurs:

- Antiskid system inoperative
- Auto speedbrake actuator not retracted
- Disagreement between the wheel spin speeds and air/ground signals
- Internal faults in the auto speedbrake module.

NOTE: On landing, if the wheel speed is <60kts, and the speedbrake handle is in the UP position, the SPEEDBRAKE DO NOT ARM light will illuminate. The light will stay on until the speedbrake handle is stowed. This is the normal operation of the SPEEDBRAKE DO NOT ARM light, and does not indicate a system fault.

The SPEEDBRAKE ARMED light comes on when the automatic operation of the speedbrake system does arm correctly. This occurs when the speedbrake lever is in the ARMED detent or either thrust lever is in reverse, and all of these occur:

- One or more antiskid channel operates
- Auto speedbrake actuator retracted
- No disagree in the wheel spin speeds and air/ground signals.

The SPEEDBRAKE ARMED light also comes on when the auto speedbrake module sends a raise command to the auto speedbrake relays.

There are four wheel spin-up lights on the auto speedbrake module face plate. The lights come on when the main landing gear wheels turn faster than 60 knots and either the speedbrake arming switch closes or the speedbrake refused takeoff switch closes. There is one light for each wheel.

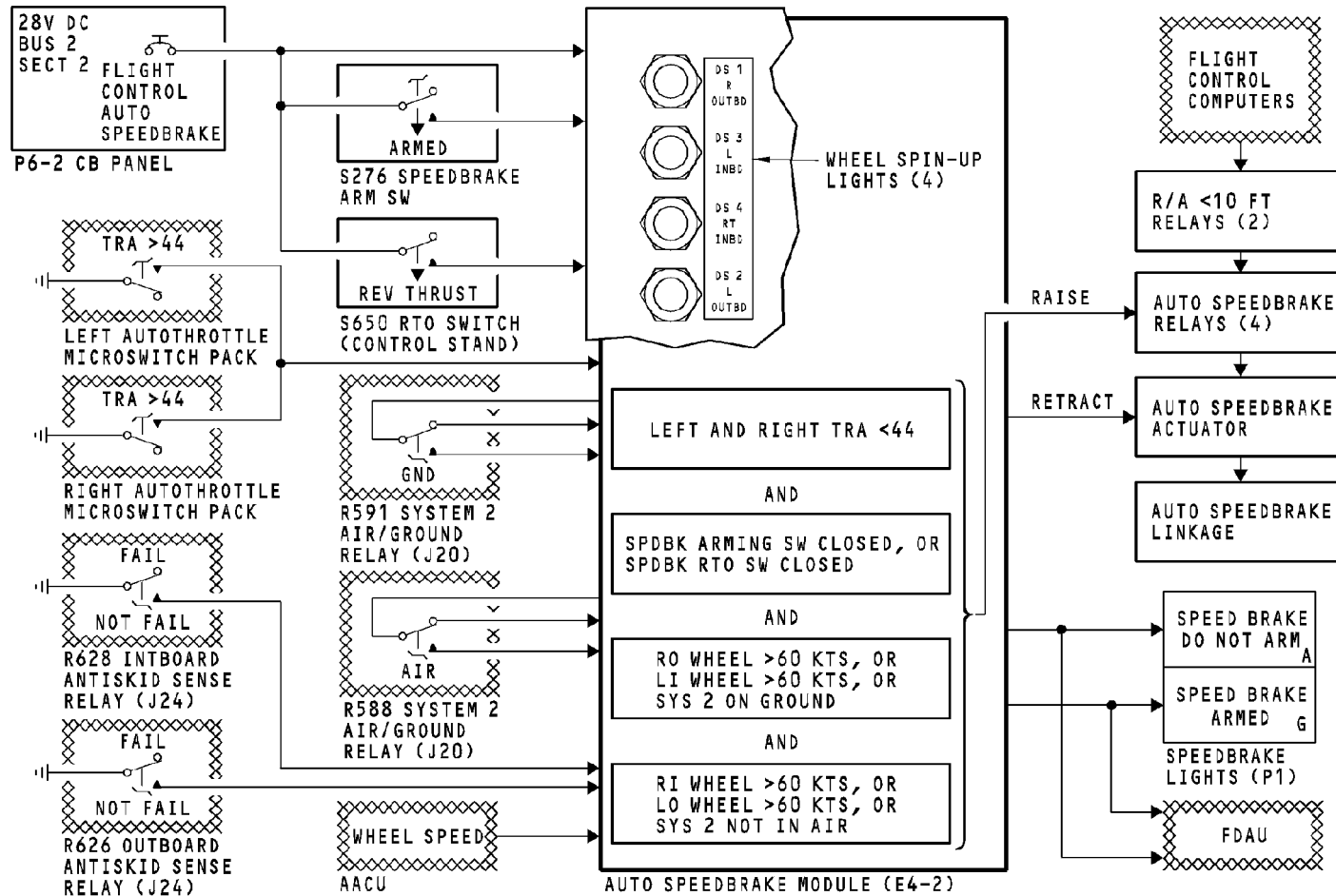
Two of the lights (DS3 and DS4) also come on for four seconds after the airplane goes from in the air to on the ground.

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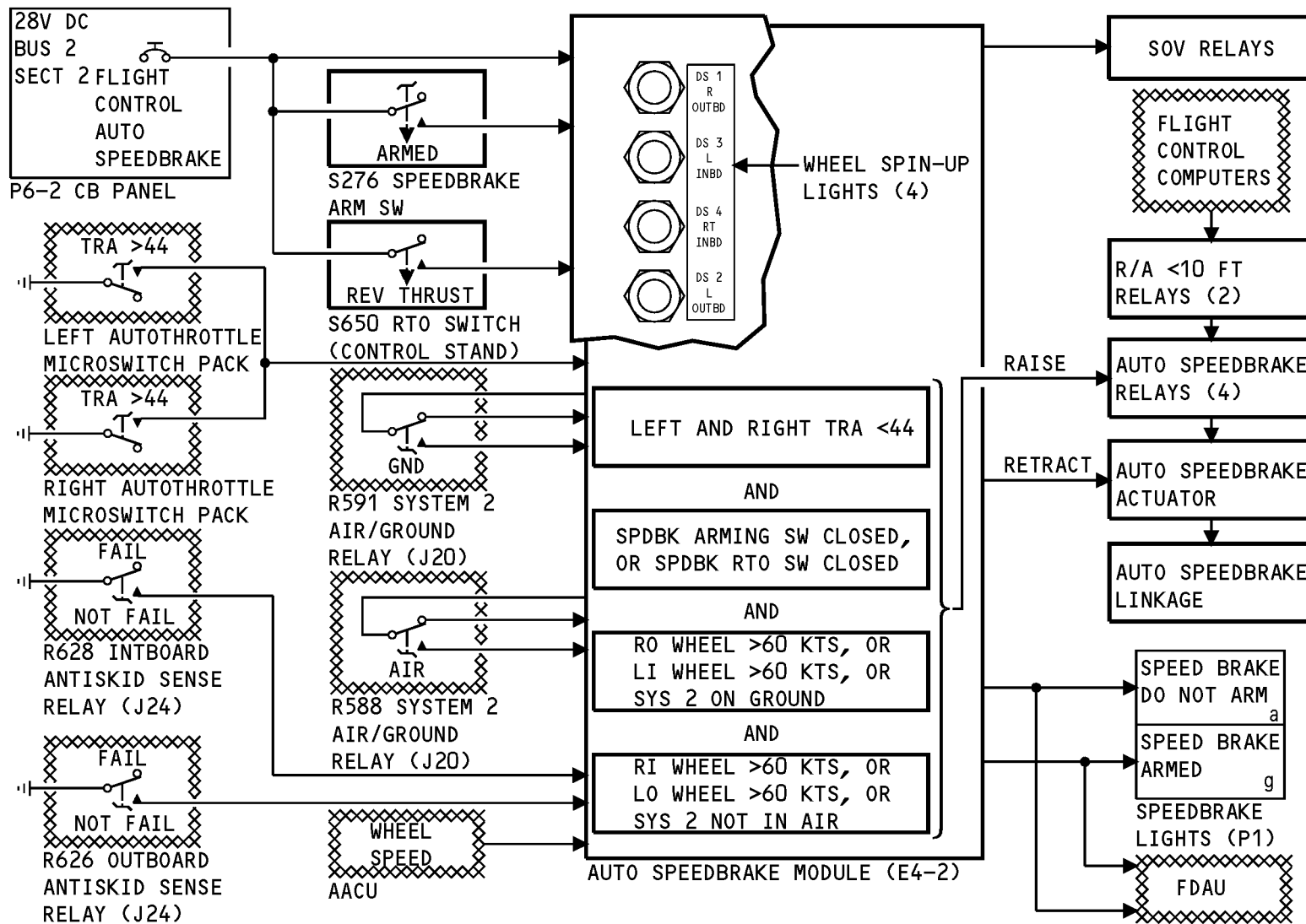
SPEEDBRAKE CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - AUTO SPEEDBRAKE

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SPEEDBRAKE CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - AUTO SPEEDBRAKE

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SPEEDBRAKE CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - SPEEDBRAKES EXTENDED LIGHT

SPEEDBRAKES EXTENDED Light

The SPEEDBRAKES EXTENDED light shows when all these conditions occur:

- Airplane in the air
- Speedbrake lever is more than 7.5 degrees
- TE flaps are more than the 10 units or the altitude is less than 800 feet.

These conditions occur if the pilot uses the speedbrake lever during the landing approach.

The SPEEDBRAKES EXTENDED light also shows when all these conditions occur:

- Airplane on the ground
- Ground spoiler interlock valve pressure switch measures more than 750 psi
- Speedbrake lever is in the down position.

These conditions occur if the ground spoiler actuators receive hydraulic power with the speedbrake lever in the down position. This is a failure condition.

The ground spoiler interlock valve pressure switch also sends signals to the flight data acquisition unit (FDAU) when hydraulic pressure is more than 750 psi.

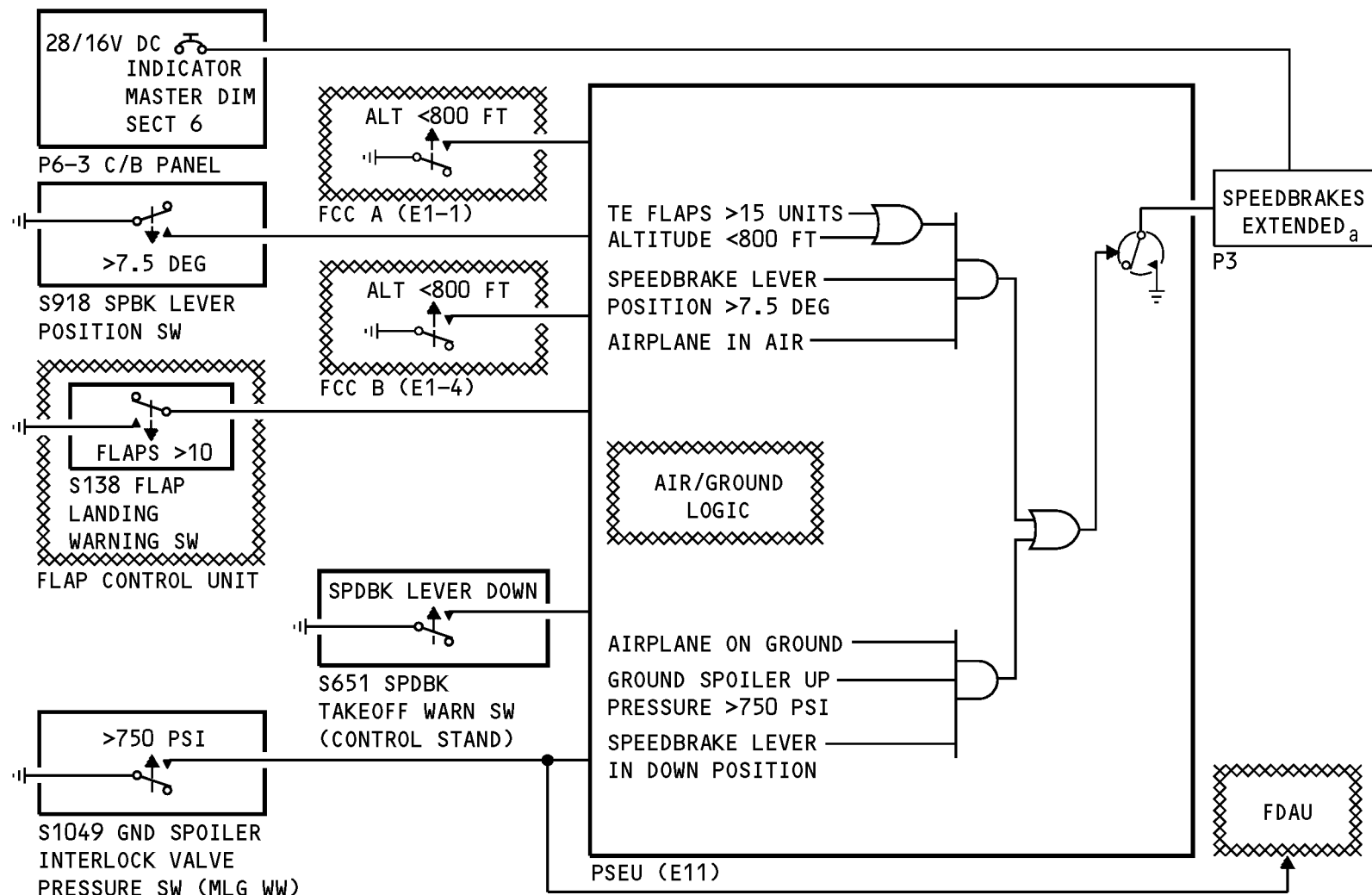
See the flight data recording system (FDRS) section for more information about the FDAU. (SECTION 31-31)

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SPEEDBRAKE CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - SPEEDBRAKES EXTENDED LIGHT

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SPEEDBRAKE CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

General

The pilots use the speedbrake lever to operate the ground spoilers. The auto speedbrake module automatically operates all the spoilers on the ground.

When the speedbrake lever moves, the spoiler ratio changer also operates the flight spoilers. See the flight spoiler control section for more information. (SECTION 27-61)

Manual Speedbrake Control

When the speedbrake lever moves, the speedbrake lever cables move a quadrant in the spoiler ratio changer. The ratio changer moves the spoiler mixer, which supplies an input to the ground spoiler control valve. When the speedbrake lever moves 31 degrees, the ground spoiler control valve sends hydraulic power to the ground spoiler interlock valve.

A push/pull cable connects the ground spoiler interlock valve to the right main landing gear torsion link. When the airplane is on the ground, this cable opens the ground spoiler interlock valve. This permits hydraulic pressure to go to the ground spoiler actuators. This causes the ground spoilers to move up.

Auto Speedbrake Control

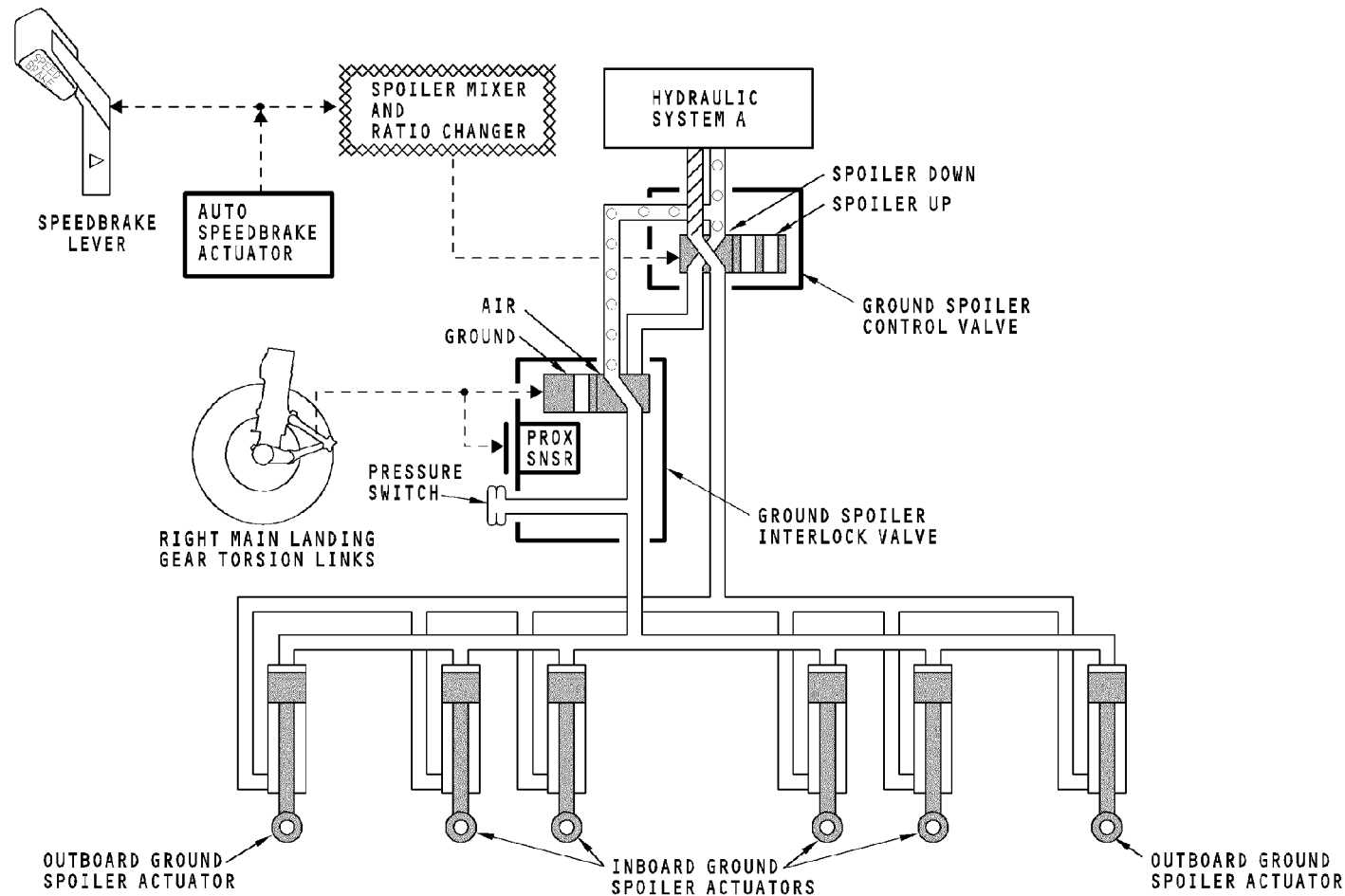
During landing and refused takeoffs, the auto speedbrake module operates the auto speedbrake actuator. This actuator moves the speedbrake lever. This operates the speedbrake cable system the same as during manual speedbrake control. This causes the ground spoilers to move up.

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SPEEDBRAKE CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

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LE FLAP AND SLAT CONTROL SYSTEM - INTRODUCTION

Purpose

The leading edge (LE) flaps and slats increase the wing area and the wing camber. This increases lift to help improve the takeoff and landing performance of the airplane.

General

The LE devices include two Krueger flaps and four slats on the leading edge of each wing. During cruise, these surfaces fully retract. These surfaces extend during takeoff to increase lift, which permits slower speeds for airplane rotation. During landing, the LE slats fully extend to increase lift and help prevent a stall.

During normal operation, the LE flaps and slats are mechanically controlled. During alternate operation, the LE flaps and slats are electrically controlled.

The LE cruise depressurization function depressurizes the LE flap and slat actuators. This occurs when all the LE devices and the flap lever are at the up position and the airplane is in the air.

The LE uncommanded motion (UCM) detection function stops the LE normal operation if two or more LE flaps or slats move away from their commanded position.

There is position indication in the flight deck for all the LE devices during normal operation and alternate operation.

During the normal operation, if the airplane comes near a stall condition, the autoslat function fully extends the LE slats. This helps prevent a stall.

You can do tests of the LE flaps and slats with built in test equipment (BITE) in the flap/slat electronic unit (FSEU). The FSEU BITE also permits you to see other maintenance data.

Abbreviations and Acronyms

- ADIRU - air data inertial reference unit
- alt - alternate
- BITE - built-in test equipment
- cntl - control
- depress - depressurization
- DFDAU - digital flight data acquisition unit
- EMDP - electric motor-driven pump
- ext - extend
- FCC - flight control computer
- FSEU - flap/slat electronic unit
- gnd - ground
- GPM - gallons per minute
- inbd - inboard
- ind - indication
- LE - leading edge
- MLG - main landing gear
- PDU - power drive unit
- prox - proximity
- PSEU - proximity switch electronics unit
- PTU - power transfer unit
- sec - second(s)
- sect - section



LE FLAP AND SLAT CONTROL SYSTEM - INTRODUCTION

- SMYD - stall management yaw damper
- SOV - shutoff valve
- stdby - standby
- TE - trailing edge
- T/R - thrust reverser
- UCM - uncommanded motion
- vlv - valve
- WW - wheel well.

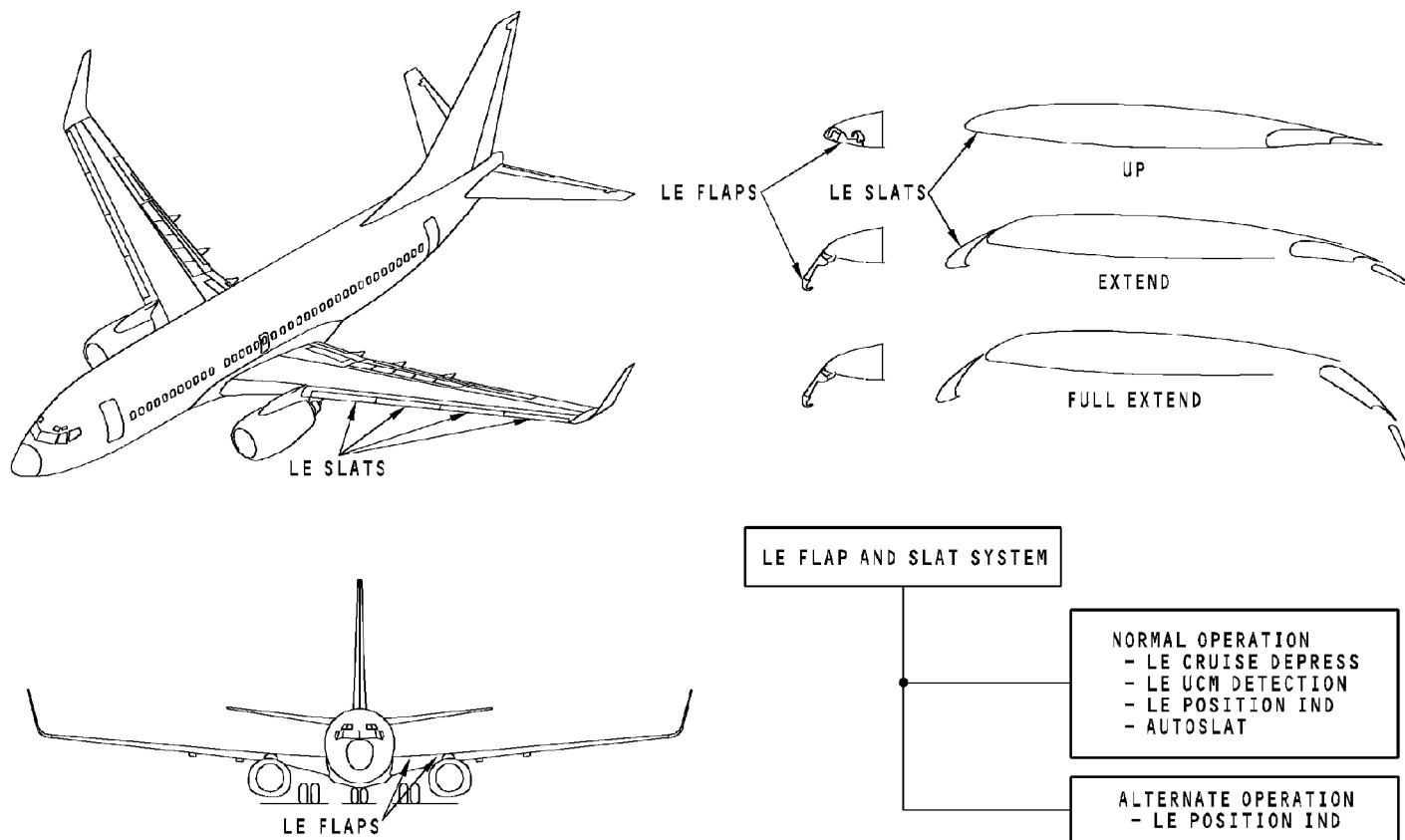
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LE FLAP AND SLAT CONTROL SYSTEM - INTRODUCTION

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LE FLAP AND SLAT CONTROL SYSTEM - GENERAL DESCRIPTION

General

The LE flaps and slats use hydraulic power to move. For the normal operation, hydraulic system B supplies hydraulic power. The commands for the LE flaps and slats come from the TE flap system. During the alternate operation, the standby hydraulic system supplies hydraulic power. The commands come from the alternate flaps switches.

