STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-R01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGIN/STRUT				003	AUG 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	ENG FIRE & OVERHEAT DETECTOR ELEMENT		ALL	NOTE

ZONES	ACCESS PANELS
410 420	413AL 414AR 415AL 416AR 417AL 418AR 423AL 424AR 425AL 426AR 427AL 428AR

MECH	INSP	MPD ITEM NUMBER

REPLACE THE ENGINE FIRE AND OVERHEAT DETECTOR ELEMENT. 26-11-02-4A

ENGINE NOTE: THIS TASK IS APPLICABLE TO THE 4000, 7R4, 80A AND 80C ENGINES .

THIS CARD IS NOT A SCHEDULED MAINTENANCE TASK. IT IS A COMPONENT CHANGE CARD AND IT IS PROVIDED FOR OPERATOR CONVENIENCE DURING UNSCHEDULED MAINTENANCE ACTIVITIES. SEE APPENDIX A OF THE 767 MAINTENANCE PLANNING DATA (MPD) DOCUMENT,D622T001, FOR A DESCRIPTION OF THE COMPONENT CHANGE CARDS.

1. General

A. Four dual-element fire and overheat detectors are installed in each engine. These are: upper forward engine overheat, engine lower forward fire, engine lower aft fire, and engine firewall (upper aft) fire detectors. The removal/installation procedure is applicable to each detector element.

2. Remove the Detector Element (Fig. 401)

A. References

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

(2) AMM 71-11-06/201, Core Cowl Panels

(3) AMM 78-31-00/201, Thrust Reverser System

B. Access

(1) Location Zones
211/212 Flight Compartment
410 No. 1 Power Plant (L)
420 No. 2 Power Plant (R)

(2) Access Panels
413, 423 L, R Fan Cowl Panel (Left)
414, 424 L, R Fan Cowl Panel (Right)
415, 425 L, R Fan Reverser (Left)
416, 426 L, R Fan Reverser (Right)
417, 427 Core Cowl (LH)
418, 428 Core Cowl (RH)

C. Remove the Detector Element

(1) To remove the detector elements on the left engine, open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:

(a) 11B20, FIRE DETECTION LEFT ENGINE 1

(b) 11B21, FIRE DETECTION LEFT ENGINE 2

(c) 11B29, OVERHEAT DETECT LEFT ENGINE 1

(d) 11B30, OVERHEAT DETECT LEFT ENGINE 2

(e) 11K30, ALTERNATE POWER FIRE DETECTION ENGINE L

(f) 11K34, ALTERNATE POWER OVHT DETECT ENGINE L

(2) To remove the detector elements on the right engine, open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:

(a) 11B22, FIRE DETECTION RIGHT ENGINE 1

(b) 11B23, FIRE DETECTION RIGHT ENGINE 2

(c) 11B31, OVERHEAT DETECT RIGHT ENGINE 1

(d) 11B32, OVERHEAT DETECT RIGHT ENGINE 2

(e) 11K31, ALTERNATE POWER FIRE DETECTION ENGINE R

(f) 11K35, ALTERNATE POWER OVHT DETECT ENGINE R

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(3) To remove the detectors open these panels:

(a) For the upper forward overheat detector, open the fan duct cowl and the left half of the thrust reverser (AMM 78-31-00/201).

(b) For the lower forward and upper aft (firewall) fire detectors, open the fan duct cowl and each half of the thrust reverser (AMM 78-31-00/201).

(c) For the lower aft fire detector, open the fan duct cowl and each half of the thrust reverser (AMM 78-31-00/201).

(4) Remove the detector.

(a) Disconnect the terminal lug nut (12), washer (11), and screw (10) at both ends of the detector.

(b) Remove the retaining nut (3), gasket (4) which hold the sensing element (2) connector to the end bracket of the support tube, at both ends of the detector.

(5) Open the quick-release clamps and remove the detector assembly.

3. Install the Detector Element (Fig. 401)

A. Equipment

(1) Torque Wrench - commercially available. Torque ranges: 0 to 70 pound-inches.

B. References

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

(2) AMM 31-41-00/501, Engine Indicating and Crew Alerting System (EICAS)

(3) AMM 71-11-06/201, Core Cowl Panels

(4) AMM 78-31-00/201, Thrust Reverser System

MECH | INSP

C. Access

(1) Location Zones
211/212
410 No. 1 Power Plant (L)
420 No. 2 Power Plant (R)

(2) Access Panels
413, 423 L, R Fan Cowl Panel (Left)
414, 424 L, R Fan Cowl Panel (Right)
415, 425 L, R Fan Reverser (Left)
416, 426 L, R Fan Reverser (Right)
417, 427 Core Cowl (LH)
418, 428 Core Cowl (RH)

D. Install the Detector Element

(1) Install the first terminal lug connector.

(a) Install the gasket (4) on the terminal lug connector secure the connector through the hole in the end bracket of the support tube with the retaining nut (3).

(2) Set the sensing element adjacent to the support tube and keep the correct tension between any two clamps.

(3) Install the gromet (6) on the sensing element at the location of the mounting clamps.

(4) Set the element with the grommets in the clamps and tighten.

(5) Adjust the element so that it will hang at a maximum of one inch over the opposite end of the responder (Fig. 401).

(6) Install the remaining terminal lug connector.

(a) Install the gasket (4) on the detector element (2) connector secure the connector through the hole in the end bracket of the support tube with the retaining nut (3).

NOTE: When you install the detector elements make sure there is a minimum clearance of 0.5 inches from their adjacent equipment/structure.

MECH	INSP

(7) Install the airplane wiring.

CAUTION: DO NOT GIVE A LOAD OR BEND THE WIRE LUG WHEN YOU INSTALL THE DETECTOR ELEMENT. IF NOT ALIGNED CORRECTLY, THE WIRE LUG CAN BE DAMAGED AND A DETECTOR LOOP FAILURE CAN OCCUR.

(a) Align the center line of the wire lug to the center line of the terminal.

(b) Install the vendor supplied screw, washer and nut.

(c) Hold the wire lug and screw together while you tighten the nut. Do not let the terminal lug turn.

NOTE: The position of the #8 and #10 screws changes. Tighten the nut as follows:
8 Nut: 20 to 25 inches-pounds
#10 Nut: 30 to 35 inch-pounds

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(8) Close the applicable fan duct cowl and thrust reversers (AMM 78-31-00/201).

E. Do a test of the detector element installation:

(1) Supply electrical power (AMM 24-22-00/201).

(2) On the forward pilots control stand, P9, do these steps:

(a) Set the EICAS COMPUTER select switch to the AUTO position.

(b) Set the display to STATUS.

(3) Make sure the EICAS circuit breakers on the pilots overhead panel, P11, are closed.

MECH	INSP

(4) For the left engine detectors, remove the DO-NOT-CLOSE tags, and close these P11 panel circuit breakers:

(a) 11B20, FIRE DETECTION LEFT ENGINE 1

(b) 11B21, FIRE DETECTION LEFT ENGINE 2

(c) 11B29, OVERHEAT DETECT LEFT ENGINE 1

(d) 11B30, OVERHEAT DETECT LEFT ENGINE 2

(e) 11K30, ALTERNATE POWER FIRE DETECTION ENGINE L

(f) 11K34, ALTERNATE POWER OVHT DETECT ENGINE L

(5) For the right engine detectors, remove the DO-NOT-CLOSE tags, and close these P11 panel circuit breakers:

(a) 11B22, FIRE DETECTION RIGHT ENGINE 1

(b) 11B23, FIRE DETECTION RIGHT ENGINE 2

(c) 11B31, OVERHEAT DETECT RIGHT ENGINE 1

(d) 11B32, OVERHEAT DETECT RIGHT ENGINE 2

(e) 11K31, ALTERNATE POWER FIRE DETECTION ENGINE R

(f) 11K35, ALTERNATE POWER OVHT DETECT ENGINE R

(6) Make sure these applicable EICAS status messages do not show on the bottom display:

(a) L ENG FIRE LP 1

(b) R ENG FIRE LP 1

(c) L ENG FIRE LP 2

(d) R ENG FIRE LP 2

(e) L ENG OH LP 1

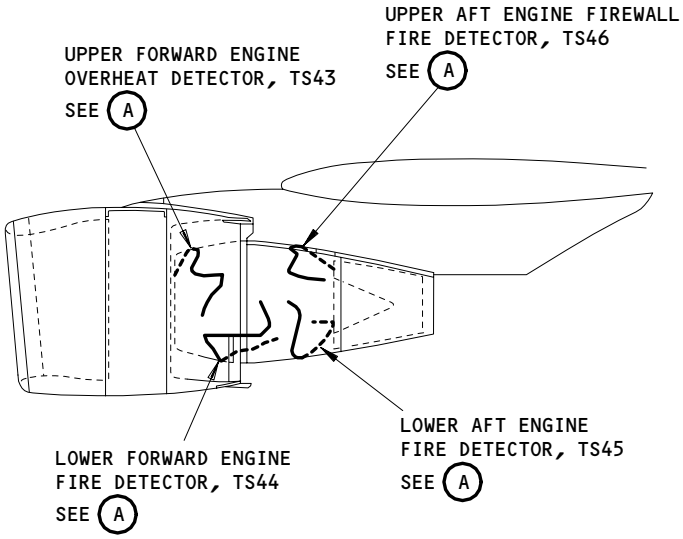
(f) R ENG OH LP 1

(g) L ENG OH LP 2

MECH	INSP

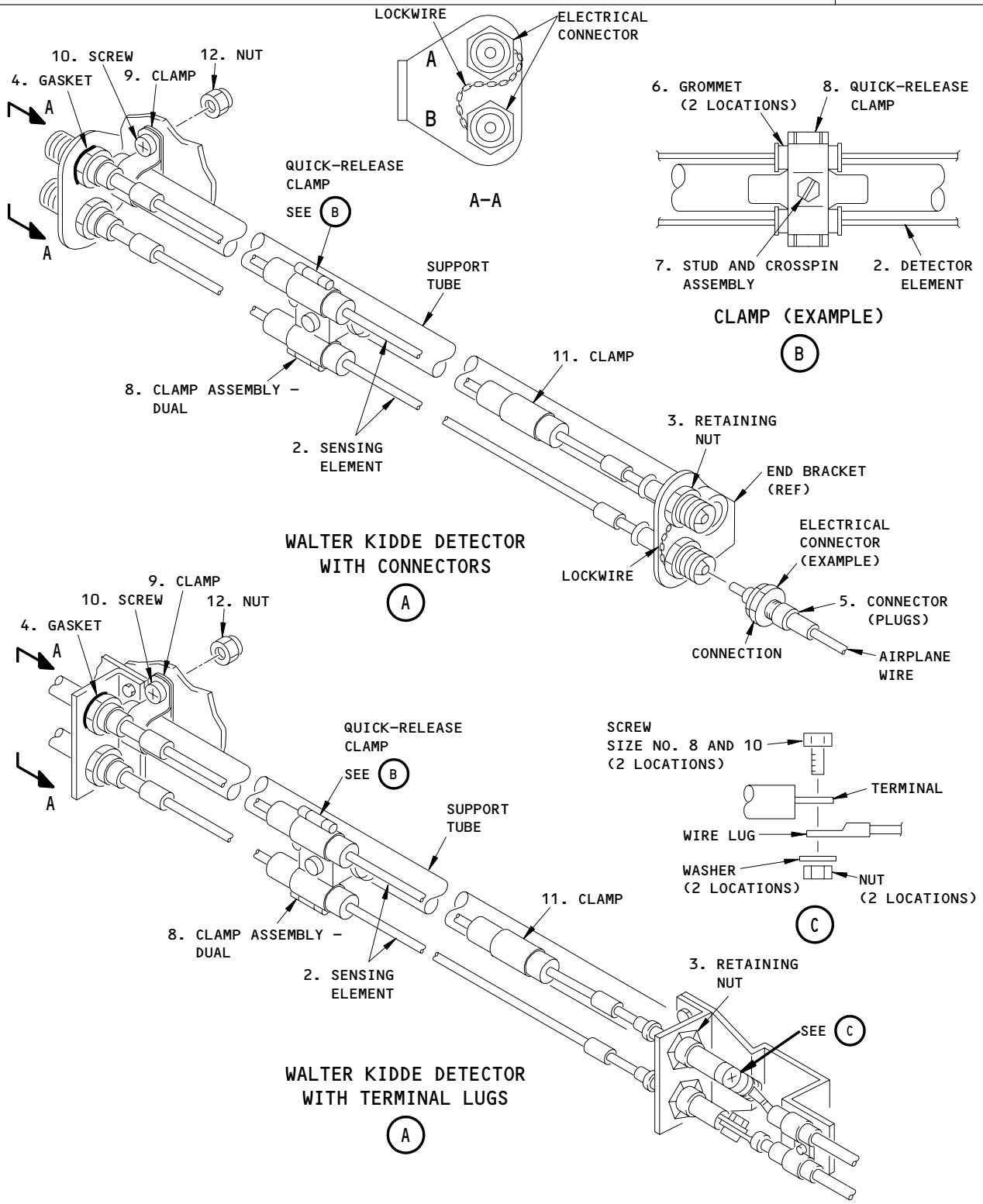
(h) R ENG OH LP 2

(7) Remove electrical power if it is not necessary (AMM 24-22-00/201).



PRATT AND WHITNEY ENGINE

Engine Fire and Overheat Detector Element Installation
Figure 401 (Sheet 1)



Engine Fire and Overheat Detector Element Installation
Figure 401 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-001-C1
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	CREW CABIN		1C	11212	012	APR 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	CARGO SMOKE DETECTORS/BLOWERS/RELAYS		PASS	ALL

ZONES	ACCESS PANELS
121 122 153 154 210 212	821 822

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE CARGO SMOKE DETECTOR BLOWERS, CONTROL RELAY, AND PLENUM PRESSURE SWITCHES USING EICAS MAINTENANCE PAGE AND SMOKE DETECTOR SAMPLING TUBE AIRFLOW USING SMOKE SOURCE. — 26-16-00-5A, 26-16-00-5B, 26-16-00-5C, 26-16-00-5D

1. System Test - Lower Cargo Compartment Smoke Detection

A. Equipment

(1) Smoke Source

(a) Corona Colt 8.5 (This is the preferred smoke source) or Colt 4 Basic or Colt 4 Turbo
Corona Integrated Technologies, Inc.
6215 Oerstone Drive
West Vancouver, B.C., Canada
V7W 1X7
Phone: 1-888-878-9433
FAX: 604-738-9918
E-mail: info@smokemachines.com

NOTE: These Corona smoke generators require the supply kit and smoke fluid identified below. These items must be ordered separately from Corona.

1) Refill Kit - COLT SUPPLY KIT - Corona Integrated Technologies, Inc.

2) Smoke fluid - CFC100AUSP - Corona Integrated Technologies, Inc.

(b) Rosco Fog/Smoke Machine - Model 1500 or 1600
Rosco Laboratories Inc.
36 Bush Ave.
Port Chester, NY 10573
Phone number: (914) 937-1300
FAX number: (914) 937-5984

(c) Ventilation Smoke Tube Kit (Part #458481)
Ventilation Smoke Tube Refills (Part #458480)
Mine Safety Appliance Co.
P.O. Box 426
Pittsburgh, PA 15230
Phone number: (412) 967-3000
FAX number: (412) 967-3161

B. References

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

(2) AMM 26-10-01/401, Fire Detection Card File - Printed Circuit Card

(3) AMM 31-41-00/501, Engine Indication and Crew Alerting System (EICAS)

(4) AMM 31-51-00/501, Warning System

(5) AMM 33-16-00/501, Master Dim and Test

C. Prepare for Test

(1) Supply electrical power (AMM 24-22-00/201).

(2) Make sure these systems operate:

(a) EICAS (AMM 31-41-00/501).

(b) Warning System (AMM 31-51-00/501).

(c) Master Dim and Test System (AMM 33-16-00/501).

(3) Make sure these circuit breakers on the overhead panel, P11, are closed:

(a) 11B26, FIRE DETECTION CARGO 1

(b) 11B27, FIRE DETECTION CARGO 2

(c) 11U35, FIRE DET CARGO DC

(d) 11U36, FIRE DET CARGO FAN AC

D. Do a test of the Forward Blowers, Control Relay, and Plenum Pressure Switch

(1) Make sure the EICAS maintenance message, FWD DET FAN, does not show on the bottom display.

(2) Open this circuit breaker, on the forward cargo compartment handling access panel, P35, to stop the operation of blower 1, M716.

(a) 35A1 or 35B1, BLOWER - SMOKE DETECTOR FWD 1

(3) After 60 to 90 seconds, make sure these indications occur:

(a) The EICAS maintenance message, FWD DET FAN, shows. This makes sure the plenum pressure switch and control relay have operated.

NOTE: The EICAS maintenance message, CARGO DET AIR, may appear momentarily.

(b) The EICAS status message, CARGO DET AIR, does not show. This is an indication that the forward blower 2, M717, operates.

(4) Open this circuit breaker, on the P35 panel, to stop the operation of blower 2:

(a) 35A2 or 35B2, BLOWER - SMOKE DETECTOR FWD 2

(5) After approximately 20 seconds, make sure the EICAS status message, CARGO DET AIR, shows on the bottom display.

(6) Close these circuit breakers on the P35 panel:

(a) 35A1 or 35B1, BLOWER - SMOKE DETECTOR FWD 1

(b) 35A2 or 35B2, BLOWER - SMOKE DETECTOR FWD 2

MECH | INSP

(7) Open and then close this circuit breaker on the P11 panel to set system:

(a) 11U35, FIRE DET CARGO FAN DC

(8) Make sure the EICAS maintenance message, FWD DET FAN, or status message, CARGO DET AIR, does not show. This is an indication that the forward blower 1, M716, operates.

E. Do a test of the Aft Blowers, Control Relay, and Plenum Pressure Switch

(1) Make sure the EICAS maintenance message, AFT DET FAN, does not show on the bottom display.

(2) Open this circuit breaker, on the P35 panel, to stop operation of blower 1:

(a) 35A3, BLOWER - SMOKE DETECTOR AFT 1

(3) After 60 to 90 seconds, make sure these indications occur:

(a) The EICAS maintenance message, AFT DET FAN, shows on the bottom display. This is an indication that the plenum pressure switch and control relay have operated.

NOTE: The EICAS maintenance message, CARGO DET AIR, may appear momentarily.

(b) The EICAS status message, CARGO DET AIR, does not show on the bottom display. This is an indication that the aft blower 2 (M719) operates.

(4) Open this circuit breaker, on the P35 panel, to stop the operation of blower 2:

(a) 35A4 or 35A1, BLOWER - SMOKE DETECTOR AFT 2

(5) After approximately 20 seconds, make sure the EICAS status message, CARGO DET AIR, shows on the bottom display.

(6) Close these circuit breakers on the P35 panel:

(a) 35A3 or 35B3, BLOWER - SMOKE DETECTOR AFT 1

MECH | INSP

(b) 35A4 or 35A1, BLOWER - SMOKE DETECTOR AFT 2

(7) Open and close this circuit breaker on the P11 panel:

(a) 11U35, FIRE DET CARGO DC

(8) Make sure the EICAS maintenance message, AFT DET FAN, or status message, CARGO DET AIR, do not show on the bottom display. This is an indication that the aft blower 1 operates.

F. Smoke Test

WARNING: DO NOT BREATHE THE SMOKE. USE EYE PROTECTION. IF YOU USE THE VENTILATION SMOKE TUBE, DO NOT LET THE SMOKE TOUCH YOUR SKIN. TOO MUCH SMOKE FROM THE SMOKE TUBE CAN CAUSE CORROSION TO THE MATERIALS IN THE SMOKE DETECTION SYSTEM. IF THERE IS NOT SUFFICIENT AIR MOVEMENT IN THE AREA OR YOU GET RESPIRATORY PROBLEMS, USE AN APPLICABLE RESPIRATOR. IF YOU DO NOT OBEY THESE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do the Smoke Test as follows:

(a) Make smoke adjacent to each orifice in the forward cargo compartment.

(b) For each orifice, make sure a fire indication occurs:

1) The red FWD CARGO FIRE switchlight, on the APU/cargo fire control panel (on P8), comes on.

2) The red FIRE light, on the captains instrument panel, P1-3, comes on.

3) The EICAS warning message, FWD CARGO FIRE, shows on the top display.

4) The red master warning lights, on the glareshield panel, P7, come on.

5) The fire bell is heard.

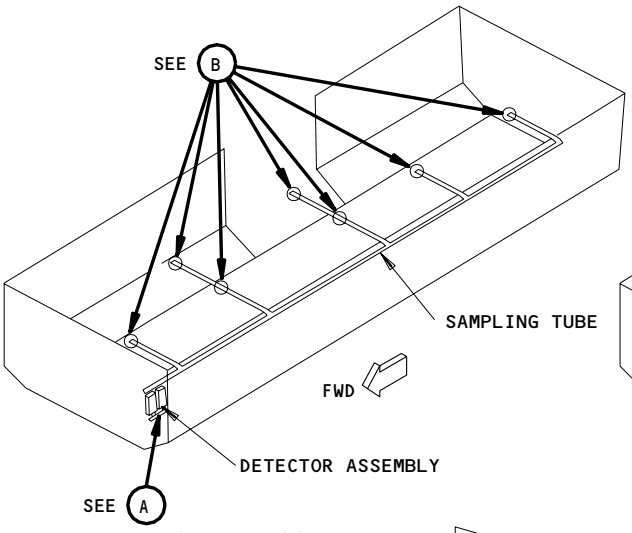
(c) Remove the smoke source.

(d) Make sure the fire indications stop when there is no smoke.

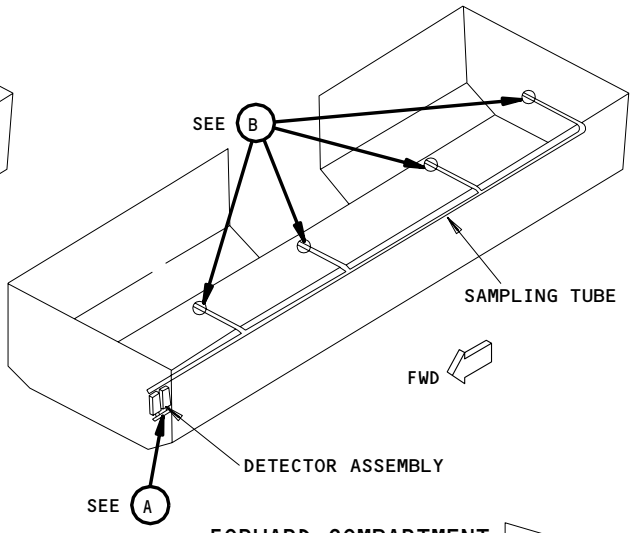
MECH	INSP

(e) Do the smoke test again for the aft cargo compartment. The AFT CARGO FIRE switchlight will come on and the EICAS warning message, AFT CARGO FIRE, shows on the top display.

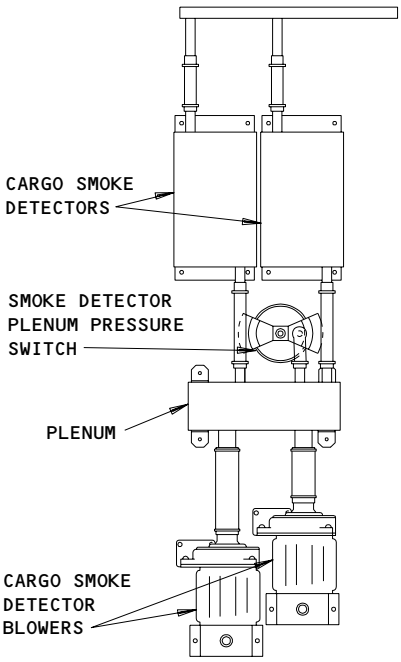
(2) Remove electrical power if it is not necessary (AMM 24-22-00/201).



