STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-001-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		1C	11212	012	APR 22/02

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	CREW SEAT ADJUSTMENT/LOCK MECHANISM		ALL	ALL

ZONES	ACCESS PANELS
210	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE FLIGHT COMPARTMENT SEATS FOR ADJUSTMENT/LOCK MECHANISM. 25-11-00-6B

1. Examine the Crew Seat Adjustment/Lock Mechanism

   A. Procedure

      (1) While you are on the seat, operate the seat through a full range of movement (horizontal travel, vertical travel, and seat back recline).

      (2) Operate the seat and release the adjustment lever.

      (3) Make sure the seat locks in position.

         (a) Make sure the seat track lockpin is fully engaged in all seat track lock positions.

            1) Make sure seat track lock positions are engaged from the farthest forward position to the farthest aft position on the straight section.

            2) Make sure seat track lock positions are engaged in the parked position.

      (4) With the seat locks in position, try to move the seat in all directions to make sure the seat is held tightly.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-002-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		1C	11212	012	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	CREW SEAT HARNESS/INERTIA REEL		ALL	ALL

ZONES	ACCESS PANELS
210	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE FLIGHT COMPARTMENT SEATS HARNESS/ INERTIA REEL AND VERIFY CONDITION. 25-11-00-6A

1. Examine the Inertia Reel

A. Procedure

(1) On the captain and first officer seats, release the shoulder harness control which is on the seat back.

(2) Pull the shoulder strap in the forward direction, smoothly and symmetrically to extend the shoulder strap. Make sure the shoulder strap extends freely.

(3) Make sure the harness is free from the buckle fitting.

(4) Make sure the harness does not have too much wear.

(a) Check for damaged stitching, injurious marks, broken fabric threads, chafe marks and fusing.

(b) Slight wearing, web roughening and surface fraying (without a visible cut in the webbing) are acceptable for continued use.

(5) Quickly pull the shoulder strap in the forward direction.

(6) Make sure the inertia reel locks. Make sure the shoulder strap does not extend.

(7) Release the shoulder strap. Make sure the inertia reel releases the shoulder strap.

(8) Do the subsequent steps for each shoulder strap on the captain and first officer seats:

(a) Pull the shoulder strap out as far as possible.

MECH	INSP

(b) Put the shoulder harness control in the locked position.

(9) Do these steps until the shoulder strap is fully retracted:

(a) Let the shoulder strap retract a short distance.

(b) Pull the shoulder strap to make sure that the inertia reel locks.

(10) Put the shoulder harness control back to the released position.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-003-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		1C	11212	011	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	PASSENGER SEAT BELTS		PASS	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

CHECK PASSENGER SEAT BELTS FOR PROPER ATTACHMENT. 25-25-00-A

PULL ON EACH SEAT BELT TO VERIFY PROPER ATTACHMENT. VERIFY SEAT BELT BUCKLE OPERATES PROPERLY.

STATION		BOEING CARD NO.
TAIL NO.	SAS 767 TASK CARD	25-004-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		1C	11212	011	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	PASSENGER SEATS - FLOOR ATTACHMENT		PASS	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

CHECK PASSENGER SEATS FOR PROPER FLOOR ATTACHMENT. 25-25-01-A

GRASP SEAT BACK AND ATTEMPT TO MOVE SEAT FORWARD AND AFT. SEAT SET SHOULD NOT MOVE AT THE FLOOR ATTACHMENT.

EFFECTIVITY

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-005-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		1C	11212	012	APR 22/99

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	ATTENDANT SEATS RESTRAINT		PASS	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE ATTENDANT SEAT RESTRAINT ATTACHMENT AND INERTIA REEL. 25-25-03-6A

NOTE: INERTIA REEL ON ATTENDANT SEATS IS A CUSTOMER OPTION.

1. Do a Check of the Attendant Seat

(1) Pull the seat belt at the fittings to make sure the seat belt is attached to the attendant seat correctly.

(2) Hold the shoulder strap buckle and pull forward smoothly. Make sure the shoulder straps fully wind off of the inertia reel.

(3) Let the shoulder straps to retract. Make sure the shoulder straps fully retract.

NOTE: If the shoulder strap does not fully retract because of the headrest, put the headrest higher on the backrest until the strap retracts.

(4) Pull the shoulder strap buckle forward with a fast and sudden movement. Make sure the inertia reel locks, and the shoulder strap does not move.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-006-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	LAVATORIES	W-26-014-01	01000 HRS	NOTE	102XX	011	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	LAVATORY WASTE COMPARTMENT DOORS		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

VISUALLY CHECK LAVATORY WASTE COMPARTMENT DOORS FOR CONDITION AND PROPER SEALING. 25-41-00-6A

INTERVAL NOTE: FAA AD 74-08-09 INSPECTION INTERVAL IS 1000 FH AND TAKES PRECEDENCE OVER THE MRB 1C INTERVAL. THE AD ALLOWS THE OPERATOR TO REQUEST AN INTERVAL ADJUSTMENT WITH JUSTIFYING DATA .

AIRPLANE NOTE: TASK APPLICABLE TO ALL MODELS EXCEPT THE PACKAGE FREIGHTER.

CHECK ALL LAVATORY WASTE COMPARTMENT DOORS FOR PROPER OPERATION, FIT, SEALING AND LATCHING PER THE FOLLOWING PROCEDURE.

1. Examine the Waste Compartment Door and the Waste Flap (Fig. 601)

   A. Procedure

      (1) Do these steps to make sure the waste flap is installed correctly:

         (a) Do a visual check to make sure the bottom of the flap is parallel with the surface of the counter top.

         (b) Push down on the flap.

         (c) Make sure the flap moves back to its initial position in less than one second when you move your hand away from the flap.

         (d) Make sure the screws that attach the flap to the counter are tight.

      (2) Do an inspection of the waste flap:

         (a) Make sure the waste flap is installed correctly.

MECH	INSP

(b) Make sure the waste flap seals correctly.

(c) Make sure the clearance between the counter and the waste flap is a maximum of 0.02 in. (0.51mm).

(3) Do an inspection of the waste compartment door:

(a) Make sure the waste compartment door is installed correctly.

(b) Make sure the waste compartment door operates correctly.

(c) Make sure the waste compartment door seals correctly.

(d) Make sure the door edges are not damaged.

(e) Make sure the door latch operates smoothly.

(f) Make sure the door is tight when the door is closed and latched.

(g) Make sure the door operates smoothly and closes correctly on the opening.

(4) Make sure there are no leaks in the waste compartment seals.

(a) Make sure the seals are completely around the periphery of the door and are completely intact.

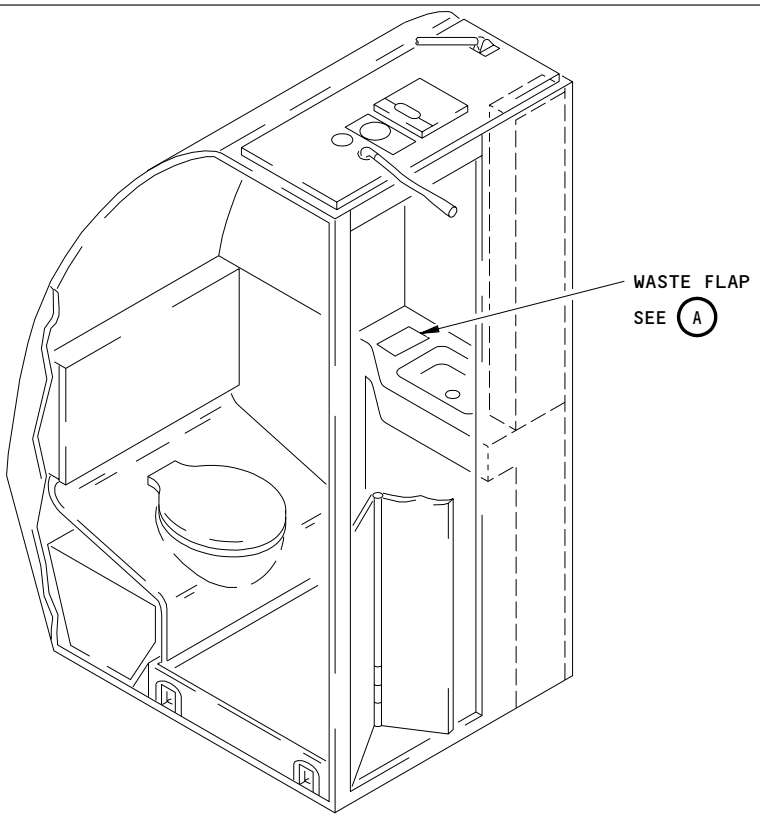
(b) Make sure the seals come in contact with waste compartment structure when the door is closed.

(c) Make sure the NO CIGARETTE DISPOSAL placard is installed.

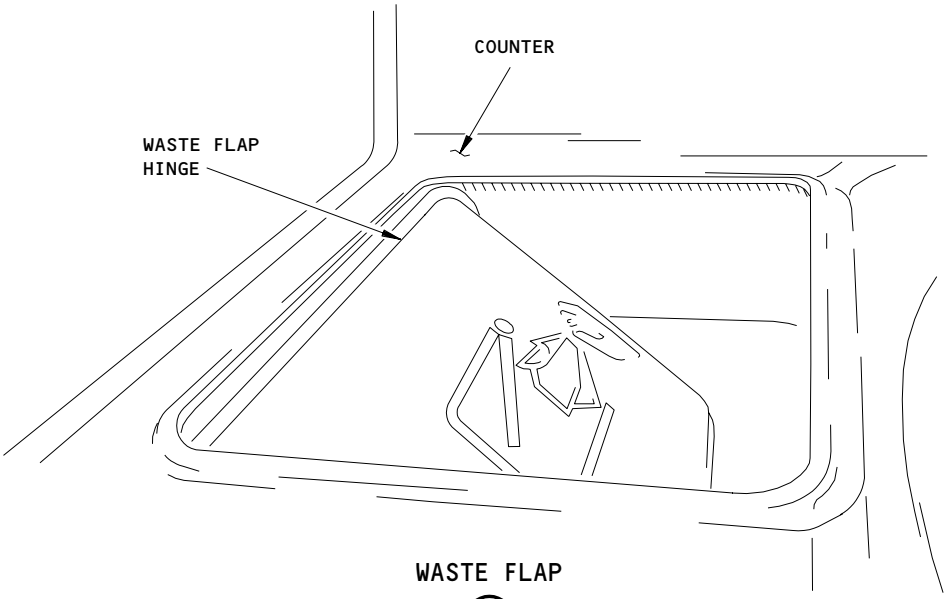
(5) Make sure there are no visible cracks or damage in general.

(a) Make sure there is no damage caused by trash fires.

(b) Make sure that the periphery of the waste compartment is completely flat and has no damage.



LAVATORY
(EXAMPLE)



WASTE FLAP
A

Lavatory
Figure 601

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-011-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN	W-52-014-01	4C	14848	006	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING EMERGENCY EXIT ASSIST STRAP		NOTE	ALL

ZONES	ACCESS PANELS
241 242	832 842

MECH	INSP	MPD ITEM NUMBER

VISUALLY CHECK OFF-WING EMERGENCY EXIT ASSIST STRAP FOR CONDITION AND SECURITY. 25-61-01-2A

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES.

OVERWING ESCAPE HATCH ASSIST STRAP - MAINTENANCE PRACTICES

1. Assist Strap Stowage (Fig. 201)

A. References

(1) AMM 52-21-01/201, Overwing Escape Hatch

B. Procedure - Put the Assist Strap Into the Stowage Tube

(1) Remove the overwing escape hatch (AMM 52-21-01/201).

(2) To make sure the assist strap is installed correctly (Fig. 201), do the steps that follow:

(a) Make sure the assist strap is in the stowage tube.

(b) Make sure the assist strap is attached to the doorway structure correctly.

(c) Make sure the hook is attached to the pin in the hook retainer pouch.

(3) Install the overwing escape hatch (AMM 52-21-01/201).

MECH	INSP

WARNING: MAKE SURE THE AUTO ARM, AUTO FIRE, BACK-UP ARM, AND BACK-UP FIRE ARE AT NORMAL POSITION BEFORE YOU PUT THE GUARDED DISABLE SWITCH TO THE NORMAL POSITION. ACCIDENTAL ESCAPE SLIDE DEPLOYMENT CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(4) Make sure the auto arm, auto fire, back-up arm, and back-up fire are at normal position.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-012-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		2C	12424	006	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	FLIGHT COMPARTMENT ESCAPE ROPES		ALL	ALL

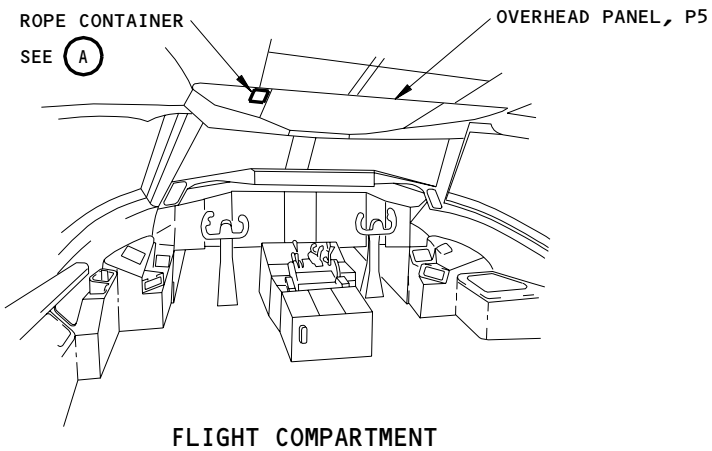
ZONES	ACCESS PANELS
210	

MECH	INSP	MPD ITEM NUMBER
		25-61-02-A

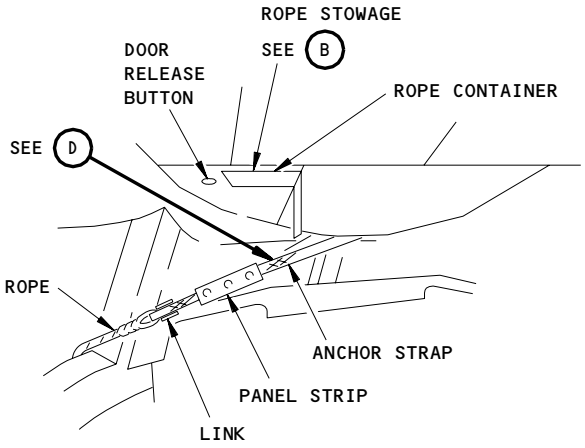
VISUALLY CHECK FLIGHT COMPARTMENT ESCAPE ROPES FOR CONDITION AND SECURITY.

1. OPEN SMALL ACCESS PANEL ABOVE THE LEFT NO. 2 WINDOW.
2. CHECK CONDITION OF ROPE AND ENSURE ONE END IS SECURELY ATTACHED TO STRUCTURE.
3. CLOSE ACCESS PANEL.
4. REPEAT STEPS 1 TO 3 FOR THE OTHER ROPE ABOVE THE RIGHT NO. 2 WINDOW.

EFFECTIVITY

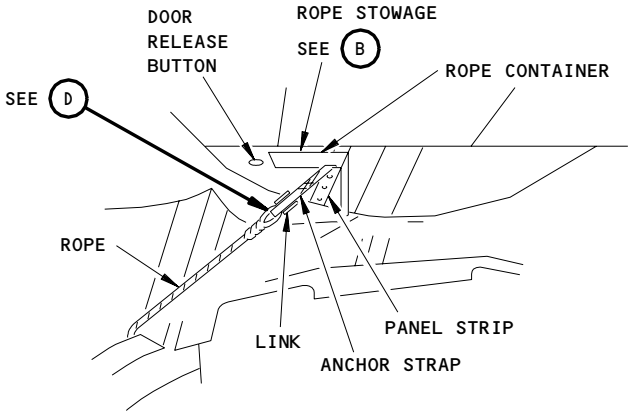


FLIGHT COMPARTMENT



ROPE CONTAINER
(SHOWN WITH A LOAD ON THE ROPE)

A



ROPE CONTAINER
(SHOWN WITHOUT A LOAD ON THE ROPE)

A

Flight Compartment Escape Rope
Figure 201 (Sheet 1)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-013-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		4C	14848	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	LIFE JACKETS (IF INSTALLED)		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

VISUALLY CHECK THE PACKAGED LIFE JACKETS FOR CONDITION AND OPERATIONAL LIFE EXPIRATION DATE. 25-62-00-A

AIRPLANE NOTE: IF INSTALLED.

EFFECTIVITY

STATION		BOEING CARD NO.
TAIL NO.	SAS 767 TASK CARD	25-014-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		NOTE	99XXX	009	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
RESTORE	LIFE RAFT (IF INSTALLED)		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

RESTORE LIFE RAFT. 25-62-00-B

NOTE: RESTORATION INCLUDES FUNCTIONAL (INFLATION) AND COMPONENT CHECKS AS RECOMMENDED BY VENDOR AND REPLACEMENT OF AGE-DATED ITEMS (BATTERIES, SURVIVAL KIT) AS REQUIRED.

INTERVAL NOTE: LIFE RAFT EXPIRATION DATE.

AIRPLANE NOTE: IF INSTALLED.

STATION		BOEING CARD NO.
TAIL NO.	SAS 767 TASK CARD	25-014-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		NOTE	99XXX	012	APR 22/05

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	LIFE RAFT INFLATION BOTTLE		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER
		25-62-00-C

PERFORM CYLINDER INSPECTION AND HYDROSTATIC TEST (OFF-AIRPLANE) OF THE LIFE RAFT INFLATION BOTTLE.

INTERVAL NOTE: AT VENDOR RECOMMENDATION OR NATIONAL REQUIREMENT.

AIRPLANE NOTE: APPLICABLE TO AIRPLANES WITH LIFE RAFTS INSTALLED.

EFFECTIVITY

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-015-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		00018 MOS	11212	012	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	POWER MEGAPHONE		PASS	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE POWER MEGAPHONE AND AUDIO FUNCTION. 25-63-02-2C

1. Megaphone Operational Test

A. Access

(1) Location Zone
200 Upper Half Fuselage

B. Procedure

(1) Disconnect the clamp and remove the megaphone from the mounting bracket.

(2) Put the microphone near your mouth while you point the horn at the opposite end of the airplane.

(3) Push the trigger while you count slowly in a clear voice.

(4) Make sure your voice can be heard clearly at each point in the airplane.

(5) If the voice output is weak or you hear feedback, do the task to adjust the megaphone gain.

(6) Attach the megaphone on the mounting bracket with a clamp.

STATION		BOEING CARD NO.
TAIL NO.	SAS 767 TASK CARD	25-016-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	PASS CABIN		NOTE	99XXX	005	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
FUNCTIONAL	EMERGENCY LOCATOR TRANSMITTER		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER
		25-63-00-B

FUNCTIONALLY CHECK (OFF-AIRCRAFT) THE EMERGENCY LOCATOR TRANSMITTER (SURVIVAL/PORTABLE TYPE) PER VENDOR'S CMM.

INTERVAL NOTE: AT MANUFACTURER'S RECOMMENDATION.

AIRPLANE NOTE: IF INSTALLED.

THIS TYPE OF ELT IS ACTIVATED BY IMMERSION IN SALT WATER AND IS POWERED BY A DRY CELL BATTERY.
TASK REQUIRES TO PERFORM A BATTERY INTEGRITY TEST AND A RETURN TO SERVICE TEST PER VENDOR CMM. BATTERY REPLACEMENT MAY BE REQUIRED IF ELT DOES NOT PASS BATTERY INTEGRITY TEST.
SEE HONEYWELL CMM FOR RESCU 99 AND RESCU 406 MODEL ELT'S.
MODELS BE 369MK2/4/C AND BE 375 AND ELT-201/202 ARE SIMILAR.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-017-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	PASS CABIN		2C	12424	003	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	EMERGENCY EVACUATION SIGNAL SYSTEM		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK EMERGENCY EVACUATION SIGNAL SYSTEM. 25-63-01-2A

AIRPLANE NOTE: IF INSTALLED.

1. Emergency Evacuation Signal Panel Operational Test - Flight Compartment (Fig. 201)

   A. References

      (1) AMM 24-22-00/201, Electrical Power - Control

   B. Access

      (1) Location Zones
          200 Upper Half of Fuselage

   C. Procedure

      (1) Supply electrical power (Ref 24-22-00).

      (2) Make sure this circuit breaker on the main power distribution panel P6, is closed:

          (a) 6F2, EVAC SIGNAL

      (3) Move the COMMAND switch on the flight compartment EES panel to the ON position.

          (a) Make sure the horns come on at all EES panels.

          (b) Make sure the EVAC light comes on at all EES panels.

      (4) Pull the HORN SHUTOFF switch at each EES panel.

          (a) Make sure the horn on each panel stops.

(b) Make sure the EVAC light on each panel stays on.

(5) Put the COMMAND switch on the flight compartment EES panel in the OFF position.

(a) Make sure the EVAC lights on all EES panels are off.

2. Emergency Evacuation Signal Panel Operational Test - Passenger Compartment (Fig. 201)

A. References

(1) AMM 24-22-00/201, Electrical Power - Control

B. Access

(1) Location Zones
200 Upper Half of Fuselage

C. Procedure

(1) Supply electrical power (Ref 24-22-00).

(2) Make sure this circuit breaker on the main power distribution panel P6, is closed:

(a) 6F2, EVAC SIGNAL

(3) Do these steps for all the EES panels:

(a) Push the COMMAND switch on the passenger compartment EES panel.

1) Make sure the horns come on at all EES panels.

2) Make sure the EVAC lights come on at all EES panels.

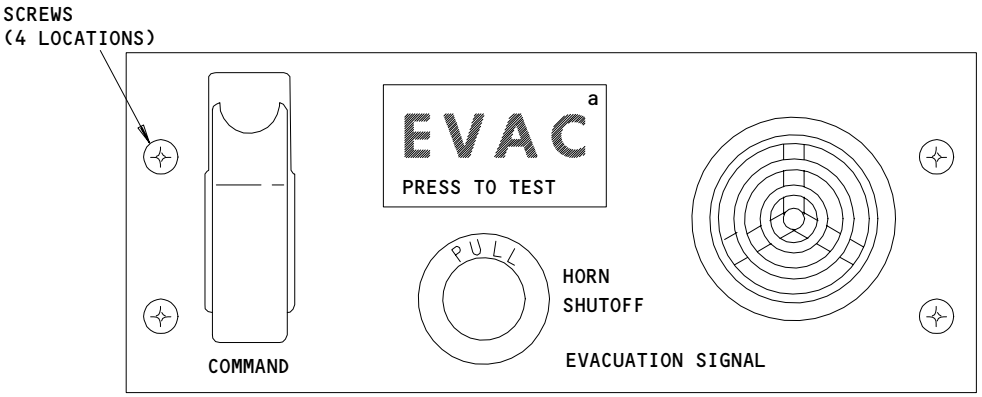
(b) Push the COMMAND switch again.

1) Make sure the horns stop at all EES panels.

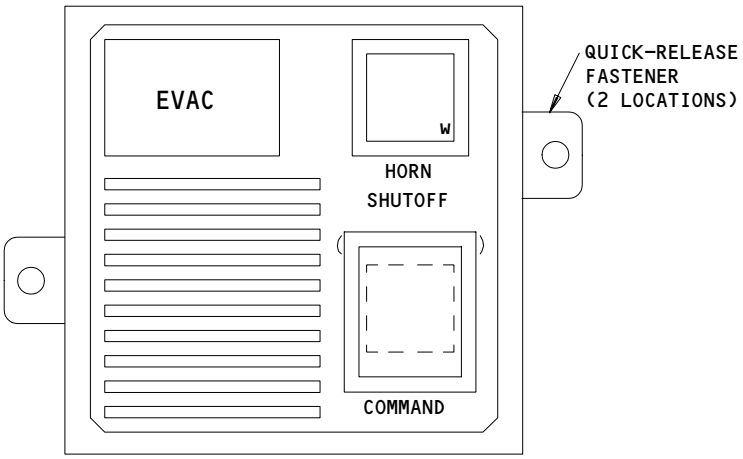
2) Make sure the EVAC lights are off at all EES panels.

(4) Do the Operational Test - Passenger Compartment procedure again for all the other EES panels.

(5) Remove the electrical power if it is not necessary (Ref 24-22-00).



FLIGHT COMPARTMENT EES PANEL
(ON PILOT'S OVERHEAD PANEL P5)



PASSENGER COMPARTMENT EES PANEL
(AT ATTENDANT STATIONS)
(EXAMPLE)

Emergency Evaluation Signal Panels Installation
Figure 201

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-018-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		1C	11212	012	AUG 10/98

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	DETACHABLE EMERGENCY EQUIPMENT		PASS	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER
		25-64-00-A

VISUALLY INSPECT FOR PRESENCE AND CONDITION OF DETACHABLE EMERGENCY EQUIPMENT INCLUDING SMOKE GOGGLES, CRASH AXE, GLOVES, FIRST AID KIT, FLASHLIGHT, AND EMERGENCY BREATHING DEVICES (SMOKE HOODS).

EFFECTIVITY

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-019-03
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING	W-S53-066-01	4C	14848	011	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING SLIDE INFLATION HOSE ASSY		NOTE	ALL

ZONES	ACCESS PANELS
195 196 197 198	195QL 196QR 197CL 198CR

MECH | INSP

MPD ITEM NUMBER

VISUALLY CHECK OFF-WING SLIDE INFLATION HOSE/LINE ASSEMBLY FROM CHARGED CYLINDER TO BULKHEAD FITTING IN OFF-WING COMPARTMENT. 25-65-00-6A

AIRPLANE NOTE: AIRPLANES WITH BUILT-UP OFF-WING ESCAPE SLIDES.

1. Inflation Hose Examination (Fig. 602)

A. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-08/201, Off-Wing Slide Compartment Door

B. Access

(1) Location Zone
195 Wing to Body-Aft Upper Half (Left)
196 Wing to Body-Aft Upper Half (Right)

(2) Access Panels
197CL
198CR
195QL
196QR

C. Prepare for the Inflation Hose Inspection/Check

MECH | INSP

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Disarm the off-wing escape system (AMM 25-65-00/201).

(2) Open the lower access door 197CL or 198CR (AMM 06-41-00/201).

WARNING: YOU MUST OBEY THE PROCEDURE TO OPEN THE SLIDE COMPARTMENT DOOR. IF YOU INCORRECTLY OPEN THE SLIDE COMPARTMENT DOOR, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(3) Open the slide compartment door (AMM 25-65-08/201).

(4) Open the latch opening actuator access door 195QL or 196QR (AMM 06-41-00/201).

(5) Install the safety pins on the door opening actuators.

NOTE: The safety pins are in the pouch found in the latch opening actuator compartment.

D. Examine the Inflation Hose (Fig. 602):

(1) Examine the inflation hoses for damage:

(a) Examine hoses for bulges, frayed brading, crossed threads, security of end fittings and other signs of deterioration or damage.

1) Replace damaged hoses.

(b) Examine hoses for soft spots, collapsed areas and kinks.

NOTE: Generally these soft spots, collapsed areas and kinks are due to a tight bend radius in the hose installation.

1) If you find soft spots or kinks, do a proof pressure and leak test as follows:

a) Cap hose ends with appropriate inserts and fill hose interior with water.

b) Do hydrostatic proof pressure and leakage test (1 minute duration) at 900 PSIG.

c) Dry hoses thoroughly (both internally and externally) before you release acceptable hoses to service.

d) Replace hoses which do not keep pressure or show leaks.

(2) Do the these steps to examine the inflation hose through the lower access door:

(a) Examine the connection between the inflation hose and the inflation cylinder for damage.

(b) Make sure the clamps which attach the inflation hose to the airplane structure are tight.

(c) Examine the connection between the inflation hose and the elbow fitting for damage.

(3) Do these steps to examine the inflation hose through the off-wing slide compartment:

(a) Examine the connection between the inflation hose and the elbow fitting for damage.

(b) Make sure the elbow fitting points forward.

E. Put the Airplane Back to Its Initial Condition

(1) Remove the safety pins from the door opening actuators. Put the safety pins in the pouch found in the latch opening actuator compartment.

(2) Close the latch opening actuator access door 195QL or 196QR, (AMM 06-41-00/201).

(3) Close the lower access door 197CL or 198CR, (AMM 06-41-00/201).

(4) Make sure the EMER DOORS light on the overhead panel, P5, is on.

(5) Make sure the applicable EICAS messages show on the top display:

(a) L WING SLIDE

MECH	INSP

(b) R WING SLIDE

(c) EMER DOORS

WARNING: YOU MUST OBEY THE PROCEDURE TO CLOSE THE SLIDE COMPARTMENT DOOR. IF YOU INCORRECTLY CLOSE THE SLIDE COMPARTMENT DOOR, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

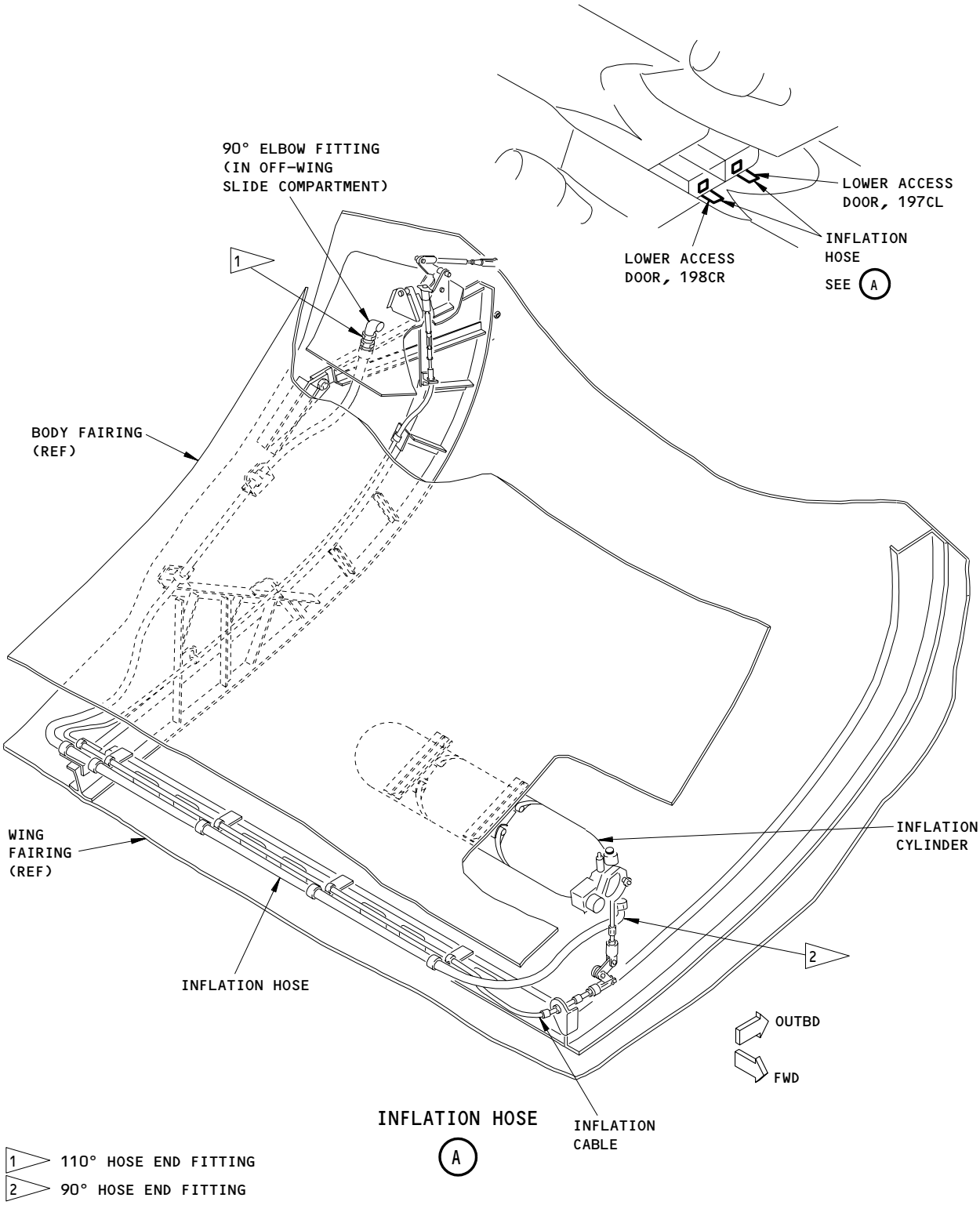
(6) Close the slide compartment door (AMM 25-65-08/201).

(7) Make sure the EMER DOORS light on the overhead panel, P5, is off.

(8) Make sure the off-wing escape system EICAS messages do not show.

WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE OFF-WING ESCAPE SYSTEM THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(9) When it is necessary, arm the off-wing escape system (AMM 25-65-00/201).



Inflation Hose Inspection
Figure 602

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-019-04
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING	W-S53-066-01	4C	14848	011	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING SLIDE INFLATION HOSE ASSY		NOTE	ALL

ZONES	ACCESS PANELS
195 196 197 198	195QL 196QR 197CL 198CR

MECH | INSP

MPD ITEM NUMBER

VISUALLY CHECK OFF-WING SLIDE INFLATION HOSE/LINE ASSEMBLY FROM CHARGED CYLINDER TO BULKHEAD FITTING IN OFF-WING COMPARTMENT. 25-65-00-6A

AIRPLANE NOTE: AIRPLANES WITH MODULARIZED OFF-WING ESCAPE SLIDES.

1. Examine the Inflation Tube

A. References

(1) AMM 25-65-00/201, Off-Wing Escape System

B. Access

(1) Location Zone
195 Wing to Body-Aft Upper Half (Left)
196 Wing to Body-Aft Upper Half (Right)

(2) Access Panels
197CL
198CR
195RL
196RR

C. Prepare for the Inflation Tube Inspection/Check

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

MECH	INSP

(1) Disarm the off-wing escape system (AMM 25-65-00/201).

(2) Open the lower access door 197CL or 198CR.

(3) Open the access panel 195RL or 196RR.

D. Examine the Inflation Tube and Hose

(1) Examine the inflation tube for damage:

(a) Examine tube for bulges, dents, crossed threads, security of end fittings and other signs of deterioration or damage.

1) Replace damaged tube.

(2) Examine the inflation hose for damage:

(a) Examine hose for bulges, frayed braiding, crossed threads, security of end fittings and other signs of deterioration or damage.

(b) Examine hose for soft spots, collapsed areas and kinks.

NOTE: Generally these soft spots, collapsed areas and kinks are due to a tight bend radii in the hose installation.

1) Replace the slide pack if you find damage to the hose.

(3) Do the these steps to examine the inflation tube through the lower access door:

(a) Examine the connection between the inflation tube and the inflation cylinder for damage.

(b) Make sure the clamps which attach the inflation tube to the airplane structure are tight.

(c) Examine the grounding strap for damage.

(4) Do these steps to examine the inflation hose through the access panel:

(a) Examine the connection between the inflation hose and the tube fitting for damage.

MECH	INSP

(b) Make sure the bracket supports the hose.

E. Put the Airplane Back to Its Initial Condition

(1) Close the access panel 195RL or 196RR.

(2) Close the lower access door 197CL or 198CR.

WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE OFF-WING ESCAPE SYSTEM THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(3) When it is necessary, arm the off-wing escape system (AMM 25-65-00/201).

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-020-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING	W-12-001-01	NOTE	11212	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
RESTORE	OFF-WING EVACUATION RAMP/SLIDE PACK		NOTE	ALL

ZONES	ACCESS PANELS
195 196 200	195EL 195ML 195QL 196ER 196MR 196QR 197CL 198CR 732 742

MECH | INSP

MPD ITEM NUMBER

RESTORE OFF-WING EVACUATION RAMP/SLIDE PACK. 25-65-01-4A

NOTE: RESTORATION INCLUDES FUNCTIONAL (INFLATION) AND COMPONENT CHECKS AS RECOMMENDED BY VENDOR AND REPLACEMENT OF AGE-DATED ITEMS (BATTERIES, SURVIVAL KIT) AS REQUIRED.

INTERVAL NOTE: AT VENDOR'S RECOMMENDATION.

AIRPLANE NOTE: APPLIES TO AIRPLANES WITH OVERWING ESCAPE HATCHES.

THE FOLLOWING PROCEDURE APPLIES TO THE ON-AIRCRAFT PORTION OF THIS TASK. (REMOVAL/INSTALLATION)

1. Remove the Slide Pack

A. Equipment

(1) Safety Equipment, Off-Wing Escape System - A25016-1

(2) Protective Pad - Ensolite (or equivalent) - 1 inch X 48 inches X 48 inches (25.4mm x 1.22 meters x 1.22 meters) - commercially available

B. References

(1) AMM 25-65-00/201, Off-Wing Escape System

(2) AMM 25-65-02/401, Off-Wing Escape Slide Inflation Cylinder

(3) AMM 25-65-04/401, Off-Wing Escape System Cables

(4) AMM 25-65-08/201, Off-Wing Slide Compartment Door

C. Access

MECH | INSP

(1) Location Zones
195 Wing to Body - Aft Upper Half (Left)
196 Wing to Body - Aft Upper Half (Right)

(2) Access Panels
195EL Off-Wing Evacuation Ramp/Slide Pack (Left)
195ML Off-Wing Escape Slide Mechanism (Left)
195QL Off-Wing Escape Slide Door Mechanism Actuator (Left)
196ER Off-Wing Evacuation Ramp/Slide Pack (Right)
196MR Off-Wing Escape Slide Control (Right)
196QR Off-Wing Escape Slide Mechanism Actuator (Right)

D. Prepare to Remove the Slide Pack

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU DISARM THE OFF-WING ESCAPE SYSTEM INCORRECTLY, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Disarm the off-wing escape system (AMM 25-65-00/201).

(2) Put a protective pad over the work area of the wing surface.

WARNING: YOU MUST OBEY THE PROCEDURE TO OPEN THE SLIDE COMPARTMENT DOOR. IF YOU OPEN THE SLIDE COMPARTMENT DOOR INCORRECTLY, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(3) Open the slide compartment door (AMM 25-65-08/201).

(4) Install the safety pins on the door opening actuators (Fig. 401).

NOTE: The door opening actuator safety pins are in a pouch found in the latch opening actuator compartment. The safety pins are a part of the off-wing escape system equipment.

E. Remove the Slide Pack (Fig. 402)

(1) Disconnect the inflation hose from the slide pack.

(2) Lift and hold the slide compartment door to almost a closed position. Remove the bolts (1A, 1B, 1C, 1D, 1E) which attach the slide pack (2) to the slide compartment door (3) (View A, Fig. 402).

NOTE: Make a written record of the location of the bolts for installation.

(3) Open the slide compartment door.

(4) Disconnect the packboard ground strap from the packboard ground strap structure attach point (View A, Fig. 402).

(5) Remove the slide pack (2).

NOTE: The slide pack weighs approximately 155 pounds and it is recommended that two persons remove the slide pack.

2. Install the Slide Pack

A. Access

(1) Location Zones

195 Wing to Body - Aft Upper Half (Left)
196 Wing to Body - Aft Upper Half (Right)

(2) Access Panels

195EL Off-Wing Evacuation Ramp/Slide Pack (Left)
195ML Off-Wing Escape Slide Mechanism (Left)
195QL Off-Wing Escape Slide Door Mechanism Actuator (Left)
196ER Off-Wing Evacuation Ramp/Slide Pack (Right)
196MR Off-Wing Escape Slide Control (Right)
196QR Off-Wing Escape Slide Mechanism Actuator (Right)

B. Equipment

(1) Safety Equipment, Off-Wing Escape System - A25016-1

(2) Wrench, Integrator - A25011-2 (Recommended)
1/4 inch square drive socket wrench (Optional)

(3) Protective Pad - Ensolite (or equivalent) - 1 inch X 48 inches X 48 inches (25.4mm x 1.22 meters x 1.22 meters) - commercially available

C. Parts

Refer to the table that follows:

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
402	2	Slide Pack (Evacuation Assy), Left	25-65-65	01	35,36,37
	2	Slide Pack (Evacuation Assy), Right			40,41,42

D. References

(1) AMM 25-65-00/201, Off-Wing Escape System

(2) AMM 25-65-00/501, Off-Wing Escape System

(3) AMM 25-65-08/201, Off-Wing Slide Compartment Door

E. Prepare to Install the Slide Pack

NOTE: Additional information useful in this procedure may be found in this reference: (AMM 25-65-00/501).

(1) Put a protective pad over the work area of the wing surface.

F. Procedure

(1) Install the slide pack (2) on the inner surface of the slide compartment door (3) (View B-B, Fig. 402).

(2) Make sure the two alignment pins (4) installed on the slide compartment door (3) are engaged with the holes on the slide pack (2) (View A-A, Fig. 402).

(3) Install the bolts (1C and 1B) on the external side of the slide compartment door (3) to attach the slide pack (2) to the slide compartment door (3) (View B-B, Fig. 402).

(4) Lift and hold the slide compartment door to a half closed position.

(5) Install the bolts (1A, 1D, and 1E) on the external side of the slide compartment door (3) to attach the slide pack (2) to the slide compartment door (3). Use the sequence that follows for the bolt installation:

SEQUENCE	BOLT	DOOR POSITION
1st	1C	OPEN
2nd	1B	OPEN
3rd	1A	HALF CLOSED
4th	1D	HALF CLOSED
5th	1E	HALF CLOSED

(6) Connect the inflation hose to the slide pack (2). Make sure the elbow fitting at the aft end of the slide compartment points forward.

(7) Connect the packboard ground strap to the attach point on the structure (View A, Fig. 402).

G. Final Adjustment of the Packboard Trigger and Stop Block

NOTE: This adjustment is to make sure that there is engagement between the stop block mounted on the structure and the trigger mounted on the pack board. This adjustment is for slide deployment and clearance for maintenance.

(1) Make sure that the slide compartment door is open and that the latches are in the open position.

(2) Make sure that the inflation cylinder safety pin is installed in the inflation cylinder.

(3) Move the slide compartment door to the closed position.

(a) Make sure that there is clearance between the packboard cover release mechanism and the stop block.

MECH | INSP

CAUTION: DO NOT LET THE SLIDE COMPARTMENT DOOR OPEN FULLY. FULLY OPENING THE SLIDE COMPARTMENT DOOR WILL ACTUATE THE INFLATION CABLE. DAMAGE TO EQUIPMENT WILL OCCUR.

(4) Open the slide compartment door only a sufficient amount (approximately 2.0 inches) for the latch keepers on the door to clear the latches.

(5) Close the latches:

(a) Push the integrator lock handle inboard to the UNLOCK position.

(b) Put the integrator wrench in the wrench socket of the cam.

(c) Turn the cam forward.

(d) Make sure the cross pin is fully forward in the slot of the integrator.

(e) Push the integrator lock handle to the LOCKED position.

CAUTION: DO NOT TURN THE PACKBOARD COVER RELEASE TRIGGER. IF YOU TURN THE PACKBOARD COVER RELEASE TRIGGER, THE SLIDE PACK COVER WILL RELEASE; AND YOU WILL HAVE TO REMOVE AND REPACK THE SLIDE. DAMAGE TO EQUIPMENT WILL OCCUR.

(6) Slowly move the slide compartment door a sufficient distance (approximately 2.0 inches) to see the stop block. Make sure that the stop block touches the packboard cover release trigger (View A-A, View B-B, Fig. 403).

(a) Make sure that the forward end of the stop block is not more than .03 inch (0.76 mm) from the forward end of the packboard trigger.

(b) Make sure that the dimension from the stop block to the centerline of the packboard cover release trigger is .05 +/- .05 inch (1.27 mm) (View A-A, Fig. 403).

(7) Move the door toward the closed position.

(8) Open the latches.

MECH | INSP

(a) Pull the lock handle out to the UNLOCKED position.

(b) Put the integrator wrench in the wrench socket of the cam.

(c) Turn the cam aft.

(d) Make sure the cross pin is fully aft in the slot.

(e) Pull the lock handle out to the SAFETY position.

(9) Open the door.

(10) Adjust the stop block (Fig. 403):

(11) To adjust the stop block vertically, re-position the washers on the stop block bolt. The dimension from the stop block to the centerline of the packboard cover release trigger is .05 +/- .05 inch (1.27 mm) (View A-A, Fig. 403).

(12) To adjust the stop block horizontally, change the length of the cover release cable in the cover release pin (View B-B, Fig. 403).

(a) Make sure that the forward end of the stop block is not more than .03 inch (0.76 mm) from the forward end of the packboard trigger.

(b) Tighten the nut and secure with lockwire to secure the cover release cable in the cover release pin.

(13) If adjustments were made, move the slide compartment door to the closed position.

(a) Make sure that there is clearance between the packboard cover release mechanism and the stop block.

H. Put the Airplane Back to Its Initial Condition

(1) Remove the safety pins from the door opening actuators (Fig. 401). Put the safety pins in the pouch found in the latch opening actuator compartment.

(2) Make sure the EMER DOORS light on the overhead panel, P5, is on.

(3) Make sure the applicable EICAS messages show on the top display:

(a) L WING SLIDE

MECH	INSP

(b) R WING SLIDE

(c) EMER DOORS

WARNING: YOU MUST OBEY THE PROCEDURE TO CLOSE THE SLIDE COMPARTMENT DOOR. IF YOU CLOSE THE SLIDE COMPARTMENT DOOR INCORRECTLY, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(4) Close the slide compartment door (AMM 25-65-08/201).

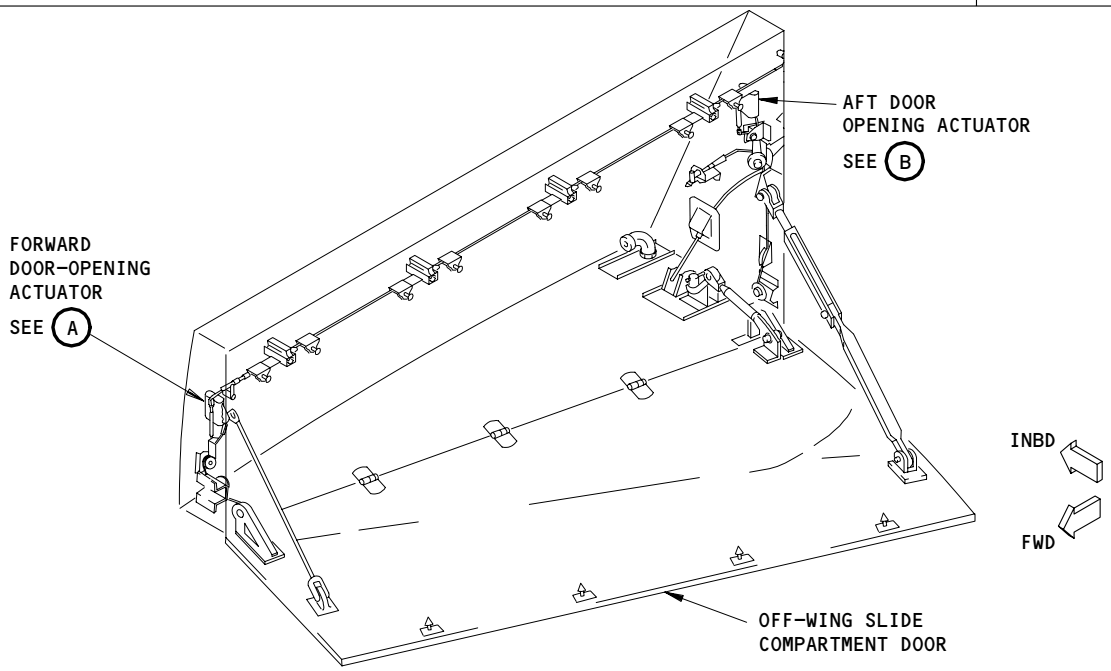
(5) Make sure the EMER DOORS light on overhead panel, P5, is off.

(6) Make sure the off-wing escape system EICAS messages do not show.

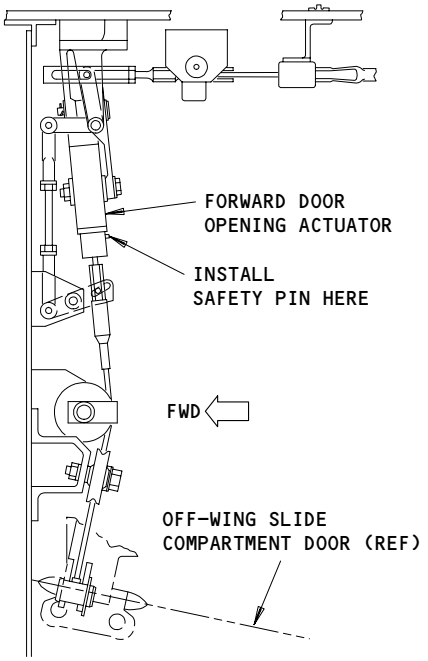
(7) Remove the protective covering from the wing surface work area.

WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU ARM THE OFF-WING ESCAPE SYSTEM INCORRECTLY, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(8) When it is necessary, Arm the off-wing escape system (AMM 25-65-00/201).