Normal Operation

The TE flap system sends inputs to the LE flap and slat control valve during normal operation. The flap lever moves a cable system that supplies a mechanical input to the TE flap system. As the TE flaps move, feedback from the TE flap system moves the LE flap and slat control valve. The LE flap and slat control valve is in the TE flap control unit.

The LE flap and slat control valve receives hydraulic system B pressure from the LE cruise depressurization valve. The LE flap and slat control valve sends hydraulic power through the autoslat control valve to the LE flap and slat actuators. These actuators move the LE flaps and slats.

The LE flap and slat proximity sensors send signals to the flap/slat electronics unit (FSEU). The FSEU sends this data to the LE devices annunciator panel and the LE flaps lights in the flight deck.

The FSEU closes the LE cruise depressurization valve when the airplane is in a cruise condition. This valve stops the hydraulic power to the LE flap and slat actuators to prevent extension.

The FSEU closes the LE uncommanded motion (UCM) shutoff valve if there is an uncommanded motion of the LE devices. This occurs when two or more LE devices move away from their commanded position. The LE uncommanded motion (UCM) shutoff valve removes the retract pressure from the LE flap and slat actuators. This prevents more movement of the LE flaps and slats.

If the LE slats are at the extend position and the airplane gets near a stall condition, the stall management yaw dampers (SMYDs) send signals to the autoslat control valve. The autoslat control valve sends hydraulic power to the LE slat actuators to fully extend the LE slats.

See the leading edge autoslat system section for more information on the autoslat valve. (SECTION 27-83)

See the stall warning system section for more information on the SMYDs. (SECTION 27-32)

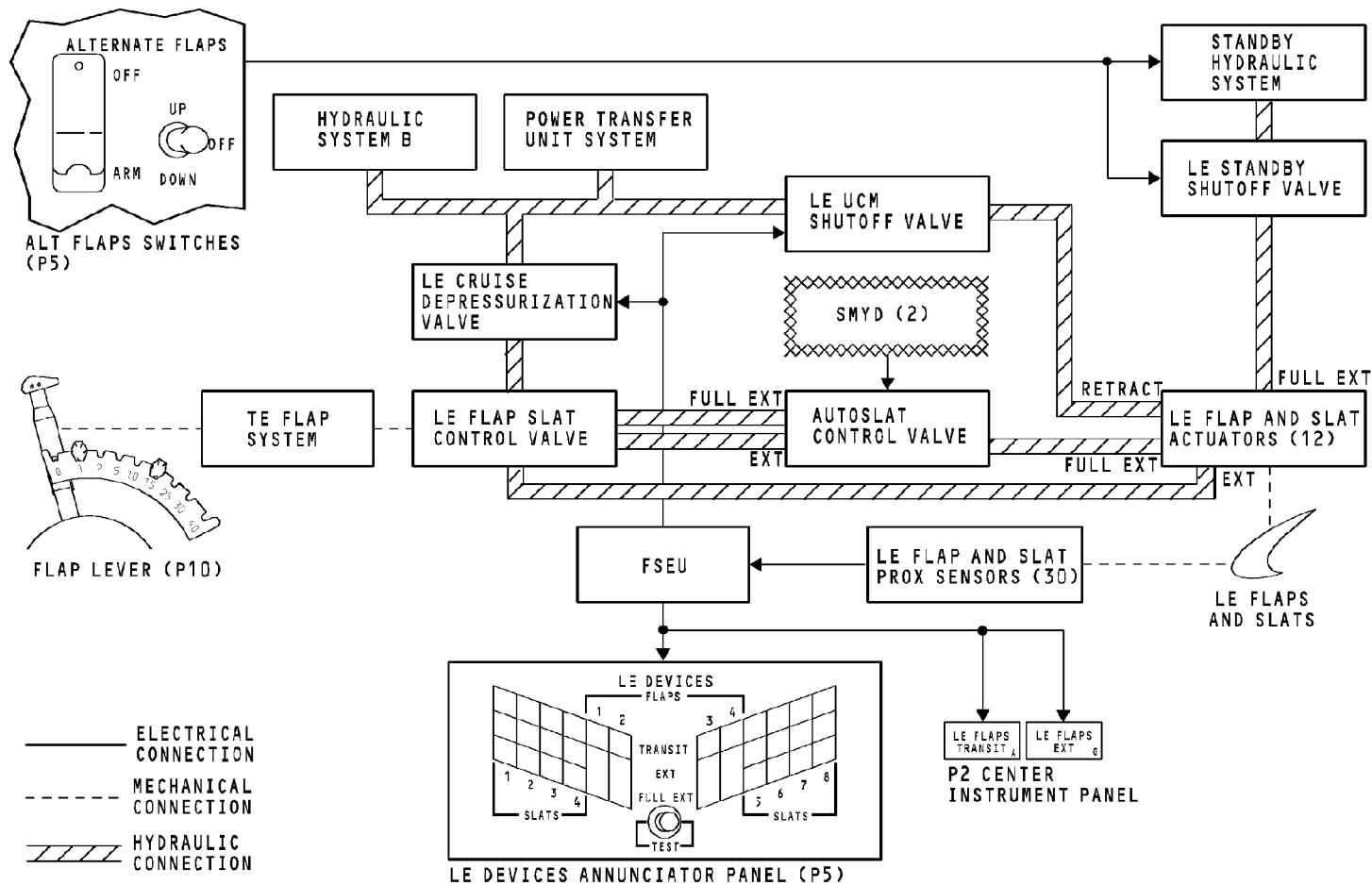
See the trailing edge flap system section for more information on the TE flap system. (SECTION 27-51)

LE FLAP AND SLAT CONTROL SYSTEM - GENERAL DESCRIPTION

Alternate Operation

During the alternate operation, the alternate flaps switches send a signal to the LE standby shutoff valve and to the standby hydraulic system. The LE standby shutoff valve sends hydraulic power to the LE flap and slat actuators to extend the LE flaps and slats. Hydraulic power from the LE standby shutoff valve has priority over the hydraulic power from the LE flap and slat control valve.

During the alternate operation, the LE flaps and slats can not retract.



LE FLAP AND SLAT CONTROL SYSTEM - GENERAL DESCRIPTION

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LE FLAP AND SLAT CONTROL SYSTEM - COMPONENT LOCATIONS 1

General

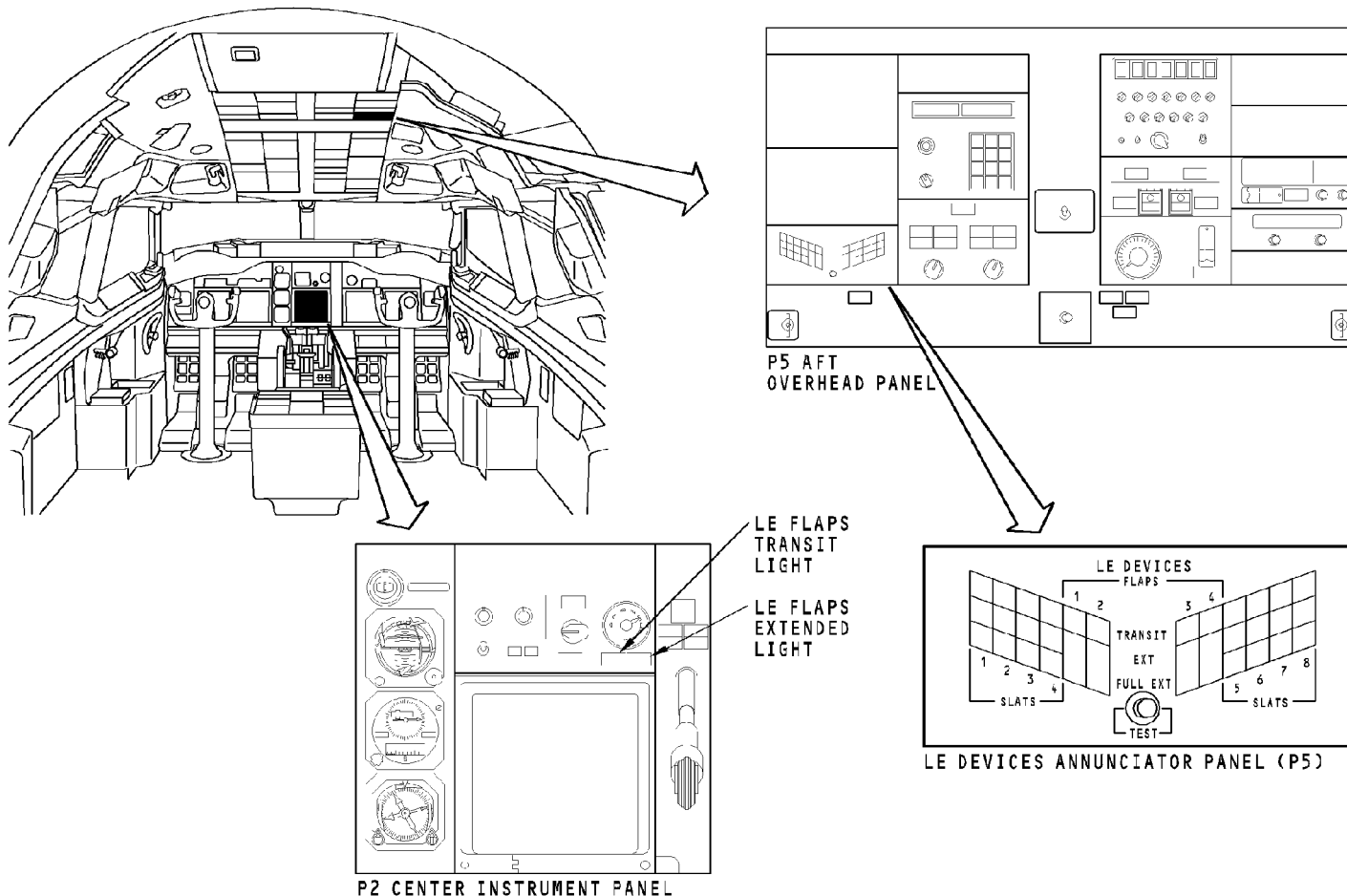
The LE flap and slat system components are in these areas:

- Flight deck
- Main landing gear (MLG) wheel well
- Right wing-to-body fairing
- Wing.

The components outside of the flight deck are shown later.

Flight Deck Components

The LE devices annunciator panel is on the P5 aft overhead panel. The LE FLAPS TRANSIT light and the LE FLAPS EXT light are on the P2 pilots center panel.



LE FLAP AND SLAT CONTROL SYSTEM - COMPONENT LOCATIONS 1

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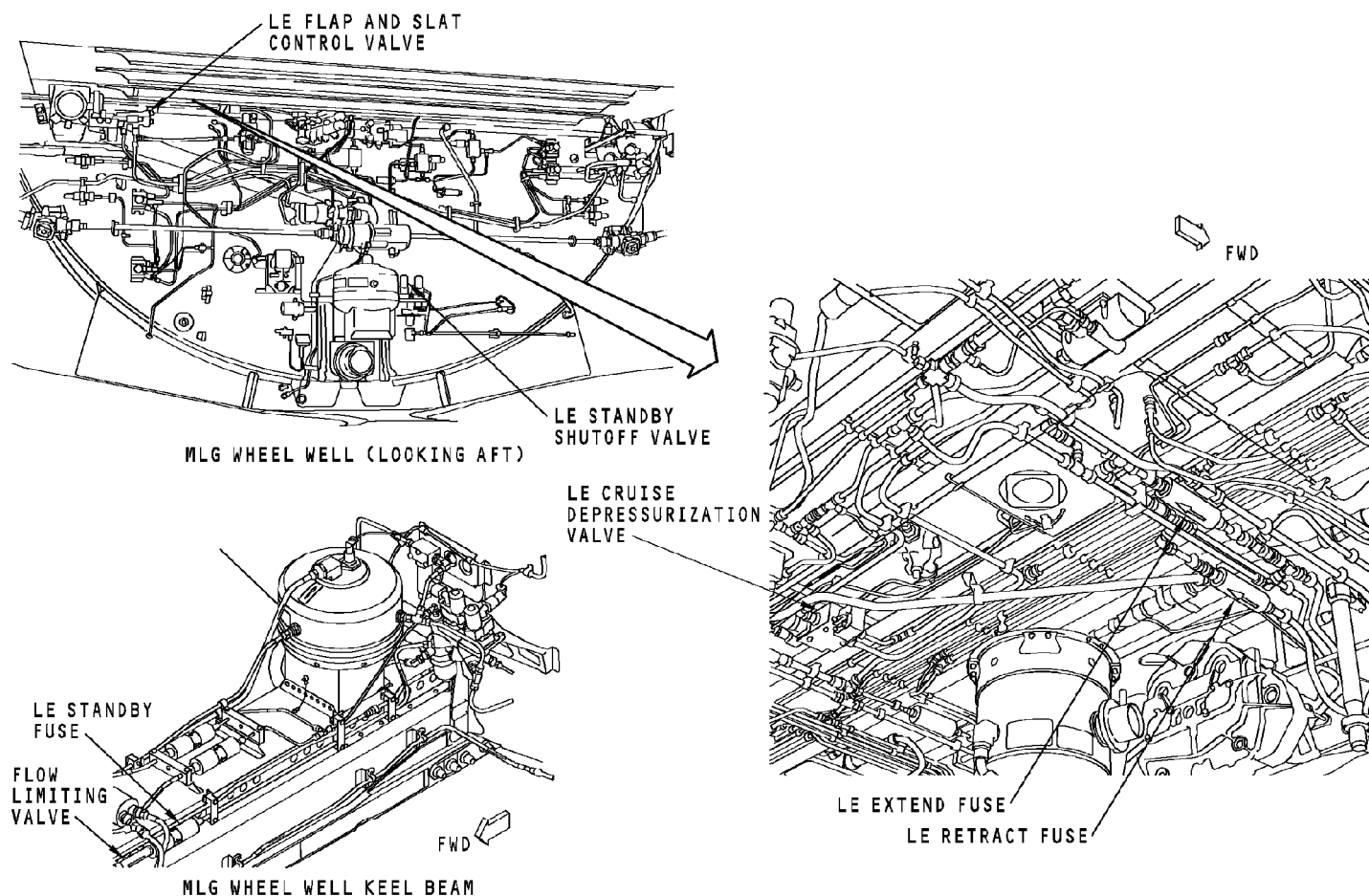
LE FLAP AND SLAT CONTROL SYSTEM - COMPONENT LOCATIONS 2

MLG Wheel Well Components

These are the components in the MLG wheel well:

- LE flap and slat control valve
- LE cruise depressurization valve
- LE standby shutoff valve
- LE flap and slat flow limiting valve
- LE flap and slat hydraulic fuses.

The LE flap and slat control valve is on the flap control unit on the aft bulkhead. The LE standby shutoff valve is on the flight controls module on the aft bulkhead. The flow limiting valve and the LE standby hydraulic fuse are on the keel beam. The LE cruise depressurization valve, and the extend and retract fuses are on the ceiling.



LE FLAP AND SLAT CONTROL SYSTEM - COMPONENT LOCATIONS 2

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LE FLAP AND SLAT CONTROL SYSTEM - COMPONENT LOCATIONS 3

Right Wing-to-Body Fairing Components

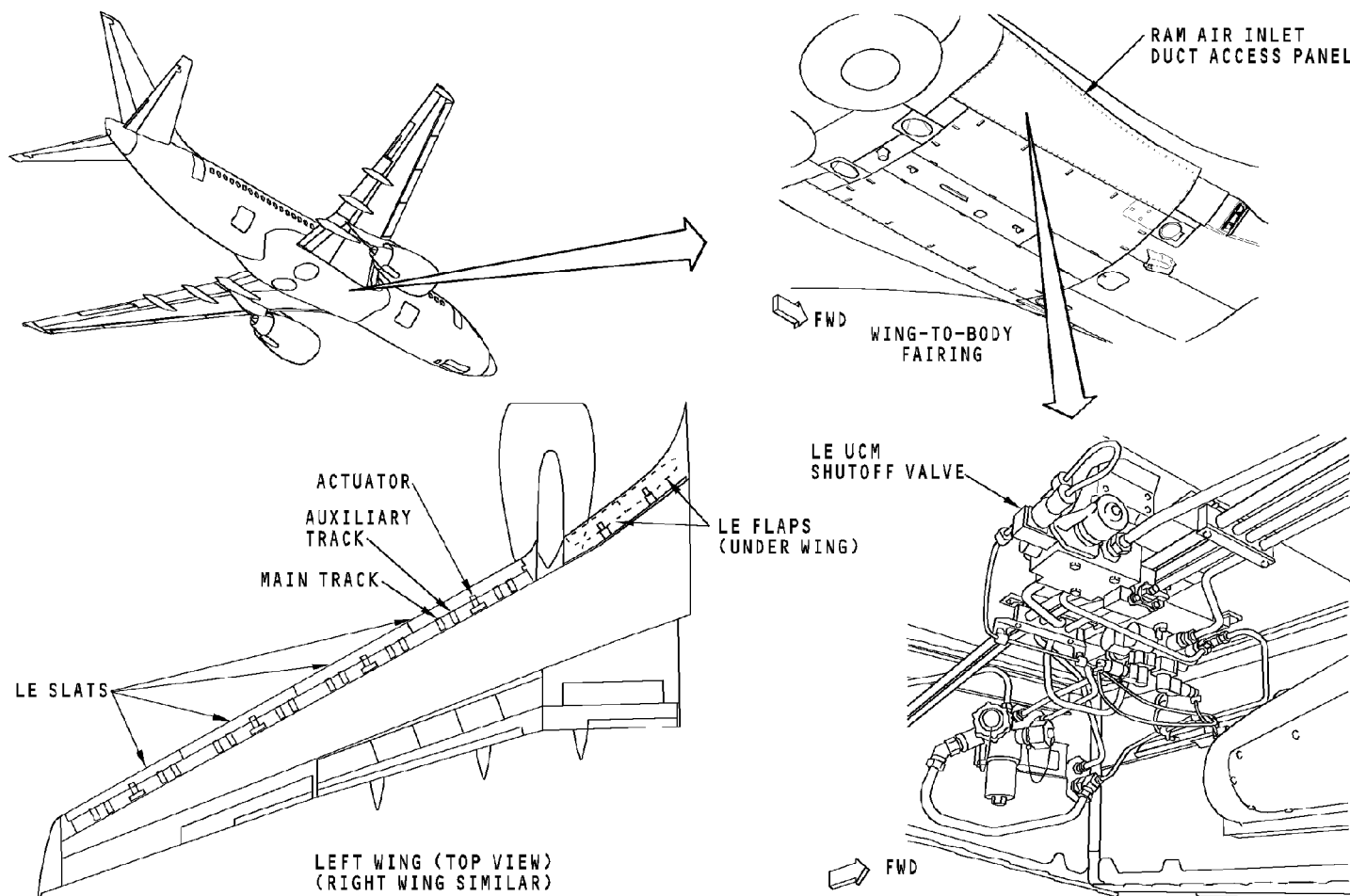
The LE UCM shutoff valve is in the right wing-to-body fairing, forward of the main gear wheel well. To get access, open the ram air inlet duct access panel.

Wing Components

These are the components on the wings:

- LE flaps and slats
- LE flap actuators
- LE slat actuators
- Slat main and auxiliary tracks.

To get access to the LE flap actuators, extend the LE flaps. To get access to the LE slat actuators and tracks, go through access panels under the wing.



LE FLAP AND SLAT CONTROL SYSTEM - COMPONENT LOCATIONS 3

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LE FLAP AND SLAT CONTROL SYSTEM - LE FLAP AND SLAT CONTROL VALVE

Purpose

The TE flap PDU gives mechanical inputs to the LE flap and slat control valve. The LE flap and slat control valve sends hydraulic power to the LE flap and slat actuators.

Location

The LE flap and slat control valve is on the TE flap control unit in the MLG wheel well. The TE flap control unit is on the right side of the aft bulkhead, near the ceiling.

Physical Description

Through the follow-up cables, the TE flap PDU gives mechanical inputs to the LE flap and slat control valve. As the TE flaps move, the follow-up cables move the follow-up drum on the TE flap control unit. The follow-up drum moves a cam roller, which moves the LE flap control valve link. This link moves the LE flap and slat control valve. The LE flap and slat control valve sends hydraulic power to the LE flap and slat actuators and to the autoslat control valve.

See the trailing edge flap system section for more information on the TE flap PDU and TE flap control unit. (SECTION 27-51)

Training Information Point

If the alignment of the LE flaps and slats is not correct, you can adjust the LE flap and slat control valve. Install the rig pin during adjustment of the LE flap and slat control valve. Remove the cover on the bottom of the flap control unit to install the rig pin.

CAUTION: DO NOT INSTALL THE RIG PIN IN THE FLAP CONTROL UNIT WITH THE HYDRAULIC SYSTEM PRESSURIZED. YOU CAN CAUSE DAMAGE TO THE FLAP CONTROL UNIT.