FORWARD COMPARTMENT 2

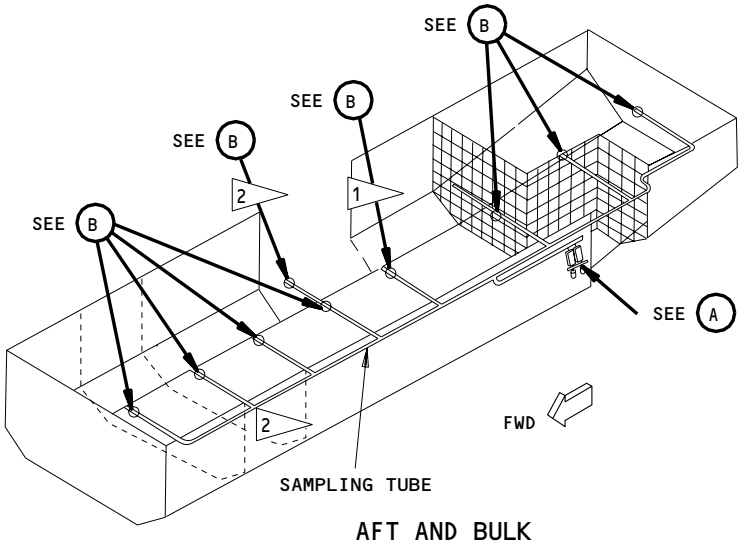


FORWARD COMPARTMENT 1

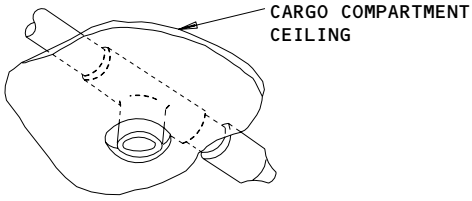


DETECTOR ASSEMBLY
(EXAMPLE)

A



AFT AND BULK
COMPARTMENT



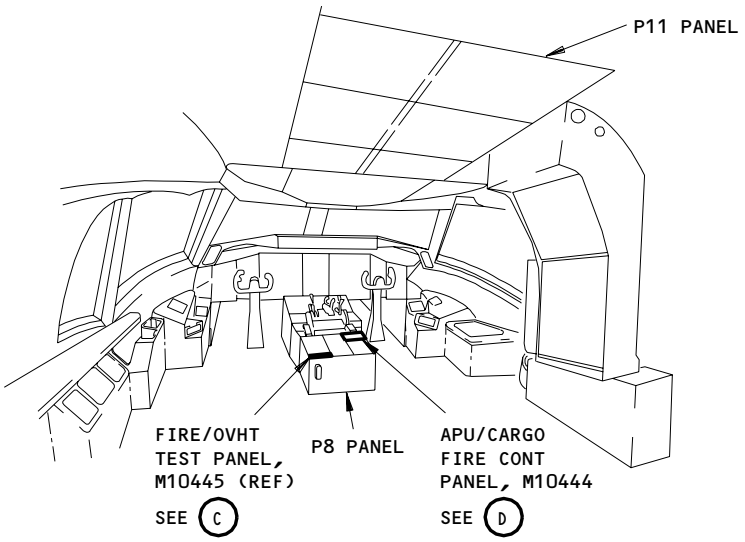
INTAKE ORIFICE

B

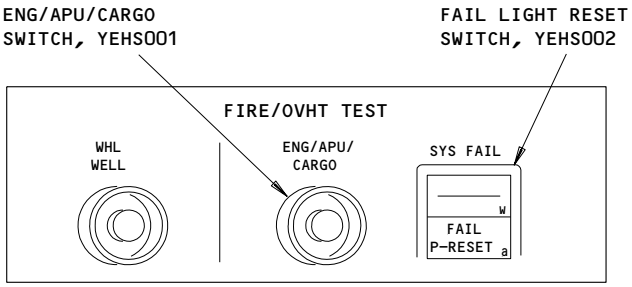
1 767-200 AIRPLANES

2 767-300 AIRPLANES

Cargo Compartment Smoke Detection System Adjustment/Test
Figure 501 (Sheet 1)

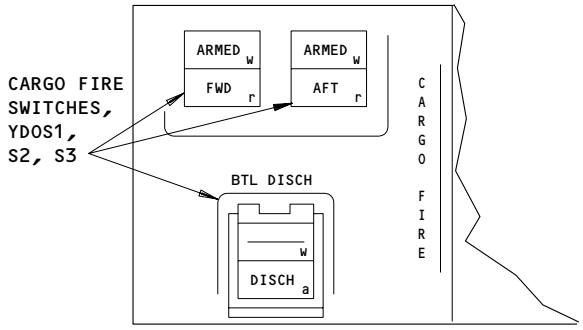


FLIGHT COMPARTMENT



FIRE/OVHT TEST PANEL, M10445

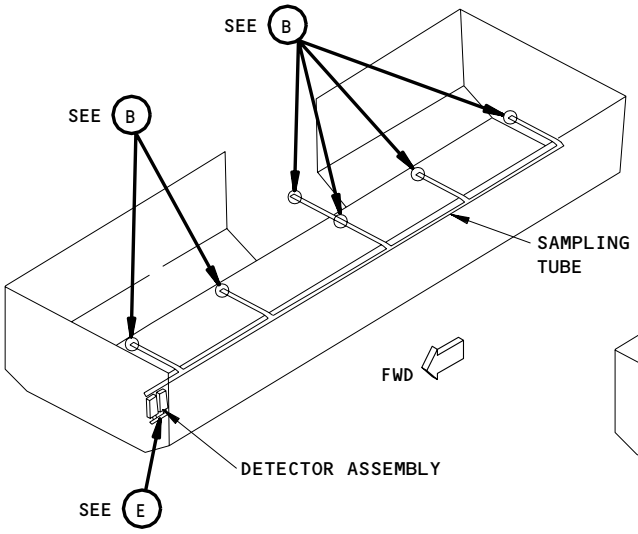
C



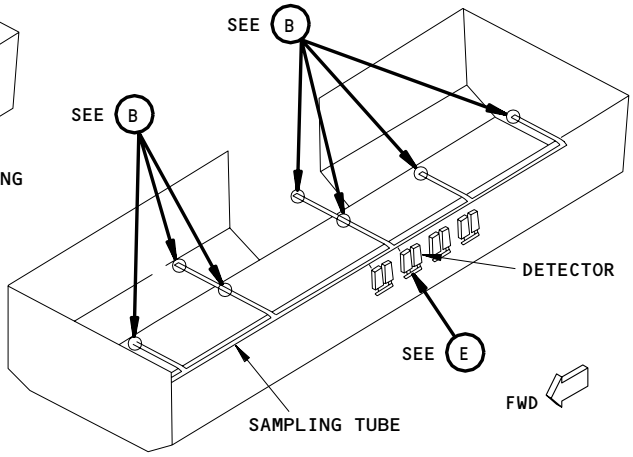
APU/CARGO FIRE CONTROL PANEL, M10444

D

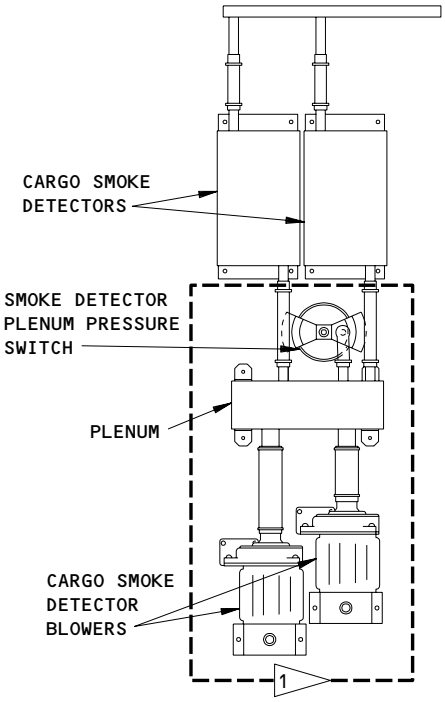
Cargo Compartment Smoke Detection System Adjustment/Test
Figure 501 (Sheet 2)



FORWARD COMPARTMENT 1

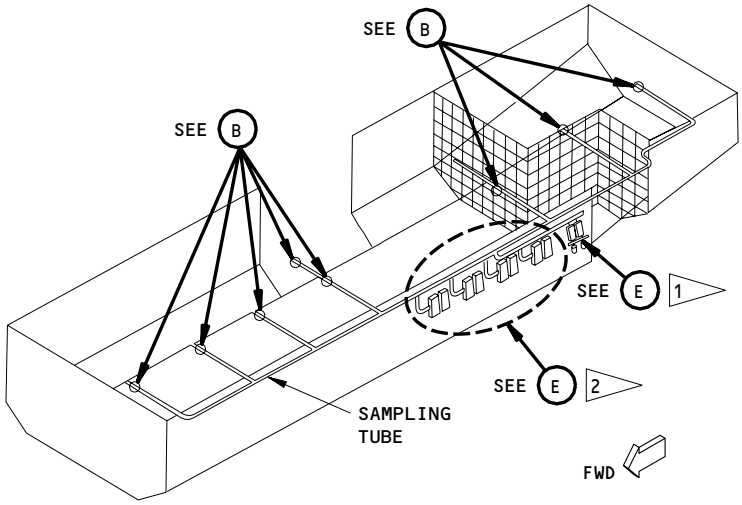


FORWARD COMPARTMENT 2



DETECTOR ASSEMBLY
(EXAMPLE)

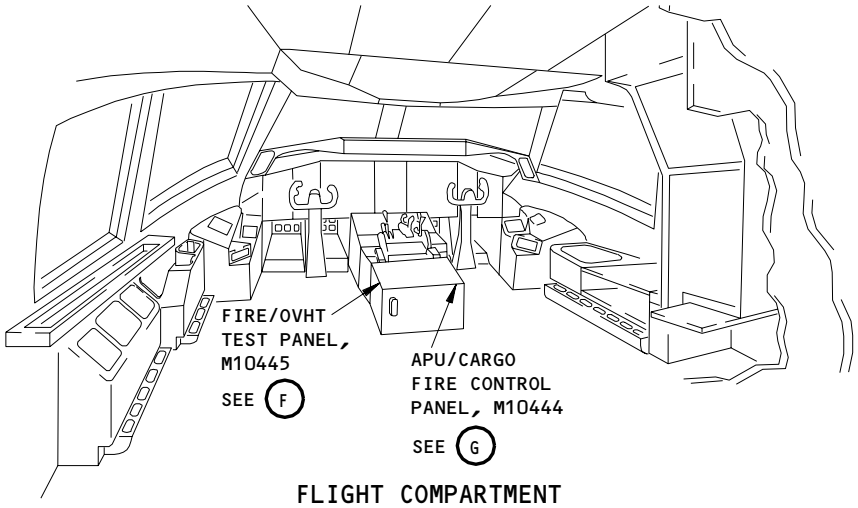
E



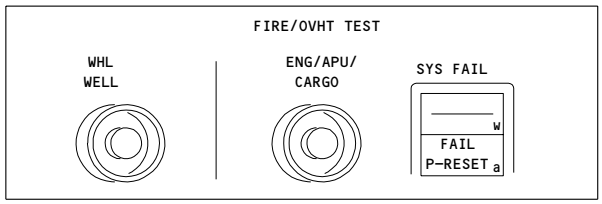
AFT AND BULK COMPARTMENT

1 PASSENGER AIRPLANES
2 FREIGHTERS

Cargo Compartment Smoke Detection System Adjustment/Test
Figure 501 (Sheet 3)

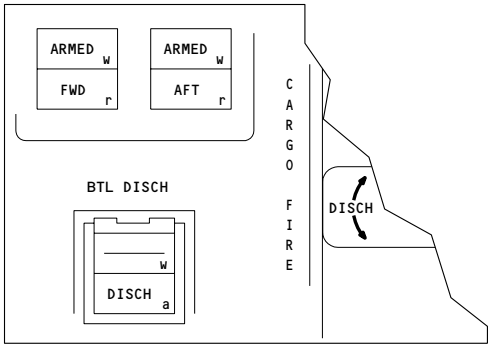


FLIGHT COMPARTMENT



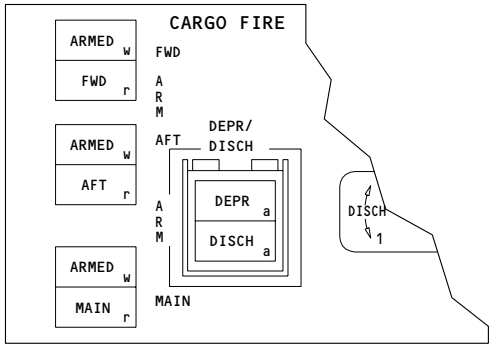
FIRE/OVHT TEST PANEL, M10445

F



APU/CARGO FIRE CONTROL PANEL

G 1



APU/CARGO FIRE CONTROL PANEL

G 2

1 PASSENGER AIRPLANES
2 FREIGHTERS

Cargo Compartment Smoke Detection System Adjustment/Test
Figure 501 (Sheet 4)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-004-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	CREW CABIN		2C	12424	006	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	ENGINE FIRE SWITCHES		ALL	NOTE

ZONES	ACCESS PANELS
120 122 212 437 447	119AL 437BL 447BL 821

MECH	INSP	MPD ITEM NUMBER
		26-21-01-6A

OPERATIONALLY CHECK ENGINE FIRE SWITCHES TO VERIFY FIRING CIRCUIT INTEGRITY AND ENGINE ISOLATION.
ENGINE NOTE: THIS TASK IS APPLICABLE TO THE 4000, 7R4, 80A AND 80C ENGINES.

1. Do the Engine Fire Switch Operation Test

A. Equipment

(1) Squib Protective Cover
M83723/60-210-AN or AC
M83723/60-112-AN or AC
M83723/60-108-AN or AC
M83723/60-110-AN or AC

(2) Resistor - 10 Kohms or greater

(3) Electrical Test Equipment - Bottle Squib, Fire Extinguisher System - A26001-187 (Recommended)

(4) Electrical Test Equipment - Bottle Squib, Fire Extinguisher System - A26001-165 (Alternative)

(5) Electrical Test Equipment - Bottle Squib, Fire Extinguisher System - A26001-174 (Alternative)

(6) Multimeter 0-1000 VDC ±1%, 0-750 VAC, 0-2 AMPS, 0-2 MEG OHMS (commercially available)

B. References

(1) AMM 20-10-33/401, Power Device Cartridge

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

(3) AMM 27-61-00/201, Spoiler/Speedbrake Control System

MECH	INSP

(4) AMM 29-11-00/201, Main Hydraulic Systems

(5) AMM 31-41-00/201, Engine Indication and Crew Alerting System (EICAS)

(6) AMM 36-00-00/201, Pneumatic General

(7) AMM 71-11-04/201, Fan Cowl Panels

(8) AMM 71-11-06/201, Core Cowl Panels

(9) AMM 78-31-00/201, Thrust Reverser

(10) AMM 78-31-01/401, Thrust Reverser

C. Prepare to Test the Engine Fire Switch Operation

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Supply electrical power (AMM 24-22-00/201).

(3) Open these circuit breakers on the main power distribution panel, P6, and attach DO-NOT-CLOSE tags:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(4) Open these circuit breakers on the P11 panel and attach DO NOT CLOSE tags:

(a) 11D29, ENG HYDR PUMP L SUPPLY

(b) 11D30, ENG HYDR PUMP R SUPPLY

(c) 11L14, HYDR L ENG PUMP DEPRESS

(d) 11L23, HYDR R ENG PUMP DEPRESS

(5) Open these circuit breakers on the P6-1 panel and attach DO NOT CLOSE tags:

(a) O6E1, LEFT ENGINE SPAR VALVE

(b) O6E2, RIGHT ENGINE SPAR VALVE

TABLE 601
ENGINE FIRE BOTTLE CONNECTIONS

Connector	Bottle Connected To:
D1424	B17, BTL 1 - Left Engine Discharge Squib
D1430	B17, BTL 1 - Right Engine Discharge Squib
D1426	B18, BTL 2 - Left Engine Discharge Squib
D1432	B18, BTL 2 - Right Engine Discharge Squib

WARNING: PUT THE PROTECTIVE COVERS ON THE FIRE BOTTLE SQUIBS. IF YOU DO NOT PUT THE PROTECTIVE COVERS ON THE FIRE BOTTLE SQUIBS, THE FIRE BOTTLES CAN DISCHARGE ACCIDENTALLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT SHUNT PLUGS ON THE FIRE BOTTLE SQUIBS. THE SHUNT PLUGS CAN CAUSE DAMAGE TO THE SQUIB PINS.

(6) Put the protective covers on all the fire bottle squibs.

D. Do a Test of the Fire Switch Discharge Circuit (Fig. 601)

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

MECH	INSP

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Set the LOAD CHECK toggle switch on the squib test box to OFF.

(3) Attach an adapter cable to the connector of the squib test box.

WARNING: DO NOT INSTALL THE ELECTRICAL CONNECTORS TO THE BOTTLE DURING THE TEST. THE SQUIB CARTRIDGE MAY BE ACCIDENTALLY FIRED AND CAN CAUSE INJURY TO PERSONS.

(4) Connect the bottle 1, left engine squib connector D1424 to the squib test box adapter cable.

(5) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(6) Set the L FUEL CONTROL switch on the control stand panel P10 to RUN.

(7) Connect the multimeter to the squib test box.

(8) Set the LOAD CHECK toggle switch on the squib test box to ON.

(9) Pull the LEFT engine fire handle on the P8 panel out to the emergency fire position.

NOTE: You must push the fire override switch behind the fire handle to pull the fire handles into the emergency fire position. When you turn the handle, it must be held against the stops when you read the indications.

(a) Make sure the L ENG SHUTDOWN shows on the EICAS display.

(10) Make sure the BOTTLE DISCHARGE light on the squib test box stays off.

(11) Make sure the multimeter shows 0 ±2 volts.

(12) Set the L FUEL CONTROL switch on the control stand panel P10 to the CUTOFF position.

MECH | INSP

(13) Turn and hold the LEFT engine fire handle fully counterclockwise to the DISCH 1 position.

(a) Make sure the BOTTLE DISCHARGE light on the test box comes on.

(b) Make sure that the multimeter on the squib test box shows 16 volts minimum.

NOTE: If voltage is less than 16 volts, the circuit may not provide sufficient current to fire the squib.

(14) Open this circuit breaker on the P6 panel and attach a DO-NOT-CLOSE tag:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(15) Make sure that the BOTTLE DISCHARGE light on the squib test box goes off.

(16) Make sure the multimeter on the squib test box shows 0 ±2 volts.

(17) Release the handle and make sure the handle moves quickly toward the center about 10 degrees.

(a) Make sure the BOTTLE DISCHARGE light on the test box stays off.

(18) Set the LOAD CHECK toggle switch on the squib test box to OFF.

(19) Disconnect the bottle 1, left engine squib connector D1424 from the squib test box.

(20) Connect the bottle 2, left engine squib connector D1426 to the squib test box adapter cable.

(21) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:

(a) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(22) Set the LOAD CHECK toggle switch on the squib test box to ON.

(a) Make sure the BOTTLE DISCHARGE light on the squib test box stays off.

(b) Make sure the multimeter shows 0 ±2 volts.

MECH	INSP

(23) Turn and hold the LEFT engine fire handle fully clockwise to the DISCH 2 position.

(a) Make sure the BOTTLE DISCHARGE light on the test box comes on.

(b) Make sure that the multimeter on the squib test box shows 16 volts minimum.

NOTE: If voltage is less than 16 volts, the circuit may not provide sufficient current to fire the squib.

(24) Open this circuit breaker on the P6 panel and attach a DO-NOT-CLOSE tag:

(a) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(25) Make sure that the BOTTLE DISCHARGE light on the squib test box goes off.

(26) Make sure the multimeter on the squib test box shows 0 ± 2 volts.

(27) Release the handle and make sure the handle moves quickly toward the center about 10 degrees.

(a) Make sure the BOTTLE DISCHARGE light on the test box stays off.

(28) Turn the fire handle to the vertical position.

(29) Push the fire handle into the usual position.

(30) Set the LOAD CHECK toggle switch on the squib test box to off.

(31) Disconnect the bottle 2, left engine squib connector D1426 from the squib test box.

(32) Connect the bottle 1, right engine squib connector D1430 to the squib test box adapter cable.

(33) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:

(a) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(34) Set the LOAD CHECK toggle switch on the squib test box to ON.

MECH | INSP

(35) Set the R FUEL CONTROL switch on the control stand panel P10, to the RUN position.

(36) Pull the RIGHT engine fire handle on the P8 out to the emergency fire position.

NOTE: You must push the fire override switch behind the fire handle to pull the fire handles into the emergency fire position. When you turn the handle, it must be held against the stops when you read the indications.

(a) Make sure the R ENG SHUTDOWN shows on the EICAS display.

(b) Make sure the BOTTLE DISCHARGE light on the squib test box stays off.

(37) Make sure the multimeter on the squib test box shows 0 ± 2 volts.

(38) Set the R FUEL CONTROL switch on the control stand panel P10 to the CUTOFF position.

(39) Turn and hold the RIGHT engine fire handle fully counterclockwise to the DISCH 1 position.

(a) Make sure the BOTTLE DISCHARGE light on the test box comes on.

(b) Make sure that the multimeter on the squib test box shows 16 volts minimum.

NOTE: If voltage is less than 16 volts, the circuit may not provide sufficient current to fire the squib.

(40) Open this circuit breaker on the P6 panel and attach a DO-NOT-CLOSE tag:

(a) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(41) Make sure that the BOTTLE DISCHARGE light on the squib test box goes off.

(42) Make sure the multimeter on the squib test box shows 0 ± 2 volts.

(43) Release the handle and make sure the handle moves quickly toward the center about 10 degrees.

MECH	INSP

(44) Set the LOAD CHECK toggle switch on the squib test box to OFF.

(a) Make sure the BOTTLE DISCHARGE light on the test box stays off.

(45) Disconnect the bottle 1, right engine squib connector D1430 from the squib test box.

(46) Connect the bottle 2, right engine squib connector D1432 to the squib test box adapter cable.

(47) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:

(a) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(48) Set the LOAD CHECK toggle switch on the squib test box to ON.

(a) Make sure that the BOTTLE DISCHARGE light on the squib test box goes off.

(b) Make sure that the multimeter on the squib test box shows 0 ± 2 volts.

(49) Turn and hold the RIGHT engine fire handle fully clockwise to the DISCH 2 position.

(a) Make sure the BOTTLE DISCHARGE light on the test box comes on.

(b) Make sure that the multimeter on the squib test box shows 16 volts minimum.

NOTE: If voltage is less than 16 volts, the circuit may not provide sufficient current to fire the squib.

(50) Open this circuit breaker on the P6 panel and attach a DO-NOT-CLOSE tag:

(a) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(51) Make sure that the BOTTLE DISCHARGE light on the squib test box goes off.

(52) Make sure that the multimeter on the squib test box shows 0 ±2 volts.

MECH	INSP

(53) Release the handle and make sure the handle moves quickly toward the center about 10 degrees.

(a) Make sure the BOTTLE DISCHARGE light on the test box stays off.

(54) Turn the fire handle to the vertical position.

(55) Push the fire handle into the usual position.

(56) Set the LOAD CHECK toggle switch on the squib test box to OFF.

(57) Disconnect the bottle 2, right engine squib connector D1432 from the squib test box.

(58) Remove the DO NOT CLOSE tag and close these circuit breakers on the P6-1 panel:

(a) O6E1, LEFT ENGINE SPAR VALVE

(b) O6E2, RIGHT ENGINE SPAR VALVE

E. Squib Electrical Connection Procedure

(1) Do the steps that follow whenever you connect an electrical connector to a fire bottle squib.

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(a) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(b) Remove the protective covers from the fire bottle squibs.

WARNING: MAKE SURE THERE IS NO VOLTAGE AT THE ELECTRICAL CONNECTOR. IF THERE IS A VOLTAGE AT THE ELECTRICAL CONNECTOR, THE SQUIB CAN RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

MECH | INSP

(c) Make sure there is no voltage between pins 1 and 2 of the electrical connector.

(d) If there is voltage between pins 1 and 2, do these steps:

1) Connect the multimeter across pins 1 and 2.

2) Connect a 10 Kohm resistor across the multimeter to remove any stray voltage from the electrical connector.

3) Disconnect the multimeter.

(e) Connect the electrical connector to the fire bottle squib.

F. Do a Test of the Squib Connection

(1) Make sure these P6 panel circuit breakers are open:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(2) Do the Squib Electrical Connection procedure to connect the electrical connector, D1424, to the left engine discharge (inboard) squib of bottle 1.

(3) Remove the DO-NOT-CLOSE tag and close this P6 panel circuit breaker:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(4) Push and hold the TEST 1 switch on the SQUIB TEST panel (P61).

(a) Make sure the L ENG squib light on the SQUIB TEST panel comes on (green) and the R ENG squib light does not come on.

(5) Release the TEST switch.

(a) Make sure the L ENG squib light goes off.

(6) Open this P6 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

MECH	INSP

(7) Do the Squib Electrical Connection procedure to connect the electrical connector, D1430, to the right engine discharge squib of bottle 1.

(8) Remove the DO-NOT-CLOSE tag and close this P6 panel circuit breaker:

(a) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(9) Push and hold the TEST 1 switch on the SQUIB TEST panel (P61).

(a) Make sure the R ENG squib light on the SQUIB TEST panel comes on (green) and the L ENG squib light does not come on.

(10) Release the TEST switch.

(a) Make sure the R ENG squib light goes off.

(11) Open this P6 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(12) Do the Squib Electrical Connection procedure to connect the electrical connector D1426 to the left engine discharge squib (inboard) of bottle 2.

(13) Remove the DO-NOT-CLOSE tag and close this P6 panel circuit breaker:

(a) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(14) Push and hold the TEST 2 switch on the SQUIB TEST panel (P61).

(a) Make sure the L ENG squib light on the SQUIB TEST panel comes on (green) and the R ENG squib light does not come on.

(15) Release the TEST switch.

(a) Make sure the L ENG squib light goes off.

(16) Open this P6 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(17) Do the Squib Electrical Connection procedure to connect the electrical connector D1432 to the right engine discharge squib (outboard) of bottle 2.

(18) Remove the DO-NOT-CLOSE tag and close this P6 panel circuit breaker:

MECH | INSP

(a) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(19) Push and hold the TEST 2 switch on the SQUIB TEST panel (P61).

(a) Make sure the R ENG squib light on the SQUIB TEST panel comes on (green) and the L ENG squib light does not come on.

(20) Release the TEST switch.

(a) Make sure the R ENG squib light goes off.

G. Do a test of the Left and Right Generator Field Control Relay Trip Because of Fire Switch Actuation

(1) Make sure these P6 panel circuit breakers are open:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(2) Make sure the L GEN CONT switch on the pilots' overhead panel P5 is OFF (out position).

(3) Make sure the yellow OFF light in the L GEN CONT switch is on.

(4) Make sure the R GEN CONT switch (P5) is OFF (out position).

(5) Make sure the yellow OFF light in the R GEN CONT switch is on.

(6) Make sure the white FIELD OFF lights are on in the L and R GEN FIELD MAN RESET switches.

NOTE: The L and R GEN FIELD MAN RESET switches are on the right side panel P61.

(7) Push the L GEN FIELD MAN RESET switch (P61).

(a) Make sure the FIELD OFF light in the switch goes off.

(8) Push the R GEN FIELD MAN RESET switch (P61).

(a) Make sure the FIELD OFF light in the switch goes off.

MECH | INSP

(9) Pull the LEFT engine fire switch (P8) out to the emergency fire position.

(a) Five seconds after the LEFT fire switch operation make sure the white FIELD OFF light comes on in the L GEN FIELD MAN RESET switch (P61).

(10) Push the left engine fire switch (P8) to the usual position.

(11) Pull the RIGHT engine fire switch (P8) out to the emergency fire position.

(a) Five seconds after the R engine fire switch operation make sure the white FIELD OFF light comes on in the R GEN FIELD MAN RESET switch (P61).

(12) Push the RIGHT engine fire switch (P8) in its usual position.

(13) Set the L GEN CONT switch on the pilots' overhead panel P5 to the ON position (in position).

(a) Make sure the white ON light in the L GEN CONT switch comes on.

(14) Set the R GEN CONT switch (P5) to the ON position (in position).

(a) Make sure the white ON light in the R GEN CONT switch comes on.

H. Do a Check of the Hydraulic Supply Shutoff Due to Activation of Fire Switch

(1) Remove the DO-NOT-CLOSE tag and close these circuit breakers on the P11 panel:

(a) 11D29, ENG HYDR PUMP L SUPPLY

(b) 11D30, ENG HYDR PUMP R SUPPLY

(2) Pull the LEFT (RIGHT) fire handle on the P8 panel to the emergency fire position.

NOTE: You must push the manual unlock pushbutton behind the fire handle to pull the fire handle into the emergency fire position.

(3) Open the applicable aft strut hydraulic bay access door.

MECH | INSP

(a) 437BL, Left Engine

(b) 447BL, Right Engine

(4) Make sure the EDP supply shufoff valve indicator moves to the CLOSE position.