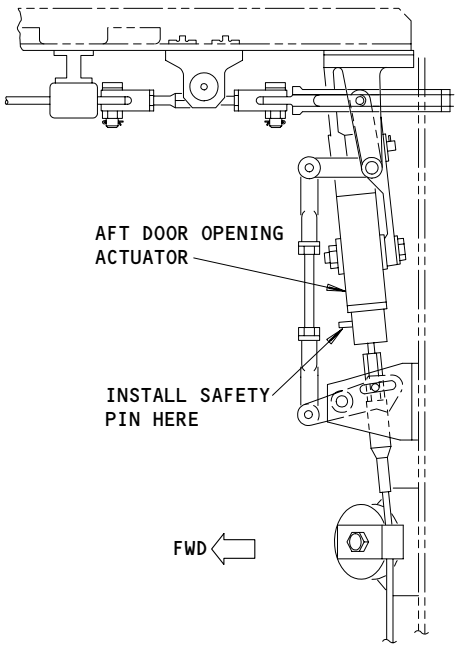


OFF-WING SLIDE COMPARTMENT DOOR



FORWARD DOOR OPENING ACTUATOR

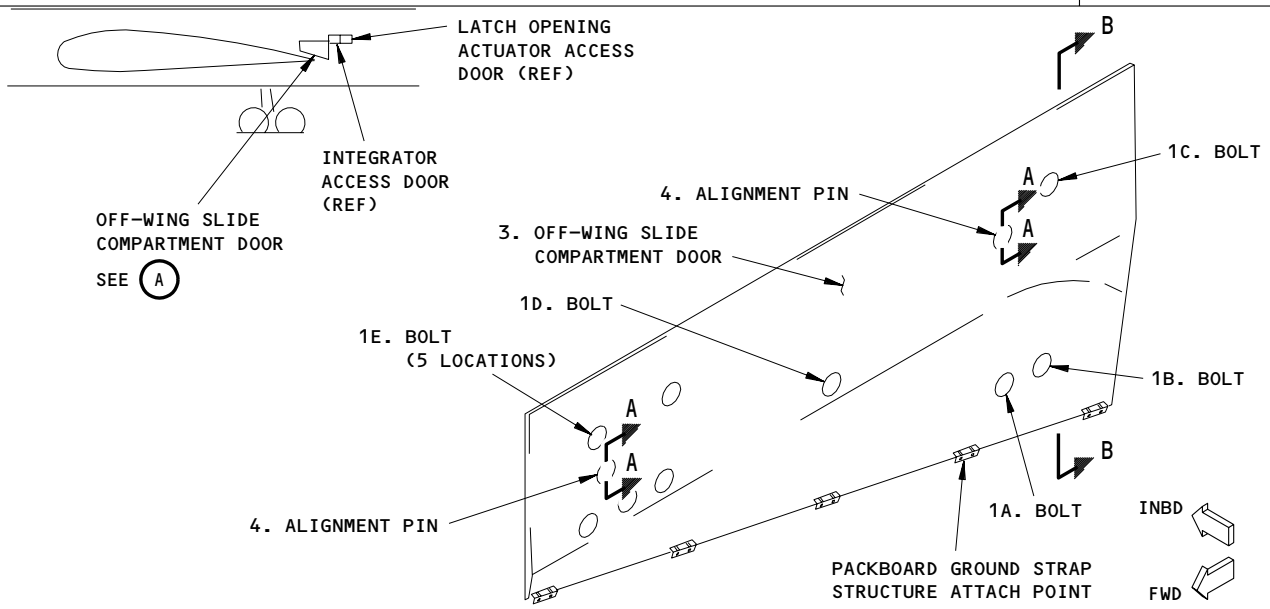
A



AFT DOOR OPENING ACTUATOR

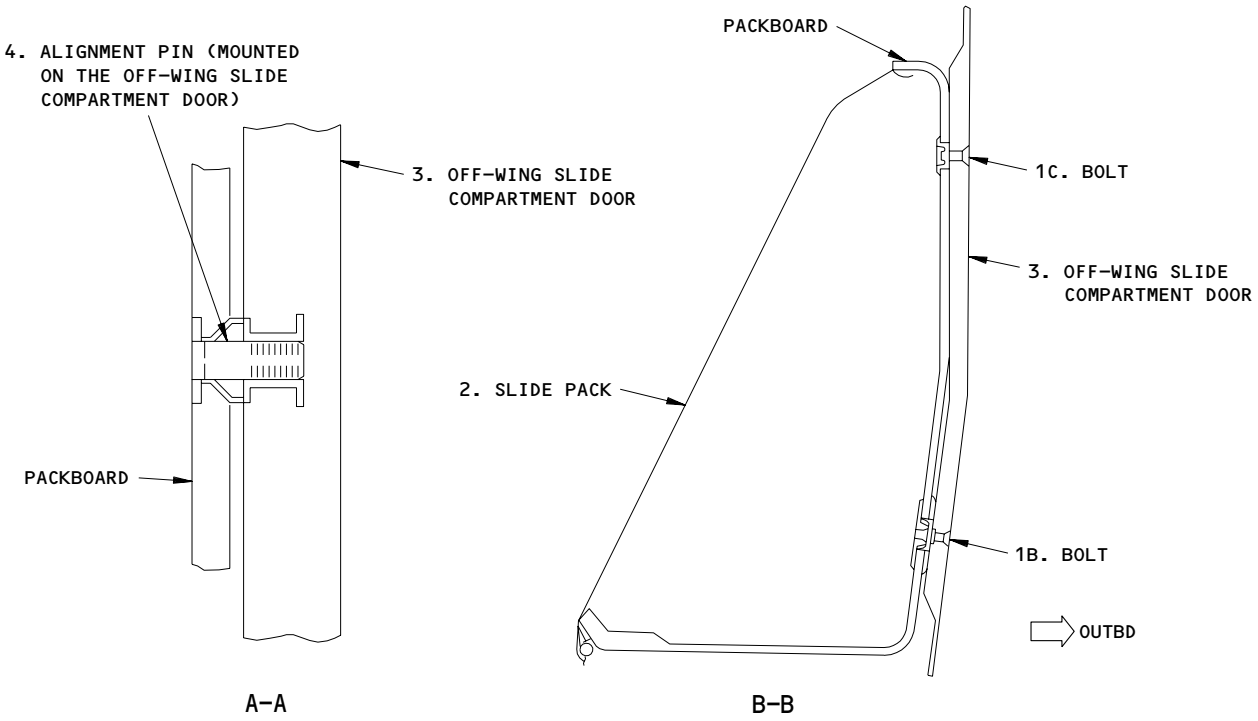
B

Door Opening Actuator Installation
Figure 401

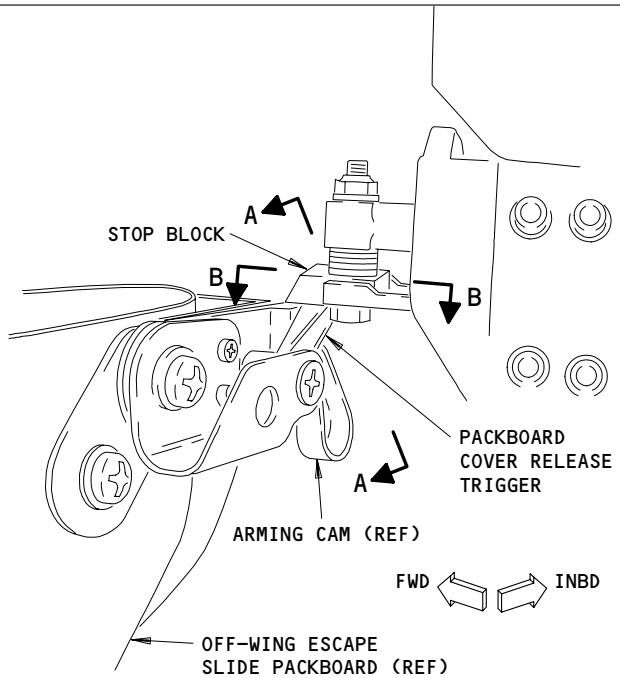


OFF-WING SLIDE COMPARTMENT DOOR
(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)

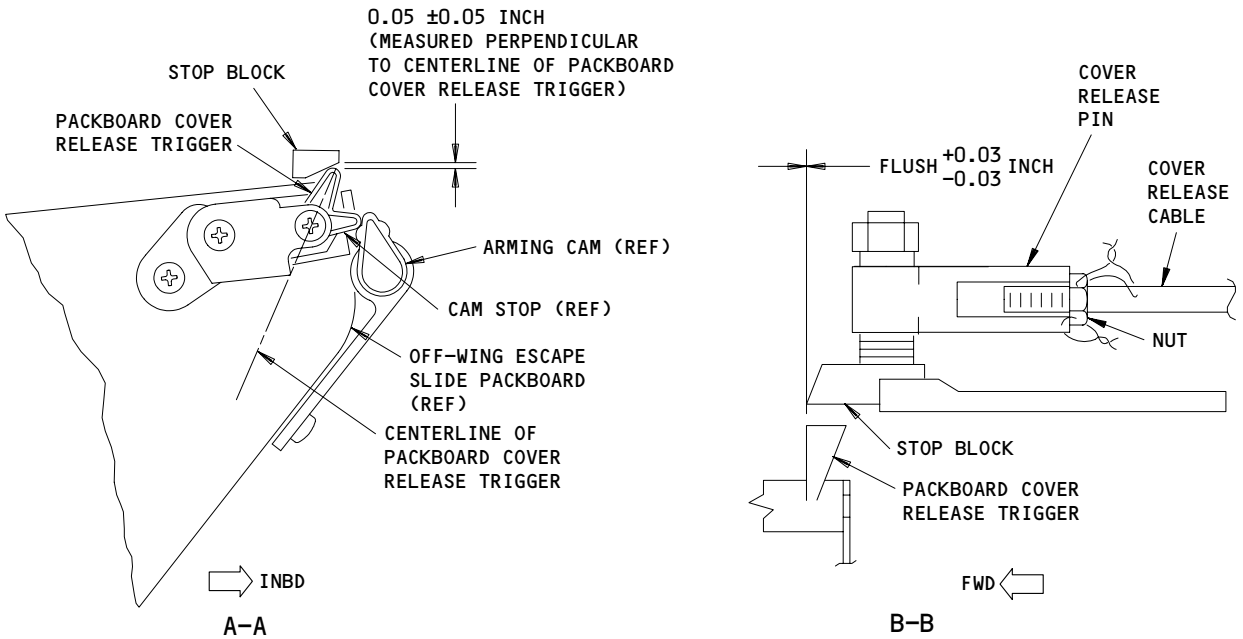
A



Off-Wing Escape Slide Pack Installation
Figure 402



STOP BLOCK
(ARMED POSITION)



Packboard Cover Release Trigger and Stop Block Adjustment
Figure 403

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-020-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING		NOTE	11212	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
RESTORE	OFF-WING EVACUATION RAMP/SLIDE PACK		NOTE	ALL

ZONES	ACCESS PANELS
195 196 200	195EL 195ML 195QL 196ER 196MR 196QR 197CL 198CR 732 742

MECH	INSP	MPD ITEM NUMBER

RESTORE OFF-WING EVACUATION RAMP/SLIDE PACK. 25-65-05-4A

NOTE: RESTORATION INCLUDES FUNCTIONAL (INFLATION) AND COMPONENT CHECKS AS RECOMMENDED BY VENDOR AND REPLACEMENT OF AGE-DATED ITEMS (BATTERIES, SURVIVAL KIT) AS REQUIRED.

INTERVAL NOTE: AT VENDOR'S RECOMMENDATION.

AIRPLANE NOTE: TASK APPLICABLE TO AIRPLANES EQUIPPED WITH MODULARIZED OFF-WING ESCAPE SYSTEM DESIGN.

NOTE: THIS TASK CARD IS TO PROVIDE COVERAGE FOR MPD ITEM 25-65-01-4A BUT IS ISSUED AGAINST AMM ITEM 25-65-05-4A TO BE CONSISTENT WITH THE CORRECT AIRCRAFT MAINTENANCE MANUAL PROCEDURE REFERENCE FOR AIRPLANES EQUIPPED WITH THE MODULARIZED OFF-WING ESCAPE SYSTEM.

THE FOLLOWING PROCEDURE APPLIES TO THE ON-AIRCRAFT PORTION OF THIS TASK. (REMOVAL/INSTALLATION)

1. Remove the Escape Slide Assembly

   A. Equipment

      (1) Safety Equipment, Off-Wing Escape System - A25016-1

   B. References

      (1) AMM 25-65-00/201, Off-Wing Escape System

   C. Access

1608

EFFECTIVITY	RESTORE	OFF-WING EVACUATION RAMP/SLIDE PACK
AIRPLANES WITH MODULAR OFF-WING ESCAPE SYSTEM	25-65-05-4A	25-020-02 PAGE 1 OF 7 APR 22/09

MECH | INSP

(1) Location Zones
195 Wing to Body - Aft Upper Half (Left)
196 Wing to Body - Aft Upper Half (Right)

(2) Access Panels
195EL Off-Wing Escape Slide Compartment (Left)
196ER Off-Wing Escape Slide Assembly (Right)
196RR Ram Air Turbine System Components
195RL Air Turbine Driven Hydraulic Pump

D. Prepare to Remove the Escape Slide Assembly

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU DISARM THE OFF-WING ESCAPE SYSTEM INCORRECTLY, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Disarm the off-wing escape system (AMM 25-65-00/201).

(2) Put a protective cover over the work area of the wing surface.

E. Remove the Escape Slide Assembly (Fig. 401)

(1) Open the access doors (195RL or 196RR) to gain access to the flexible hose connection below the slide compartment.

(2) Loosen the B-nut on the tube assembly and disconnect the flexible hose.

(3) Remove the strap attaching the hose to the structure bracket.

(4) Route the flexible hose through the opening in bottom of the slide compartment close out panel.

(5) Install a dust cap to the open tube assembly.

WARNING: DO NOT STAND OR REST THE ESCAPE SLIDE ASSEMBLY ON THE TRAILING EDGE FLAP SYSTEM. WEIGHT PLACED ON THE FLAPS CAN CAUSE DAMAGE TO THE EQUIPMENT OR INJURY TO PERSONNEL.

(6) Gain access to the wing area in front of the slide compartment.

MECH | INSP

(7) Remove the 17 bolts and washers that attach the forward, aft, and upper edges of the escape slide assembly to the escape slide compartment.

(8) Carefully tilt the top of the escape slide assembly away from the slide compartment until it reaches the extent of the tether which should be attached to the top of the escape slide assembly.

WARNING: THE TETHER MUST BE ATTACHED AND LOCKED TO THE ANCHOR PLATE ON THE ESCAPE SLIDE ASSEMBLY. THE TETHER IS PROVIDED FOR SAFETY AND TO PREVENT THE ESCAPE SLIDE FROM PIVOTING OUT AND FALLING FROM THE AIRPLANE.

(9) Position and attach a hoist - boom to the lifting brackets at the forward and aft ends of the escape slide assembly.

(10) Remove the tether and allow the boom hoist to support the escape slide assembly.

(11) Remove the 8 bolts that attach the lower edge of the escape slide assembly to the escape slide compartment.

(12) Lift and guide the escape slide assembly from the compartment and away from the airplane.

2. Install the Escape Slide Assembly

A. Access

(1) Location Zones
195 Wing to Body - Aft Upper Half (Left)
196 Wing to Body - Aft Upper Half (Right)

(2) Access Panels
195EL Off-Wing Escape Slide Assembly (Left)
196ER Off-Wing Escape Slide Assembly (Right)

B. Equipment

(1) Safety Equipment, Off-Wing Escape System - A25016-1

C. Parts

MECH | INSP

Refer to the table that follows:

D. References

(1) AMM 25-65-00/201, Off-Wing Escape System

E. Procedure

(1) Inspect the slide compartment and remove any foreign objects, particularly those that may be behind the structural lower chord and on top of the flap drive closeout.

CAUTION: JAMMING OF FOREIGN OBJECTS BETEEN THE STRUCTUAL LOWER CHORD AND THE LOWER FLANGE OF THE ESCAPE SLIDE ASSEMBLY DURING INSTALLATION MAY CAUSE DAMAGE TO THESE COMPONENTS.

(2) Position and attach a hoist - boom to the forward and aft ends of the escape slide assembly.

(3) Lift and guide the escape slide assembly to the escape slide compartment.

(4) Route the flexible hose through the opening in the bottom of the slide compartment closeout panel.

(5) Position the bottom edge of the escape slide assembly on the compartment corner fittings.

(6) Install and tighten the 8 bolts that attach the lower edge of the escape slide assembly to the escape slide compartment.

(7) Push the top of the escape slide assembly to the staged position and attach the tether to the escape slide assembly and the compartment bracket.

WARNING: THE TETHER MUST BE ATTACHED AND LOCKED TO THE ANCHOR PLATE ON THE ESCAPE SLIDE ASSEMBLY. THE TETHER IS PROVIDED FOR SAFETY AND TO PREVENT THE ESCAPE SLIDE FROM PIVOTING OUT AND FALLING FROM THE AIRPLANE.

(8) Disconnect the lifting tool and allow the tether to support the escape slide assembly.

MECH	INSP

(9) Push the escape slide assembly to a closed position.

(10) Check that the gap between the escape slide compartment and the adjacent fairing panels is .030 inches.

(11) Trim the fairing panels a maximum of .1 inches if necessary to achieve the correct gap.

NOTE: Trimming the escape slide assembly is not allowed because it is an interchangeable part.

(12) Install and tighten the 17 bolts and washers that attach the forward, aft, and upper edges of the escape slide assembly to the escape slide compartment.

(13) Gain access to the flexible hose and tube connection.

(14) Remove the dust cap from the tube assembly (if installed).

(15) Attach the flexible hose to the structure bracket with a strap.

(16) Connect the flexible hose and the tube assembly.

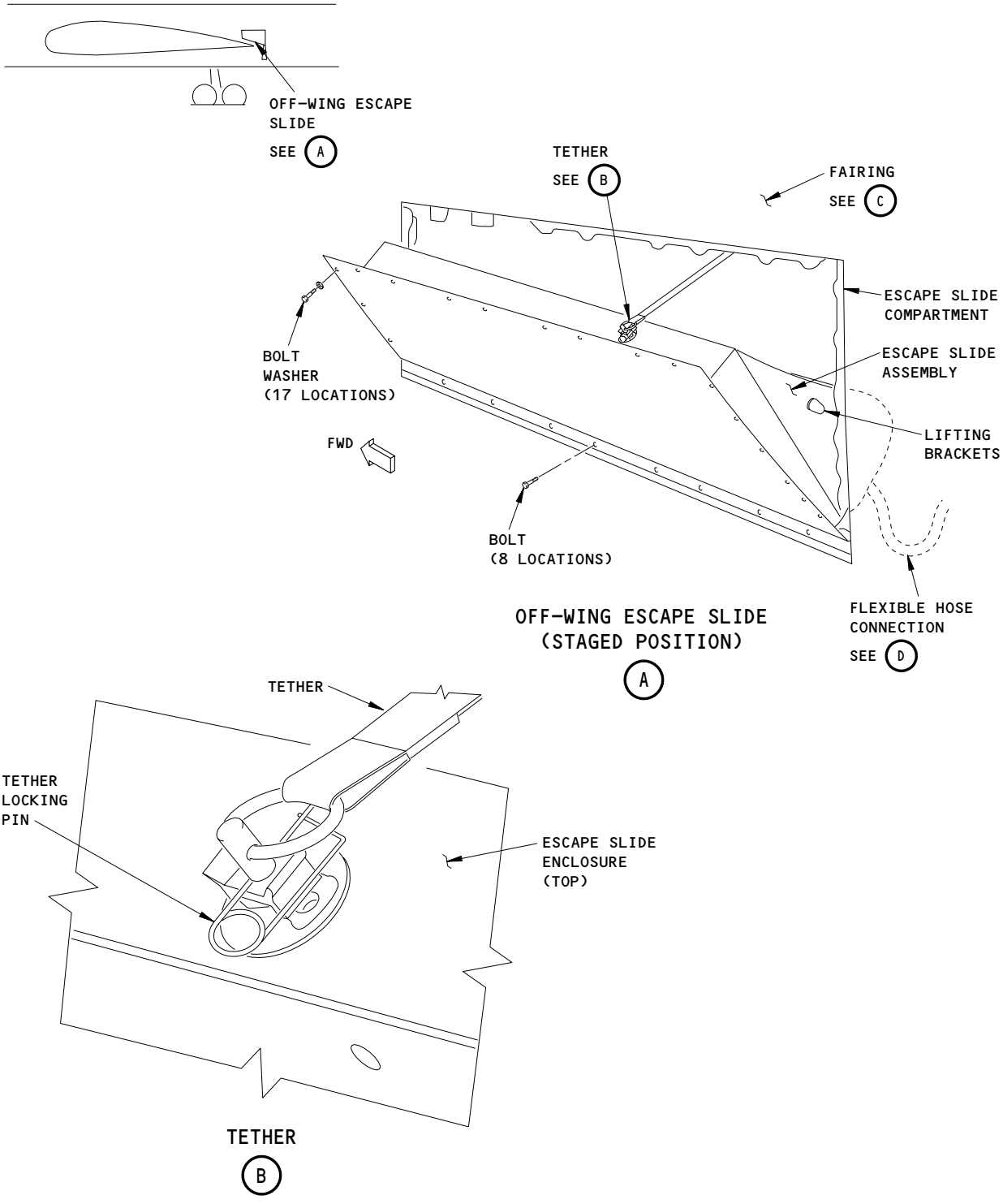
(17) Tighten the B-nut to 20-25 ft-lbs.

F. Put the Airplane Back to Its Initial Condition

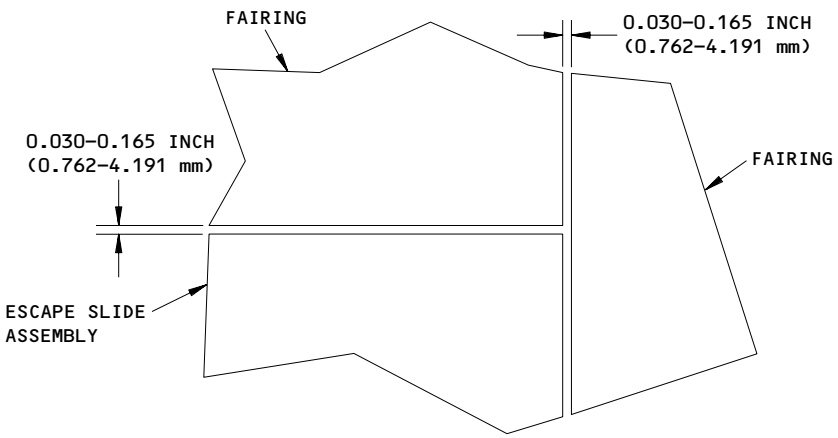
(1) Remove the protective covering from the wing surface work area.

WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU ARM THE OFF-WING ESCAPE SYSTEM INCORRECTLY, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(2) Arm the off-wing escape system (AMM 25-65-00/201).

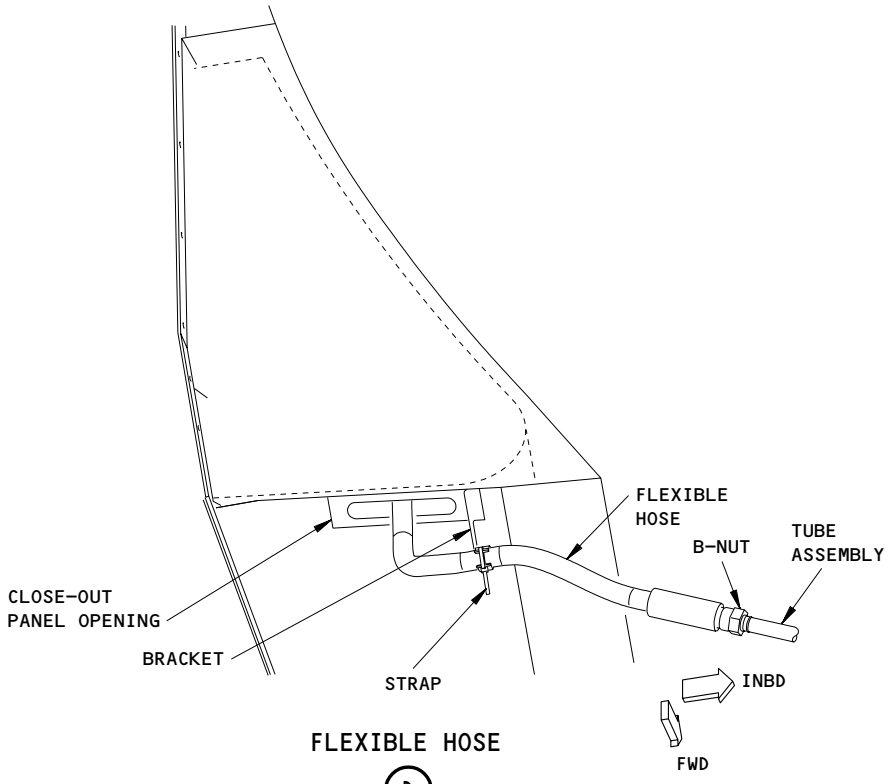


Off-Wing Escape Slide Assembly Installation
Figure 401 (Sheet 1)



FAIRING GAP

C



FLEXIBLE HOSE

D

Off-Wing Escape Slide Assembly Installation
Figure 401 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-021-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING		1A	10101	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING SLIDE INFLATION BOTTLE		NOTE	ALL

ZONES	ACCESS PANELS
197 198	197PZX 198KZX 732 742

MECH	INSP	MPD ITEM NUMBER

VISUALLY INSPECT THE OFF-WING SLIDE INFLATION BOTTLE PRESSURE. 25-65-02-6A

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES.

CHECK BOTH RIGHT AND LEFT BOTTLES.

1. Inflation Cylinder Pressure Check

A. Access

(1) Location Zones
197 Wing to Body - Aft Lower Half (Left)
198 Wing to Body - Aft Lower Half (Right)

(2) Access Panels
197PZX Escape Slide Pressure Cylinder Gage (Left)
198KZX Escape Slide Pressure Cylinder Gage (Right)

B. Procedure

(1) Remove the access panels.

WARNING: THE OFF-WING ESCAPE SYSTEM IS ARMED. BE CAREFUL WHEN YOU DO A CHECK OF THE INFLATION CYLINDER PRESSURE. IF YOU TOUCH ANY COMPONENT OF THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(2) Do a check on the inflation cylinder pressure (Fig. 601).

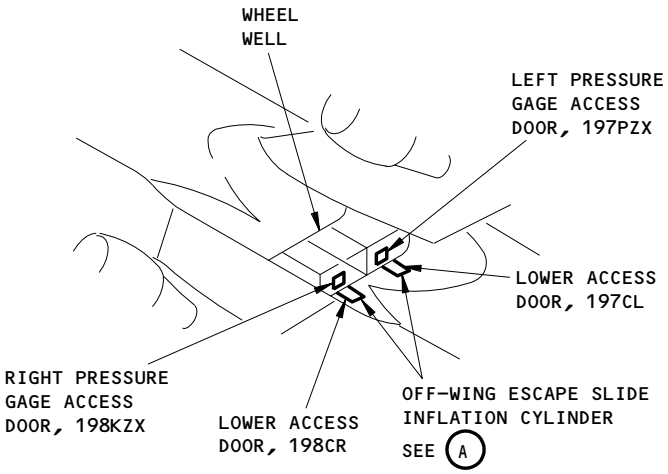
MECH	INSP

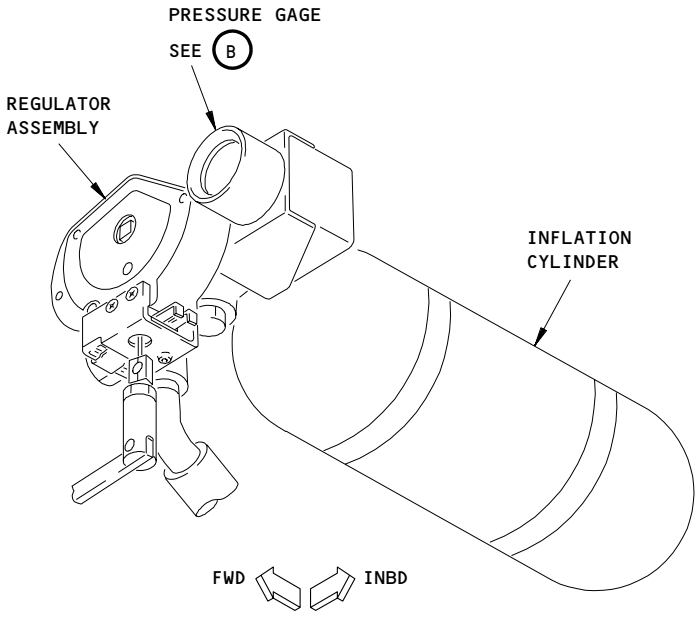
NOTE: Be careful when you do the check of the inflation cylinder pressure because the off-wing escape system is armed.

(a) Make sure the pressure gage needle on the inflation cylinder is in the green band (or one needle width above the green band).

NOTE: The inflation cylinder must be at a constant, stable temperature for two hours or more for the check to be correct. A fast change in the temperature causes the green band to move more quickly than the pressure gage needle. The pressure gage needle can show an incorrect low indication immediately after a large increase in temperature.

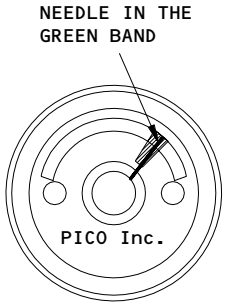
(3) Install the access panels.





OFF-WING ESCAPE SLIDE INFLATION CYLINDER

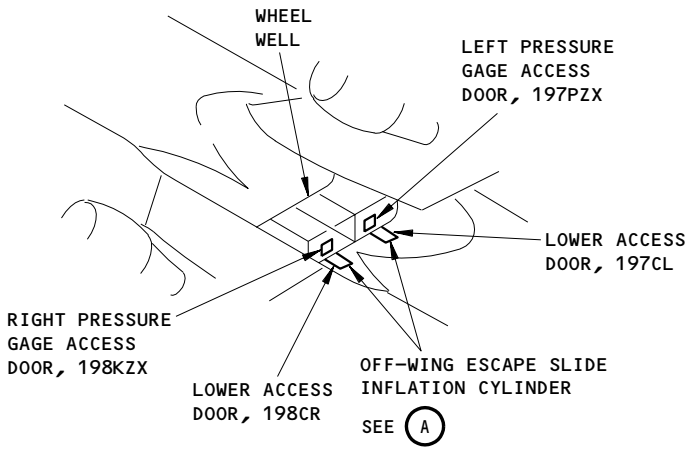
A

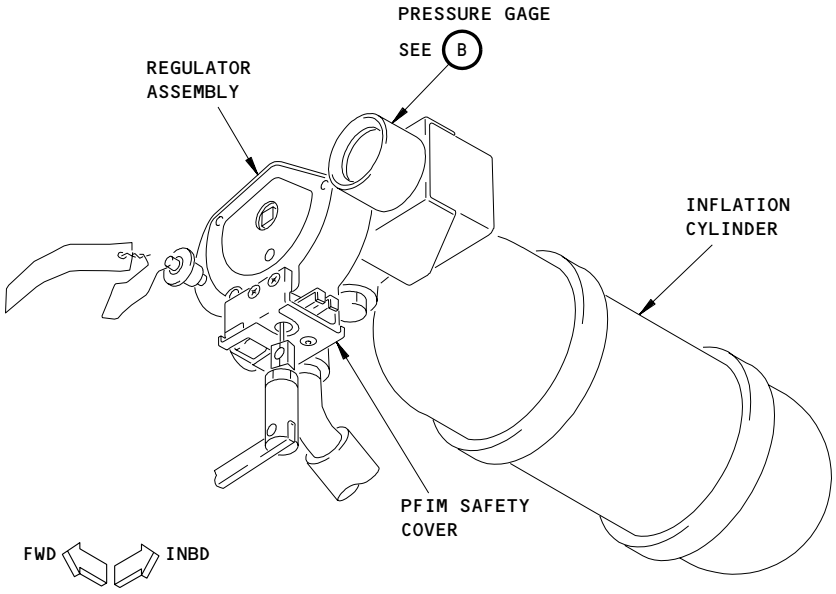


PRESSURE GAGE

B

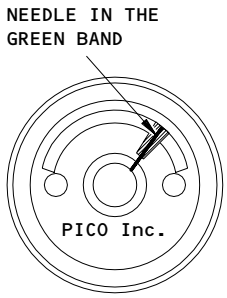
Off-Wing Escape Slide Inflation Cylinder
Figure 601





OFF-WING ESCAPE SLIDE INFLATION CYLINDER

A



PRESSURE GAGE

B

Off-Wing Escape Slide Inflation Cylinder
Figure 601A

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-021-03
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING		1A	10101	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING SLIDE INFLATION BOTTLE		NOTE	ALL

ZONES	ACCESS PANELS
197 198	197PZX 198KZX 732 742

MECH	INSP	MPD ITEM NUMBER

VISUALLY INSPECT THE OFF-WING SLIDE INFLATION BOTTLE PRESSURE. 25-65-02-6A

AIRPLANE NOTE: AIRPLANES WITH MODULARIZED OVERWING ESCAPE SLIDES.

CHECK BOTH RIGHT AND LEFT BOTTLES.

1. Inflation Cylinder Pressure Check

A. Access

(1) Location Zones
197 Wing to Body - Aft Lower Half (Left)
198 Wing to Body - Aft Lower Half (Right)

(2) Access Panels
197PZX Escape Slide Pressure Cylinder Gage (Left)
198KZX Escape Slide Pressure Cylinder Gage (Right)

B. Procedure

(1) Remove the access panels.

WARNING: THE OFF-WING ESCAPE SYSTEM IS ARMED. BE CAREFUL WHEN YOU DO A CHECK OF THE INFLATION CYLINDER PRESSURE. IF YOU TOUCH ANY COMPONENT OF THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(2) Do a check on the inflation cylinder pressure (Fig. 601).

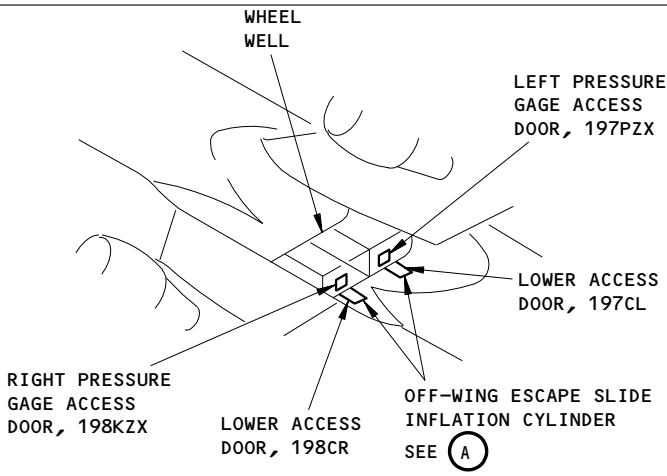
MECH	INSP

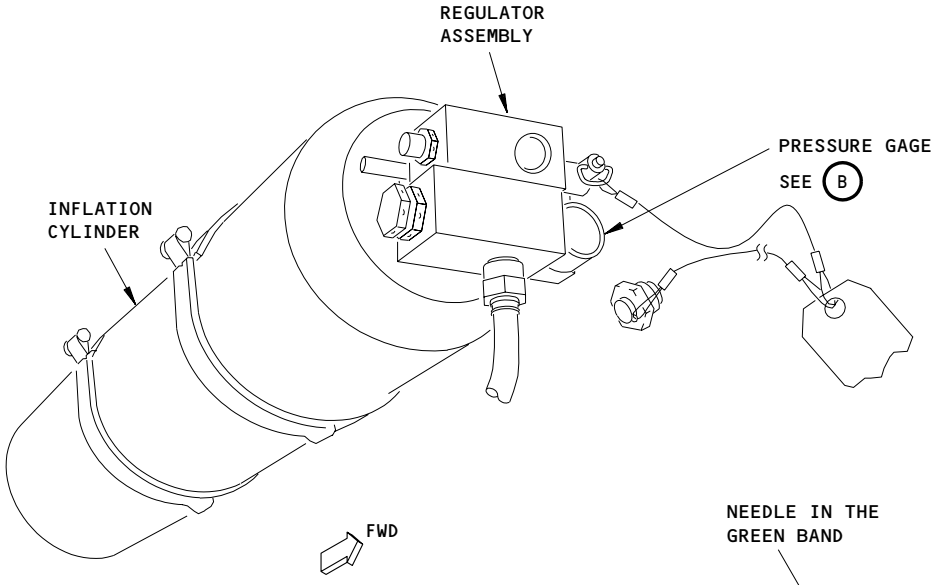
NOTE: Be careful when you do the check of the inflation cylinder pressure because the off-wing escape system is armed.

(a) Make sure the pressure gage needle on the inflation cylinder is in the green band (or one needle width above the green band).

NOTE: The inflation cylinder must be at a constant, stable temperature for two hours or more for the check to be correct. A fast change in the temperature causes the green band to move more quickly than the pressure gage needle. The pressure gage needle can show an incorrect low indication immediately after a large increase in temperature.

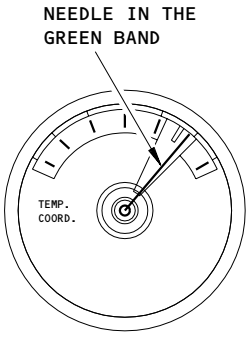
(3) Install the access panels.





OFF-WING ESCAPE SLIDE INFLATION CYLINDER

A



PRESSURE GAGE

B

Off-Wing Escape Slide Inflation Cylinder
Figure 601

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-022-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING	A-25-023-01	4C	14848	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	OFF-WING SLIDE ACTUATION CABLES		NOTE	ALL

ZONES	ACCESS PANELS
195 196 197 198	195EL 195ML 195QL 196ER 196MR 196QR 197CL 198CR

MECH | INSP

MPD ITEM NUMBER

OPERATIONALLY CHECK THE OFF-WING SLIDE ACTUATION CABLES (PRESSURE VESSEL TRIGGER ACTUATING) FOR FREEDOM OF MOVEMENT. 25-65-04-4A

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES. NOT APPLICABLE TO AIRPLANES WITH THE MODULARIZED OFF-WING ESCAPE SLIDES.

1. Prepare to Remove the System Cables

A. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-08/201, Off-Wing Slide Compartment Door

B. Access

(1) Location Zone
190 Fairings

(2) Access Panels
195EL/196ER Off-Wing Slide Compartment Door
197CL/198CR Lower Access Door

C. Procedure

EFFECTIVITY
AIRPLANES WITH BUILT-UP OFF-WING ESCAPE SYSTEM

MECH | INSP

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Disarm the off-wing escape system (AMM 25-65-00/201).

CAUTION: YOU MUST REPLACE THE INFLATION CABLE AND THE REGULATOR LANYARD IF THE OFF-WING ESCAPE SYSTEM OPERATED WITH THE REGULATOR SAFETY PIN INSTALLED. POSSIBLE SEPARATION OF THE COMPONENTS ATTACHED TO THE CABLE CAN OCCUR. IF SEPARATION DOES OCCUR, THE OFF-WING ESCAPE SYSTEM WILL NOT OPERATE CORRECTLY.

(2) Remove the pin (45) to disconnect the inflation trigger (44) from the bellcrank (35).

(3) Put a protective cover on the work area of wing surface.

WARNING: YOU MUST OBEY THE PROCEDURE TO OPEN THE SLIDE COMPARTMENT DOOR. IF YOU INCORRECTLY OPEN THE SLIDE COMPARTMENT DOOR, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(4) Open the slide compartment door (AMM 25-65-08/201).

(5) Install the safety pins on the door-opening actuators (Fig. 401).

NOTE: The safety pins are kept in a pouch which is in the latch-opening actuator compartment.

2. Examine the Freedom of Movement and Adjustment of the Inflation Cable

A. Equipment

(1) Wrench, Off-Wing Escape System Integrator - A25011-2 (Recommended); 1/4 inch square drive socket wrench (Optional)

(2) Safety Equipment, Off-Wing Escape System - A25016-1

B. References

MECH | INSP

(1) AMM 25-65-08/201, Off-Wing Slide Compartment Door

C. Access

(1) Location Zone
190 Fairings

(2) Access Panels
195EL/196ER Off-Wing Slide Compartment Door

D. Procedure

WARNING: MAKE SURE THE BALL LOCK SAFETY PIN IS INSTALLED IN THE INFLATION CYLINDER BEFORE YOU MOVE THE OFF-WING SLIDE COMPARTMENT DOOR OR BEFORE YOU REMOVE THE PIN (45, FIG 404). IF THE BALL LOCK SAFETY PIN WAS NOT INSTALLED, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Make sure the ball lock safety pin is installed in the inflation cylinder.

(2) Remove the pin (45, Fig. 404) if it was not removed before.

(3) Put a support below the slide compartment door.

(4) Disconnect the cover release pin (23) from the stop block (16) (Fig. 403).

(5) Close the slide compartment door until the latch keepers on the door are outboard of the door latches.

(6) Do these steps to close the slide compartment door latches:

(a) Push the integrator lock handle in the inboard direction to the UNLOCK position.

(b) Put the integrator wrench in the wrench socket and turn the cam full forward to close the slide compartment door latches.

(c) Make sure you do not see a red color in the witness hole of the integrator when the cross pin is fully forward in the slot.

MECH | INSP

(7) Make sure the inflation cable (31) operates smoothly while you fully open the slide compartment door.

(8) Make sure you get a 1.65 inch minimum between the fire and arm position of the bellcrank (35) (View C, Fig. 404).

(9) Pull the lower end of the cable (31) until it is fully extended (View C, Fig. 404).

(10) Make sure the cross pin (15) is seated properly in the disconnect housing (66).

(11) Do the task: Install and Do the Initial Adjustment of the Stop Block for the Cover Release Cable (AMM 25-65-04/401).

3. Install and Do the Initial Adjustment of the Stop Block for the Cover Release Cable (Fig. 403)

4. Put the Airplane Back to Its Initial Condition

A. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-08/201, Off-Wing Slide Compartment Door

B. Access

(1) Location Zone
190 Fairings

(2) Access Panels
195EL/196ER Off-Wing Slide Compartment Door

C. Procedure

(1) Remove the safety pins from the door-opening actuators (Fig. 401). Put the safety pins in the pouch which is in the latch-opening actuator compartment.

(2) Install the access panel (195LL or 196LR) (Fig. 402).

MECH	INSP

(3) Make sure the EMER DOORS light on the overhead panel, P5, is on.

(4) Make sure the applicable EICAS messages show on the top display:

(a) L WING SLIDE

(b) R WING SLIDE

(c) EMER DOORS

WARNING: YOU MUST OBEY THE PROCEDURE TO CLOSE THE SLIDE COMPARTMENT DOOR. IF YOU INCORRECTLY CLOSE THE SLIDE COMPARTMENT DOOR, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(5) Close the slide compartment door (AMM 25-65-08/201).

(6) Remove the protective cover from the wing surface work area.

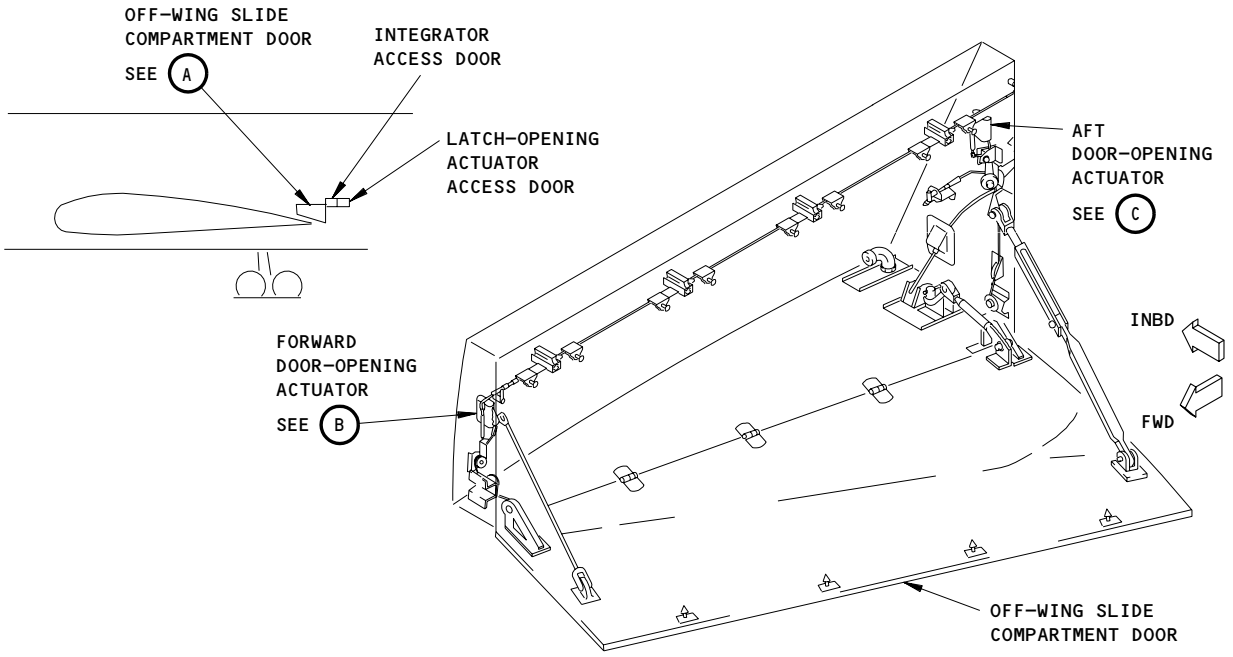
(7) Make sure the EMER DOORS light on overhead panel, P5, is off.

(8) Make sure the off-wing escape system EICAS messages do not show.

(9) If necessary, install the pin (45) in the trigger (44) and the bellcrank (35).

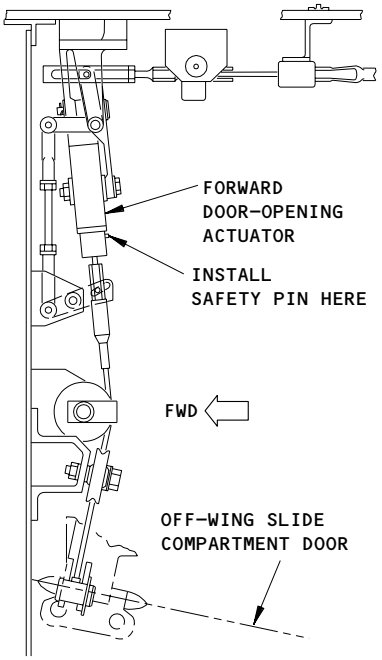
WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(10) Arm the off-wing escape system (AMM 25-65-00/201).