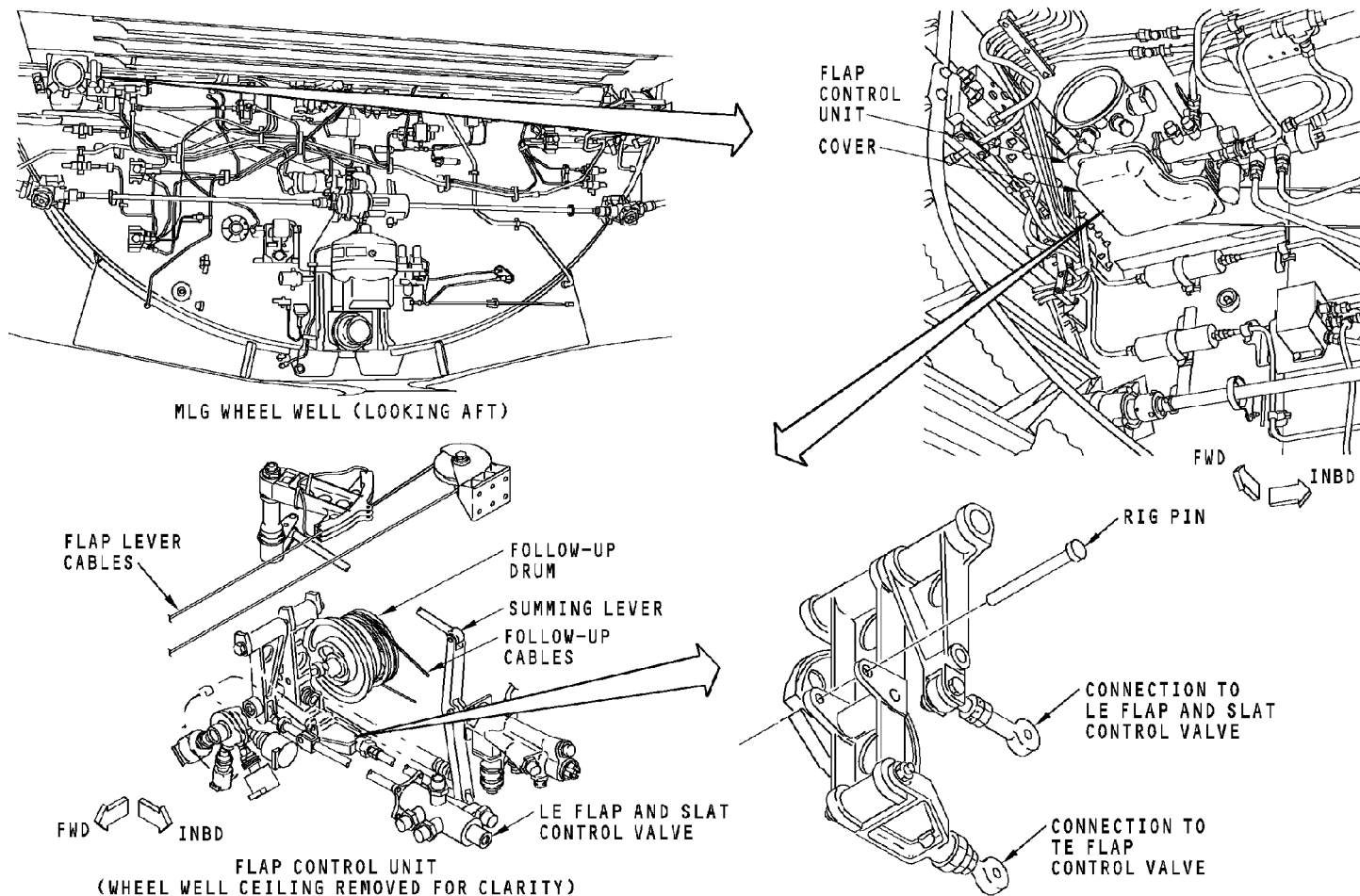
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LE FLAP AND SLAT CONTROL SYSTEM - LE FLAP AND SLAT CONTROL VALVE

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LE FLAP AND SLAT CONTROL SYSTEM - LE CRUISE DEPRESSURIZATION VALVE

Purpose

The LE cruise depressurization valve prevents LE flap and slat extension during cruise.

Location

The LE cruise depressurization valve is on the ceiling in the main landing gear wheel well.

Physical Description

The LE cruise depressurization valve has a 28v dc solenoid-operated valve and a pressure-operated valve.

The LE cruise depressurization valve is identical and interchangeable with the LE UCM shutoff valve.

Functional Description

The LE cruise depressurization valve is normally open. This permits hydraulic system B pressure to the LE flap and slat control valve. The LE flap and slat control valve sends this pressure to the extend lines of the LE flap and slat actuators.

The FSEU controls the solenoid operated valve in the LE cruise depressurization valve.

When the FSEU sends a signal to energize the solenoid valve operated valve, it moves and sends pressure to move the pressure-operated valve.

This stops the hydraulic system B pressure to the LE flap and slat control valve. This prevents extend pressure to the LE flap and slat actuators.

Training Information Point

To extend the TE flaps without extension of the LE flaps and slats, move the manual override lever on the LE cruise depressurization valve. Then put a pin in the lever with the valve in the closed position. This prevents the movement of LE flaps and slats when the TE flaps move. Make sure you remove the pin from the LE cruise depressurization valve manual override lever to reactivate the LE flaps and slats.

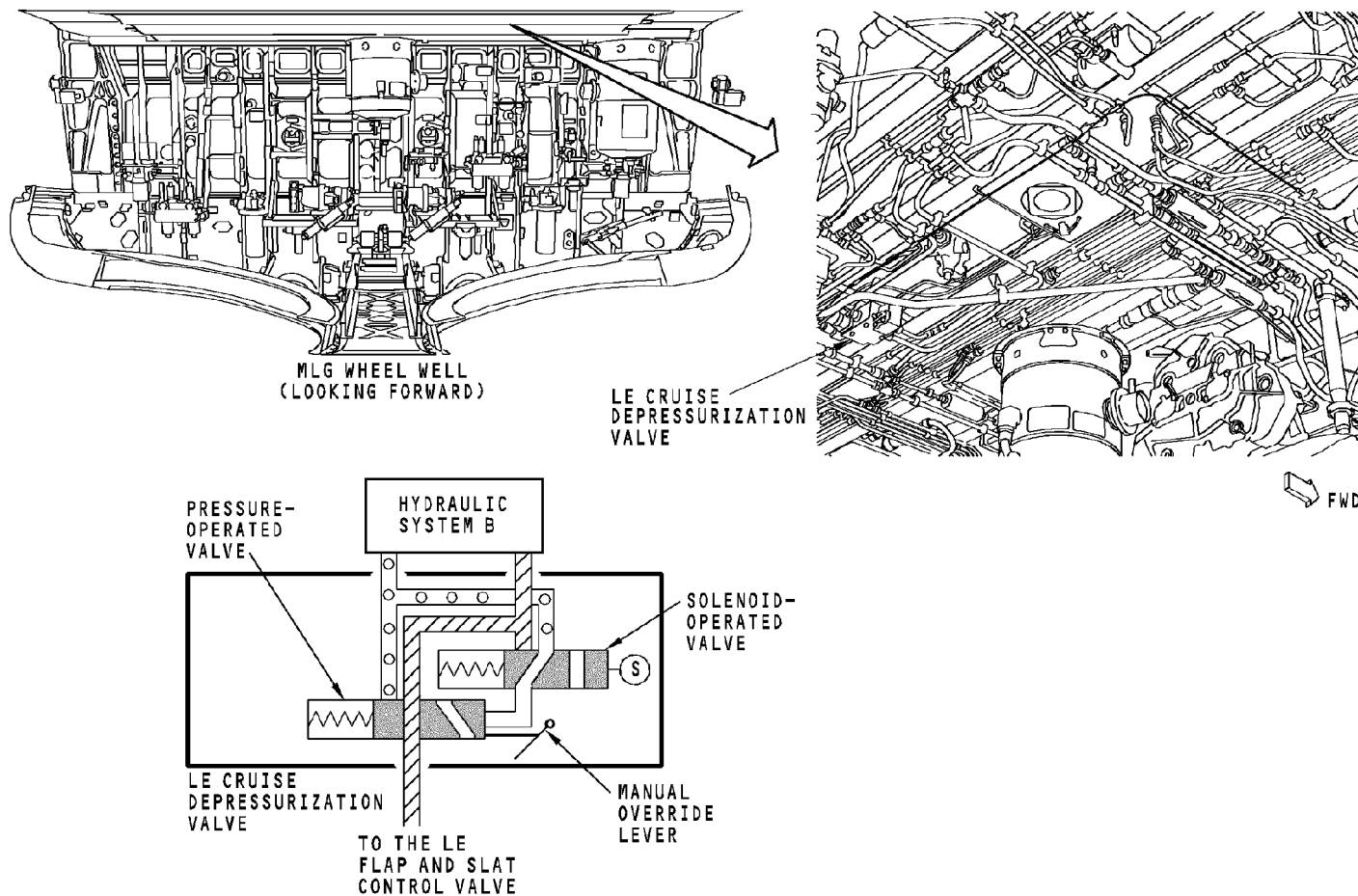
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LE FLAP AND SLAT CONTROL SYSTEM - LE CRUISE DEPRESSURIZATION VALVE

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LE FLAP AND SLAT CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - LE CRUISE DEPRESSURIZATION

Purpose

The LE cruise depressurization valve prevents LE flap and slat extension during cruise.

- Airplane is on the ground.

You can use the FSEU BITE to send a command to operate the LE cruise depressurization valve.

Functional Description

The flap lever position switch that operates when the flap lever is up provides power for the LE cruise depressurization valve solenoid. The FSEU provides a ground for the solenoid.

The FSEU gets the inputs from these components for operation of the LE cruise depressurization valve:

- LE flap and slat proximity sensors
- Flap lever position sensor
- Alternate flaps ARM switch
- PSEU for air/ground information.

The FSEU sends a signal to close the LE cruise depressurization valve closes when all of these conditions occur for five seconds:

- Flap lever at up
- All LE flaps retracted
- At least 7 LE slats retracted.

The LE cruise depressurization valve does not operate if any of these conditions occur:

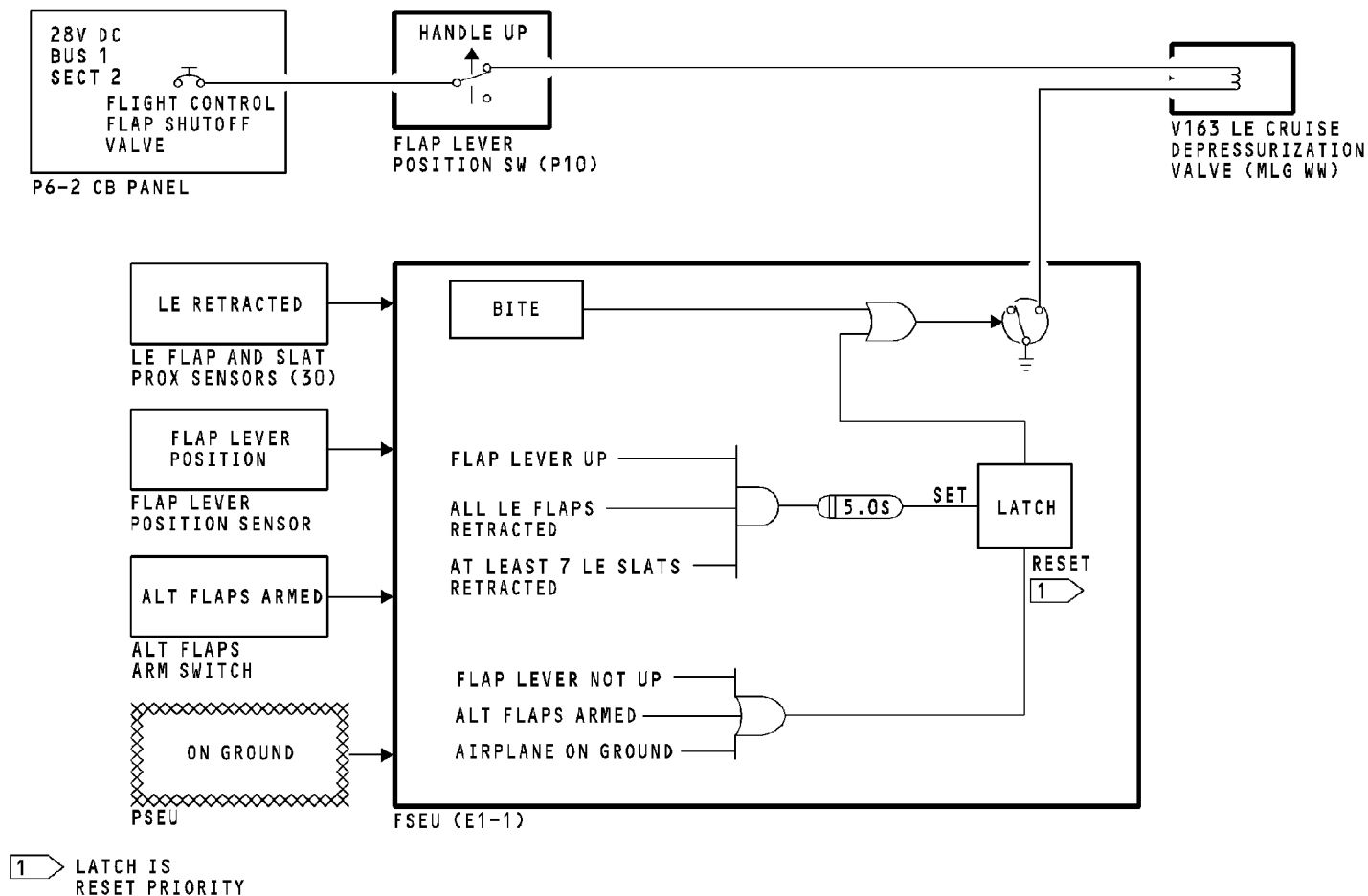
- Flap lever not up
- Alternate flaps arm switch is in the ARM position

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LE FLAP AND SLAT CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - LE CRUISE DEPRESSURIZATION

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LE FLAP AND SLAT CONTROL SYSTEM - LE UCM SHUTOFF VALVE

Purpose

The LE UCM shutoff valve prevents LE flap and slat movement if two or more LE flaps or three or more LE slats move away from their commanded position.

Location

The LE UCM shutoff valve is in the right wing-to-body fairing, forward of the main landing gear wheel well. To get access, open the ram air inlet duct access panel.

Physical Description

The LE UCM shutoff valve has a 28v dc solenoid-operated valve and a pressure-operated valve.

The LE UCM shutoff valve is identical and interchangeable with the LE cruise depressurization valve.

Functional Description

The LE UCM shutoff valve is normally open. This permits hydraulic system B pressure to the retract lines of the LE flap and slat actuators.

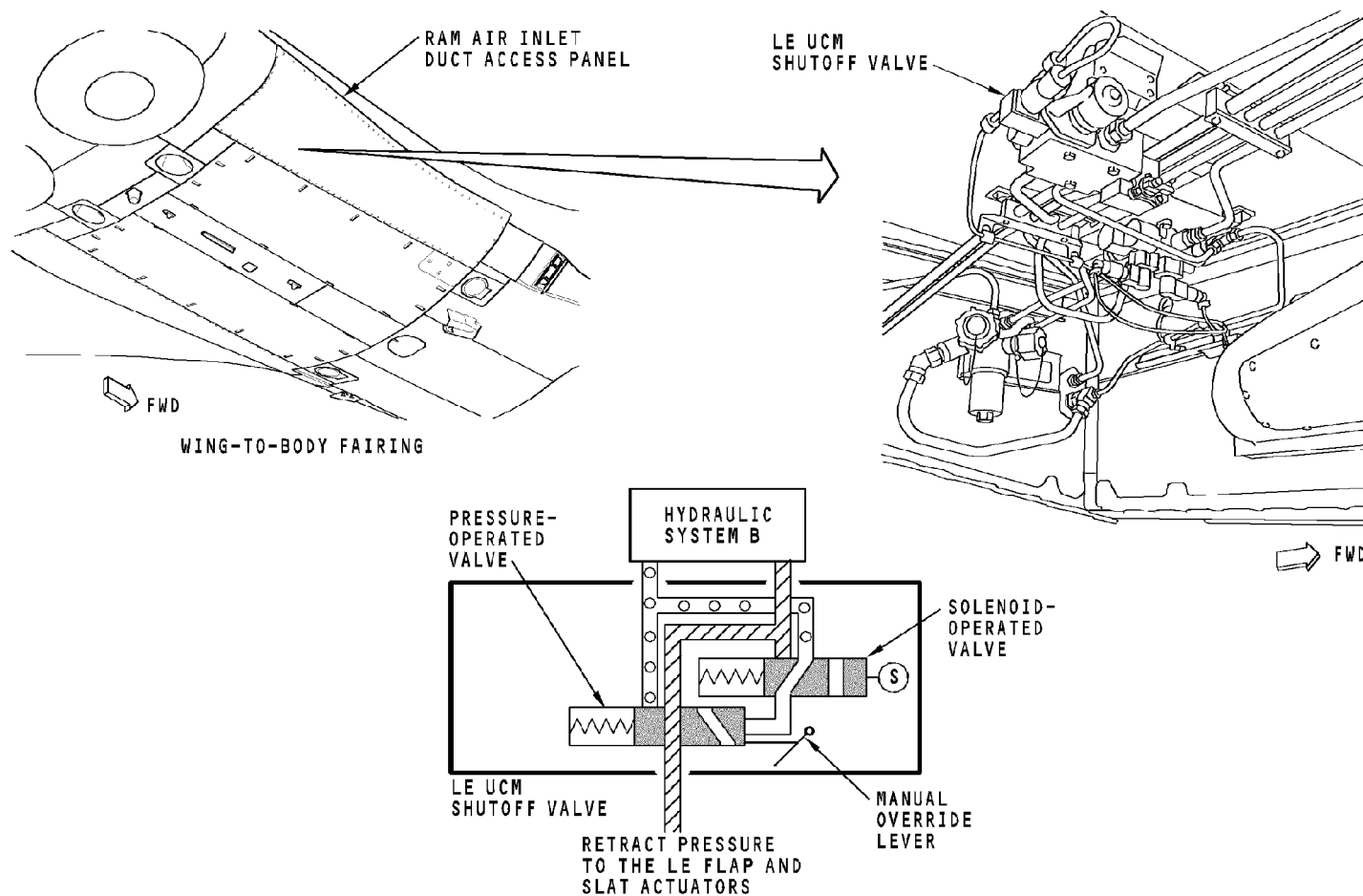
The LE uncommanded motion (UCM) detection function in the FSEU controls the solenoid operated valve in the LE UCM shutoff valve.

When the FSEU sends a signal to energize the solenoid operated valve, it moves and sends pressure to move the pressure operated valve.

This stops the hydraulic system B pressure to the retract lines of the LE flap and slat actuators. When retract pressure is removed, a system blocking valve in the LE flap and slat actuators moves to the closed position. This prevents movement of the LE flaps and slats by creating a hydraulic lock on the actuator.

Training Information Point

The manual override lever on the LE UCM shutoff valve is not used.



LE FLAP AND SLAT CONTROL SYSTEM - LE UCM SHUTOFF VALVE

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LE FLAP AND SLAT CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - LE UCM DETECTION

Purpose

The LE UCM shutoff valve prevents LE flap and slat movement if two or more LE flaps or three or more LE slats move away from their commanded position.

Functional Description

The FSEU gets inputs from these components for operation of the LE UCM shutoff valve:

- LE flap and slats proximity sensors
- Flap lever position sensor
- Alternate flaps arm switch
- ADIRU for airspeed data
- SMYDs for autoslat command data
- TE flap skew sensors 1 and 8.

The LE UCM shutoff valve is normally open. This lets hydraulic system B pressure go to the retract lines of the LE flap and slat actuators.

The LE uncommanded motion (UCM) detection function in the FSEU controls the LE UCM shutoff valve. This valve closes when all the LE flaps and slats move to their commanded position and then these conditions occur:

- Two or more LE flaps or three or more LE slats move away from the flap lever position
- Flap lever is in a detent.

This stops the hydraulic system B pressure to the retract lines of the LE flap and slat actuators. This prevents movement of the LE flaps and slats.

The SMYDs send a signal to the FSEU when an autoslat function is commanded. The FSEU uses this information to change the LE slat commanded position from extend to full extend.

The FSEU sends a signal to the SMYD 1 and SMYD 2 when an LE uncommanded motion is detected. The SMYDs use this information to apply a bias to the trip point for the stall warning system.

The FSEU also sends a takeoff warning signal to the PSEU when an LE uncommanded motion is detected.

The LE UCM detection function is not available when these conditions occur:

- Airplane speed is less than 60 knots
- Alternate flaps arm switch is at ARM

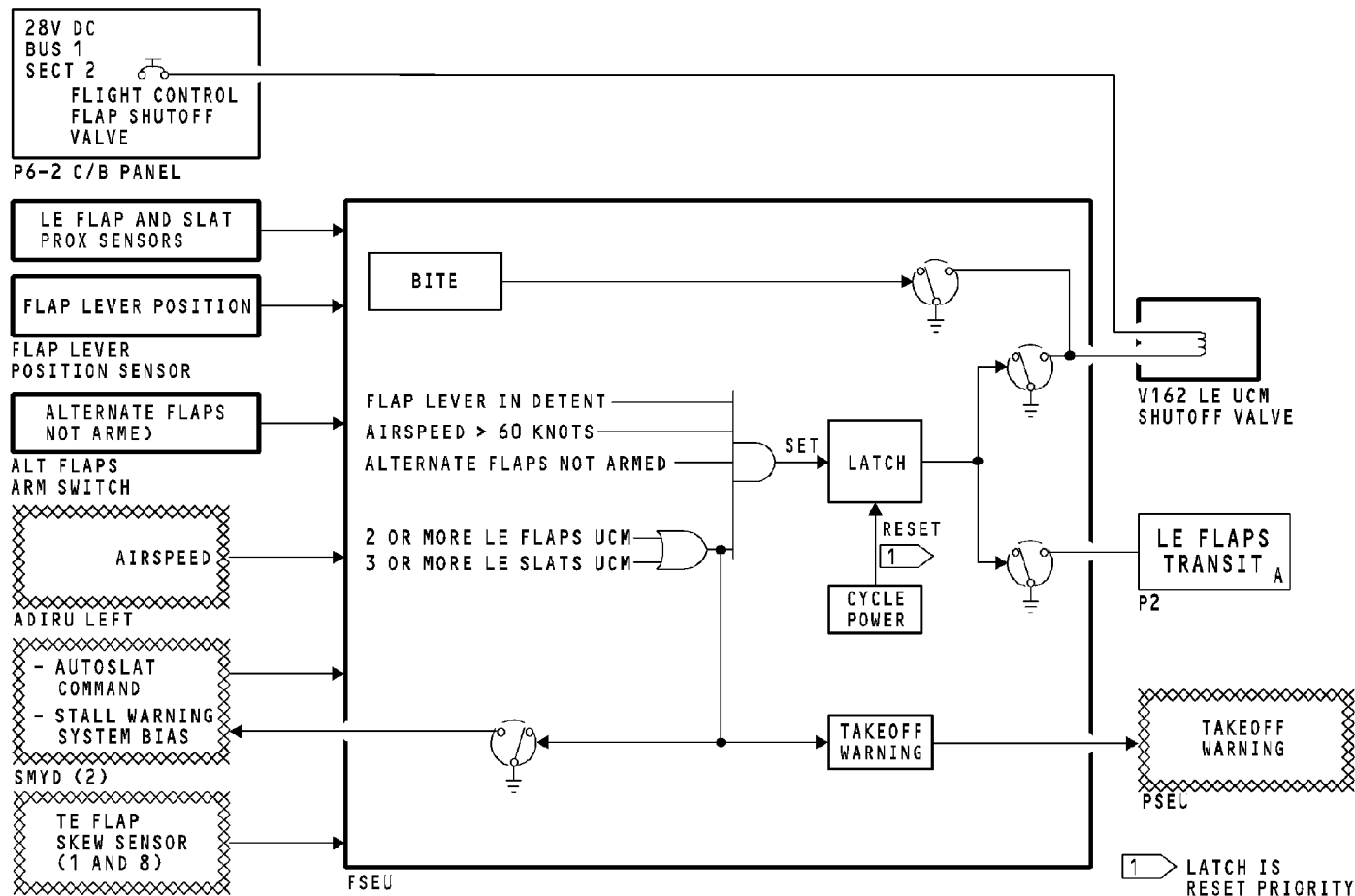
If an uncommanded motion (UCM) occurs, you must cycle the power to the FSEU on the ground to permit normal operation again.