NOTE: The EDP supply shutoff valve indicator is on the strut.

(5) Push the fire handle into the usual position.

(a) Make sure the EDP supply shutoff valve moves to the OPEN position.

(6) Open these circuit breakers on the P11 panel and attach DO NOT CLOSE tags:

(a) 11D29, ENG HYDR PUMP L SUPPLY

(b) 11D30, ENG HYDR PUMP R SUPPLY

I. Do an Air Supply Pressure Regulating and Shutoff Valve (PRSOV) Check Because of the Operation of the Fire Switch

(1) Push the applicable L (R) ENG bleed air switch on P5 panel to the ON position.

(a) Make sure the white flow bar light comes on.

(b) Make sure the applicable L or R ENG bleed air OFF light on P5 panel comes on (yellow).

(2) Make sure the LEFT and RIGHT engine fire handles are in the usual position.

(3) Disconnect the electrical connectors from the PRSOV valve.

(a) D22, left valve

(b) D64, right valve

(4) Put the negative lead of a 28v dc meter into pin 6 of the connector.

(5) Put the positive lead into pin 5 of the connector.

(a) Make sure the voltmeter shows 0 to 5 volt.

MECH | INSP

(6) Pull the LEFT (RIGHT) fire handle out to the emergency fire position.

(a) Make sure the voltmeter shows 28 volts.

(b) After 6 seconds, make sure the voltmeter shows between 0 and 5 volts.

(7) Put the positive lead into pin 7 of connector.

(a) Make sure the voltmeter shows between 0 and 5 volts.

(8) Push the fire handle into the usual position.

(a) Make sure the voltmeter shows 28 volts.

(b) After 6 seconds, make sure the voltmeter shows between 0 and 5 volts.

(9) Connect these electrical connectors to the PRSOV valves.

(a) D22, left valve

(b) D64, right valve

(10) Make sure the white flow bar light comes on.

J. Do a Check of the Engine Fuel Supply Shutoff Because of the Operation of the Fire Switch

(1) Open these circuit breakers and attach DO-NOT-CLOSE tags on the P6 panel:

(a) 6E1, L SPAR FUEL VALVE or L SPAR FUEL VALVE/RESET B

(b) 6E2, R SPAR FUEL VALVE or R SPAR FUEL VALVE/RESET B

(2) Make sure all boost pumps and override/jettison pumps are in the OFF position.

(3) Make sure the manual override lever on each engine fuel shutoff valve actuator is in the CLOSED position (Ref 28-22-00/501).

(4) Make sure the left and right Fuel Control switches on the P10 quadrant stand are in the CUTOFF position.

MECH	INSP

(5) Make sure the left and right Engine Fire switch handles on the P8 Aft Control stand are in the stowed (normal) position.

(6) Make sure these P6 panel circuit breakers are open:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(7) Disconnect the connectors D1554 and D1572 from the left and right engine fuel shutoff valve actuators.

(8) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6-1 panel:

(a) 06E1, L SPAR FUEL VALVE or L SPAR FUEL VALVE/RESET B

(b) 06E2, R SPAR FUEL VALVE or R SPAR FUEL VALVE/RESET B

(9) AIRPLANES PRE-SB 28-066;
Do these steps:

(a) Measure and make sure that 0 vdc exists between pins 2 and 4 and between pins 6 and 4 of the connectors D1554 and D1572.

(b) Measure and make sure that 28 vdc exists between pins 5 and 4 of the connectors D1554 and D1572.

(c) Put the L FUEL CONTROL switch on the quadrant stand, P10, in the RUN position.

(d) Measure and make sure that 28 vdc exists between pins 2 and 4 of the connector D1554.

(e) Measure and make sure that 0 vdc exists between pins 5 and 4 and between pins 6 and 4 of the connector D1554.

(f) Measure and make sure that 0 vdc exists between pins 2 and 4 and between pins 6 and 4 of the connector D1572.

(g) Measure and make sure that 28 vdc exists between pins 5 and 4 of the connector D1572.

MECH	INSP

(h) Pull the left engine fire switch handle out.

(i) Measure and make sure that 0 vdc exists between pins 2 and 4 and between pins 5 and 4 of the connector D1554.

(j) Measure and make sure that 28 vdc exists between pins 6 and 4 of the connector D1554.

(k) Push the left fire handle into the stowed (normal) position.

(l) Put the left FUEL CONTROL switch on the P10 panel in the CUTOFF position.

(m) Put the right FUEL CONTROL switch on the P10 panel in the RUN position.

(n) Measure and make sure that 0 vdc exists between pins 2 and 4 and between pins 6 and 4 of the connector D1554.

(o) Measure and make sure that 28 vdc exists between pins 5 and 4 of the connector D1554.

(p) Measure and make sure that 28 vdc exists between pins 2 and 4 of the connector D1572.

(q) Measure and make sure that 0 vdc exists between pins 5 and 4 and between pins 6 and 4 of the connector D1572.

(r) Pull the right engine fire switch handle out.

(s) Measure and make sure that 0 vdc exists between pins 2 and 4 and between pins 5 and 4 of the connector D1572.

(t) Measure and make sure that 28 vdc exists between pins 6 and 4 of the connector D1572.

(10) AIRPLANES POST-SB 28-066;
Do these steps:

(a) Measure and make sure that 0 vdc exists between pins 2 and 4 of the connectors D1554 and D1572.

(b) Measure and make sure that 28 vdc exists between pins 5 and 4 and between pins 6 and 4 of the connectors D1554 and D1572.

(c) Put the L FUEL CONTROL switch on the quadrant stand, P10, in the RUN position.

MECH	INSP

(d) Measure and make sure that 28 vdc exists between pins 2 and 4 of the connector D1554.

(e) Measure and make sure that 0 vdc exists between pins 5 and 4 and between pins 6 and 4 of the connector D1554.

(f) Measure and make sure that 0 vdc exists between pins 2 and 4 of the connector D1572.

(g) Measure and make sure that 28 vdc exists between pins 5 and 4 and between pins 6 and 4 of the connector D1572.

(h) Pull the left engine fire switch handle out.

(i) Measure and make sure that 0 vdc exists between pins 2 and 4 of the connector D1554.

(j) Measure and make sure that 28 vdc exists between pins 5 and 4 and between pins 6 and 4 of the connector D1554.

(k) Push the left fire handle into the stowed (normal) position.

(l) Put the left FUEL CONTROL switch on the P10 panel in the CUTOFF position.

(m) Put the right FUEL CONTROL switch on the P10 panel in the RUN position.

(n) Measure and make sure that 0 vdc exists between pins 2 and 4 of the connector D1554.

(o) Measure and make sure that 28 vdc exists between pins 5 and 4 and between pins 6 and 4 of the connector D1554.

(p) Measure and make sure that 28 vdc exists between pins 2 and 4 of the connector D1572.

(q) Measure and make sure that 0 vdc exists between pins 5 and 4 and between pins 6 and 4 of the connector D1572.

(r) Pull the right engine fire switch handle out.

(s) Measure and make sure that 0 vdc exists between pins 2 and 4 of the connector D1572.

(t) Measure and make sure that 28 vdc exists between pins 5 and 4 and between pins 6 and 4 of the connector D1572.

MECH	INSP

(11) Push the right engine fire switch handle into the stowed (normal) position.

(12) Put the right FUEL CONTROL switch on the P10 panel in the CUTOFF position.

(13) Open these circuit breakers on the P6 panel and attach DO-NOT-CLOSE tags:

(a) 6E1, L SPAR FUEL VALVE or L SPAR FUEL VALVE/RESET B

(b) 6E2, R SPAR FUEL VALVE or R SPAR FUEL VALVE/RESET B

(14) Connect the connectors D1554 and D1572 to the left and right engine fuel shutoff valve actuators, respectively.

(15) Close these P6 panel circuit breakers:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(16) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the power distribution panel, P6:

(a) 6E1, L SPAR FUEL VALVE or L SPAR FUEL VALVE/RESET B

(b) 6E2, R SPAR FUEL VALVE or R SPAR FUEL VALVE/RESET B

(17) Do the steps that follow to do a test of the engine fuel shutoff valve:

(a) Make sure the manual override handle (5) of the actuator (1) is in the CLOSED position.

(b) Put the applicable L or R FUEL CONTROL switch on the quadrant stand, P10, to the RUN position.

1) Make sure the amber SPAR VALVE light on the P10 stand comes on and then goes off.

(c) Make sure the manual override handle moves to the OPEN position.

MECH	INSP

(d) Put the applicable L or R FUEL CONTROL switch on the P10 panel to the CUTOFF position.

1) Make sure the amber SPAR VALVE light on the P10 panel comes on and then goes off.

(18) Do these steps to make sure power to the Fuel Metering Unit or Fuel Conditioning Control Actuator is removed when the fire handle is pulled.

(a) Open the fan cowl panels (AMM 71-11-04/201).

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(b) Do the Thrust Reverser Deactivation for Ground Maintenance procedure (AMM 78-31-00/201).

(c) Open the core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT MAY OCCUR.

(d) Open the thrust reversers (AMM 78-31-00/201).

(e) Open these circuit breakers on the power distribution panel, P6, and attach DO-NOT-CLOSE tags:

1) 6E1, L SPAR FUEL VALVE

2) 6E2, R SPAR FUEL VALVE

(f) Disconnect the electrical connector from the Engine Fuel Metering Unit or from the Fuel Conditioning Control Actuator.

1) AIRPLANES WITH PW4000 ENGINES;
D8312

(g) Connect the 28 vdc meter.

MECH | INSP

1) AIRPLANES WITH PW4000 ENGINES;
put the negative lead into D8312, pin 5.

(h) Put the FUEL CONT switch in run position

(i) Check the voltage.

1) AIRPLANES WITH PW4000 ENGINES;
check for 0 vdc on pin 1 and 6.

(j) Pull the LEFT (RIGHT) fire handle out to the emergency fire position.

NOTE: Do not rotate the fire handle to the right or to the left because this will discharge the bottle.

(k) Check the voltages.

1) AIRPLANES WITH PW4000 ENGINES;
check for 28 vdc on pin 1 and 6.

(l) Push the fire handle into the usual position.

(m) Put the FUEL CONT switch in cutoff.

(n) Remove the meter from the electrical connector.

(o) Connect the electrical connector to the Engine Fuel Conditioning Control Actuator OR to the Engine Fuel Metering Unit.

1) AIRPLANES WITH PW4000 ENGINES;
D8312

(p) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the power distribution panel, P6:

1) 6E1, L SPAR FUEL VALVE

2) 6E2, R SPAR FUEL VALVE

MECH	INSP

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT MAY OCCUR.

(q) Close the thrust reversers (AMM 78-31-00/201).

(r) Close the core cowl panels (AMM 71-11-06/201).

(s) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

(t) Close the fan cowl panels(AMM 71-11-04/201).

K. Do a Thrust Reverser (T/R) Power Shutoff Check Because of the Activation of Engine Fire Switch (Information for RIGHT engine in parenthesis)

(1) ON AIRPLANES WITH HYDRAULIC OPERATED THRUST REVERSER SYSTEM; Do these steps:

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS. THE SPOILERS CAN RETRACT QUICKLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(a) Do the deactivation procedure for the spoilers (AMM 27-61-00/201) or move all persons and equipment away from the spoilers.

CAUTION: DO NOT EXTEND THE THRUST REVERSERS WHEN CORE COWL PANELS ARE OPEN. DAMAGE WILL OCCUR TO THE THRUST REVERSER AND CORE COWL PANELS.

(b) Do a check to make sure that the core cowl panels are closed and latched.

(c) Do a check to make sure that the D-shaped pressure relief doors on both sides of the strut are closed and latched.

(d) Do a check to make sure that the thrust reverser is closed and latched.

MECH	INSP

(e) Make sure that the applicable circuit breakers for the Thrust Reverser are closed (AMM 78-31-01/401).

(f) Do this procedure: Apply Hydraulic Power (AMM 29-11-00/201).

WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AFT OF THE THRUST REVERSERS. WHEN THE THRUST REVERSERS EXTENDS AFT, IT CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

1) Make sure that the LEFT (RIGHT) THRUST REVERSER deploys.

(g) Stow the LEFT (RIGHT) THRUST REVERSER.

(h) Pull the LEFT (RIGHT) engine fire handle out to the emergency fire position.

NOTE: When you pull the fire handle into the emergency fire position, use the manual unlock pushbutton behind the fire handle.

(i) Set the LEFT (RIGHT) THRUST REVERSER in DEPLOY position.

1) Make sure that the LEFT (RIGHT) THRUST REVERSER remains stowed.

(j) Set the LEFT (RIGHT) THRUST REVERSE LEVER in the STOW position.

(k) Push the LEFT (RIGHT) engine fire handle into the usual position.

(l) Do this procedure: Remove Hyraulic Power (AMM 29-11-00/201).

L. Put the airplane back to its usual position.

(1) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the main power distribution panel, P6:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

MECH | INSP

(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(2) Remove the DO-NOT-CLOSE tag and close these circuit breakers on the P11 panel:

(a) 11D29, ENG HYDR PUMP L

(b) 11D30, ENG HYDR PUMP R

(c) 11L14, HYDR L ENG PUMP DEPRESS

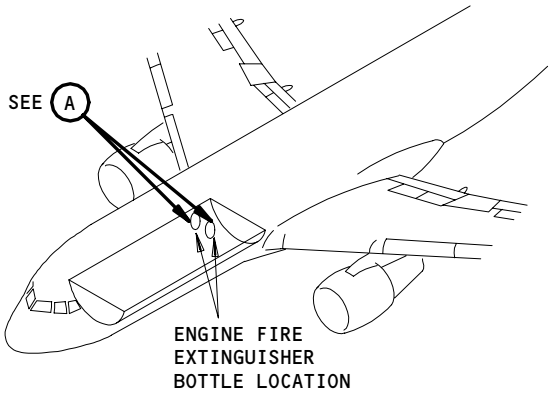
(d) 11L23, HYDR R ENG PUMP DEPRESS

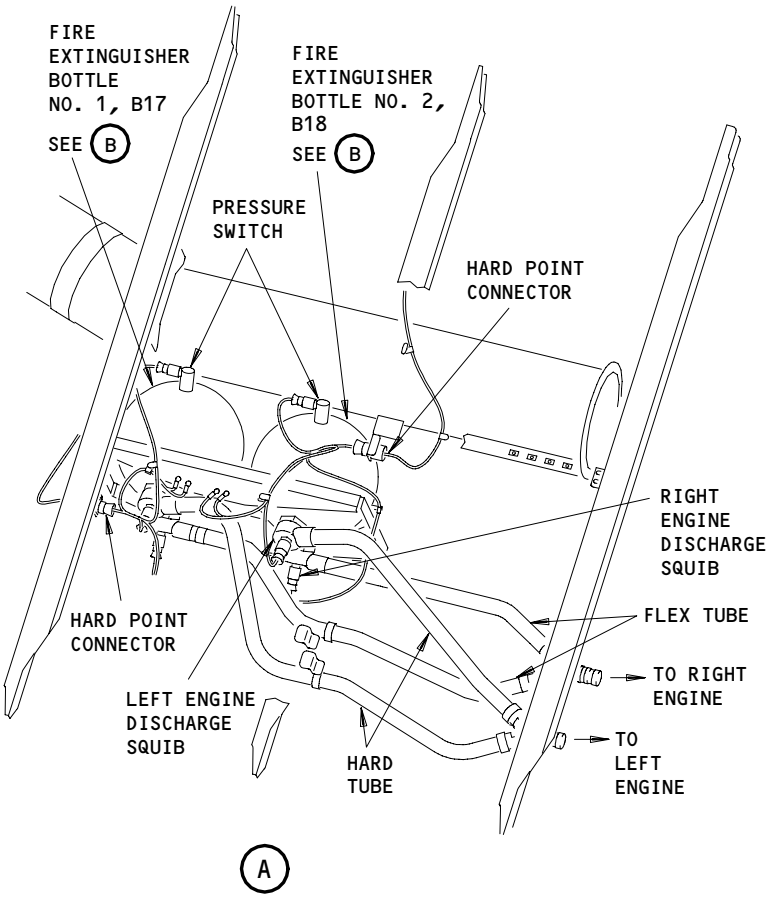
(3) Remove the DO-NOT-CLOSE tag and close these circuit breakers on the P6 panel:

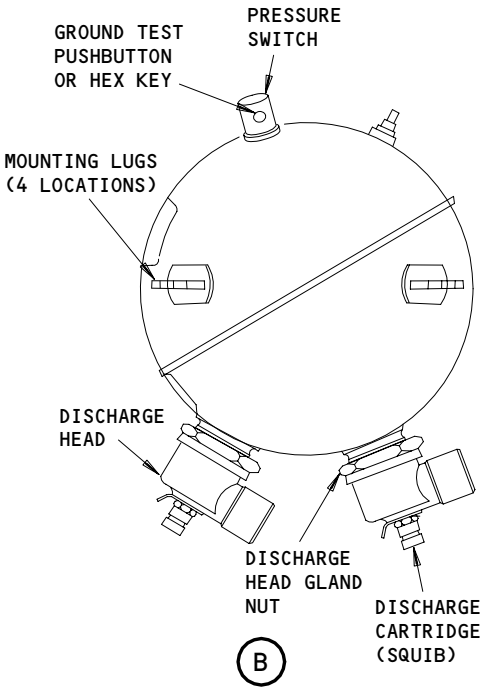
(a) 06E1, L SPAR FUEL VALVE

(b) 06E2, R SPAR FUEL VALVE

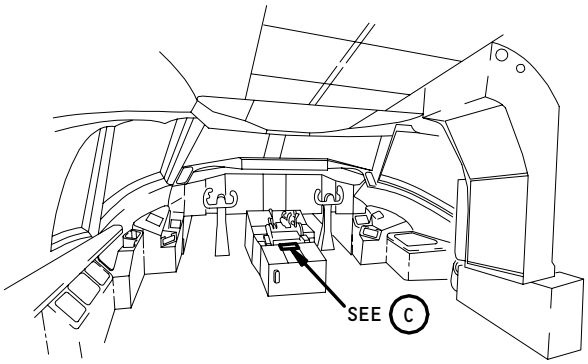
(4) Remove electrical power if it is not needed (AMM 24-22-00/201).

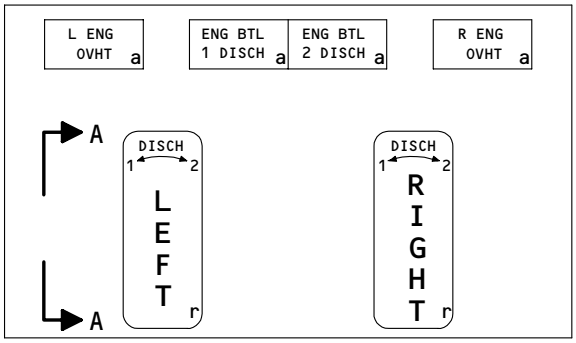




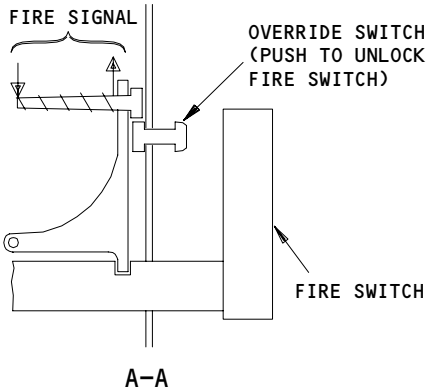


Engine Fire Switch - Inspection Check
Figure 601 (Sheet 1)





ENGINE FIRE CONTROL PANEL
C



A-A

Engine Fire Switch - Inspection Check
Figure 601 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-005-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	FWD CARGO		NOTE	99XXX	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	ENG FIRE EXT BOTTLE SQUIB CARTRIDGES		NOTE	NOTE

ZONES	ACCESS PANELS
122	1221 821

MECH	INSP	MPD ITEM NUMBER
		26-21-03-4A

REPLACE ENGINE FIRE EXTINGUISHER BOTTLE SQUIB CARTRIDGES AT MANUFACTURER'S (HTL) LIFE LIMIT.

INTERVAL NOTE: CURRENT SERVICE LIFE LIMIT IS 10 YEARS AND COMBINED SERVICE AND STORAGE LIFE LIMIT IS 15 YEARS. SEE HTL CMM FOR DETAILS.

AIRPLANE NOTE: AIRPLANES WITH HTL FIRE BOTTLES.

ENGINE NOTE: THIS TASK IS APPLICABLE TO THE 4000, 7R4, 80A, AND 80C ENGINES.

ACCESS NOTE: SPECIAL ACCESS 1221 REQUIRES REMOVAL OF FORWARD CARGO COMPARTMENT RIGHT SIDEWALL PANELS PER MM REF 25-52-01.

A. Equipment

(1) Squib Protective Cap
M83723/60-210-AN or AC
M83723/60-112-AN or AC
M83723/60-108-AN or AC
M83723/60-110-AN or AC

(2) Discharge Port Cap (supply with fire extinguisher bottles)

B. References

(1) AMM 20-10-33/401, Power Device Cartridge

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

C. Access

MECH | INSP

(1) Location Zones
121 Forward Cargo Compartment (Left)
122 Forward Cargo Compartment (Right)
153 Aft Cargo Compartment (Left)
154 Aft Cargo Compartment (Right)

(2) Access Panels
821 Forward Cargo Compartment Door
822 Aft Cargo Compartment Door

D. Remove the Discharge Cartridge (Squib) (Fig. 401)

(1) Open these circuit breakers on the main power distribution panel, P6, and attach DO-NOT-CLOSE tags:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(3) Disconnect the electrical connector from the applicable squib (8).

WARNING: PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS. IF YOU DO NOT PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS, THE FIRE BOTTLES CAN DISCHARGE ACCIDENTALLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT SHUNT PLUGS ON THE FIRE BOTTLE SQUIBS. THE SHUNT PLUGS CAN CAUSE DAMAGE TO THE SQUIB PINS.

MECH | INSP

(4) Put the squib protective caps, attached to the bottles, on the fire bottle squibs.

(5) Loosen the squib and remove it from the discharge head (8).

1. Install the Discharge Cartridge (Squib) (Fig. 401)

A. Equipment

(1) Resistor - 10 Kohms or greater

(2) Voltmeter - 28 Vdc

(3) Torque Wrench

(4) AMM 20-10-33/401, Power Device Cartridge

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

B. Access

(1) Location Zones
121 Forward Cargo Compartment (Left)
122 Forward Cargo Compartment (Right)
153 Aft Cargo Compartment (Left)
154 Aft Cargo Compartment (Right)

(2) Access Panels
821 Forward Cargo Compartment Door
822 Aft Cargo Compartment Door

C. Install Discharge Cartridge (Squib) (Fig. 401)

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Install the squib (8).

MECH | INSP

(3) Install the packing (13) to the squib (8).

(4) Tighten the squib (8) to the discharge head to 80-100 pound-inches.

NOTE: Cartridge's total life is 10 years from the date of manufacture. Before you install the cartridge, make sure that the remaining service life is sufficient to continue until the next "C" check.

(5) Install lockwire on the squib (8) to the discharge port.

(6) If a protective cap is installed on the squib, remove the protective cap.

CAUTION: IF A SHUNT PLUG IS INSTALLED, PULL THE SHUNT PLUG STRAIGHT OFF THE FIRE BOTTLE SQUIB. IF YOU TWIST OR WIGGLE THE SHUNT PLUG, YOU CAN CAUSE DAMAGE TO THE SQUIB PINS.

(7) If a shunt plug is installed, pull the shunt plug straight off the squib and discard the shunt plug.

NOTE: Shunt plugs should not be used to cover the fire bottle squibs because they can cause damage to the squib pins.

WARNING: MAKE SURE THERE IS NO VOLTAGE AT THE ELECTRICAL CONNECTOR. IF THERE IS A VOLTAGE AT THE ELECTRICAL CONNECTOR, THE SQUIB CAN DISCHARGE ACCIDENTALLY AND CAUSE INJURY TO PERSONS.

(8) Make sure there is no voltage between pins 1 and 2 of the electrical connector.

(9) If there is voltage between pins 1 and 2, do these steps:

(a) Connect the voltmeter across pins 1 and 2.

(b) Connect a 10 kohm resistor across the voltmeter to remove any stray voltage from the electrical connector.

(c) Disconnect the voltmeter.

MECH | INSP

(10) Make sure the squib electrical pins are not bent or damaged.

(11) Make sure the electrical connector is not damaged.

NOTE: The squib pins can cause damage to the electrical connector if the pins do not enter the connector receptacles.

(12) Connect the electrical connector to the fire bottle squib.

(13) Do the steps that follow to make sure you did not bend or damage the squib pins.

NOTE: This step is necessary because the pins are most likely to be damaged the first time an electrical connector is connected to the squib.

(a) Disconnect the electrical connector from the fire bottle squib.

(b) Make sure the squib electrical pins are not bent or damaged.

(c) Make sure the electrical connector is not damaged.

NOTE: The squib pins can cause damage to the electrical connector if the pins do not enter the connector receptacles

(d) Connect the electrical connector to the fire bottle squib.

(14) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

D. Squib Installation Test:

(1) Supply electrical power (AMM 24-22-00/201).

MECH | INSP

(2) Push the TEST 1 (for bottle 1) switch on the Squib Test panel on the P61 panel.

(3) Make sure the green ENG L and ENG R squib test lights come on.

(4) Push the TEST 2 (for bottle 2) switch on the Squib Test panel on the P61 panel.

(5) Make sure the green ENG L and ENG R squib test lights come on.

(6) Remove electrical power if it is not necessary (AMM 24-22-00/201).