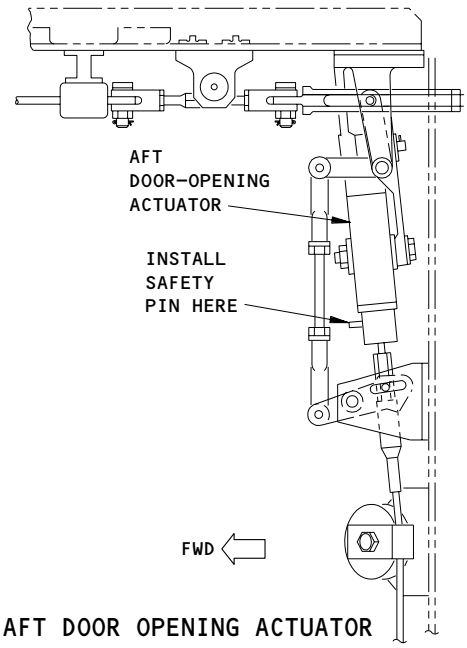
OFF-WING SLIDE COMPARTMENT DOOR

A



FORWARD DOOR OPENING ACTUATOR

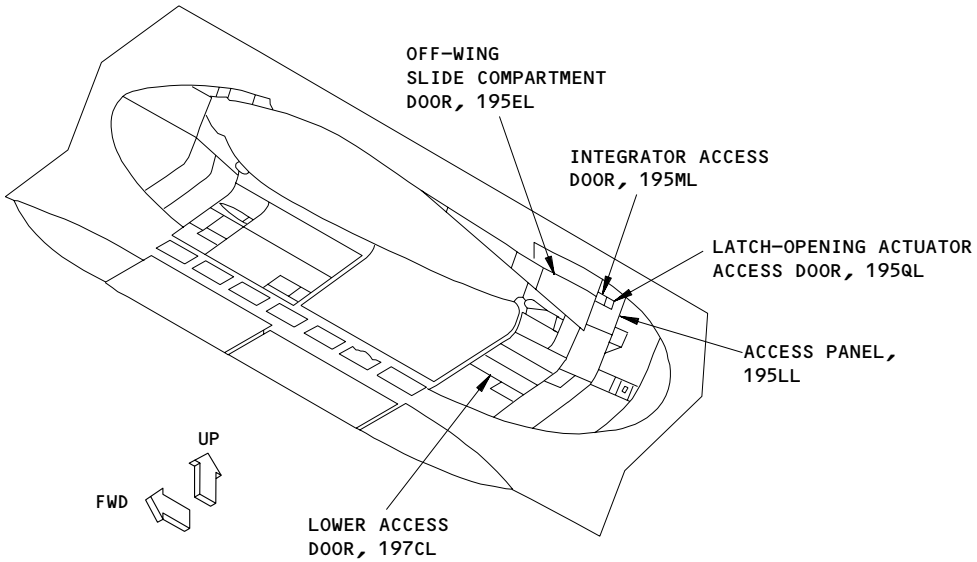
B



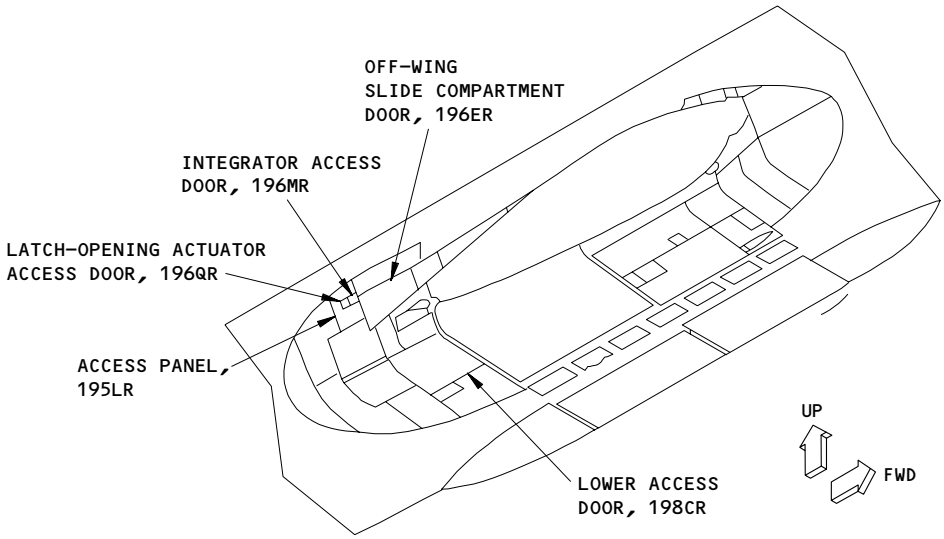
AFT DOOR OPENING ACTUATOR

C

Door Opening Actuator Installation
Figure 401

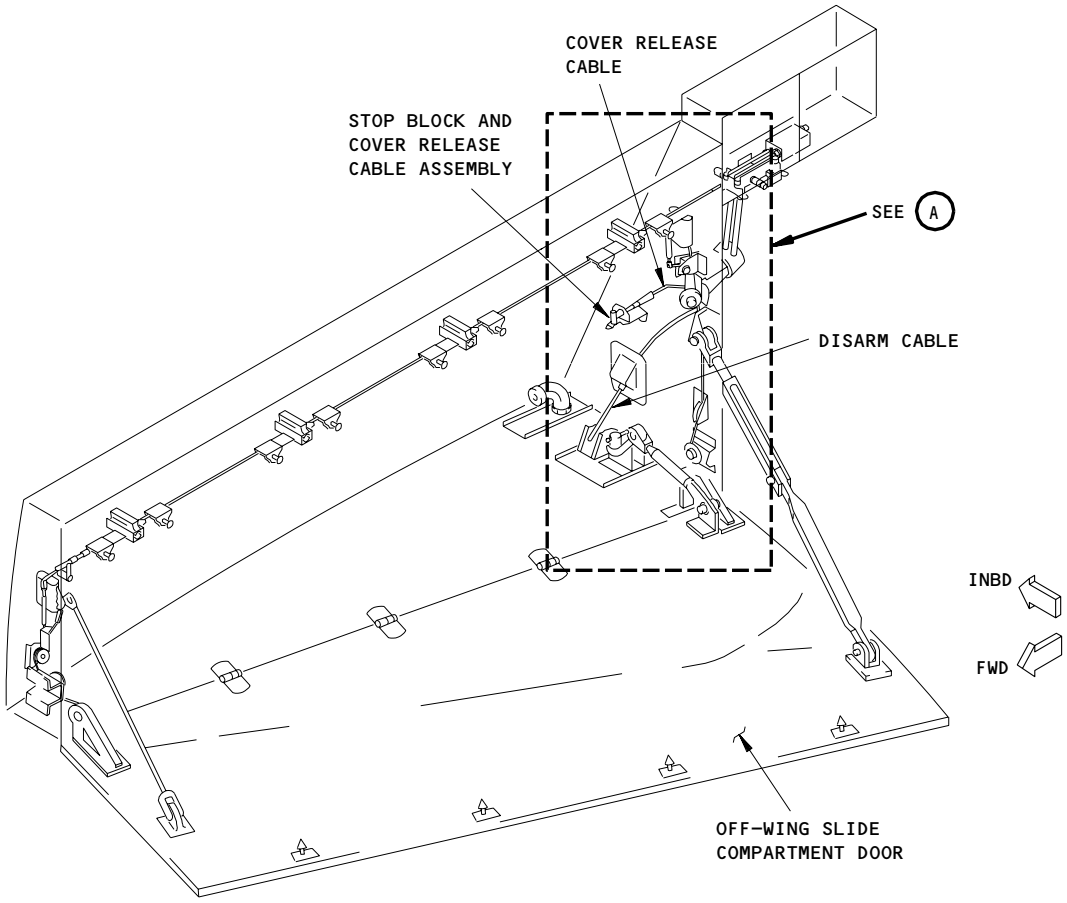


LEFT WING-TO-BODY FAIRING



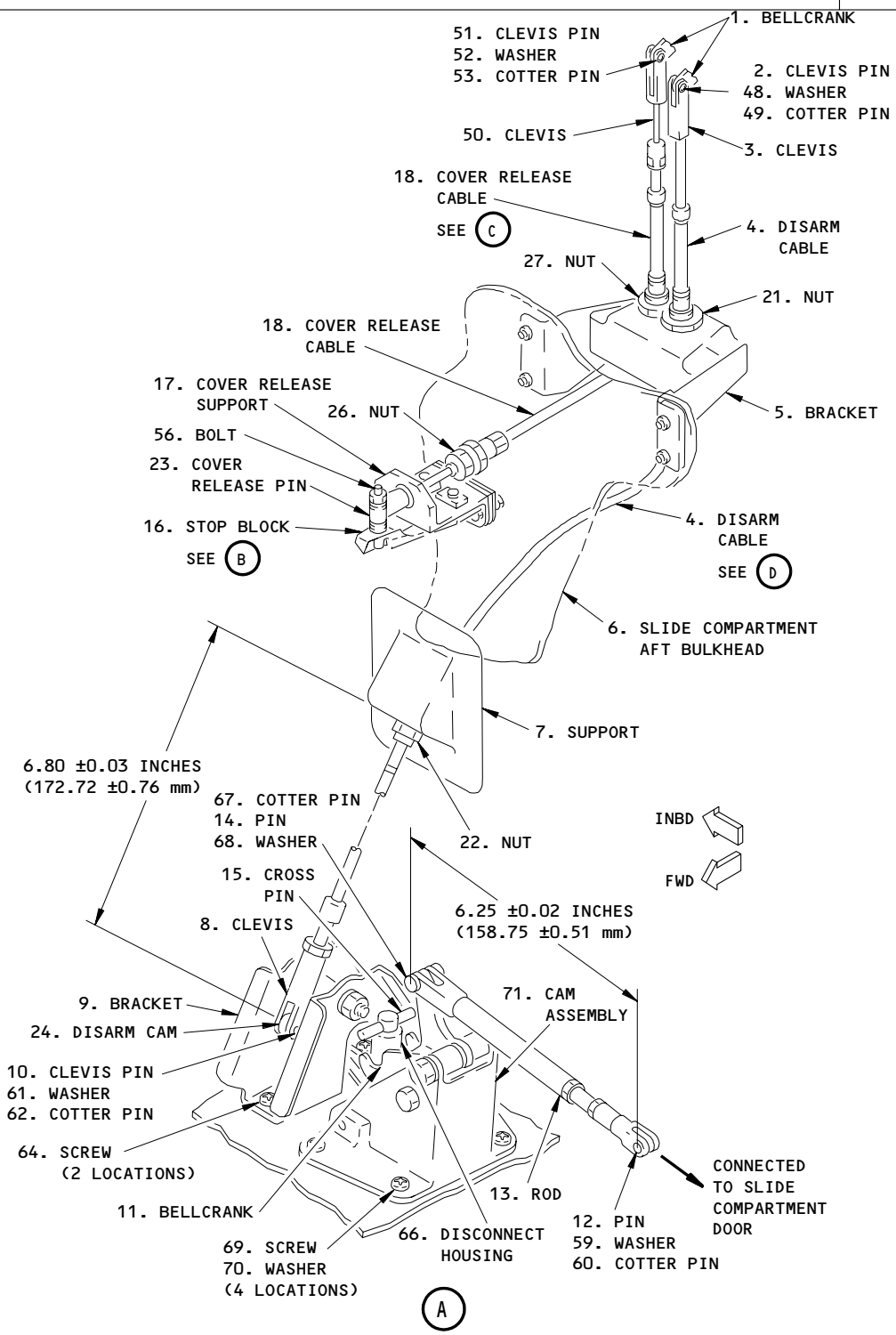
RIGHT WING-TO-BODY FAIRING

Access Door Locations
Figure 402

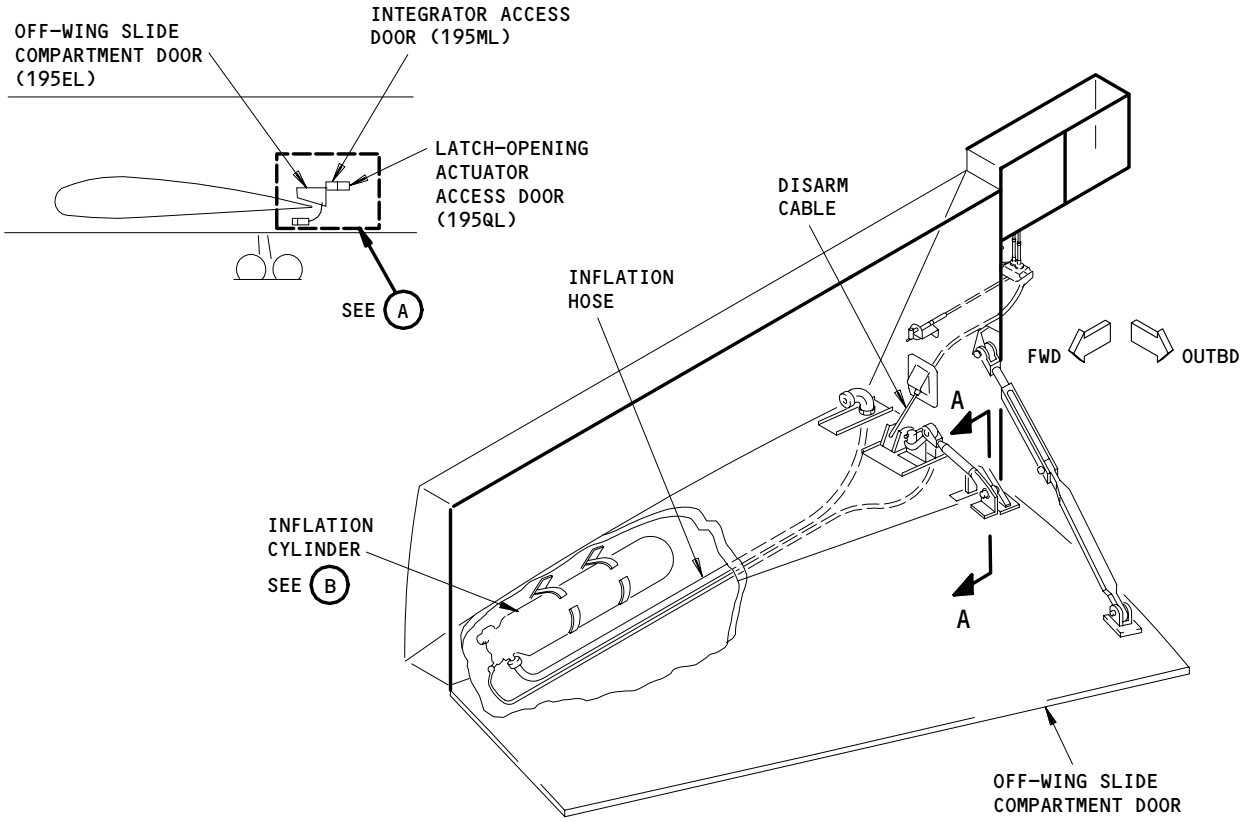


OFF-WING SLIDE COMPARTMENT

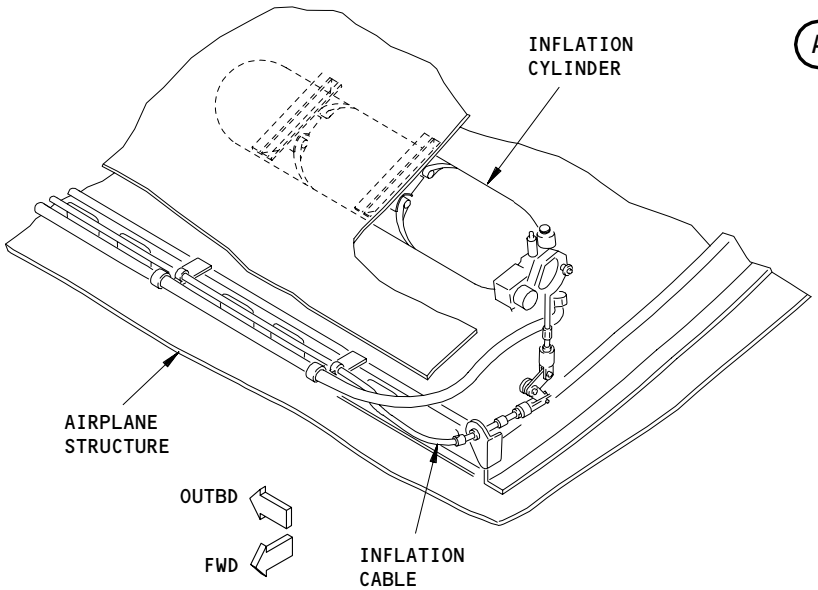
Disarm Cable, Cover Release Cable, and Stop Block
Figure 403 (Sheet 1)



Disarm Cable, Cover Release Cable, and Stop Block
Figure 403 (Sheet 2)



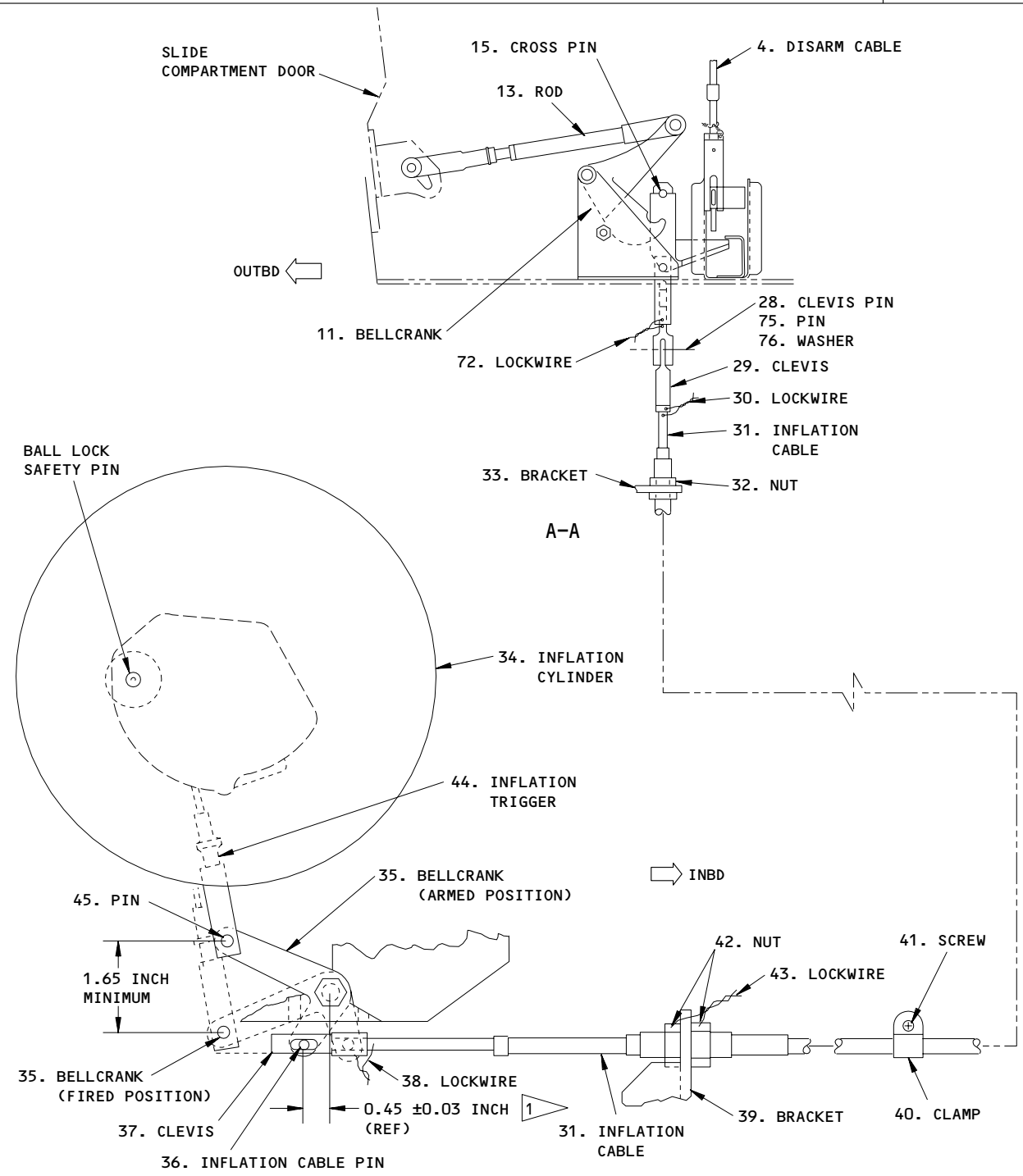
A



INFLATION CYLINDER

B

Inflation Cable
Figure 404 (Sheet 1)



INFLATION CABLE
(VIEW IN THE FORWARD DIRECTION)

1 CENTER PIN IN SLOT AS SHOWN

C

Inflation Cable
Figure 404 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-023-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING	B-25-022-01	4C	14848	012	APR 22/06

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING COMPARTMENT DOOR/DOOR LATCH		NOTE	ALL

ZONES	ACCESS PANELS
195 196	195EL 195ML 195QL 196ER 196MR 196QR

MECH	INSP	MPD ITEM NUMBER
		25-65-08-A

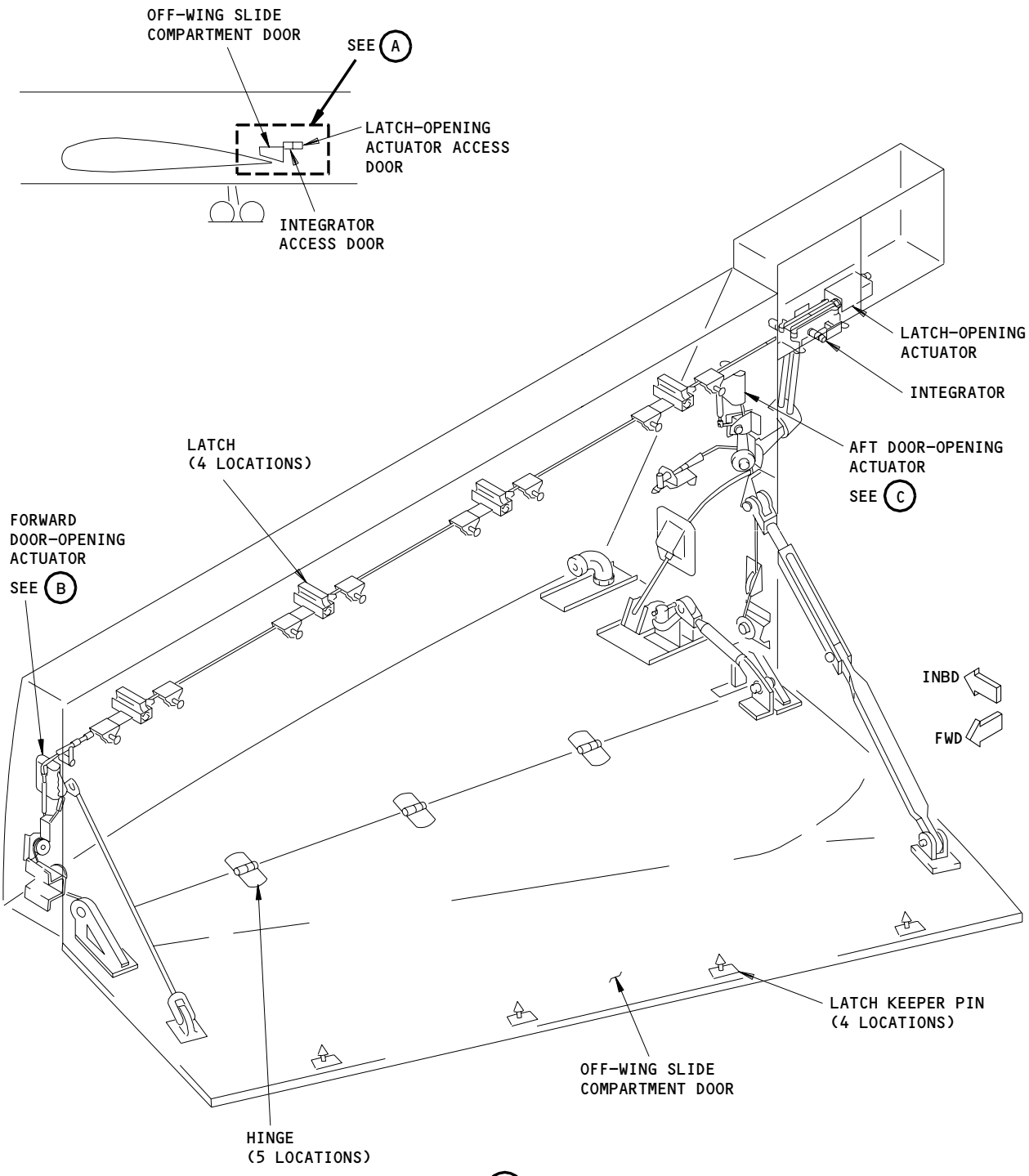
VISUALLY CHECK OFF-WING SLIDE COMPARTMENT DOOR AND DOOR LATCHES FOR CONDITION.

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES. NOT APPLICABLE TO AIRPLANES WITH THE MODULARIZED OFF-WING ESCAPE SLIDES.

1. VISUALLY CHECK LEFT OFF-WING SLIDE COMPARTMENT DOOR AND DOOR LATCHES (4) FOR CONDITION.

2. VISUALLY CHECK RIGHT OFF-WING SLIDE COMPARTMENT DOOR AND DOOR LATCHES (4) FOR CONDITION.

WARNING: DO NOT OPEN OFF-WING SLIDE COMPARTMENT DOOR UNLESS UNLATCH/DISARM LEVER IS FULLY ROTATED AFT. ACCIDENTAL SLIDE OPERATION COULD CAUSE SERIOUS INJURY TO PERSONNEL.



Off-Wing Slide Compartment Door
Figure 201 (Sheet 1)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-023-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING	W-25-023-01	4C	14848	012	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING COMP DOOR OPENING ACTUATORS		NOTE	ALL

ZONES	ACCESS PANELS
195 196	195EL 195ML 195QL 196ER 196MR 196QR

MECH	INSP	MPD ITEM NUMBER

VISUALLY CHECK OFF-WING SLIDE COMPARTMENT DOOR OPENING ACTUATOR FOR CONDITION. 25-65-10-A

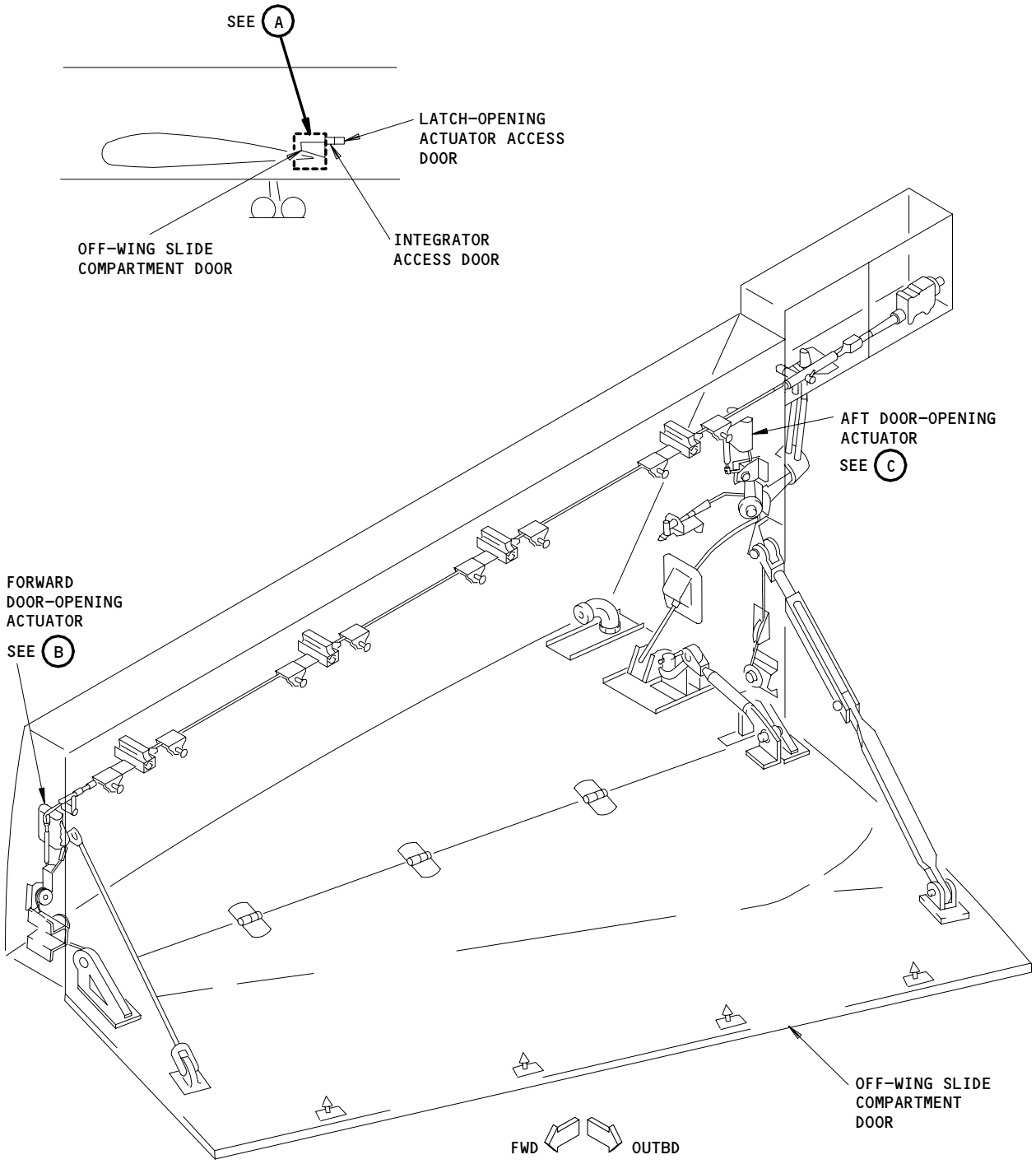
AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES. NOT APPLICABLE TO AIRPLANES WITH THE MODULARIZED OFF-WING ESCAPE SLIDES.

1. VISUALLY CHECK LEFT OFF-WING SLIDE COMPARTMENT DOOR OPENING ACTUATORS (2) FOR CONDITION.

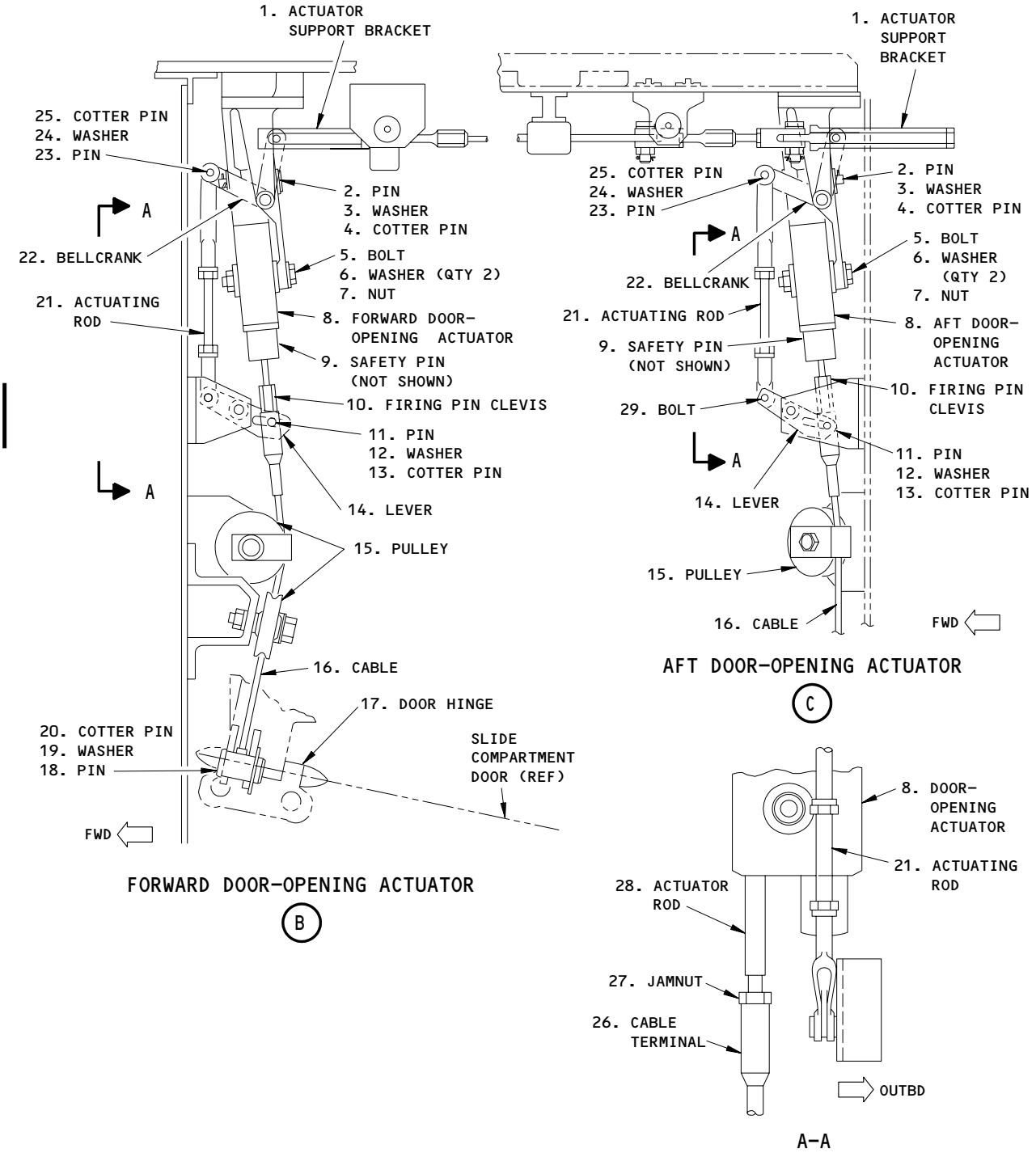
2. VISUALLY CHECK RIGHT OFF-WING SLIDE COMPARTMENT DOOR OPENING ACTUATORS (2) FOR CONDITION.

WARNING: DO NOT OPEN OFF-WING SLIDE COMPARTMENT DOOR UNLESS UNLATCH DISARM LEVER IS FULLY ROTATED AFT. ACCIDENTAL SLIDE OPERATION COULD CAUSE SERIOUS INJURY TO PERSONNEL.

WARNING: HANDLE UNFIRED ACTUATORS WITH CARE. ACCIDENTAL FIRING OF PYROTECHNIC ACTUATOR COULD CAUSE SERIOUS INJURY TO PERSONNEL.



Door-Opening Actuator
Figure 401 (Sheet 1)



Door-Opening Actuator
Figure 401 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-023-03
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING	W-25-023-01	4C	14848	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING COMPT DOOR LATCH ACTUATOR		NOTE	ALL

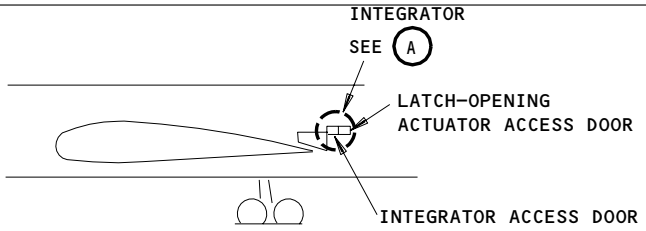
ZONES	ACCESS PANELS
195 196	195EL 195ML 195QL 196ER 196MR 196QR

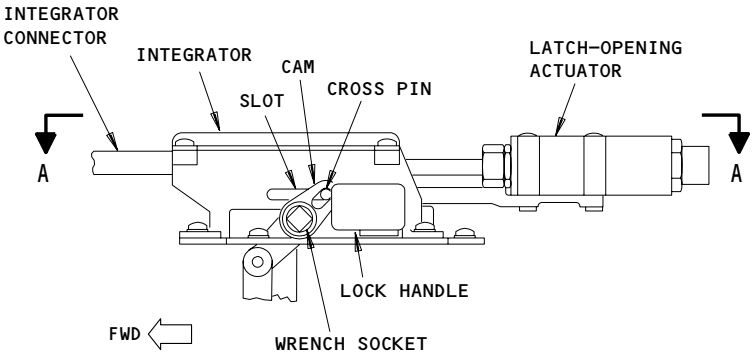
MECH	INSP	MPD ITEM NUMBER
		25-65-11-A

VISUALLY CHECK OFF-WING SLIDE COMPARTMENT DOOR LATCH OPENING ACTUATOR FOR CONDITION.

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES. NOT APPLICABLE TO AIRPLANES WITH MODULARIZED OFF-WING ESCAPE SLIDES.

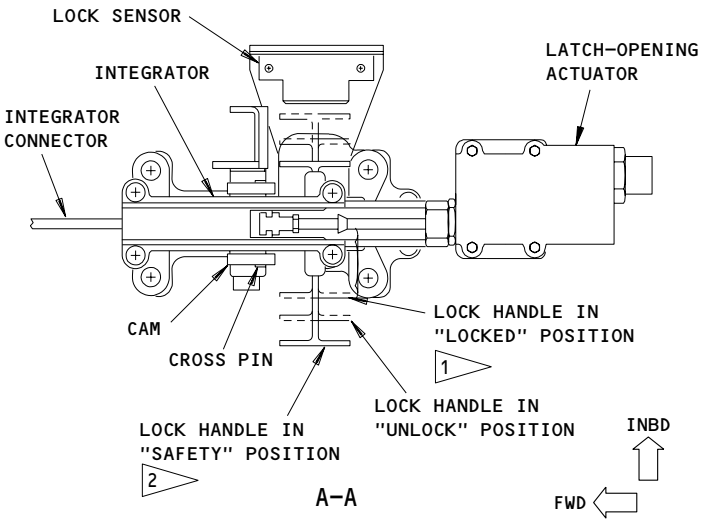
CHECK BOTH LEFT AND RIGHT DOOR LATCH OPENING ACTUATORS.





INTEGRATOR IN UNLATCHED POSITION
(CAM IN AFT POSITION)
(LOCK HANDLE IN "SAFETY" POSITION)

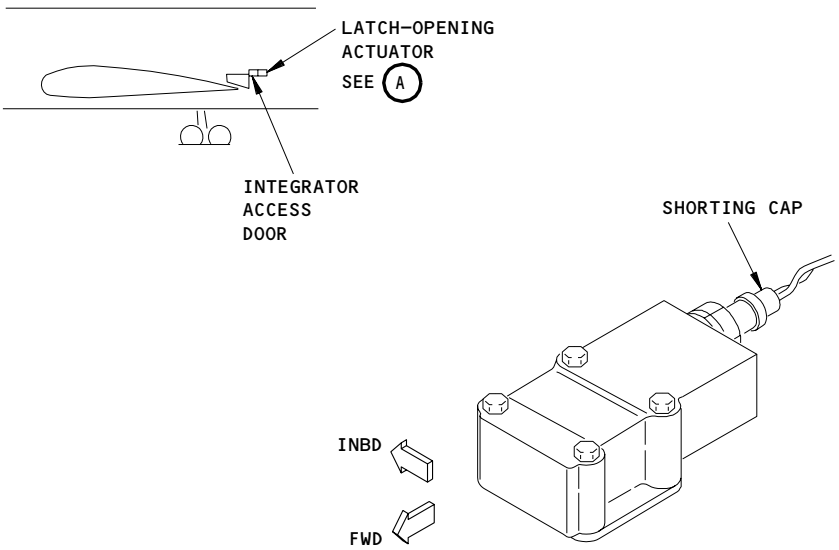
A



1 MOVE THE LOCK HANDLE TO THE "LOCKED" POSITION ONLY WHEN THE CAM IS IN THE FORWARD POSITION

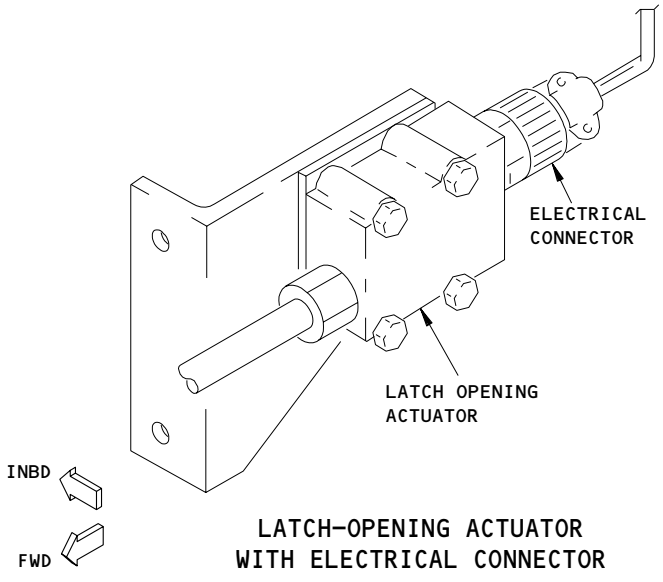
2 MOVE THE LOCK HANDLE TO THE "SAFETY" POSITION ONLY WHEN THE CAM IS IN THE AFT POSITION

Latch-Opening Actuator
Figure 402



LATCH-OPENING ACTUATOR
WITH SHORTING CAP

A



LATCH-OPENING ACTUATOR
WITH ELECTRICAL CONNECTOR

A

Integrator and Latch-Opening Actuator
Figure 402A

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-024-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING	W-25-023-02	00010 YRS	23280	013	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	OFF-WING COMP DOOR OPENING ACTUATORS		NOTE	ALL

ZONES	ACCESS PANELS
195 196	195EL 195ML 195QL 196ER 196MR 196QR

MECH | INSP

MPD ITEM NUMBER

REPLACE OFF-WING SLIDE COMPARTMENT DOOR OPENING ACTUATOR CARTRIDGES AT MANUFACTURER'S LIFE LIMIT (CURRENTLY 10 YEARS FROM DATE OF MANUFACTURE). 25-65-10-4A

NOTE: REFER TO 26-21-04-6A FOR SQUIB TEST.

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES. NOT APPLICABLE TO AIRPLANES WITH THE MODULARIZED OFF-WING ESCAPE SLIDES.

REPLACE BOTH LEFT AND RIGHT SIDE DOOR OPENING ACTUATOR CARTRIDGES.

1. Remove the Slide Compartment Door-Opening Actuator

A. Equipment

(1) Safety Equipment, Off-Wing Escape System - A25016-1

(2) Protective Pad - Ensolite (or equivalent) - 1 inch X 48 inches X 48 inches (25.4mm x 1.22 meters x 1.22 meters) - commercially available

B. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-08/201, Off-Wing Slide Compartment Door

C. Access

(1) Location Zones
195/196 Wing-to-Body Fairings - Aft Upper Half

MECH	INSP

(2) Access Panels

195EL/196ER	Off-Wing Slide Compartment Door
195ML/196MR	Integrator Access Door
195QL/196QR	Latch-Opening Actuator Access Door

D. Prepare to Remove the Door-opening Actuator

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Disarm the off-wing escape system (AMM 25-65-00/201).

(2) Put a protective pad on the work area of the wing surface.

WARNING: YOU MUST OBEY THE PROCEDURE TO OPEN THE SLIDE COMPARTMENT DOOR. IF YOU INCORRECTLY OPEN THE SLIDE COMPARTMENT DOOR, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(3) Open the slide compartment door (AMM 25-65-08/201).

(4) Open the latch-opening actuator access door 195QL or 196QR (AMM 06-41-00/201).

WARNING: BE CAREFUL WHEN YOU INSTALL THE SAFETY PINS ON THE FORWARD AND AFT DOOR-OPENING ACTUATORS. THE CARTRIDGES ON THE ACTUATORS CAN ACCIDENTALLY FIRE AND CAUSE INJURY OR DAMAGE.

(5) Install the safety pins (9) in the forward door-opening actuator (View B, Fig. 401) and in the aft door-opening actuator (View C, Fig. 401).

NOTE: The safety pins for the door-opening actuators are in the pouch found in the latch-opening actuator compartment.

E. Remove the Door-opening Actuator (Figure 401)

(1) Do these steps to remove the forward door-opening actuator:

MECH	INSP

(a) Loosen the jamnut (27) on the cable terminal (26).

(b) Move the slide compartment door to the half closed position to remove the tension from the cable (16).

(c) Remove the pin (18), washer (19), and cotter pin (20) to disconnect the cable (16) from the door hinge (17).

(d) Remove the pin (11) to disconnect the lever (14) from the firing pin clevis (10).

(e) Remove the bolt (5), washers (6) and nut (7) that connects the door-opening actuator (8) to the actuator support bracket (1).

(f) Remove the pin (2), washer (3), and cotter pin (4) that connects the door-opening actuator (8) to the actuator support bracket (1).

(g) Remove the door-opening actuator (8).

(h) Remove the cable (16).

(2) Do these steps to remove the aft door-opening actuator:

(a) Loosen the jamnut (27) on the cable terminal (26).

(b) Move the slide compartment door to the half closed position to remove the tension from the cable (16).

(c) Remove the pin (18), washer (19), and cotter pin (20) to disconnect the cable (16) from the door hinge (17).

(d) Remove the bolt (29) to disconnect the actuating rod (21) from the lever (14).

(e) Remove the bolt (5), washers (6) and nut (7) that connects the door-opening actuator (8) to the actuator support bracket (1).

(f) Remove the pin (2), washer (3), and cotter pin (4) that connects the door-opening actuator (8) to the actuator support bracket (1).

(g) Remove the door-opening actuator (8).

(h) Remove the pin (11) to disconnect the lever (14) from the firing pin clevis (10).

MECH | INSP

(i) Remove the cable (16).

WARNING: IF THE DOOR-OPENING ACTUATOR HAS NOT FIRED, YOU MUST BE CAREFUL WHEN YOU TOUCH, KEEP, OR MOVE THE DOOR-OPENING ACTUATOR. REFER TO THE APPLICABLE LAWS AND FIRE REGULATIONS FOR CLASS 1, DIVISION 4 EXPLOSIVE DEVICES. IF YOU ARE NOT CAREFUL, THE DOOR-OPENING ACTUATOR CAN ACCIDENTALLY FIRE AND CAUSE INJURY OR DAMAGE.

(3) Put the door-opening actuator (8) in a plastic bag. Seal the plastic bag. Attach a tag with the part number, nomenclature, and safety information for the door-opening actuator (8).

2. Install the Slide Compartment Door-Opening Actuator

A. General

(1) Do not install an actuator again unless you know it is satisfactory.

B. Equipment

(1) Safety Equipment, Off-Wing Escape System - A25016-1

(2) Protective Pad - Ensolite (or equivalent) - 1 inch X 48 inches X 48 inches (25.4mm x 1.22 meters x 1.22 meters) - commercially available

C. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-00/501, Off-Wing Escape System

(4) AMM 25-65-08/201, Off-Wing Slide Compartment Door

D. Access

(1) Location Zones
195/196 Wing-to-Body Fairings - Aft Upper Half

(2) Access Panels

195EL/196ER	Off-Wing Slide Compartment Door
195ML/196MR	Integrator Access Door
195QL/196QR	Latch-Opening Actuator Access Door

E. Prepare to Install the Door Opening Actuator.

NOTE: Additional information useful in this procedure may be found in this reference: (AMM 25-65-00/501).

(1) Put a protective pad over the work area of the wing surface.

WARNING: BE CAREFUL WHEN YOU TOUCH THE DOOR-OPENING ACTUATORS. IF YOU ARE NOT CAREFUL, THE DOOR-OPENING ACTUATORS CAN ACCIDENTALLY FIRE AND CAUSE INJURY OR DAMAGE.

(2) Do these steps to install the forward door-opening actuator:

(a) Make sure the jamnut (27) is tightened to the end of the thread on the actuator rod (28).

(b) Make sure the cable terminal (26) is installed approximately 0.55 inch on the thread of the actuator rod (28).

(c) Install the door-opening actuator (8).

(d) Put the door opening actuator (8) in position on the actuator support bracket and install the pin (2), washer (3), and cotter pin (4).

(e) Install the bolt (5), washers (6) and nut (7) to attach the door opening actuator (8) to the actuator support bracket (1).

(f) Install the cable (16) over the pulleys (15). Remove the pulley guards as it is necessary.

(g) Install the pin (11), washer (12), and cotter pin (13), to connect the lever (14) to the firing pin clevis (10).

(h) Install the pin (18), washer (19), and cotter pin (20) to connect the cable (16) to the door hinge (17).

MECH	INSP

(i) Turn the jamnut (27) on the actuator rod (28) as it is necessary to make sure the cable (16) is tight and engaged with all the pulleys (15).

(j) Install the pulley guards as it is necessary.

(3) Do these steps to install the aft door-opening actuator:

(a) Make sure the jamnut (27) is tightened to the end of the thread on the actuator rod (28).

(b) Make sure the cable terminal (26) is installed approximately 0.55 inch on the thread of the actuator rod (28).

(c) Install the pin (11), washer (12), and cotter pin (13), to connect the lever (14) to the firing pin clevis (10).

(d) Install the door-opening actuator (8).

(e) Put the door opening actuator (8) in position on the actuator support bracket and install the pin (2), washer (3), and cotter pin (4).

(f) Install the bolt (5), washers (6) and nut (7) to attach the door opening actuator (8) to the actuator support bracket (1).

(g) Install the bolt (29) to connect the actuating rod (21) to the lever (14).

(h) Install the cable (16) over the pulleys (15). Remove the pulley guards as it is necessary.

(i) Install the pin (18), washer (19), and cotter pin (20) to connect the cable (16) to the door hinge (17).

(j) Turn the jamnut (27) on the actuator rod (28) as it is necessary to make sure the cable (16) is tight and engaged with all the pulleys (15).

(k) Install the pulley guards as it is necessary.

(4) Do these steps to adjust the aft door-opening actuator cable:

(a) Make sure that the slide compartment door is in the full open position.

MECH | INSP

(b) Make sure that the trailing edge flaps are in the full up position.

(c) Make sure that there is a 1.0 +/- 0.1 inch distance between the aft top edge of the slide compartment door and the top surface of the wing.

(d) Turn the actuator rod until the actuator cable is tight and touches the pulleys.

(e) Make sure that the cables do not hold the weight of the slide compartment door and the slide pack.

(5) Do these steps to adjust the forward door-opening actuator cable:

(a) Make sure that the slide compartment door is in the full open position.

(b) Make sure that the trailing edge flaps are in the full up position.

(c) Make sure that there is a 1.0 +/- 0.1 inch distance between the aft top edge of the slide compartment door and the top surface of the wing.

(d) Turn the actuator rod until the actuator cable is tight and touches the pulleys.

(e) Make sure that the cables do not hold the weight of the slide compartment door and the slide pack.

(6) Tighten the jamnut on the actuator rod of the forward and aft door opening actuator.

NOTE: Make sure the actuator cables are tight between the door-opening actuator and the door hinge. The actuator cables must not be too tight. The forward and aft door open stops must hold the weight of the slide compartment door and the slide pack.

F. Put the Airplane Back to Its Initial Condition

MECH	INSP

(1) Remove the safety pins (9) from the door-opening actuators (8).

NOTE: Keep the safety pins (9) in the pouch which is in the latch-opening actuator compartment.

(2) Close the latch-opening actuator access door.

(3) Make sure the EMER DOORS light on the overhead panel, P5, is on.

(4) Make sure the applicable EICAS messages show on the top display:

(a) L WING SLIDE

(b) R WING SLIDE

(c) EMER DOORS

WARNING: YOU MUST OBEY THE PROCEDURE TO CLOSE THE SLIDE COMPARTMENT DOOR. IF YOU INCORRECTLY CLOSE THE SLIDE COMPARTMENT DOOR, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(5) Close the slide compartment door (AMM 25-65-08/201).

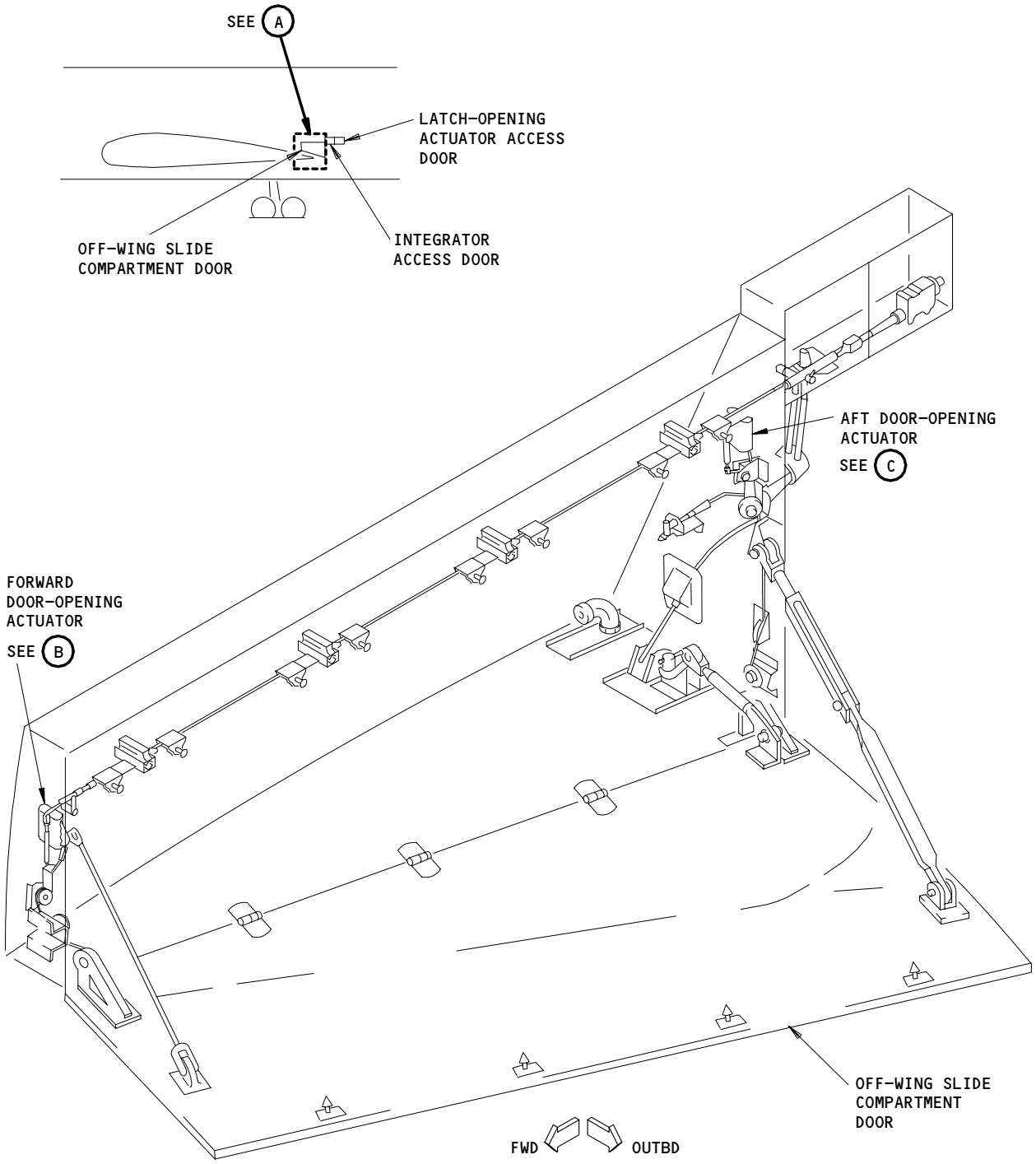
(6) Make sure the EMER DOORS light on the overhead panel, P5, is off.