The SET OUTPUTS? function of the FSEU BITE lets you send a signal to operate the LE UCM shutoff valve.

LE FLAP AND SLAT CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - LE UCM DETECTION

Indication

If a LE UCM occurs, the LE FLAPS TRANSIT light on the P2 panel comes on.



LE FLAP AND SLAT CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - LE UCM DETECTION

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LE FLAP AND SLAT CONTROL SYSTEM - FLOW LIMITING VALVE AND HYDRAULIC FUSES

Purpose

The LE flow limiting valve and the hydraulic fuses control the flow of hydraulic fluid to the LE flap and slat hydraulic components. The LE flow limiting valve limits the speed of movement of the LE flaps and slats. Three hydraulic fuses stop the flow of hydraulic fluid if there is a leak. These are the three hydraulic fuses:

- LE extend hydraulic fuse
- LE retract hydraulic fuse
- LE standby hydraulic fuse.

Location

The flow limiting valve and the LE standby hydraulic fuse are on the keel beam in the MLG wheel well. The LE extend and retract hydraulic fuses are on the ceiling in the MLG wheel well, near the flap control unit.

Physical Description

The LE flow limiting valve limits the standby hydraulic fluid flow to 2.1 gallons per minute.

The LE extend and retract hydraulic fuses stop the hydraulic flow when the volume of fluid through it is more than 180 - 250 cubic inches. The LE standby hydraulic fuse stops the hydraulic flow when the volume of fluid through it is more than 270 - 350 cubic inches.

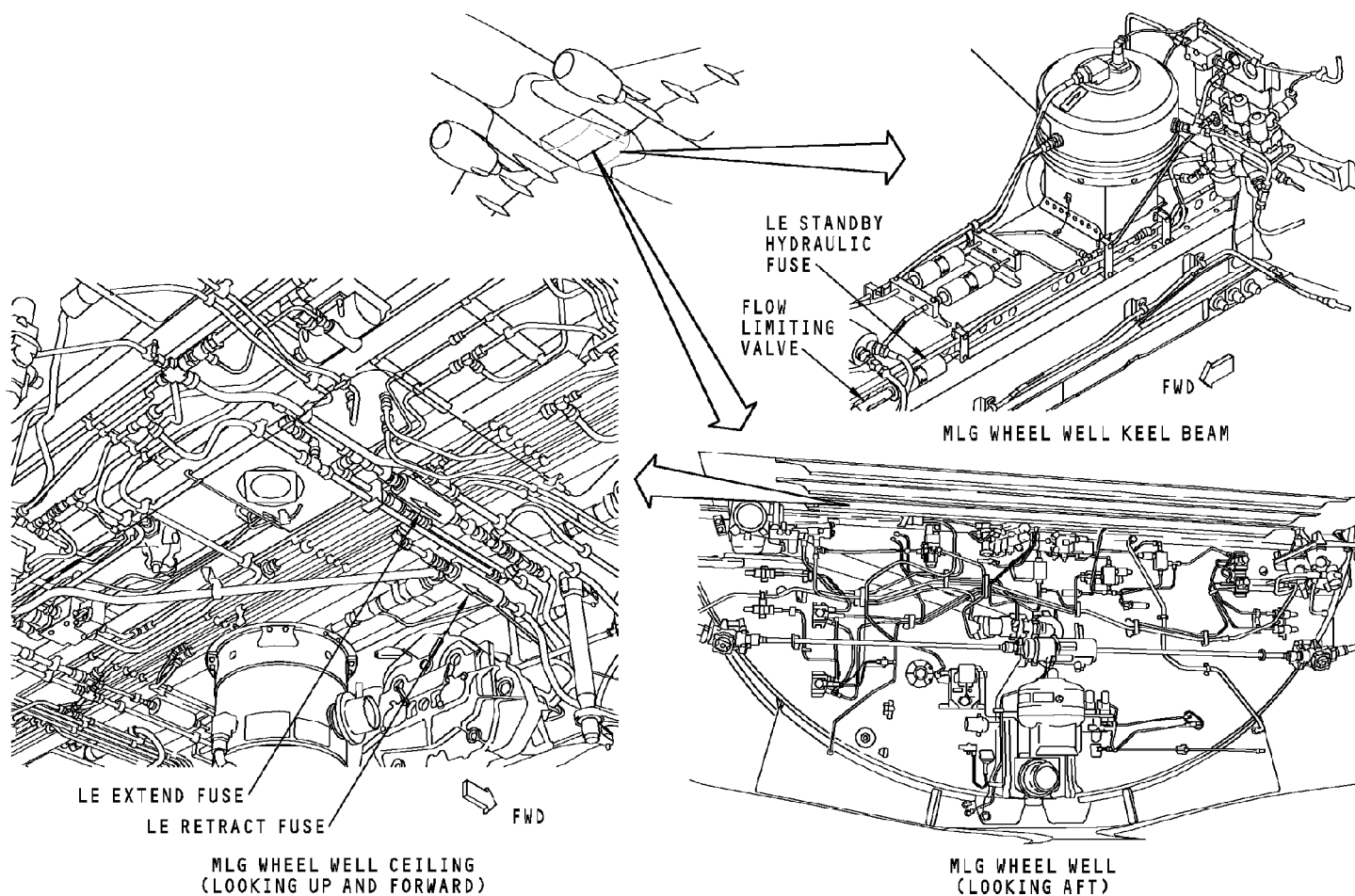
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LE FLAP AND SLAT CONTROL SYSTEM - FLOW LIMITING VALVE AND HYDRAULIC FUSES

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LE FLAP AND SLAT CONTROL SYSTEM - LE STANDBY SHUTOFF VALVE

Purpose

The LE standby shutoff valve supplies hydraulic power to the LE flap and slat actuators during alternate operation.

Location

The LE standby shutoff valve is on the standby system module in the MLG wheel well.

Physical Description

The LE standby shutoff valve is a 28v dc motor with a two-position valve. The valve is usually in the closed position. During the alternate operation of the LE flaps and slats, the LE standby shutoff valve receives electrical power from the alternate flaps switches. There is more information on the alternate operation later in this section.

The LE standby shutoff valve has a red lever that shows the position of the valve. You can move this lever to move the valve manually. When you move the lever manually, install a lock to prevent movement of the valve.

The LE standby shutoff valve is interchangeable with the standby rudder shutoff valve.

Training Information Point

When you release pressure from the LE flap and slat components, obey this warning:

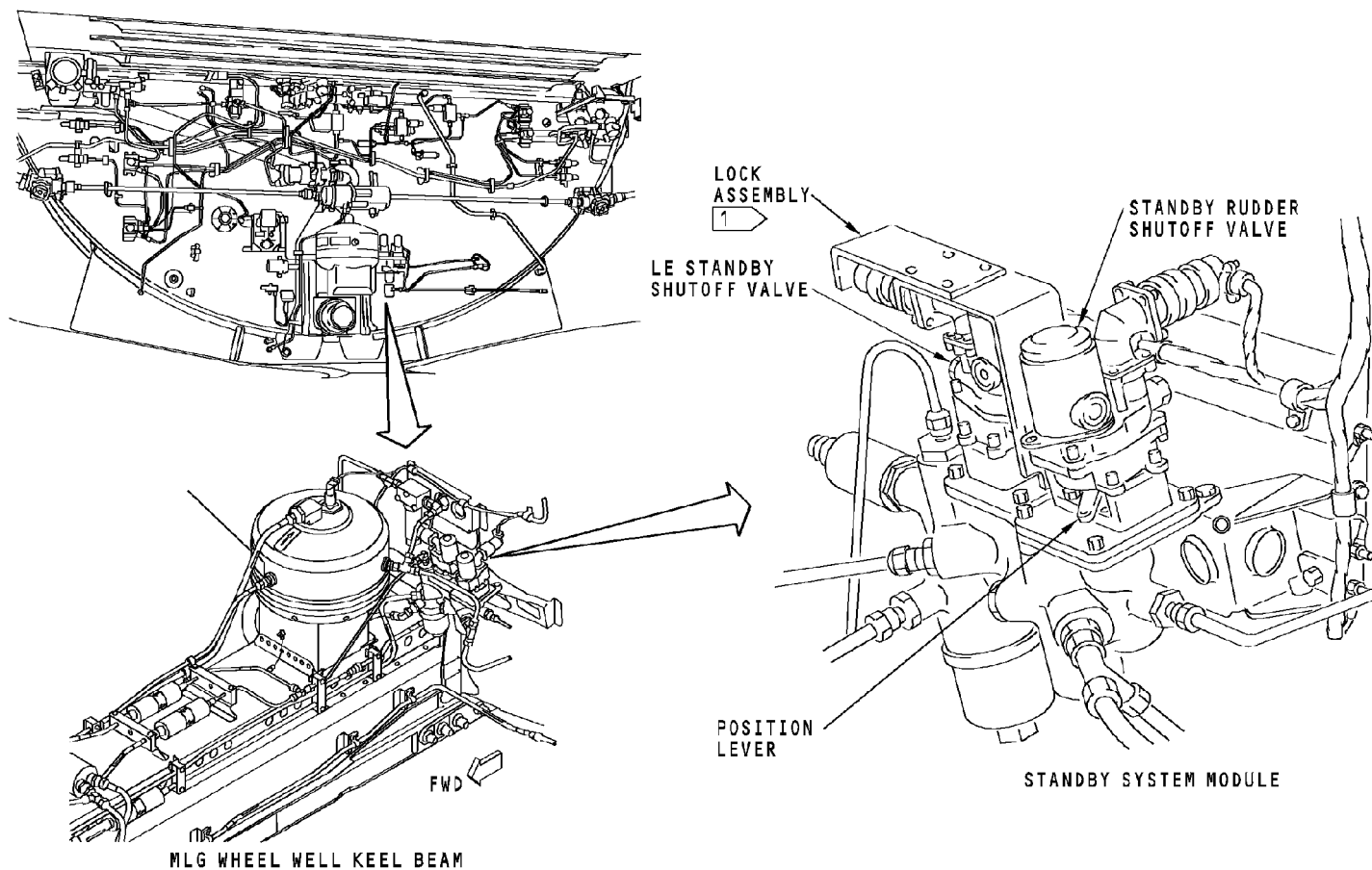
WARNING: MAKE SURE TO INSTALL THE LOCK ASSEMBLY ON THE LE STANDBY SHUTOFF VALVE TO PREVENT THE ACCIDENTAL STANDBY SYSTEM OPERATION OF THE LE FLAPS AND SLATS. THE LE FLAPS AND SLATS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

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1 LOCK ASSEMBLY IS USUALLY NOT INSTALLED

LE FLAP AND SLAT CONTROL SYSTEM - LE STANDBY SHUTOFF VALVE

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LE FLAP AND SLAT CONTROL SYSTEM - LE FLAP ACTUATORS

Purpose

The LE flap actuators use hydraulic power to move the LE flaps.

Location

The LE flap actuators are on the leading edge of the wings. To get access to the actuators, extend the LE flaps.

Physical Description

Each LE flap actuator weighs approximately 14 lbs (6.4 kg).

The LE flap actuators have two positions: retract and extend.

All the LE flap actuators are interchangeable.

Training Information Point

When you release pressure from the LE flap actuators, observe this note:

NOTE: The LE flaps can slowly extend because of gravity.

You can install locks on the LE flap actuators. When you do maintenance in the area around the LE flaps, obey this warning:

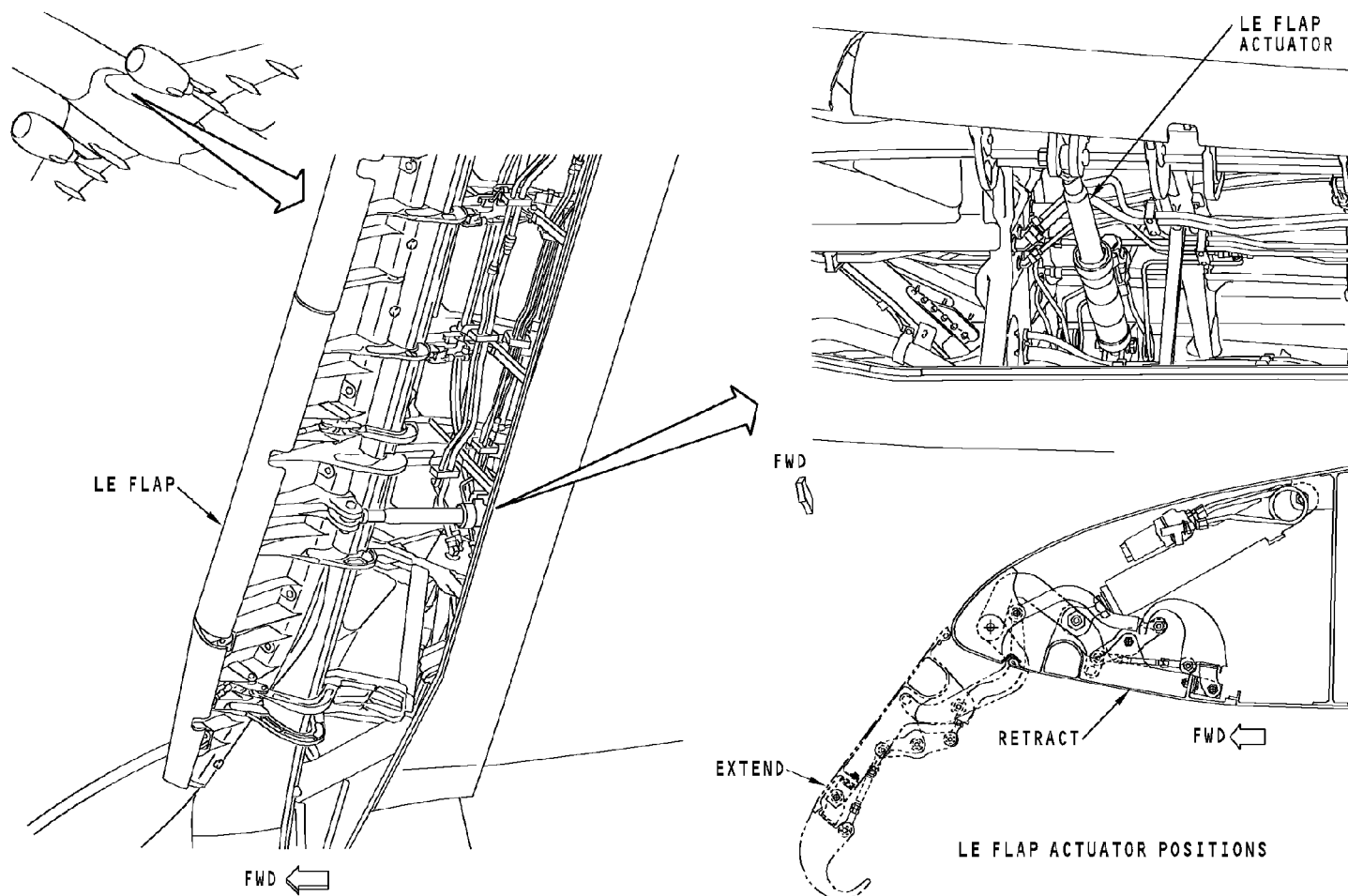
WARNING: MAKE SURE TO INSTALL THE LE FLAP LOCKS TO PREVENT ACCIDENTAL OPERATION OF THE LE FLAPS. THE LE FLAPS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

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LE FLAP AND SLAT CONTROL SYSTEM - LE FLAP ACTUATORS

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LE FLAP AND SLAT CONTROL SYSTEM - LE FLAP ACTUATORS - FUNCTIONAL DESCRIPTION

General

The LE flap actuators use hydraulic power. Hydraulic system B or the standby hydraulic system move the LE flaps.

During the normal operation, the LE flap actuators use hydraulic power from system B. The LE flap actuators receive extend pressure from the LE flap and slat control valve. The LE flap actuators receive retract pressure from the LE UCM shutoff valve.

During the alternate operation, the LE flap actuators use hydraulic power from the standby system to extend the LE flaps. The LE flaps do not retract during the alternate operation.

The LE flap actuators have two positions: retract and extend.

Functional Description

Each LE flap actuator has these components:

- Piston
- Two blocking valves
- Two restrictors.

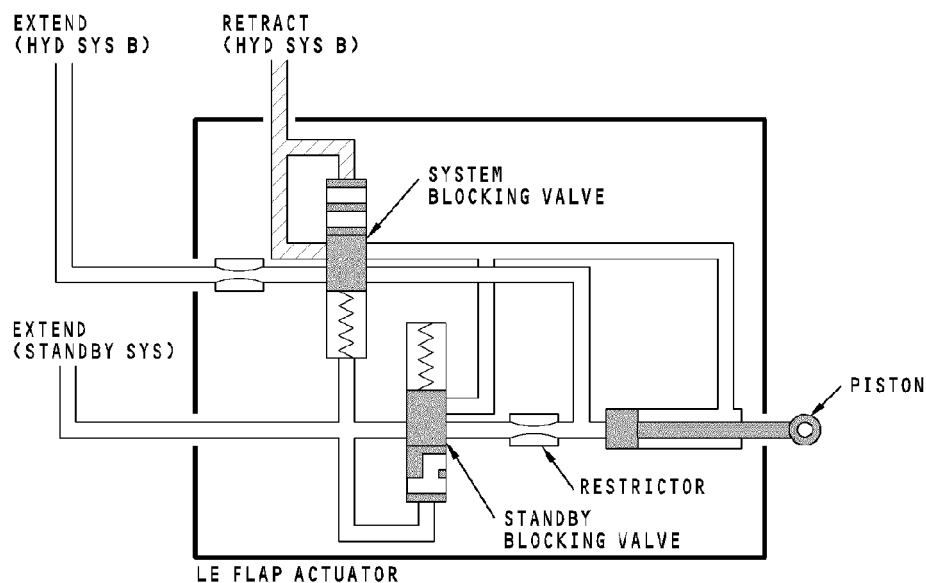
During extension in the normal operation, the actuator receives retract pressure from hydraulic system B and extend pressure from the LE flap and slat control valve. This causes the system blocking valve to open, which permits pressure to both sides of the piston.

The actuator is a differential area piston. When the pressure is the same on both sides of the piston, the piston extends. The restrictors help the piston move smoothly.

During retraction in the normal operation, the actuator receives retract pressure only. This opens the system blocking valve, which sends pressure to the retract side of the piston. This causes the piston to retract.

If the hydraulic system B pressure is less than 2000 psi, the blocking valves hydraulically lock the piston. This prevents piston movement during hydraulic system failures.

During the alternate operation, the standby hydraulic system supplies extend pressure to the LE flap actuators. This causes both blocking valves to move. This stops the hydraulic power from the system B to the piston. Instead, both sides of the piston receives hydraulic power from the standby system. This causes the piston to extend.



LE FLAP AND SLAT CONTROL SYSTEM - LE FLAP ACTUATORS - FUNCTIONAL DESCRIPTION

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LE FLAP AND SLAT CONTROL SYSTEM - LE SLAT ACTUATORS

Purpose

The LE slat actuators use hydraulic power to move the LE slats.

Location

The LE slat actuators are on the leading edge of the wings. To get access to the actuators, extend the LE slats and remove the access panels under the wing.

Physical Description

Each LE slat actuator weighs approximately 20 lbs (9.1 kg).

The LE slat actuators have three positions:

- Retract
- Extend
- Full extend.

All the LE slat actuators are interchangeable.

Training Information Point

You can install locks on the LE slat actuators. When you do maintenance in the area around the LE slats, obey this warning:

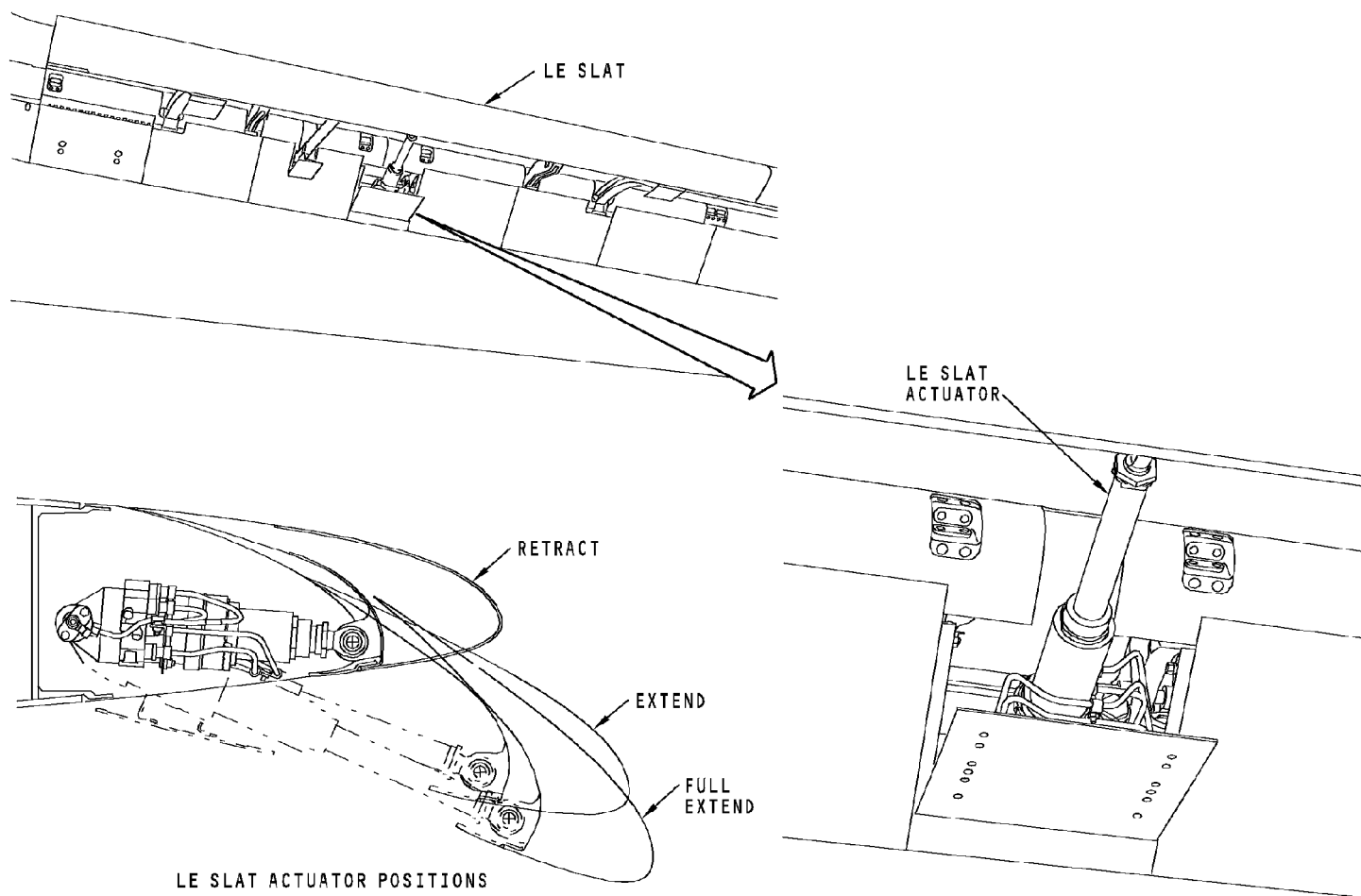
WARNING: MAKE SURE TO INSTALL THE LE SLAT LOCKS TO PREVENT ACCIDENTAL OPERATION OF THE LE SLATS. THE LE SLATS CAN MOVE QUICKLY. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

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LE FLAP AND SLAT CONTROL SYSTEM - LE SLAT ACTUATORS

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LE FLAP AND SLAT CONTROL SYSTEM - LE SLAT ACTUATORS - FUNCTIONAL DESCRIPTION

General

The LE slat actuators use hydraulic power from either the hydraulic system B or the standby hydraulic system to move the LE slats.