E. Return the airplane to its usual condition.

(1) Make sure these circuit breakers on the P6 panel are closed:

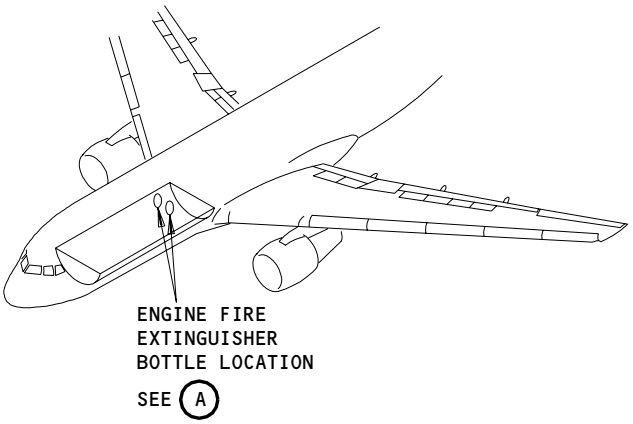
(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

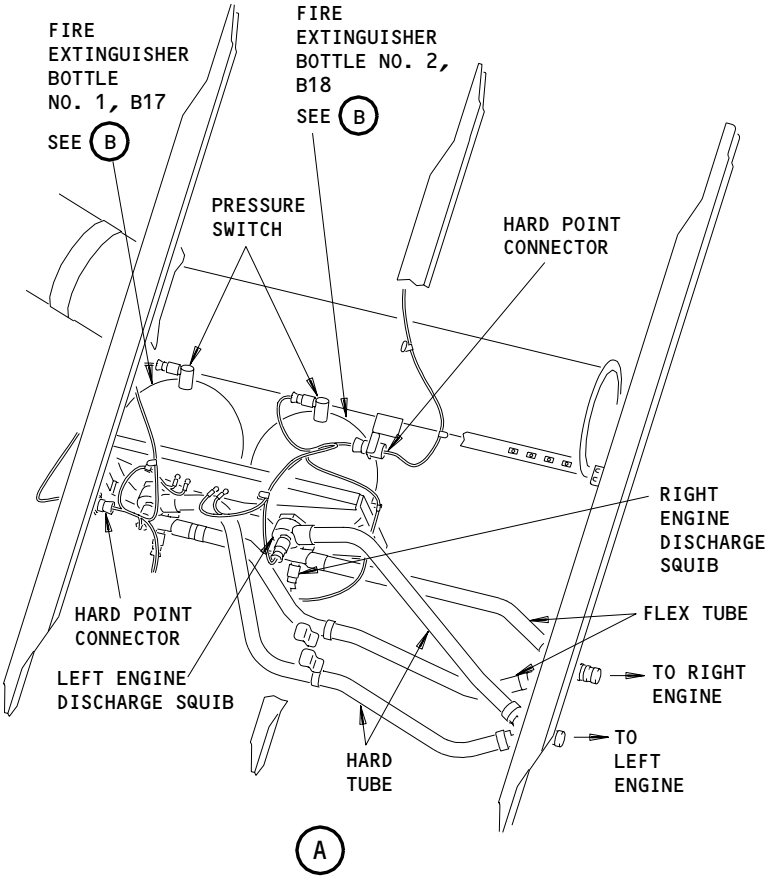
(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

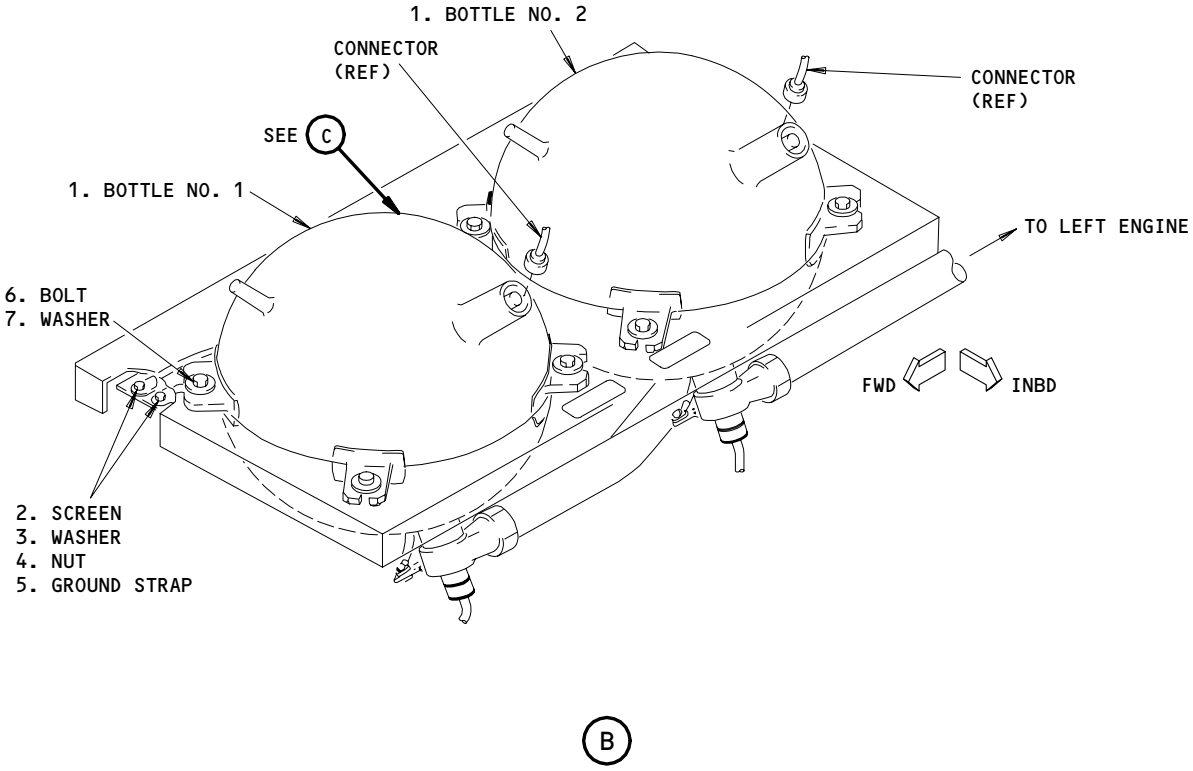
(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(2) Remove electrical power if it is not necessary (AMM 24-22-00/201).

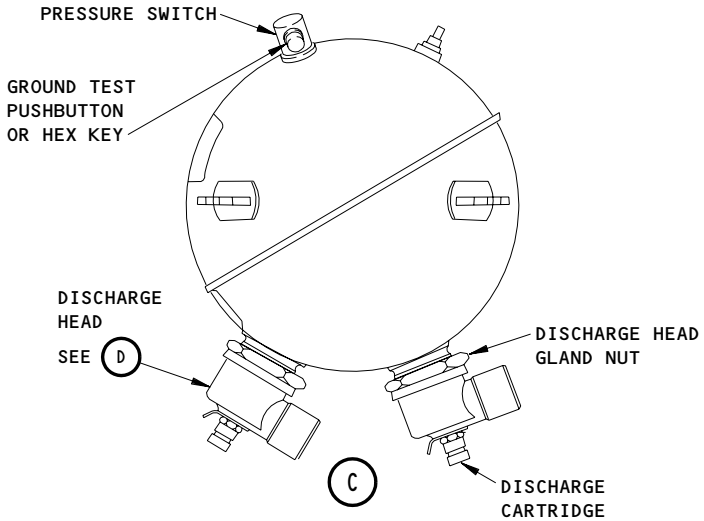


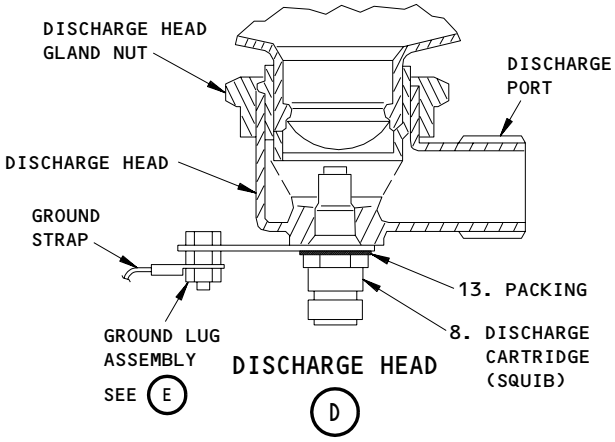


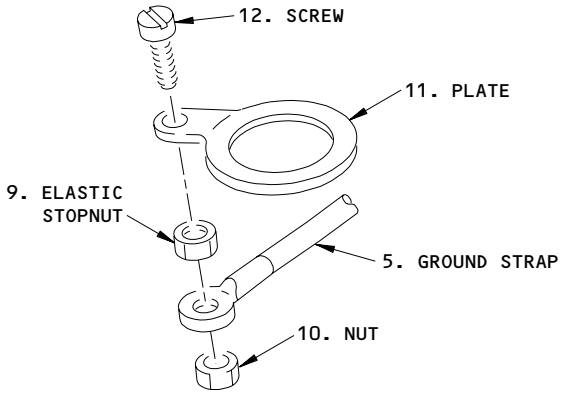
Engine Fire Extinguisher Bottle/Discharge Cartridge Installation
Figure 401 (Sheet 1)



Engine Fire Extinguisher Bottle/Discharge Cartridge Installation
Figure 401 (Sheet 2)







Engine Fire Extinguisher Bottle/Discharge Cartridge Installation
Figure 401 (Sheet 3)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-006-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	FWD CARGO	W-26-012-XX	1C	11212	012	AUG 22/02

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	ENG FIRE EXT BOTTLE PRESSURE SWITCH		ALL	NOTE

ZONES	ACCESS PANELS
122 212	1221 821

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE ENGINE FIRE EXTINGUISHER BOTTLE PRESSURE SWITCH BY MANUAL TEST. 26-21-00-5A

ENGINE NOTE: THIS TASK IS APPLICABLE TO THE 4000, 7R4, 80A AND 80C ENGINES.

ACCESS NOTE: SPECIAL ACCESS 1221 REQUIRES REMOVAL OF FORWARD CARGO COMPARTMENT RIGHT SIDEWALL PANELS PER MM REF 25-52-01. SPECIFIC ACCESS PANEL NUMBER IS 122RW FOR 767-200 AND 122SWX FOR 767-300/-400.

1. Operational Test

A. References

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

B. Prepare for Test

(1) Supply electrical power (AMM 24-22-00/201).

C. Test Fire Extinguisher Bottle 1 Pressure Switch

(1) At engine fire extinguisher bottle number 1, turn and hold the ground test hex key clockwise, or push and hold the ground test button on the pressure switch connector casing.

NOTE: Use a 3/32 inch hex wrench.

(a) Make sure that the ENG BTL 1 DISCH light on P8 (yellow) comes on.

(b) Make sure the EICAS message, ENG BTL 1, shows on the upper display.

MECH | INSP

(2) Release the hex key or button.

(a) Make sure the EICAS message, ENG BTL 1, does not show on the upper display.

(b) Make sure the BTL DISCH 1 light on P8 goes off.

D. Test Fire Extinguisher Bottle 2 Pressure Switch

(1) At engine fire extinguisher bottle number 2, turn and hold the ground test hex key clockwise, or push and hold the ground test button on the pressure switch connector casing.

NOTE: Use a 3/32 inch hex wrench.

(a) Make sure that the ENG BTL 2 DISCH light on P8 (yellow) comes on.

(b) Make sure the EICAS message, ENG BTL 2, shows on the upper display.

(2) Release the hex key or button.

(a) Make sure the EICAS message, ENG BTL 2, does not show on the upper display.

(b) Make sure the BTL DISCH 2 light on panel, P8, goes off.

E. Test Extinguisher Bottle Squib Test Circuit

(1) At the SQUIB TEST panel, P61, push and hold the TEST 1 switch.

(a) Make sure the squib test lights, L and R ENG , come on (green).

(2) Release the TEST switch.

(a) Make sure the squib test lights, L and R ENG, go off.

(3) At the squib test panel, P61, push and hold Test 2 switch.

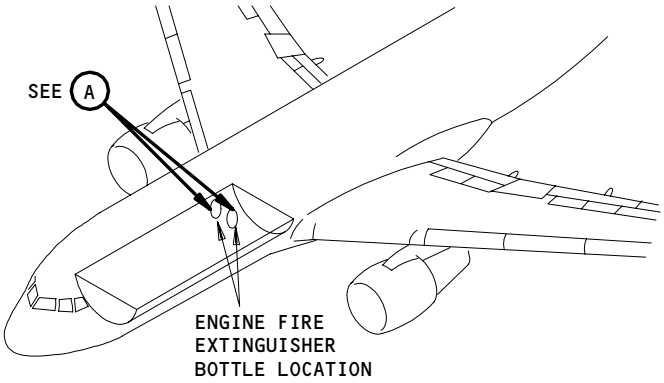
(a) Make sure the squib test lights, L and R ENG , come on (green).

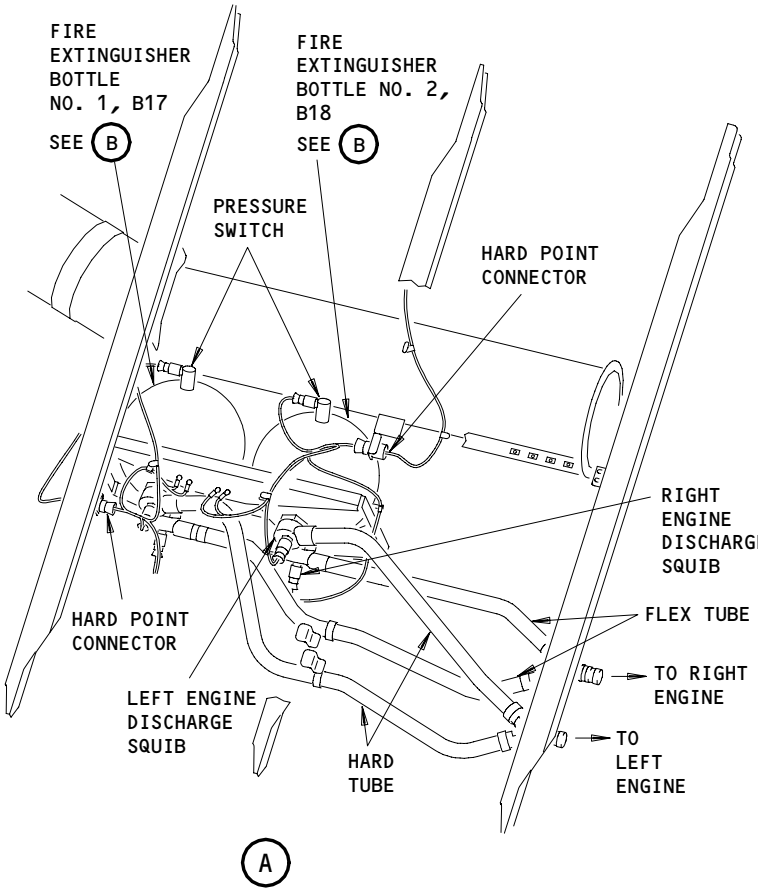
MECH	INSP

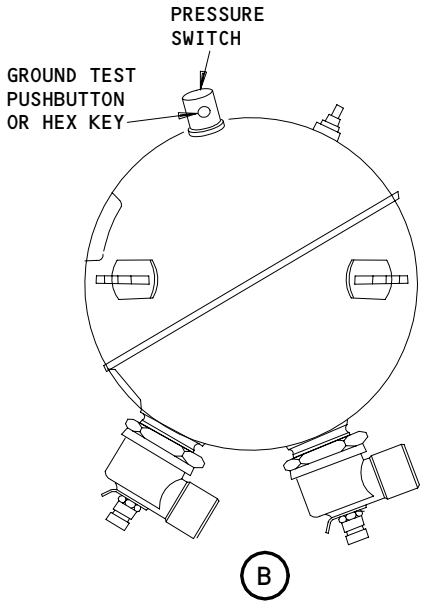
(4) Release the TEST 2 switch.

(a) Make sure the squib test lights, L and R ENG, lights go off.

(5) Remove electrical power if it is not necessary (AMM 24-22-00/201).







Engine Fire Extinguisher Bottle Location
Figure 501

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-007-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	CREW CABIN		2C	12424	008	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	APU FIRE SWITCH		ALL	ALL

ZONES	ACCESS PANELS
120 143 212 314	119AL 313AL

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK APU FIRE SWITCH TO VERIFY FIRING CIRCUIT INTEGRITY (INCLUDING APU FIRE HANDLE UNLOCK SOLENOID CIRCUITRY, AUTO BOTTLE DISCHARGE AND NOSE GEAR P40 PANEL DISCHARGE CIRCUITS) AND APU ISOLATION. 26-22-01-6A

NOTE: PULLING THE FIRE HANDLE ARMS THE EXTINGUISHING SYSTEM; CLOSES BOTH FUEL VALVES AND THE APU BLEED AIR SHUTOFF VALVE; AND TRIPS THE GENERATOR FIELD AND BREAKER.

A. Equipment

(1) Electrical test equipment - bottle squib, fire extinguisher system - A26001-187 (Recommended)

(2) Squib Protective Caps
M83723/60-18-AN or AC
M83723/60-110-AN or AC

(3) Resistor - 10 Kohm

WARNING: DO NOT USE OHMMETER CAPABLE OF SUPPLYING MORE THAN 80 MILLIAMPS OR FIRE EXTINGUISHER BOTTLE SQUIB MAY BE DETONATED.

(4) Multimeter - Commercially available ohmmeter should be incapable of supplying more than 80 milliamps.

(5) Service Platform - A51001-19

B. References

(1) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels

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

MECH | INSP

(3) AMM 20-10-33/401, Power Device Cartridge

(4) AMM 31-51-00/501, Warning System

(5) AMM 33-16-00/501, Master Dim and Test System

C. Access

(1) Location Zones
211 Flight Compartment (Left)
212 Flight Compartment (Right)
315 APU Compartment (Left)
316 APU Compartment (Right)

(2) Access Panels
313AL Control Bay Access Door
315AL APU Access Door
316AR APU Access Door

D. Prepare for Check

(1) Supply electrical power (AMM 24-22-00/201).

E. Fire Switch Squib Discharge Circuit Check (Fig. 601)

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Open this circuit breaker on the main power distribution panel, P6, and attach a DO-NOT-CLOSE tag:

(a) 6G1, FIRE EXTINGUISHING APU 1

WARNING: DO NOT STAND ON THE ACCESS DOOR, 313AL. YOUR WEIGHT CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE. IF YOU FALL THROUGH THE DOOR, INJURY CAN OCCUR.

(3) Open the access door, 313AL (AMM 06-42-00/201).

MECH	INSP

(4) Install the service platform above the access door, 313AL.

(5) Set the LOAD CHECK toggle switch on the squib test set to the OFF position.

(6) Disconnect the APU fire extinguisher electrical connector, D1436, from the APU fire extinguisher bottle 1 squib.

WARNING: PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS. IF YOU DO NOT PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS, THE FIRE BOTTLES CAN RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT SHUNT PLUGS ON THE FIRE BOTTLE SQUIBS. THE SHUNT PLUGS CAN CAUSE DAMAGE TO THE SQUIB PINS.

(7) Put the protective caps on all the fire bottle squibs.

WARNING: DO NOT CONNECT THE ELECTRICAL CONNECTOR TO THE SQUIB DURING THE CHECK. ACCIDENTAL DISCHARGE OF THE SQUIB CARTRIDGE CAN CAUSE INJURY TO PERSONNEL.

(8) Attach the adapter cable to the connector on the squib circuit test set.

(9) Connect the APU squib electrical connector, D1436, to the squib circuit test set adapter cable.

NOTE: Adapter cables are included with the squib circuit test set and must have the correct connectors.

(10) Connect a multimeter to the squib circuit test set.

(11) Remove the DO-NOT-CLOSE tag and close this P6 panel circuit breaker:

(a) 6G1, FIRE EXTINGUISHING APU 1

(12) Set the LOAD CHECK switch on the squib test set to the ON position.

MECH	INSP

NOTE: To put the fire handle in the emergency fire position, it is necessary to use the manual unlock switch behind the fire handle.

(13) On the P8 panel, pull the APU fire handle out to the emergency fire position.

(a) Make sure that the BOTTLE DISCHARGE light on the squib circuit test box stays off.

(b) Make sure the multimeter on the squib circuit test box shows a value of of 0 volts.

(14) Turn and hold the APU fire handle fully counterclockwise.

(a) Make sure that the BOTTLE DISCHARGE light on the squib circuit test box comes on.

(b) Make sure the multimeter on the squib circuit test box shows a minimum value of 16 volts.

NOTE: If the voltage is less than 16 volts, the circuit may not provide sufficient current to fire the squib.

(15) Release the handle.

(a) Make sure that the handle goes back to the center position.

(b) Make sure the multimeter on the squib test set shows a value of 0 volts.

(16) Put the handle back to the locked position.

(17) Make sure the following circuit breakers on the P11 panel are closed:

(a) 11A34, IND LTS 2

(b) 11B34, APU REMOTE FIRE IND

(18) Make sure that the BAT switch on the P5 panel is in the ON position.

MECH | INSP

(19) On the APU SHUTDOWN panel, P40, push then release the SHUTDOWN switch.

(a) Make sure that the yellow FIRE BOTTLE ARMED light on the P40 panel comes on.

(20) On the APU SHUTDOWN panel, push and hold the APU BOTTLE DISCHARGE switch.

(a) Make sure that the multimeter on the squib circuit test box shows a minimum value of 16 volts.

NOTE: If the voltage is less than 16 volts, the circuit may not provide sufficient current to fire the squib.

(21) Open this P6 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 6G1, FIRE EXTINGUISHING APU 1

(22) Make sure that the multimeter on the squib circuit test set shows a value of 0 ±2 volts.

(23) Release the APU BOTTLE DISCHARGE switch.

(a) Make sure that the FIRE BOTTLE ARMED light goes off.

(24) Set the LOAD CHECK switch on the squib test set to the OFF position.

(25) Disconnect the APU squib electrical connector, D1436, from the squib circuit test set adapter cable.

F. APU External Shutdown Relay Circuit Check

(1) Make sure this circuit breaker on the P6 panel is open:

(a) 6G1, FIRE EXTINGUISHING APU 1

(2) Make sure these circuit breakers on the P11 panel are open:

(a) 11B34, APU REMOTE FIRE IND

(b) 11A34, IND LIGHT 2

(3) Connect a jumper between pins 1 and 2 on the bottle 1 APU squib electrical connector, D1436.

MECH | INSP

(4) Remove the external shutdown relay, K421, from the right miscellaneous electrical equipment panel, P37.

(5) Connect a jumper between pins 1A and 2A of connector D3750.

(6) Connect a multimeter between the load side of this P6 panel circuit breaker and ground:

(a) 6G1, FIRE EXTINGUISHING APU 1

(7) Push and hold the APU BOTTLE DISCHARGE switch on the APU shutdown panel, P40.

NOTE: The APU shutdown panel is found on the nose landing gear.

(a) Make sure that the multimeter shows a value less than 3 ohms.

(8) Release the APU BOTTLE DISCHARGE switch on the APU shutdown panel.

(9) Remove the multimeter from the load side of this P6 panel circuit breaker and ground:

(a) 6G1, FIRE EXTINGUISHING APU 1

(10) Remove the jumper from pins 1 and 2 of connector D3750.

(11) Connect the external shutdown relay, K421, to the right miscellaneous electrical equipment panel, P37.

(12) Remove the jumper from pins 1 and 2 of bottle 1 APU squib electrical connector, D1436.

(13) Close the following circuit breakers on the P11 panel:

(a) 11B34, APU REMOTE FIRE IND

(b) 11A34, IND LIGHT 2

G. Do the Squib Connection Test

WARNING: DO NOT INSTALL THE ELECTRICAL CONNECTOR ON THE SQUIB WITH A VOLTAGE AT THE PINS OF THE CONNECTOR. ACCIDENTAL DISCHARGE OF THE SQUIB CAN CAUSE INJURY TO PERSONNEL.

MECH | INSP

(1) Do the Squib Electrical Connection procedure to connect the APU fire extinguisher squib electrical connector D1436 to the squib cartridge.

(2) Remove the DO-NOT-CLOSE tag and close this P6 panel circuit breaker:

(a) 6G1, FIRE EXTINGUISHING APU 1

(3) On the P61 panel, push and hold the TEST 1 switch on the SQUIB TEST control panel.

(a) Make sure that the green APU SQUIB TEST light comes on.

(4) Release the TEST 1 switch on the SQUIB TEST control panel.

(a) Make sure that the APU SQUIB TEST light goes off.

H. Do The APU Fire Handle Unlock Solenoid Circuit Check

(1) Supply electrical Power (AMM 24-22-00/201).

(2) Make sure these systems operate:

(a) Warning System (AMM 31-51-00/501).

(b) Master Dim and Test System (AMM 33-16-00/501).

(3) Open this circuit breaker on the P6 panel and attach a DO-NOT-CLOSE tag:

(a) 6G1, FIRE EXTINGUISHING APU 1

(4) Make sure the following circuit breakers on the P11 panel are closed:

(a) 11B19, FIRE SWITCH UNLOCK

(b) 11B24, FIRE DET APU 1

(c) 11B25, FIRE DET APU 2

(5) Pull the APU fire handle on the aft pilot's control stand P8, and make sure that it is locked into its usual position.

(6) Push and hold the ENG/APU/CARGO Test switch on the P8 panel.

MECH	INSP

(a) Make sure the APU fire handle light comes on.

CAUTION: DO NOT TURN THE FIRE HANDLE WHEN YOU PULL IT INTO THE EMERGENCY FIRE POSITION. IF YOU TURN THE FIRE HANDLE, THE CONTENTS OF THE FIRE BOTTLE CAN BE LET OUT.

(7) Pull the APU fire handle into the FIRE position.

(a) Make sure the APU fire handle releases from its usual position.

(b) Make sure the APU handle light remains on when the handle is pulled.

(8) Put the APU fire handle back to its usual position.

(9) Release the ENG/APU/CARGO Test switch.

I. APU Generator Field Control Relay Trip Check

(1) Set the APU GEN switch on the overhead panel, P5, to the OFF position.

(a) Make sure that the yellow OFF light comes on in the switch.

(b) Make sure that the white FIELD OFF light comes on on the APU GEN FIELD MANUAL RESET panel (located on P61 panel).

(2) Push the light-switch.

(a) Make sure that the FIELD OFF light goes off.

(3) On the P8 panel, pull the APU fire handle out to the emergency fire position.

(a) Make sure that the white FIELD OFF light comes on within 5 seconds.

(4) Put the APU fire handle in the locked position.

(5) On the overhead panel, set the APU GEN switch to the ON position.

(a) Make sure that the white ON light comes on in the switch.

MECH	INSP

J. APU Fuel Valve Operation Check

CAUTION: DO NOT PUT THE APU SWITCH IN THE START POSITION. THE APU CAN ACCIDENTALLY START.

(1) On the overhead panel, put the APU master control to the ON position.

(2) Go to the APU fuel shut off valve actuator through the left main landing gear door.

NOTE: The APU fuel shutoff valve actuator is found on the left inboard rear spar.

(3) Make sure that the manual override handle of the APU fuel shutoff valve actuator is in the OPEN position.

(4) Pull the APU fire handle out to the emergency fire position.