(7) Make sure the off-wing escape system EICAS messages do not show.

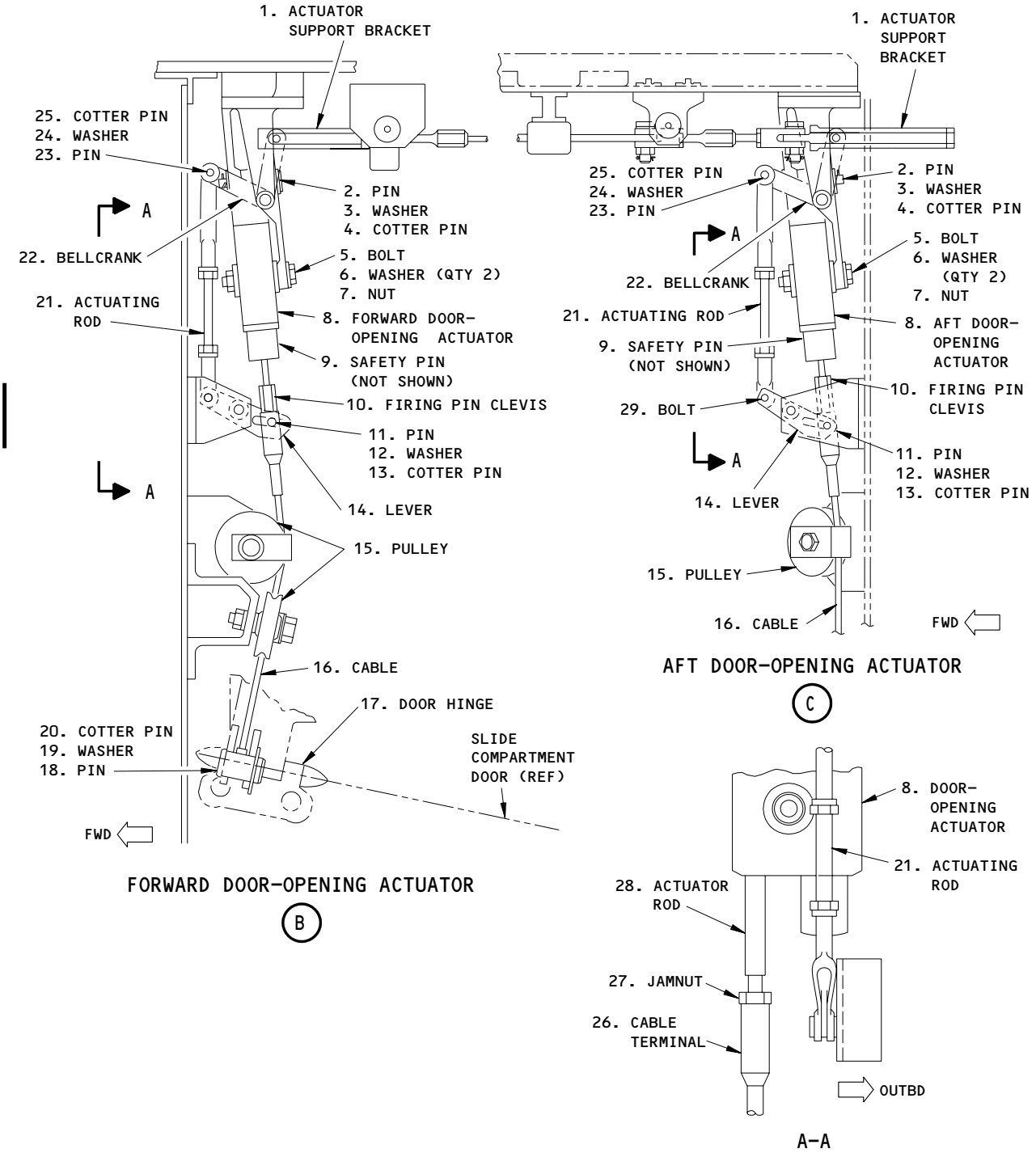
(8) Remove the protective cover from the work area of the wing surface.

WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(9) Arm the off-wing escape system (AMM 25-65-00/201).



Door-Opening Actuator
Figure 401 (Sheet 1)



Door-Opening Actuator
Figure 401 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-024-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING	W-25-023-03	00010 YRS	23280	006	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	OFF-WING COMPT DOOR LATCH ACTUATOR		NOTE	ALL

ZONES	ACCESS PANELS
195 196	195EL 195ML 195QL 196ER 196MR 196QR

MECH	INSP	MPD ITEM NUMBER

REPLACE OFF-WING SLIDE COMPARTMENT DOOR LATCH OPENING ACTUATOR CARTRIDGES AT MANUFACTURER'S LIFE LIMIT (CURRENTLY 10 YEARS FROM DATE OF MANUFACTURE). 25-65-11-4A

NOTE: REFER TO 26-21-04-6A FOR SQUIB TEST.

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES. NOT APPLICABLE TO AIRPLANES WITH THE MODULARIZED OFF-WING ESCAPE SLIDES.

REPLACE BOTH LEFT AND RIGHT SIDE CARTRIDGES.

OFF-WING SLIDE COMPARTMENT DOOR LATCH-OPENING ACTUATOR - REMOVAL/INSTALLATION

1. Remove the Slide Compartment Door Latch-Opening Actuator

   A. Equipment

      (1) Safety Equipment, Off-Wing Escape System - A25016-1

   B. References

      (1) AMM 06-41-00/201, Fuselage (Major zones 100 & 200) Access Doors and Panels

      (2) AMM 25-65-00/201, Off-Wing Escape System

      (3) AMM 25-65-08/201, Off-Wing Slide Compartment Door

   C. Access

      (1) Location Zones
          195/196 Wing-to-Body Fairings - Aft Upper Half

MECH	INSP

(2) Access Panels

195EL/196ER	Off-Wing Slide Compartment Door
195ML/196MR	Integrator Access Door
195QL/196QR	Latch-Opening Actuator Access Door

D. Prepare to Remove the Latch-opening Actuator

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Disarm the off-wing escape system (AMM 25-65-00/201).

(2) Put a protective cover on the work area of the wing surface.

WARNING: YOU MUST OBEY THE PROCEDURE TO OPEN THE SLIDE COMPARTMENT DOOR. IF YOU INCORRECTLY OPEN THE SLIDE COMPARTMENT DOOR, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(3) If actuator has not fired, open the slide compartment door (AMM 25-65-08/201).

(4) Open the latch-opening actuator access door 195QL or 196QR (AMM 06-41-00/201).

WARNING: BE CAREFUL WHEN YOU INSTALL THE SHORTING CAP ON THE ACTUATOR. THE SQUIB ON THE ACTUATOR CAN ACCIDENTALLY FIRE AND CAUSE INJURY OR DAMAGE.

(5) Install the shorting cap on the latch-opening actuator (Fig. 402A).

NOTE: The shorting cap is kept in a pouch which is in the latch-opening actuator compartment.

E. Remove the Latch-opening Actuator

(1) Do these steps to remove the latch-opening actuator:

MECH | INSP

(a) Make sure the integrator cam is in the aft position and the lock handle is in the SAFETY position (Fig. 402).

(b) Examine the latch-opening actuator to see if it has fired (Fig. 403).

WARNING: IF THE LATCH-OPENING ACTUATOR HAS NOT FIRED, YOU MUST BE CAREFUL WHEN YOU TOUCH, KEEP, OR MOVE THE LATCH-OPENING ACTUATOR. REFER TO THE APPLICABLE LAWS AND FIRE REGULATIONS FOR CLASS 1, DIVISION 4 EXPLOSIVE DEVICES. IF YOU ARE NOT CAREFUL, THE LATCH-OPENING ACTUATOR CAN ACCIDENTALLY FIRE AND CAUSE INJURY OR DAMAGE.

(c) Remove the screws that attach the latch-opening actuator to the integrator carrier.

(d) Lift the latch-opening actuator to remove it from the integrator carrier.

(2) Put the latch-opening actuator in a plastic bag. Seal the plastic bag. Attach a tag with the part number, nomenclature, and safety information for the latch-opening actuator.

2. Install the Slide Compartment Door Latch-Opening Actuator

A. Equipment

(1) Actuator Gage - Latch Opening, Off-Wing Escape System - A25019-1

(2) Safety Equipment, Off-Wing Escape System - A25016-1

(3) Spring Scale - Hand-held compression force, range 0-25 pounds - commercially available

(4) Wrench, Off-Wing Escape System Integrator - A25011-2 (Recommended); 1/4-inch square drive socket wrench (Optional)

B. References

(1) AMM 06-41-00/201, Fuselage (Major zones 100 & 200) Access Doors and Panels

MECH | INSP

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-08/201, Off-Wing Slide Compartment Door

C. Access

(1) Location Zones
195/196 Wing-to-Body Fairings - Aft Upper Half

(2) Access Panels
195EL/196ER Off-Wing Slide Compartment Door
195ML/196MR Integrator Access Door
195QL/196QR Latch-Opening Actuator Access Door

D. Procedure

(1) Do these steps to install the latch-opening actuator:

(a) Do these steps to make sure the pawl on the integrator connector and the detent on the integrator carrier correctly engage:

1) Push the integrator lock handle inboard to the UNLOCK position (Fig. 402).

2) Put the integrator wrench into the wrench socket of the cam and slowly turn the cam full forward.

3) Make sure the cross pin is moved fully forward by the cam.

4) Make sure the slide compartment door latches move to the closed position (View B-B, Fig. 404).

5) Put the wrench into the wrench socket of the cam and slowly turn the cam full aft.

6) Make sure the cross pin is moved fully aft by the cam.

7) Make sure the slide compartment door latches move to the open position (View A-A, Fig. 404).

8) If the slide compartment door latches do not close and open, when the cam is turned fully forward and fully aft, do these steps:

MECH	INSP

a) With the integrator lock handle in the UNLOCK position, turn the cam full forward (Fig. 402).

NOTE: The cross pin is moved forward by the cam.

WARNING: MOVE THE INTEGRATOR LOCK HANDLE TO THE "LOCK" POSITION. MAKE SURE THE INTEGRATOR LOCK HANDLE MOVES THROUGH THE FULL 0.4-INCH TRAVEL FROM THE "UNLOCK" TO THE "LOCK" POSITION. MAKE SURE YOU CAN FEEL THE DETENT WHICH IS IN THE MIDDLE OF THE 0.4-INCH TRAVEL. IF THE INTEGRATOR LOCK HANDLE IS IN AN INCORRECT POSITION, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

b) Push the integrator lock handle inboard to the LOCKED position.

c) Hold the latch control rod and pull it in the forward direction until the slide compartment door latches are in the closed position (Fig. 404).

NOTE: Use the latch control rod found between the first and second door latches, near the integrator.

CAUTION: DO NOT USE THE NEW LATCH-OPENING ACTUATOR TO PUSH THE INTEGRATOR CONNECTOR FORWARD. YOU CAN CAUSE DAMAGE TO THE SHEAR PIN IN THE NEW LATCH-OPENING ACTUATOR.

d) Insert the screwdriver through the integrator channel (Fig. 405).

e) Lightly push the integrator hook forward to permit the pawl on the integrator connector to release down into the detent of the integrator carrier (View C, Fig. 406).

MECH	INSP

WARNING: MOVE THE INTEGRATOR LOCK HANDLE TO THE "UNLOCK" POSITION. MAKE SURE THE INTEGRATOR LOCK HANDLE MOVES THROUGH THE FULL 0.4-INCH TRAVEL FROM THE "LOCK" TO THE "UNLOCK" POSITION. MAKE SURE YOU CAN FEEL THE DETENT WHICH IS IN THE MIDDLE OF THE 0.4-INCH TRAVEL. IF THE INTEGRATOR LOCK HANDLE IS IN AN INCORRECT POSITION, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

f) Pull the integrator lock handle outboard to the UNLOCK position (Fig. 402).

g) Put the integrator wrench into the wrench socket of cam and turn the cam full aft.

NOTE: The cross pin is moved aft by the cam.

h) Slowly turn the cam fully forward.

i) Examine the integrator as follows:

j) Make sure the cross pin is moved fully forward by the cam.

k) Make sure the slide compartment door latches move to the closed position (Fig. 404).

l) If the slide compartment door latches do not move to the closed position, do the steps to make sure the pawl on the integrator connector and the detent on the integrator carrier correctly engage.

m) Slowly turn the cam fully aft.

n) Examine the integrator as follows:

o) Make sure the cross pin is moved fully aft by the cam.

p) Make sure the slide compartment door latches move to the open position (Fig. 404).

q) If the slide compartment door latches do not move to the open position, do the steps to make sure the pawl on the integrator connector and the detent on the integrator carrier correctly engage.

9) If the slide compartment latches move to the closed position and then to the open position (the pawl on the integrator connector and the detent on the integrator carrier are engaged), pull the integrator lock handle outboard to the SAFETY position.

WARNING: DO NOT INSTALL THE LATCH-OPENING ACTUATOR ON THE INTEGRATOR CARRIER WHEN THE DETENT ON THE INTEGRATOR CARRIER AND THE PAWL ON THE INTEGRATOR CONNECTOR ARE NOT ENGAGED. INSTALLATION OF THE LATCH-OPENING ACTUATOR ON A DISENGAGED INTEGRATOR CARRIER CAN CAUSE THE ESCAPE SLIDE TO INFLATE AND CAUSE INJURY OR DAMAGE.

(b) Install the latch-opening actuator as follows:

NOTE: Make sure the integrator lock handle is in the SAFETY position and the cross pin is moved to the full aft position by the cam.

WARNING: MAKE SURE THE DIMENSION ON THE ACTUATOR PISTON/NUT IS CORRECT. IF THIS DIMENSION IS INCORRECT, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

1) Use the actuator gage to measure the actuator piston/nut dimension shown in Fig. 407.

2) If the actuator piston/nut dimension is not as shown in View A, Fig. 407, adjust the actuator nut as follows:

a) Loosen the jamnut.

b) Adjust the actuator nut to the dimension shown in Fig. 407.

c) Tighten the jamnut to 30-50 pound-inches.

MECH	INSP

WARNING: MAKE SURE THE ACTUATOR SHEAR PIN IS NOT DAMAGED. A DAMAGED SHEAR PIN CAN CAUSE THE ESCAPE SLIDE TO INFLATE AND CAUSE INJURY OR DAMAGE.

3) Examine the actuator shear pin as follows:

   a) Use a clamp to attach the actuator to a shop bench.

   b) Use a hand-held compression force measuring spring scale to apply a 15-20 pound force to the end of the actuator nut in the direction of the usual travel for the actuator piston shaft.

   c) Make sure the piston shaft does not move more than 0.03 inch. If the piston shaft moves more than 0.03 inch, the actuator shear pin is damaged.

      NOTE: You must not install the latch-opening actuator until it is repaired.

WARNING: DO NOT PULL THE INTEGRATOR HOOK IN THE AFT DIRECTION WHILE YOU INSTALL THE LATCH-OPENING ACTUATOR ON THE INTEGRATOR CARRIER. THE PAWL ON THE INTEGRATOR CONNECTOR CAN GO ABOVE THE DETENT OF THE INTEGRATOR CARRIER, BY THE HOOK AND DISENGAGE THE CARRIER (VIEW D, FIG. 406). A DISENGAGED INTEGRATOR CARRIER CAN CAUSE THE ESCAPE SLIDE TO INFLATE AND CAUSE INJURY OR DAMAGE.

4) Put the latch-opening actuator on the integrator carrier.

5) Make sure the actuator nut is engaged with the integrator hook (View A, Fig. 407).

6) Put the two screws into the outboard side fastener holes of the actuator.

7) Tighten the screws with your hand into the integrator carrier to align the latch-opening actuator with the integrator carrier.

MECH | INSP

WARNING: DO NOT MOVE THE LATCH-OPENING ACTUATOR WHILE YOU REMOVE THE SCREWS FROM THE LATCH-OPENING ACTUATOR. IF THE LATCH-OPENING ACTUATOR IS NOT ALIGNED, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

8) Remove the two screws from the latch-opening actuator after the latch-opening actuator is aligned with the integrator carrier.

WARNING: DO NOT MOVE THE LATCH-OPENING ACTUATOR FROM THE INTEGRATOR CARRIER AFTER YOU REMOVE ALL THE SCREWS. IF THE LATCH-OPENING ACTUATOR IS NOT ALIGNED, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

9) Do the steps to make sure the pawl on the integrator connector and the detent on the integrator carrier correctly engage.

10) Install the latch-opening actuator.

11) Install the latch-opening actuator screws.

NOTE: Make sure you do not move the latch-opening actuator.

12) Tighten all the screws into the integrator carrier with the socket wrench.

(2) Remove the shorting cap from the latch-opening actuator (Fig. 402A).

(3) Put the shorting cap in the pouch which is in the latch-opening actuator compartment.

WARNING: MAKE SURE THERE IS NO VOLTAGE PRESENT AT PIN A OF THE LATCH-OPENING ACTUATOR CONNECTOR. A VOLTAGE PRESENT AT PIN A CAN DEPLOY THE ESCAPE SLIDE AND CAUSE INJURY OR DAMAGE WHEN THE CONNECTOR IS RECONNECTED TO THE ACTUATOR.

MECH	INSP

(4) Make sure there is no voltage present at pin A of the latch-opening actuator connector.

(5) Connect the electrical connector to the latch-opening actuator.

E. Put the Airplane Back to Its Initial Condition

(1) Remove the safety pins from the door-opening actuators.

(2) Put the safety pins in the pouch which is in the latch-opening actuator compartment.

(3) Close the latch-opening actuator access door.

(4) Make sure the EMER DOORS light on the overhead panel, P5, is on.

(5) Make sure the applicable EICAS messages show on the top display:

(a) L WING SLIDE

(b) R WING SLIDE

(c) EMER DOORS

WARNING: YOU MUST OBEY THE PROCEDURE TO CLOSE THE SLIDE COMPARTMENT DOOR. IF YOU INCORRECTLY CLOSE THE SLIDE COMPARTMENT DOOR, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE

(6) Close the slide compartment door (AMM 25-65-08/201).

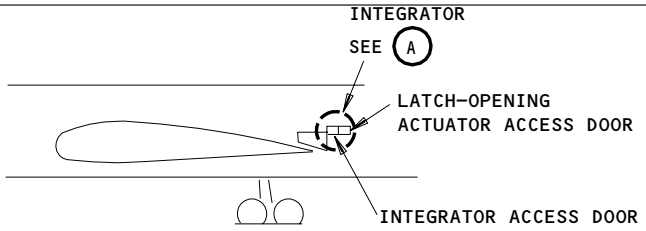
(7) Make sure the EMER DOORS light on the overhead panel, P5, is off.

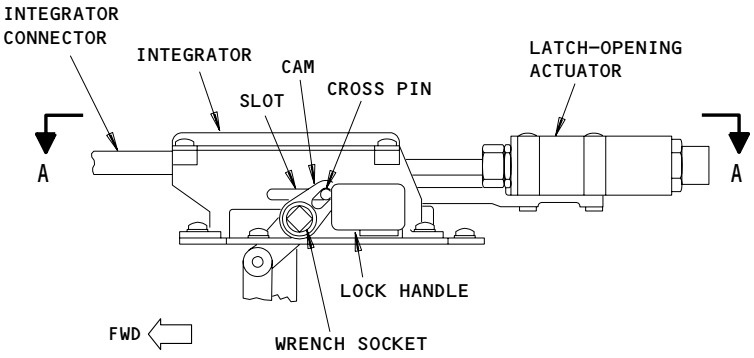
(8) Make sure the off-wing escape system EICAS messages do not show.

(9) Remove the protective cover from the work area of the wing surface.

WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

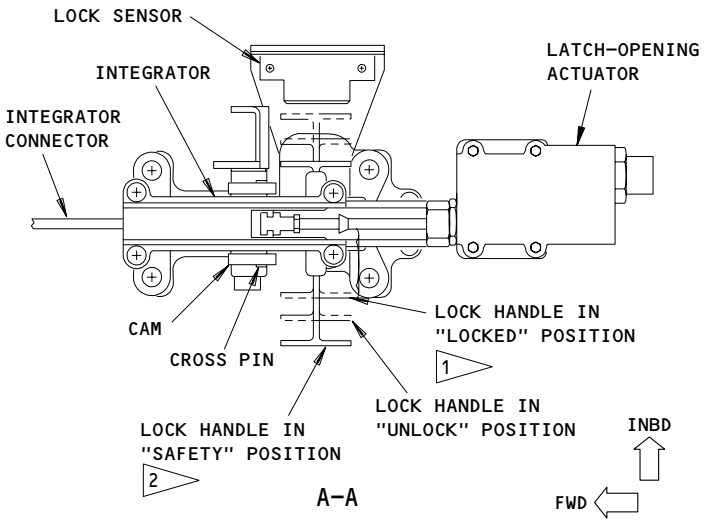
(10) Arm the off-wing escape system (AMM 25-65-00/201).





INTEGRATOR IN UNLATCHED POSITION
(CAM IN AFT POSITION)
(LOCK HANDLE IN "SAFETY" POSITION)

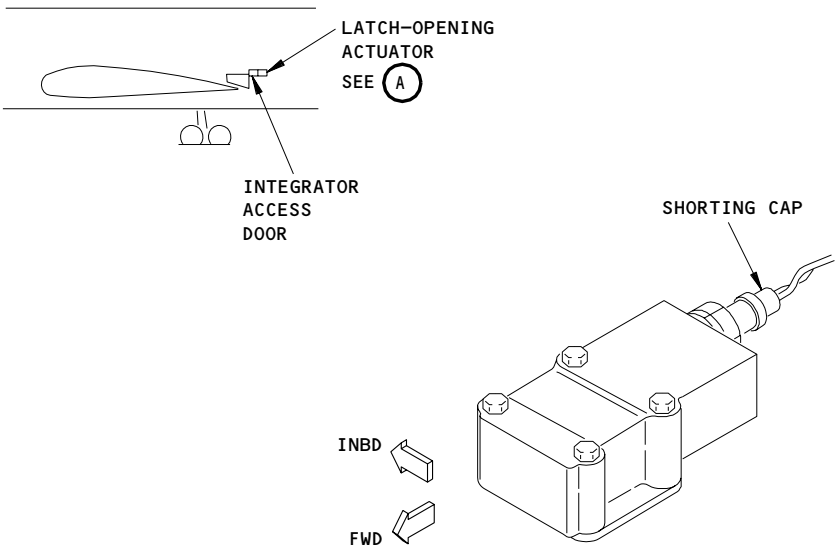
A



1 MOVE THE LOCK HANDLE TO THE "LOCKED" POSITION ONLY WHEN THE CAM IS IN THE FORWARD POSITION

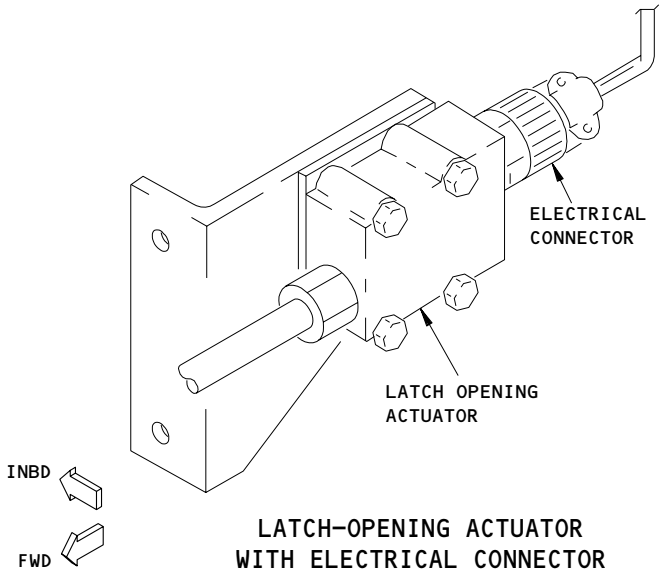
2 MOVE THE LOCK HANDLE TO THE "SAFETY" POSITION ONLY WHEN THE CAM IS IN THE AFT POSITION

Latch-Opening Actuator
Figure 402



LATCH-OPENING ACTUATOR
WITH SHORTING CAP

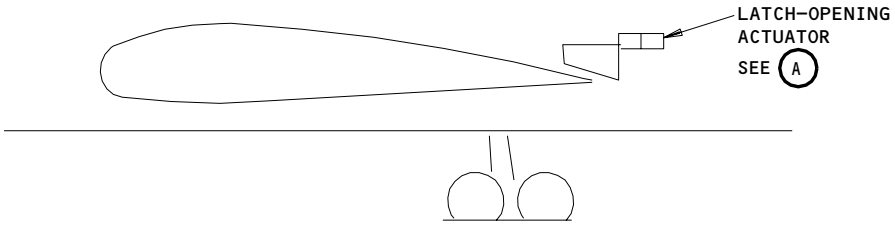
A

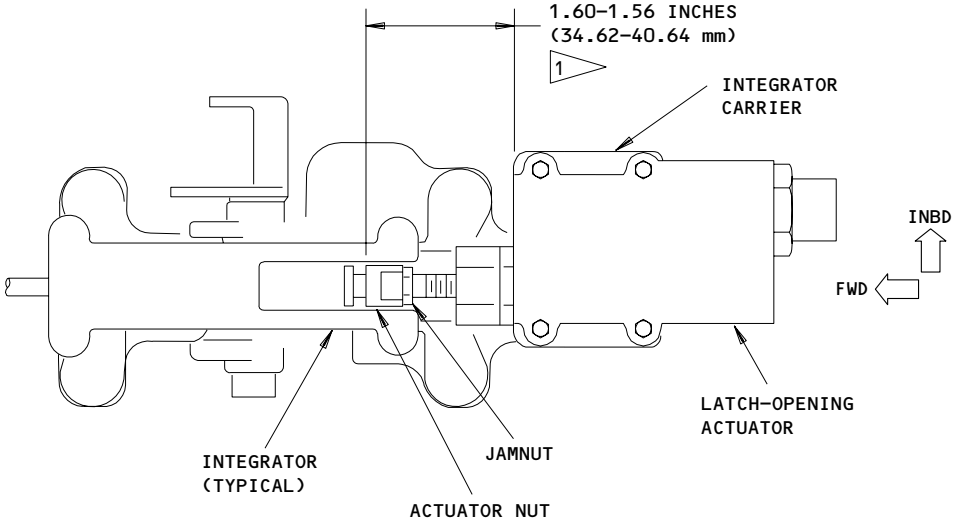


LATCH-OPENING ACTUATOR
WITH ELECTRICAL CONNECTOR

A

Integrator and Latch-Opening Actuator
Figure 402A

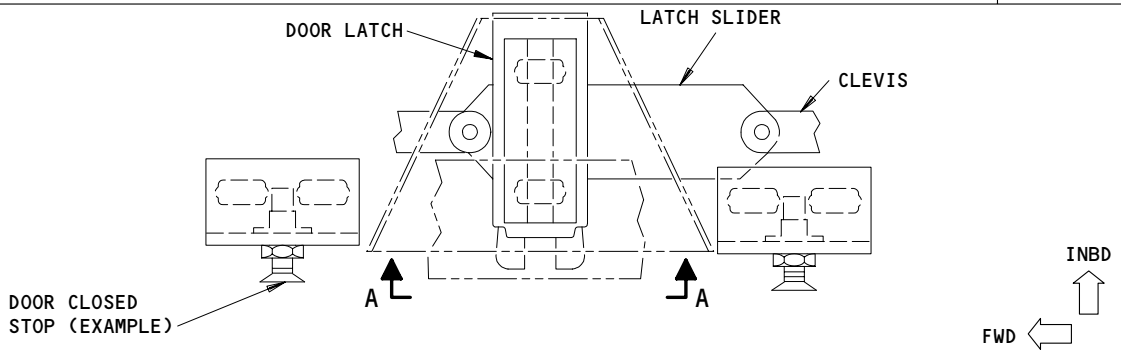




LATCH-OPENING ACTUATOR
A

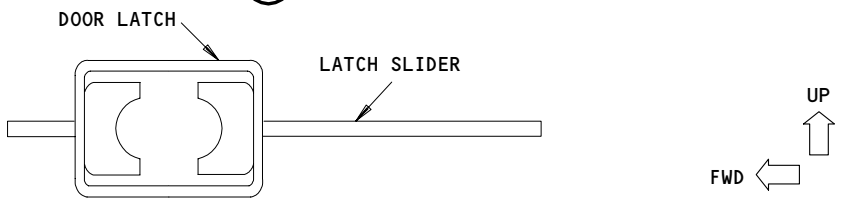
1 THIS DIMENSION IS FOR AN ACTUATOR THAT HAS FIRED

Fired Actuator
Figure 403

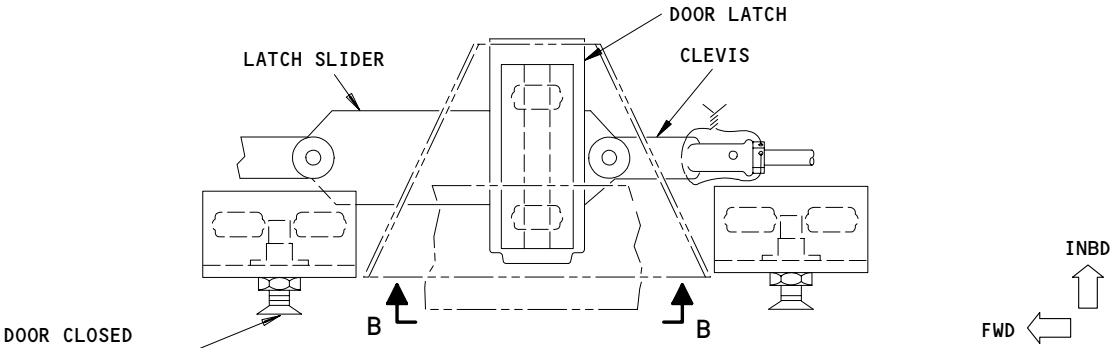


DOOR LATCH IN THE OPEN POSITION
(TOP VIEW)

B

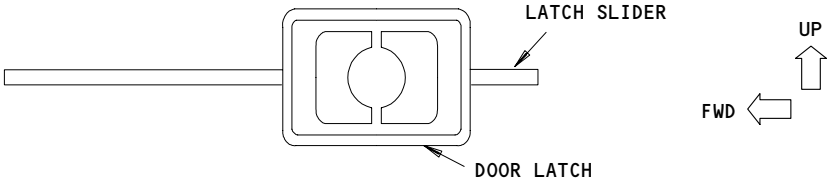


DOOR LATCH IN THE OPEN POSITION
A-A



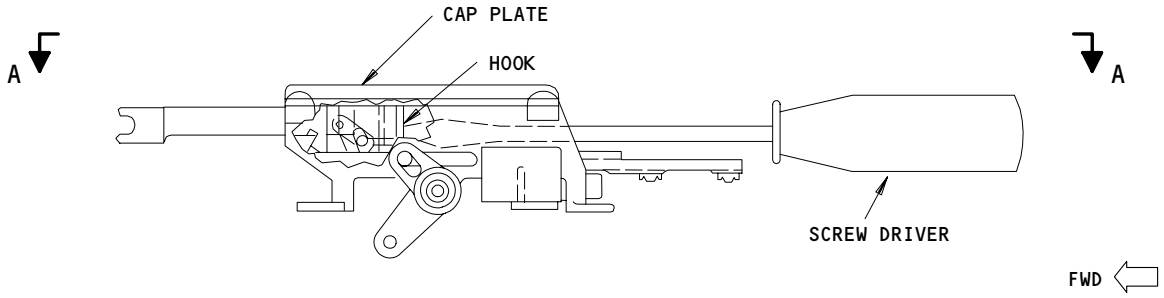
DOOR LATCH IN THE CLOSED POSITION
(TOP VIEW)

C

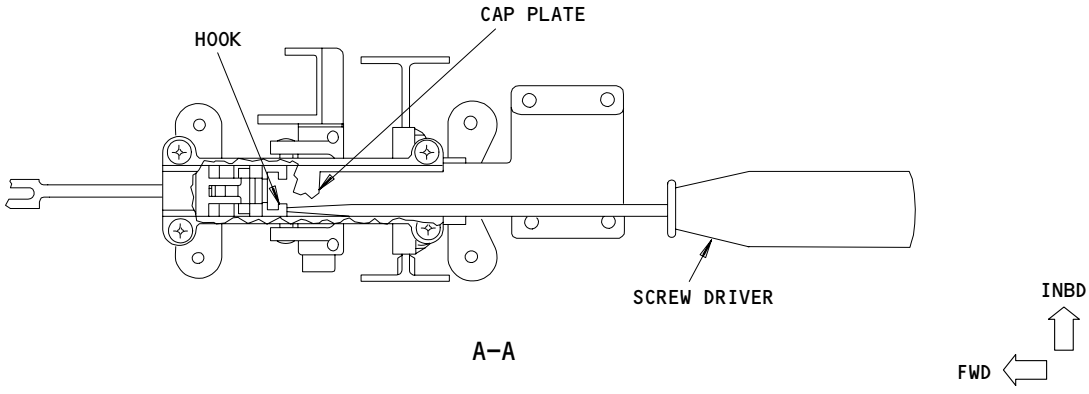


DOOR LATCH IN THE CLOSED POSITION
B-B

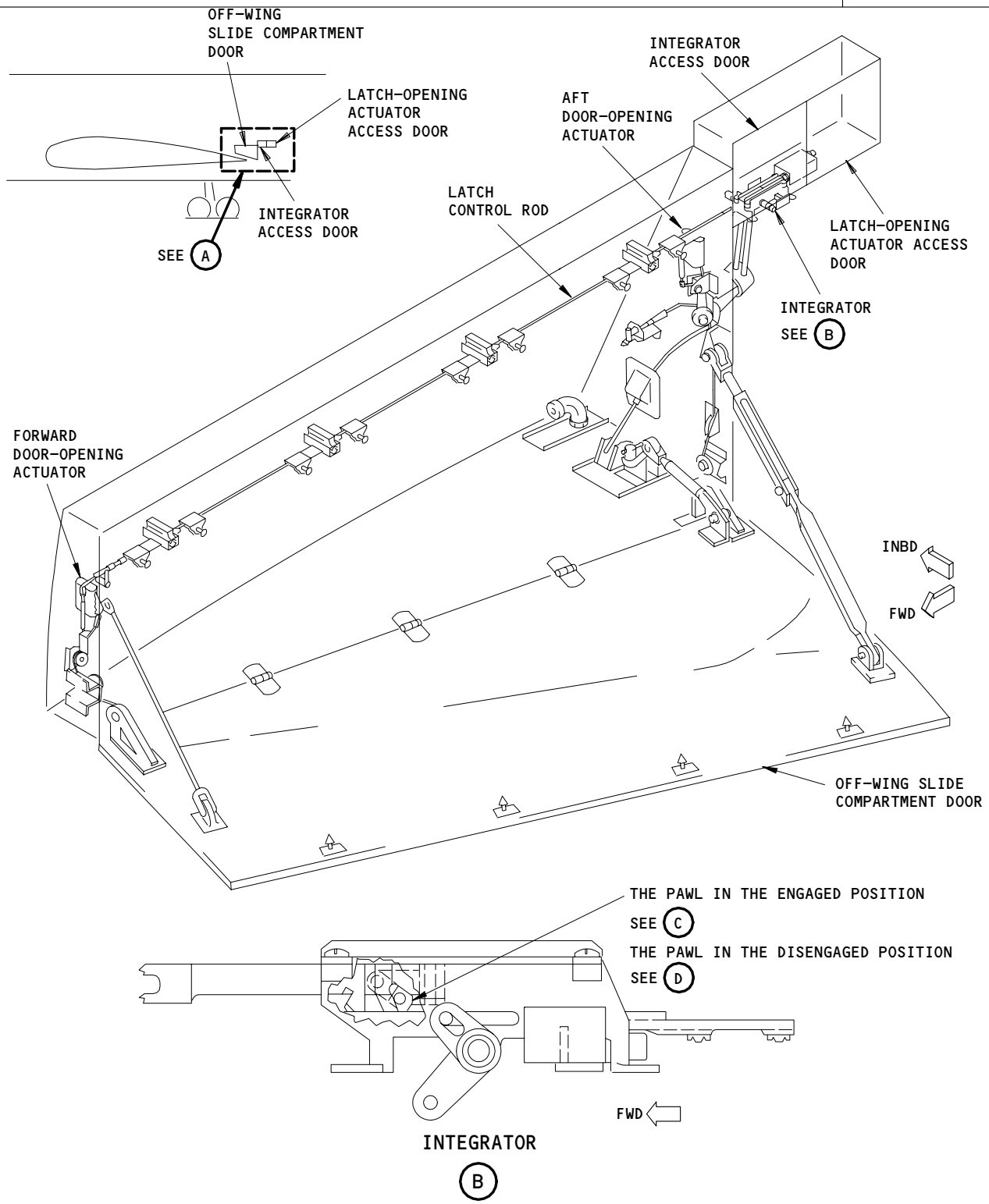
Slide Compartment Door Latch
Figure 404



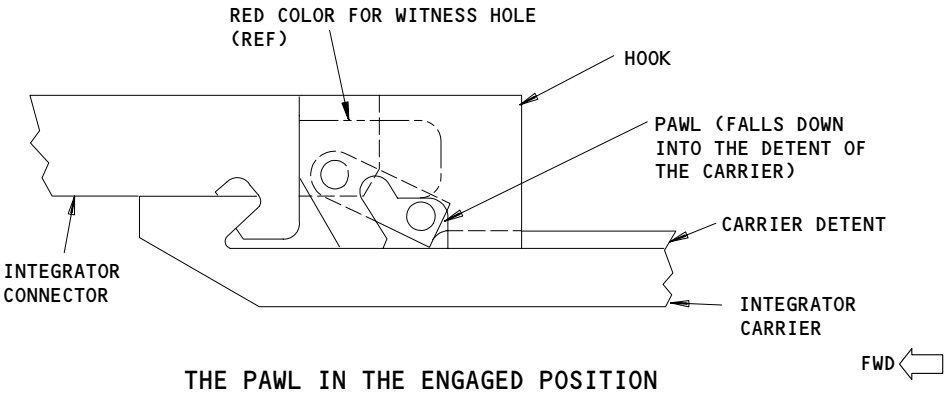
INTEGRATOR IN LATCHED POSITION
(CAM IN FORWARD POSITION)
(LOCK HANDLE IN "LOCKED" POSITION)



Off-Wing Escape System Integrator in Latched Position
Figure 405

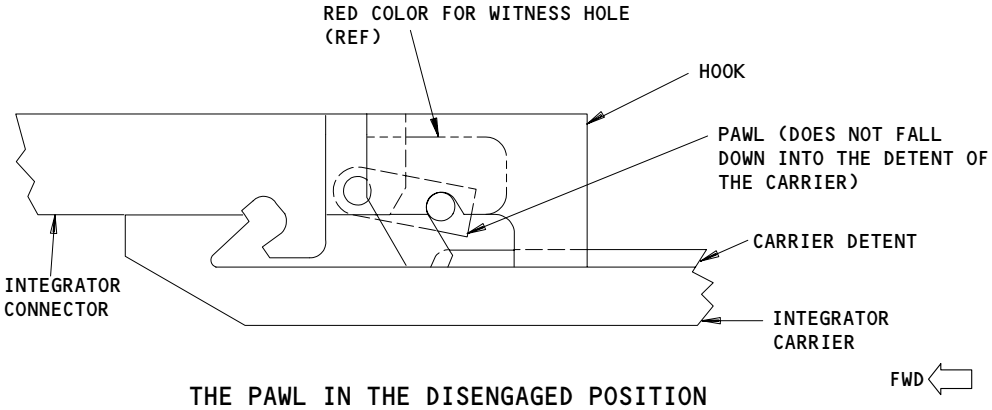


Off-Wing Escape System Integrator
Figure 406 (Sheet 1)



THE PAWL IN THE ENGAGED POSITION
(ON THE INTEGRATOR CONNECTOR AND THE CARRIER DETENT)

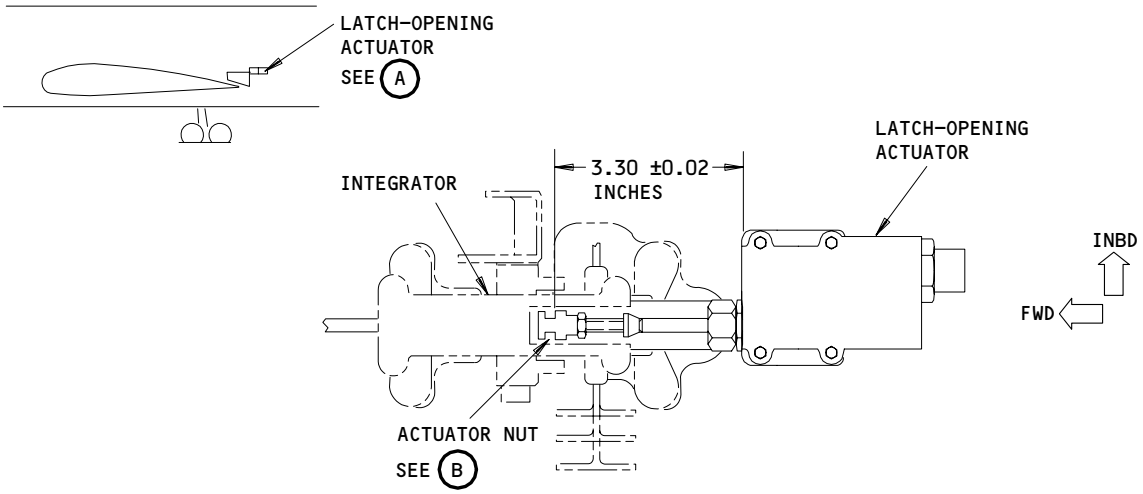
C



THE PAWL IN THE DISENGAGED POSITION
(ON THE INTEGRATOR CONNECTOR AND THE CARRIER DETENT)

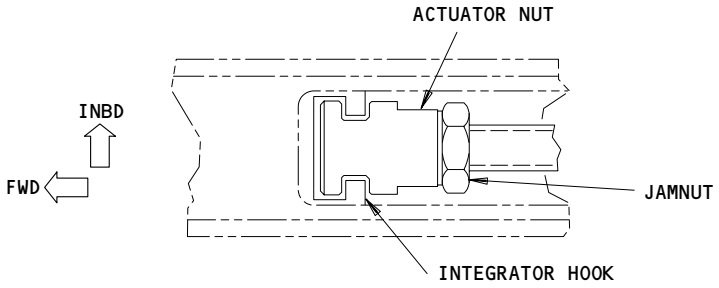
D

Off-Wing Escape System Integrator
Figure 406 (Sheet 2)



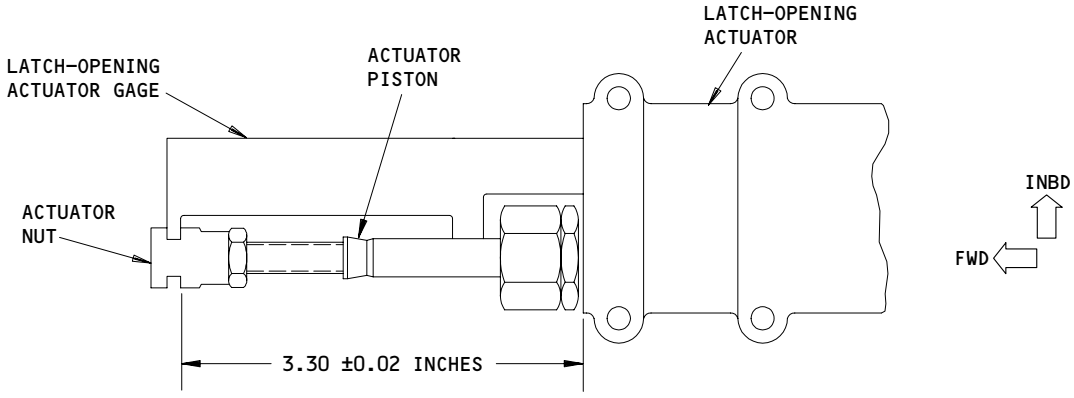
LATCH-OPENING ACTUATOR
(TOP VIEW)

A



ACTUATOR NUT

B



LATCH-OPENING ACTUATOR GAGE

Latch-Opening Actuator
Figure 407

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-025-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING	A-25-023-02	4C	14848	006	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING COMPARTMENT DOOR INTEGRATOR		NOTE	ALL

ZONES	ACCESS PANELS
195 196	195ML 196MR

MECH | INSP

MPD ITEM NUMBER

VISUALLY CHECK OFF-WING SLIDE COMPARTMENT DOOR INTEGRATOR FOR CONDITION. 25-65-07-6A

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES. NOT APPLICABLE TO AIRPLANES WITH THE MODULARIZED OFF-WING ESCAPE SLIDES.

1. VISUALLY CHECK LEFT OFF-WING SLIDE COMPARTMENT DOOR INTEGRATOR.

2. VISUALLY CHECK RIGHT OFF-WING SLIDE COMPARTMENT DOOR INTEGRATOR.

1. Integrator Access Door Inspection

A. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

B. Access

(1) Location Zones
195 Wing to Body - Aft Upper Half (Left)
196 Wing to Body - Aft Upper Half (Right)

(2) Access Panels
195ML Integrator Access Door (Left)
196MR Integrator Access Door (Right)

C. Procedure

(1) Open the integrator access door 195ML or 196MR (AMM 06-41-00/201).

(2) Do a check of the integrator with lock handles (Fig. 601):

MECH	INSP

(a) Make sure the cam is turned fully forward.

(b) Make sure the cross pin is fully forward in the slot.

WARNING: MAKE SURE THAT THE INTEGRATOR HANDLE MOVES THROUGH THE FULL 0.4 INCH (10.16 mm) TRAVEL WHEN THE INTEGRATOR LOCK HANDLE MOVES FROM THE "UNLOCK" TO THE "LOCK" POSITION. MAKE SURE YOU CAN FEEL THE DETENT WHICH IS IN THE MIDDLE OF THE 0.4 INCH (10.16 mm) TRAVEL. IF THE INTEGRATOR LOCK HANDLE IS IN AN INCORRECT POSITION, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(c) Make sure the lock handle is in the LOCK position.

(d) Make sure you do not see a red color in the witness hole on the integrator.

(3) Close the integrator access door.

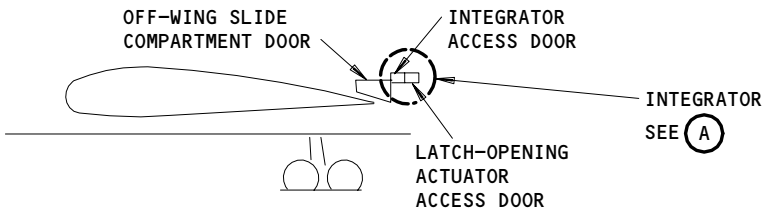
(4) Make sure the EMER DOORS light on overhead panel, P5, is off.