During the normal operation, hydraulic system B supplies hydraulic power to the LE slat actuators. The LE flap and slat control valve supplies extend pressure to the LE slat actuators. Hydraulic system B supplies retract pressure to the LE slat actuators.

During the alternate operation, the standby system supplies hydraulic power to the LE slat actuators to fully extend the LE slats. The LE slats do not retract during the alternate operation.

The LE slat actuators have three positions:

- Retract
- Extend
- Full extend.

Functional Description

Each LE slat actuator has these components:

- Inner piston
- Outer piston
- Blocking valves
- Restrictors

- Relief valve
- Lock piston
- Lock stud
- Lock segment.

During the normal operation, hydraulic system B supplies hydraulic pressure to the actuator. This causes the system blocking valve to open, which permits pressure to go to the retract side of the inner and outer pistons. This causes the actuator to retract. When the actuator fully retracts, the lock segments rotate to the position shown in the graphic. Because the lock stud does not move, the lock segments prevent extension of the inner piston.

The LE flap and slat control valve supplies extend pressure to the actuator to move the actuator to the extend position. This causes pressure to go through the lock stud to the lock piston. The lock piston extends and releases the lock segments. This permits the inner piston to move.

Pressure also goes around the lock stud to the extend side of the inner piston. Because the inner piston is a differential area piston, the piston extends. The restrictors help the piston move smoothly.

LE FLAP AND SLAT CONTROL SYSTEM - LE SLAT ACTUATORS - FUNCTIONAL DESCRIPTION

The LE flap and slat control valve supplies full extend pressure to the actuator to move the actuator to the full extend position. This pressure goes through the system blocking valve to the extend side of the outer piston. Because the outer piston is also a differential area piston, the piston extends. As this occurs, the inner piston stays in the extend position. This causes the actuator to move to its full extend position.

During retraction in the normal operation, the LE flap and slat control valve stops the full extend pressure first. This causes the outer piston to retract first. Then, the LE flap and slat control valve stops the extend pressure. This causes the inner piston to retract. Springs cause the lock piston to retract, and this engages the lock segments.

If the hydraulic system B pressure is less than 2000 psi, the blocking valves close and hydraulically lock the pistons. This prevents the piston movement during hydraulic system failures.

During the alternate operation, the standby hydraulic system supplies full extend pressure to the LE slat actuators. This causes the standby blocking valve to open and the system blocking valve to close. This stops the hydraulic power from the system B to the pistons. Instead, standby hydraulic pressure goes to the extend side of all the pistons. This causes the pistons to extend and the actuator moves to the full extend position.

Training Information Point

Look through the indicator inspection hole to see if the actuator unlocks. If you can see through the hole, the actuator is locked.

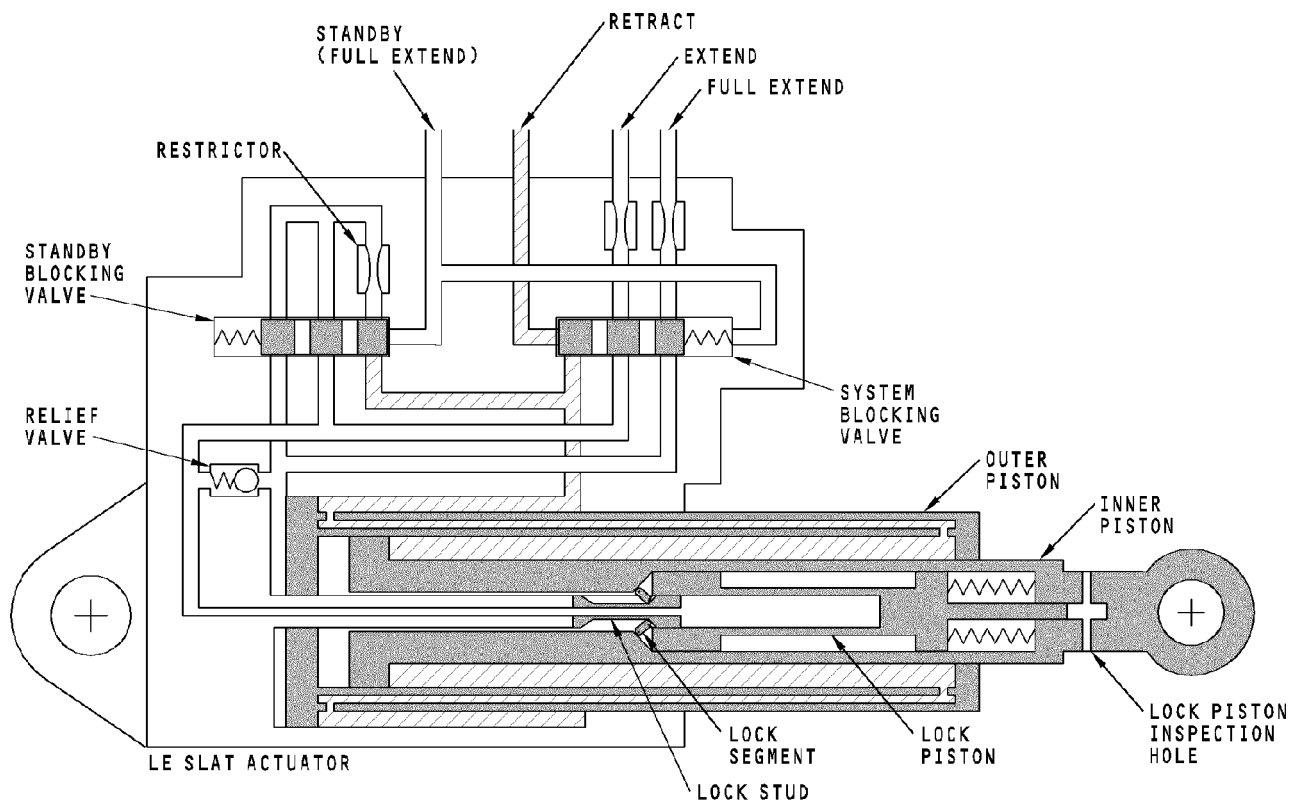
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LE FLAP AND SLAT CONTROL SYSTEM - LE SLAT ACTUATORS - FUNCTIONAL DESCRIPTION

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LE FLAP AND SLAT CONTROL SYSTEM - LE SLAT ACTUATOR POSITIONS

General

The LE slat actuators have three positions:

- Retract
- Extend
- Full extend.

Retract

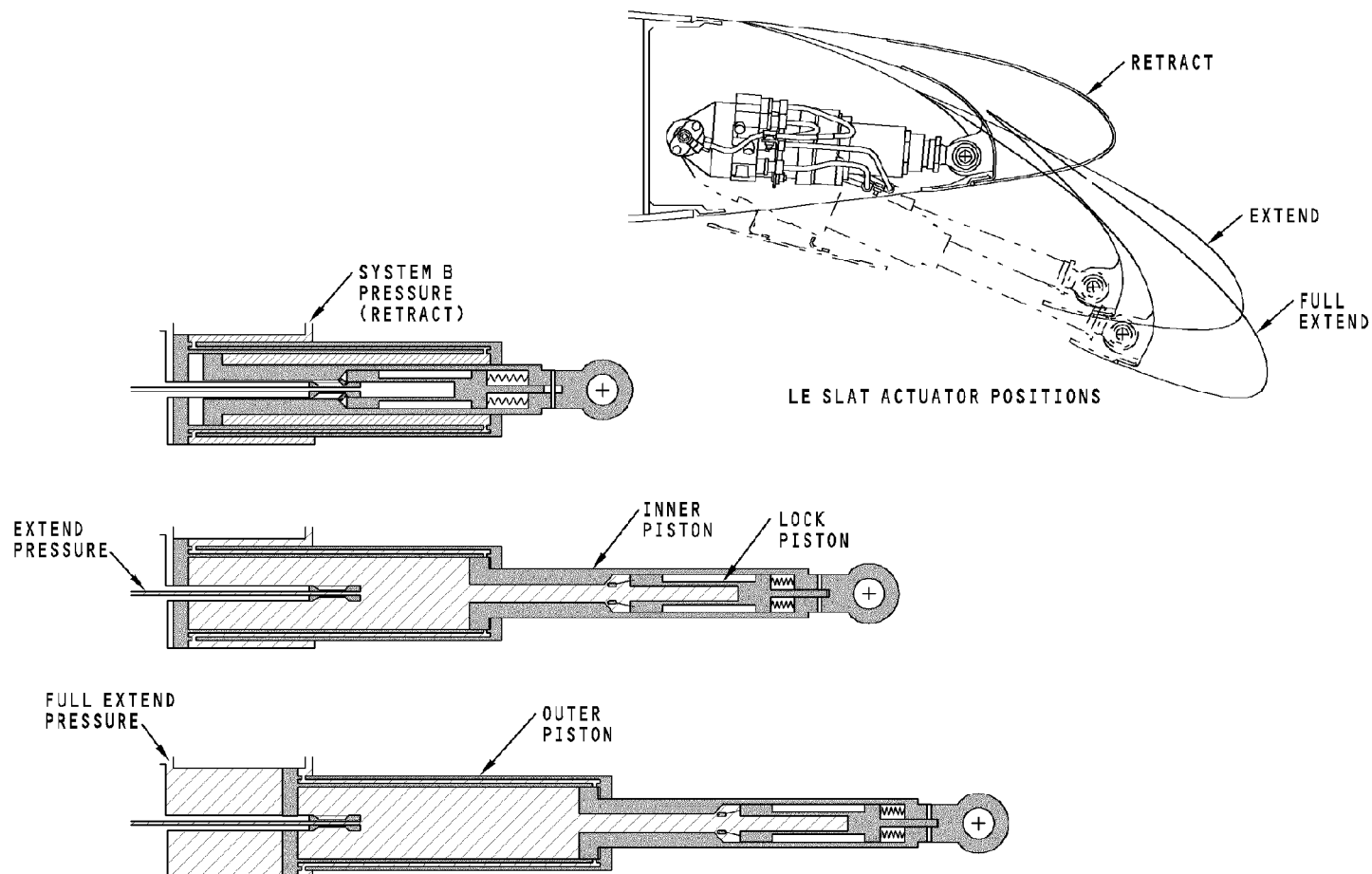
When the hydraulic system B pressurizes, both the inner and outer pistons retract.

Extend

When the LE slat actuator receives extend pressure, the lock piston extends and the inner piston extends.

Full Extend

When the LE slat actuator receives full extend pressure, the outer piston extends.



LE FLAP AND SLAT CONTROL SYSTEM - LE SLAT ACTUATOR POSITIONS

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LE FLAP AND SLAT CONTROL SYSTEM - MAIN AND AUXILIARY TRACKS

Purpose

The main and auxiliary tracks help hold the LE slats in three positions. These tracks cause the LE slats to move to the correct positions when the LE slat actuators move.

Location

The tracks attach to the LE slats. To get access to the tracks, extend the LE slats and remove the access panels under the wing.

Main Track

There are two main tracks for each LE slat.

HAP 001-013, 015-026, 028-047, 054, 101-106 PRE SB 737-57A1302

The main track moves between two pairs of rollers. The main track has an adjustable downstop that limits the full extend position of the LE slat.

HAP 048-053, 107-999; HAP 001-013, 015-026, 028-047, 054, 101-106 POST SB 737-57A1302

The main track moves between two pairs of rollers. The main track has a non-adjustable downstop (stop fittings) that limits the full extend position of the LE slat.

HAP ALL

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

Auxiliary Track

There are two auxiliary tracks for each LE slat.

The auxiliary track interfaces with the following parts:

- Auxiliary arm
- Detent arm
- Torsion rod.

When the LE slat moves, a roller in the auxiliary arm moves in the auxiliary track. When the LE slat moves to the extend position, the roller moves the detent arm down, then stops in the cam of the detent arm. The torsion rod keeps the roller in the cam. This keeps the LE slat in the extend position.

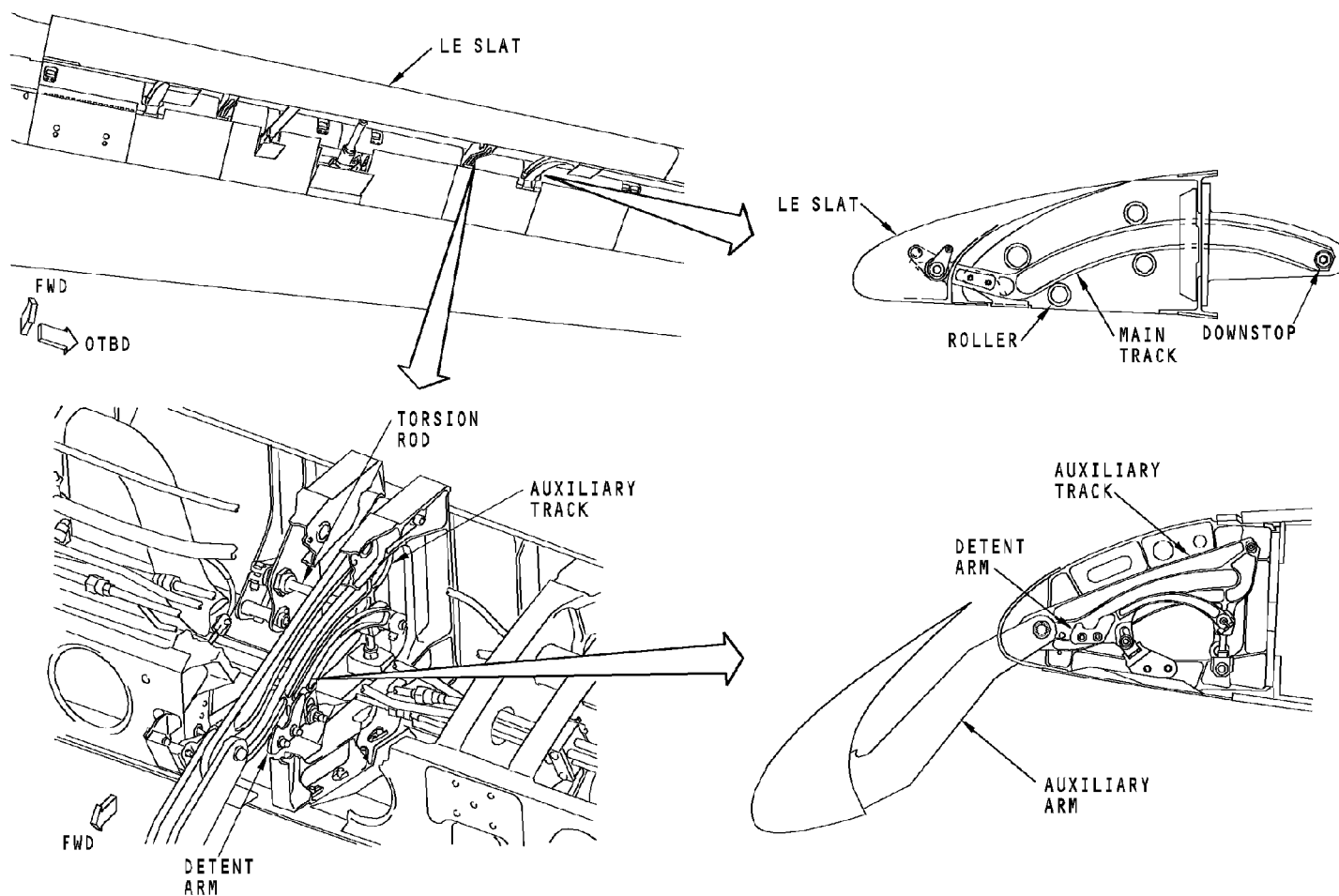
When the LE slat moves from the extend position to the full extend or retract positions, the force from the slat actuator causes the slat to move. This causes the roller in the auxiliary arm to move the detent arm down, and the LE slat continues to move.

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LE FLAP AND SLAT CONTROL SYSTEM - MAIN AND AUXILIARY TRACKS

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LE FLAP AND SLAT CONTROL SYSTEM - LE FLAPS AND LE SLATS

Purpose

The LE flaps and slats increase the lift of the wing during takeoff and landing. They retract during cruise.

Location

The LE flaps are below the leading edge of the wings, between the fuselage and the engines. The LE slats are on the leading edge of the wings, outboard of the engines.

Physical Description

The LE flaps and slats are made of aluminum skins and ribs.

The dimensions of each LE flap are approximately 65 inches by 12 inches (1.7 m by 0.3 m). The LE flaps are not interchangeable.

The dimensions of each LE slat are approximately 117 inches by 18 inches (3.0 m by 0.5 m). The LE slats are not interchangeable.

Functional Description

The LE flaps have two positions: retract and extend. The LE flaps are at the retract position when the flap lever is in the 0 detent. The LE flaps are at the extend position when the flap lever is at any other detent.

The LE slats have these three positions:

- Retract
- Extend
- Full extend.

The LE slats are at the retract position when the flap lever is in the 0 detent.

HAP 001-013, 015-026, 028-036, 101-999

- The LE slats are at the extend position when the flap lever is in the 1, 2, or 5 detents.
- The LE slats are at the full extend position when the flap lever is in the 10 through 40 detents.

HAP 037-054

- The LE slats are at the extend position when the flap lever is in the 1, 2, 5, 10, 15, and 25 detents.
- The LE slats are at the full extend position when the flap lever is in the 30 and 40 detents.

HAP ALL

Training Information Point

It is not necessary to use a spreader bar to lift the LE slats.

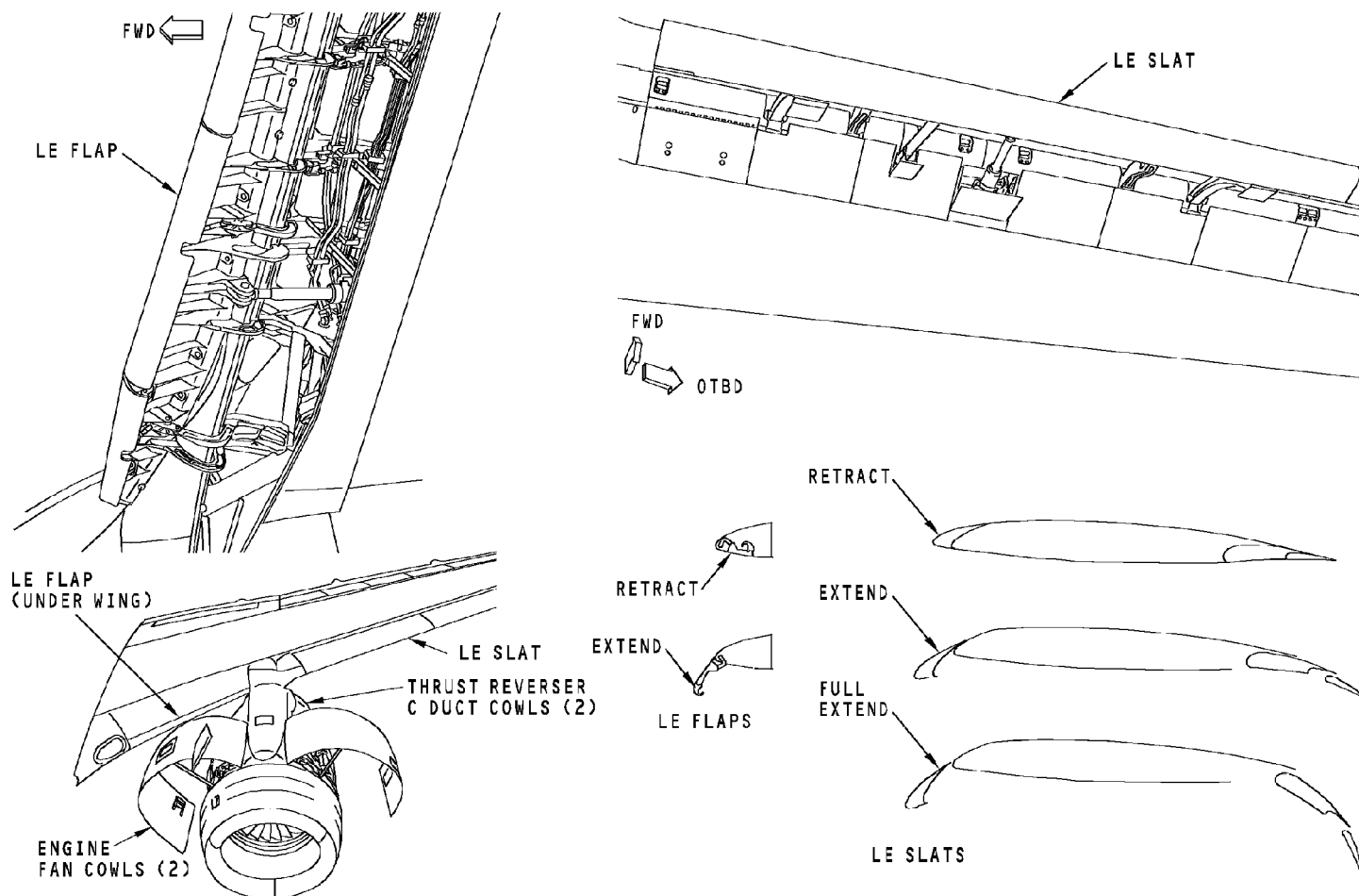
The table below describes the conditions where the LE flaps or slats hit the engine fan cowl, thrust reversers, or thrust reverser C duct cowl.

Item	Condition	Result
Inbd fan cowl	Open	LE flaps hit at extend
Otbd fan cowl	Open	No contact with LE slats

LE FLAP AND SLAT CONTROL SYSTEM - LE FLAPS AND LE SLATS

Item	Condition	Result
Inbd T/R	Deployed	LE flaps slide on deflector during LE retraction and extension
Otbd T/R	Deployed	No contact with LE slats
Inbd T/R cowl	Raised	LE flaps hit at extend
Otbd T/R cowl	Raised	LE slats hit at extend

CAUTION: MAKE SURE THE INBOARD FAN DUCT COWL AND THE THRUST REVERSERS ARE CLOSED OR REMOVED BEFORE YOU EXTEND THE LE FLAPS AND SLATS. THERE IS NOT SUFFICIENT CLEARANCE FOR THE LE FLAPS AND SLATS TO EXTEND IF THE INBOARD FAN DUCT COWL AND THE THRUST REVERSERS ARE IN THE OPEN (MAINTENANCE) POSITION. THIS CAN CAUSE DAMAGE TO EQUIPMENT.



LE FLAP AND SLAT CONTROL SYSTEM - LE FLAPS AND LE SLATS

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LE FLAP AND SLAT CONTROL SYSTEM - OPERATION

Normal Operation

During the normal operation, use the flap lever to operate the LE flaps and slats. The normal operation requires system B hydraulic power.

The LE flaps move to two positions and the LE slats move to three positions. The LE devices annunciator panel in the flight compartment shows the position of the LE flaps and slats. The LE FLAPS TRANSIT light and the LE FLAPS EXT light show the condition of the LE flaps and slats.

During the normal operation of the LE flaps and slats, the TE flaps move.

During cruise, the LE cruise depressurization function prevents extension of the LE flaps and slats. This function operates when all the LE devices and the flap lever are at the up position and the airplane is in the air.