(a) Make sure that the manual override handle of the APU fuel shutoff valve actuator is in the CLOSE position.

(5) Put the APU fire handle in the locked position.

(6) On the overhead control panel, put the APU master control switch in the OFF position.

K. APU Air Supply Valve Operation Check

(1) Open this P11 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 11S24, AIR SUPPLY APU BLEED CONT

(2) Release the six fasteners on the bleed air supply module, M15.

NOTE: The bleed air supply module is found on the overhead control panel.

(3) Remove the bleed air supply module from the overhead control panel.

(4) Remove the electrical connector, D1348, from the bleed air supply panel.

MECH | INSP

(5) Connect a jumper between pin 10 of connector D1348 and ground.

(6) Close this P11 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 11S24, AIR SUPPLY APU BLEED CONT

(b) Make sure that the manual override handle of the APU air supply shutoff valve is in the OPEN position.

NOTE: The APU air supply shutoff valve is found in the APU compartment.

(7) Pull the APU fire handle out to the emergency fire position.

(a) Make sure that the manual override handle of the APU air supply shutoff valve is in the CLOSED position.

(8) Put the APU fire handle in the locked position.

(9) Open this P11 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 11S24, AIR SUPPLY APU BLEED CONT

(10) Remove the jumper from connector D1348 and ground.

(11) Connect the connector, D1348, to the bleed air supply panel.

(12) Remove the DO-NOT-CLOSE tag and close this P11 panel circuit breaker:

(a) 11S24, AIR SUPPLY APU BLEED CONT

L. APU Shutdown Function Check

CAUTION: DO NOT PUT THE APU MASTER CONTROL IN THE START POSITION. THE APU CAN ACCIDENTALLY START.

(1) On the overhead control panel, put the APU master control to the ON position.

(a) Make sure that the APU air intake door opens.

(2) Pull the APU fire handle out to the emergency fire position.

MECH | INSP

(a) Make sure that the APU air intake door closes.

(3) Put the APU master control to the OFF position.

(4) Put the APU fire handle in the locked position.

M. Put the Airplane Back to Its Usual Condition

(1) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:

(a) 6G1, FIRE EXTINGUISHING APU 1

(2) Remove the electrical power if it is not necessary (AMM 24-22-00/201).

N. Squib Electrical Connection Procedure (reference only)

NOTE: Do this procedure whenever you connect an electrical connector to a fire bottle squib.

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLES TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Remove the protective cap from the fire bottle squib.

WARNING: MAKE SURE THERE IS NO VOLTAGE AT THE ELECTRICAL CONNECTOR. IF THERE IS A VOLTAGE AT THE ELECTRICAL CONNECTOR, THE SQUIB CAN RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

(a) Make sure there is no voltage between pins 1 and 2 of the electrical connector.

NOTE: Connect a 10 Kohm resistor across the meter to remove any stray voltage from the electrical connector.

MECH | INSP

(3) Do the steps that follow to make sure you did not bend or damage the squib pins.

NOTE: This step is necessary because the pins are most likely to damaged the first time an electrical connector is connected to the squib.

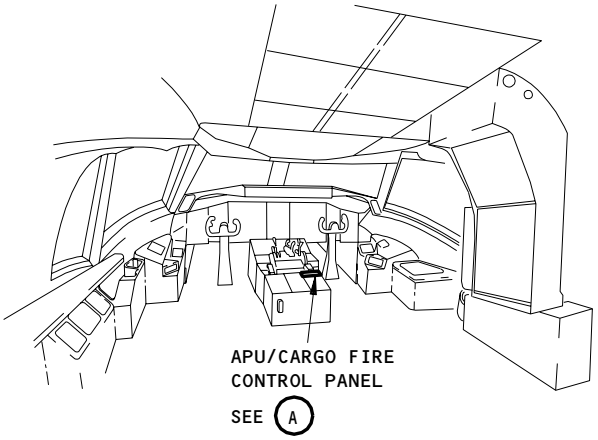
(a) Disconnect the electrical connector from the fire bottle squib.

(b) Make sure the squib pins are not bent or damaged.

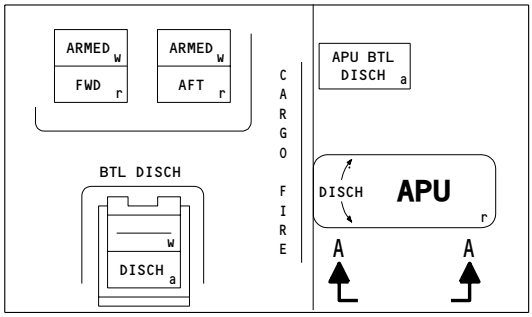
(c) Make sure the electrical connector is not damaged.

NOTE: The squib pins can cause damage to the connector if the pins do not enter the connector receptacles.

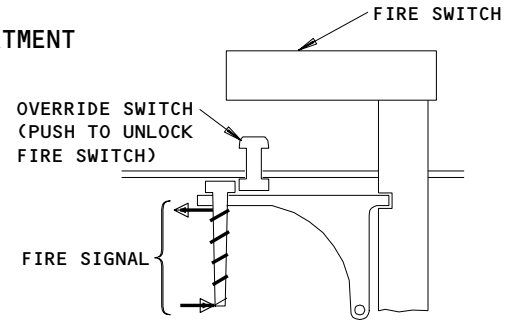
(4) Connect the electrical connector to the fire bottle squib.



FLIGHT COMPARTMENT



APU/CARGO FIRE CONTROL PANEL
A



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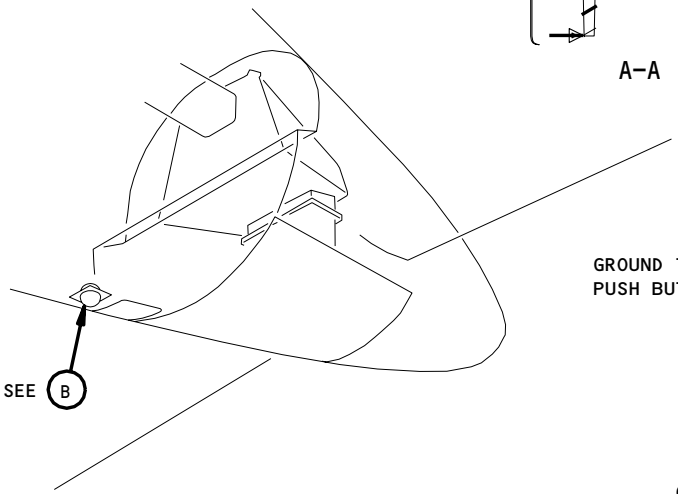
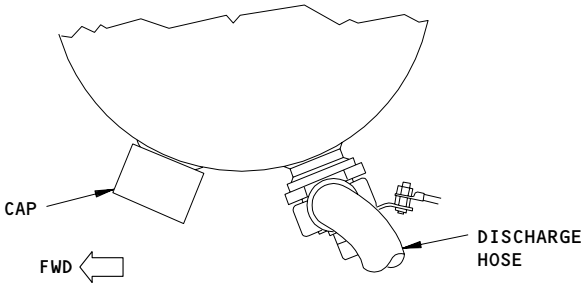
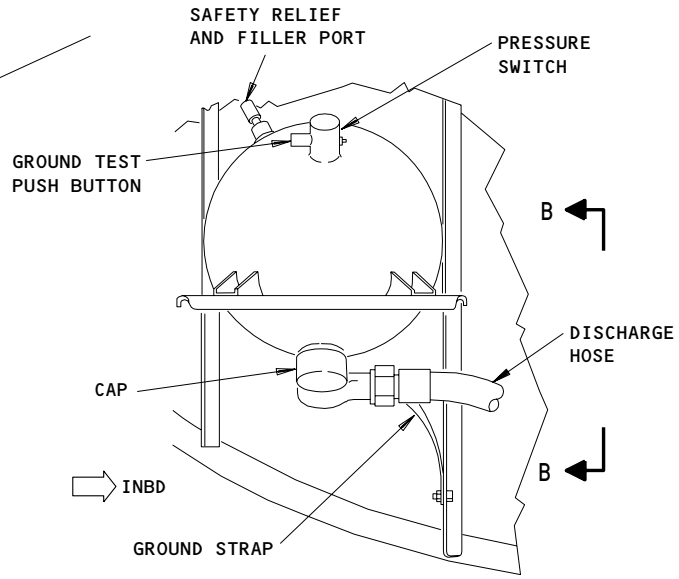




B-B



FIRE EXTINGUISHER BOTTLE
B

APU Fire Extinguishing System Inspection
Figure 601

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-007-03
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	CREW CABIN		2C	12424	008	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	APU FIRE SWITCH		ALL	ALL

ZONES	ACCESS PANELS
120 143 212 314	119AL 313AL

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK APU FIRE SWITCH TO VERIFY FIRING CIRCUIT INTEGRITY AND APU ISOLATION. 26-22-01-6A

NOTE: PULLING THE FIRE HANDLE ARMS THE EXTINGUISHING SYSTEM; CLOSES BOTH FUEL VALVES AND THE APU BLEED AIR SHUTOFF VALVE; AND TRIPS THE GENERATOR FIELD AND BREAKER.

A. Equipment

(1) Electrical test equipment - bottle squib, fire extinguisher system - A26001-187 (Recommended)

(2) Resistor - 10 Kohm

WARNING: DO NOT USE OHMMETER CAPABLE OF SUPPLYING MORE THAN 80 MILLIAMPS OR FIRE EXTINGUISHER BOTTLE SQUIB MAY BE DETONATED.

(3) Multimeter - Commercially available ohmmeter should be incapable of supplying more than 80 milliamps.

(4) Squib Protective Caps
M83723/60-18-AN or AC
M83723/60-110-AN or AC

(5) Service Platform - A51001-19

B. References

(1) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels

(2) AMM 20-10-33/401, Power Device Cartridge

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

MECH | INSP

(4) AMM 31-51-00/501, Warning System

(5) AMM 33-16-00/501, Master Dim and Test System

C. Access

(1) Location Zones
211 Flight Compartment (Left)
212 Flight Compartment (Right)
315 APU Compartment (Left)
316 APU Compartment (Right)

(2) Access Panels
313AL Control Bay Access Door
315AL APU Access Door
316AR APU Access Door

D. Prepare for Check

(1) Supply electrical power (AMM 24-22-00/201).

E. Fire Switch Squib Discharge Circuit Check (Fig. 601)

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Open these circuit breakers on the main power distribution panel, P6, and attach DO-NOT-CLOSE tags:

(a) 6G1, FIRE EXTINGUISHING APU 1

(b) 6G2, FIRE EXTINGUISHING APU 2

WARNING: DO NOT STAND ON THE ACCESS DOOR, 313AL. YOUR WEIGHT CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE. IF YOU FALL THROUGH THE DOOR, INJURY CAN OCCUR.

(3) Open the access door, 313AL (AMM 06-42-00/201).

MECH | INSP

(4) Install the service platform above the access door, 313AL.

(5) Set the LOAD CHECK toggle switch on the squib circuit test set to the OFF position.

(6) Disconnect the APU fire extinguisher electrical connector, D1436, from the APU extinguisher fire bottle 1 squib.

WARNING: PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS. IF YOU DO NOT PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS, THE FIRE BOTTLES CAN RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT A SHUNT PLUG ON THE FIRE BOTTLE SQUIB. THE SHUNT PLUG CAN CAUSE DAMAGE TO THE SQUIB PINS.

(7) Put the protective caps on all the fire bottle squibs.

WARNING: DO NOT CONNECT THE ELECTRICAL CONNECTOR TO THE SQUIB DURING THE CHECK. ACCIDENTAL DISCHARGE OF THE SQUIB CARTRIDGE CAN CAUSE INJURY TO PERSONNEL.

(8) Attach the adapter cable to the connector on the squib circuit test set.

(9) Connect the bottle 1 APU squib electrical connector, D1436, to the squib circuit test set adapter cable.

NOTE: Adapter cables are included with the squib circuit test set and must have the correct connectors.

(10) Connect a multimeter to the squib circuit test set.

(11) Remove the DO-NOT-CLOSE tag and close this P6 panel circuit breaker:

(a) 6G1, FIRE EXTINGUISHING APU 1

(12) Set the LOAD CHECK switch on the squib circuit test set to the ON position.

MECH | INSP

NOTE: To put the fire handle in the emergency fire position, it is necessary to use the manual unlock switch behind the fire handle.

(13) On the P8 panel, pull the APU fire handle out to the emergency fire position.

(a) Make sure that the BOTTLE DISCHARGE light on the squib circuit test box stays off.

(b) Make sure the multimeter on the squib circuit test box shows a value of of 0 volts.

(14) Turn and hold the APU fire handle fully counterclockwise.

(a) Make sure that the BOTTLE DISCHARGE light on the squib circuit test box comes on.

(b) Make sure the multimeter on the squib circuit test box shows a minimum value of 16 volts.

NOTE: If the voltage is less than 16 volts, the circuit may not provide sufficient current to fire the squib.

(15) Release the handle.

(a) Make sure that the handle goes back to the center position.

(b) Make sure the multimeter on the squib test set shows a value of 0 volts.

(16) Put the handle back to the locked position.

(17) Make sure the following circuit breakers on the P11 panel are closed:

(a) 11A34, IND LTS 2

(b) 11A35, IND LT 3

(c) 11B34, APU REMOTE FIRE IND

(18) Make sure that the BAT switch on the P5 panel is in the ON position.

MECH | INSP

(19) On the APU SHUTDOWN panel, P40, push then release the SHUTDOWN switch.

(a) Make sure that the yellow FIRE BOTTLE ARMED light on the P40 panel comes on.

(20) On the APU SHUTDOWN panel, push and hold the APU BOTTLE DISCHARGE NO. 1 switch.

(a) Make sure that the multimeter on the squib circuit test box shows a minimum value of 16 volts.

NOTE: If the voltage is less than 16 volts, the circuit may not provide sufficient current to fire the squib.

(21) Open this P6 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 6G1, FIRE EXTINGUISHING APU 1

(22) Make sure that the multimeter on the squib circuit test set shows a value of 0 ±2 volts.

(23) Release the APU BOTTLE DISCHARGE NO. 1 switch.

(a) Make sure that the FIRE BOTTLE ARMED light goes off.

(24) Set the LOAD CHECK switch on the squib circuit test set to the OFF position.

(25) Disconnect the bottle 1 APU squib electrical connector, D1436, from the squib circuit test set adapter cable.

(26) Connect the bottle 2 APU squib electrical connector, D2064, to the squib circuit test set adapter cable.

(27) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

(a) 6G1, FIRE EXTINGUISHING APU 1

(b) 6G2, FIRE EXTINGUISHING APU 2

(28) Set the LOAD CHECK switch on the squib circuit test set to the ON position.

MECH	INSP

(29) On the P8 panel, pull the APU fire handle out to the emergency fire position.

(a) Make sure the multimeter on the squib circuit test set shows a value of 0 volts.

(30) Turn and hold the APU fire handle fully clockwise.

(a) Make sure that the BOTTLE DISCHARGE light on the squib circuit test box comes on.

(b) Make sure the multimeter on the squib circuit test box shows a minimum value of 16 volts.

NOTE: If the voltage is less than 16 volts, the circuit may not provide sufficient current to fire the squib.

(31) Release the handle.

(a) Make sure that the handle goes back to the center position.

(b) Make sure the multimeter on the squib circuit test set shows a value of 0 volts.

(32) Put the handle back to the locked position.

(33) Make sure that the BAT switch on the P5 panel is in the ON position.

(34) On the APU SHUTDOWN panel, P40, push then release the SHUTDOWN switch.

(a) Make sure that the yellow FIRE BOTTLE ARMED light comes on.

(35) On the APU SHUTDOWN panel, push and hold the APU BOTTLE DISCHARGE NO. 2 switch.

(a) Make sure that the multimeter on the squib circuit test box shows a minimum value of 16 volts.

NOTE: If the voltage is less than 16 volts, the circuit may not provide sufficient current to fire the squib.

MECH | INSP

(36) Open the following circuit breakers on the P6 panel and attach DO-NOT-CLOSE tags:

(a) 6G1, FIRE EXTINGUISHING APU 1

(b) 6G2, FIRE EXTINGUISHING APU 2

(37) Make sure that the multimeter on the squib circuit test set shows a value of 0 ±2 volts.

(38) Release the APU BOTTLE DISCHARGE NO. 2 switch.

(a) Make sure that the FIRE BOTTLE ARMED light goes off.

(39) Set the LOAD CHECK switch on the squib test set to the OFF position.

(40) Disconnect the bottle 2 APU squib electrical connector, D2064, from the squib circuit test set.

F. APU External Shutdown Relay Circuit Check

(1) Make sure the following circuit breakers on the P6 panel are open:

(a) 6G1, FIRE EXTINGUISHING APU 1

(b) 6G2, FIRE EXTINGUISHING APU 2

(2) Make sure these following circuit breakers on the P11 panel are open:

(a) 11B34, APU REMOTE FIRE IND

(b) 11A34, IND LIGHT 2

(c) 11A35, IND LIGHT 3

(3) Connect a jumper between pins 1 and 2 on the bottle 1 APU squib electrical connector, D1436.

(4) Connect a jumper between pins 1 and 2 on the bottle 2 APU squib electrical connector, D2064.

(5) Remove the external shutdown relay, K421, from the right miscellaneous electrical equipment panel, P37.

(6) Connect a jumper between pins 1A and 2A of connector D3750.

MECH | INSP

(7) Connect a multimeter between the load side of this P6 panel circuit breaker and ground:

(a) 6G1, FIRE EXTINGUISHING APU 1

(8) Push and hold the APU BOTTLE DISCHARGE NO. 1 switch on the APU shutdown panel, P40.

NOTE: The APU shutdown panel is found on the nose landing gear.

(a) Make sure that the multimeter shows a value less than 3 ohms.

(9) Release the APU BOTTLE DISCHARGE NO. 1 switch on the APU shutdown panel.

(10) Push and hold the APU BOTTLE DISCHARGE NO. 2 switch on the APU shutdown panel.

(a) Make sure that the multimeter shows a value less than 3 ohms.

(11) Release the APU BOTTLE DISCHARGE 2 switch on the APU shutdown panel.

(12) Remove the multimeter from the load side of this P6 panel circuit breaker and ground:

(a) 6G1, FIRE EXTINGUISHING APU 1

(13) Remove the jumper from pins 1 and 2 of connector D3750.

(14) Connect the external shutdown relay, K421, to the right miscellaneous electrical equipment panel, P37.

(15) Remove the jumper from pin 1 and 2 of the bottle 1 APU squib electrical connector D1436.

(16) Remove the jumper from pins 1 and 2 of the bottle 2 APU squib electrical connector D2064.

(17) Close these following circuit breakers on the P11 panel:

(a) 11B34, APU REMOTE FIRE IND

(b) 11A34, IND LIGHT 2

(c) 11A35, IND LIGHT 3

MECH | INSP

G. Do The Squib Connection Test

WARNING: DO NOT INSTALL THE ELECTRICAL CONNECTOR ON THE SQUIB WITH A VOLTAGE AT THE PINS OF THE CONNECTOR. ACCIDENTAL DISCHARGE OF THE SQUIB CAN CAUSE INJURY TO PERSONNEL.

(1) Do the Squib Electrical Connection procedure to connect the APU fire extinguisher squib electrical connector D1436 to the squib cartridge.

(2) Remove the DO-NOT-CLOSE tag and close this P6 panel circuit breaker:

(a) 6G1, FIRE EXTINGUISHING APU 1

(3) On the P61 panel, push and hold the TEST 1 switch on the SQUIB TEST control panel.

(a) Make sure that the green APU SQUIB TEST light comes on.

(4) Release the TEST 1 switch on the SQUIB TEST control panel.

(a) Make sure that the APU SQUIB TEST light goes off.

(5) Do the Squib Electrical Connection procedure to connect the APU fire extinguisher squib electrical connector D2064 to the squib cartridge.

(6) Remove the DO-NOT-CLOSE tag and close this P6 panel circuit breaker:

(a) 6G2, FIRE EXTINGUISHING APU 2

(7) Push and hold the TEST 2 switch on the SQUIB TEST control panel.

(a) Make sure that the green APU SQUIB TEST light comes on.

(b) Make sure that the APU SQUIB TEST light goes off.

H. Do The APU Fire Handle Unlock Solenoid Circuit Check

(1) Supply electrical Power (AMM 24-22-00/201).

(2) Make sure these systems operate:

(a) Warning System (AMM 31-51-00/501).

MECH | INSP

(b) Master Dim and Test System (AMM 33-16-00/501).

(3) Open these circuit breakers on the P6 panel and attach DO-NOT- CLOSE tags:

(a) 6G1, FIRE EXTINGUISHING APU 1

(b) 6G2, FIRE EXTINGUISHING APU 2

(4) Make sure the following circuit breakers on the P11 panel are closed:

(a) 11B19, FIRE SWITCH UNLOCK

(b) 11B24, FIRE DET APU 1

(c) 11B25, FIRE DET APU 2

(5) Pull the APU fire handle on the aft pilot's control stand P8, and make sure that it is locked into its usual position.

(6) Push and hold the ENG/APU/CARGO Test switch on the P8 panel.

(a) Make sure the APU fire handle light comes on.

CAUTION: DO NOT TURN THE FIRE HANDLE WHEN YOU PULL IT INTO THE EMERGENCY FIRE POSITION. IF YOU TURN THE FIRE HANDLE, THE CONTENTS OF THE FIRE BOTTLE CAN BE LET OUT.

(7) Pull the APU fire handle into the FIRE position.

(a) Make sure the APU fire handle releases from its usual position.

(b) Make sure the APU handle light remains on when the handle is pulled.

(8) Pull the APU fire handle back to its usual position.

(9) Release the ENG/APU/CARGO Test switch.

I. APU Generator Field Control Relay Trip Check

(1) Set the APU GEN switch on the overhead panel, P5, to the OFF position.

MECH | INSP

(a) Make sure that the yellow OFF light comes on in the switch.

(b) Make sure that the white FIELD OFF light comes on on the APU GEN FIELD MANUAL RESET panel (located on P61 panel).

(2) Push the light-switch.

(a) Make sure that the FIELD OFF light goes off.

(3) On the P8 panel, pull the APU fire handle out to the emergency fire position.

(a) Make sure that the white FIELD OFF light comes on within 5 seconds.

(4) Put the APU fire handle in the locked position.

(5) On the overhead panel, set the APU GEN switch to the ON position.

(a) Make sure that the white ON light comes on in the switch.

J. APU Fuel Valve Operation Check

CAUTION: DO NOT PUT THE APU SWITCH IN THE START POSITION. THE APU CAN ACCIDENTALLY START.

(1) On the overhead panel, put the APU master control to the ON position.

(2) Go to the APU fuel shut off valve actuator through the left main landing gear door.

NOTE: The APU fuel shutoff valve actuator is found on the left inboard rear spar.

(3) Make sure that the manual override handle of the APU fuel shutoff valve actuator is in the OPEN position.

(4) Pull the APU fire handle out to the emergency fire position.

(a) Make sure that the manual override handle of the APU fuel shutoff valve actuator is in the CLOSE position.

(5) Put the APU fire handle in the locked position.

MECH | INSP

(6) On the overhead control panel, put the APU master control switch in the OFF position.

K. APU Air Supply Valve Operation Check

(1) Open this P11 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 11S24, AIR SUPPLY APU BLEED CONT

(2) Release the six fasteners on the bleed air supply module, M15.

NOTE: The bleed air supply module is found on the overhead control panel.

(3) Remove the bleed air supply module from the overhead control panel.

(4) Remove the electrical connector, D1348, from the bleed air supply panel.

(5) Connect a jumper between pin 10 of connector D1348 and ground.

(6) Close this P11 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 11S24, AIR SUPPLY APU BLEED CONT

(b) Make sure that the manual override handle of the APU air supply shutoff valve is in the OPEN position.

NOTE: The APU air supply shutoff valve is found in the APU compartment.

(7) Pull the APU fire handle out to the emergency fire position.

(a) Make sure that the manual override handle of the APU air supply shutoff valve is in the CLOSED position.

(8) Put the APU fire handle in the locked position.

(9) Open this P11 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 11S24, AIR SUPPLY APU BLEED CONT

(10) Remove the jumper from connector D1348 and ground.

(11) Connect the connector, D1348, to the bleed air supply panel.

MECH | INSP

(12) Remove the DO-NOT-CLOSE tag and close this P11 panel circuit breaker:

(a) 11S24, AIR SUPPLY APU BLEED CONT

L. APU Shutdown Function Check

CAUTION: DO NOT PUT THE APU MASTER CONTROL IN THE START POSITION. THE APU CAN ACCIDENTALLY START.

(1) On the overhead control panel, put the APU master control to the ON position.

(a) Make sure that the APU air intake door opens.

(2) Pull the APU fire handle out to the emergency fire position.

(a) Make sure that the APU air intake door closes.

(3) Put the APU master control to the OFF position.

(4) Put the APU fire handle in the locked position.

M. Put the Airplane Back to Its Usual Condition

(1) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

(a) 6G1, FIRE EXTINGUISHING APU 1

(b) 6G2, FIRE EXTINGUISHING APU 2

(2) Remove the electrical power if it is not necessary (AMM 24-22-00/201).

N. Squib Electrical Connection Procedure (reference only)

NOTE: Do this procedure whenever you connect an electrical connector to a fire bottle squib.

MECH | INSP

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Remove the protective cap from the fire bottle squib.

WARNING: MAKE SURE THERE IS NO VOLTAGE AT THE ELECTRICAL CONNECTOR. IF THERE IS A VOLTAGE AT THE ELECTRICAL CONNECTOR, THE SQUIB CAN DISCHARGE SUDDENLY AND CAUSE INJURY TO PERSONS.

(a) Make sure there is no voltage between pins 1 and 2 of the electrical connector.

NOTE: Connect a 10 Kohm resistor across the meter to remove any stray voltage from the electrical connector.

(3) Do the steps that follow to make sure you did not bend or damage the squib pins.

NOTE: This step is necessary because the pins are most likely to be damaged the first time an electrical connector is connected to the squib.