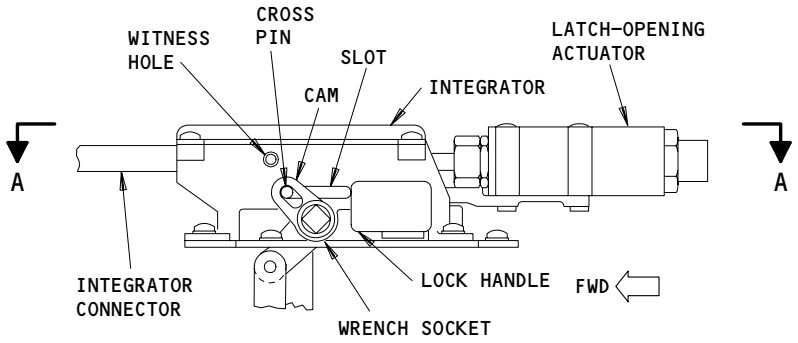
(5) Make sure these EICAS messages do not show on the top display:

(a) L WING SLIDE

(b) R WING SLIDE

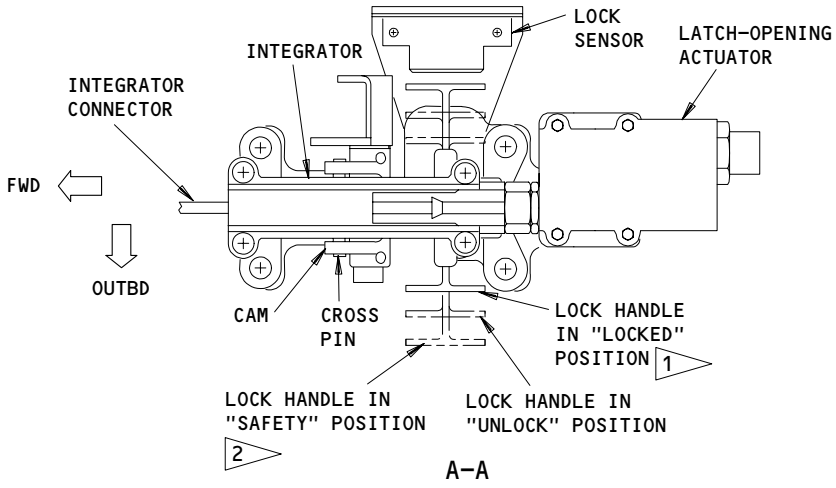
(c) EMER DOORS





INTEGRATOR IN LATCHED POSITION
(CAM IN FORWARD POSITION)
(LOCK HANDLE IN "LOCKED" POSITION)

A



A-A

1 MOVE THE LOCK HANDLE TO THE "LOCKED" POSITION ONLY WHEN THE CAM IS IN THE FORWARD POSITION

2 MOVE THE LOCK HANDLE TO THE "SAFETY" POSITION ONLY WHEN THE CAM IS IN THE AFT POSITION

Integrator in Latched Position
Figure 601

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-026-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	PASS CABIN		2C	12424	006	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
RESTORE	OFF-WING ESCAPE SYSTEM BATTERIES		NOTE	ALL

ZONES	ACCESS PANELS
241 242	

MECH	INSP	MPD ITEM NUMBER

RESTORE OFF-WING ESCAPE SYSTEM BATTERIES TO A SERVICEABLE CONDITION BY DEEP CYCLING THE NI-CAD BATTERIES. 25-65-17-4A

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES.

RESTORE BOTH LEFT AND RIGHT SIDE BATTERIES. THE FOLLOWING PROCEDURE APPLIES TO THE ON-AIRCRAFT PORTION OF THIS TASK (REMOVAL/INSTALLATION). RESTORATION CONSISTS OF DEEP-CYCLING THE BATTERIES.

1. Remove the Off-Wing Escape System Emergency Battery

A. References

(1) AMM 20-41-01/201, Electrostatic Discharge Sensitive Devices

(2) AMM 25-65-00/201, Off-Wing Escape System

B. Access

(1) Location Zone
240 BS 786 to BS 1065

C. Procedure

(1) Open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:

(a) 11P35, EMER LTS WING ESC L

(b) 11P36, EMER LTS WING ESC R

MECH | INSP

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(2) Disarm the off-wing escape system (AMM 25-65-00/201).

(3) Remove the screws that hold the air grill (Fig. 401).

(4) Remove the air grill.

CAUTION: DO NOT TOUCH THE POWER SUPPLY BEFORE YOU DO THE PROCEDURE FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE DAMAGE TO THE POWER SUPPLY.

(5) Before you touch the power supply, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-41-01/201).

(6) Remove the screws from the receptacle that holds the off-wing escape system emergency battery (View A, Fig. 401).

(7) Remove the off-wing escape system emergency battery from the receptacle.

2. Install the Off-Wing Escape System Emergency Battery

A. References

(1) AMM 20-41-01/201, Electrostatic Discharge Sensitive Devices

(2) AMM 25-65-00/201, Off-Wing Escape System

B. Access

(1) Location Zone
240 BS 786 to BS 1065

C. Procedure

MECH | INSP

CAUTION: DO NOT TOUCH THE POWER SUPPLY BEFORE YOU DO THE PROCEDURE FOR DEVICES THAT ARE SENSITIVE TO ELECTORSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE DAMAGE TO THE POWER SUPPLY.

(1) Before you touch the power supply, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-41-01/201).

(2) Put the off-wing escape system emergency battery in the receptacle (View A, Fig. 401).

(3) Install the screws that hold the off-wing escape system emergency battery.

(4) Put the air grill in position.

(5) Install the screws that hold the air grill.

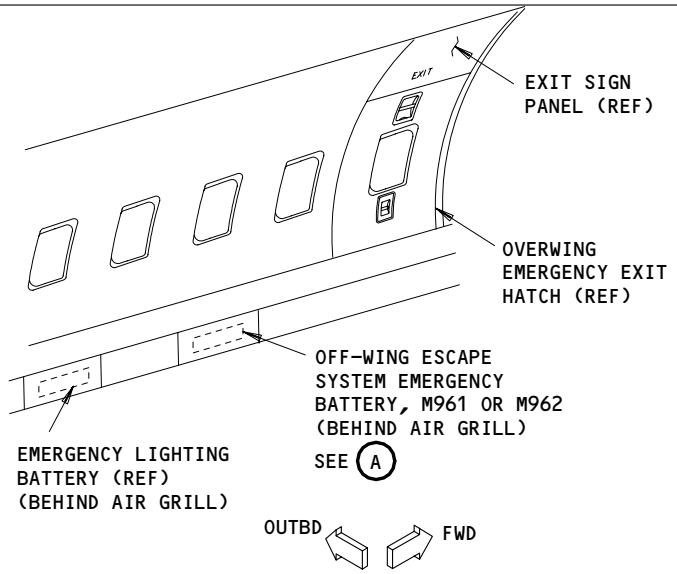
WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(6) Arm the off-wing escape system (AMM 25-65-00/201).

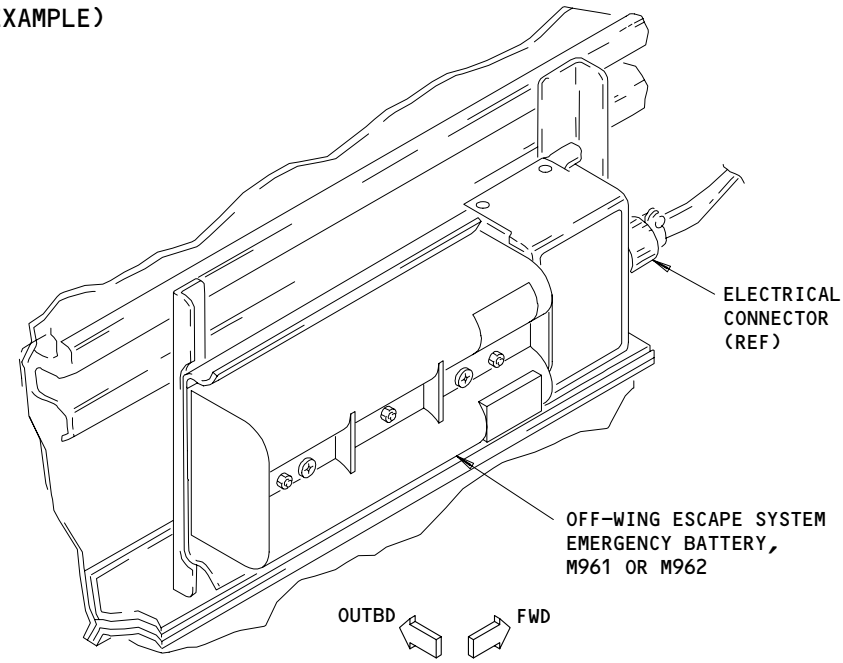
(7) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the overhead circuit breaker panel, P11:

(a) 11P35, EMER LTS WING ESC L

(b) 11P36, EMER LTS WING ESC R



OVERWING EMERGENCY EXIT HATCH
(EXAMPLE)



OFF-WING ESCAPE SYSTEM
EMERGENCY BATTERY, M961 OR M962
(EXAMPLE)

A

Off-Wing Escape System Emergency Battery
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-027-01-1
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	L WING TE		00010 YRS	23280	006	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
RESTORE	L OFF-WING SPOILER OVERRIDE ACTUATOR		NOTE	ALL

ZONES	ACCESS PANELS
553	5002

MECH	INSP	MPD ITEM NUMBER

RESTORE LEFT SPOILER OVERRIDE ACTUATOR BY REPLACING CARTRIDGE AT MANUFACTURER'S LIFE LIMIT (CURRENT SERVICE LIFE LIMIT IS 10 YEARS). 25-65-19-4A

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES.

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENSION OF TRAILING EDGE FLAPS PER MM REF 27-51-00.

1. Remove the Spoiler Override Actuator Squib

A. Equipment

(1) Safety Equipment, Off-Wing Escape System - A25016-1

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-20/401, Off-Wing Escape System Spoiler Override Actuator

B. Access

(1) Location Zone
553/653 Spoiler No. 6 (LH), No. 7 (RH)

C. Procedure

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Do the procedure to disarm the off-wing escape system (AMM 25-65-00/201).

MECH | INSP

(2) If the spoiler override actuator squib has not fired, do these steps:

WARNING: IF THE SPOILER OVERRIDE ACTUATOR SQUIB HAS NOT FIRED, INSTALL THE SHORTING CAP ON THE SQUIB. BE CAREFUL WHEN YOU TOUCH THE SPOILER OVERRIDE ACTUATOR SQUIB. IF YOU ARE NOT CAREFUL, THE SPOILER OVERRIDE ACTUATOR SQUIB CAN ACCIDENTALLY FIRE AND CAUSE INJURY OR DAMAGE.

(a) Install the shorting cap on the spoiler override actuator squib (View B, Fig. 401).

NOTE: The shorting cap is part of the off-wing escape system safety equipment.

(b) Remove the spoiler override actuator squib.

(c) Refer to the applicable safety standards to discard the spoiler override actuator squib, if it is at the service life limit.

WARNING: IF THE SPOILER OVERRIDE ACTUATOR SQUIB HAS FIRED, THE SPOILER OVERRIDE ACTUATOR CONTAINS PRESSURIZED GAS. REMOVE THE SPOILER OVERRIDE ACTUATOR SQUIB ONLY BY THE APPROVED METHOD GIVEN IN THIS PROCEDURE. IF YOU INCORRECTLY USE THIS PROCEDURE, INJURY OR DAMAGE CAN OCCUR.

(3) If the spoiler override actuator squib has fired, do these steps:

(a) Loosen the spoiler override actuator squib one full turn to release all the pressurized gas.

NOTE: If possible, make sure the air flows freely through the work area when you loosen the spoiler override actuator squib.

(b) Slowly remove the spoiler override actuator squib.

(c) Push the piston to the retracted position.

(d) Remove the fired spoiler override actuator squib.

MECH | INSP

(e) Refer to the applicable safety standards to discard the fired spoiler override actuator squib.

CAUTION: ONLY USE A SOFT CLOTH WHEN YOU CLEAN THE SPOILER OVERRIDE ACTUATOR. A BRUSH CAN SCRATCH THE INNER SURFACE OF THE SPOILER OVERRIDE ACTUATOR AND CAUSE DAMAGE.

(f) Remove the remaining propellent residue with a soft cloth.

NOTE: It is not mandatory to clean the spoiler overide actuator.

(4) Discard the O-ring.

(5) Examine the inner surface of the spoiler override actuator cover for moisture.

(6) If the interior of the spoiler override actuator cover is wet because of leakage of damping fluid, remove the spoiler override actuator for repair (AMM 25-65-20/401).

2. Install the Spoiler Override Actuator Squib

A. Equipment

(1) Safety Equipment, Off-Wing Escape System - A25016-1

B. Consumable Materials

(1) D00121 Grease - DC-33

C. References

(1) AMM 25-65-00/201, Off-Wing Escape System

(2) AMM 25-65-20/401, Off-Wing Escape System Spoiler Override Actuator

D. Access

(1) Location Zone
553/653 Spoiler No. 6 (LH), No. 7 (RH)

E. Procedure

MECH | INSP

WARNING: MAKE SURE THE OFF-WING ESCAPE SYSTEM IS DISARMED. IF THE OFF-WING ESCAPE SYSTEM IS ARMED, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Make sure the off-wing escape system is disarmed (AMM 25-65-00/201).

(2) Apply a light layer of grease to the new O-ring for the spoiler override actuator squib (View B, Fig. 401).

(3) Install the new O-ring into the spoiler override actuator.

(4) If the shorting cap is not installed, make sure you install the shorting cap into the spoiler override actuator squib (View B, Fig. 401).

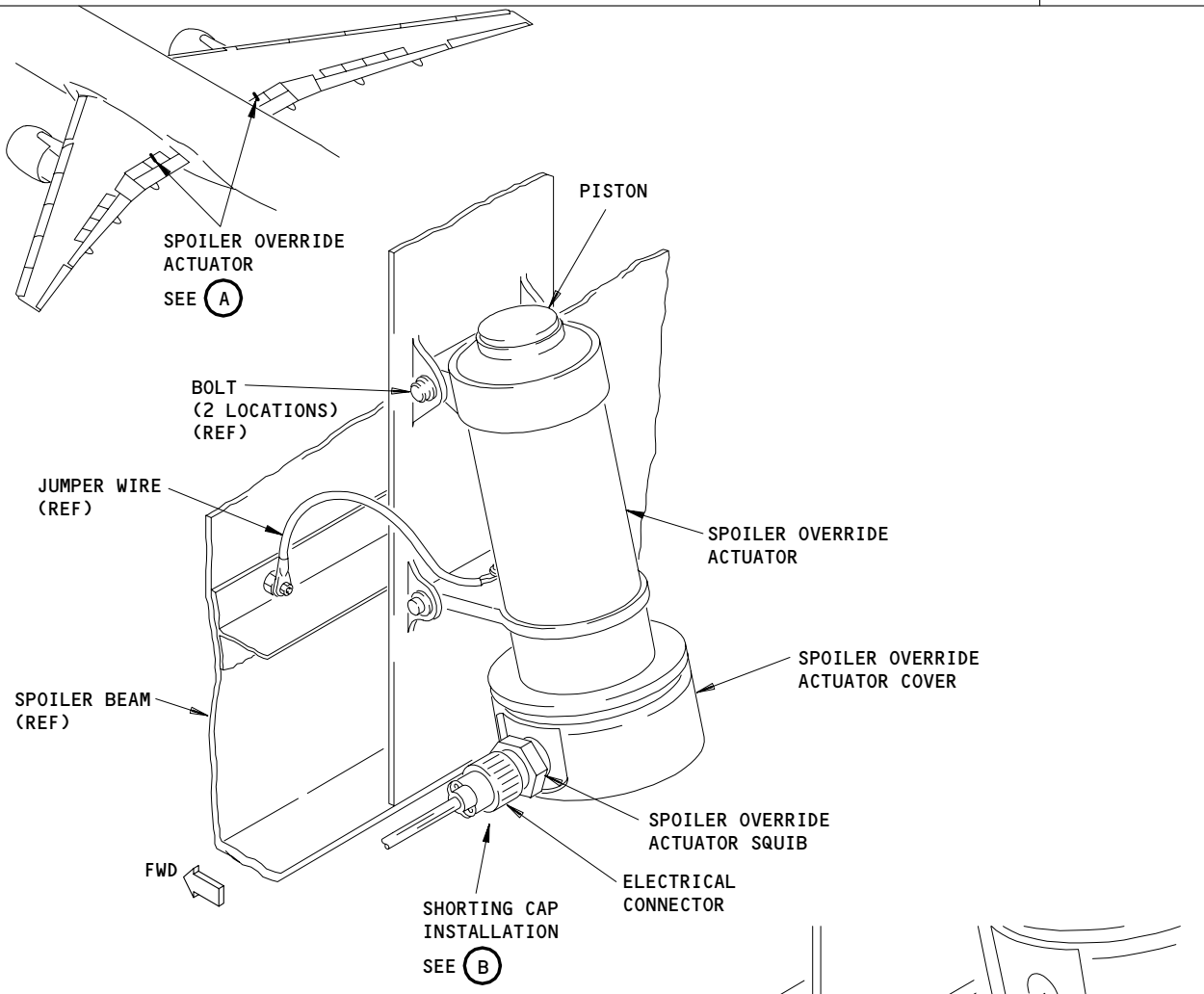
NOTE: The shorting cap is kept in a pouch which is in the latch opening actuator compartment.

(5) Install an unfired spoiler override actuator squib into the spoiler override actuator.

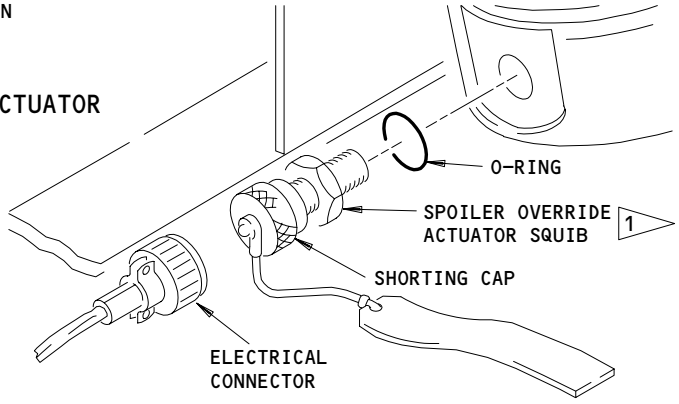
(6) Tighten the spoiler override actuator squib to 125-175 pound-inches.

WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(7) Arm the off-wing escape system (AMM 25-65-00/201).



SPOILER OVERRIDE ACTUATOR
A



SHORTING CAP INSTALLATION
(SPOILER OVERRIDE ACTUATOR SQUIB SHOWN REMOVED FROM THE SPOILER OVERRIDE ACTUATOR)
B 1

1 INSTALL THE SHORTING CAP ON THE SPOILER OVERRIDE ACTUATOR SQUIB IF THE SQUIB HAS NOT FIRED

Spoiler Override Actuator
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-027-01-2
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	R WING TE		00010 YRS	23280	006	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
RESTORE	R OFF-WING SPOILER OVERRIDE ACTUATOR		NOTE	ALL

ZONES	ACCESS PANELS
653	5002

MECH	INSP	MPD ITEM NUMBER
		25-65-19-4A

RESTORE RIGHT SPOILER OVERRIDE ACTUATOR BY REPLACING CARTRIDGE AT MANUFACTURER'S LIFE LIMIT (CURRENT SERVICE LIFE LIMIT IS 10 YEARS).

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES.

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENSION OF TRAILING EDGE FLAPS PER MM REF 27-51-00.

1. Remove the Spoiler Override Actuator Squib

A. Equipment

(1) Safety Equipment, Off-Wing Escape System - A25016-1

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-20/401, Off-Wing Escape System Spoiler Override Actuator

B. Access

(1) Location Zone
553/653 Spoiler No. 6 (LH), No. 7 (RH)

C. Procedure

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Do the procedure to disarm the off-wing escape system (AMM 25-65-00/201).

(2) If the spoiler override actuator squib has not fired, do these steps:

WARNING: IF THE SPOILER OVERRIDE ACTUATOR SQUIB HAS NOT FIRED, INSTALL THE SHORTING CAP ON THE SQUIB. BE CAREFUL WHEN YOU TOUCH THE SPOILER OVERRIDE ACTUATOR SQUIB. IF YOU ARE NOT CAREFUL, THE SPOILER OVERRIDE ACTUATOR SQUIB CAN ACCIDENTALLY FIRE AND CAUSE INJURY OR DAMAGE.

(a) Install the shorting cap on the spoiler override actuator squib (View B, Fig. 401).

NOTE: The shorting cap is part of the off-wing escape system safety equipment.

(b) Remove the spoiler override actuator squib.

(c) Refer to the applicable safety standards to discard the spoiler override actuator squib, if it is at the service life limit.

WARNING: IF THE SPOILER OVERRIDE ACTUATOR SQUIB HAS FIRED, THE SPOILER OVERRIDE ACTUATOR CONTAINS PRESSURIZED GAS. REMOVE THE SPOILER OVERRIDE ACTUATOR SQUIB ONLY BY THE APPROVED METHOD GIVEN IN THIS PROCEDURE. IF YOU INCORRECTLY USE THIS PROCEDURE, INJURY OR DAMAGE CAN OCCUR.

(3) If the spoiler override actuator squib has fired, do these steps:

(a) Loosen the spoiler override actuator squib one full turn to release all the pressurized gas.

NOTE: If possible, make sure the air flows freely through the work area when you loosen the spoiler override actuator squib.

(b) Slowly remove the spoiler override actuator squib.

(c) Push the piston to the retracted position.

(d) Remove the fired spoiler override actuator squib.

(e) Refer to the applicable safety standards to discard the fired spoiler override actuator squib.

CAUTION: ONLY USE A SOFT CLOTH WHEN YOU CLEAN THE SPOILER OVERRIDE ACTUATOR. A BRUSH CAN SCRATCH THE INNER SURFACE OF THE SPOILER OVERRIDE ACTUATOR AND CAUSE DAMAGE.

(f) Remove the remaining propellent residue with a soft cloth.

NOTE: It is not mandatory to clean the spoiler overide actuator.

(4) Discard the O-ring.

(5) Examine the inner surface of the spoiler override actuator cover for moisture.

(6) If the interior of the spoiler override actuator cover is wet because of leakage of damping fluid, remove the spoiler override actuator for repair (AMM 25-65-20/401).

2. Install the Spoiler Override Actuator Squib

A. Equipment

(1) Safety Equipment, Off-Wing Escape System - A25016-1

B. Consumable Materials

(1) D00121 Grease - DC-33

C. References

(1) AMM 25-65-00/201, Off-Wing Escape System

(2) AMM 25-65-20/401, Off-Wing Escape System Spoiler Override Actuator

D. Access

(1) Location Zone
553/653 Spoiler No. 6 (LH), No. 7 (RH)

E. Procedure

MECH	INSP

WARNING: MAKE SURE THE OFF-WING ESCAPE SYSTEM IS DISARMED. IF THE OFF-WING ESCAPE SYSTEM IS ARMED, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Make sure the off-wing escape system is disarmed (AMM 25-65-00/201).

(2) Apply a light layer of grease to the new O-ring for the spoiler override actuator squib (View B, Fig. 401).

(3) Install the new O-ring into the spoiler override actuator.

(4) If the shorting cap is not installed, make sure you install the shorting cap into the spoiler override actuator squib (View B, Fig. 401).

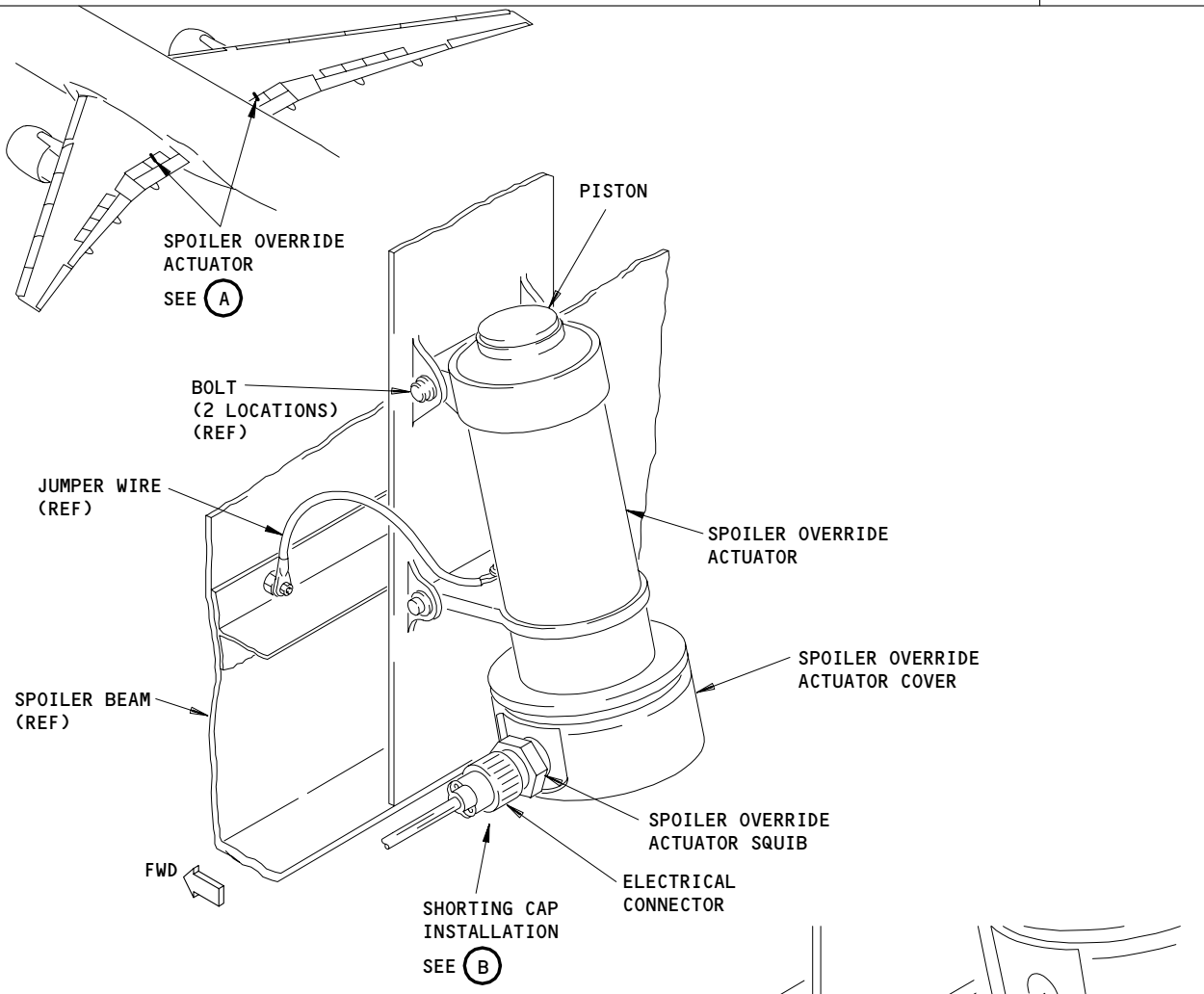
NOTE: The shorting cap is kept in a pouch which is in the latch opening actuator compartment.

(5) Install an unfired spoiler override actuator squib into the spoiler override actuator.

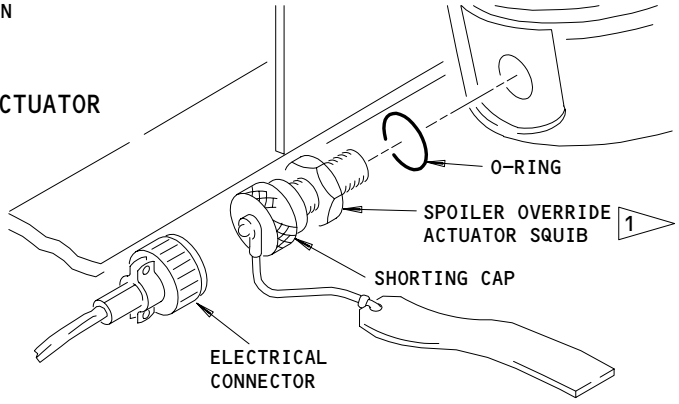
(6) Tighten the spoiler override actuator squib to 125-175 pound-inches.

WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(7) Arm the off-wing escape system (AMM 25-65-00/201).



SPOILER OVERRIDE ACTUATOR
A



SHORTING CAP INSTALLATION
(SPOILER OVERRIDE ACTUATOR SQUIB SHOWN REMOVED FROM THE SPOILER OVERRIDE ACTUATOR)
B 1

1 INSTALL THE SHORTING CAP ON THE SPOILER OVERRIDE ACTUATOR SQUIB IF THE SQUIB HAS NOT FIRED

Spoiler Override Actuator
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-028-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	ENTRY DOORS		1A	10101	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENTRY/SERVICE DOOR ESC SLIDE BOTTLES		PASS	ALL

ZONES	ACCESS PANELS
831 833 835 841 843 845	831 833 835 841 843 845 NOTE

MECH	INSP	MPD ITEM NUMBER

VISUALLY INSPECT THE ENTRY/SERVICE DOOR ESCAPE SLIDE INFLATION BOTTLE FOR PROPER PRESSURE. 25-66-02-6A

ACCESS NOTE: DOOR ZONE AND ACCESS REFERENCES 835 AND 845 APPLY TO 767 AIRPLANES WITH MID-CABIN ENTRY DOORS.

1. Inflation Cylinder Check (Fig. 601)

A. Access

(1) Location Zones

831 Forward Entry Door
833 Aft Entry Door
841 Forward Service Door
843 Aft Service Door

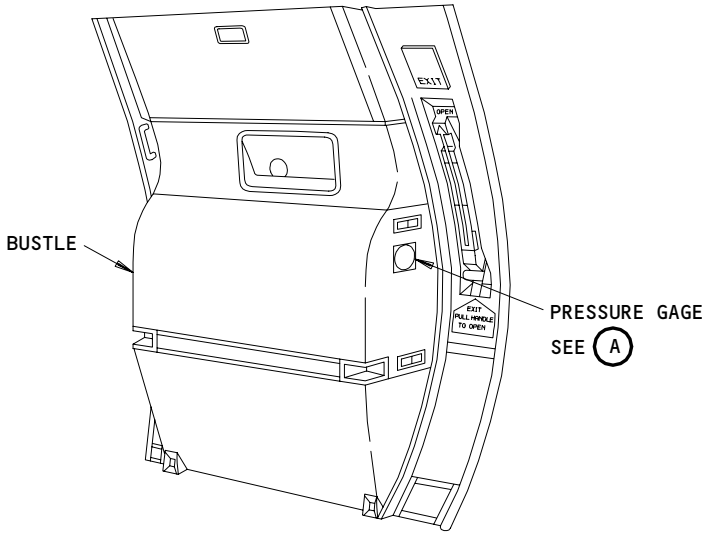
B. Procedure

(1) Close and latch the entry/service door (AMM 25-66-00/201).

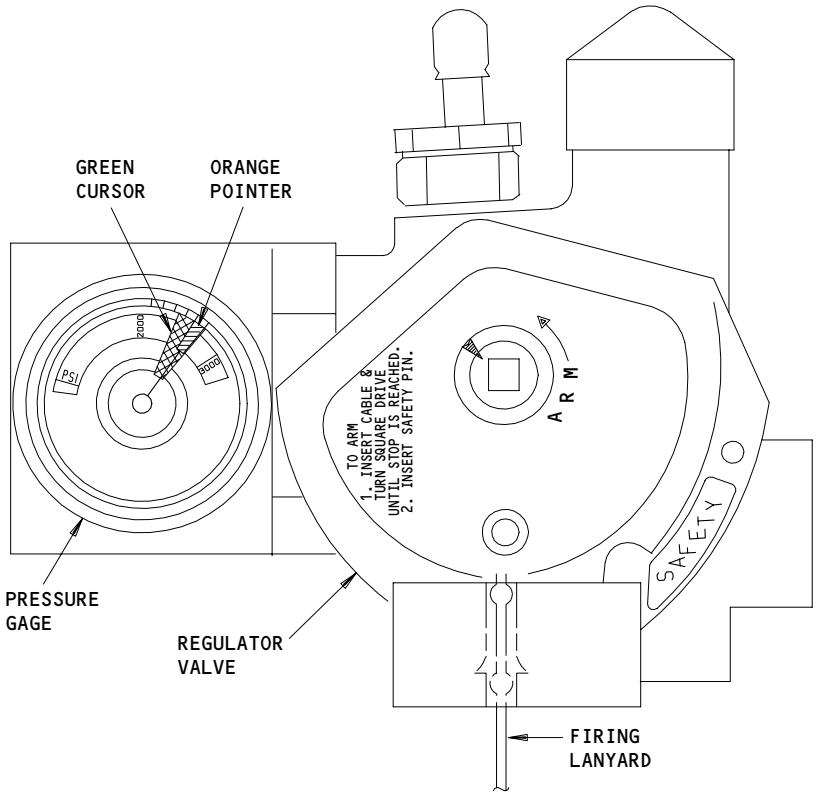
(2) Move the spring-loaded mirror on the side of the bustle until you can see the pressure gage.

(3) Make sure the orange pointer on the pressure gage needle is on the green cursor.

NOTE: The inflation cylinder must be at a constant, stable temperature for two hours or more for the check to be correct. A fast change in the temperature causes the green band to move more quickly than the pressure gage needle. The pressure gage needle can show an incorrect low indication immediately after a large increase in temperature.



ENTRY/SERVICE DOOR
(INTERNAL VIEW)



PRESSURE GAGE
(A)

Entry/Service Door Escape System Inflation Cylinder
Figure 601

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-029-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	ENTRY DOORS	W-25-029-03	00003 YRS	12424	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
RESTORE	ENTRY/SERVICE DOOR ESCAPE SLIDE		PASS	ALL

ZONES	ACCESS PANELS
831 833 835 841 843 845	831 833 835 841 843 845 NOTE

MECH | INSP

MPD ITEM NUMBER

RESTORE ENTRY/SERVICE DOOR ESCAPE SLIDE. 25-66-01-4A

NOTE: RESTORATION INCLUDES FUNCTIONAL (INFLATION) AND COMPONENT CHECKS AS RECOMMENDED BY VENDOR AND REPLACEMENT OF AGE-DATED ITEMS (BATTERIES, SURVIVAL KIT) AS REQUIRED. VENDOR (BFGOODRICH) RECOMMENDED EXPIRATION TIME IS 3 YEARS.

ACCESS NOTE: DOOR ZONE AND ACCESS REFERENCES 835 AND 845 APPLY TO 767 AIRPLANES WITH MID-CABIN ENTRY DOORS.

THE FOLLOWING PROCEDURE APPLIES TO THE ON-AIRPLANE PORTION OF THIS TASK. (REMOVAL/INSTALLATION)

1. Remove the Escape Slide Pack

A. References

(1) AMM 25-66-00/201, Entry/Service Door Escape System

(2) AMM 52-11-13/201, Entry/Service Door Ground Lock

B. Access

(1) Location Zones

831 Forward Entry Door
833 Aft Entry Door
841 Forward Service Door
843 Aft Service Door

C. Procedure

(1) Close and latch the entry/service door (AMM 25-66-00/201).

MECH	INSP

WARNING: MAKE SURE YOU INSTALL THE GROUND LOCK FOR THE ENTRY/SERVICE DOOR. WITHOUT THE GROUND LOCK INSTALLED, THE DOOR CAN LIFT ACCIDENTALLY, AND CAUSE INJURY OR DAMAGE.

(2) Install the ground lock for the entry/service door (AMM 52-11-13/201).

(3) Move the arm/disarm handle to the DISARMED position.

(4) Make sure that the yellow flag indicators for the girt bar (3) are not shown in the windows at the bottom of the door.

(5) Remove the bustle (2).

(6) Remove the safety pin from the stowage pouch on the escape slide pack (1).

WARNING: MAKE SURE YOU INSTALL THE SAFETY PIN INTO THE INFLATION CYLINDER REGULATOR. THE ACCIDENTAL INFLATION OF THE ESCAPE SYSTEM CAN CAUSE INJURY OR DAMAGE.

(7) Install safety pin into the inflation cylinder regulator.

CAUTION: MAKE SURE YOU DO NOT PULL ON THE RELEASE CABLES WHEN YOU MOVE THE GIRT BAR. A FORCE ON THE CABLES CAN CAUSE THE ESCAPE SLIDE PACK TO RELEASE FROM THE DOOR.

(8) Remove the girt bar (3) from the girt bar carrier.

(9) Attach the girt bar (3) to the escape slide pack (1) with the retainer straps.

(10) Turn the deployment bar down to touch the floor.

(11) Release the snaps of the safety strap for the latch handle (View A, Fig. 402).

(12) Hold the top of the escape slide pack (1) and turn the latch handle to the unlocked position.

(13) Lower the escape slide pack (1) down and inboard until it is on the floor.

NOTE: It is not necessary to lift the escape slide pack (1).

(14) Move the escape slide pack (1) inboard until the two lower fittings are disengaged from the mounting brackets on the door.

2. Install the Escape Slide Pack

A. Parts

AMM			AIPC		
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
401	1	Escape Slide-Raft	25-66-01	01	1 5 10 15
	2	Bustle (Forward Entry) Bustle (Forward Service) Bustle (Aft Entry/Service)	52-11-02	20 25	10 11 10
	3	Girt Bar	25-66-01	01	340

B. References

(1) AMM 52-11-13/201, Entry/Service Door Ground Lock

C. Access

(1) Location Zones

831 Forward Entry Door
833 Aft Entry Door
841 Forward Service Door
843 Aft Service Door

D. Procedure

WARNING: MAKE SURE YOU INSTALL THE GROUND LOCK FOR THE ENTRY/SERVICE DOOR. WITHOUT THE GROUND LOCK INSTALLED, THE DOOR CAN LIFT ACCIDENTALLY, AND CAUSE INJURY OR DAMAGE.

MECH	INSP

(1) Make sure the ground lock for the entry/service door is installed. (AMM 52-11-13/201).

(2) Turn the deployment bar down to touch the floor.

(3) Make sure the needle on the inflation cylinder gage is in the green band.

NOTE: The inflation cylinder must be at a constant, stable temperature for two hours or more for the check to be correct. A fast change in the temperature causes the green band to move more quickly than the pressure gage needle. The pressure gage needle can show an incorrect low indication immediately after a large increase in temperature.

CAUTION: MAKE SURE THAT THE DEPLOYMENT CABLES ARE CORRECTLY ENGAGED INTO THE DEPLOYMENT CABLE RETRACTORS.

(4) Set the escape slide pack (1) inboard face down (with the cover on the floor and the packboard on top).

(5) Move the escape slide pack (1) in front of the entry/service door with the lower fittings adjacent to the door.

(6) Move the escape slide pack (1) outboard and align the lower fittings with the mounting brackets on the door.

(7) Continue to move the escape slide pack (1) outboard until the two lower fittings are engaged with the brackets on the door.

NOTE: You can move the escape slide pack (1) from side to side on its face to get the lower fitting height necessary to engage the door brackets. It is not necessary to lift the escape slide pack (1).

(8) Lift the top of the escape slide pack (1) up and outboard.

(9) Make sure the guide pin on the escape slide pack (1) aligns with the track on the door.

(10) Hold the top of the escape slide pack (1) tightly against the latch. Turn the latch handle to the locked position (Fig. 402).

MECH | INSP

(11) Attach the snaps of the safety strap for the latch handle (View A, Fig. 402).

NOTE: The safety strap holds the latch handle in the locked position.

(12) Turn the deployment bar up to the loaded position (Fig. 401).

(13) Make sure the deployment cables are in the correct position as shown in View A-A, Fig. 401.

CAUTION: MAKE SURE YOU DO NOT PULL ON THE RELEASE CABLES WHEN YOU MOVE THE GIRT BAR. A FORCE ON THE CABLES CAN CAUSE THE ESCAPE SLIDE PACK TO RELEASE FROM THE DOOR.

(14) Release the retainer straps and disconnect the girt bar from the escape slide pack (1).

(15) Install the girt bar in the girt bar carrier.

(16) Turn the girt bar locks to align the arrows as shown (View B, Fig. 401).

(a) When you turn the girt bar lock, make sure you can feel the ball plunger in the lock operate correctly with positive detent action between the unlocked and locked positions.

(b) If the girt bar lock does not operate correctly, adjust the ball plunger in the lock.

(17) Do a check on the round, white, silicone bumper on the forward side of the packboard as follows:

(a) Make sure the clearance between the bumper and the forward surface of the packboard channel is 0.15 to 0.21 inch (3.8 to 5.3 mm).

(b) If the clearance is not correct, adjust the bumper.

MECH | INSP

WARNING: MAKE SURE YOU REMOVE THE SAFETY PIN FROM THE INFLATION CYLINDER REGULATOR. MAKE SURE THE SAFETY PIN IS NOT DAMAGED OR BROKEN. THE ESCAPE SYSTEM WILL NOT INFLATE IN AN EMERGENCY IF THE SAFETY PIN OR PART OF THE SAFETY PIN IS IN THE INFLATION CYLINDER REGULATOR.

(18) Remove the safety pin from the inflation cylinder regulator.

(19) Put the safety pin into the pocket on the escape slide pack (1).

CAUTION: MAKE SURE YOU DO NOT PULL ON THE RELEASE CABLES WHEN YOU INSTALL THE BUSTLE. A FORCE ON THE CABLES CAN CAUSE THE ESCAPE SLIDE PACK TO RELEASE FROM THE DOOR.

(20) Install the bustle (2).

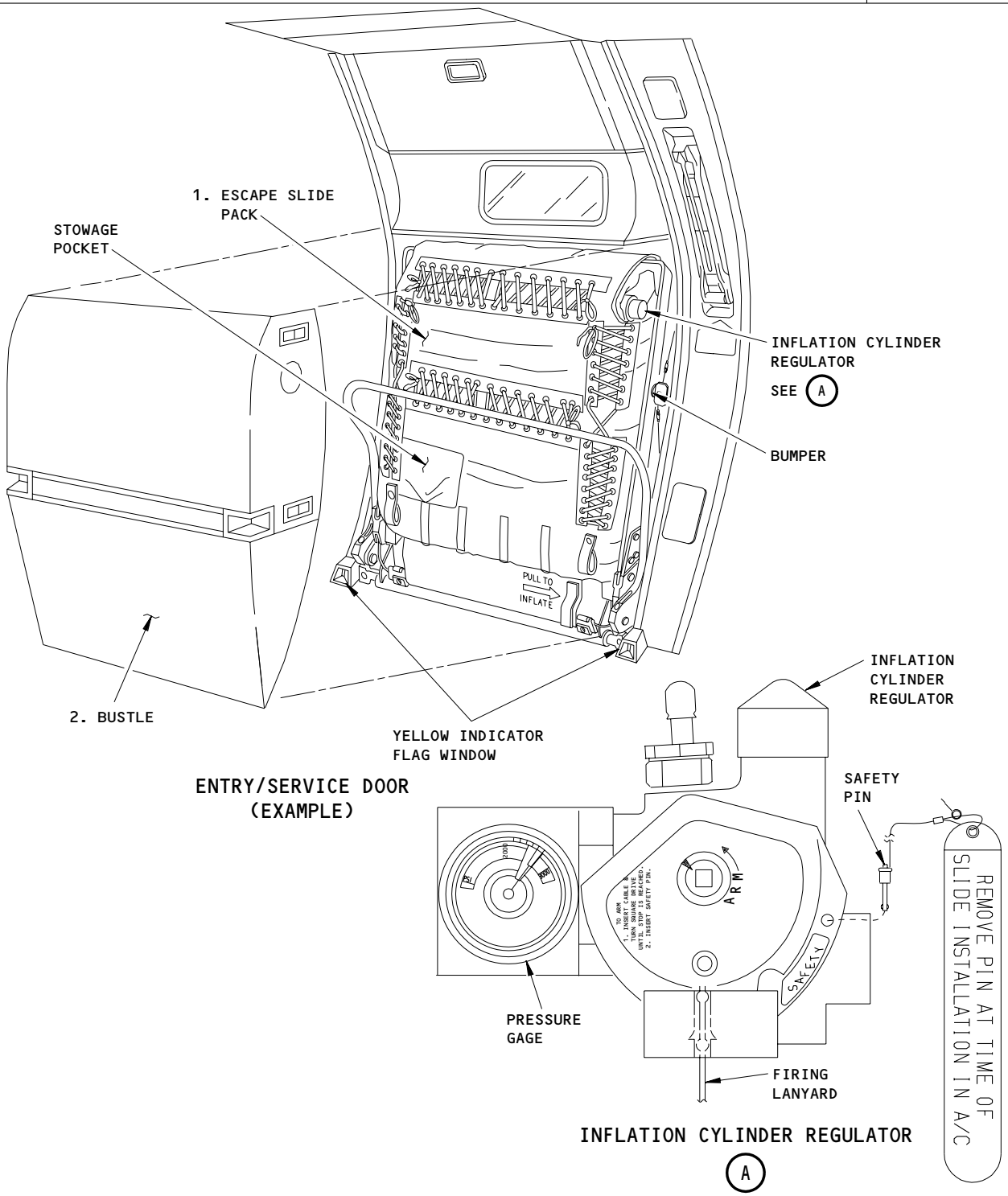
(21) Move the arm/disarm handle to the ARMED position.

(22) Make sure the yellow indicator flags for the girt bar completely fill the windows at the bottom of the bustle (2).

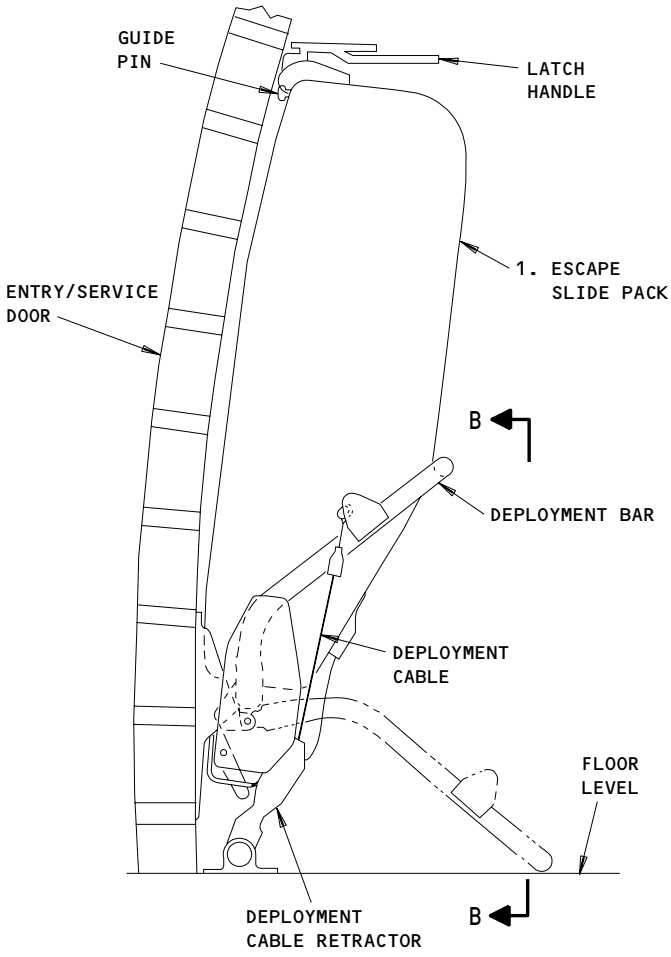
(23) Move the arm/disarm handle to the DISARMED position.

(24) Make sure the yellow indicator flags for the girt bar are not shown in the windows at the bottom of the bustle (2).

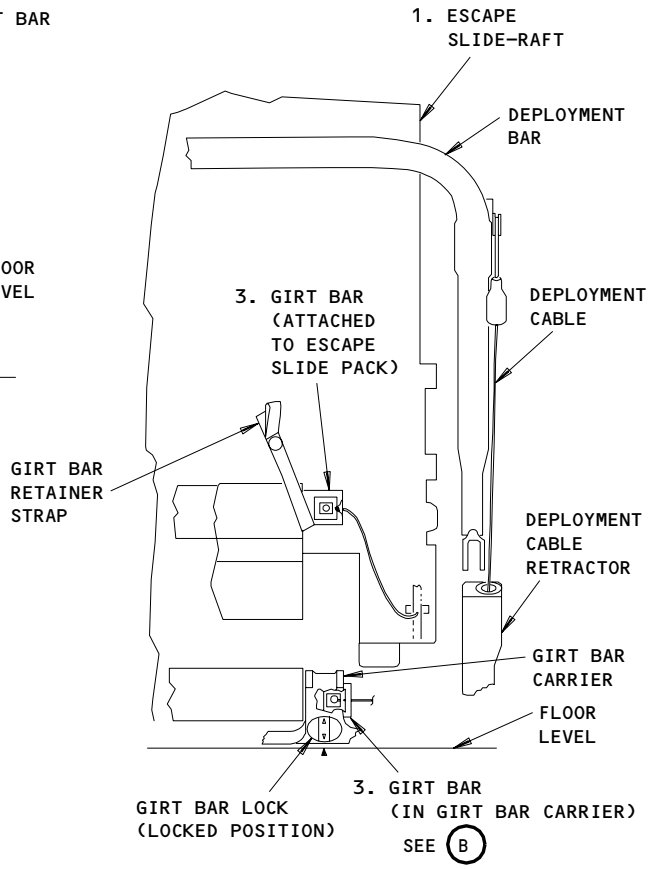
(25) Remove the ground lock for the entry/service door (Ref 52-11-13).