If two or more LE devices move away from their commanded position, the LE UCM detection function stops the LE normal operation.

If the airplane comes near a stall condition, the autoslat function causes the LE slats to move from the extend position to the full extend position. If this function is not available, the AUTOSLAT FAIL light shows on the flight controls panel.

See the leading edge autoslat system section for more information on the autoslat function. (SECTION 27-83)

See the trailing edge flap system section for more information on the TE flap system. (SECTION 27-51)

Alternate Operation

During the alternate operation, use the alternate flaps switches to extend the LE flaps and slats. The alternate operation uses standby hydraulic power instead of system B hydraulic power.

First, move the alternate flaps arm switch to the arm position. This starts the standby hydraulic pump and opens the LE flap standby shutoff valve. Then move the alternate flaps control switch to the down position. This permits the LE flaps to move to the extend position and the LE slats to move to the full extend position.

During the alternate operation, the LE flaps and slats can not retract. To retract the LE flaps and slat, you must use the normal operation.

During the alternate operation, the LE cruise depressurization function, LE UCM detection function, and autoslat function are not available.

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LE FLAP AND SLAT CONTROL SYSTEM - OPERATION

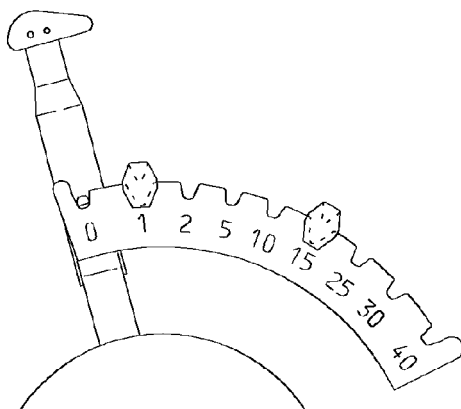
Operating Times

The table below describes the time it takes (in seconds) for the LE flaps and slats to move in the normal and alternate operation. The times are for normal operating loads. There are small differences in the times for no operating loads.

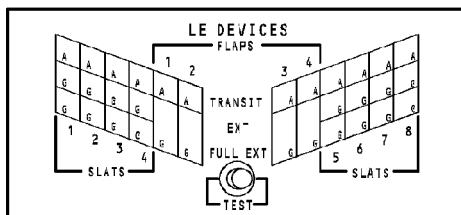
Operating condition	LE flaps	LE slats
Normal - up to extend	7 sec	8 sec
Normal - extend to full extend	N/A	3.0 sec
Normal - full extend to extend	N/A	4.8 sec
Normal - extend to up	7.5 sec	7.8 sec
Alternate - up to full extend	32 sec	58 sec

Training Information Point

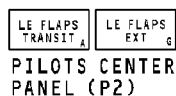
To do a check of the LE devices and TE flaps operation times with a hydraulic ground cart, make sure 20 gpm is available.



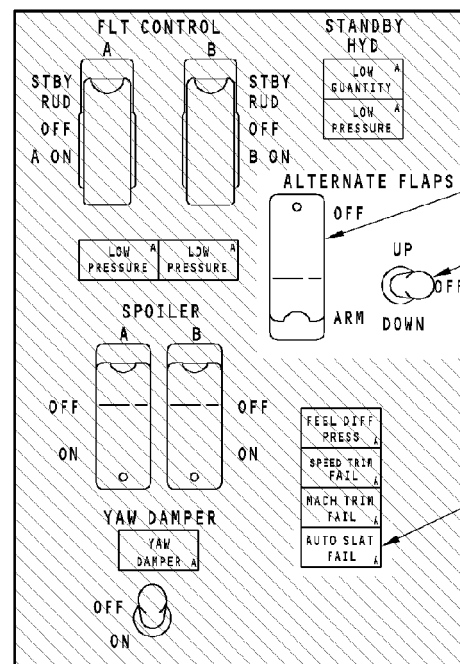
FLAP LEVER (P10)



LE DEVICES ANNUNCIATOR PANEL (P5)



PILOTS CENTER PANEL (P2)



FLIGHT CONTROLS PANEL (P5)

ALTERNATE FLAPS
ARM SWITCH

ALTERNATE FLAPS
CONTROL SWITCH

AUTOSLAT
FAIL LIGHT

LE FLAP AND SLAT CONTROL SYSTEM - OPERATION

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LE FLAP AND SLAT CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

General

These are the LE flap and slat hydraulic components that are LRUs:

- Flow limiting valve
- Hydraulic fuses
- LE cruise depressurization valve
- LE UCM shutoff valve
- LE flap and slat control valve
- LE flap actuators
- LE slat actuators.

Normal Operation

During the normal operation, the LE flap and slat actuators use power from hydraulic system B. The flap priority valve reduces the flow of hydraulic fluid to the TE flap components if the system B pressure is low. This gives priority of system B hydraulic power to the LE flaps and slats over the TE flaps.

Hydraulic system B power goes through the LE UCM shutoff valve to the retract port of all the LE flap and slat actuators. If the LE flap and slat control valve is in the retract position, the LE flap and slat actuators retract.

HAP 001-013, 015-026, 028-036, 101-999

The LE flap and slat control valve uses mechanical inputs from the TE flap PDU follow-up cables. These cables move when the TE flaps move. When you move the flap lever to the 1, 2, or 5 positions, movement of the TE flaps causes the cables to move. This causes the cables to move the LE flap and slat control valve to the extend position.

HAP 037-054

The LE flap and slat control valve uses mechanical inputs from the TE flap PDU follow-up cables. These cables move when the TE flaps move. When you move the flap lever to the 1, 2, 5, 10, 15 or 25 positions, movement of the TE flaps causes the cables to move. This causes the cables to move the LE flap and slat control valve to the extend position.

HAP ALL

Hydraulic pressure goes through the LE cruise depressurization valve to the LE flap and slat control valve. The LE flap and slat control valve sends extend pressure to the LE flap and slat actuators. This causes the LE flaps and slats to move to the extend position.

LE FLAP AND SLAT CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

HAP 001-013, 015-026, 028-036, 101-999

When you move the flap lever to the 10 through 40 detent positions, the TE flap PDU follow-up cables move the LE flap and slat control valve to the full extend position. The LE flap and slat control valve sends full extend pressure through the autoslat valve to the LE slat actuators only. This causes the LE slats to move to the full extend position.

HAP 037-054

When you move the flap lever to the 30 and 40 positions, the TE flap PDU follow-up cables move the LE flap and slat control valve to the full extend position. The LE flap and slat control valve sends full extend pressure through the autoslat valve to the LE slat actuators only. This causes the LE slats to move to the full extend position.

HAP ALL

When the airplane is in a cruise condition, the LE cruise depressurization valve stops the hydraulic power to the LE flap and slat control valve. This makes sure that the LE flaps and slats stay retracted.

If the airplane gets near a stall condition, the autoslat valve sends full extend pressure to the LE slat actuators. This causes the LE slats to move from the extend position to the full extend position.

See the leading edge autoslat system section for more information on the autoslat operation. (SECTION 27-83)

If two or more LE flaps or slats move away from the flap lever position, then the LE UCM shutoff valve closes. This removes the retract pressure from the LE flap and slat actuators and the LE flaps and slats cannot move.

PTU Operation

If there is low pressure from the system B EDP, the power transfer unit (PTU) can supply hydraulic power for the autoslat operation. The PTU operates when all of these conditions occur:

- Airplane is in the air
- TE flaps are between 0 and 15
- System B EDP hydraulic pressure is low.

See the power transfer unit system section for more information on the PTU. (SECTION 29-25)

Alternate Operation

During the alternate operation, the LE standby shutoff valve supplies standby hydraulic system power. The flow limiting valve limits the flow of hydraulic fluid to 2.1 gpm. In the alternate operation, the LE flaps and slats extend only. The LE flaps and slats can not retract in the alternate operation.

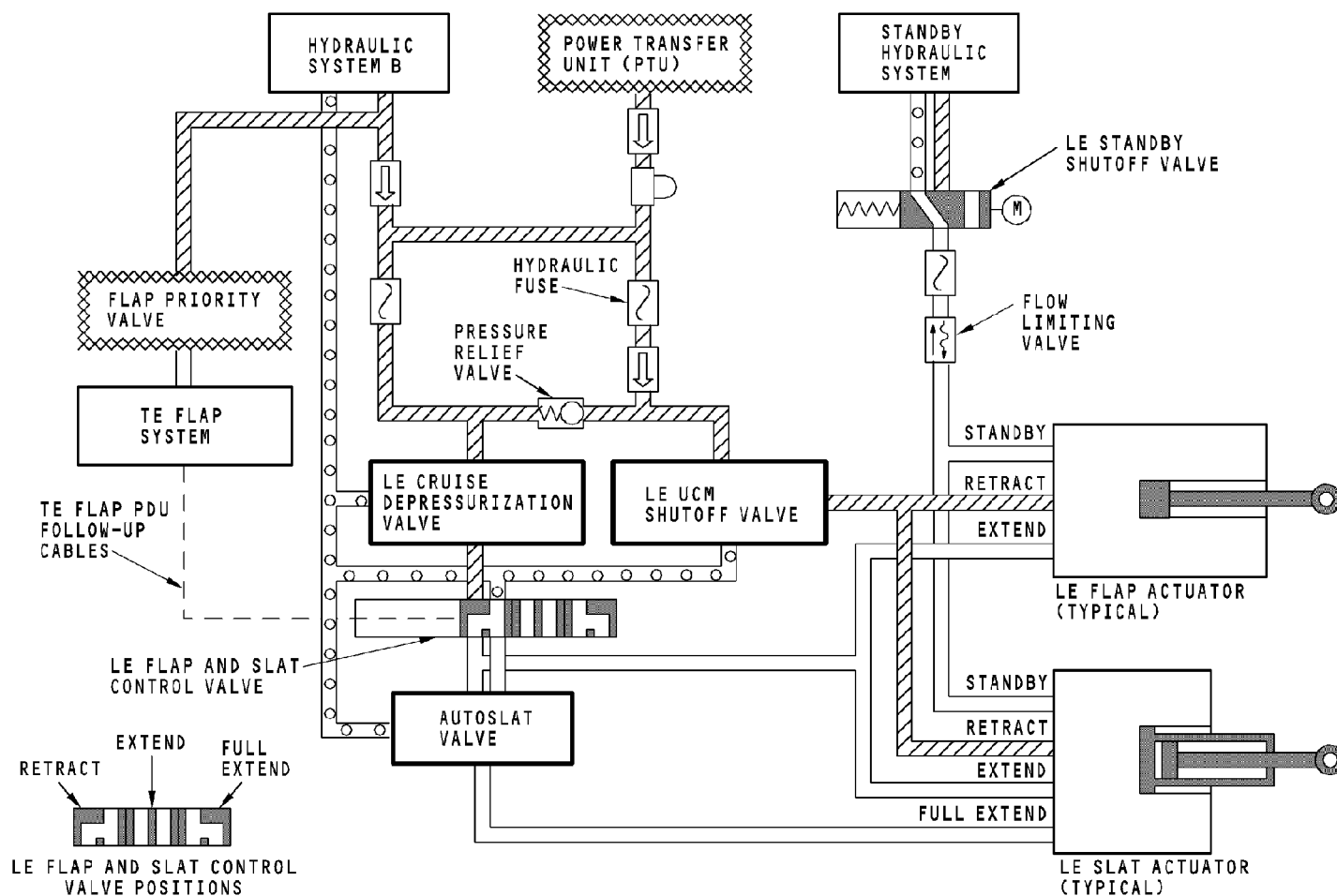
See the standby hydraulic system section for more information on the standby hydraulic system. (SECTION 29-22)

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LE FLAP AND SLAT CONTROL SYSTEM - FUNCTIONAL DESCRIPTION

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LE FLAP AND SLAT CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - ALTERNATE OPERATION

General

During alternate operation, the alternate flaps switches control the operation of the LE flap and slat actuators.

Arm

When you move the alternate flaps arm switch to the arm position, electrical power becomes available to the alternate flaps control switch. The arm switch supplies signals to the standby hydraulic system to operate the standby hydraulic electric motor driven pump (EMDP).

Extend

When you move the alternate flaps control switch to the down position, the LE standby shutoff valve relay energizes. This sends a signal to the LE standby shutoff valve and to the power transfer unit (PTU). The LE standby shutoff valve opens. If the PTU was operating, it stops.

The standby EMDP supplies hydraulic pressure to the LE standby shutoff valve. The standby shutoff valve supplies pressure to the LE flap and slat actuators, and these actuators extend. The LE flaps move to the extend position and the LE slats move to the full extend position.

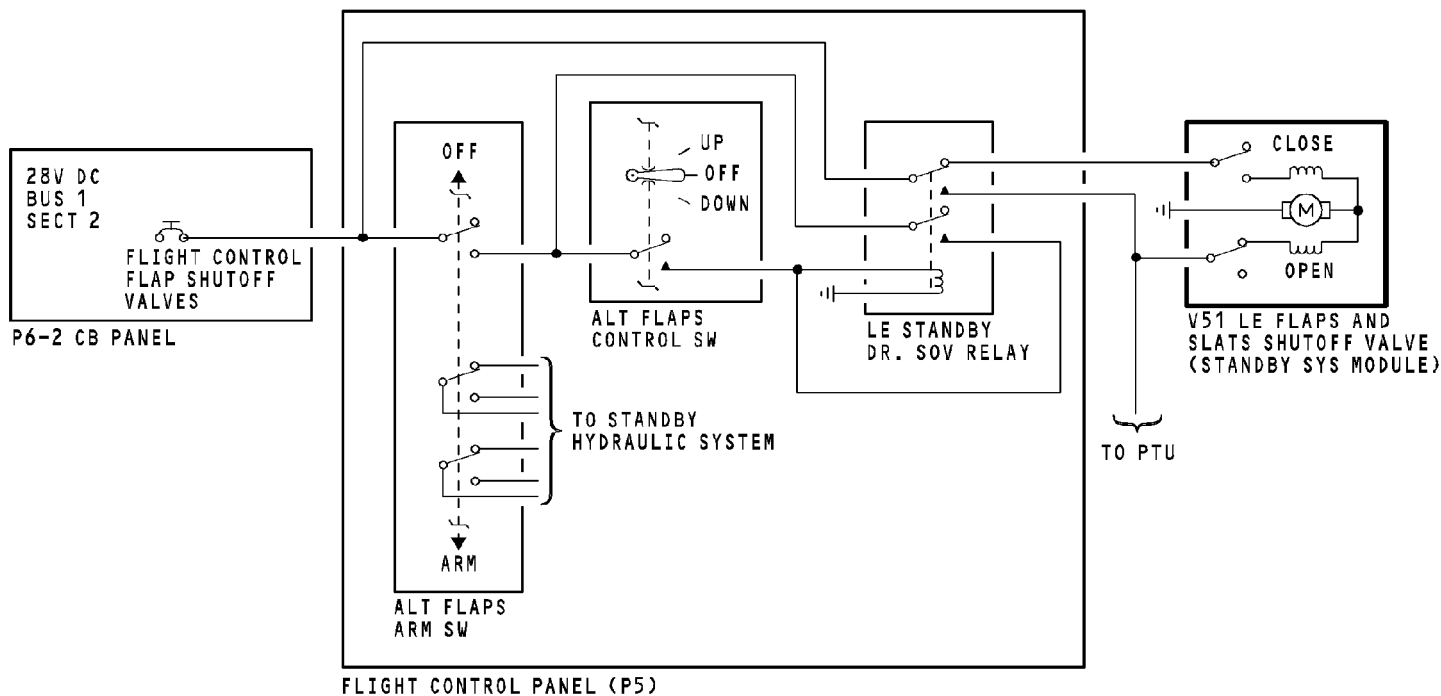
It takes approximately 32 seconds for the LE flaps and 58 seconds for the LE slats to fully extend in the alternate operation.

The LE standby shutoff valve relay latches. When the alternate flaps control switch moves to the off position, the relay stays energized. This relay de-energizes when the alternate flaps arm switch moves to the off position. When you move the alternate flaps arm switch to the off position, the standby EMDP stops and the LE standby shutoff valve closes.

When you move the alternate flaps arm switch to the off position, the alternate operation stops. This permits the normal operation. If hydraulic system B has pressure, then the LE flaps and slats retract.

Retract

During the alternate operation, the LE flaps and slats can not retract. You must use the normal operation to retract the surfaces.



LE FLAP AND SLAT CONTROL SYSTEM - FUNCTIONAL DESCRIPTION - ALTERNATE OPERATION

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LE AUTOSLAT SYSTEM - GENERAL DESCRIPTION

General

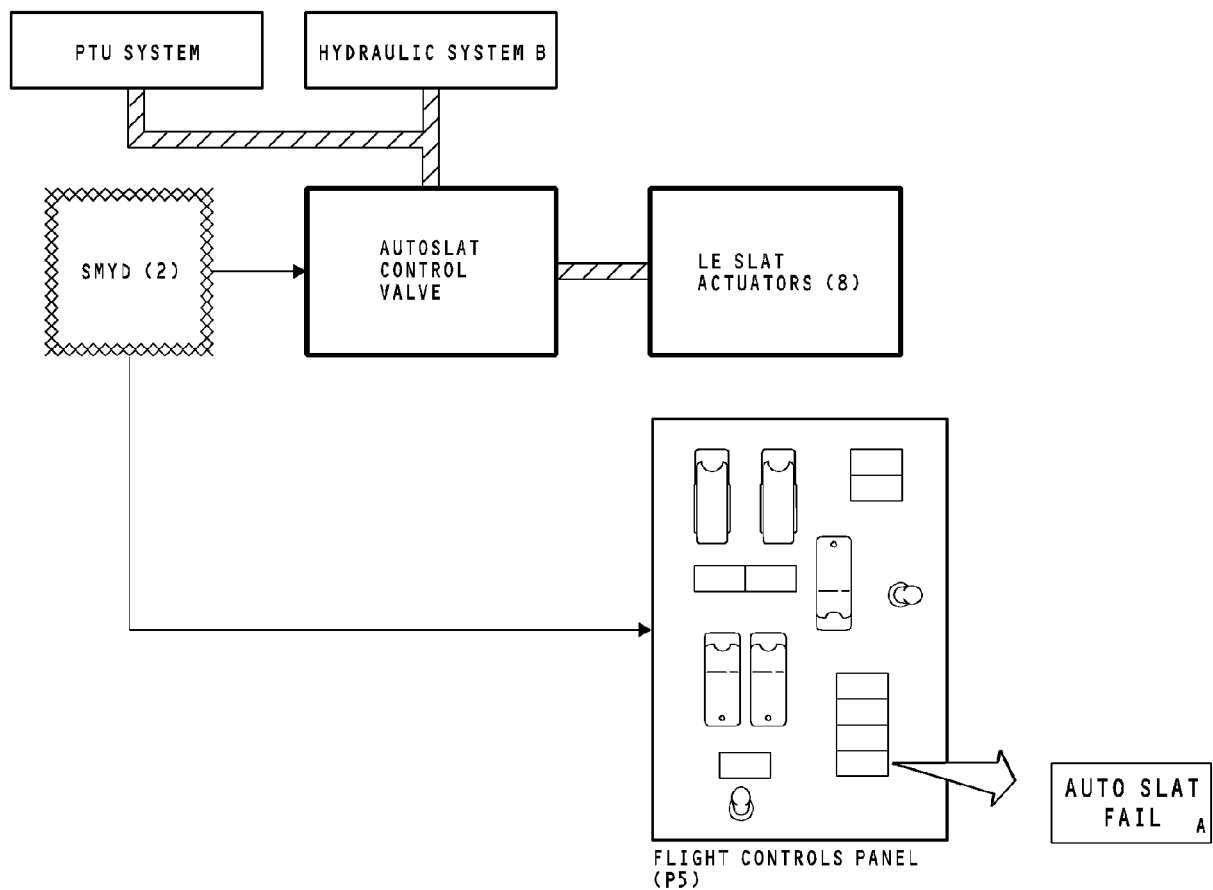
The LE autoslat system moves the LE slats from the extend position to the full extend position when the airplane gets near a stall condition. This helps improve the airplane performance.

Interfaces

Two stall management yaw damper (SMYD) computers calculate the autoslat commands. Each SMYD sends an autoslat signal to the autoslat control valve. The autoslat control valve sends hydraulic power from hydraulic system B or the PTU system to the LE slat actuators. This causes the LE slats to fully extend.

If the autoslat function is not available, the autoslat fail light shows on the flight controls panel on the P5 overhead panel.

See SMYD section 27-32 for more information. (SECTION 27-32)



LE AUTOSLAT SYSTEM - GENERAL DESCRIPTION

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LE AUTOSLAT SYSTEM - AUTOSLAT CONTROL VALVE

Purpose

The autoslat control valve causes the LE slats to move from extend to full extend if the airplane gets near a stall condition. This valve supplies pressure to the full extend port on the LE slat actuators.

Location

The autoslat control valve is on the right side of the fuselage, just forward of the MLG wheel well. Remove the access panel to get access.

Physical Description

The autoslat control valve has two solenoid valves and two valves that operate by pressure. The solenoids are line replaceable units (LRUs).

Functional Description

The autoslat control valve sends full extend pressure to the LE slat actuators during the normal operation or during the autoslat operation.

HAP 001-013, 015-026, 028-036, 101-999

Normal Operation

During the normal operation, when the flap lever is at 10 or more, the LE flap/slat control valve sends full extend pressure to the autoslat control valve. This pressure goes through both valves that operate by pressure. Then the pressure goes to the full extend port on the LE slat actuators.

HAP 037-054

Normal Operation

During the normal operation, when the flap lever is at 25 or more, the LE flap/slat control valve sends full extend pressure to the autoslat control valve. This pressure goes through both valves that operate by pressure. Then the pressure goes to the full extend port on the LE slat actuators.