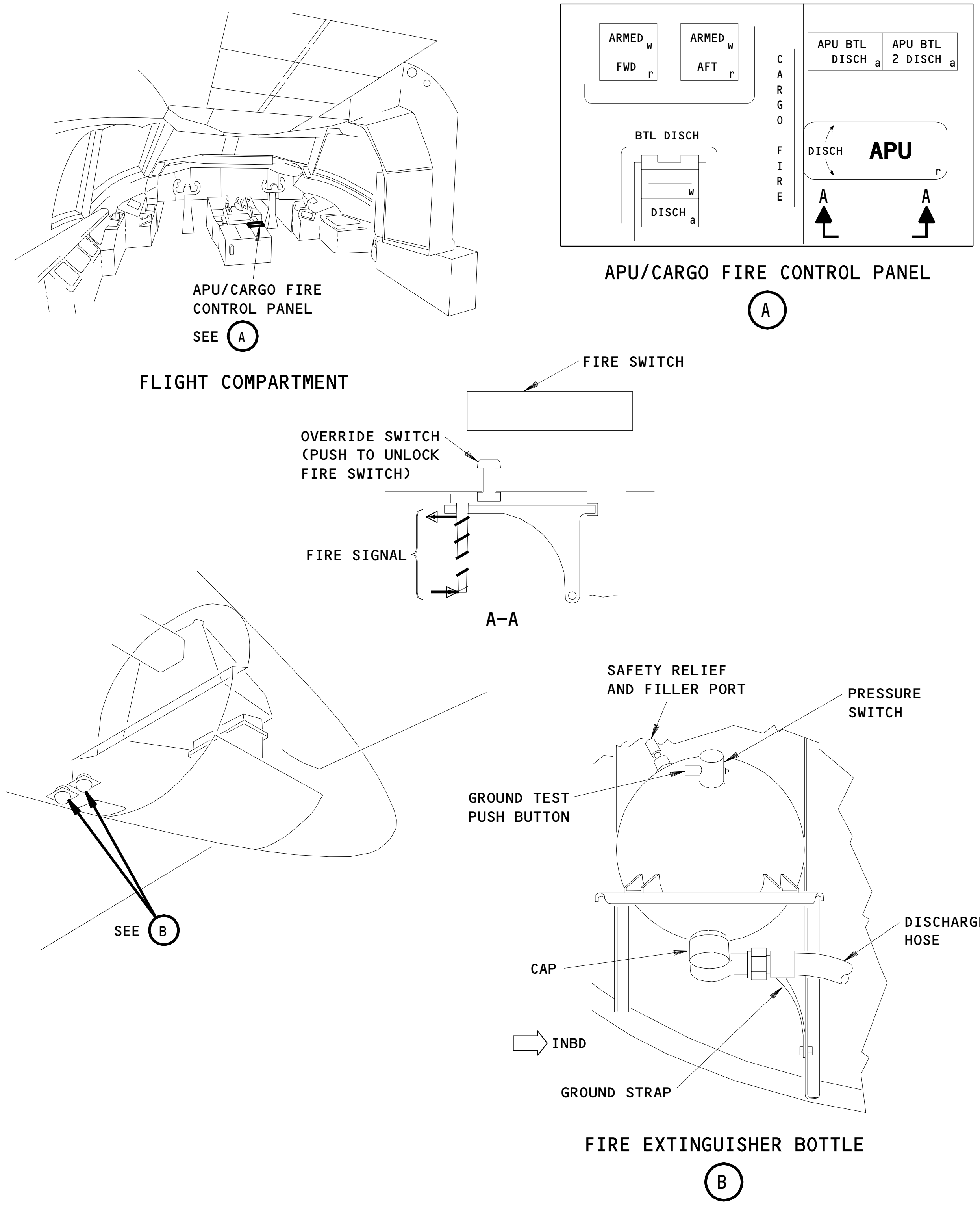
(a) Disconnect the electrical connector from the fire bottle squib.

(b) Make sure the squib pins are not bent or damaged.

(c) Make sure the electrical connector is not damaged.

NOTE: The squib pins can cause damage to the electrical connector if the pins do not enter the connector receptacles.

(4) Connect the electrical connector to the fire bottle squib.


ARMED w
FWD r
ARMED w
AFT r
CARGO FIRE
BTL DISCH
w
DISCH a
APU BTL DISCH a
APU BTL 2 DISCH a
DISCH
APU
r
A
A
APU/CARGO FIRE CONTROL PANEL
A
APU/CARGO FIRE CONTROL PANEL
SEE A
FLIGHT COMPARTMENT
FIRE SWITCH
OVERRIDE SWITCH (PUSH TO UNLOCK FIRE SWITCH)
FIRE SIGNAL
A-A
SEE B
SAFETY RELIEF AND FILLER PORT
PRESSURE SWITCH
GROUND TEST PUSH BUTTON
DISCHARGE HOSE
CAP
INBD
GROUND STRAP
FIRE EXTINGUISHER BOTTLE
B

APU Fire Extinguishing System Inspection
Figure 601 (Sheet 1)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-008-03
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	STABLIZR BX		00010 YRS	23280	008	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	APU FIRE EXT BOTTLE SQUIB CARTRIDGES		NOTE	ALL

ZONES	ACCESS PANELS
314	313AL

MECH | INSP

MPD ITEM NUMBER

REPLACE APU FIRE EXTINGUISHER BOTTLE SQUIB CARTRIDGES AT MANUFACTURER'S (KIDDE) LIFE LIMIT. (CURRENT TOTAL LIFE LIMIT IS 10 YEARS). 26-22-02-4A
AIRPLANE NOTE: AIRPLANES WITH KIDDE APU BOTTLES.

1. Discharge Cartridge (Squib) Removal

A. Equipment

(1) Service platform - A51001-19

(2) Squib Protective Caps
M83723/60-18-AN or AC
M83723/60-110-AN or AC

(3) Resistor - 10 Kohm

(4) Voltmeter - 28 vdc

B. References

(1) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels

(2) AMM 20-10-35/401, Power Device Cartridge

C. Access

(1) Location Zones

211 Flight Compartment (Left)
212 Flight Compartment (Right)

315 APU Compartment (Left)
316 APU Compartment (Right)

MECH | INSP

D. Prepare for Removal

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Open this circuit breaker on the main power distribution panel, P6, and attach a DO-NOT-CLOSE tag:

(a) 6G1, FIRE EXTINGUISHING APU 1

(3) Open the access door, 313AL, for the APU fire extinguisher bottle (AMM 06-42-00/201).

WARNING: DO NOT STAND ON THE ACCESS DOOR, 313AL. YOUR WEIGHT CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE. IF YOU FALL THROUGH THE DOOR, INJURY CAN OCCUR.

(4) Install the service platform above the access door, 313AL.

E. Procedure

(1) Disconnect the electrical connector from the fire bottle squib. Refer to Table 401.

WARNING: PUT A PROTECTIVE CAP ON THE FIRE BOTTLE SQUIB. IF YOU DO NOT PUT A PROTECTIVE CAP ON THE FIRE BOTTLE SQUIB, THE FIRE BOTTLE CAN RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT SHUNT PLUGS ON THE FIRE BOTTLE SQUIBS. THE SHUNT PLUGS CAN CAUSE DAMAGE TO THE SQUIB PINS.

(2) Put a protective cap on the fire bottle squib.

(3) Remove the screws that hold the squib.

MECH | INSP

(4) Remove the lockwire that attaches the squib to the discharge port.

(5) Remove the squib.

F. Put the Airplane Back to its Usual Condition

(1) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:

(a) 6G1, FIRE EXTINGUISHING APU 1

(2) Remove the service platform from above the access door, 313AL.

(3) Close the access door, 313AL (AMM 06-42-00/201).

2. Discharge Cartridge (Squib) Installation (Fig 401)

A. Equipment

(1) Service platform - A51001-19

B. References

(1) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels

(2) AMM 20-10-33/401, Power Device Cartridge

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

C. Access

(1) Location Zones

211 Flight Compartment (Left)
212 Flight Compartment (Right)

D. Squib Electrical Connection Procedure

NOTE: Do this procedure whenever you connect an electrical connector to a fire bottle squib.

MECH	INSP

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) If a protective cap is installed, remove the protective cap.

CAUTION: IF A SHUNT PLUG IS INSTALLED, PULL THE SHUNT PLUG STRAIGHT OFF THE FIRE BOTTLE SQUIB. IF YOU TWIST OR WIGGLE THE SHUNT PLUG, YOU CAN CAUSE DAMAGE TO THE SQUIB PINS.

(3) If a shunt plug is installed, pull the shunt plug straight off the squib and discard the shunt plug.

NOTE: Shunt plugs should not be used to cover the fire bottle squibs because they can cause damage to the squib pins.

WARNING: MAKE SURE THERE IS NO VOLTAGE AT THE ELECTRICAL CONNECTOR. IF THERE IS A VOLTAGE AT THE ELECTRICAL CONNECTOR, THE SQUIB CAN RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

(4) Make sure there is no voltage between pins 1 and 2 of the electrical connector.

NOTE: Connect a 10 Kohm resistor across the meter to remove any stray voltage from the electrical connector.

(5) Make sure the squib electrical pins are not bent or damaged.

(6) Make sure the electrical connector is not damaged.

NOTE: The squib pins can cause damage to the electrical connector if the pins do not enter the connector receptacles.

MECH | INSP

(7) Connect the electrical connector to the fire bottle squib.

(8) Do the steps that follow to make sure you did not bend or damage the squib pins.

NOTE: This step is necessary because the pins are most likely to be damaged the first time an electrical connector is connected to the squib.

(a) Disconnect the electrical connector from the fire bottle squib.

(b) Make sure the squib pins are not bent or damaged.

(c) Connect the electrical connector to the fire bottle squib.

E. Prepare for Installation

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Open the access door, 313AL, for the APU fire extinguisher bottle (Ref 06-42-00).

WARNING: DO NOT STAND ON THE ACCESS DOOR, 313AL. YOUR WEIGHT CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE. IF YOU FALL THROUGH THE DOOR, INJURY CAN OCCUR.

(3) Install the service platform above the access door, 313AL.

F. Procedure

(1) Install the squib.

(2) Tighten the squib fasteners to 80-100 pound-inches (9.04-11.30 newton-meters).

(3) Install lockwire on the squib to the discharge port.

MECH | INSP

(4) Do the Squib Electrical Connection procedure to connect the electrical connector to the squib (Ref Table 401).

TABLE 401
APU FIRE BOTTLE CONNECTIONS

CONNECTOR	BOTTLE CONNECTED TO:
D1436	B25, BTL 1 - APU Discharge Squib
D1438	B25, BTL 1 - Pressure Switch

G. Squib Installation Test:

(1) Supply electrical power (AMM 24-22-00/201).

(2) Remove the DO-NOT-CLOSE tag identifier and close this P6 panel circuit breaker:

(a) 6G1, FIRE EXTINGUISHER APU 1

(3) Push the TEST 1 switch on the SQUIB TEST control panel.

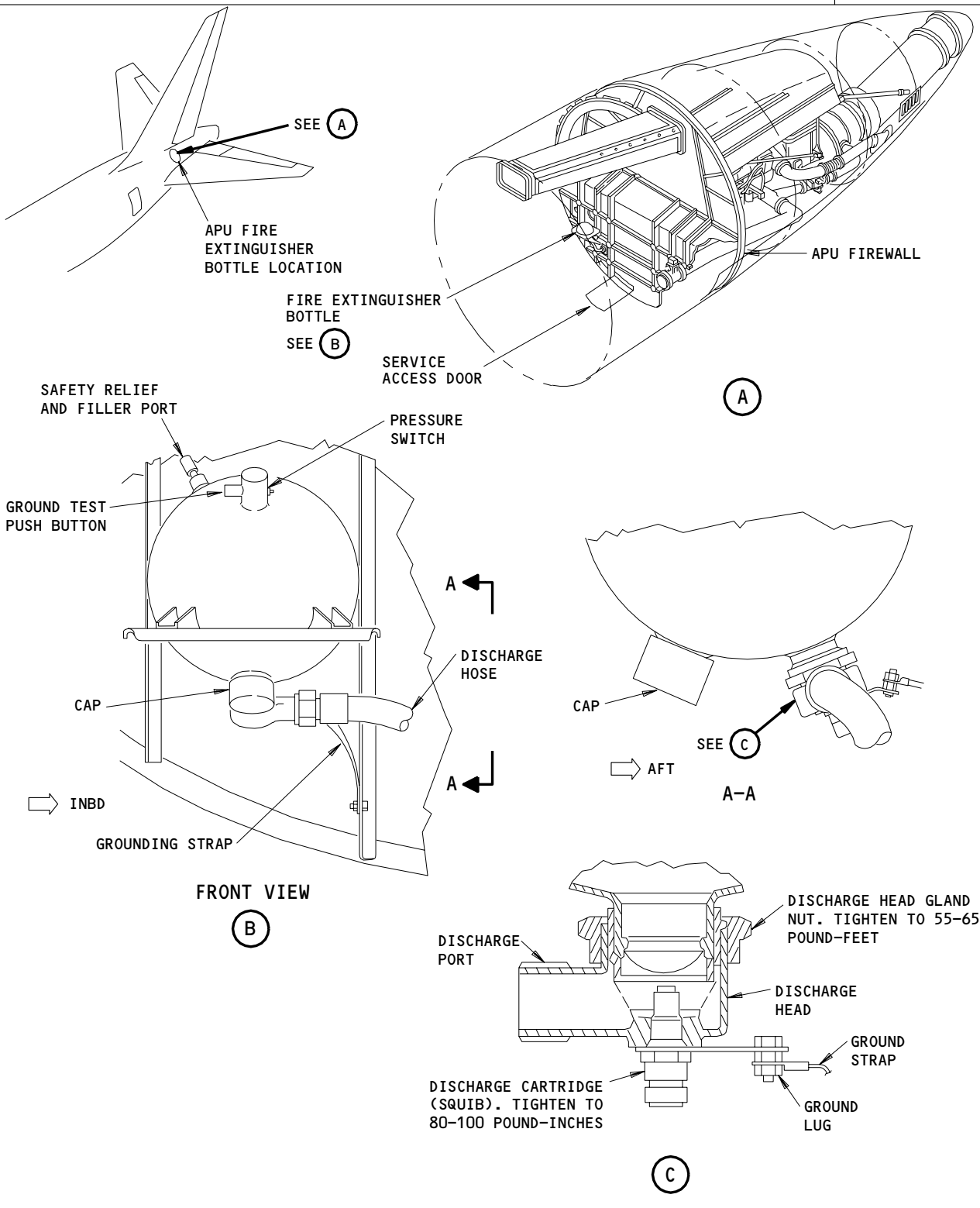
(a) Make sure that the green APU light comes on.

H. Put the Airplane Back to Its Usual Condition

(1) Remove the electrical power if it is not necessary (AMM 24-22-00/201).

(2) Remove the service platform from above the access door, 313AL.

(3) Close the access door, 313AL.



APU Fire Extinguisher Bottle/Discharge Cartridge Installation
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-008-04
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	STABLIZR BX		NOTE	99XXX	012	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	APU FIRE EXT BOTTLE SQUIB CARTRIDGES		NOTE	ALL

ZONES	ACCESS PANELS
314	313AL

MECH	INSP	MPD ITEM NUMBER

REPLACE APU FIRE EXTINGUISHER BOTTLE SQUIB CARTRIDGES AT MANUFACTURER'S (HTL) LIFE LIMIT. 26-22-02-4A

INTERVAL NOTE: CURRENT SERVICE LIFE LIMIT IS 10 YEARS AND COMBINED SERVICE AND STORAGE LIFE LIMIT IS 15 YEARS. SEE HTL CMM FOR DETAILS.

1. Discharge Cartridge (Squib) Removal

A. Equipment

(1) Service platform - A51001-19

(2) Squib Protective Cap
M83723/60-18-AN or AC
M83723/60-110-AN or AC

(3) Resistor - 10 Kohm

(4) Voltmeter - 28 vdc

B. References

(1) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels

(2) AMM 20-10-33/401, Power Device Cartridge

C. Access

(1) Location Zones

211 Flight Compartment (Left)
212 Flight Compartment (Right)

315 APU Compartment (Left)
316 APU Compartment (Right)

MECH | INSP

D. Prepare for Removal

(1) Open these circuit breakers on the main power distribution panel, P6, and attach DO-NOT-CLOSE tags:

(a) 6G1, FIRE EXTINGUISHING APU 1

(b) 6G2, FIRE EXTINGUISHING APU 2

(2) Open the access door, 313AL, for the APU fire extinguisher bottle (AMM 06-42-00/201).

WARNING: DO NOT STAND ON THE ACCESS DOOR, 313AL. YOUR WEIGHT CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE. IF YOU FALL THROUGH THE DOOR, INJURY CAN OCCUR.

(3) Install the service platform above the access door, 313AL.

E. Procedure

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Disconnect the electrical connector from the squib (refer to Table 401).

WARNING: PUT A PROTECTIVE CAP ON THE FIRE BOTTLE SQUIB. IF YOU DO NOT PUT A PROTECTIVE CAP ON THE FIRE BOTTLE SQUIB, THE FIRE BOTTLE CAN RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT A SHUNT PLUG ON THE FIRE BOTTLE SQUIB. THE SHUNT PLUG CAN CAUSE DAMAGE TO THE SQUIB PINS.

(3) Put a protective cap on the fire bottle squib.

(4) Remove the screws that hold the squib.

(5) Remove the lockwire that attaches the squib to the discharge port.

(6) Remove the squib.

F. Put the Airplane Back to its Usual Condition

(1) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

(a) 6G1, FIRE EXTINGUISHING APU 1

(b) 6G2, FIRE EXTINGUISHING APU 2

(2) Remove the service platform from above the access door, 313AL.

(3) Close the access door, 313AL (AMM 06-42-00/201).

2. Discharge Cartridge (Squib) Installation (Fig 401)

A. Equipment

(1) Service platform - A51001-19

(2) Torque wrench, commercially available.
Torque range: 80-100 pound-inches (9.04-11.30 newton-meters)

B. References

(1) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels

(2) AMM 20-10-33/401, Power Device Cartridge

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

C. Access

(1) Location Zones

211 Flight Compartment (Left)
212 Flight Compartment (Right)

MECH | INSP

D. Squib Electrical Connection Procedure

NOTE: Do this procedure whenever you connect an electrical connector to a fire bottle squib.

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) If a protective cap is installed, remove the protective cap.

CAUTION: IF A SHUNT PLUG IS INSTALLED, PULL THE SHUNT PLUG STRAIGHT OFF THE FIRE BOTTLE SQUIB. IF YOU TWIST OR WIGGLE THE SHUNT PLUG, YOU CAN CAUSE DAMAGE TO THE SQUIB PINS.

(3) If a shunt plug is installed, pull the shunt plug straight off the squib and discard the shunt plug.

NOTE: Shunt plugs should not be used to cover the fire bottle squibs because they can cause damage to the squib pins.

WARNING: MAKE SURE THERE IS NO VOLTAGE AT THE ELECTRICAL CONNECTOR. IF THERE IS A VOLTAGE AT THE ELECTRICAL CONNECTOR, THE SQUIB CAN RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

(4) Make sure there is no voltage between pins 1 and 2 of the electrical connector.

NOTE: Connect a 10 Kohm resistor across the meter to remove any stray voltage from the electrical connector.

(a) Make sure the squib pins are not bent or damaged.

MECH | INSP

(b) Make sure the electrical connector is not damaged.

NOTE: The squib pins can cause damage to the electrical connector if the pins do not enter the connector receptacles.

(c) Connect the electrical connector to the fire bottle squib.

(d) Do the steps that follow to make sure you did not bend or damage the squib pins.

NOTE: This step is necessary because the pins are most likely to be damaged the first time an electrical connector is connected to the squib.

1) Disconnect the electrical connector from the fire bottle squib.

2) Make sure the squib pins are not bent or damaged.

(e) Make sure the electrical connector is not damaged.

NOTE: The squib pins can cause damage to the electrical connector if the pins do not enter the connector receptacles.

1) Connect the electrical connector to the fire bottle squib.

E. Prepare for Installation

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Open the access door, 313AL, for the APU fire extinguisher bottle (AMM 06-42-00/201).

MECH | INSP

WARNING: DO NOT STAND ON THE ACCESS DOOR, 313AL. YOUR WEIGHT CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE. IF YOU FALL THROUGH THE DOOR, INJURY CAN OCCUR.

(3) Install the service platform above the access door, 313AL.

F. Procedure

(1) Install the squib.

(2) Tighten the squib fasteners to 80-100 pound-inches (9.04-11.30 newton-meters).

(3) Install lockwire on the squib to the discharge port.

CAUTION: DO NOT TURN THE ALUMINUM CAP OR SHUNT PLUG IN THE ELECTRICAL RECEPTACLE. THIS CAN CAUSE DAMAGE TO THE RECEPTACLE PINS.

(4) Do the Squib Electrical Connection procedure to connect the electrical connector to the squib (Ref Table 401).

TABLE 401
APU FIRE BOTTLE CONNECTIONS

CONNECTOR	BOTTLE CONNECTED TO:
D1436	B25, BTL 1 - APU Discharge Squib
D1438	B25, BTL 1 - Pressure Switch
D2064	B138, BTL 2 - APU Discharge Squib
D2066	B138, BTL 2 - Pressure Switch

G. Squib Installation Test:

(1) Supply electrical power (AMM 24-22-00/201).

(2) Remove the DO-NOT-CLOSE tags and close these P6 panel circuit breakers:

MECH	INSP

(a) 6G1, FIRE EXTINGUISHER APU 1

(b) 6G2, FIRE EXTINGUISHER APU 2

(3) Push the TEST 1 switch on the SQUIB TEST control panel.

(a) Make sure that the green APU light comes on.

(4) Push the TEST 2 switch on the SQUIB TEST control panel.

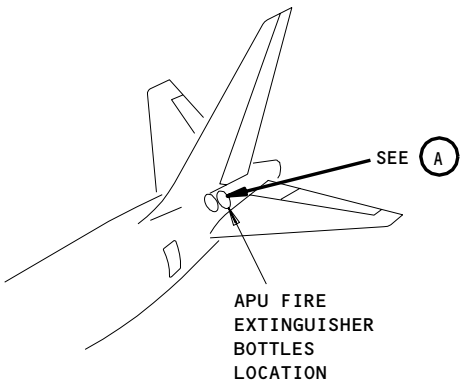
(a) Make sure that the green APU light comes on.

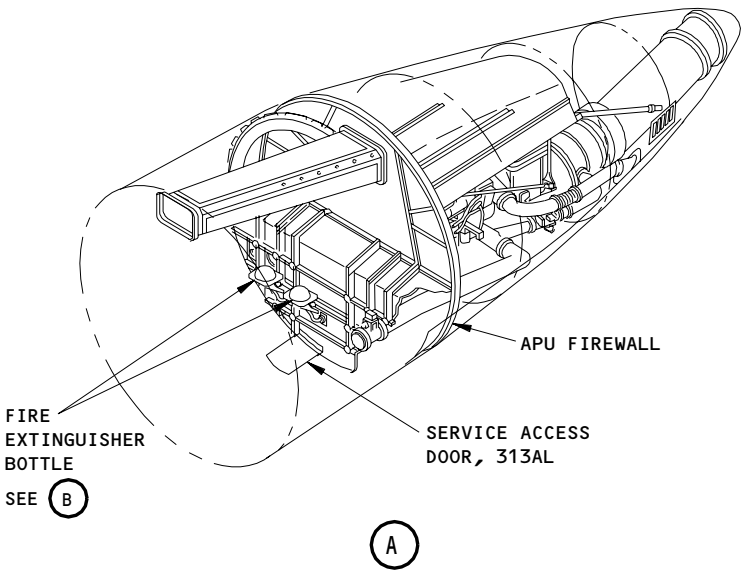
H. Put the Airplane Back to Its Usual Condition

(1) Remove the electrical power if it is not necessary (AMM 24-22-00/201).

(2) Remove the service platform from above the access door, 313AL.

(3) Close the access door, 313AL.





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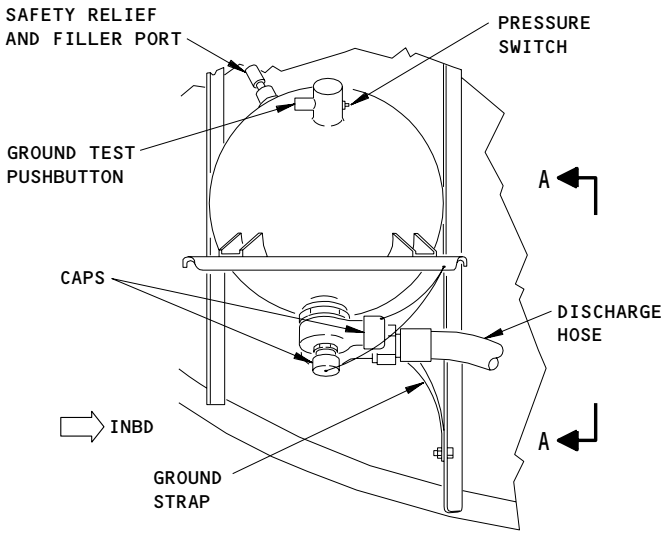
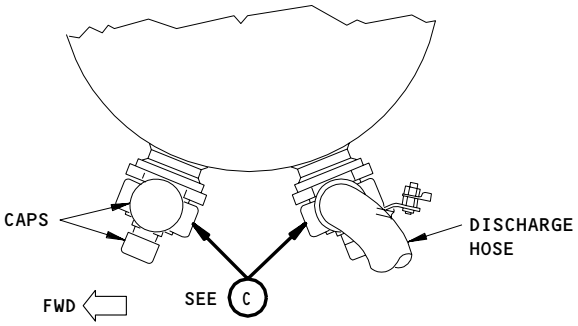


FIRE EXTINGUISHER BOTTLE
(FRONT VIEW)

B



A-A

APU Fire Extinguisher Bottle/Discharge Cartridge Installation
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-009-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	STABLIZR BX		1C	11212	012	APR 22/06

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	APU FIRE EXT BOTTLE PRESSURE SWITCH		ALL	ALL

ZONES	ACCESS PANELS
212 314	313AL

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE APU FIRE EXTINGUISHER BOTTLE PRESSURE SWITCH BY MANUAL TEST. 26-22-00-5A

1. Operational Test - APU Bottle Pressure Switch

A. Equipment

(1) Service platform - A51001-19

B. References

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

(2) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels

C. Prepare for Test

(1) Supply electrical power (AMM 24-22-00/201).

D. Pressure Switch Test

WARNING: STAY OFF THE SERVICE ACCESS DOOR, 313AL. YOUR WEIGHT CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE. IF YOU FALL THROUGH THE DOOR, INJURY CAN OCCUR.

(1) Open the access door, 313AL (AMM 06-42-00/201).

(2) Install the service platform above the access door, 313AL.