Entry/Service Door Escape System
Figure 401 (Sheet 1)

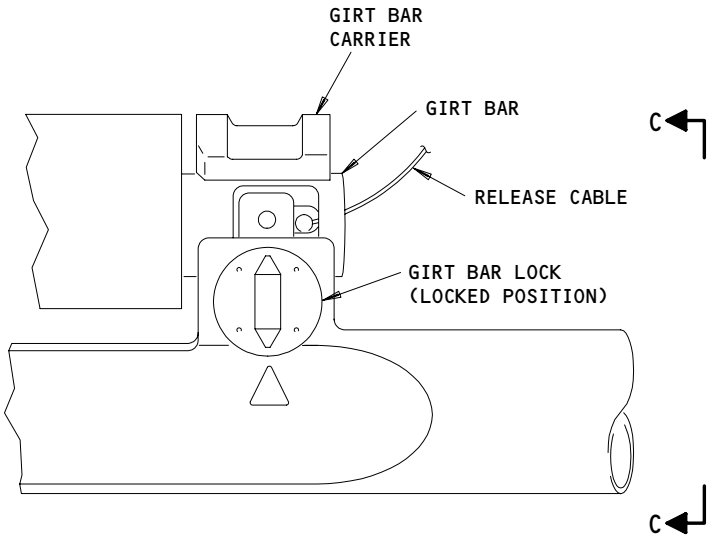


A-A



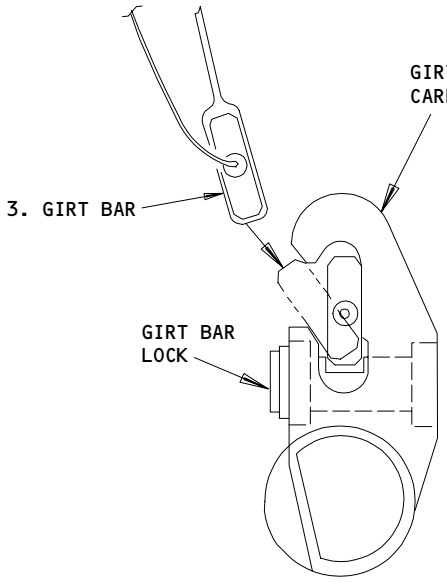
B-B

Entry/Service Door Escape System
Figure 401 (Sheet 2)



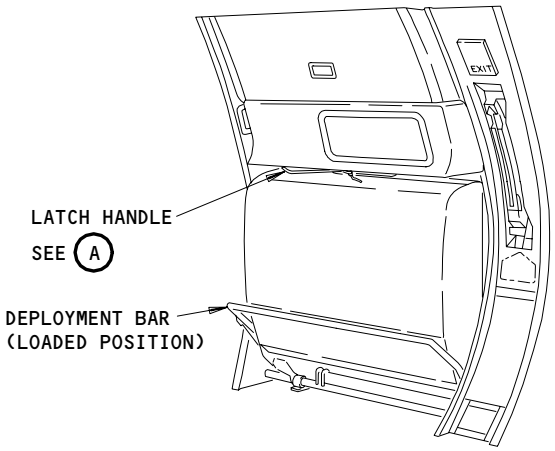
GIRT BAR
(IN GIRT BAR CARRIER)

B

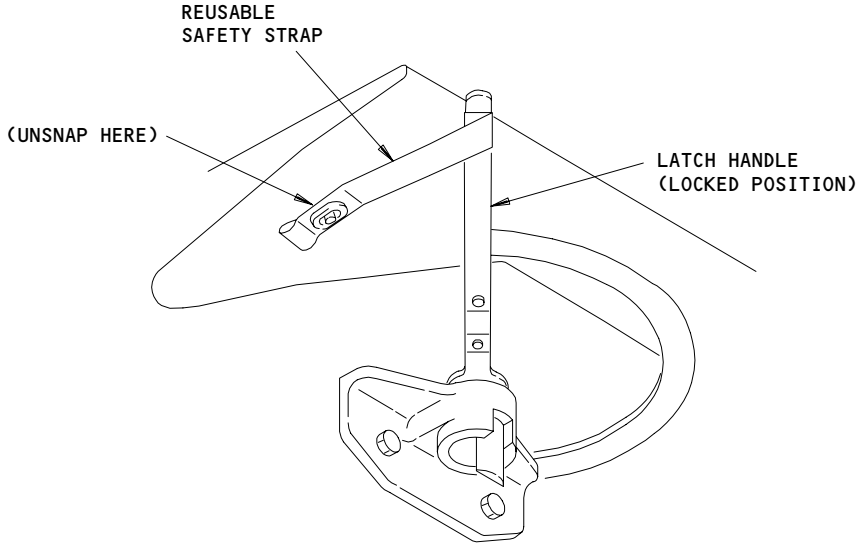


C-C

Entry/Service Door Escape System
Figure 401 (Sheet 3)



ENTRY/SERVICE DOOR
(BUSTLE REMOVED)



LATCH HANDLE
(VIEW LOOKING UP)

A

Latch Handle Strap Installation
Figure 402

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-030-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	ENTRY DOORS		1C	11212	012	DEC 22/02

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENTRY/SERVICE DOOR SLIDE DEPLOY MECH		PASS	ALL

ZONES	ACCESS PANELS
831 833 835 841 843 845	831 833 835 841 843 845 NOTE

MECH	INSP

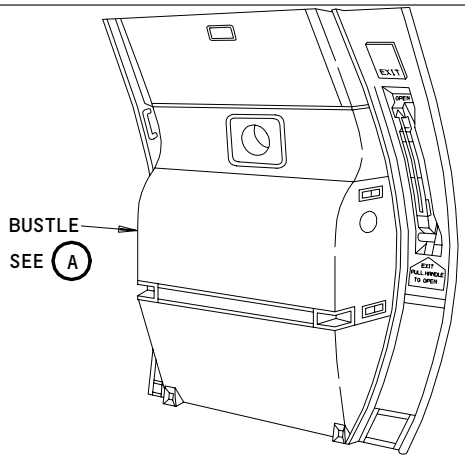
MPD ITEM NUMBER

VISUALLY INSPECT THE ENTRY/SERVICE DOOR ESCAPE SLIDE DEPLOYMENT MECHANISM INCLUDING GIRT BAR CARRIER. 25-66-03-A

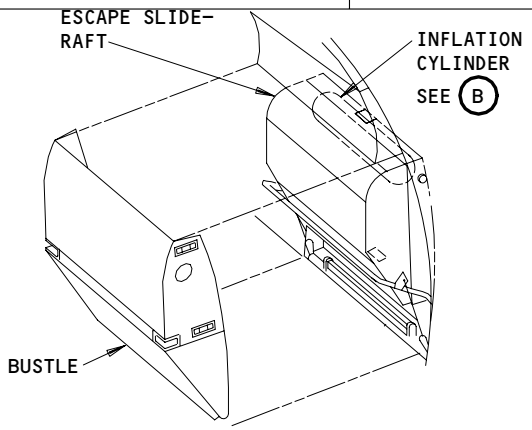
ACCESS NOTES: REMOVAL OF BUSTLE REQUIRED.
DOOR ZONE AND ACCESS REFERENCES 835 AND 845 APPLY TO 767 AIRPLANES WITH MID-CABIN ENTRY DOORS.

VISUALLY CHECK DOOR-MOUNTED ESCAPE SLIDE DEPLOYMENT MECHANISM AT EACH ENTRY/SERVICE DOOR INCLUDING:

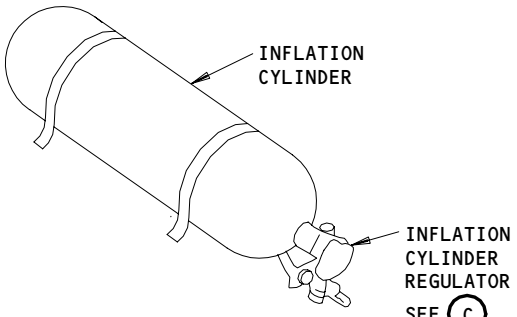
1. GIRT BAR CARRIER
2. DEPLOYMENT CABLE/RETRACTOR
3. DEPLOYMENT BAR
4. GAS SPRING



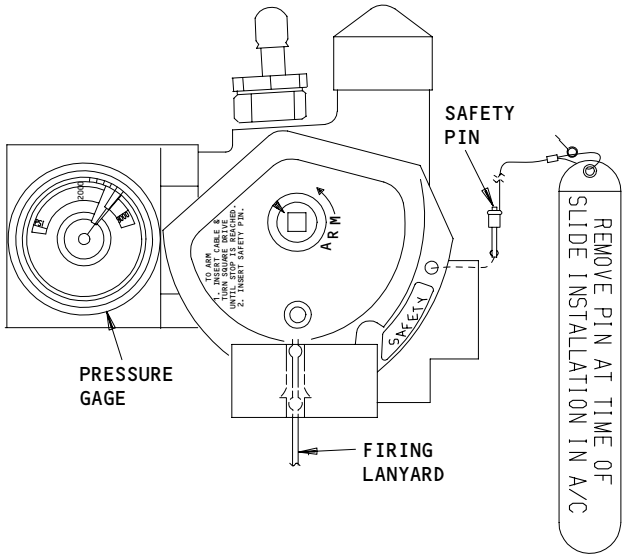
ENTRY/SERVICE DOOR
(EXAMPLE)



BUSTLE
A

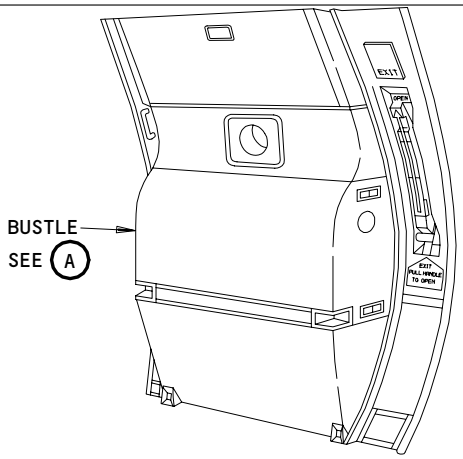


INFLATION CYLINDER
B

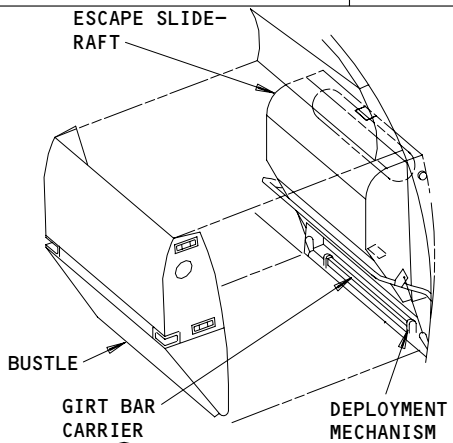


INFLATION CYLINDER REGULATOR
C

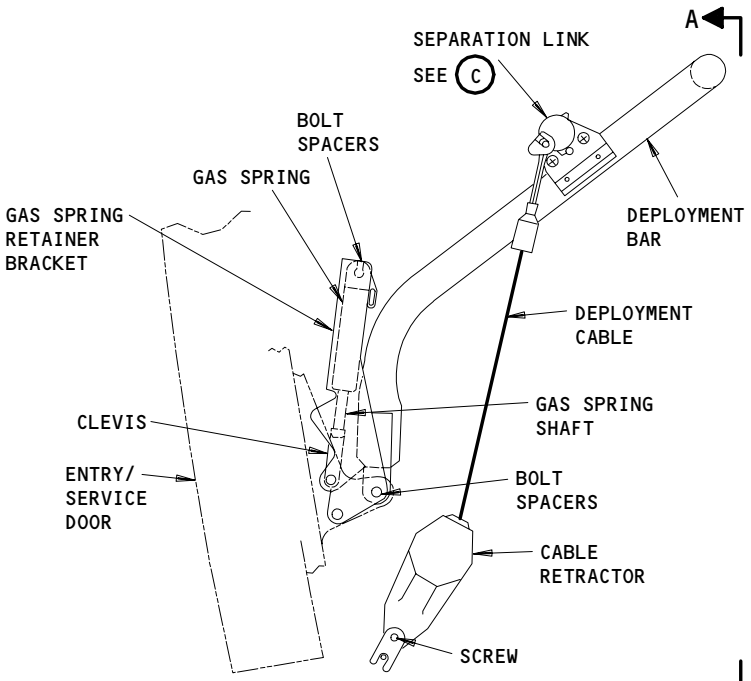
Escape System Inflation Cylinder
Figure 401



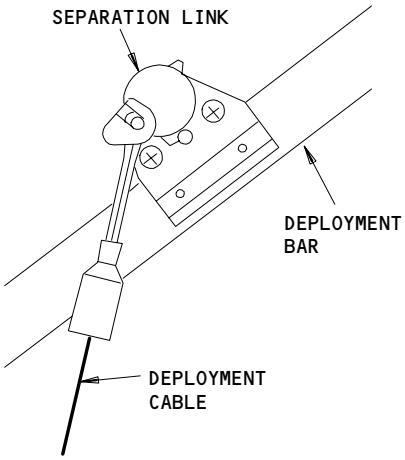
ENTRY/SERVICE DOOR
(EXAMPLE)



BUSTLE
A

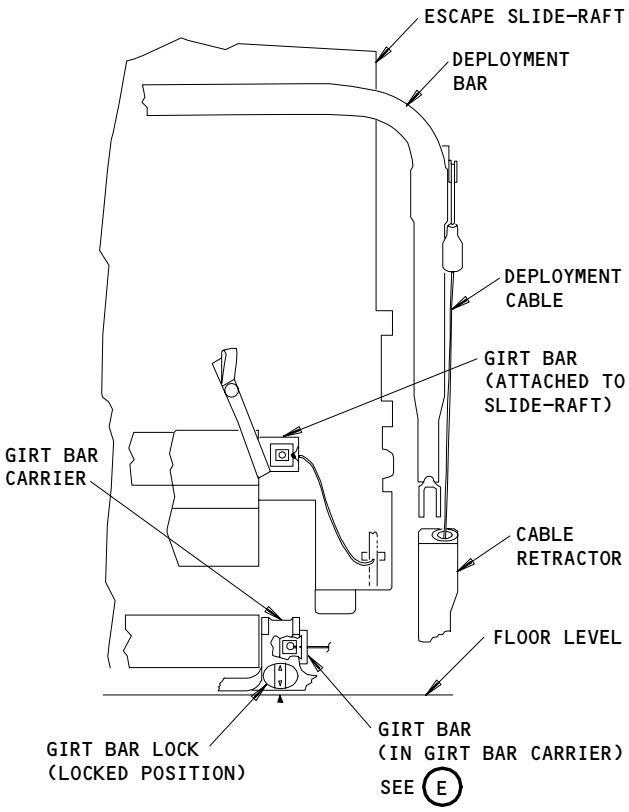


DEPLOYMENT MECHANISM
B

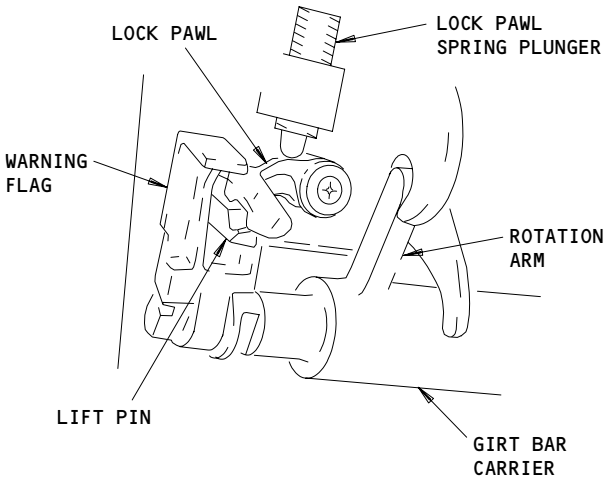


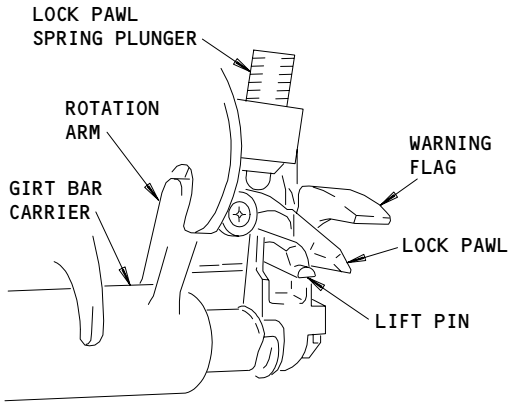
SEPARATION LINK
C

Escape System Deployment Mechanism
Figure 402 (Sheet 1)



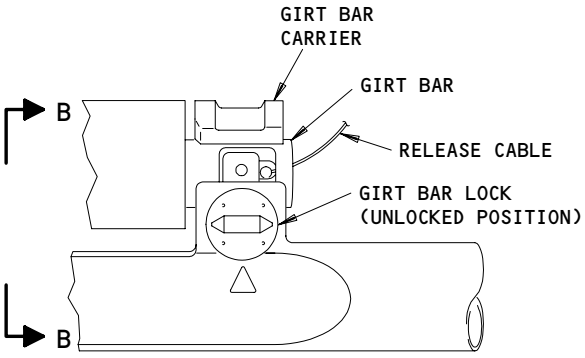
A-A





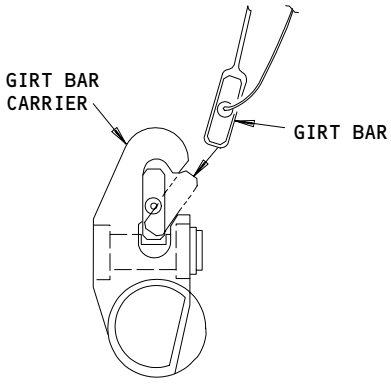
GIRT BAR CARRIER

D



GIRT BAR
(IN GIRT BAR CARRIER)

E



B-B

Escape System Deployment Mechanism
Figure 402 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-031-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	ENTRY DOORS		00003 YRS	12424	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	ENTRY/SERVICE DOOR ESCAPE SLIDE SYS		NOTE	ALL

ZONES	ACCESS PANELS
831 833 841 843	831 833 841 843

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK ON A SAMPLING BASIS, THE ENTRY/SERVICE DOOR ESCAPE SLIDE (SLIDE/RAFT) SYSTEMS PER THE FOLLOWING SCHEDULE: 25-66-00-5A

OPERATORS WITH FOUR (4) OR FEWER AIRPLANES IN THEIR FLEET SHOULD PERFORM THE OPERATIONAL CHECK ON ONE (1) ENTRY/SERVICE DOOR ESCAPE SLIDE IN THEIR FLEET WITHIN EACH THREE YEAR PERIOD.

OPERATORS WITH FIVE (5) OR MORE AIRPLANES IN THEIR FLEET SHOULD PERFORM THE OPERATIONAL CHECK ON TWO (2) ENTRY/SERVICE DOOR ESCAPE SLIDES IN THEIR FLEET WITHIN EACH THREE YEAR PERIOD.

A DIFFERENT EXIT SHALL BE SELECTED AT EACH CHECK. EACH SAMPLE MAY BE TAKEN FROM THE LEFT OR RIGHT SIDE.

INADVERTENT DEPLOYMENT(S) MAY NOT BE UTILIZED IN SATISFYING THIS REQUIREMENT.

AIRPLANE NOTE: PASSENGER AIRPLANES WITHOUT MID-CABIN ENTRY DOORS.

1. Escape System Test (Slide-Raft Will Inflate) (Fig. 501)

A. General

(1) In this test, the entry/service door is opened and the escape slide-raft is inflated. It will be necessary to repack the escape slide-raft before it is installed back on the door.

B. Equipment

(1) Protective Pad - Ensolite (or equivalent) - 1 inch X 48 inches X 48 inches (25.4mm x 1.22 meters x 1.22 meters) - commercially available

C. References

(1) AMM 25-66-00/201, Entry/Service Door Escape System

MECH | INSP

D. Access

(1) Location Zones
831 Forward Entry Door
833 Aft Entry Door
841 Forward Service Door
843 Aft Service Door

E. Procedure

CAUTION: ATTACH THE PROTECTIVE PAD TO THE FUSELAGE BELOW THE APPLICABLE DOOR. IF THE PROTECTIVE PAD IS NOT INSTALLED, DAMAGE TO THE FUSELAGE SKIN OR THE PACKBOARD CAN OCCUR.

(1) Attach the protective pad to the fuselage below the applicable door.

(2) Close and latch the entry/service door (AMM 52-11-00/201).

WARNING: MAKE SURE THERE ARE NO PERSONS OR EQUIPMENT IN THE AREA AROUND THE ENTRY/SERVICE DOOR. THE MOVEMENT OF THE DOOR AND THE INFLATION SEQUENCE OF THE ESCAPE SYSTEM CAN CAUSE INJURY OR DAMAGE.

(3) Make sure there are no persons or equipment in the area around the entry/service door.

(4) Move the arm/disarm handle to the ARMED (outboard) position.

(5) Make sure the yellow indicator flags for the girt bar show in the windows at the bottom of the door.

(6) Open the entry/service door.

(7) Look for these conditions:

(a) The slide-raft is fully inflated.

(b) The slide-raft fully inflates in less than 10 seconds after it starts to inflate.

(c) The deployment bar is turned down and outboard, and is against the upper door sill.

MECH	INSP

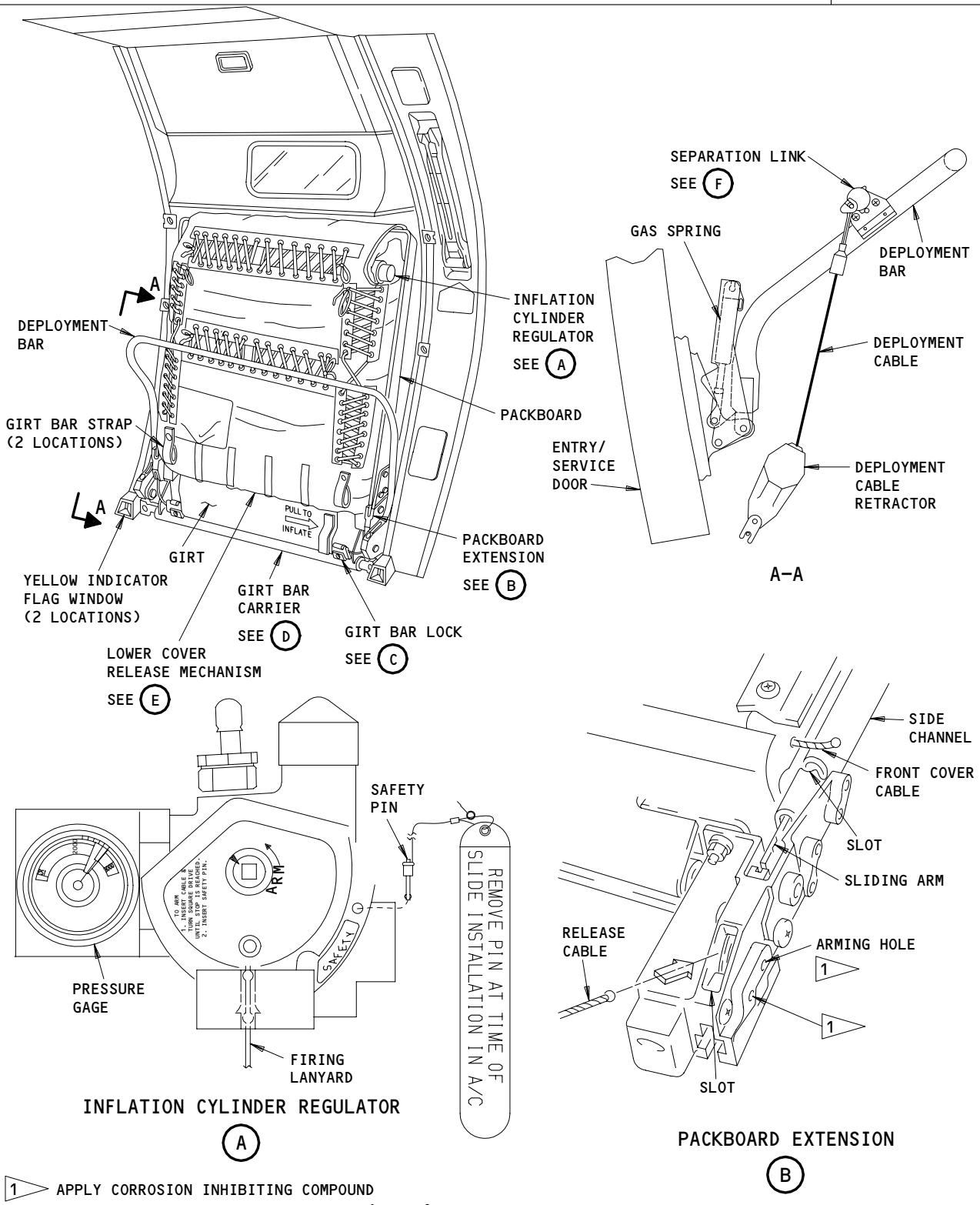
(d) The deployment cables are fully retracted.

(e) The cable retractors are turned outboard and are against the lower door sill.

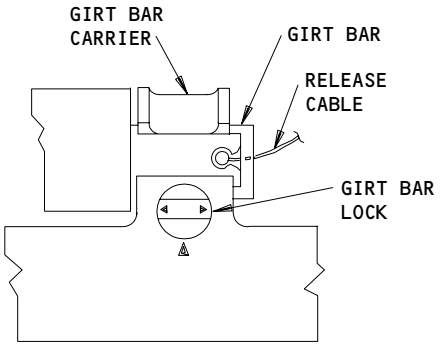
(f) The girt bar assembly is turned outboard of the floor fittings.

(8) Put the escape system back to its usual condition (AMM 25-66-00/201).

(9) Remove the protective pad from the fuselage.

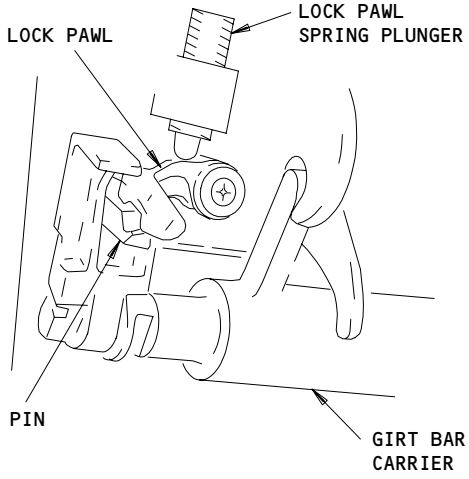


Entry/Service Door Escape System
Figure 501 (Sheet 1)



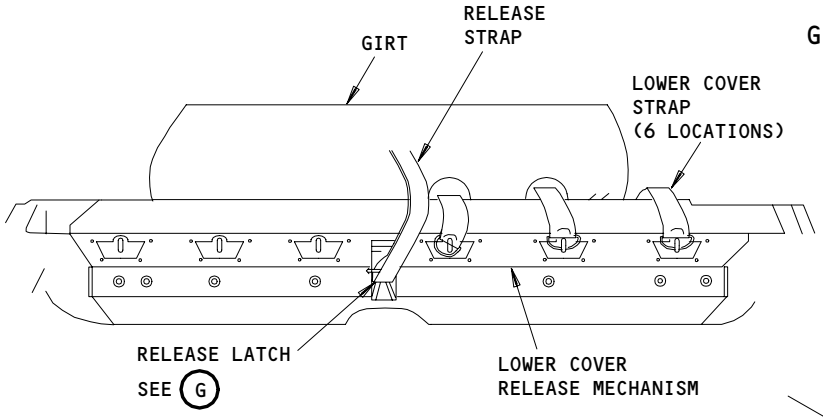
GIRT BAR LOCK

C



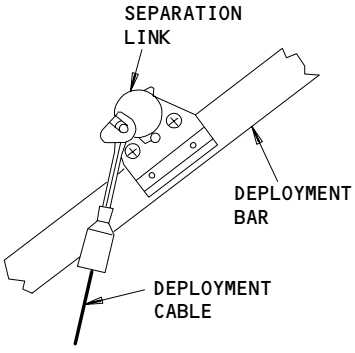
GIRT BAR CARRIER

D



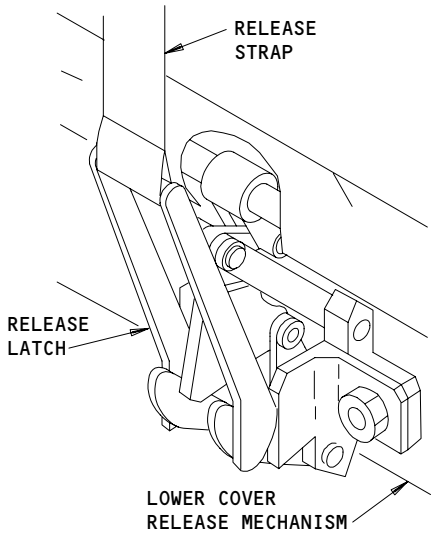
LOWER COVER RELEASE MECHANISM

E



SEPARATION LINK

F



RELEASE LATCH

G

Entry/Service Door Escape System
Figure 501 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-031-03
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	EMERG DOORS		00018 MOS	11212	011	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	OFF-WING ESCAPE SLIDE SYSTEM		NOTE	ALL

ZONES	ACCESS PANELS
141 142 195 196 553 653 832 834 842 844	195EL 195ML 195QL 196ER 196MR 196QR 197CL 197PZX 198CR 198KZX 832 834 842 844

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK, ON A SAMPLING BASIS, THE OFF-WING ESCAPE SLIDES. 25-65-00-5A

PERFORM OPERATIONAL CHECK ON ONE (1) OFF-WING ESCAPE SLIDE IN THE OPERATOR'S FLEET WITHIN EACH 18 MONTH PERIOD. EACH SAMPLE MAY BE TAKEN FROM THE LEFT OR RIGHT SIDE. INADVERTENT DEPLOYMENT(S) MAY NOT BE UTILIZED IN SATISFYING THIS REQUIREMENT.

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES.

1. Operational Test - Off-Wing Escape System

A. General

(1) This task gives instructions for the operational test.

(2) The tests in this procedure are for the left off-wing escape system. The procedures for the right off-wing escape system are equivalent.

B. References

(1) AMM 24-22-00/201, Manual Control - Maintenance Practices (Apply Power)

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-02/401, Off-Wing Escape Slide Inflation Cylinder

(4) AMM 27-61-00/201, Spoiler Speedbrake Control System

(5) AMM 27-09-00/201, Flight Control System Electronics Unit (CSEU)

(6) AMM 52-21-01/201, Emergency Escape Hatch

C. Access

MECH	INSP

(1) Location Zones

141/142	Area Above MLG Wheel Well
195/196	Wing to Body - Aft Upper Half
553/653	Spoiler No. 6 (LH), No. 7 (RH)
832/842	Overwing Emergency Exit Hatch
834/844	Overwing Emergency Exit Hatch

(2) Access Panels

195EL/196ER	Off-Wing Slide Compartment Door
197CL/198CR	Lower Access Door
197PZX/198KZX	Escape Slide Pressure Cylinder Gage

D. Prepare for the Operational Test

(1) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:

(a) 11C6, FLIGHT CONTROLS FLT CONT ELEC 1L AC

(b) 11C7, FLIGHT CONTROLS FLT CONT ELEC 1L DC

(c) 11C8, FLIGHT CONTROLS FLT CONT ELEC 2L AC

(d) 11C9, FLIGHT CONTROLS FLT CONT ELEC 2L DC

(e) 11G17, FLIGHT CONTROLS FLT CONT ELEC 1R AC

(f) 11G18, FLIGHT CONTROLS FLT CONT ELEC 1R DC

(g) 11G26, FLIGHT CONTROLS FLT CONT ELEC 2R AC

(h) 11G27, FLIGHT CONTROLS FLT CONT ELEC 2R DC

(2) Open this circuit breaker on the overhead circuit breaker panel, P11, and attach a DO-NOT-CLOSE tag:

(a) 11G11, FLIGHT CONTROLS AUTO SPEED BRAKE

NOTE: This circuit breaker is opened to prevent the accidental operation of the auto speed brake control system.

(3) Make sure all electrical and hydraulic systems are energized and operate correctly.

MECH | INSP

(4) Make sure the spoiler speedbrake system is activated (AMM 27-61-00/201).

(5) Make sure the ball in the middle of the inflation trigger cable is installed behind the retainer spring in the pull force increase mechanism.

(6) If the ball in the middle of the inflation trigger cable is not installed behind the retainer spring, then you must replace the inflation cylinder (AMM 25-65-02/401).

(7) Remove the safety pin from the inflation cylinder, if it was installed.

(8) Make sure that the needle is in the green zone on the cylinder pressure gauge (Fig. 510).

E. Do the Operational Test

WARNING: MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILER PANELS AND THE OFF-WING ESCAPE SYSTEM. SPOILER PANEL MOVEMENT OR ESCAPE SLIDE DEPLOYMENT CAN CAUSE INJURY OR DAMAGE.

(1) Move the speed brake lever to the full, up position to lift the spoiler panels.

(2) Pull the disable handle down to the SAFE position to disarm the off-wing escape slide.

WARNING: MAKE SURE YOU OBEY THE PROCEDURE TO REMOVE THE OVERWING ESCAPE HATCH. IF YOU INCORRECTLY REMOVE THE OVERWING ESCAPE HATCH, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(3) Remove the overwing escape hatch (AMM 52-21-01/201).

(4) Make sure that the actuators have not fired.

(5) Make sure the inboard spoiler (No. 6 left, or No. 7 right) did not move down.

(6) Make sure the slide pack cover has not released.

MECH	INSP

WARNING: MAKE SURE YOU OBEY THE PROCEDURE TO INSTALL THE OVERWING ESCAPE HATCH. IF YOU INCORRECTLY INSTALL THE OVERWING ESCAPE HATCH, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(7) Install the overwing escape hatch (AMM 52-21-01/201).

(8) Push the disable handle up to the ARMED position to arm the off-wing escape slide.

(9) AIRPLANES WITH TWO HATCHES OVER EACH WING;
make sure that the two disable handles are in the ARMED position.

(10) Use the emergency PULL handle to open the overwing escape hatch.

(11) For the left off-wing escape system, do these checks:

(a) Make sure the left escape slide fully inflates in less than 10 seconds.

(b) Make sure the left spoiler override actuator has fired.

(c) Make sure the left inboard spoiler No. 6 is down.

(d) Make sure the slide compartment door for the left off-wing escape system is open.

(e) Make sure the left slide pack cover has released.

(f) Make sure the left escape slide is fully inflated.

(g) AIRPLANES WITH A EXTERIOR STEP FOR THE HATCH;
Make sure the left step is fully down.

(12) For the right off-wing escape system, do these checks:

(a) Make sure the right escape slide fully inflates in less than 10 seconds.

(b) Make sure the right spoiler override actuator has fired.

(c) Make sure the right inboard spoiler No. 7 is down.

(d) Make sure the slide compartment door for the right off-wing escape system is open.

MECH	INSP

(e) Make sure the right slide pack cover has released.

(f) AIRPLANES WITH AN EXTERIOR STEP FOR THE HATCH;
Make sure the right step is fully down.

(13) Move the speed brake lever to the full, down position to lower the spoiler panels.

(14) Remove the DO-NOT-CLOSE tag. Close this circuit breaker on the overhead panel, P11:

(a) 11G11, FLIGHT CONTROLS AUTO SPEED BRAKE

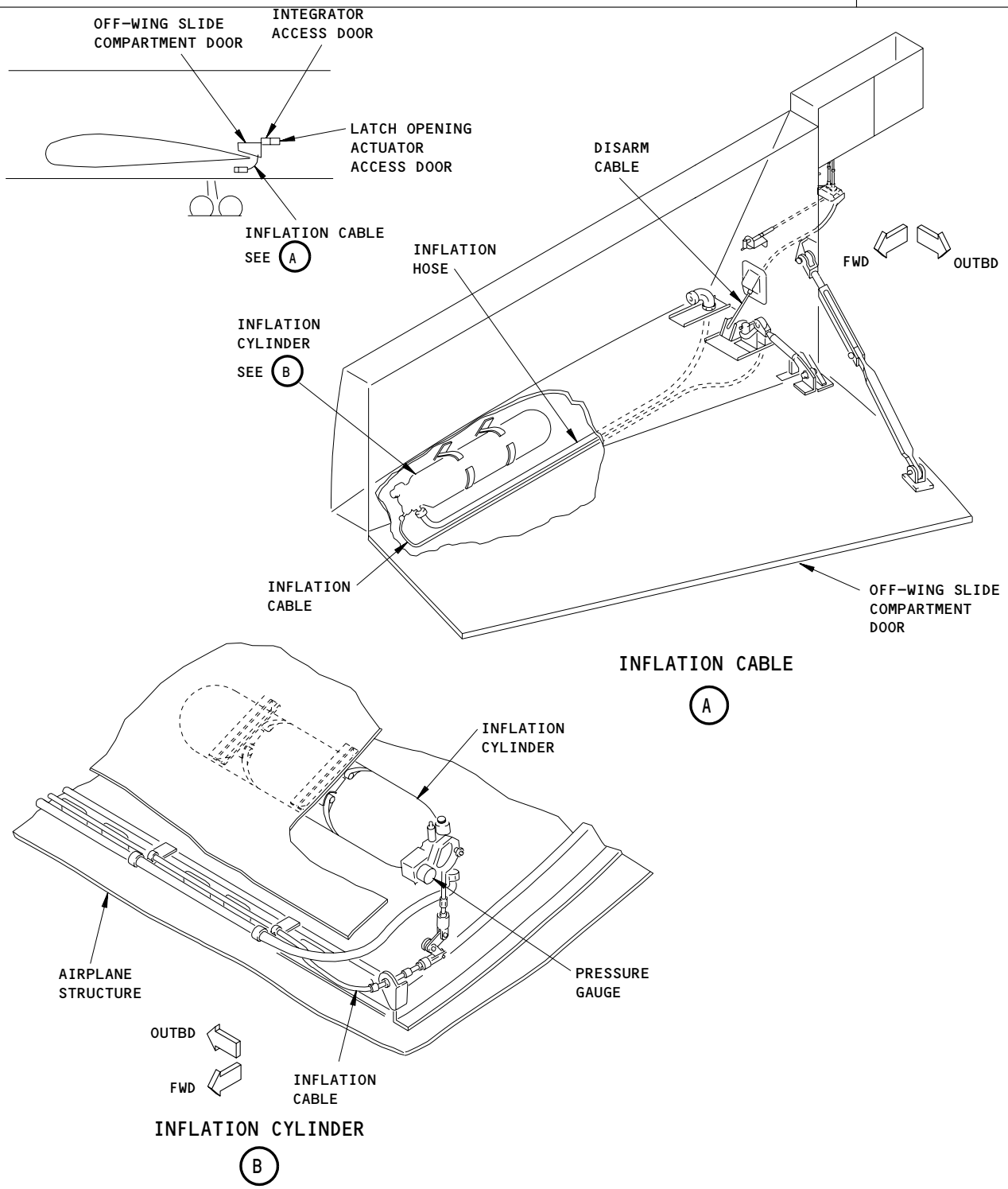
F. Put the airplane back to its usual condition.

(1) After deployment of the escape slide, put the off-wing escape system back to its initial condition (AMM 25-65-00/201).

(2) Remove the hydraulic power if it is not necessary.

(3) Push the reset button to set the fault indication on the spoiler control modules (AMM 27-09-00/201).

(4) Remove electrical power if it is not necessary (AMM 24-22-00/201).



Inflation Cylinder Location
Figure 510

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-031-04
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	EMERG DOORS		00018 MOS	11212	011	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	OFF-WING ESCAPE SLIDE SYSTEM		NOTE	ALL

ZONES	ACCESS PANELS
141 142 195 196 553 653 832 834 842 844	195EL 195ML 195QL 196ER 196MR 196QR 197CL 197PZX 198CR 198KZX 832 834 842 844

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK, ON A SAMPLING BASIS, THE OFF-WING ESCAPE SLIDES. 25-65-00-5A

PERFORM OPERATIONAL CHECK ON ONE (1) OFF-WING ESCAPE SLIDE IN THE OPERATOR'S FLEET WITHIN EACH 18 MONTH PERIOD. EACH SAMPLE MAY BE TAKEN FROM THE LEFT OR RIGHT SIDE. INADVERTENT DEPLOYMENT(S) MAY NOT BE UTILIZED IN SATISFYING THIS REQUIREMENT.

AIRPLANE NOTE: AIRPLANES WITH MODULARIZED OVERWING ESCAPE SLIDES.

1. Operational Test - Off-Wing Escape System

A. General

(1) This task gives instructions for the operational test.

(2) The tests in this procedure are for the left off-wing escape system. The procedures for the right off-wing escape system are equivalent.

B. References

(1) AMM 24-22-00/201, Manual Control - Maintenance Practices (Apply Power)

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 27-61-00/201, Spoiler Speedbrake Control System

(4) AMM 27-09-00/201, Flight Control System Electronics Unit (CSEU)

(5) AMM 52-21-01/201, Emergency Escape Hatch

C. Access

MECH	INSP

(1) Location Zones

141/142	Area Above MLG Wheel Well
195/196	Wing to Body - Aft Upper Half
553/653	Spoiler No. 6 (LH), No. 7 (RH)
832/842	Overwing Emergency Exit Hatch
834/844	Overwing Emergency Exit Hatch

(2) Location Zones

141/142	Area Above MLG Wheel Well
195/196	Wing to Body - Aft Upper Half
553/653	Spoiler No. 6 (LH), No. 7 (RH)
832/842	Overwing Emergency Exit Hatch

(3) Access Panels

197CL/198CR	Lower Access Door
197PZX/198KZX	Escape System Pressure Cylinder Gage

D. Prepare for the Operational Test

(1) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:

(a) 11C6, FLIGHT CONTROLS FLT CONT ELEC 1L AC

(b) 11C7, FLIGHT CONTROLS FLT CONT ELEC 1L DC

(c) 11C8, FLIGHT CONTROLS FLT CONT ELEC 2L AC

(d) 11C9, FLIGHT CONTROLS FLT CONT ELEC 2L DC

(e) 11G17, FLIGHT CONTROLS FLT CONT ELEC 1R AC

(f) 11G18, FLIGHT CONTROLS FLT CONT ELEC 1R DC

(g) 11G26, FLIGHT CONTROLS FLT CONT ELEC 2R AC

(h) 11G27, FLIGHT CONTROLS FLT CONT ELEC 2R DC

(2) Open this circuit breaker on the overhead circuit breaker panel, P11, and attach a DO-NOT-CLOSE tag:

MECH | INSP

(a) 11G11, FLIGHT CONTROLS AUTO SPEED BRAKE

NOTE: This circuit breaker is opened to prevent the accidental operation of the auto speedbrake control system.

(3) Make sure all electrical and hydraulic systems are energized and operate correctly.

(4) Make sure the spoiler speedbrake system is activated (AMM 27-61-00/201).

(5) Remove the safety pin from the inflation cylinder, if it was installed.

(6) Make sure that the needle is in the green zone on the cylinder pressure gauge (Fig. 504).

E. Do the Operational Test

WARNING: MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILER PANELS AND THE OFF-WING ESCAPE SYSTEM. SPOILER PANEL MOVEMENT OR ESCAPE SLIDE DEPLOYMENT CAN CAUSE INJURY OR DAMAGE.

(1) Move the speed brake lever to the full, up position to lift the spoiler panels.

(2) Pull the disable handle down to the SAFE position to disarm the off-wing escape slide.

WARNING: MAKE SURE YOU OBEY THE PROCEDURE TO REMOVE THE OVERWING ESCAPE HATCH. IF YOU INCORRECTLY REMOVE THE OVERWING ESCAPE HATCH, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(3) Remove the overwing escape hatch (AMM 52-21-01/201).

(4) Make sure that the actuators have not fired.

(5) Make sure the inboard spoiler (No. 6 left or No. 7 right) did not move down.

(6) Make sure the escape slide has not deployed.

MECH	INSP

WARNING: MAKE SURE YOU OBEY THE PROCEDURE TO INSTALL THE OVERWING ESCAPE HATCH. IF YOU INCORRECTLY INSTALL THE OVERWING ESCAPE HATCH, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(7) Install the overwing escape hatch (AMM 52-21-01/201).

(8) Push the disable handle up to the ARMED position to arm the off-wing escape slide.

(9) Make sure that the two disable handles are in the ARMED position.

(10) Use the emergency PULL handle to open the overwing escape hatch.

(11) For the left off-wing escape system, do these checks:

(a) Make sure the left escape slide fully inflates in less than 10 seconds.

(b) Make sure the left spoiler override actuator has fired.

(c) Make sure the left inboard spoiler No. 6 is down.

(d) Make sure the left escape slide has deployed onto the wing.

(e) Make sure the left escape slide is fully inflated.

(f) Make sure the left step is fully down.

(12) For the right off-wing escape system, do these checks:

(a) Make sure the right escape slide fully inflates in less than 10 seconds.

(b) Make sure the right spoiler override actuator has fired.

(c) Make sure the right inboard spoiler No. 7 is down.

(d) Make sure the right slide escape slide has deployed onto the wing.

(e) Make sure the right escape slide is fully inflated.

(f) Make sure the right step is fully down.

MECH	INSP

(13) Move the speed brake lever to the full, down position to lower the spoiler panels.

(14) Remove the DO-NOT-CLOSE tag. Close this circuit breaker on the overhead panel, P11:

(a) 11G11, FLIGHT CONTROLS AUTO SPEED BRAKE

F. Put the airplane back to its usual condition.

(1) After deployment of the escape slide, put the off-wing escape system back to its initial condition (AMM 25-65-00/201).

(2) Remove the hydraulic power if it is not necessary.

(3) Push the reset button to set the fault indication on the spoiler control modules (AMM 27-09-00/201).

(4) Remove electrical power if it is not necessary (AMM 24-22-00/201).

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-032-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	FUSELAGE		1C	11212	017	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CLEAN	GALLEY CHILLER CONDENSER AIR FILTERS		NOTE	ALL

ZONES	ACCESS PANELS
117 118 165 166 233 234	119AL 811

MECH	INSP

MPD ITEM NUMBER

CLEAN GALLEY AIR CHILLER CONDENSER AIR FILTERS 25-33-03-7A

AIRPLANE NOTE: IF INSTALLED.

1. Clean the Air Filter (Fig. 701)

(1) Remove the air filter from the chiller.

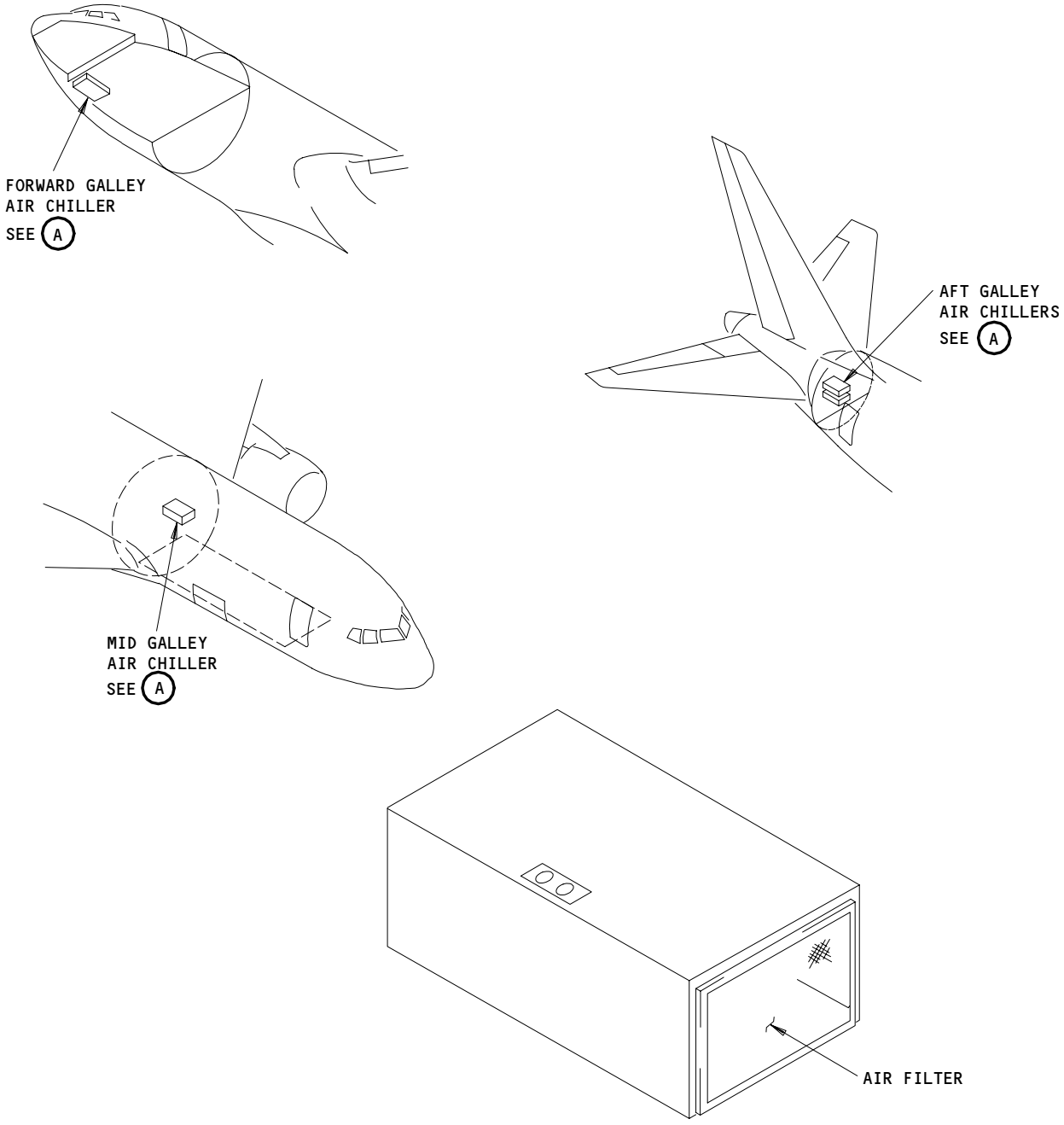
(2) Prepare a solution of soap and warm water.

(3) Soak the air filter in the soap solution to loosen the dirty particles.

(4) Flush the air filter with clean water.

(5) Dry the air filter with low pressure air.

(6) Install the air filter in the chiller.



AIR CHILLER (EXAMPLE)

A

Galley Air Chillers Filter Cleaning
Figure 701

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-032-51
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	ALL CABINS		NOTE	99XXX	011	AUG 10/98

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	EMERGENCY ESCAPE BREATHING DEVICES		ALL	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

REPLACE THE EMERGENCY ESCAPE BREATHING DEVICES. 25-64-00-B

INTERVAL NOTE: AT MANUFACTURER'S RECOMMENDED LIFE LIMIT.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-033-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	FUSELAGE		00018 MOS	11212	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	POWER MEGAPHONE BATTERIES		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH | INSP

MPD ITEM NUMBER

REPLACE POWER MEGAPHONE BATTERIES. 25-63-02-2A

AIRPLANE NOTE: IF POWER MEGAPHONES ARE INSTALLED.

1. Megaphone Battery Removal

A. Access

(1) Location Zone
200 Upper Half Fuselage

B. Procedure

CAUTION: DO NOT LET THE COVER PULL ON THE MICROPHONE CABLE. THE COVER CAN CAUSE DAMAGE TO THE CABLE IF THE COVER PULLS ON IT.

(1) Release the fasteners on the sides of the housing.

(2) Lift the cover.

(3) Remove the batteries from the megaphone.

2. Megaphone Batteries Installation

A. Consumable Materials

(1) G00749 Batteries - 1.5-Volt, C-Size

(2) G02190 Cloth - Crocus

B. Access

MECH | INSP

(1) Location Zone
200 Upper Half Fuselage

C. Procedure

(1) Make sure the area around the battery springs is clean.