HAP ALL

Autoslat Operation

The autoslat operation occurs when all of these conditions occur:

HAP 037-054

- Flap lever at 1, 2, 5, 10, 15 or 25

HAP 001-013, 015-026, 028-036, 101-999

- Flap lever at 1, 2 or 5

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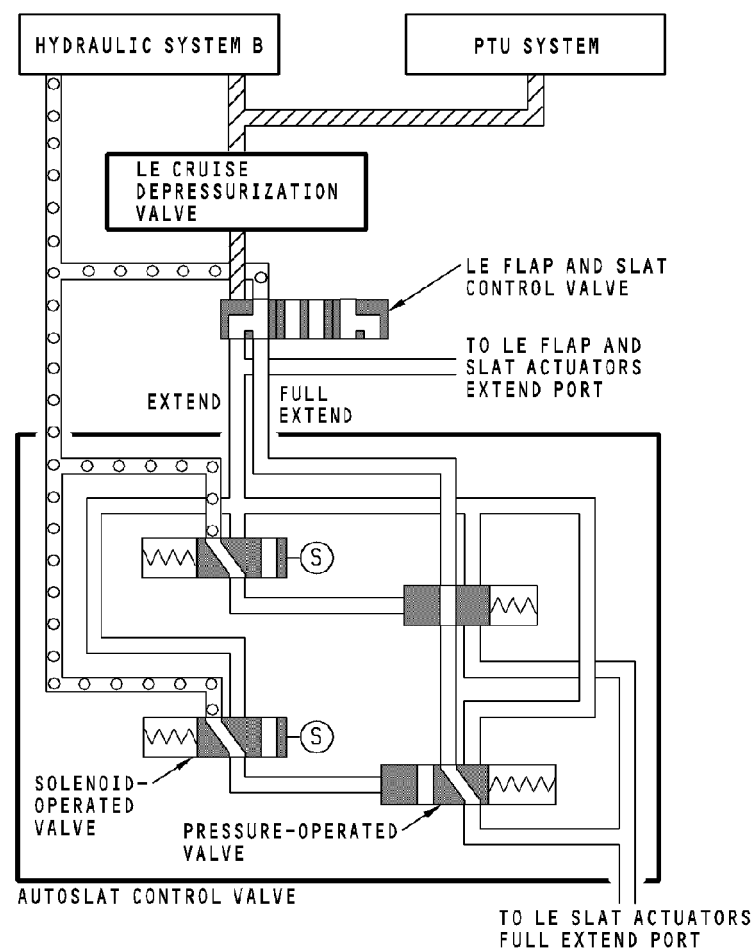
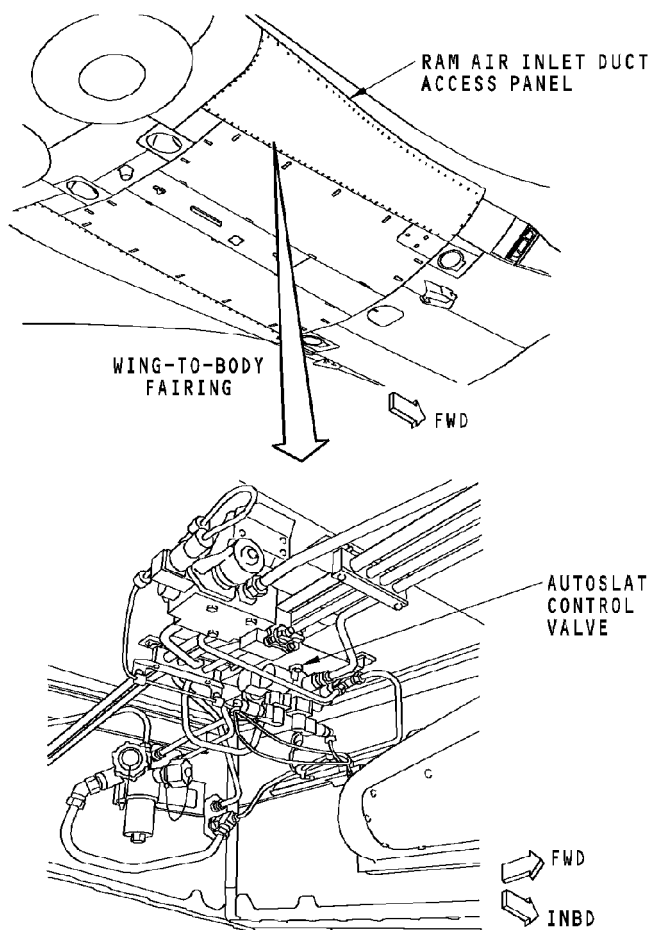
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LE AUTOSLAT SYSTEM - AUTOSLAT CONTROL VALVE

- Airplane gets near a stall condition
- Alternate operation is not active.

When all of these conditions occur, the SMYDs energize the two solenoids. The solenoid valves send extend pressure to the pressure-operated valves. This permits either pressure-operated valve to send extend pressure to the full extend port on the LE slat actuators. If one valve, solenoid, or SMYD has a failure, the pressure still goes to the actuators.



LE AUTOSLAT SYSTEM - AUTOSLAT CONTROL VALVE

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LE AUTOSLAT SYSTEM - FUNCTIONAL DESCRIPTION

Functional Description

The SMYDs energize the solenoids in the autoslat control valve if all these conditions are true:

- Angle-of-attack more than a limit.
- Airplane in the air
- Computed airspeed less than 230 knots
- TE flaps not up
- Autoslat function valid

The autoslat function is available if the angle-of-attack data is valid and there are no failures to a SMYD or the autoslat valve. The angle-of-attack data comes from the angle of airflow sensor.

The airplane in air data comes from the PSEU.

The airspeed data comes from the air data inertial reference units (ADIRUs).

The TE flaps not up data comes from the TE flap position sensors. When the TE flaps are not up, the LE slats are not up. The autoslat function can only extend the LE slats from extend to full extend. This function can not extend the LE slats when the LE slats are in the up position.

The angle-of-attack limit is a function of these:

- TE flap position

- Thermal anti-ice (TAI) system condition.

The SMYDs send an autoslat command at a lower angle-of-attack if the TE flaps are at 5 than if the TE flaps are at 1.

During an autoslat command, the SMYDs also send a signal to the FSEU for LE flaps and slats UCM logic.

The SMYDs receive thermal anti-ice system data from the display electronics units (DEUs). The SMYDs send an autoslat command at a lower angle-of-attack if the thermal anti-ice system is on. This occurs when the wing anti-ice switch is on or when one of the engine anti-ice switches are on.

See the navigation chapter for more information on the angle of airflow sensor and the ADIRU. (CHAPTER 34)

See the landing gear chapter for more information on the PSEU. (CHAPTER 32)

See the trailing edge flap section for more information on the flap position sensors. (SECTION 27-51)

See the ice and rain protection chapter for more information on the thermal anti-ice system. (CHAPTER 30)

LE AUTOSLAT SYSTEM - FUNCTIONAL DESCRIPTION

Indications

When the autoslat function becomes active, the SMYDs send a signal to the FSEU. The FSEU uses this data to inhibit the LE FLAPS TRANSIT light during autoslat extension of the LE slats in the air. During ground tests of the autoslat system, the LE FLAPS TRANSIT light comes on and the LE FLAPS EXT light goes out.

If the autoslat function is not available in one SMYD, then the other SMYD can still operate the autoslat function. To see indication of this condition, press the master caution recall switch. This causes the autoslat fail light to show. If you press the master caution reset switch, the autoslat fail light goes out of view.

The autoslat signal is tested during each flight. Each time the TE flaps move from 10 to 15, the SMYDs energize the solenoids in the autoslat control valve. If the autoslat function is not available in both SMYDs, then the autoslat fail light shows.

HAP 001-013, 015-026, 028-036, 101-999

The autoslat signal is tested during each flight. Each time the TE flaps move from 10 to 15, the SMYDs energize the solenoids in the autoslat control valve. If the autoslat function is not available in both SMYDs, then the autoslat fail light shows.

HAP 037-054

The autoslat signal is tested during each flight. Each time the TE flaps move from 25 to 30, the SMYDs energize the solenoids in the autoslat control valve. If the autoslat function is not available in both SMYDs, then the autoslat fail light shows.

HAP ALL

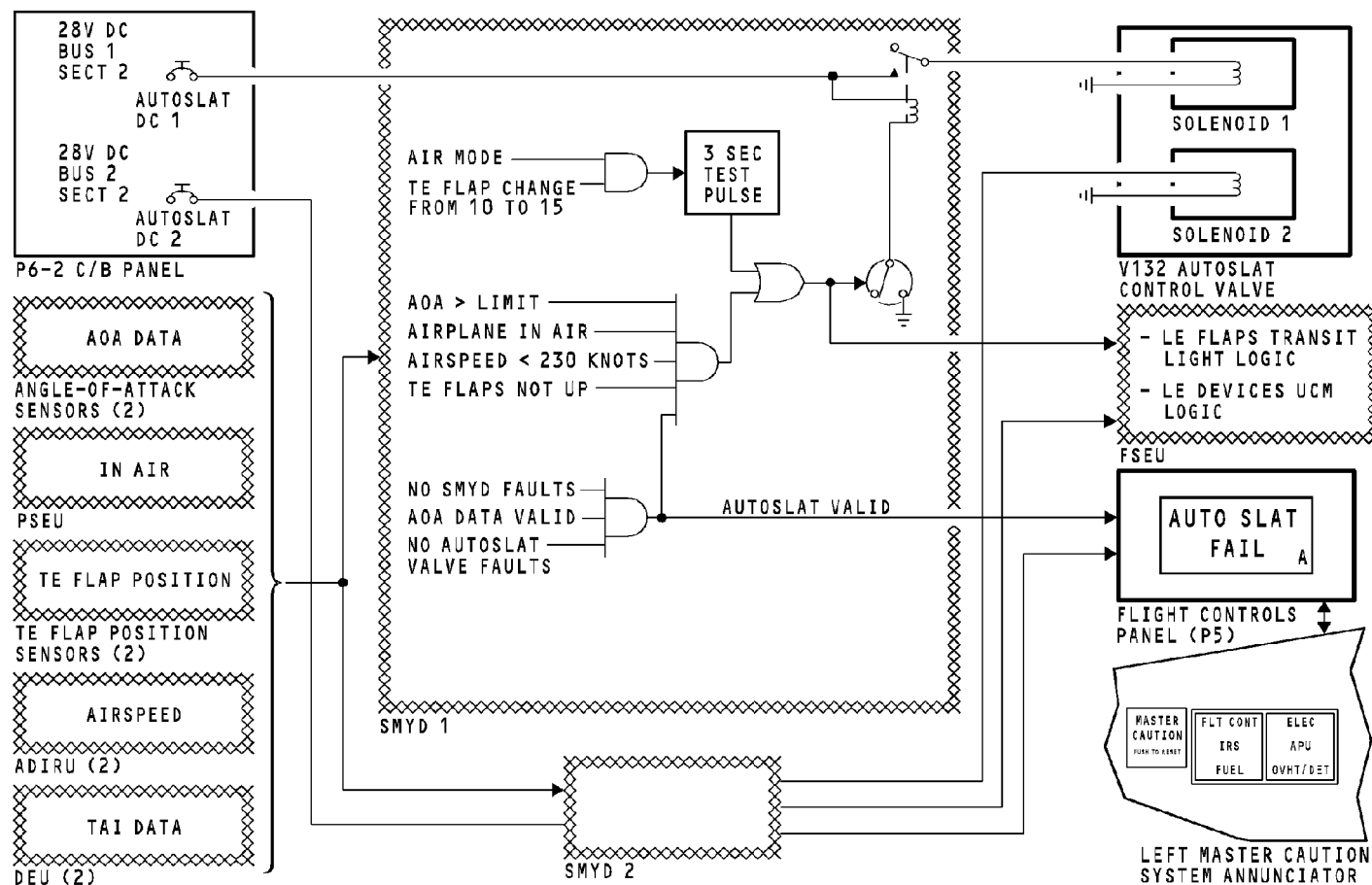
Training Information Point

During a manual test of the autoslat system, these are some of the steps you must do:

- Simulate the air mode
- Extend the LE slats using hydraulic system B power
- Manually move the AOA vanes.

When you move the AOA vanes, obey this warning:

WARNING: MAKE SURE THE AOA SENSORS ARE COOL BEFORE YOU TOUCH THEM. THE AOA SENSORS CAN BE SUFFICIENTLY HOT TO BURN YOU.



LE AUTOSLAT SYSTEM - FUNCTIONAL DESCRIPTION

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LE FLAP AND SLAT POSITION INDICATING SYSTEM - GENERAL DESCRIPTION

General

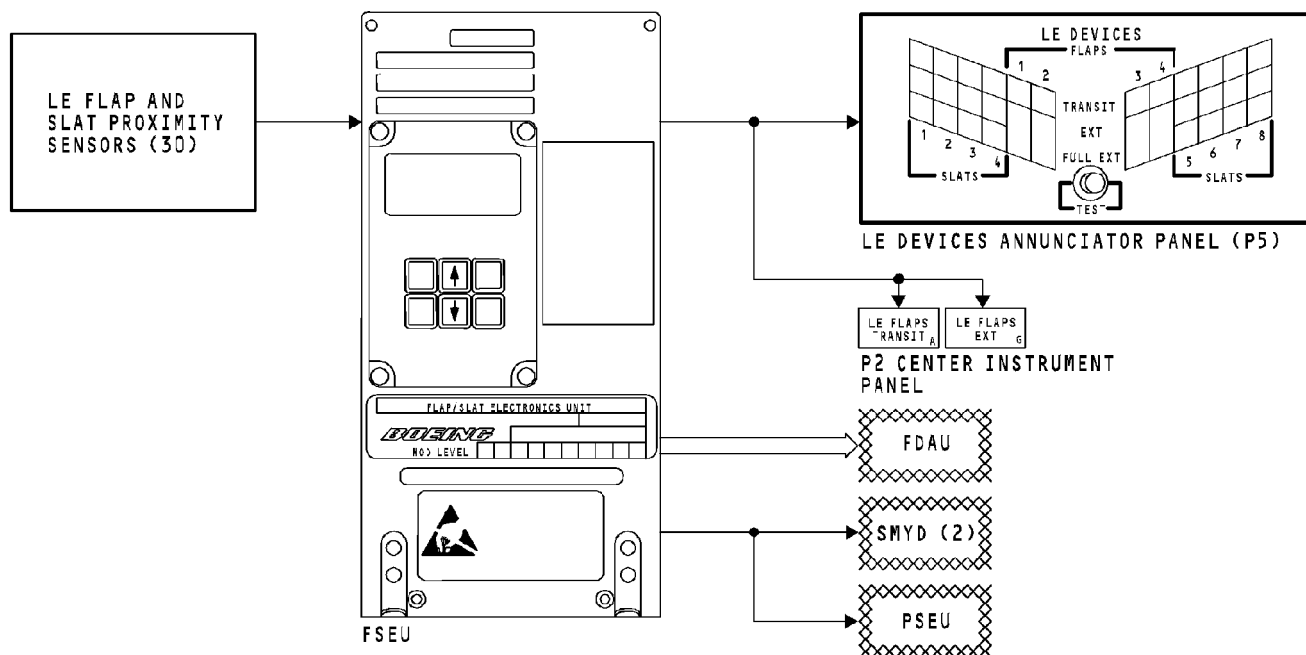
The LE flap and slat position indicating system measures the position of the LE flaps and slats. The FSEU uses this data to show the lights on the LE devices annunciator panel in the flight deck. The FSEU also uses this data to show the LE FLAPS TRANSIT light and the LE FLAPS EXT light.

Interfaces

There are 30 proximity sensors, two for each LE flap and slats 1 and 8, and three for slats 2 thru 7. These proximity sensors measure the position of targets that move with the surfaces. The proximity sensors send this data to the FSEU. The FSEU uses this data to control the LE devices annunciator panel and lights in the flight deck.

The FSEU also sends this data to these components:

- Flight data acquisition unit (FDAU)
- Stall management yaw damper (SMYD) computers
- Proximity switch electronic unit (PSEU).



LE FLAP AND SLAT POSITION INDICATING SYSTEM - GENERAL DESCRIPTION

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LE FLAP AND SLAT POSITION INDICATING SYSTEM - LE FLAP PROXIMITY SENSORS

Purpose

The LE flap proximity sensors send LE flap position data to the FSEU. The FSEU uses this data for position indication and sends this data to other user systems.

Location

There are eight LE flap proximity sensors, two for each LE flap. To get access to the LE flap proximity sensors, extend the LE flaps.

The LE flap proximity sensors that have a target near at the retract position are identified as the retract sensors. The LE flap proximity sensors that have a target near at the extend position are identified as the extend sensors.

Functional Description

The LE flaps proximity sensors use ferrous metal targets that are not magnets.

The FSEU monitors the impedance of the proximity sensors. The impedance has a relation to the position of the targets to the sensors. As the LE flaps move, the targets move with them and the impedance of the proximity sensors change.

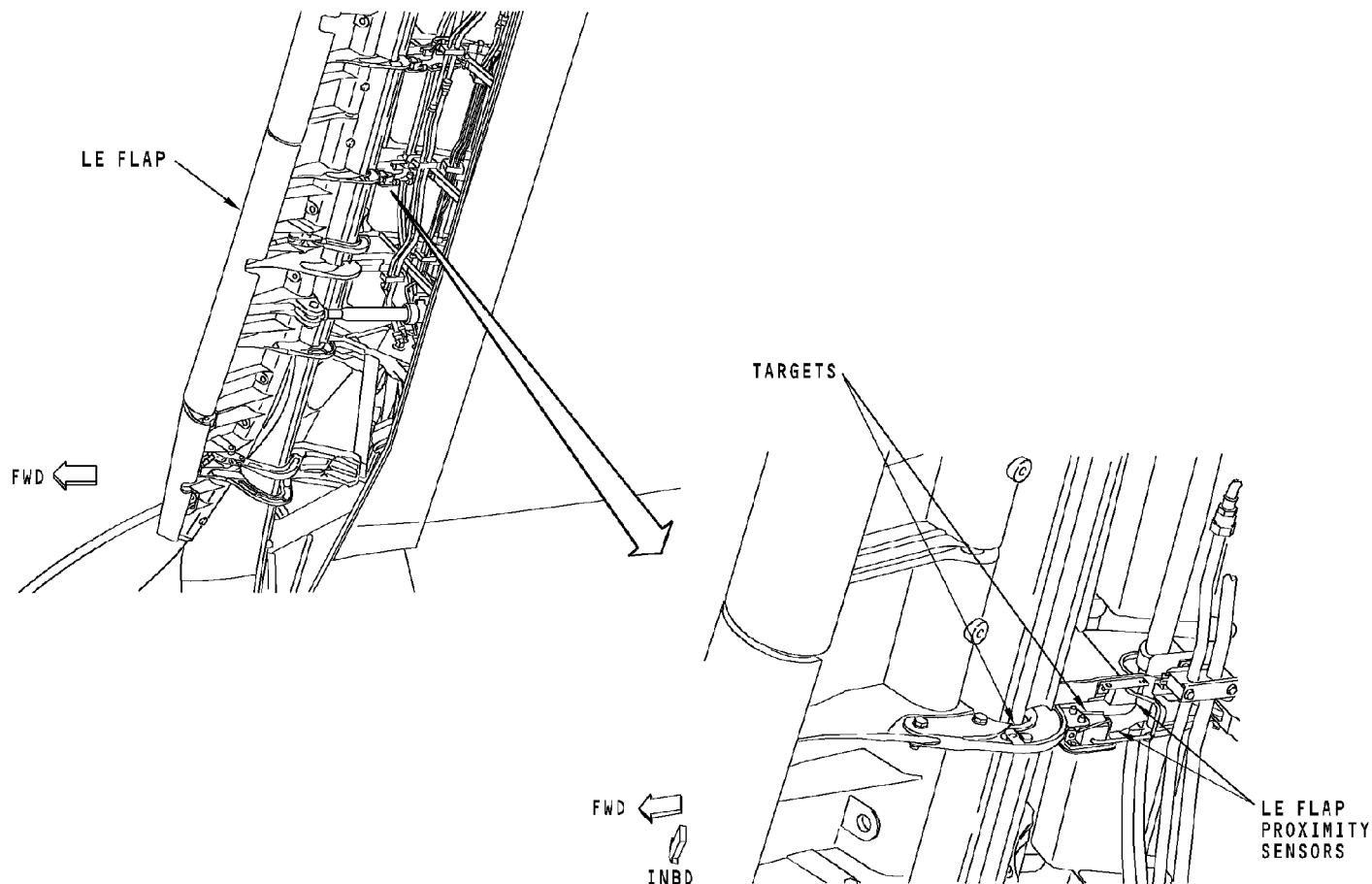
The FSEU detects a target-near condition when a target is directly in front of the sensor. When no part of a target is in front of the sensor, the FSEU detects a target-far condition.

Training Information Point

The LE flap proximity sensors are interchangeable with each other and with the LE slat inboard and outboard sensors.

Remove or install shims to adjust the sensors.

You can use the FSEU BITE to see the target gap information for each sensor.



LE FLAP AND SLAT POSITION INDICATING SYSTEM - LE FLAP PROXIMITY SENSORS

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LE FLAP AND SLAT POSITION INDICATING SYSTEM - LE SLAT PROXIMITY SENSORS

Purpose

The LE slat proximity sensors send LE slat position data to the FSEU. The FSEU uses this data for position indication and sends this data to other user systems.

Location

There are 22 proximity sensors for the LE slats. There are two proximity sensors for LE slats 1 and 8 and three for slats 2 thru 7. LE slats 1 and 8 each have an inboard and an outboard sensor. LE slats 1 and 8 have two targets for each sensor. LE slats 2 thru 7 each have an inboard sensor, retract sensor, and an outboard sensor. To get access to the LE slat proximity sensors, remove the access panel under the wing.

The targets for the outboard sensors are on the outboard auxiliary arms. The targets for the inboard sensors are on the inboard auxiliary arms. The LE slat retract sensors are near the slat actuators and have targets that are on the inside cove of the LE slats.

Functional Description

The LE flap and slat position indication system uses two different types of proximity sensors. The LE slat retract sensors are score type of proximity sensors and use magnets for their targets. All the other proximity sensors are the usual type and use ferrous metal targets that are not magnets.

The FSEU monitors the impedance of the proximity sensors. The impedance has a relation to the position of the targets to the sensors. As the LE slats move, the targets move with them and the impedance of the proximity sensors change.

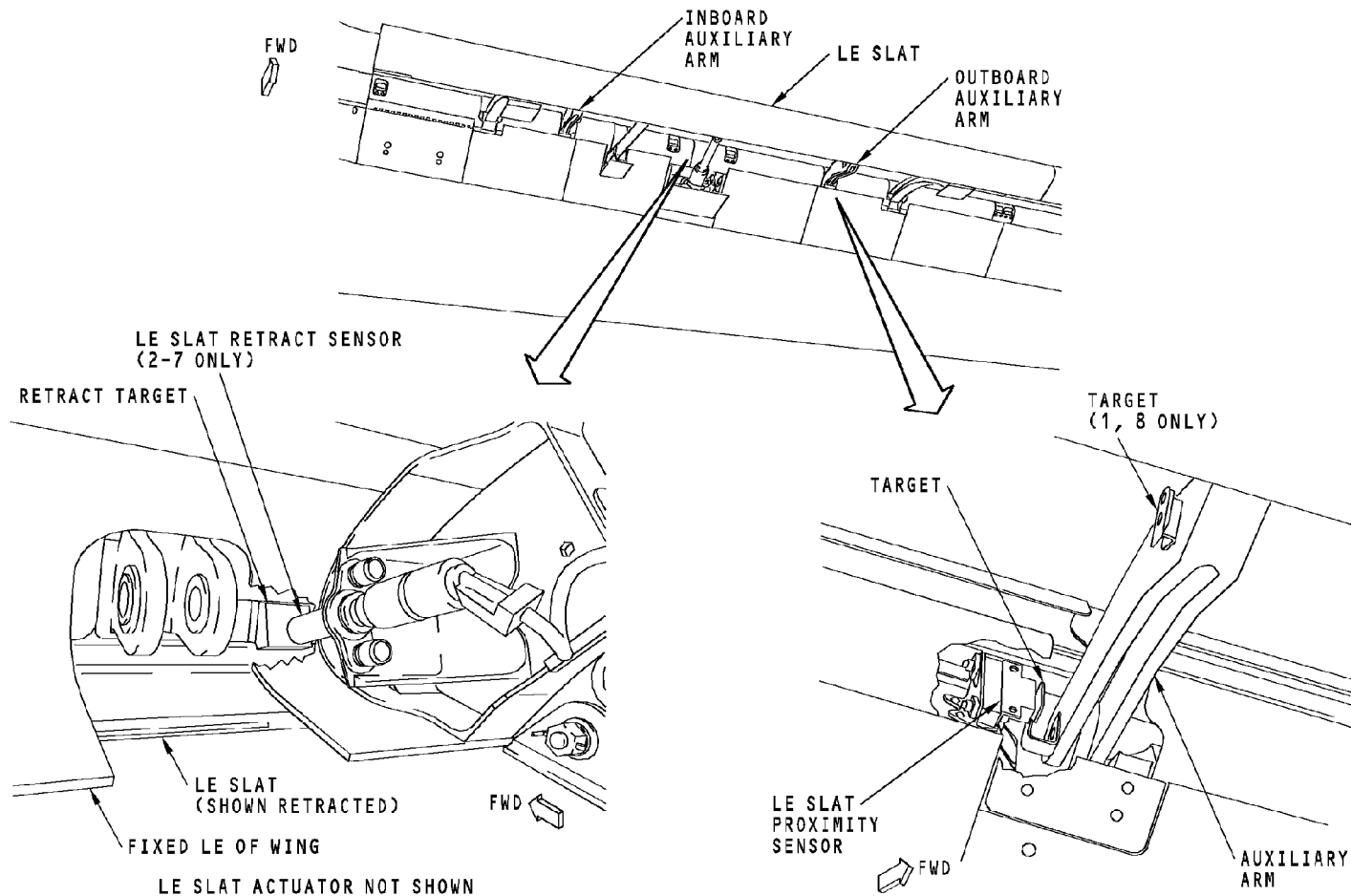
The FSEU detects a target-near condition when a target is directly in front of the sensor. When no part of a target is in front of the sensor, the FSEU detects a target-far condition.