(3) Push and hold the test switch or turn and hold the ground test hex key fully clockwise on the extinguisher bottle pressure switch.

(a) On the APU/CARGO FIRE control panel, make sure that the APU BTL DISCH light comes on.

MECH | INSP

(b) On the APU SHUTDOWN panel, P40, make sure that the BOTTLE DISCHARGED light comes on.

(c) Make sure that the EICAS message APU BTL comes on.

(4) Open this P11 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 11A34, IND LTS 2

(5) Make sure the APU BTL DISCH light on the APU/CARGO FIRE Control Panel goes off.

(6) Make sure the BOTTLE DISCHARGED light on the APU SHUTDOWN panel stays on.

(a) Make sure the EICAS message, APU BTL, shows on the top display.

(7) Open this circuit breaker on the P11 panel and attach a DO-NOT-CLOSE tag:

(a) 11B34, APU REMOTE FIRE IND

(8) Make sure the BOTTLE DISCHARGED light on the APU SHUTDOWN panel goes off.

(9) Release the hex key or the pushbutton switch.

(a) Make sure the EICAS message, APU BTL, does not show on the top display.

(10) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:

(a) 11A34, IND LTS 2

(b) 11B34, APU REMOTE FIRE IND

(11) Make sure the APU BTL DISCH light stays off.

(12) Make sure the BOTTLE DISCHARGED light stays off.

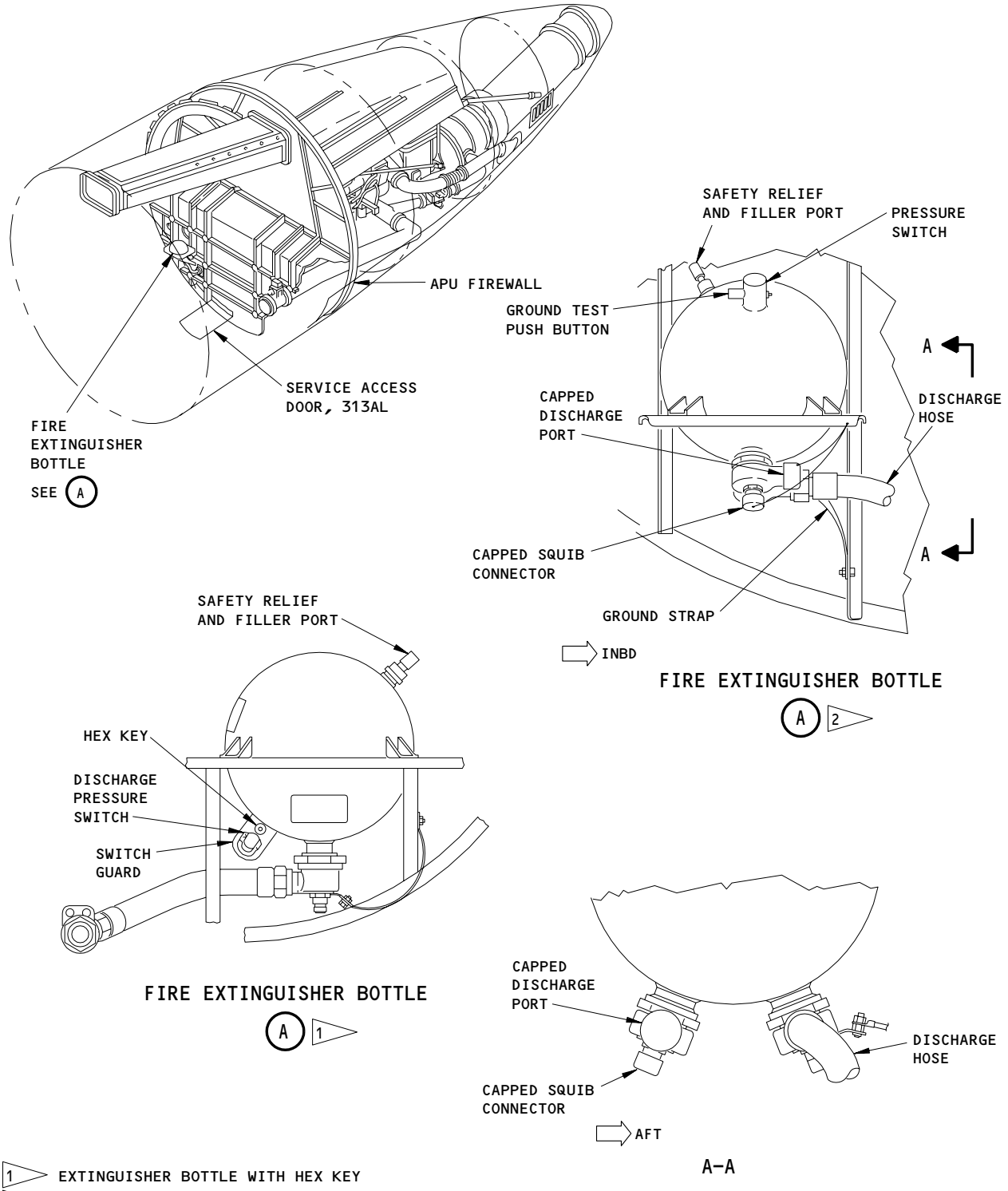
E. Put the Airplane Back to its Usual Condition

(1) Remove the electrical power if it is not necessary (AMM 24-22-00/201).

(2) Remove the service platform from above the access door, 313AL.

MECH	INSP

(3) Close the access door, 313AL (AMM 06-42-00/201).



APU Fire Extinguishing System Test
Figure 501

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-009-03
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	STABLIZR BX		1C	11212	012	APR 22/06

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	APU FIRE EXT BOTTLE PRESSURE SWITCH		ALL	ALL

ZONES	ACCESS PANELS
212 314	313AL

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE APU FIRE EXTINGUISHER BOTTLE PRESSURE SWITCH BY MANUAL TEST. 26-22-00-5A

1. Operational Test - APU Bottle Pressure Switch

A. Equipment

(1) Service platform - A51001-19

B. References

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

(2) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels

C. Prepare for Test

(1) Supply electrical power (AMM 24-22-00/201).

D. Pressure Switch Test

WARNING: STAY OFF THE SERVICE ACCESS DOOR, 313AL. YOUR WEIGHT CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE. IF YOU FALL THROUGH THE DOOR, INJURY CAN OCCUR.

(1) Open the access door, 313AL (AMM 06-42-00/201).

(2) Install the service platform above the access door, 313AL.

(3) On the APU fire extinguisher bottle No. 1, push and hold the test switch or turn and hold the ground test hex key fully clockwise.

(a) On the APU/CARGO FIRE control panel, make sure that the APU BTL DISCH NO. 1 light comes on.

MECH | INSP

(b) On the APU SHUTDOWN panel, P40, make sure that the BOTTLE DISCHARGED NO. 1 light comes on.

(c) Make sure that the EICAS message APU BTL 1 comes on.

(4) Open this P11 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 11A34, IND LTS 2

(5) Make sure the APU BLT DISCH NO. 1 light on the APU/CARGO FIRE Control Panel goes off.

(6) Make sure the BOTTLE DISCHARGED NO./1 light on the APU SHUTDOWN panel stays on.

(a) Make sure that the EICAS message, APU BTL 1, shows on the top of the display.

(7) Open this circuit breaker on the P11 panel and attach a DO-NOT-CLOSE tag:

(a) 11B34, APU REMOTE FIRE IND

(b) 11A35, IND LTS 3

(8) Make sure the BOTTLE DISCHARGED NO./1 light on the APU SHUTDOWN panel goes off.

(9) Release the hex key or the pushbutton switch.

(a) Make sure that the EICAS message APU BTL 1, does not show on the top display.

(10) Remove the DO-NOT-CLOSE tags and close these P11 panel circuit breakers:

(a) 11A35, IND LTS 3

(b) 11B34, APU REMOTE FIRE IND

(c) 11A34, IND LTS 2

(11) On the APU fire extinguisher bottle No. 2, push and hold the test switch or turn and hold the ground test hex key fully clockwise.

(a) On the APU/CARGO FIRE control panel, make sure that the APU BTL DISCH NO. 2 light comes on.

MECH | INSP

(b) On the APU SHUTDOWN panel, make sure that the BOTTLE DISCHARGED NO. 2 light comes on.

(c) Make sure that the EICAS message APU BTL 2 comes on.

(12) Open this P11 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 11A35, IND LTS 3

(13) Make sure the APU BLT DISCH NO. 2 light on the APU/CARGO FIRE Control Panel goes off.

(14) Make sure the BOTTLE DISCHARGED NO./2 light on the APU SHUTDOWN panel stays on.

(a) Make sure that the EICAS message, APU BTL 2, shows on the top of the display .

(15) Open this circuit breaker on the P11 panel and attach a DO-NOT-CLOSE tag:

(a) 11B34, APU REMOTE FIRE IND

(b) 11A34, IND LTS 2

(16) Make sure the BOTTLE DISCHARGED NO./2 light on the APU SHUTDOWN panel goes off.

(17) Release the hex key or the pushbutton switch.

(a) Make sure that the EICAS message APU BTL 2, does not show on the top display.

(18) Remove the DO-NOT-CLOSE tags and close these P11 panel circuit breakers:

(a) 11A34, IND LTS 2

(b) 11A35, IND LTS 3

(c) 11B34, APU REMOTE FIRE IND

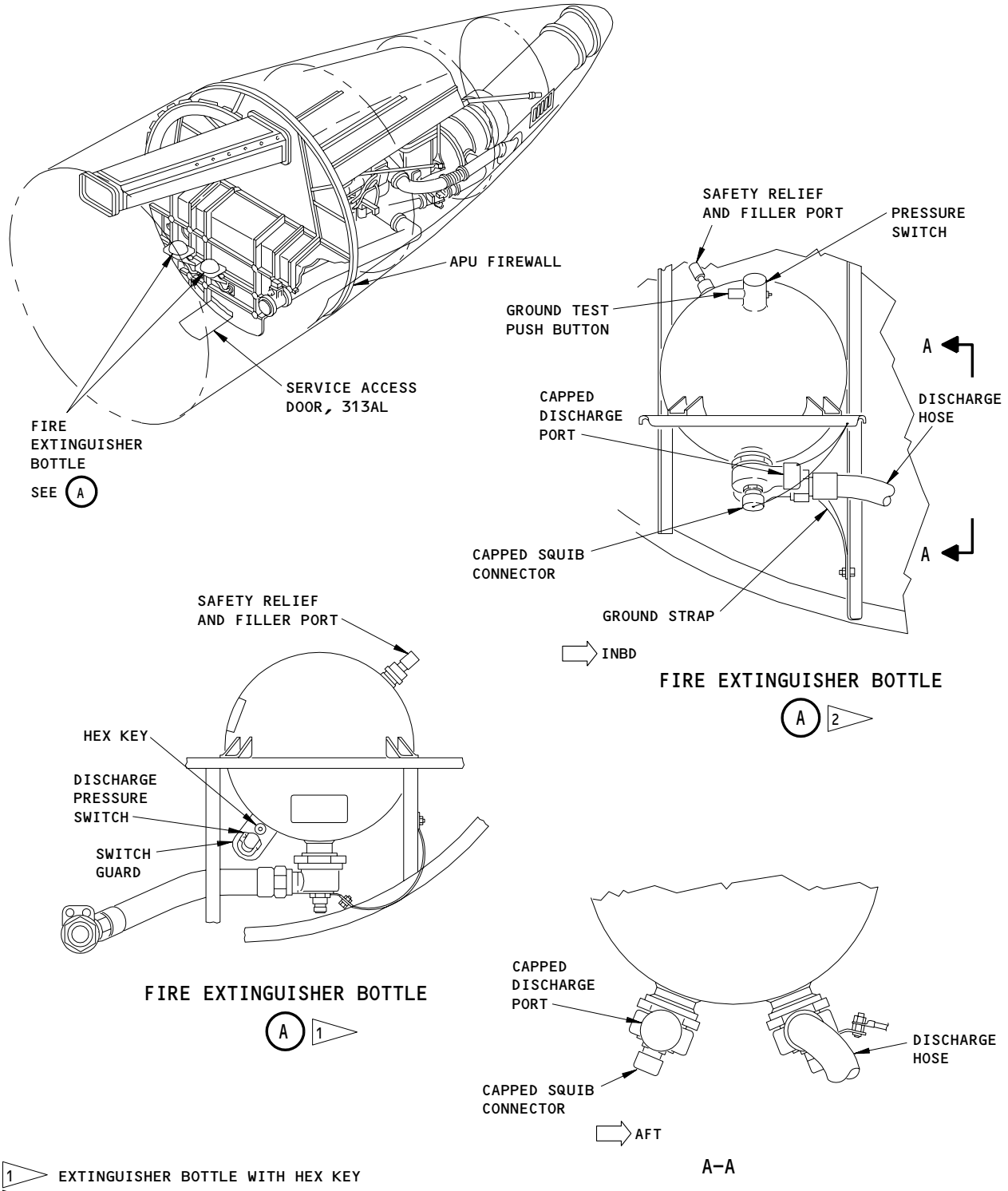
E. Put the Airplane Back to its Usual Condition

(1) Remove the electrical power if it is not necessary (AMM 24-22-00/201).

MECH	INSP

(2) Remove the service platform from above the access door, 313AL.

(3) Close the access door, 313AL (AMM 06-42-00/201).



1 EXTINGUISHER BOTTLE WITH HEX KEY
2 EXTINGUISHER BOTTLE WITH GROUND TEST PUSHBUTTON

APU Fire Extinguishing System Test
Figure 501

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-010-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	CREW CABIN		1C	11212	012	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	CARGO FIRE EXT ARMED SWITCHES		NOTE	ALL

ZONES	ACCESS PANELS
122 211	1221 194LR 821

MECH | INSP

MPD ITEM NUMBER

OPERATIONALLY CHECK CARGO FIRE EXTINGUISHING ARMED SWITCHES AND VERIFY FIRING CIRCUIT INTEGRITY AND CARGO COMPARTMENT ISOLATION. 26-23-01-6A

AIRPLANE NOTE: APPLICABLE TO PASSENGER AND GENERAL MARKET FREIGHTER AIRPLANES EXCEPT THE 767-400ER.

ACCESS NOTE: SPECIAL ACCESS 1221 REQUIRES REMOVAL OF FORWARD CARGO COMPARTMENT RIGHT SIDEWALL PANELS PER MM REF 25-52-01.
FIRE BOTTLES ARE LOCATED BEHIND ZIPPERED ACCESS PANELS.

1. Cargo Fire Extinguishing Armed Switch Activation Check (Fig. 601)

A. Equipment

(1) Electrical Test Equipment - Bottle Squib, Fire Extinguisher System - A26001-174 (Alternative) or A26001-187 (Recommended)

(2) Electrical test equipment - bottle squib, fire extinguisher system - A26001-165 (Alternative)

(3) Squib Protective Caps
M83723/60-208-AN or AC
M83723/60-210-AN or AC

(4) Resistor -- 10 kohms or greater

(5) Multimeter 0-1000 VDC ± 1%, 0-750 VAC 0-2 AMPS, 0-2, Meg Ohms (Commercially available).

B. References

(1) AMM 20-10-33/401, Power Device Cartridge

MECH	INSP

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

(3) AMM 27-51-00/201, Flaps

(4) AMM 25-52-01/401, Sidewall Lining

(5) AMM 31-41-00/201, EICAS

(6) AMM 32-09-02/201, Air/Ground Relays

C. Access

(1) Location Zones

121/122	Forward Cargo Compartment
211/212	Flight Compartment

(2) Access Panels

821	Forward Cargo Door
831	Forward Entry Door
193NL	Environmental Control System (ECS) Bay
194LR	Environmental Control System (ECS) Bay

D. Prepare for the Test

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Supply electrical power (AMM 24-22-00/201).

(3) Open these circuit breakers on the main power distribution panel, P6, and attach DO-NOT-CLOSE tags:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(4) At the lower cargo compartment, disconnect these electrical connectors per Table 601 from the cargo fire extinguisher bottles:

Table 601 - Cargo Fire Bottle Connection	
Connector	Bottle Connected to:
D1440 (Yellow)	B19, Bottle 1 - Fwd Cargo Discharge Squib
D1442 (Blue)	B19, Bottle 1 - Aft Cargo Discharge Squib
D1450 (Yellow)	B20, Bottle 2 - Fwd Cargo Discharge Squib
D1452 (Blue)	B20, Bottle 2 - Aft Cargo Discharge Squib
D10680(Yellow)	B231, Bottle 2A - Fwd Cargo Discharge Squib *[1]
D10682(Blue)	B231, Bottle 2A - Aft Cargo Discharge Squib *[1]

*[1] AIRPLANES WITH BOTTLE 2A INSTALLED

WARNING: PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS. IF YOU DO NOT PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS, THE FIRE BOTTLES CAN RELEASE THEIR CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT SHUNT PLUGS ON THE FIRE BOTTLE SQUIBS. THE SHUNT PLUGS CAN CAUSE DAMAGE TO THE SQUIB PINS.

(5) Put the protective caps on all the fire bottle squibs.

E. Cargo Fire Extinguisher Squib Discharge Circuit Test

(1) Do the Bottle 1 Discharge Circuit Test as follows:

(a) Make sure these light-switches on the cargo fire control panel (P8) are off:

1) FWD ARMED

2) AFT ARMED

3) BTL DISCH

(b) Put the LOAD CHECK switch, on the squib circuit test box, to the OFF position.

(c) Attach the adapter cable to the connector of the squib circuit test box.

MECH	INSP

WARNING: DO NOT INSTALL ELECTRICAL CONNECTORS TO THE BOTTLE SQUIBS DURING TEST. INJURY TO PERSONS MAY OCCUR IF THE SQUIB CARTRIDGE IS ACCIDENTALLY FIRED.

(d) Connect the bottle 1 FWD squib connector D1440 (yellow) to the squib circuit test box.

(e) Connect a multimeter to the squib circuit test box.

(f) Remove DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(g) Push the FWD ARMED switch to on.

1) Make sure ARMED is shown.

(h) Push and hold the BTL DISCH switch.

1) Make sure the BOTTLE DISCHARGE light on the squib circuit test box comes on.

(i) Write the voltage shown on the multimeter (V1).

(j) Put the LOAD CHECK switch on the squib circuit test box to the ON position.

(k) Write the voltage shown on the multimeter (V2).

(l) Make sure the recorded voltage V1 does not exceed the value in the following table corresponding to the minimum recorded voltage V2.

NOTE: For example, the maximum allowable V1 voltage is between 33 volts and 35 volts corresponding to a V2 voltage of 20.76.

MINIMUM V2 (ON) VOLTAGE	MAXIMUM V1 (OFF) VOLTAGE
22	36
21	35
20	33
19	32
18	30
17	28
16	27

(m) Release the bottle discharge switch.

1) Make sure the BOTTLE DISCHARGE light on the squib circuit test box goes off.

2) Make sure the multimeter shows 0 volts.

(n) Push and hold the BTL DISCH switch.

1) Make sure the multimeter shows a minimum of 15 volts.

NOTE: If the voltage is less than 15 volts, the circuit may not supply sufficient current to fire the squib.

(o) AIRPLANES WITH TWO CARGO FIRE EXTINGUISHING BOTTLES;
Do these steps:

1) Open the following circuit breaker:

a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) Disconnect connector D1448 from B19 (Bottle 1).

3) Open the following circuit breakers:

a) 11J2, LEFT EICAS COMPUTER

b) 11J29, RIGHT EICAS COMPUTER

MECH	INSP

4) Push and hold the squib test button 1.

5) Temporarily ground pin 2 on the pressure switch disconnect on the airplane side.

6) Release the LOAD CHECK switch on the squib circuit test box to the off position.

a) Make sure the BOTTLE DISCHARGE light on the squib circuit test box goes off.

b) Measure the voltage on the test box (pin 2 must be grounded).

c) Verify that the voltage is 0 volt.

7) Reconnect connector D1448 to Bottle 1.

8) Open the following circuit breaker:

a) 6H6, FIRE EXTINGUISHING CARGO BTL 2

9) Release the squib test button 1 on the squib test panel.

10) Make sure the multimeter shows 0 volt.

11) Release the bottle discharge switch.

12) Close the following circuit breaker:

a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(p) AIRPLANES WITH THREE OR MORE CARGO FIRE EXTINGUISHING BOTTLES; Do these steps:

1) Open the following circuit breaker:

a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) Make sure the multimeter shows 0 volt.

3) Release the bottle discharge switch.

4) Close the following circuit breaker:

MECH | INSP

a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(q) Push the FWD ARMED switch to off.

1) Make sure ARMED goes off.

(r) Push the AFT ARMED switch to on.

1) Make sure ARMED is shown.

(s) Push and hold the BTL DISCH switch.

1) Make sure the BOTTLE DISCHARGE light on the squib circuit test box stays off.

2) Make sure the multimeter shows 0 volts.

(t) Release the bottle discharge switch.

(u) Push the AFT ARMED switch to off.

1) Make sure ARMED goes off.

(v) Open these circuit breakers on the P6 panel and attach DO-NOT-CLOSE tags:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(w) Disconnect the bottle 1 FWD squib connector D1440 from the squib circuit test box.

(x) Connect the bottle 1 AFT squib connector D1442 (blue) to the squib circuit test box adapter cable.

(y) Remove DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(z) Push the AFT ARMED switch to on.

1) Make sure ARMED is shown.

(aa) Put the LOAD CHECK switch on the squib circuit test box to the OFF position.

(ab) Push and hold the BTL DISCH switch.

1) Make sure the BOTTLE DISCHARGE light on the squib circuit test box comes on.

(ac) Write the voltage shown on the multimeter (V1).

(ad) Put the LOAD CHECK switch on the squib circuit test box to the ON position.

(ae) Write the voltage shown on the multimeter (V2).

(af) Make sure the recorded voltage V1 does not exceed the value in the following table corresponding to the minimum recorded voltage V2.

NOTE: For example, the maximum allowable V1 voltage is between 33 volts and 35 volts corresponding to a V2 voltage of 20.76.

MINIMUM V2 (ON) VOLTAGE	MAXIMUM V1 (OFF) VOLTAGE
22	36
21	35
20	33
19	32
18	30
17	28
16	27

(ag) Release the bottle discharge switch.

1) Make sure the BOTTLE DISCHARGE light on the squib circuit test box goes off.

2) Make sure the multimeter shows 0 volts.

MECH	INSP

(ah) Push and hold the BTL DISCH switch.

1) Make sure the multimeter shows a minimum of 15 volts.

NOTE: If the voltage is less than 15 volts, the circuit may not supply sufficient current to fire the squib.

(ai) AIRPLANES WITH TWO CARGO FIRE EXTINGUISHING BOTTLES; Do these steps:

1) Open the following circuit breaker:

a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) Disconnect connector D1448 from B19 (Bottle 1).

3) Open the following circuit breakers:

a) 11J2, LEFT EICAS COMPUTER

b) 11J29, RIGHT EICAS COMPUTER

4) Push and hold the squib test button 1.

5) Temporarily ground pin 2 on the pressure switch disconnect on the airplane side.

6) Release the LOAD CHECK switch on the squib circuit test box to the off position.

a) Make sure the BOTTLE DISCHARGE light on the squib circuit test box goes off.

b) Measure the voltage on the test box (pin 2 must be grounded).

c) Verify that the voltage is 0 volt.

7) Reconnect connector D1448 to Bottle 1.

8) Open the following circuit breaker:

a) 6H6, FIRE EXTINGUISHING CARGO BTL 2

9) Release the squib test button 1 on the squib test panel.

MECH | INSP

10) Make sure the multimeter shows 0 volt.

11) Release the bottle discharge switch.

12) Close the following circuit breaker:

a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(aj) AIRPLANES WITH THREE OR MORE CARGO FIRE EXTINGUISHING BOTTLES; Do these steps:

1) Open the following circuit breaker:

a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) Make sure the multimeter shows 0 volt.

3) Release the bottle discharge switch.

4) Close the following circuit breaker:

a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(ak) Push the AFT ARMED switch to off.

1) Make sure ARMED goes off.

(al) Push the FWD ARMED switch to on.

1) Make sure ARMED is shown.

(am) Push and hold the BTL DISCH switch.

1) Make sure the BOTTLE DISCHARGE light on the squib circuit test box stays off.

2) Make sure the multimeter shows 0 volts.

(an) Release the bottle discharge switch.

(ao) Push the FWD ARMED switch to off.

1) Make sure ARMED goes off.

MECH	INSP

(ap) Open these circuit breakers on the P6 panel and attach DO-NOT-CLOSE tags:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(aq) Disconnect the bottle 1 AFT squib connector D1442 from the squib circuit test box.

(2) Do the Bottle 2 Discharge Circuit Test as follows:

(a) 767-300 AIRPLANES;

Make sure the system No. 2 air/ground relays are in the ground mode (AMM 32-09-02/201).

NOTE: These airplanes have a 30 minute time delay between the firing of bottle 1 and bottle 2/2A. We bypass this time delay by the simulation of on ground mode.

WARNING: DO NOT INSTALL ELECTRICAL CONNECTORS TO THE BOTTLE SQUIBS DURING TEST. INJURY TO PERSONS MAY OCCUR IF THE SQUIB CARTRIDGE IS FIRED.

(b) Make sure these light-switches on the CARGO FIRE panel (P8) are off.

1) FWD ARMED

2) AFT ARMED

3) BTL DISCH

(c) Put the LOAD CHECK switch, on the squib circuit test box, to the OFF position.

(d) Attach the adapter cable to the connector of the squib circuit test box.

(e) Connect the bottle 2 FWD squib connector D1450 (yellow) to the squib circuit test box adapter cable.

MECH | INSP

(f) Remove DO-NOT-CLOSE tags and close these P6 panel circuit breakers:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(g) Push the FWD ARMED switch to on.

1) Make sure ARMED is shown.

2) Push and hold the BTL DISCH switch.

3) Make sure the BOTTLE DISCHARGE light on the squib circuit test box comes on.

NOTE: The BTL DISCH switch does not need to be held when the test for bottles 2 or 2A is performed on 767-300 airplanes. On subsequent steps wherever we say to push and hold the BTL DISCH switch, the BTL DISCH switch will not need to be held on the 767-300 airplanes.

(h) Write the voltage shown on the multimeter (V1).

(i) Put the LOAD CHECK switch on the squib circuit test box to the ON position.

(j) Write the voltage shown on the multimeter (V2).

(k) Make sure the recorded voltage V1 does not exceed the value in the following table corresponding to the minimum recorded voltage V2.