(2) Clean the battery contacts with the crocus cloth.

(3) Install the batteries.

NOTE: Obey the correct battery polarity shown on the contact board.

(4) Install the cover of the megaphone housing.

(5) MEGAPHONES WITH GAIN CONTROL;
Do the task to adjust the megaphone gain.

(6) Do the Megaphone Operational Test.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-034-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	GALLEYS		1C	11212	002	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	GALLEY WASTE ENCLOSURES		ALL	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

CHECK GALLEY WASTE ENCLOSURES FOR CONDITION AND PROPER SEALING. 25-31-00-6A

GALLEY WASTE ENCLOSURE - INSPECTION/CHECK

1. General

A. This is a procedure to examine the galley waste enclosures on the airplane to make sure that each galley waste enclosure can contain a fire.

B. The galley waste enclosure is referred to as the enclosure in this procedure.

C. This is a general inspection procedure for each galley waste enclosure.

2. Examine the Galley Waste Enclosure

A. Access

(1) Location Zone
200 Upper Half of Fuselage

B. Procedure

(1) To do a check on the waste chute lid, do the steps that follow:

(a) Make sure the edges of the lid do not have damage.

(b) Make sure the lid hinge is not loose or worn too much.

(c) Make sure the lid operates smoothly and closes correctly on the chute opening.

MECH | INSP

(d) Make sure the WASTE - NO CIGARETTE DISPOSAL placard is installed on the lid.

(e) Make sure the CLOSE WHEN NOT IN USE placard is installed on the lid.

(f) Make sure the clearance is not more than 0.03 inch around the periphery of the lid.

(2) To do a check on the waste compartment and door, do the steps that follow:

(a) Make sure the door hinge is not loose or worn too much.

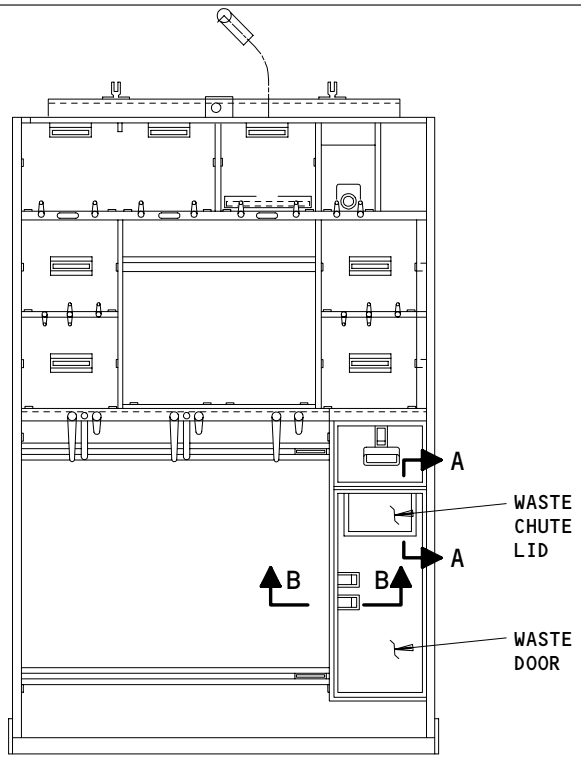
(b) Make sure the door edges do not have damage.

(c) Make sure the door latch operates smoothly.

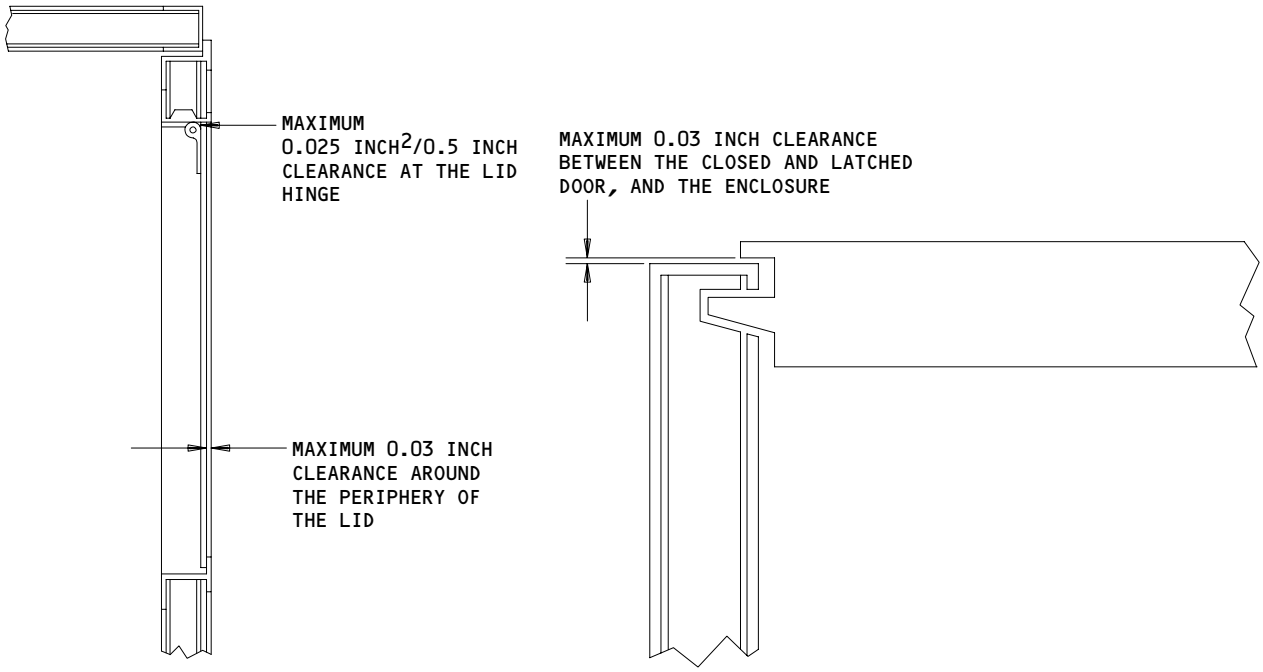
(d) Make sure the door is tight when the door is closed and latched.

(e) Make sure the door operates smoothly and closes correctly on the opening.

(f) Make sure the waste container is in good structural condition.



GALLEY (EXAMPLE)



A-A B-B

Galley Waste Compartment
Figure 601

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-034-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING		NOTE	99XXX	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING SLIDE INFLATION BOTTLE		NOTE	ALL

ZONES	ACCESS PANELS
197 198	197CL 198CR

MECH | INSP

MPD ITEM NUMBER

PERFORM HYDROSTATIC TEST (OFF-AIRCRAFT) OF THE OFF-WING SLIDE INFLATION CYLINDER. 25-65-02-4A

INTERVAL NOTE: AT VENDOR RECOMMENDATION OR NATIONAL REQUIREMENT.

AIRPLANE NOTE: TASK APPLICABLE TO AIRPLANES WITH BUILT-UP OVERWING ESCAPE HATCHES.

NOTE: CYLINDER SERVICE LIFE LIMIT IS 15 YEARS.

THE FOLLOWING PROCEDURE INCLUDES ONLY THE ON-AIRCRAFT PORTION OF THE TASK (REMOVAL/INSTALLATION).

OFF-WING ESCAPE SLIDE INFLATION CYLINDER - REMOVAL/INSTALLATION

1. General

A. This procedure contains these tasks:

(1) Remove the off-wing escape slide inflation cylinder.

(2) Install the off-wing escape slide inflation cylinder.

B. The inflation cylinder is in a compartment which is aft of the aft wheel well bulkhead. An access door on the aft wheel well bulkhead gives access to the pressure gage and to the installation point for the ball lock safety pin. The lower access door on the lower fuselage which is aft of the wheel well gives access to remove and install the inflation cylinder. The safety pin for the inflation cylinder is kept in a pouch which is in the lower access door.

C. This procedure is for the left and right off-wing escape slide inflation cylinders.

MECH	INSP

2. Remove the Off-Wing Slide Inflation Cylinder (Fig. 401)

A. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

B. Access

(1) Location Zone
197 Wing to Body - Aft Lower Half (Left)
198 Wing to Body - Aft Lower Half (Right)

(2) Access Panels
197CL Lower Access Door (Left)
198CR Lower Access Door (Right)

C. Procedure

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Disarm the off-wing escape system (AMM 25-65-00/201).

(2) Open the access door 197CL or 198CR to get access to the inflation cylinders (AMM 06-41-00/201).

(3) Remove the pin (2) that connects the bellcrank (5) to the inflation trigger (6).

(4) Disconnect the inflation hose (4) from the inflation cylinder (1).

(5) Install the metal vent cap on the inflation cylinder (1).

NOTE: The metal vent cap is kept in a pouch which is in the lower access door.

(6) Install the plastic dust cap on the inflation hose (4).

NOTE: The plastic dust cap is kept in a pouch which is in the lower access door.

(7) Hold the inflation cylinder and disengage the clamps (7).

(8) Remove the inflation cylinder.

3. Install the Off-Wing Slide Inflation Cylinder (Fig. 401)

A. Parts

(1) Refer to the IPC for the part numbers and effectivities of the items in the subsequent table:

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Inflation Cylinder	25-65-02	01	340,341

B. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-02/601, Off-Wing Escape Slide Inflation Cylinder

C. Access

(1) Location Zone
197 Wing to Body - Aft Lower Half (Left)
198 Wing to Body - Aft Lower Half (Right)

(2) Access Panels
197CL Lower Access Door (Left)
198CR Lower Access Door (Right)

MECH	INSP

D. Procedure

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Make sure the off-wing escape system is disarmed (AMM 25-65-00/201).

(2) Do the task to do a check of the inflation cylinder pressure.

(3) Install the inflation cylinder (1) through the lower access door.

(4) Put the pressure gage (8) in the center of the opening in the bracket.

NOTE: Use the shims (12) if necessary to put the pressure gage in the correct position.

(5) Move the inflation cylinder (1) in a longitudinal direction to align the bellcrank (5) between the inflation trigger (6).

(6) Tightly hold the inflation cylinder (1) and engage the clamps (7) around the inflation cylinder.

(7) Tighten the clamp bolts to 50 inch-pounds (5.6 Nm).

NOTE: If the inflation cylinder is not held tightly in position when you tighten the clamp bolts, the inflation cylinder will turn and cause an incorrect installation of the inflation cylinder.

(8) Do a check on the inflation cylinder regulator.

(a) AIRPLANES WITHOUT COVER ON THE PULL FORCE INCREASE MECHANISM;
Make sure the retainer spring (9) on the pull force increase mechanism is in the ENGAGED position.

MECH | INSP

(b) AIRPLANES WITHOUT COVER ON THE PULL FORCE INCREASE MECHANISM;
Make sure the ball in the middle of the inflation trigger cable is installed behind the retainer spring in the pull force increase mechanism.

(c) AIRPLANES WITH COVER ON THE PULL FORCE INCREASE MECHANISM;
Make sure the ball in the middle of the inflation trigger cable is installed behind the retainer spring in the pull force increase mechanism.

(d) If the ball in the middle of the inflation trigger cable is not installed behind the retainer spring, then you must replace the inflation cylinder.

(e) Make sure you can see the white indicator in the arming indicator window.

(9) Adjust the inflation trigger (6) and the fitting on the inflation cable (10) to mate the bellcrank (5) with the fully extended inflation cable (10).

(10) With the inflation cable pin (11) in the center of the slot, keep the dimension between the center of the inflation cable pin (11) and the center of the bellcrank pivot point.

(11) Use the cotter pin to install the pin (2) and the washers (3) to connect the bellcrank (5) to the inflation trigger (10).

(12) Remove the metal vent cap from the inflation cylinder (1) and the plastic dust cap on the inflation hose (4). Put the metal vent cap and the plastic dust cap in a pouch which is in the lower access door.

(13) Connect the inflation hose (4) to the inflation cylinder (1).

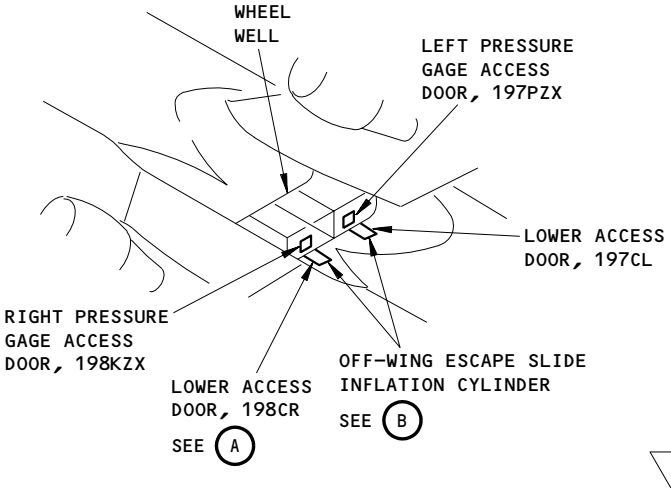
NOTE: Install inflation hose in the compartment so that the hose is straight between the mounting brackets along the hinges of the access door.

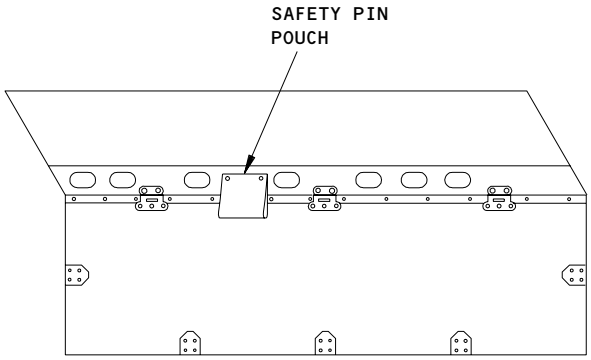
(14) Do the procedure to check the pressure of the inflation cylinder (AMM 25-65-02/601).

MECH	INSP

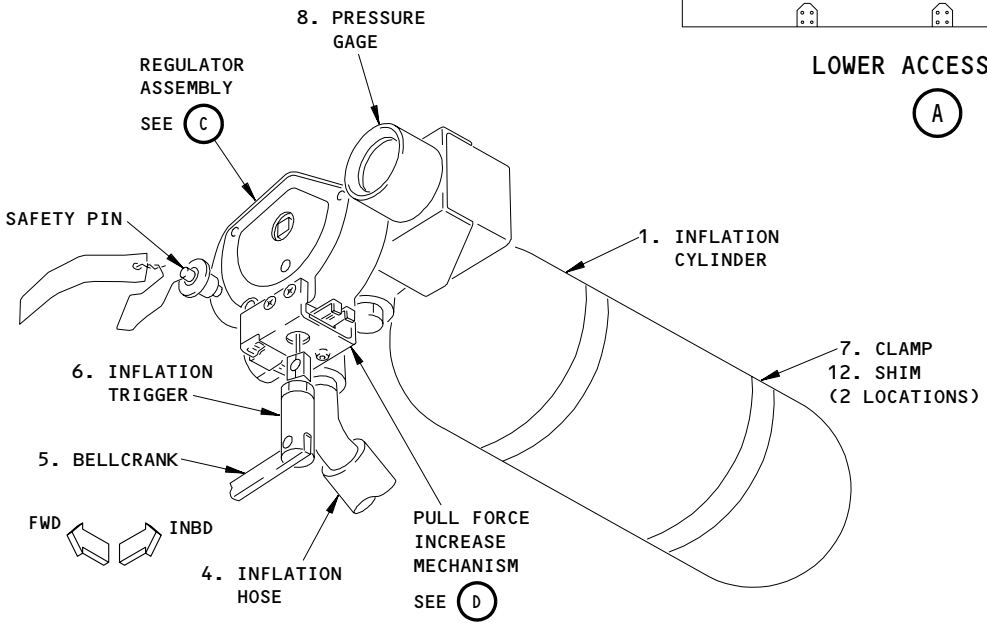
WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(15) When it is necessary, arm the off-wing escape system (AMM 25-65-00/201).



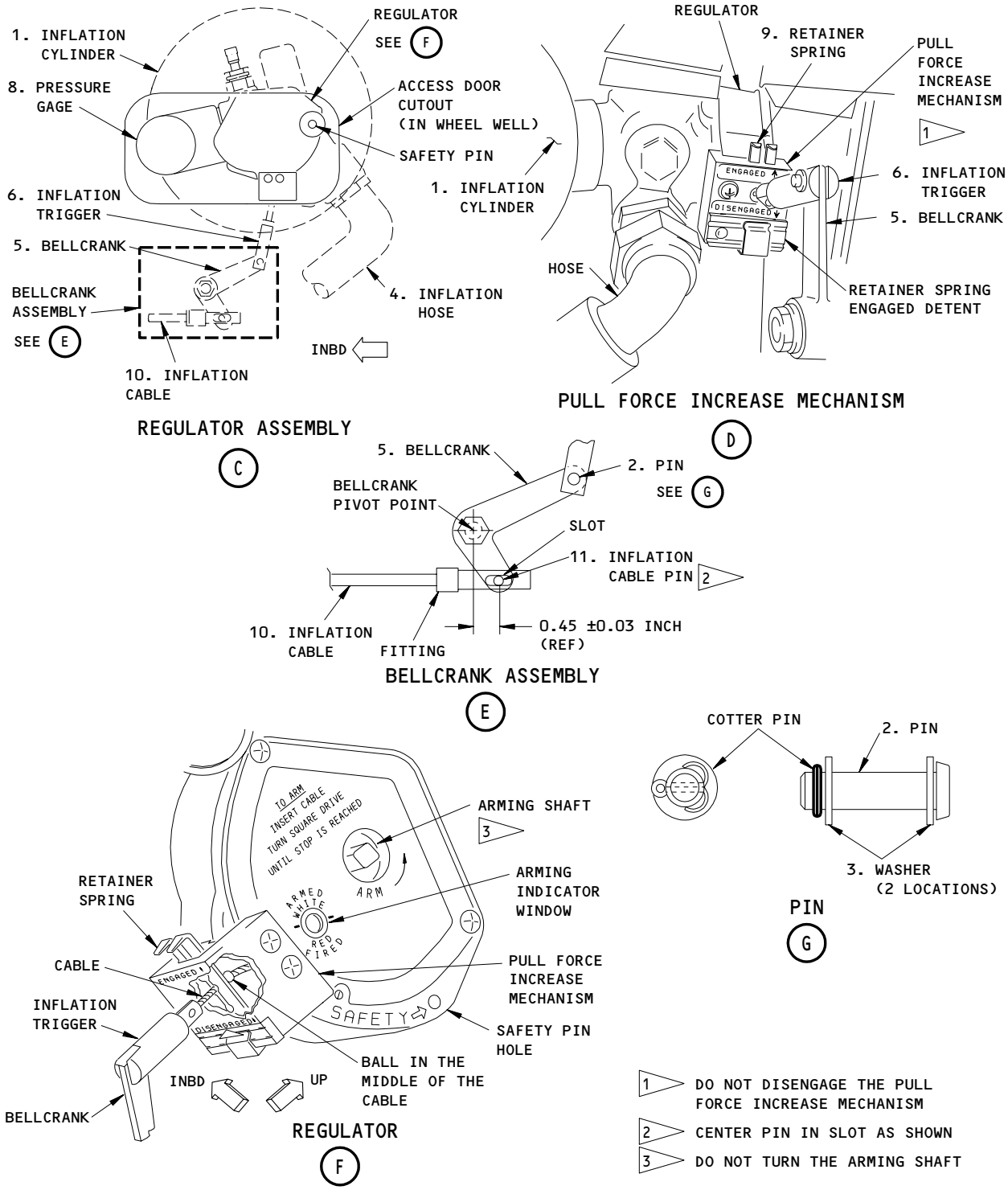


LOWER ACCESS DOOR
A

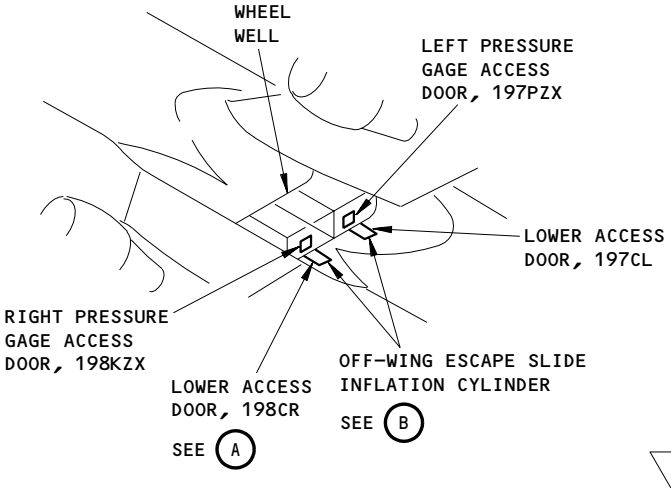


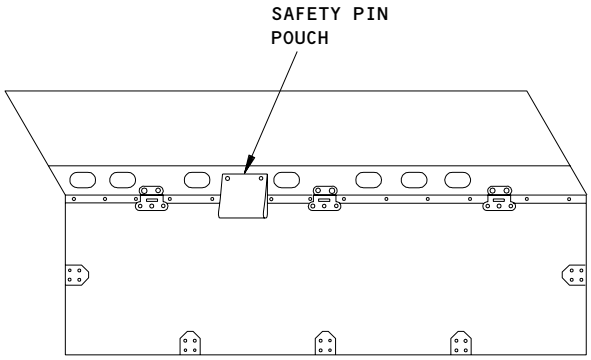
OFF-WING ESCAPE SLIDE INFLATION CYLINDER
B

Off-Wing Escape Slide Inflation Cylinder
Figure 401 (Sheet 1)

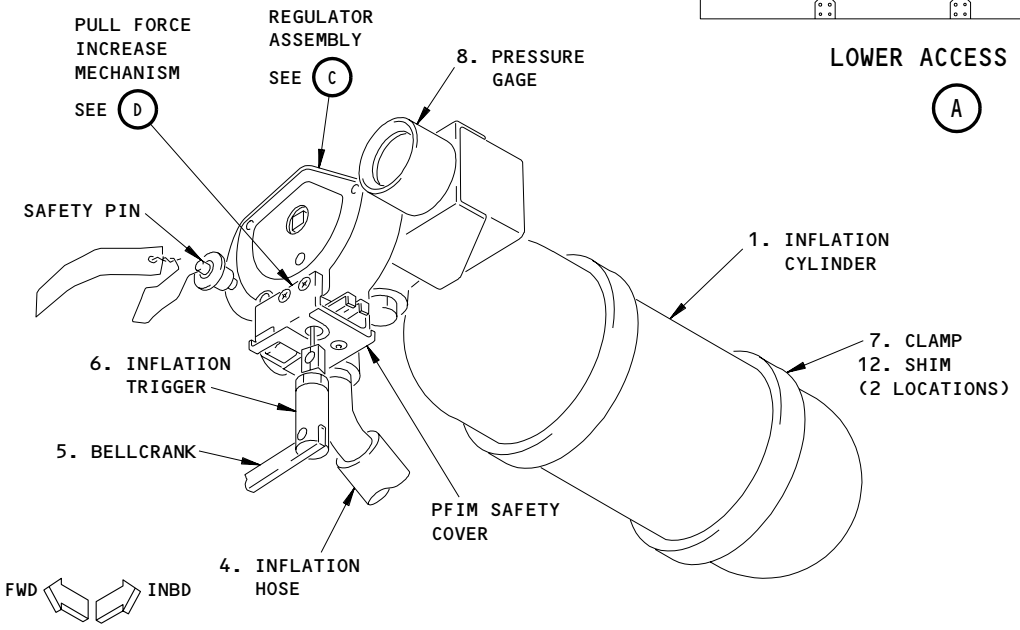


Off-Wing Escape Slide Inflation Cylinder
Figure 401 (Sheet 2)



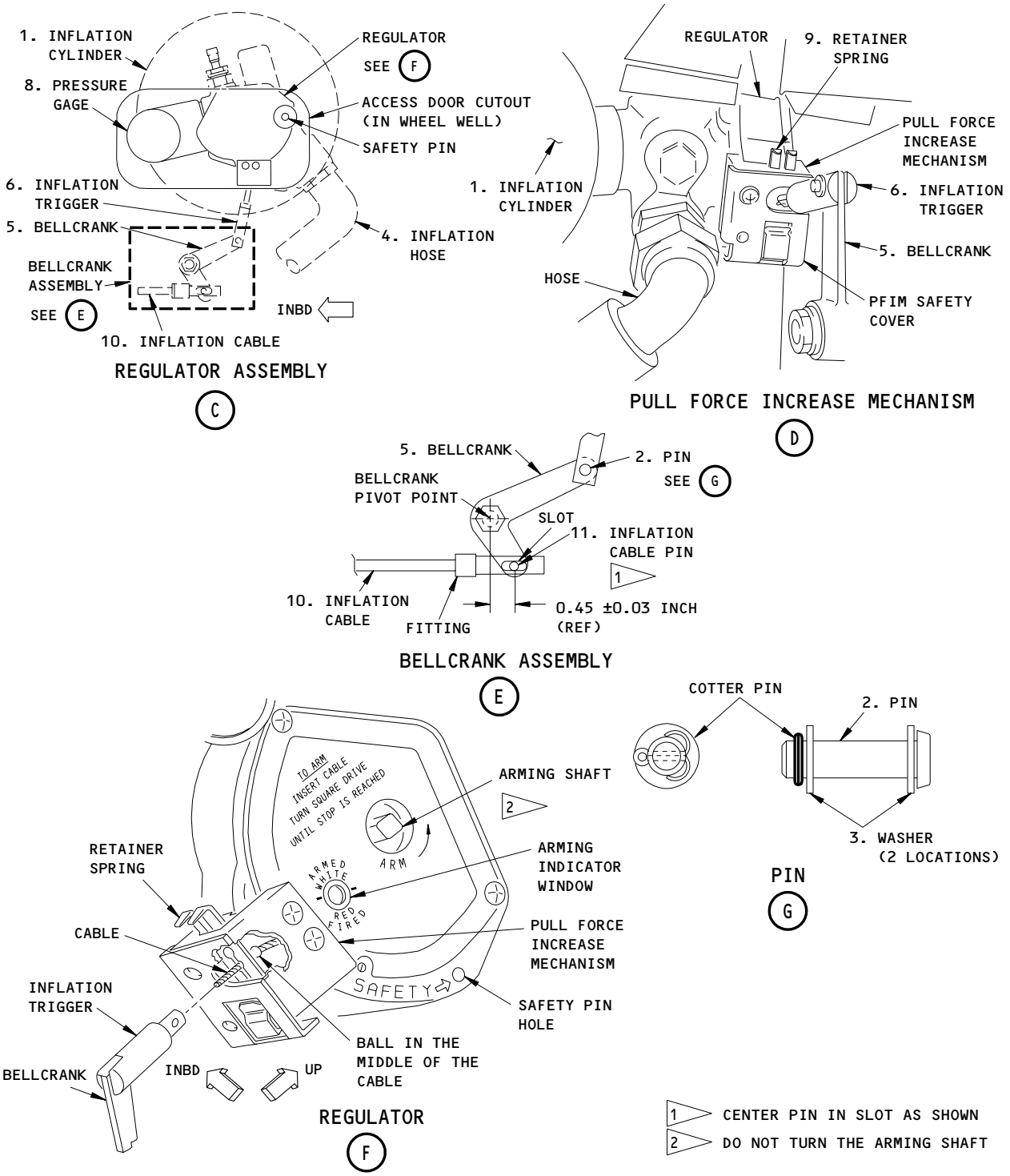


LOWER ACCESS DOOR
A



OFF-WING ESCAPE SLIDE INFLATION CYLINDER
B

Off-Wing Escape Slide Inflation Cylinder
Figure 401A (Sheet 1)



Off-Wing Escape Slide Inflation Cylinder
Figure 401A (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-034-03
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING		NOTE	99XXX	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING SLIDE INFLATION BOTTLE		NOTE	ALL

ZONES	ACCESS PANELS
197 198	197CL 198CR

MECH	INSP	MPD ITEM NUMBER

PERFORM HYDROSTATIC TEST (OFF-AIRCRAFT) OF THE OFF-WING SLIDE INFLATION CYLINDER. 25-65-02-4A

INTERVAL NOTE: AT VENDOR RECOMMENDATION OR NATIONAL REQUIREMENT.

AIRPLANE NOTE: TASK APPLICABLE TO AIRPLANES WITH MODULAR OVERWING ESCAPE HATCHES.

OFF-WING ESCAPE SLIDE INFLATION CYLINDER - REMOVAL/INSTALLATION

1. General

A. This procedure contains these tasks:

(1) Remove the off-wing escape slide inflation cylinder.

(2) Install the off-wing escape slide inflation cylinder.

B. The inflation cylinder is in a compartment which is aft of the aft wheel well bulkhead. An access door on the aft wheel well bulkhead gives access to the pressure gage and to the installation point for the ball lock safety pin and regulator shorting cap. The lower access door on the lower aft of the wheel well gives access fuselage which installs the inflation cylinder. The safety pin and shorting cap for the inflation cylinder are kept in pouchs in the lower access door.

C. This procedure is for the left and right off-wing escape slide inflation cylinders.

2. Remove the Off-Wing Slide Inflation Cylinder (Fig. 401)

A. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

B. Access

(1) Location Zone
197 Wing to Body - Aft Lower Half (Left)
198 Wing to Body - Aft Lower Half (Right)

(2) Access Panels
197CL Lower Access Door (Left)
198CR Lower Access Door (Right)

C. Procedure

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Disarm the off-wing escape system (AMM 25-65-00/201).

(2) Open the access door 197CL or 198CR to get access to the inflation cylinders (AMM 06-41-00/201).

(3) Loosen the B-nut and disconnect the high pressure tube (6) from the regulator fitting.

(4) Install the plastic dust cap on the high pressure tube (6).

NOTE: The plastic dust cap is kept in a pouch which is in the lower access door.

(5) Put a lift tool below the inflation cylinder (1).

(6) Remove the strap liners (7).

(7) Remove the inflation cylinder (1).

3. Install the Off-Wing Slide Inflation Cylinder (Fig. 401)

MECH | INSP

A. Parts

(1) Refer to the IPC for the part numbers and effectivities of the items in the subsequent table:

B. Consumable Materials

(1) D50099 Grease, Grease - Fuel and Oxidizer Resistant, MIL-PRF-27617 Type III

(2) D50004 (ALTERNATIVE) Compound, Compound - AntiSeize, BMS3-28

C. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-02/601, Off-Wing Escape Slide Inflation Cylinder

D. Access

(1) Location Zone
197 Wing to Body - Aft Lower Half (Left)
198 Wing to Body - Aft Lower Half (Right)

(2) Access Panels
197CL Lower Access Door (Left)
198CR Lower Access Door (Right)

E. Procedure

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Make sure the off-wing escape system is disarmed (AMM 25-65-00/201).

(2) Do the task to do a check of the inflation cylinder pressure.

MECH | INSP

(3) Open the access door 197CL or 198CR to get access to the inflation cylinders (AMM 06-41-00/201).

(4) Install the inflation cylinder assembly.

(a) Use a lift tool to put the inflation cylinder (1) against the strap liners (7).

NOTE: Position the inflation cylinder (1) so that the regulator (4) is face down.

(b) Install the strap liners (7).

NOTE: Leave the strap liners (7) loose until the high pressure tube (6) is attached.

(5) Remove dust caps from the high pressure tube fitting and the regulator fitting.

(6) Attach the high pressure tube (6) to the cylinder assembly (1).

(a) Lubricate B-nut with Grease, MIL-PRF-27617 Type III.

(b) Manually thread and seat the B-nut and high pressure tube (6) on the regulator fitting.

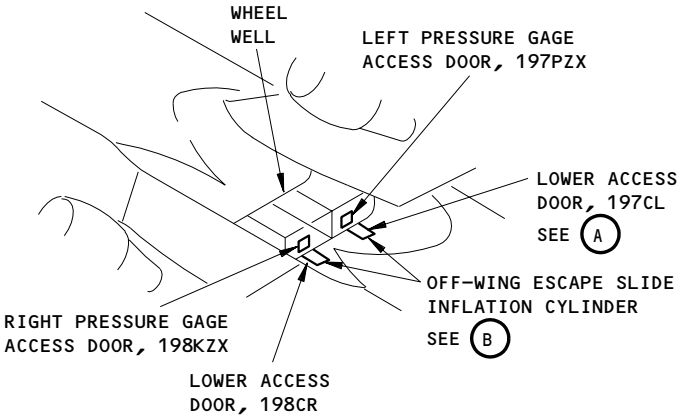
(c) Torque the B-nut to 20-25 ft-lbs.

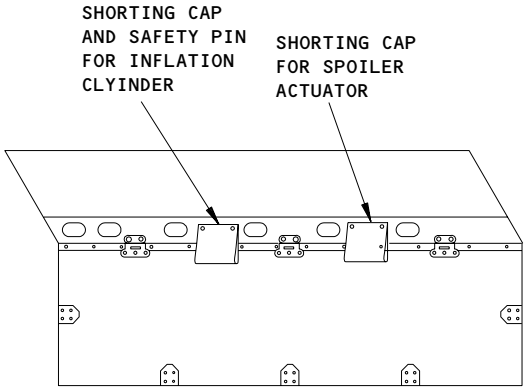
(7) Tighten the strap liner nuts to a torque of 50-55 in-lbs.

(8) Do the procedure to check the pressure of the inflation cylinder (AMM 25-65-02/601).

WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

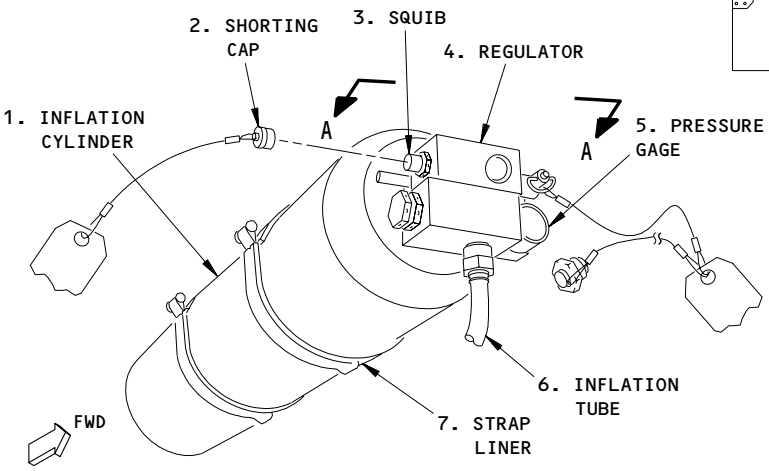
(9) When it is necessary, arm the off-wing escape system (AMM 25-65-00/201).





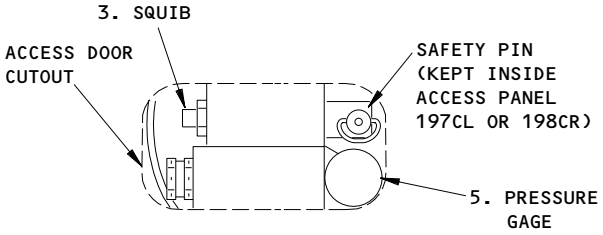
LOWER ACCESS DOOR

A



OFF-WING ESCAPE SLIDE INFLATION CYLINDER

B



SAFETY PIN INSTALLATION
(THROUGH PRESSURE GAGE ACCESS DOOR)
A-A

Modular Off-Wing Escape System Inflation Cylinder
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-034-05
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING		2C	12424	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING SLIDE INFLATION BOTTLE		NOTE	ALL

ZONES	ACCESS PANELS
197 198	197CL 198CR

MECH	INSP	MPD ITEM NUMBER
		25-65-02-2A

VISUALLY INSPECT THE OFF-WING ESCAPE SLIDE INFLATION BOTTLE AND ACCESSORIES FOR CONDITION AND SECURITY.

AIRPLANE NOTE: AIRPLANES WITH OVERWING ESCAPE HATCHES.

NOTE: CYLINDER SERVICE LIFE LIMIT IS 15 YEARS.

OFF-WING ESCAPE SLIDE INFLATION CYLINDER - MAINTENANCE PRACTICES

1. General

A. This task contains a check of the inflation cylinder condition.

2. Inflation Cylinder Condition Check

A. Access

(1) Location Zones
197 Wing to Body - Aft Lower Half (left)
198 Wing to Body - Aft Lower Half (Right)

(2) Access Panels
197CL Lower Access Door (Left)
198CR Lower Access Door (Right)

B. Procedure

(1) Remove the access panels.

MECH	INSP

WARNING: THE OFF-WING ESCAPE SYSTEM IS ARMED. BE CAREFUL WHEN YOU DO A CHECK OF THE INFLATION CYLINDER. IF YOU TOUCH ANY COMPONENT OF THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(2) Do a general visual check of the inflation cylinder for condition and security.

(3) Do a general visual check of the escape system components for condition and security.

(4) Replace any damaged components.

(5) Install the access panels.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-035-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CARGO COMPT		1A	10101	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	CARGO COMPARTMENT LININGS		ALL	ALL

ZONES	ACCESS PANELS
121 122 153 154	821 822

MECH	INSP	MPD ITEM NUMBER

VISUALLY CHECK THE LOWER LOBE CARGO COMPARTMENT LININGS TO VERIFY INTEGRITY OF COMPARTMENT SEALING. 25-52-00-6A

1. Compartment Lining - Inspection/Check

A. General

(1) This procedure gives instructions for the inspection of the linings in the forward, aft, and bulk cargo compartments.

(2) This procedure is for the linings on the sidewalls, ceilings, and bulkheads.

(3) It is important that all of the fasteners, seams, and punctures are sealed correctly to keep the fire protection and temperature control features of the compartment.

B. References

(1) AMM 25-52-01/401, Containerized Cargo Compartment Sidewall Lining

(2) AMM 25-52-02/401, Containerized Cargo Compartment Ceiling Lining

(3) AMM 25-52-10/801, Containerized Cargo Compartment Lining (Fiberglass)

(4) AMM 25-52-11/801, Neoprene Coated Panels

(5) AMM 25-55-01/401, Bulk Cargo Compartment Sidewall Lining

(6) AMM 25-55-02/401, Bulk Cargo Compartment Ceiling Lining

C. Access

MECH | INSP

(1) Location Zones

121/122	Forward Cargo Compartment
153/154	Aft Cargo Compartment
161/162	Bulk Cargo Compartment

D. Procedure

(1) Do the temporary or permanent repairs (AMM 25-52-10/801), (AMM 25-52-11/801), to cargo linings that do not have more damage than the damage limits shown below:

(a) Slits that are 12-inches long

(b) "L" shaped tears that are 9-inches long on the two sides

(c) Holes of 1.5-inch diameter

(d) One damaged fastener or snap

(e) Damaged zippers with a maximum of 2 teeth missing in any 6 inch length.

(f) In the area of seams and fasteners, loose or damaged tape

(2) Replace the linings that have too much damage.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-035-51
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	ENTRY DOORS	W-25-029-01	NOTE	99XXX	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENTRY/SERVICE DOOR ESC SLIDE BOTTLES		PASS	ALL

ZONES	ACCESS PANELS
831 833 835 841 843 845	831 833 835 841 843 845

MECH	INSP	MPD ITEM NUMBER
		25-66-01-4B

PERFORM CYLINDER INSPECTION AND HYDROSTATIC TEST (OFF-AIRCRAFT) OF THE ENTRY/SERVICE DOOR ESCAPE SLIDE INFLATION BOTTLE.

INTERVAL NOTE: AT VENDOR RECOMMENDATION OR NATIONAL REQUIREMENT.

THE FOLLOWING PROCEDURE INCLUDES ONLY THE ON-AIRCRAFT PORTION OF THE TASK (REMOVAL/INSTALLATION).

1. Remove the Escape Slide Pack

A. References

(1) AMM 25-66-00/201, Entry/Service Door Escape System

(2) AMM 52-11-13/201, Entry/Service Door Ground Lock

B. Access

(1) Location Zones

831 Forward Entry Door
833 Aft Entry Door
841 Forward Service Door
843 Aft Service Door

C. Procedure

(1) Close and latch the entry/service door (AMM 25-66-00/201).

WARNING: MAKE SURE YOU INSTALL THE GROUND LOCK FOR THE ENTRY/SERVICE DOOR. WITHOUT THE GROUND LOCK INSTALLED, THE DOOR CAN LIFT ACCIDENTALLY, AND CAUSE INJURY OR DAMAGE.

MECH	INSP

(2) Install the ground lock for the entry/service door (AMM 52-11-13/201).

(3) Move the arm/disarm handle to the DISARMED position.

(4) Make sure that the yellow flag indicators for the girt bar (3) are not shown in the windows at the bottom of the door.

(5) Remove the bustle (2).

(6) Remove the safety pin from the stowage pouch on the escape slide pack (1).

WARNING: MAKE SURE YOU INSTALL THE SAFETY PIN INTO THE INFLATION CYLINDER REGULATOR. THE ACCIDENTAL INFLATION OF THE ESCAPE SYSTEM CAN CAUSE INJURY OR DAMAGE.

(7) Install safety pin into the inflation cylinder regulator.

CAUTION: MAKE SURE YOU DO NOT PULL ON THE RELEASE CABLES WHEN YOU MOVE THE GIRT BAR. A FORCE ON THE CABLES CAN CAUSE THE ESCAPE SLIDE PACK TO RELEASE FROM THE DOOR.

(8) Remove the girt bar (3) from the girt bar carrier.

(9) Attach the girt bar (3) to the escape slide pack (1) with the retainer straps.

(10) Turn the deployment bar down to touch the floor.

(11) Release the snaps of the safety strap for the latch handle (View A, Fig. 402).

(12) Hold the top of the escape slide pack (1) and turn the latch handle to the unlocked position.

(13) Lower the escape slide pack (1) down and inboard until it is on the floor.

NOTE: It is not necessary to lift the escape slide pack (1).

(14) Move the escape slide pack (1) inboard until the two lower fittings are disengaged from the mounting brackets on the door.

2. Install the Escape Slide Pack

A. Parts

AMM			AIPC		
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
401	1	Escape Slide-Raft	25-66-01	01	1 5 10 15
	2	Bustle (Forward Entry) Bustle (Forward Service) Bustle (Aft Entry/Service)	52-11-02	20 25	10 11 10
	3	Girt Bar	25-66-01	01	340

B. References

(1) AMM 52-11-13/201, Entry/Service Door Ground Lock

C. Access

(1) Location Zones
831 Forward Entry Door
833 Aft Entry Door
841 Forward Service Door
843 Aft Service Door

D. Procedure

WARNING: MAKE SURE YOU INSTALL THE GROUND LOCK FOR THE ENTRY/SERVICE DOOR. WITHOUT THE GROUND LOCK INSTALLED, THE DOOR CAN LIFT ACCIDENTALLY, AND CAUSE INJURY OR DAMAGE.

(1) Make sure the ground lock for the entry/service door is installed. (AMM 52-11-13/201).

(2) Turn the deployment bar down to touch the floor.

MECH | INSP

(3) Make sure the needle on the inflation cylinder gage is in the green band.

NOTE: The inflation cylinder must be at a constant, stable temperature for two hours or more for the check to be correct. A fast change in the temperature causes the green band to move more quickly than the pressure gage needle. The pressure gage needle can show an incorrect low indication immediately after a large increase in temperature.

CAUTION: MAKE SURE THAT THE DEPLOYMENT CABLES ARE CORRECTLY ENGAGED INTO THE DEPLOYMENT CABLE RETRACTORS.

(4) Set the escape slide pack (1) inboard face down (with the cover on the floor and the packboard on top).

(5) Move the escape slide pack (1) in front of the entry/service door with the lower fittings adjacent to the door.

(6) Move the escape slide pack (1) outboard and align the lower fittings with the mounting brackets on the door.

(7) Continue to move the escape slide pack (1) outboard until the two lower fittings are engaged with the brackets on the door.

NOTE: You can move the escape slide pack (1) from side to side on its face to get the lower fitting height necessary to engage the door brackets. It is not necessary to lift the escape slide pack (1).

(8) Lift the top of the escape slide pack (1) up and outboard.

(9) Make sure the guide pin on the escape slide pack (1) aligns with the track on the door.

(10) Hold the top of the escape slide pack (1) tightly against the latch. Turn the latch handle to the locked position (Fig. 402).

MECH | INSP

(11) Attach the snaps of the safety strap for the latch handle (View A, Fig. 402).

NOTE: The safety strap holds the latch handle in the locked position.

(12) Turn the deployment bar up to the loaded position (Fig. 401).

(13) Make sure the deployment cables are in the correct position as shown in View A-A, Fig. 401.

CAUTION: MAKE SURE YOU DO NOT PULL ON THE RELEASE CABLES WHEN YOU MOVE THE GIRT BAR. A FORCE ON THE CABLES CAN CAUSE THE ESCAPE SLIDE PACK TO RELEASE FROM THE DOOR.

(14) Release the retainer straps and disconnect the girt bar from the escape slide pack (1).

(15) Install the girt bar in the girt bar carrier.

(16) Turn the girt bar locks to align the arrows as shown (View B, Fig. 401).

(a) When you turn the girt bar lock, make sure you can feel the ball plunger in the lock operate correctly with positive detent action between the unlocked and locked positions.

(b) If the girt bar lock does not operate correctly, adjust the ball plunger in the lock.

(17) Do a check on the round, white, silicone bumper on the forward side of the packboard as follows:

(a) Make sure the clearance between the bumper and the forward surface of the packboard channel is 0.15 to 0.21 inch (3.8 to 5.3 mm).

(b) If the clearance is not correct, adjust the bumper.

MECH | INSP

WARNING: MAKE SURE YOU REMOVE THE SAFETY PIN FROM THE INFLATION CYLINDER REGULATOR. MAKE SURE THE SAFETY PIN IS NOT DAMAGED OR BROKEN. THE ESCAPE SYSTEM WILL NOT INFLATE IN AN EMERGENCY IF THE SAFETY PIN OR PART OF THE SAFETY PIN IS IN THE INFLATION CYLINDER REGULATOR.

(18) Remove the safety pin from the inflation cylinder regulator.

(19) Put the safety pin into the pocket on the escape slide pack (1).

CAUTION: MAKE SURE YOU DO NOT PULL ON THE RELEASE CABLES WHEN YOU INSTALL THE BUSTLE. A FORCE ON THE CABLES CAN CAUSE THE ESCAPE SLIDE PACK TO RELEASE FROM THE DOOR.

(20) Install the bustle (2).

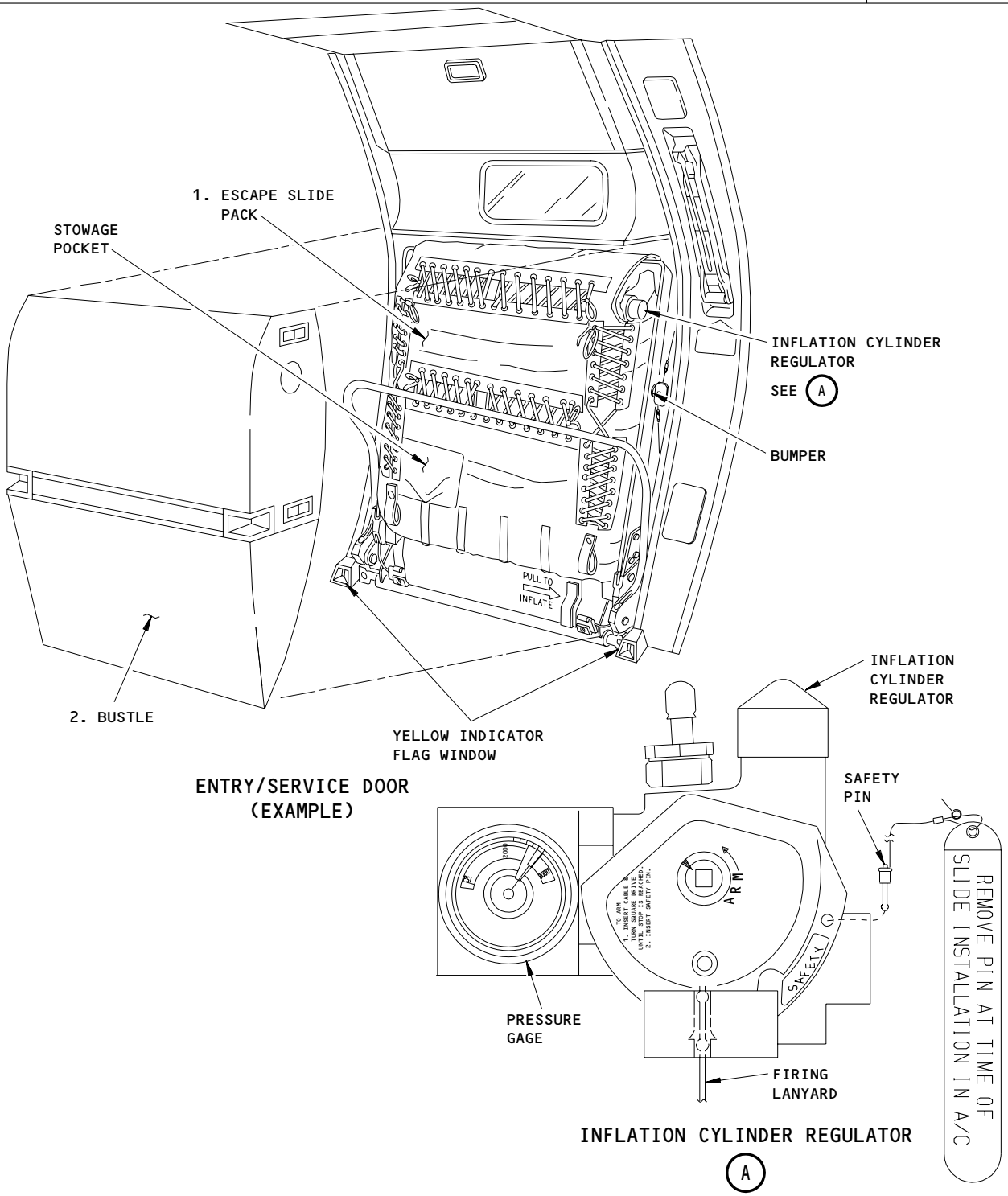
(21) Move the arm/disarm handle to the ARMED position.