Training Information Point

The LE slat retract sensors are interchangeable with each other. The LE slat inboard and outboard sensors are interchangeable with each other and with the LE flap proximity sensors.

Remove or install shims to adjust the sensors.

You can use the FSEU BITE to see the target gap information for each sensor.



LE FLAP AND SLAT POSITION INDICATING SYSTEM - LE SLAT PROXIMITY SENSORS

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LE FLAP AND SLAT POSITION INDICATING SYSTEM - LE DEVICES ANNUNCIATOR PANEL

Purpose

The LE devices annunciator panel shows the position of all the LE flaps and slats independently.

There is a test switch on the LE devices annunciator panel. When you push this switch, all the lights show.

Location

The LE devices annunciator panel is on the P5 aft overhead panel.

Physical Description

The LE devices annunciator panel has green and amber lights to show the position of each LE flap and slat. These are the lights on the LE devices annunciator panel:

- Transit (amber)
- Extend (green)
- Full extend (green).

The LE devices annunciator panel has all three types of lights for the LE slats, but only the transit and extend lights for the LE flaps. This is because the LE flaps have only two positions.

Functional Description

When the LE flaps and slats are in the retract position, all the lights go out of view. When the surfaces move, the transit lights show. When the surfaces are in the extend position, the extend lights show. When the LE slats are in the full extend position, the full extend lights show.

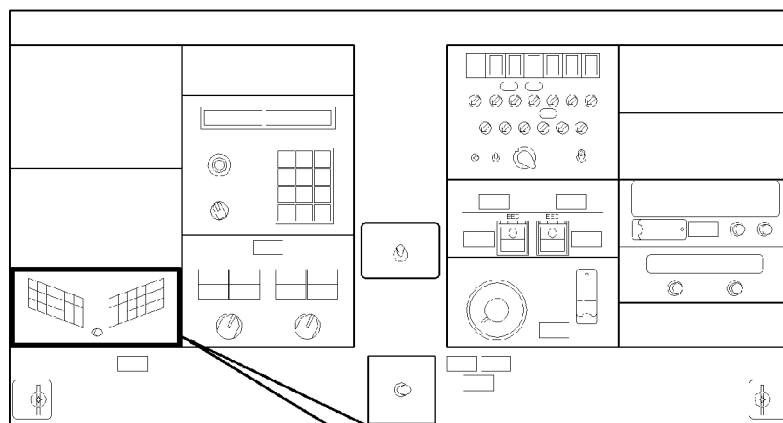
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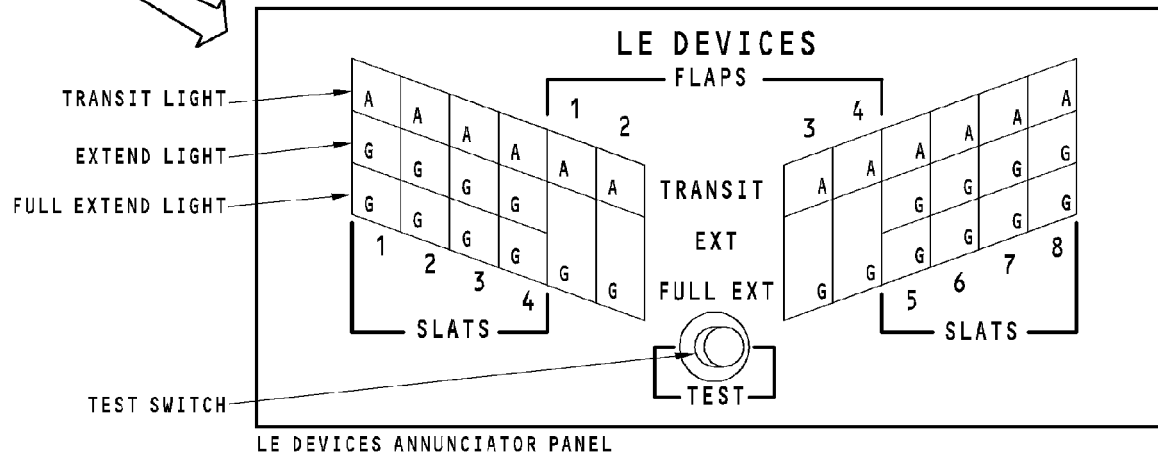
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P5 AFT OVERHEAD PANEL



LE FLAP AND SLAT POSITION INDICATING SYSTEM - LE DEVICES ANNUNCIATOR PANEL

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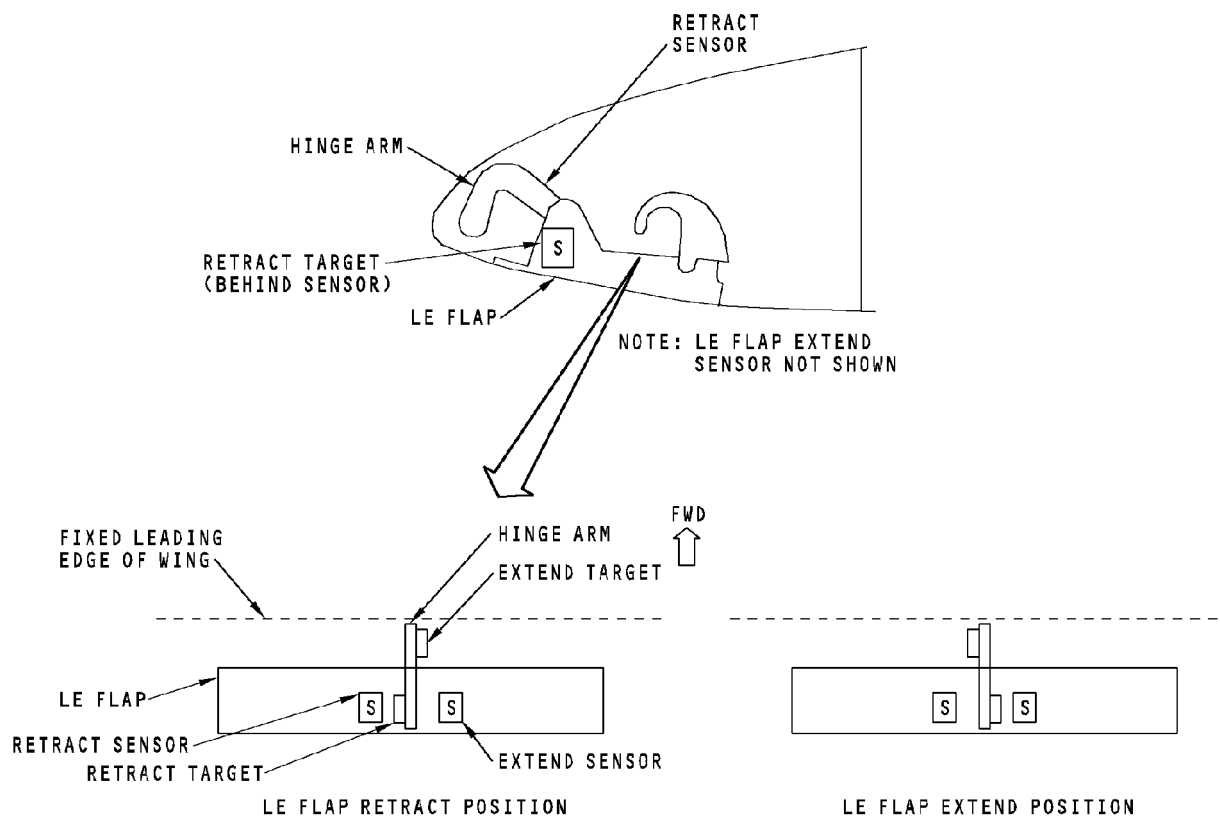
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LE FLAP AND SLAT POSITION INDICATING SYSTEM - FUNCTIONAL DESCRIPTION 1

LE Flap Position Indication

There are eight LE flap proximity sensors. For each LE flap, there is one sensor and one target on each side of the hinge arm. The sensors are at the same location on the fixed leading edge, but on opposite sides of the hinge arm. The targets are on opposite sides of the hinge arm and at different locations on the hinge arm.

Each LE flap proximity sensor monitors the position of only one target. When the LE flaps are in the retract position, the retract sensor for each LE flap is in a target-near condition and the extend sensor is in a target-far condition. When the LE flap is in the extend position, the retract sensor changes to a target-far condition and the extend sensor changes to a target-near condition.



LE FLAP AND SLAT POSITION INDICATING SYSTEM - FUNCTIONAL DESCRIPTION 1

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LE FLAP AND SLAT POSITION INDICATING SYSTEM - FUNCTIONAL DESCRIPTION 2

LE Slat Position Indication

There are 22 LE slat proximity sensors.

For LE slats 1 and 8, there are two proximity sensors for each slat. These sensors are the inboard sensor and the outboard sensor. Each of these sensors have two targets.

For LE slats 2 thru 7, there are three proximity sensors for each slat instead of two. This provides a more accurate monitor of the surface position.

For LE slats 2 thru 7, the sensors are identified as the retract sensor, the inboard sensor, and the outboard sensor. Each of these sensors have one target.

Retract

When the LE slats are retracted, the inboard sensors and the outboard sensors for LE slats 1 and 8 have a target near. For LE slats 2 thru 7, only the retract sensors have a target near.

Extend and Full Extend

When the LE slats are in the extend position, the inboard sensors for all the LE slats have a target near and the outboard sensors are in a target-far condition. When the LE slats are in the full extend position, the inboard sensors change to a target-far condition and the outboard sensors change to a target-near condition.

Slat Failures

The FSEU uses the proximity sensor data to find if a slat did not move to the correct position. If the position of one LE flap or slat is not in the same position as the other surfaces, the FSEU commands the LE FLAPS TRANSIT light to show.

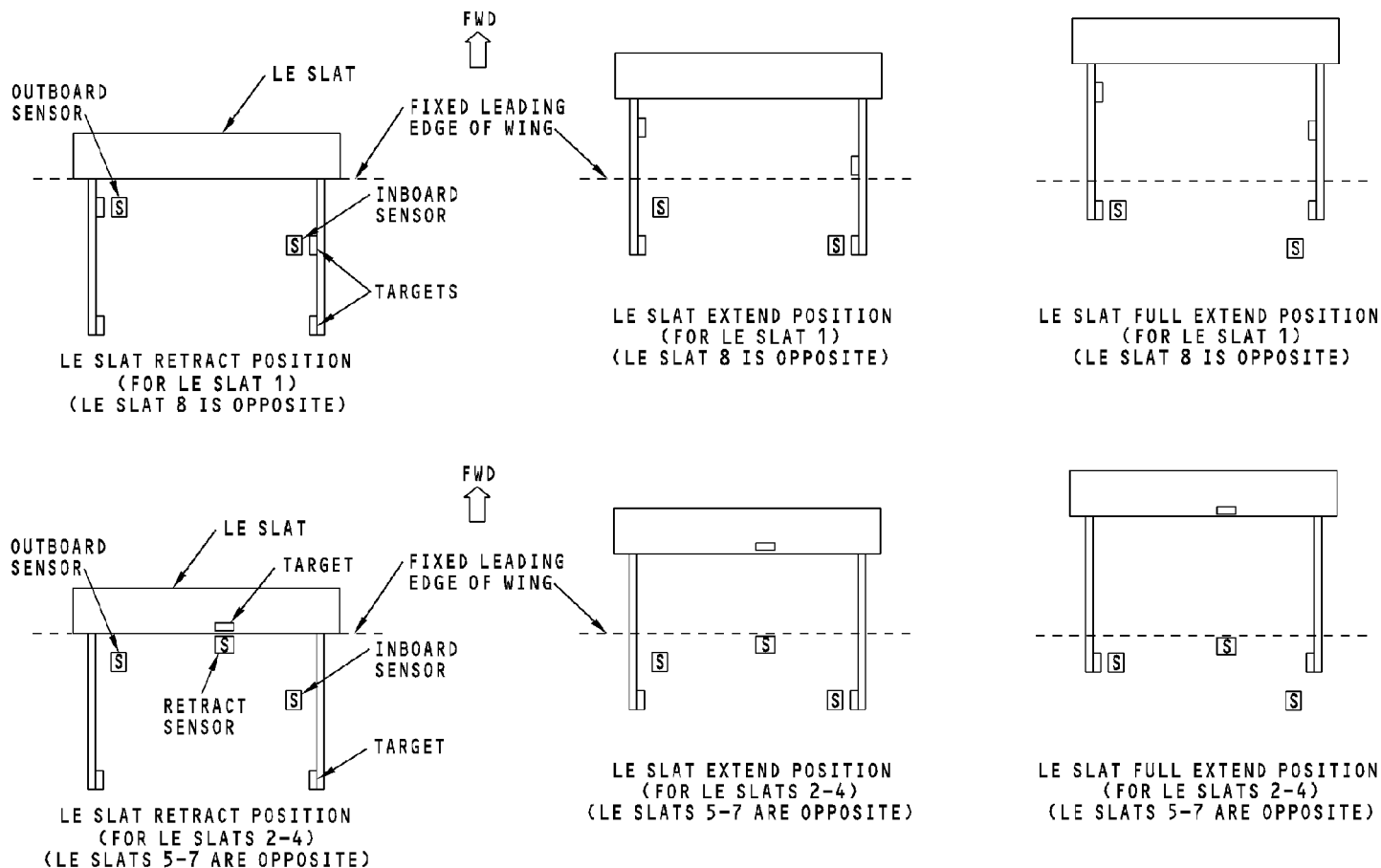
For LE slats 2 thru 7, only one sensor has a target near at the retract, extend, or full extend positions. If two sensors have a target near, the slat has a failure and the FSEU commands the LE FLAPS TRANSIT light to show.

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LE FLAP AND SLAT POSITION INDICATING SYSTEM - FUNCTIONAL DESCRIPTION 2

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LE FLAP AND SLAT POSITION INDICATING SYSTEM - FUNCTIONAL DESCRIPTION 3

Functional Description

There are 30 LE flap and slat proximity sensors that send data to the FSEU. The FSEU uses this data for position indication on the LE devices annunciator panel. The FSEU also sends this data to these components:

- SMYDs for stall warning
- FDAU for the flight data recorder
- PSEU for takeoff warning.

LE FLAPS EXT Light

The LE FLAPS EXT light shows when all of the LE flaps and slats are in an extend or full extend position.

LE FLAPS TRANSIT Light

The LE FLAPS TRANSIT light shows when a LE flap or slat is not in the correct position or when a LE uncommanded motion (UCM) occurs.

LE Flap or Slat Not in Correct Position

The FSEU compares the LE flap and slat positions with the flap lever position and the TE flap position to make sure the LE flaps and slats move to the correct position.

HAP 001-013, 015-026, 028-036, 101-999

When the TE flaps are at up, the LE flaps and slats should be at the retract position. When the TE flaps are at 1, 2, or 5, the LE flaps and slats should be at the extend position. When the TE flaps are at 10 or more, the LE flaps should be at the extend position and the LE slats should be at the full extend position. If any LE flap or slat is not in the correct position, the LE FLAPS TRANSIT light shows.

HAP 037-054

When the TE flaps are at up, the LE flaps and slats should be at the retract position. When the TE flaps are at 1 through 25 positions the LE flaps are extended and slats should be at the extend position. When the TE flaps are at 30 or more, the LE flaps should be at the extend position and the LE slats should be at the full extend position. If any LE flap or slat is not in the correct position, the LE FLAPS TRANSIT light shows.

HAP ALL

LE Uncommanded Motion (UCM)

A LE uncommanded motion (UCM) occurs when two or more LE flaps or slats move away from their commanded position. If this occurs, the FSEU turns on the LE FLAPS TRANSIT light and sends a command to the LE UCM shutoff valve to stop the movement of the LE flaps and slats.

LE FLAP AND SLAT POSITION INDICATING SYSTEM - FUNCTIONAL DESCRIPTION 3

LE Devices Annunciator Panel

These are the lights on the LE devices annunciator panel:

- Transit (amber)
- Extend (green)
- Full extend (green).

If a LE flap or slat is not in the correct position, one of these indications will show on the LE devices annunciator panel:

- TRANSIT amber light comes on
- Incorrect EXT or FULL EXT green light comes on
- No lights come on.

Operation

When the LE flaps and slats are retracted, all the lights go out of view.

When the TE flaps move from 0 to 1, the LE FLAPS TRANSIT light shows. When each LE flap and slat moves, the transit light for each surface shows on the LE devices annunciator panel. When each LE flap and slat are in the extend position, the extend light shows and the transit light goes out of view. When all the LE flaps and slats are in the extend position, the LE FLAPS TRANSIT light goes out of view and the LE FLAPS EXT light shows.

HAP 001-013, 015-026, 028-036, 101-999

When the TE flaps move from 5 to 10, the LE FLAPS EXT light goes out of view and the LE FLAPS TRANSIT light shows. When each LE slat moves, the transit light for each surface shows and the extend light goes out of view. When each LE slat is in the full extend position, the full extend light shows and the transit light goes out of view. When all the LE slats are in the full extend position, the LE FLAPS TRANSIT light goes out of view and the LE FLAPS EXT light shows.

HAP 037-054

When the TE flaps move from 25 to 30, the LE FLAPS EXT light goes out of view and the LE FLAPS TRANSIT light shows. When each LE slat moves, the transit light for each surface shows and the extend light goes out of view. When each LE slat is in the full extend position, the full extend light shows and the transit light goes out of view. When all the LE slats are in the full extend position, the LE FLAPS TRANSIT light goes out of view and the LE FLAPS EXT light shows.

HAP ALL

Autoslat Operation

During an autoslat extension, the FSEU inhibits the LE FLAPS TRANSIT light. The SMYDs send an autoslat signal to the FSEU when the airplane gets near a stall condition. When this occurs, the FSEU gives a 12-second time delay to the LE FLAPS TRANSIT light. This causes the LE FLAPS TRANSIT light to not show during autoslat extension of the LE slats.

LE FLAP AND SLAT POSITION INDICATING SYSTEM - FUNCTIONAL DESCRIPTION 3

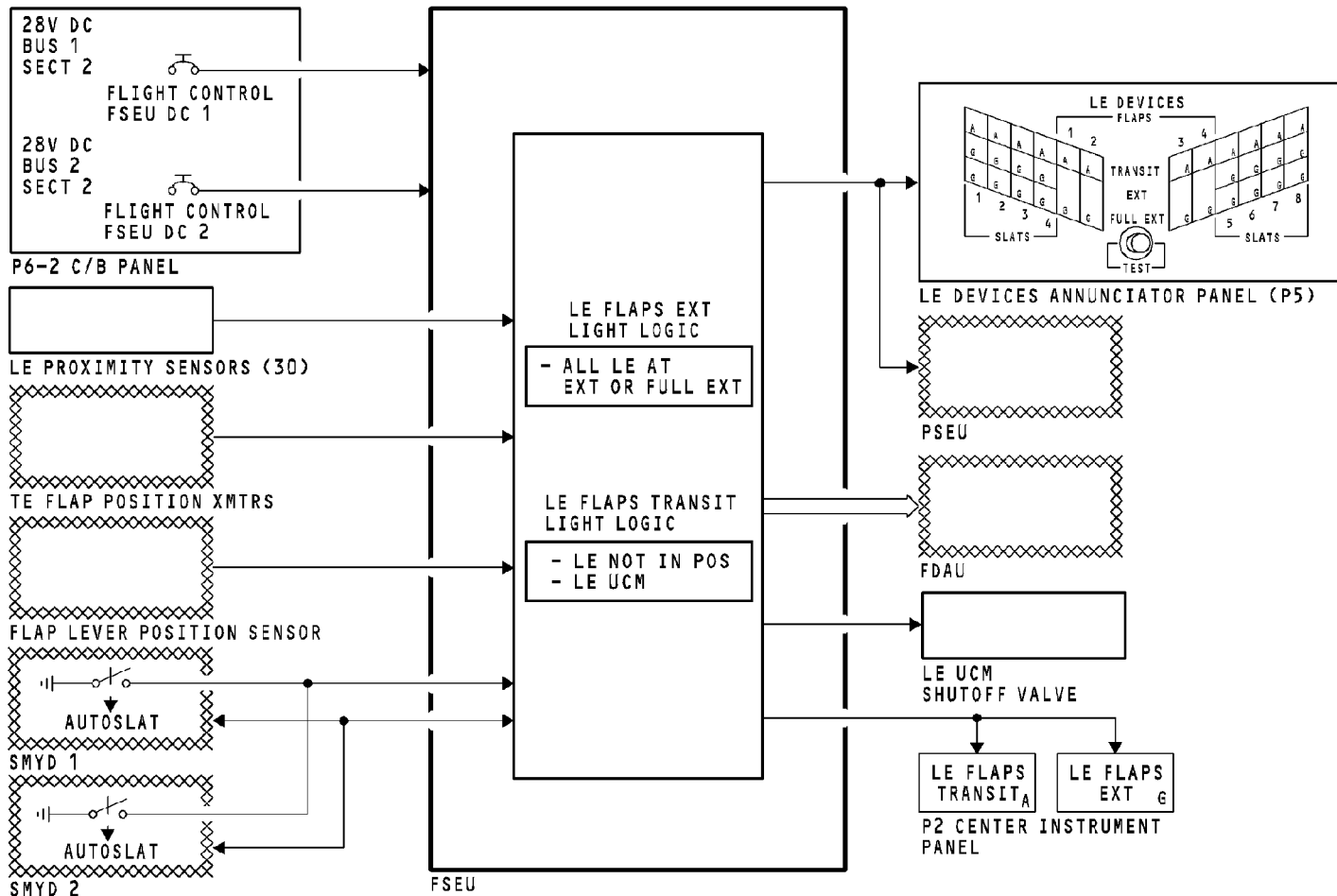
When the SMYDs remove the autoslat command, the 12-second time delays becomes active again. This causes the LE FLAPS TRANSIT light to not show during retraction of the LE slats after an autoslat extension.

Other Interfaces

The FSEU sends LE flap and slat position data to the PSEU for the takeoff warning logic. The takeoff warning horn sounds during a takeoff roll if one of these conditions occurs:

- A LE UCM condition
- A LE flap is not in the extend position
- A LE slat is not in the extend or full extend position.

The FSEU also sends LE flap and slat position data to the flight data acquisition unit for the flight data recorder.



LE FLAP AND SLAT POSITION INDICATING SYSTEM - FUNCTIONAL DESCRIPTION 3

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