(22) Make sure the yellow indicator flags for the girt bar completely fill the windows at the bottom of the bustle (2).

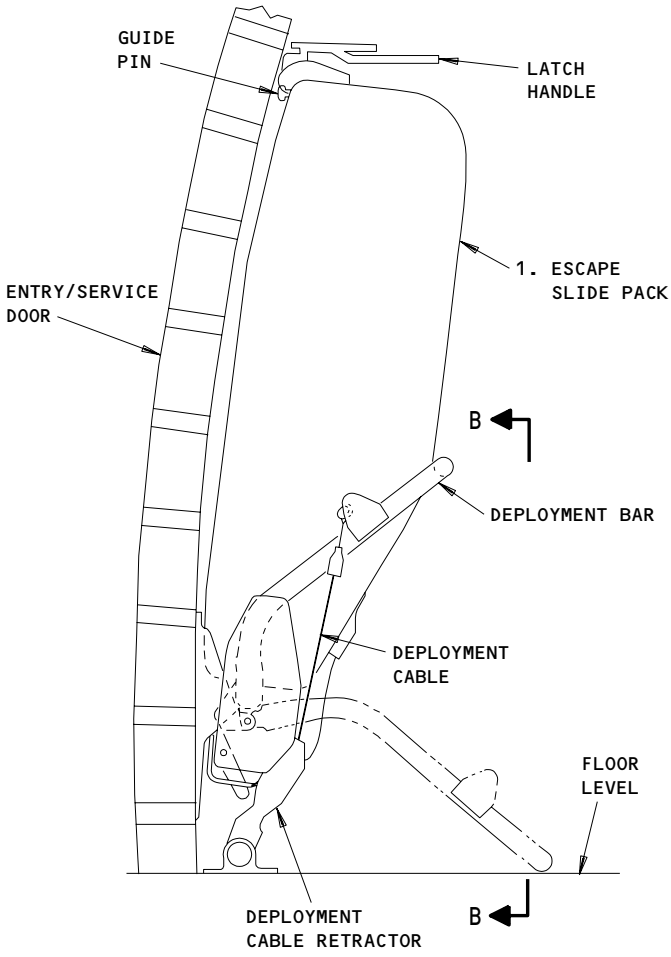
(23) Move the arm/disarm handle to the DISARMED position.

(24) Make sure the yellow indicator flags for the girt bar are not shown in the windows at the bottom of the bustle (2).

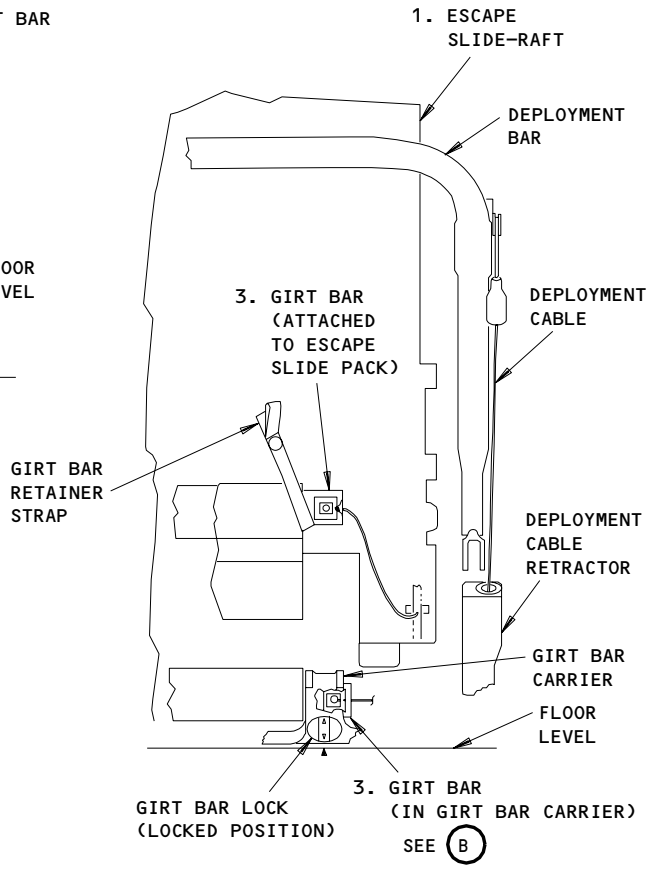
(25) Remove the ground lock for the entry/service door (Ref 52-11-13).



Entry/Service Door Escape System
Figure 401 (Sheet 1)

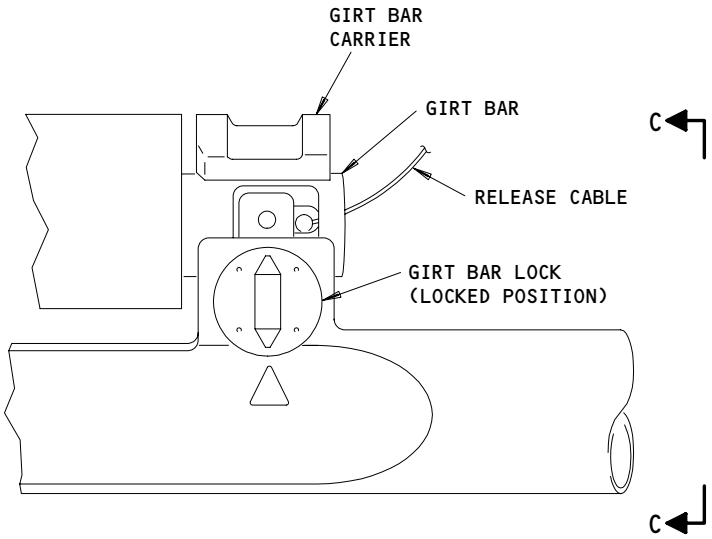


A-A



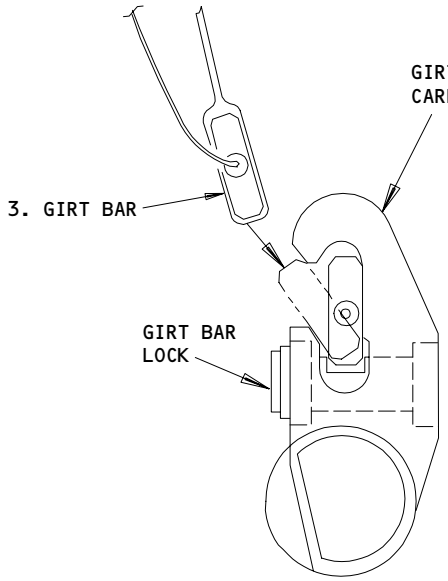
B-B

Entry/Service Door Escape System
Figure 401 (Sheet 2)



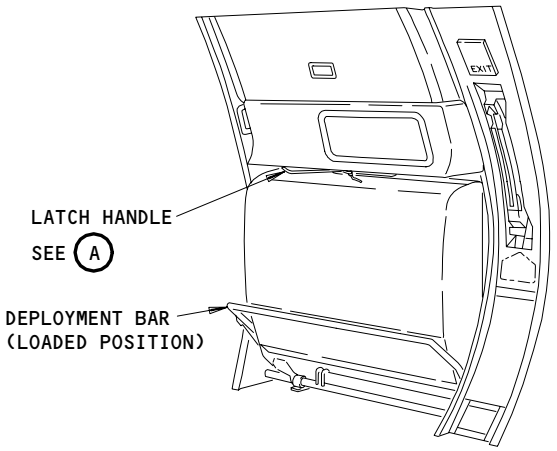
GIRT BAR
(IN GIRT BAR CARRIER)

B

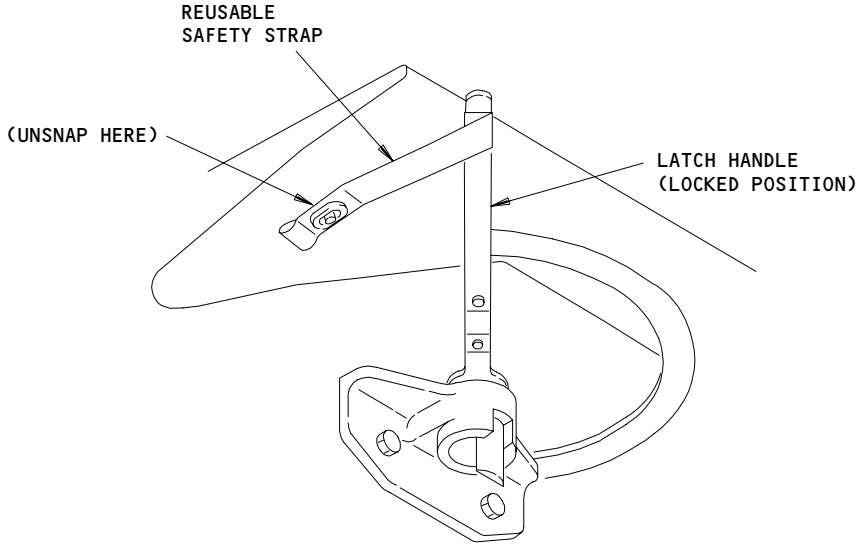


C-C

Entry/Service Door Escape System
Figure 401 (Sheet 3)



ENTRY/SERVICE DOOR
(BUSTLE REMOVED)



LATCH HANDLE
(VIEW LOOKING UP)
(A)

Latch Handle Strap Installation
Figure 402

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-036-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING		00018 MOS	11212	013	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	OFF-WING COMP DOOR OPENING ACTUATORS		NOTE	ALL

ZONES	ACCESS PANELS
195 196 200	195EL 195ML 195QL 196ER 196MR 196QR 197CL 198CR

MECH	INSP	MPD ITEM NUMBER

CHECK (OFF-AIRCRAFT) THE OFF-WING SLIDE COMPARTMENT DOOR OPENING ACTUATOR FOR WEIGHT. 25-65-10-4B

AIRPLANE NOTE: THIS TASK IS ONLY APPLICABLE TO AIRPLANES WITH OVERWING ESCAPE HATCHES THAT HAVE NOT INCORPORATED SERVICE BULLETIN 767-25-0216.
COMPLETION OF SB 767-25-0216 TERMINATES REPETITIVE INSPECTION REQUIREMENTS OF SB 767-25A0173 AND AD 92-16-17.
NOT APPLICABLE TO AIRPLANES WITH THE MODULARIZED OFF-WING ESCAPE SLIDES.

THE FOLLOWING PROCEDURE APPLIES TO THE ON-AIRCRAFT PORTION OF THE TASK (REMOVAL/INSTALLATION).

1. Remove the Slide Compartment Door-Opening Actuator

A. Equipment

(1) Safety Equipment, Off-Wing Escape System - A25016-1

(2) Protective Pad - Ensolite (or equivalent) - 1 inch X 48 inches X 48 inches (25.4mm x 1.22 meters x 1.22 meters) - commercially available

B. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-08/201, Off-Wing Slide Compartment Door

C. Access

MECH | INSP

(1) Location Zones
195/196 Wing-to-Body Fairings - Aft Upper Half

(2) Access Panels
195EL/196ER Off-Wing Slide Compartment Door
195ML/196MR Integrator Access Door
195QL/196QR Latch-Opening Actuator Access Door

D. Prepare to Remove the Door-opening Actuator

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Disarm the off-wing escape system (AMM 25-65-00/201).

(2) Put a protective pad on the work area of the wing surface.

WARNING: YOU MUST OBEY THE PROCEDURE TO OPEN THE SLIDE COMPARTMENT DOOR. IF YOU INCORRECTLY OPEN THE SLIDE COMPARTMENT DOOR, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(3) Open the slide compartment door (AMM 25-65-08/201).

(4) Open the latch-opening actuator access door 195QL or 196QR (AMM 06-41-00/201).

WARNING: BE CAREFUL WHEN YOU INSTALL THE SAFETY PINS ON THE FORWARD AND AFT DOOR-OPENING ACTUATORS. THE CARTRIDGES ON THE ACTUATORS CAN ACCIDENTALLY FIRE AND CAUSE INJURY OR DAMAGE.

(5) Install the safety pins (9) in the forward door-opening actuator (View B, Fig. 401) and in the aft door-opening actuator (View C, Fig. 401).

NOTE: The safety pins for the door-opening actuators are in the pouch found in the latch-opening actuator compartment.

MECH | INSP

E. Remove the Door-opening Actuator (Figure 401)

(1) Do these steps to remove the forward door-opening actuator:

(a) Loosen the jamnut (27) on the cable terminal (26).

(b) Move the slide compartment door to the half closed position to remove the tension from the cable (16).

(c) Remove the pin (18), washer (19), and cotter pin (20) to disconnect the cable (16) from the door hinge (17).

(d) Remove the pin (11) to disconnect the lever (14) from the firing pin clevis (10).

(e) Remove the bolt (5), washers (6) and nut (7) that connects the door-opening actuator (8) to the actuator support bracket (1).

(f) Remove the pin (2), washer (3), and cotter pin (4) that connects the door-opening actuator (8) to the actuator support bracket (1).

(g) Remove the door-opening actuator (8).

(h) Remove the cable (16).

(2) Do these steps to remove the aft door-opening actuator:

(a) Loosen the jamnut (27) on the cable terminal (26).

(b) Move the slide compartment door to the half closed position to remove the tension from the cable (16).

(c) Remove the pin (18), washer (19), and cotter pin (20) to disconnect the cable (16) from the door hinge (17).

(d) Remove the bolt (29) to disconnect the actuating rod (21) from the lever (14).

(e) Remove the bolt (5), washers (6) and nut (7) that connects the door-opening actuator (8) to the actuator support bracket (1).

(f) Remove the pin (2), washer (3), and cotter pin (4) that connects the door-opening actuator (8) to the actuator support bracket (1).

(g) Remove the door-opening actuator (8).

(h) Remove the pin (11) to disconnect the lever (14) from the firing pin clevis (10).

(i) Remove the cable (16).

WARNING: IF THE DOOR-OPENING ACTUATOR HAS NOT FIRED, YOU MUST BE CAREFUL WHEN YOU TOUCH, KEEP, OR MOVE THE DOOR-OPENING ACTUATOR. REFER TO THE APPLICABLE LAWS AND FIRE REGULATIONS FOR CLASS 1, DIVISION 4 EXPLOSIVE DEVICES. IF YOU ARE NOT CAREFUL, THE DOOR-OPENING ACTUATOR CAN ACCIDENTALLY FIRE AND CAUSE INJURY OR DAMAGE.

(3) Put the door-opening actuator (8) in a plastic bag. Seal the plastic bag. Attach a tag with the part number, nomenclature, and safety information for the door-opening actuator (8).

2. Install the Slide Compartment Door-Opening Actuator

A. General

(1) Do not install an actuator again unless you know it is satisfactory.

B. Equipment

(1) Safety Equipment, Off-Wing Escape System - A25016-1

(2) Protective Pad - Ensolite (or equivalent) - 1 inch X 48 inches X 48 inches (25.4mm x 1.22 meters x 1.22 meters) - commercially available

C. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-00/501, Off-Wing Escape System

(4) AMM 25-65-08/201, Off-Wing Slide Compartment Door

D. Access

(1) Location Zones
195/196 Wing-to-Body Fairings - Aft Upper Half

MECH | INSP

(2) Access Panels

195EL/196ER	Off-Wing Slide Compartment Door
195ML/196MR	Integrator Access Door
195QL/196QR	Latch-Opening Actuator Access Door

E. Prepare to Install the Door Opening Actuator.

NOTE: Additional information useful in this procedure may be found in this reference: (AMM 25-65-00/501).

(1) Put a protective pad over the work area of the wing surface.

WARNING: BE CAREFUL WHEN YOU TOUCH THE DOOR-OPENING ACTUATORS. IF YOU ARE NOT CAREFUL, THE DOOR-OPENING ACTUATORS CAN ACCIDENTALLY FIRE AND CAUSE INJURY OR DAMAGE.

(2) Do these steps to install the forward door-opening actuator:

(a) Make sure the jamnut (27) is tightened to the end of the thread on the actuator rod (28).

(b) Make sure the cable terminal (26) is installed approximately 0.55 inch on the thread of the actuator rod (28).

(c) Install the door-opening actuator (8).

(d) Put the door opening actuator (8) in position on the actuator support bracket and install the pin (2), washer (3), and cotter pin (4).

(e) Install the bolt (5), washers (6) and nut (7) to attach the door opening actuator (8) to the actuator support bracket (1).

(f) Install the cable (16) over the pulleys (15). Remove the pulley guards as it is necessary.

(g) Install the pin (11), washer (12), and cotter pin (13), to connect the lever (14) to the firing pin clevis (10).

(h) Install the pin (18), washer (19), and cotter pin (20) to connect the cable (16) to the door hinge (17).

MECH | INSP

(i) Turn the jamnut (27) on the actuator rod (28) as it is necessary to make sure the cable (16) is tight and engaged with all the pulleys (15).

(j) Install the pulley guards as it is necessary.

(3) Do these steps to install the aft door-opening actuator:

(a) Make sure the jamnut (27) is tightened to the end of the thread on the actuator rod (28).

(b) Make sure the cable terminal (26) is installed approximately 0.55 inch on the thread of the actuator rod (28).

(c) Install the pin (11), washer (12), and cotter pin (13), to connect the lever (14) to the firing pin clevis (10).

(d) Install the door-opening actuator (8).

(e) Put the door opening actuator (8) in position on the actuator support bracket and install the pin (2), washer (3), and cotter pin (4).

(f) Install the bolt (5), washers (6) and nut (7) to attach the door opening actuator (8) to the actuator support bracket (1).

(g) Install the bolt (29) to connect the actuating rod (21) to the lever (14).

(h) Install the cable (16) over the pulleys (15). Remove the pulley guards as it is necessary.

(i) Install the pin (18), washer (19), and cotter pin (20) to connect the cable (16) to the door hinge (17).

(j) Turn the jamnut (27) on the actuator rod (28) as it is necessary to make sure the cable (16) is tight and engaged with all the pulleys (15).

(k) Install the pulley guards as it is necessary.

(4) Do these steps to adjust the aft door-opening actuator cable:

(a) Make sure that the slide compartment door is in the full open position.

MECH	INSP

(b) Make sure that the trailing edge flaps are in the full up position.

(c) Make sure that there is a 1.0 +/- 0.1 inch distance between the aft top edge of the slide compartment door and the top surface of the wing.

(d) Turn the actuator rod until the actuator cable is tight and touches the pulleys.

(e) Make sure that the cables do not hold the weight of the slide compartment door and the slide pack.

(f) Make sure that the slide compartment door is in the full open position.

(g) Make sure that the trailing edge flaps are in the full up position.

(h) Make sure that there is a 1.0 +/- 0.1 inch distance between the aft top edge of the slide compartment door and the top surface of the wing.

(i) Turn the actuator rod until the actuator cable is tight and touches the pulleys.

(j) Make sure that the cables do not hold the weight of the slide compartment door and the slide pack.

(5) Tighten the jamnut on the actuator rod of the forward and aft door opening actuator.

NOTE: Make sure the actuator cables are tight between the door-opening actuator and the door hinge. The actuator cables must not be too tight. The forward and aft door open stops must hold the weight of the slide compartment door and the slide pack.

F. Put the Airplane Back to Its Initial Condition

(1) Remove the safety pins (9) from the door-opening actuators (8).

NOTE: Keep the safety pins (9) in the pouch which is in the latch-opening actuator compartment.

MECH	INSP

(2) Close the latch-opening actuator access door.

(3) Make sure the EMER DOORS light on the overhead panel, P5, is on.

(4) Make sure the applicable EICAS messages show on the top display:

(a) L WING SLIDE

(b) R WING SLIDE

(c) EMER DOORS

WARNING: YOU MUST OBEY THE PROCEDURE TO CLOSE THE SLIDE COMPARTMENT DOOR. IF YOU INCORRECTLY CLOSE THE SLIDE COMPARTMENT DOOR, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(5) Close the slide compartment door (AMM 25-65-08/201).

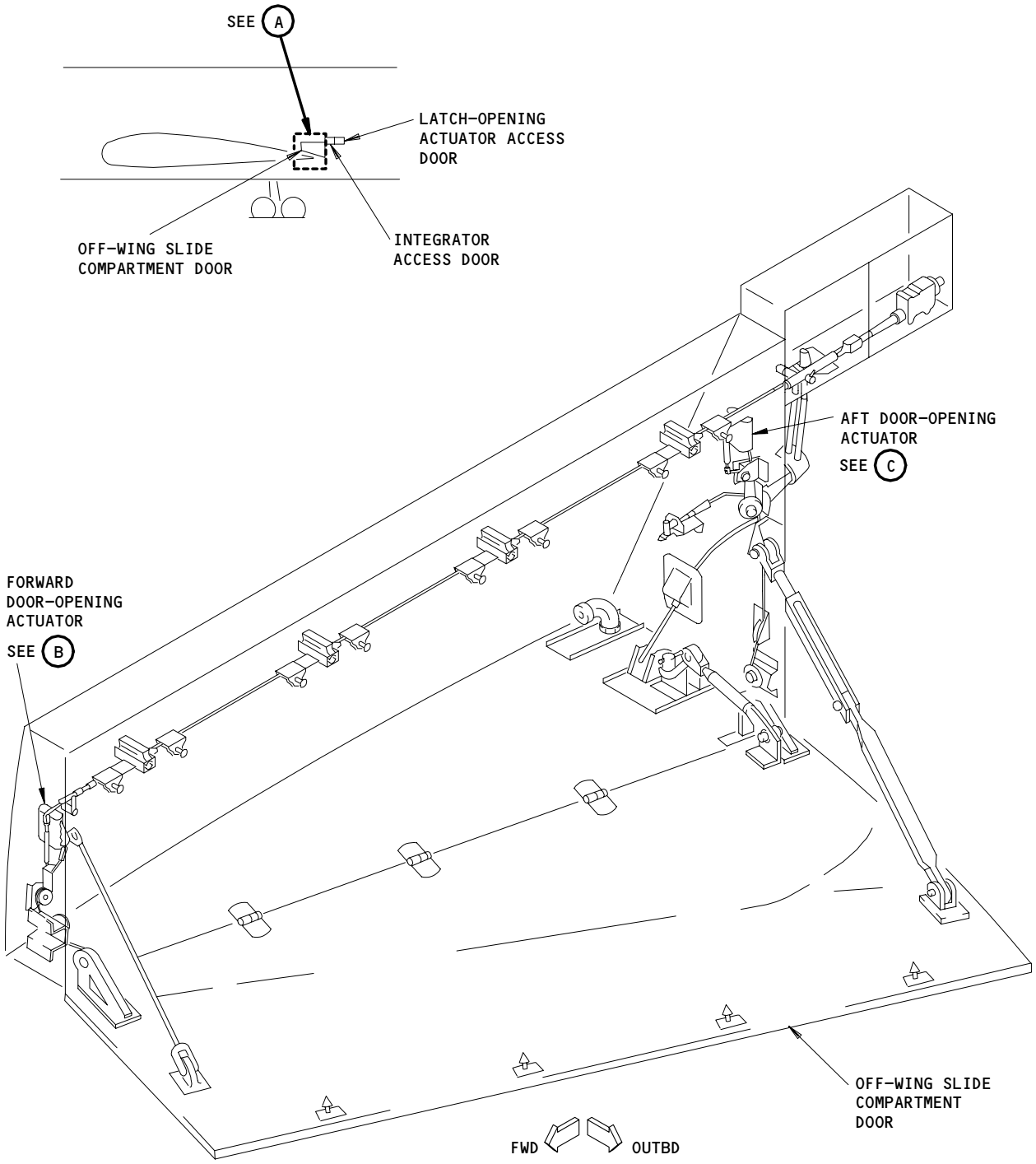
(6) Make sure the EMER DOORS light on the overhead panel, P5, is off.

(7) Make sure the off-wing escape system EICAS messages do not show.

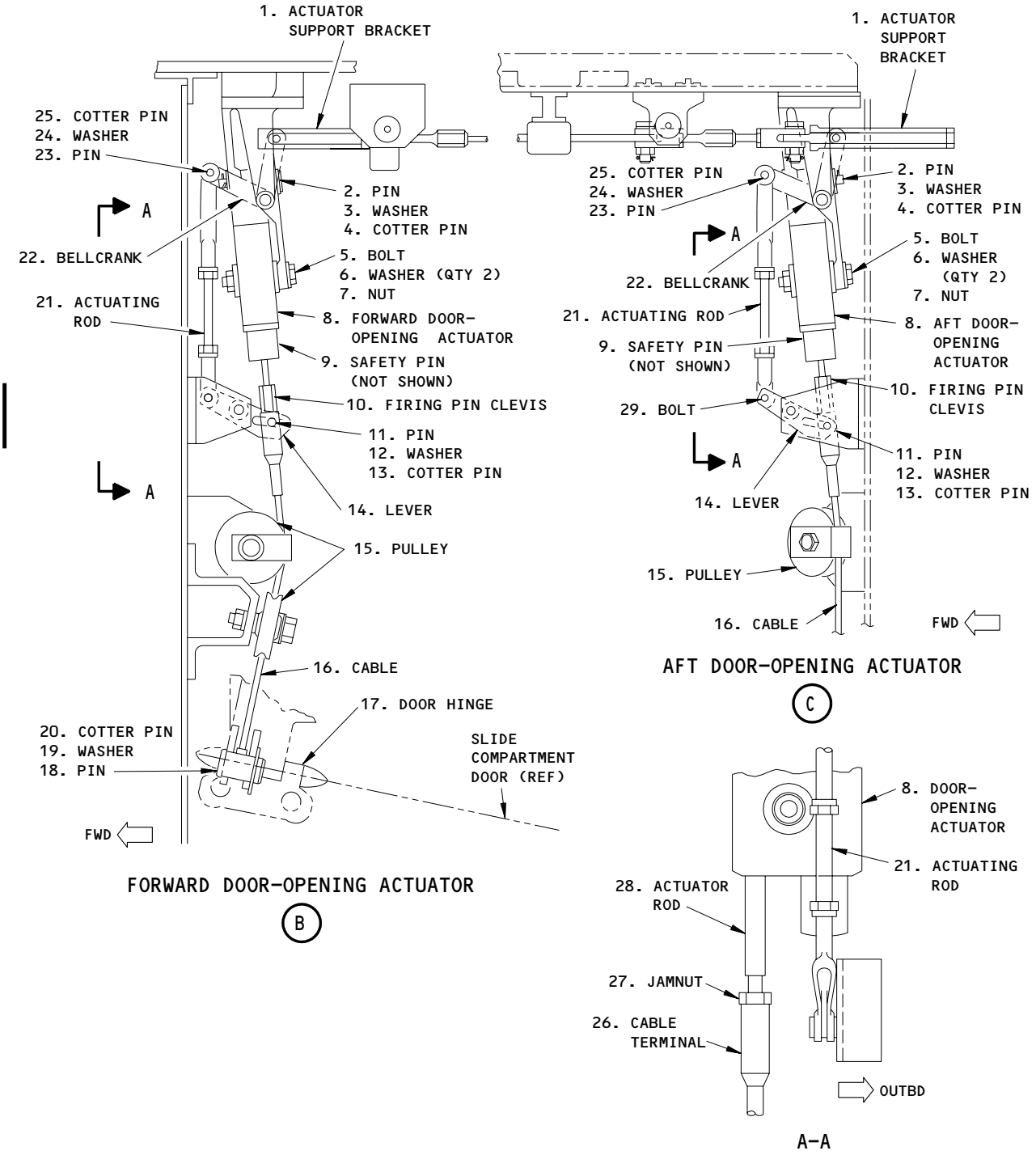
(8) Remove the protective cover from the work area of the wing surface.

WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(9) Arm the off-wing escape system (AMM 25-65-00/201).



Door-Opening Actuator
Figure 401 (Sheet 1)



Door-Opening Actuator
Figure 401 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-038-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	GALLEYS		1C	11212	013	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CLEAN	GALLEY OVEN		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER
		25-31-00-A

CLEAN GALLEY OVEN INCLUDING BAFFLE PLATES IF INSTALLED. REMOVAL OF BAFFLE PLATES MAY BE REQUIRED IN ORDER TO ACCESS AREAS BEHIND THE PLATES WHERE GREASE AND OTHER MATERIAL CAN ACCUMULATE. SEE VENDOR COMPONENT MAINTENANCE MANUAL FOR PROCEDURE.

AIRPLANE NOTE: BAFFLES PLATES ARE NOT IN ALL OVENS.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-039-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	LAVATORIES		3C	13636	011	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	LAVATORY LOWER EXTERIOR WALLS		PASS	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

VISUALLY CHECK THE LOWER EXTERIOR WALLS OF ALL MID AND AFT LAVATORIES FOR DELAMINATION AND CORROSION. 25-41-00-6C

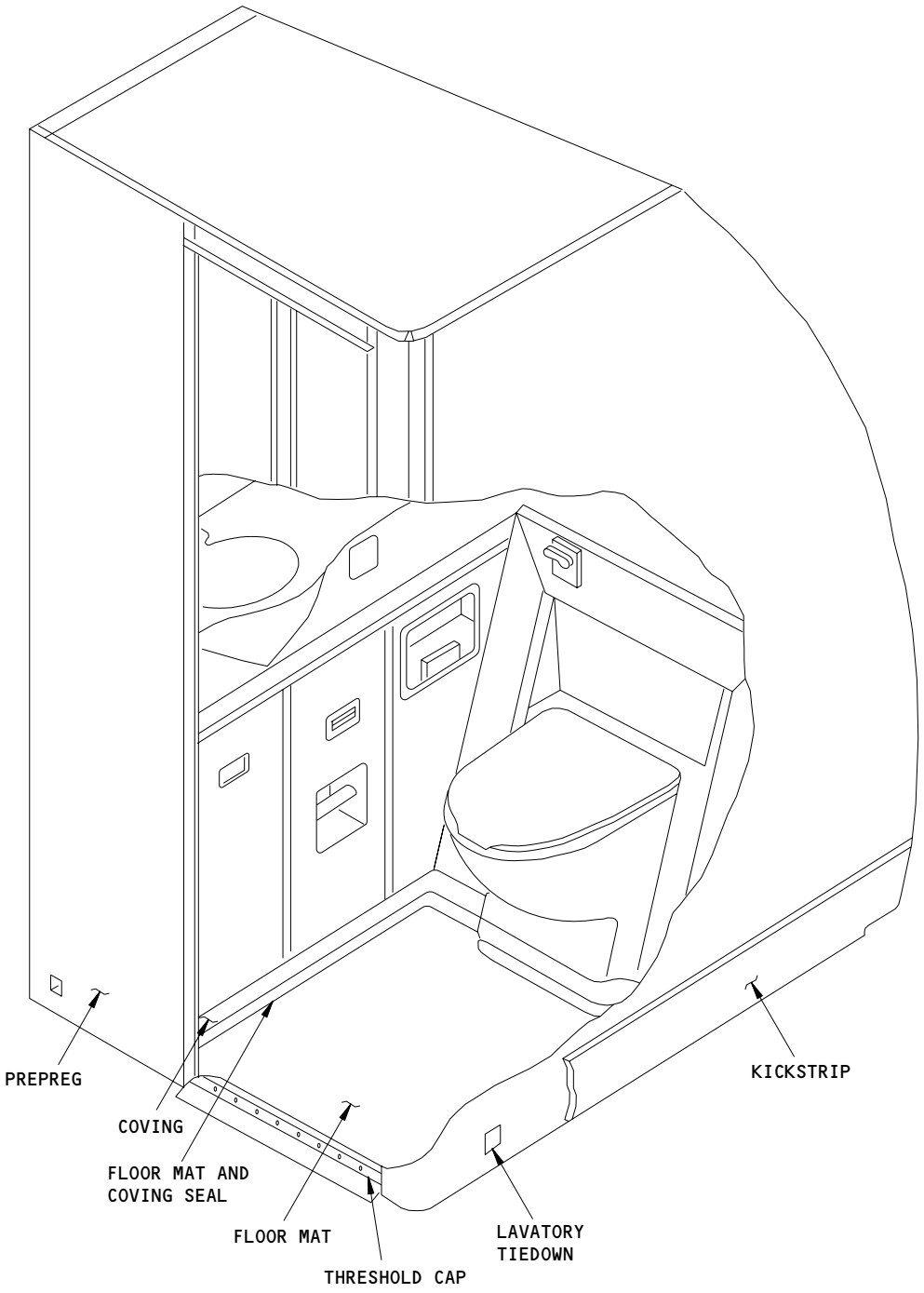
1. Lavatory Inspection for Signs of Corrosion (Fig. 602)

A. Procedure

(1) Look on all lower exterior walls and wall areas for prepreg delamination and signs of corrosion.

NOTE: Delamination in these areas can be corrosion of the aluminum extrusions that are in the walls of the lavatory. This could be an indicator for tie-down corrosion due to moisture seal failure.

(2) Look at the tie-downs for corrosion in case of moisture seal failure. Removal of carpet, kickstrip, and/or other adjoining surfaces may be required to view tie-downs from the exterior.



Inspection of Lavatory for Corrosion (Example)
Figure 602

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-040-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	LAVATORIES		1C	11212	011	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	LAVATORY FLOORS		PASS	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

VISUALLY CHECK THE INTERIOR LAVATORY FLOORS OF ALL MID AND AFT LAVATORIES FOR CONDITION. 25-41-00-6B

1. Lavatory Inspection to Prevent Corrosion (Fig. 602)

A. Procedure

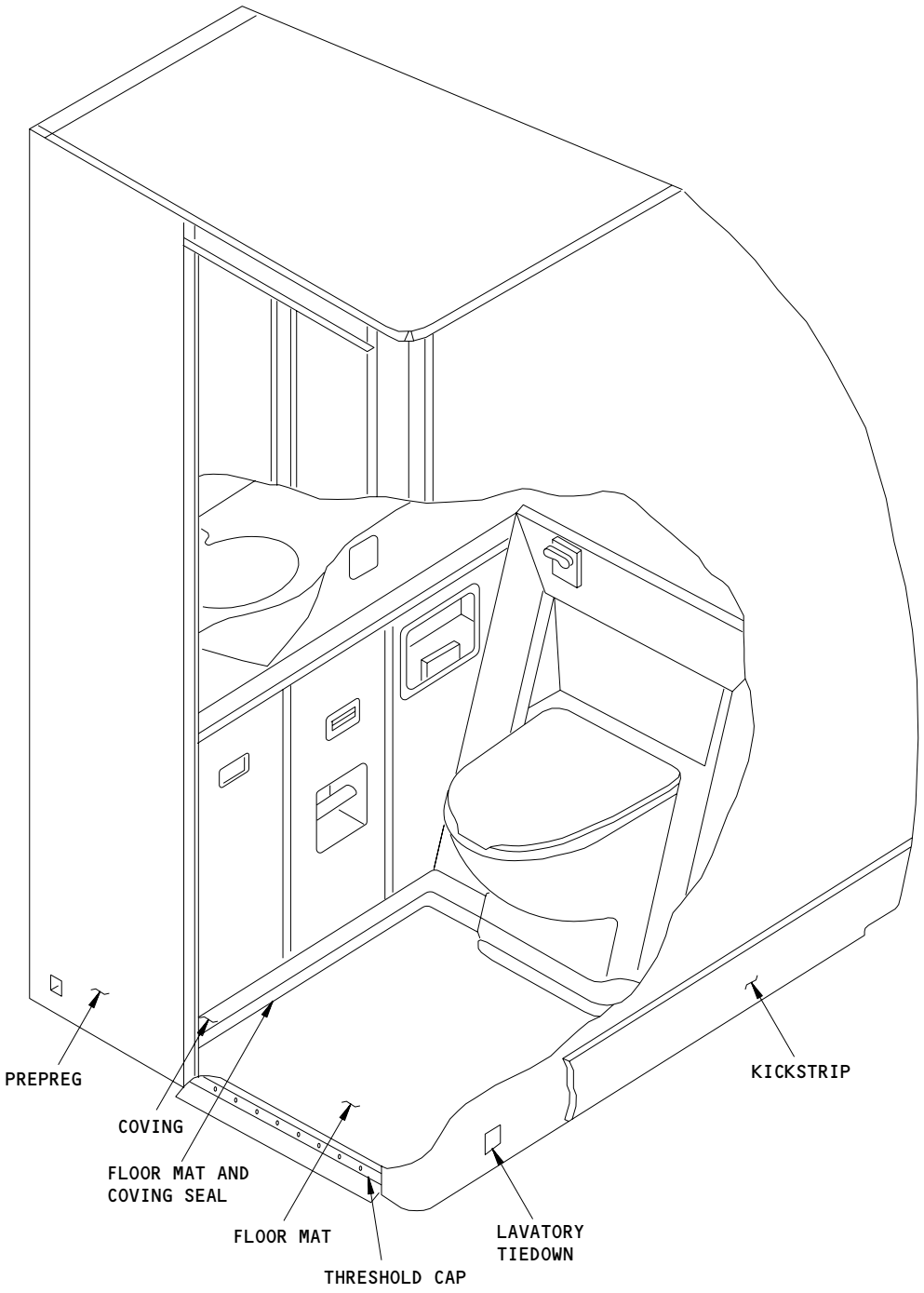
(1) Make sure the floor mat and coving do not have cracks or disbonding.

(2) Inspect all floor mat and coving seals for damage. Removal of the threshold cap is required for this inspection. (A 0.005 inch feeler gauge can be used as an additional aid to check for breaks in the seal).

(3) Inspect for signs of mark off in the floor mat near the walls and threshold.

NOTE: The term "mark off" is a technical way to describe a surface disturbance. This usually appears as a ridge caused by a rise or drop in the surface. The ridge is caused by a shift or delamination of a lower unseen structure.

(4) Inspect for delamination and or gaps in the floor panel honeycomb by tap testing the floor mat to identify any hollow spots beneath the floor mat.



Inspection of Lavatory for Corrosion (Example)
Figure 602

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-042-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	W/B FAIRING		NOTE	99XXX	012	AUG 22/06

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	OFF-WING SLIDE BOTTLE SQUIB		NOTE	ALL

ZONES	ACCESS PANELS
197 198	197PZX 198KZX 732 742

MECH | INSP

MPD ITEM NUMBER

REPLACE OFF-WING SLIDE PRESSURE INFLATION CYLINDER SQUIB CARTRIDGE. 25-65-02-4B

INTERVAL NOTE: AT VENDORS RECOMMENDATION.

AIRPLANE NOTE: AIRPLANES WITH MODULARIZED OFF-WING ESCAPE SLIDES.

REPLACE BOTH RIGHT AND LEFT BOTTLE SQUIB CARTRIDGES.

OFF-WING ESCAPE SLIDE INFLATION CYLINDER - REMOVAL/INSTALLATION

1. General

A. This procedure contains these tasks:

(1) Remove the off-wing escape slide inflation cylinder.

(2) Install the off-wing escape slide inflation cylinder.

B. The inflation cylinder is in a compartment which is aft of the aft wheel well bulkhead. An access door on the aft wheel well bulkhead gives access to the pressure gage and to the installation point for the ball lock safety pin and regulator shorting cap. The lower access door on the lower aft of the wheel well gives access fuselage which installs the inflation cylinder. The safety pin and shorting cap for the inflation cylinder are kept in pouchs in the lower access door.

C. This procedure is for the left and right off-wing escape slide inflation cylinders.

2. Remove the Off-Wing Slide Inflation Cylinder (Fig. 401)

A. References

MECH | INSP

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

B. Access

(1) Location Zone
197 Wing to Body - Aft Lower Half (Left)
198 Wing to Body - Aft Lower Half (Right)

(2) Access Panels
197CL Lower Access Door (Left)
198CR Lower Access Door (Right)

C. Procedure

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Disarm the off-wing escape system (AMM 25-65-00/201).

(2) Open the access door 197CL or 198CR to get access to the inflation cylinders (AMM 06-41-00/201).

(3) Loosen the B-nut and disconnect the high pressure tube (6) from the regulator fitting.

(4) Install the plastic dust cap on the high pressure tube (6).

NOTE: The plastic dust cap is kept in a pouch which is in the lower access door.

(5) Put a lift tool below the inflation cylinder (1).

(6) Remove the strap liners (7).

(7) Remove the inflation cylinder (1).

3. Install the Off-Wing Slide Inflation Cylinder (Fig. 401)

MECH | INSP

A. Parts

(1) Refer to the IPC for the part numbers and effectivities of the items in the subsequent table:

B. Consumable Materials

(1) D50099 Grease, Grease - Fuel and Oxidizer Resistant, MIL-PRF-27617 Type III

(2) D50004 (ALTERNATIVE) Compound, Compound - AntiSeize, BMS3-28

C. References

(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels

(2) AMM 25-65-00/201, Off-Wing Escape System

(3) AMM 25-65-02/601, Off-Wing Escape Slide Inflation Cylinder

D. Access

(1) Location Zone
197 Wing to Body - Aft Lower Half (Left)
198 Wing to Body - Aft Lower Half (Right)

(2) Access Panels
197CL Lower Access Door (Left)
198CR Lower Access Door (Right)

E. Procedure

WARNING: YOU MUST OBEY THE PROCEDURE TO DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(1) Make sure the off-wing escape system is disarmed (AMM 25-65-00/201).

(2) Do the task to do a check of the inflation cylinder pressure.

MECH | INSP

(3) Open the access door 197CL or 198CR to get access to the inflation cylinders (AMM 06-41-00/201).

(4) Install the inflation cylinder assembly.

(a) Use a lift tool to put the inflation cylinder (1) against the strap liners (7).

NOTE: Position the inflation cylinder (1) so that the regulator (4) is face down.

(b) Install the strap liners (7).

NOTE: Leave the strap liners (7) loose until the high pressure tube (6) is attached.

(5) Remove dust caps from the high pressure tube fitting and the regulator fitting.

(6) Attach the high pressure tube (6) to the cylinder assembly (1).

(a) Lubricate B-nut with Grease, MIL-PRF-27617 Type III.

(b) Manually thread and seat the B-nut and high pressure tube (6) on the regulator fitting.

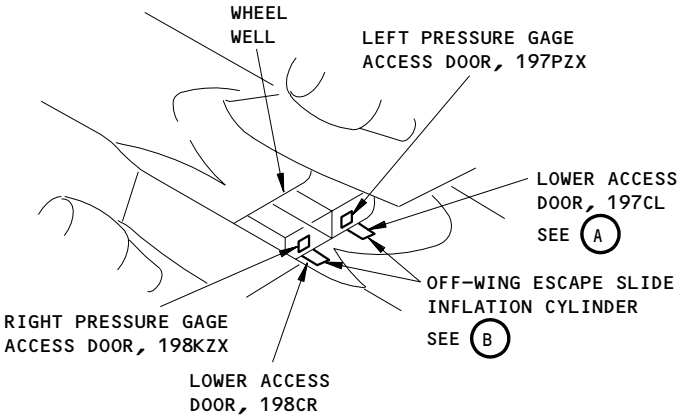
(c) Torque the B-nut to 20-25 ft-lbs.

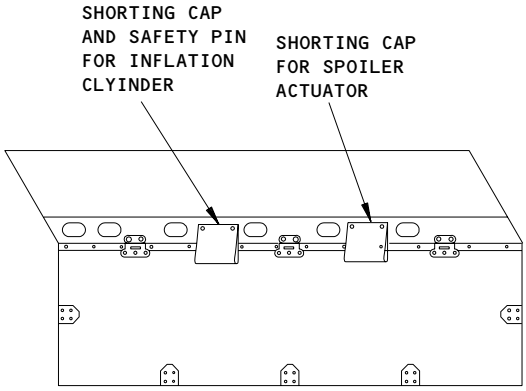
(7) Tighten the strap liner nuts to a torque of 50-55 in-lbs.

(8) Do the procedure to check the pressure of the inflation cylinder (AMM 25-65-02/601).

WARNING: YOU MUST OBEY THE PROCEDURE TO ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE OFF-WING ESCAPE SYSTEM, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

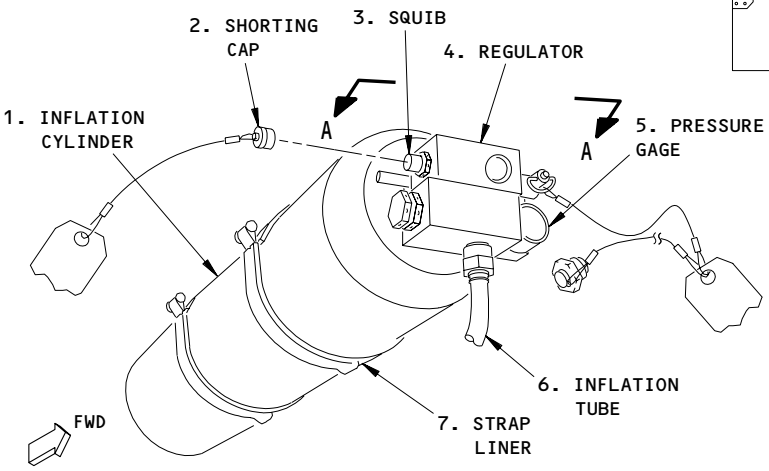
(9) When it is necessary, arm the off-wing escape system (AMM 25-65-00/201).





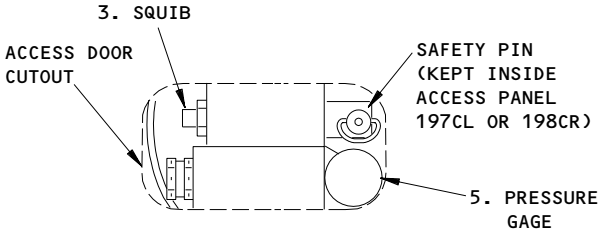
LOWER ACCESS DOOR

A



OFF-WING ESCAPE SLIDE INFLATION CYLINDER

B



SAFETY PIN INSTALLATION
(THROUGH PRESSURE GAGE ACCESS DOOR)
A-A

Modular Off-Wing Escape System Inflation Cylinder
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	25-043-03
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN	W-26-015-01	00048 HRS	002DY	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	OFF-WING SLIDE BOTTLE SQUIBS		NOTE	ALL

ZONES	ACCESS PANELS
211 212	

MECH | INSP

MPD ITEM NUMBER

OPERATIONALLY CHECK OFF-WING EMERGENCY ESCAPE BOTTLE SQUIBS USING SQUIB TEST PANEL IN FLIGHT DECK. 25-65-00-2A

AIRPLANE NOTE: AIRPLANES WITH MODULARIZED OVERWING ESCAPE SLIDES.

(1) Do the squib test as follows (Fig. 208):

(a) Push and hold the TEST 1 switch on the squib test panel M32 which is on the right side panel P61.

1) Make sure the EMER ESCAPE L and EMER ESCAPE R lights on the squib test panel come on in 3 seconds.

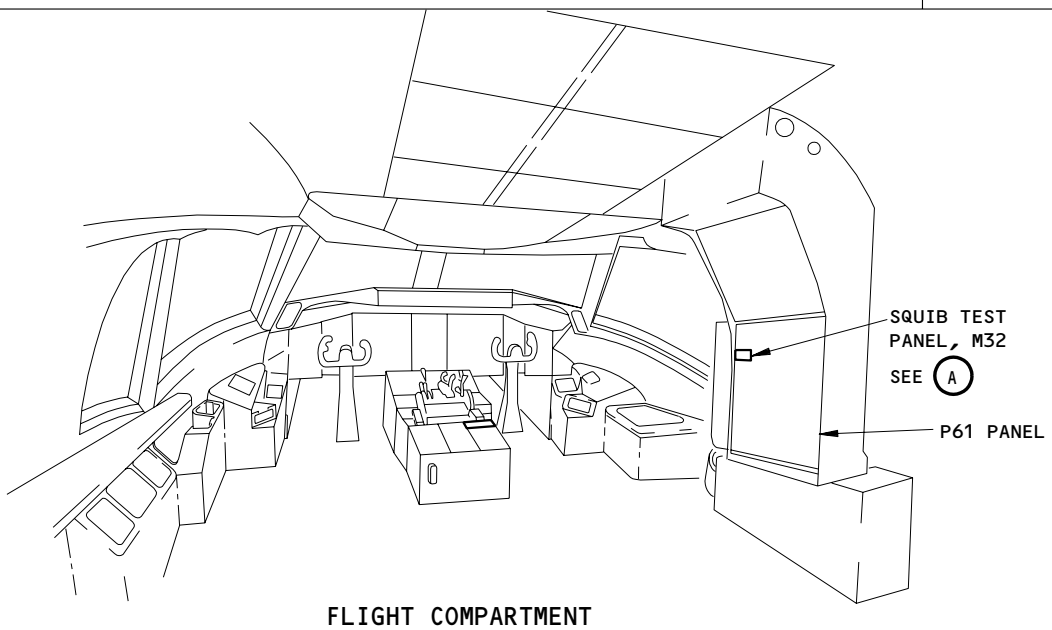
NOTE: You must wait for the lights to come on because of the time delay in the system to allow the the inboard spoilers to retract.

(b) Release the TEST 1 switch.

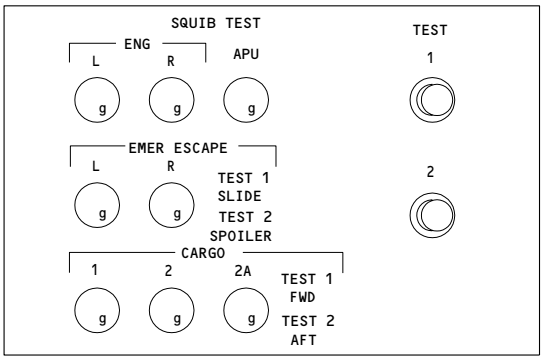
(c) Push and hold the TEST 2 switch on the squib test panel M32 which is on the right side panel P61.

1) Make sure the EMER ESCAPE L and EMER ESCAPE R lights on the squib test panel are on.

(d) Release the TEST 2 switch.



FLIGHT COMPARTMENT



SQUIB TEST PANEL, M32

A

Spoiler Override Actuator Squib Test
Figure 208