NOTE: For example, the maximum allowable V1 voltage is between 33 volts and 35 volts corresponding to a V2 voltage of 20.76.

MINIMUM V2 (ON) VOLTAGE	MAXIMUM V1 (OFF) VOLTAGE
22	36
21	35
20	33
19	32
18	30
17	28
16	27

(l) 767-200 AIRPLANES;
Release the bottle discharge switch.

NOTE: The BTL DISCH switch does not need to be held when the test for bottles 2 or 2A is performed on 767-300 airplanes. On subsequent steps wherever we say to push and hold the BTL DISCH switch, the BTL DISCH switch will not need to be held on the 767-300 airplanes.

(m) 767-300 AIRPLANES;
Push the FWD ARMED switch to off.

1) Make sure ARMED goes off.

(n) Make sure the BOTTLE DISCHARGE light on the squib test box stays on.

(o) 767-300 AIRPLANES;
Push FWD ARMED switch to on.

1) Make sure ARMED is shown.

(p) Make sure the LOAD CHECK switch, on the squib test box, is set to the ON position.

1) Make sure the BOTTLE DISCHARGE light on the squib test box stays on.

MECH | INSP

2) Make sure the multimeter shows a minimum of 15 volts.

NOTE: If the voltage is less than 15 volts, the circuit may not supply sufficient current to fire the squib.

(q) AIRPLANES WITH TWO CARGO FIRE EXTINGUISHING BOTTLES;
Do these steps:

1) Open the following circuit breaker:

a) 6H6, FIRE EXTINGUISHING CARGO BTL 2

2) Disconnect connector D1454 from B20 (Bottle 2).

3) Push and hold the squib test button 2.

4) Temporarily ground pin 2 on the pressure switch disconnect on the airplane side.

5) Release the LOAD CHECK switch on the squib circuit test box to the off position.

a) Make sure the BOTTLE DISCHARGE light on the squib circuit test box goes off.

b) Measure the voltage on the test box (pin 2 must be grounded).

c) Verify that the voltage is 0 Volt.

6) Reconnect connector D1454 to Bottle 2.

7) Open the following circuit breaker:

a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

8) Release the squib test button 2 on the squib test panel.

9) Make sure the multimeter shows 0 volt.

10) 767-200 AIRPLANES;
Release the bottle discharge switch.

11) Close the following circuit breaker:

a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

MECH	INSP

b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(r) AIRPLANES WITH THREE OR MORE CARGO FIRE EXTINGUISHING BOTTLES;
Do these steps:

1) Open the following circuit breaker:

a) 6H6, FIRE EXTINGUISHING CARGO BTL 2

2) Make sure the multimeter shows 0 volt.

3) Close the following circuit breaker:

a) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(s) 767-200 AIRPLANES;
Release the bottle discharge switch.

1) Make sure ARMED goes off.

(t) Push the AFT ARMED switch to on.

1) Make sure ARMED is shown.

(u) Push and hold the BTL DISCH switch.

1) Make sure the BOTTLE DISCHARGE light on the squib circuit test box stays off.

2) Make sure the multimeter shows 0 volts.

(v) 767-200 AIRPLANES;
Release the bottle discharge switch.

(w) Push the AFT ARMED switch to off.

1) Make sure ARMED goes off.

(x) Open these circuit breakers on the P6 panel and attach DO-NOT-CLOSE tags:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(y) Disconnect the bottle 2 FWD squib connector D1450 from the squib circuit test box.

MECH	INSP

(z) Connect the bottle 2 AFT squib connector D1452 (blue) to the squib circuit test box adapter cable.

(aa) Remove DO-NOT-CLOSE tags and close these P6 panel circuit breakers:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(ab) Push the AFT ARMED switch to on.

1) Make sure ARMED is shown.

(ac) Put the LOAD CHECK switch on the squib circuit test box to the OFF position.

1) Push and hold the BTL DISCH switch.

NOTE: The BTL DISCH switch does not need to be held when the test for bottles 2 or 2A is performed on 767-300 airplanes. On subsequent steps wherever we say to push and hold the BTL DISCH switch, the BTL DISCH switch will not need to be held on the 767-300 airplanes.

2) Make sure the BOTTLE DISCHARGE light on the squib circuit test box comes on.

(ad) Write the voltage shown on the multimeter (V1).

(ae) Put the LOAD CHECK switch on the squib circuit test box to the ON position.

(af) Write the voltage shown on the multimeter (V2).

(ag) Make sure the recorded voltage V1 does not exceed the value in the following table corresponding to the minimum recorded voltage V2.

NOTE: For example, the maximum allowable V1 voltage is between 33 volts and 35 volts corresponding to a V2 voltage of 20.76.

MINIMUM V2 (ON) VOLTAGE	MAXIMUM V1 (OFF) VOLTAGE
22	36
21	35
20	33
19	32
18	30
17	28
16	27

(ah) 767-200 AIRPLANES;
Release the bottle discharge switch.

NOTE: The BTL DISCH switch does not need to be held when the test for bottles 2 or 2A is performed on 767-300 airplanes. On subsequent steps wherever we say to push and hold the BTL DISCH switch, the BTL DISCH switch will not need to be held on the 767-300 airplanes.

(ai) 767-300 AIRPLANES;
Push the AFT ARMED switch to off.

1) Make sure ARMED goes off.

(aj) Make sure the BOTTLE DISCHARGE light on the squib test box stays on.

(ak) 767-300 AIRPLANES;
Push AFT ARMED switch to on.

1) Make sure ARMED is shown.

(al) Make sure the LOAD CHECK switch, on squib test box, is set to the ON position.

1) Make sure the BOTTLE DISCHARGE light on the squib test box stays on.

MECH | INSP

2) Make sure the multimeter shows a minimum of 15 volts.

NOTE: If the voltage is less than 15 volts, the circuit may not supply sufficient current to fire the squib.

(am) AIRPLANES WITH TWO CARGO FIRE EXTINGUISHING BOTTLES;
Do these steps:

1) Open the following circuit breaker:

a) 6H6, FIRE EXTINGUISHING CARGO BTL 2

2) Disconnect connector D1454 from B20 (Bottle 2).

3) Push and hold the squib test button 2.

4) Temporarily ground pin 2 on the pressure switch disconnect on the airplane side.

5) Release the LOAD CHECK switch on the squib circuit test box to the off position.

a) Make sure the BOTTLE DISCHARGE light on the squib circuit test box goes off.

b) Measure the voltage on the test box with the multimeter (pin 2 must be grounded).

c) Verify that the voltage is 0 Volt.

6) Reconnect connector D1454 to Bottle 2.

7) Open the following circuit breaker:

a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

8) Release the squib test button 2 on the squib test panel.

9) Make sure the multimeter shows 0 volt.

10) 767-200 AIRPLANES;
Release the bottle discharge switch.

11) Close the following circuit breaker:

a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

MECH	INSP

b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(an) AIRPLANES WITH THREE OR MORE CARGO FIRE EXTINGUISHING BOTTLES;
Do these steps:

1) Open the following circuit breaker:

a) 6H6, FIRE EXTINGUISHING CARGO BTL 2

2) Make sure the multimeter shows 0 volt.

3) Close the following circuit breaker:

a) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(ao) Push the AFT ARMED switch to off.

1) Make sure ARMED goes off.

(ap) Push the FWD ARMED switch to on.

1) Make sure ARMED is shown.

(aq) Push and hold the BTL DISCH switch.

1) Make sure the BOTTLE DISCHARGE light on the squib circuit test box stays off.

2) Make sure the multimeter shows 0 volts.

(ar) 767-200 AIRPLANES;
Release the bottle discharge switch.

(as) Push the FWD ARMED switch to off.

1) Make sure ARMED goes off.

(at) Open these P6 panel circuit breakers and attach DO-NOT-CLOSE tags:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(au) Disconnect the bottle 2 AFT squib connector D1452 from the squib circuit test box adapter cable.

MECH | INSP

(3) AIRPLANES WITH BOTTLE 2A INSTALLED;
Do the Bottle 2A Discharge Circuit Test as follows:

WARNING: DO NOT INSTALL ELECTRICAL CONNECTORS TO THE BOTTLE SQUIBS DURING TEST. INJURY TO PERSONS MAY OCCUR IF THE SQUIB CARTRIDGE IS ACCIDENTALLY FIRED.

(a) 767-300 AIRPLANES;

Make sure the system No. 2 air/ground relays are in the ground mode (AMM 32-09-02/201).

NOTE: These airplanes have a 30 minute time delay which is bypassed while on the ground mode.

(b) Make sure these light-switches, on the CARGO FIRE panel (P8), are off:

1) FWD ARMED

2) AFT ARMED

3) BTL DISCH

(c) Put the LOAD CHECK switch, on the squib circuit test box, to the OFF position.

(d) Attach the adapter cable to the connector of the squib circuit test box.

(e) Connect the bottle 2A FWD squib connector D10680 (yellow) to the squib circuit test box.

(f) Remove DO-NOT-CLOSE tags and close these P6 panel circuit breakers:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(g) Push the FWD ARMED switch to on.

1) Make sure ARMED is shown.

2) Push and hold the BTL DISCH switch.

NOTE: The BTL DISCH switch does not need to be held when the test for bottles 2 or 2A is performed on 767-300 airplanes. On subsequent steps wherever we say to push and hold the BTL DISCH switch, the BTL DISCH switch will not need to be held on the 767-300 airplanes.

3) Make sure the BOTTLE DISCHARGE light on the squib circuit test box comes on.

(h) Write the voltage shown on the multimeter (V1).

(i) Put the LOAD CHECK switch on the squib circuit test box to the ON position.

(j) Write the voltage shown on the multimeter (V2).

(k) Make sure the recorded voltage V1 does not exceed the value in the following table corresponding to the minimum recorded voltage V2.

NOTE: For example, the maximum allowable V1 voltage is between 33 volts and 35 volts corresponding to a V2 voltage of 20.76.

MINIMUM V2 (ON) VOLTAGE	MAXIMUM V1 (OFF) VOLTAGE
22	36
21	35
20	33
19	32
18	30
17	28
16	27

MECH | INSP

(l) 767-200 AIRPLANES;
Release the bottle discharge switch.

NOTE: The BTL DISCH switch does not need to be held when the test for bottles 2 or 2A is performed on 767-300 airplanes. On subsequent steps wherever we say to push and hold the BTL DISCH switch, the BTL DISCH switch will not need to be held on the 767-300 airplanes.

(m) 767-300 AIRPLANES;
Push the FWD ARMED switch to off.

1) Make sure ARMED goes off.

(n) Make sure the BOTTLE DISCHARGE light on the squib test box stays on.

(o) 767-300 AIRPLANES;
Push FWD ARMED switch to on.

1) Make sure ARMED is shown.

(p) Make sure the LOAD CHECK switch, on the squib circuit test box, is set to the ON position.

1) Make sure the BOTTLE DISCHARGE light on the squib test box stays on.

2) Make sure the multimeter shows a minimum of 15 volts.

NOTE: If the voltage is less than 15 volts, the circuit may not supply sufficient current to fire the squib.

(q) Make sure the following circuit breaker is open:

1) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(r) Make sure the multimeter shows 0 volt.

(s) 767-200 AIRPLANES;
Release the bottle discharge switch.

(t) AIRPLANES WITH TWO CARGO FIRE EXTINGUISHING BOTTLES;
Close the following circuit breaker:

MECH | INSP

1) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(u) Push the FWD ARMED switch to off.

1) Make sure ARMED goes off.

(v) Push the AFT ARMED switch to on.

1) Make sure ARMED is shown.

(w) Push and hold the BTL DISCH switch.

1) Make sure the BOTTLE DISCHARGE light on the squib circuit test box stays off.

2) Make sure the multimeter shows 0 volts.

(x) 767-200 AIRPLANES;
Release the bottle discharge switch.

(y) Push the AFT ARMED switch to off.

1) Make sure ARMED goes off.

(z) Open these P6 panel circuit breakers and attach DO-NOT-CLOSE tags:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(aa) Disconnect the bottle 2A FWD squib connector D10680 from the squib circuit test box.

(ab) Connect the bottle 2A AFT squib connector D10682 (blue) to the squib circuit test box.

(ac) Remove DO-NOT-CLOSE tags and close these P6 panel circuit breakers:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(ad) Push the AFT ARMED switch to on.

1) Make sure ARMED is shown.

(ae) Put the LOAD CHECK switch, on the squib circuit test box, to the OFF position.

1) Push and hold the BTL DISCH switch.

2) Make sure the BOTTLE DISCHARGE light on the squib circuit test box comes on.

(af) Write the voltage shown on the multimeter (V1).

(ag) Put the LOAD CHECK switch on the squib circuit test box to the ON position.

(ah) Write the voltage shown on the multimeter (V2).

(ai) Make sure the recorded voltage V1 does not exceed the value in the following table corresponding to the minimum recorded voltage V2.

NOTE: For example, the maximum allowable V1 voltage is between 33 volts and 35 volts corresponding to a V2 voltage of 20.76.

MINIMUM V2 (ON) VOLTAGE	MAXIMUM V1 (OFF) VOLTAGE
22	36
21	35
20	33
19	32
18	30
17	28
16	27

(aj) 767-200 AIRPLANES;
Release the bottle discharge switch.

MECH | INSP

NOTE: The BTL DISCH switch does not need to be held when the test for bottles 2 or 2A is performed on 767-300 airplanes. On subsequent steps wherever we say to push and hold the BTL DISCH switch, the BTL DISCH switch will not need to be held on the 767-300 airplanes.

(ak) 767-300 AIRPLANES;
Push the AFT ARMED switch to off.

1) Make sure ARMED goes off.

(al) Make sure the BOTTLE DISCHARGE light on the squib test box stays on.

(am) 767-300 AIRPLANES;
Push AFT ARMED switch to on.

1) Make sure ARMED is shown.

(an) Make sure the LOAD CHECK switch, on the squib circuit test box, is set to the ON position.

1) Make sure the BOTTLE DISCHARGE light on the squib test box stays on.

2) Make sure the multimeter shows a minimum of 15 volts.

NOTE: If the voltage is less than 15 volts, the circuit may not supply sufficient current to fire the squib.

(ao) Make sure the following circuit breaker is open:

1) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(ap) Make sure the multimeter shows 0 volt.

(aq) 767-200 AIRPLANES;
Release the bottle discharge switch.

(ar) AIRPLANES WITH TWO CARGO FIRE EXTINGUISHING BOTTLES;
Close the following circuit breaker:

1) 6H6, FIRE EXTINGUISHING CARGO BTL 2

MECH | INSP

(as) Push the AFT ARMED switch to off.

1) Make sure ARMED goes off.

(at) Push the FWD ARMED switch to on.

1) Make sure ARMED is shown.

(au) Push and hold the BTL DISCH switch.

1) Make sure the BOTTLE DISCHARGE light on the squib circuit test box stays off.

2) Make sure the multimeter shows 0 volts.

(av) 767-200 AIRPLANES;
Release the bottle discharge switch.

(aw) Push the FWD ARMED switch to off.

1) Make sure ARMED goes off.

(ax) Open these P6 panel circuit breakers and attach DO-NOT-CLOSE tags:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(ay) Disconnect the bottle 2A AFT squib connector D10682 from the squib circuit test box.

1) AIRPLANES WITH TWO CARGO FIRE EXTINGUISHING BOTTLES;
Close the following circuit breakers:

a) 11J2, LEFT EICAS COMPUTER

b) 11J29, RIGHT EICAS COMPUTER

F. Squib Electrical Connection Procedure

NOTE: Do this procedure whenever you connect an electrical connector to a fire bottle squib.

(1) Do the steps that follow to connect an electrical connector to a fire bottle squib.

MECH	INSP

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(a) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(b) Open and attach a DO-NOT-CLOSE tag to these circuit breakers, on the P6 panel:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(c) Remove the protective cap from the fire bottle squib.

WARNING: MAKE SURE THERE IS NO VOLTAGE AT THE ELECTRICAL CONNECTOR. IF THERE IS A VOLTAGE AT THE ELECTRICAL CONNECTOR, THE SQUIB CAN DISCHARGE ACCIDENTALLY AND CAUSE INJURY TO PERSONS.

(d) Make sure there is no voltage between pins 1 and 2 of the electrical connector.

(e) If there is voltage between pins 1 and 2, do these steps:

1) Connect the multimeter across pins 1 and 2.

2) Connect a 10 kohm resistor across the multimeter to remove any stray voltage from the electrical connector.

3) Disconnect the multimeter.

(f) Connect the electrical connector to the fire bottle squib.

(g) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

MECH | INSP

G. Do a Test of the Squib Test Panel

(1) Do the Squib Electrical Connection procedure to connect the electrical connector D1440 (yellow) to the forward squib of bottle 1.

(2) At the SQUIB TEST panel (P61), push and hold the TEST 1 switch.

(3) AIRPLANES WITH TWO FIRE EXTINGUISHER BOTTLES INSTALLED;
Make sure the following occurs:

(a) Make sure the CARGO FWD squib light, on the SQUIB TEST panel, comes on (green).

(b) Make sure the CARGO AFT light stays off.

(4) AIRPLANES WITH THREE FIRE EXTINGUISHER BOTTLES INSTALLED;
Make sure the following occurs:

(a) Make sure the CARGO 1 squib light, on the SQUIB TEST panel, comes on (green).

(b) Make sure the CARGO 2 and CARGO 2A lights stay off.

(5) Release the TEST 1 switch.

(a) Make sure the CARGO squib light goes off.

(6) Do the Squib Electrical Connection procedure to connect the electrical connector D1450 (yellow) to the forward squib of bottle 2.

(7) AIRPLANES WITH TWO FIRE EXTINGUISHER BOTTLES INSTALLED;
Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 2 switch.

1) Make sure the CARGO FWD light comes on (green).

2) Make sure the CARGO AFT light stays off.

(b) Release the TEST 2 switch.

1) Make sure the CARGO FWD light goes off.

(8) AIRPLANES WITH THREE FIRE EXTINGUISHER BOTTLES INSTALLED;
Check the squib circuit.

MECH | INSP

(a) At the SQUIB TEST panel (P61), push and hold the TEST 1 switch.

1) Make sure the CARGO 1 and CARGO 2 squib lights, on the SQUIB TEST panel, come on (green):

2) Make sure the CARGO 2A squib light stays off.

(b) Release the TEST 1 switch.

1) Make sure the CARGO squib lights go off.

(9) AIRPLANES WITH BOTTLE 2A INSTALLED;
Do the Squib Electrical Connection procedure to connect the electrical connector D10680 (yellow) to the forward squib of bottle 2A.

(10) Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 1 switch.

1) Make sure the CARGO 1, CARGO 2, and CARGO 2A squib lights, on the SQUIB TEST panel, come on (green).

(b) Release the TEST 1 switch.

1) Make sure the CARGO squib lights go off.

(11) Do the Squib Electrical Connection procedure to connect the electrical connector D1442 (blue) to the aft squib of bottle 1.

(12) AIRPLANES WITH TWO FIRE EXTINGUISHER BOTTLES INSTALLED;
Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 1 switch.

1) Make sure the CARGO FWD and CARGO AFT squib lights, on the SQUIB TEST panel, come on (green).

(b) Release the TEST 1 switch.

1) Make sure the CARGO lights go off.

(13) AIRPLANES WITH THREE FIRE EXTINGUISHER BOTTLES INSTALLED;
Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 2 switch.

MECH | INSP

1) Make sure the CARGO 1 squib light, on the SQUIB TEST panel, comes on (green).

2) Make sure the CARGO 2 and CARGO 2A squib lights stay off.

(b) Release the TEST 2 switch.

1) Make sure the CARGO squib light goes off.

(14) Do the Squib Electrical Connection procedure to connect the electrical connector D1452 (blue) to the aft squib of bottle 2.

(15) AIRPLANES WITH TWO FIRE EXTINGUISHER BOTTLES INSTALLED;
Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 2 switch.

1) Make sure the CARGO AFT and CARGO FWD lights come on (green).

(b) Release the TEST 2 switch.

1) Make sure the CARGO lights go off.

(16) AIRPLANES WITH THREE FIRE EXTINGUISHER BOTTLES INSTALLED;
Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 2 switch.

1) Make sure the CARGO 1 and CARGO 2 squib lights, on the SQUIB TEST panel, come on (green).

2) Make sure the CARGO 2A squib light stays off.

(b) Release the TEST 2 switch.

1) Make sure the cargo squib lights go off.

(17) AIRPLANES WITH BOTTLE 2A INSTALLED;
Do the Squib Electrical Connection procedure to connect the electrical connector D10682 (blue) to the aft squib of bottle 2A.

(18) Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 2 switch.

MECH	INSP

1) Make sure the CARGO 1, CARGO 2, and CARGO 2A squib lights, on the SQUIB TEST panel, come on (green).

(b) Release the TEST 2 switch.

1) Make sure the CARGO squib lights go off.

H. Check Forward Cargo Heat inhibit after FWD ARMED switch activation.

(1) Do the check that follows to make sure the Forward Cargo Heat is stopped after the FWD ARMED switch is set:

(a) Make sure this P11 panel circuit breaker is closed:

1) 11R21, FWD CARGO HEAT OVERRIDE

(b) Make sure the EICAS operates correctly (AMM 31-41-00/201).

(c) Supply a cooling source to the forward cargo temperature switch surface if the cargo compartment is above 40 DegF (5 DegC).

NOTE: If a test is done when temperature in the cargo compartment is more than 80 DegF (32 DegC), it is necessary to supply a cooling source to the forward cargo overheat temperature switch surface. Temperature switches are installed in the middle of the cargo compartment below the floor.

(d) Push the FWD CARGO HEAT switch-light on the pilots' overhead panel P5 to ON.

1) Make sure ON is shown.

(e) Push the ECS-MSG push-button on the P61 panel.

(f) Make sure the FWD CARGO HEAT maintenance message is shown on the EICAS display.

(g) Push the FWD ARMED switch-light on the aft pilots' control stand P8.

1) Make sure ARMED is shown.

(h) Make sure the FWD CARGO HEAT maintenance message go out of view from the EICAS display.

MECH	INSP

(i) Push the FWD ARMED switch-light on the P8 panel to the disarmed position.

1) Make sure ARMED is not shown.

(j) Push the FWD CARGO HEAT switch-light on the P5 panel to OFF.

1) Make sure ON is not shown.

I. Check Left and Right Air Conditioning Recirculation Fans inhibit after ARMED switch activation.

(1) Do the check that follows to make sure the Left and the Right Air Conditioning Recirculation Fans are stopped after either ARMED switch is set:

(a) Make sure these P11 panel circuit breakers are closed:

1) 11R14, L RECIRC FAN

2) 11R23, R RECIRC FAN

(b) Make sure this P36 panel circuit breaker is closed:

1) 36F2, L RECIRC FAN or RECIRC FAN L or
36F4, L RECIRC FAN or RECIRC FAN L

(c) Make sure this P37 panel circuit breaker is closed:

1) 37G4, R RECIRC FAN or RECIRC FAN R or
37C4, R RECIRC FAN or RECIRC FAN R

(d) Push the RECIRC FAN switch-lights (L and R) on the P5 panel to ON.

1) Make sure ON is shown.

(e) Listen for fan noise, or feel for air flow at any passenger cabin conditioned air outlet to make sure the fan operates.

(f) Push the FWD ARMED switch-light on the aft pilots' control stand P8.

1) Make sure ARMED is shown.

(g) Make sure the recirculation fans (L and R) are stopped (no fan noise, or air at outlet) when the FWD ARMED switch is pushed.

MECH | INSP

(h) Push the FWD ARMED switch-light to the disarmed position.

1) Make sure ARMED is not shown.

(i) Listen for fan noise, or feel for air flow at any passenger cabin conditioned air outlet to make sure the fan operates.

(j) Push the AFT ARMED switch-light on the aft pilots' control stand P8.

1) Make sure ARMED is shown.

(k) Make sure the recirculation fans (L and R) are stopped (no fan noise, or air at outlet) when the AFT ARMED switch is pushed.

(l) Push the AFT ARMED switch-light to the disarmed position.

1) Make sure ARMED is not shown.

(m) Push the RECIRC FAN switch-lights (L and R) to OFF.

1) Make sure ON is not shown.

J. Do a check of the automatic galley chiller shutdown circuit.

(1) Do the check that follows to make sure the galley chillers are stopped after the FWD ARMED switch is set:

(a) Make sure the applicable galley circuit breakers on the overhead circuit breaker panel, P11, are closed.

NOTE: The galley circuit breakers are at location 11U7, 11U8, 11U33.

(b) AIRPLANES WITH CIRCUIT BREAKER: 6B7 (C749), CHILLER SHUTDOWN CONT;

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

1) 6B7, CHILLER SHUTDOWN CONT

2) Make sure the CHILLER circuit breakers on the forward galley are closed.

3) Set the galley chiller ON-OFF switch to the ON position.

MECH	INSP

4) Make sure the chiller supplies cold air.

(c) Push the FWD ARMED switch-light on the aft pilot's control stand (P8).

1) Make sure ARMED is shown.

2) Make sure the airflow through the forward galley chiller stops.

(d) Push the FWD ARMED switch-light to the disarmed position.

(e) Make sure ARMED is not shown.

(2) ALL SAS AIRPLANES EXCEPT SAS 150-152 AND 275-276;
Do the check that follows to make sure the galley chillers are stopped after the AFT ARMED switch is set:

(a) AIRPLANES WITH CIRCUIT BREAKER 6B7 (C749), CHILLER SHUTDOWN CONT;

Make sure this circuit breaker on the main power distribution Panel, P6, is closed:

1) 6B7, CHILLER SHUTDOWN CONT

(b) Make sure the forward galley chiller operates.

1) Make sure the CHILLER circuit breakers on the forward galley are closed.

2) Set the galley chiller ON-OFF switch to the ON position.

3) Make sure the chiller supplies cold air.

(c) Push the AFT ARMED switch-light on the aft pilot's control stand (P8).

1) Make sure ARMED is shown.

(d) Push the AFT ARMED switch-light to the disarmed position.

(e) Make sure ARMED is not shown.

K. Check AFT CARGO HEAT inhibit after AFT ARMED switch activation.

MECH	INSP

(1) Do the check that follows to make sure the AFT CARGO HEAT is stopped after the AFT ARMED switch is set:

(a) Make sure this circuit breaker on the P11 panel is closed:

1) 11R22, AFT CARGO HEAT OVERRIDE

(b) Supply a cooling source to the aft cargo temperature switch surface if the cargo compartment temperature is above 40°F (5°C).

NOTE: If a test is done when the temperature in the cargo compartment is more than 80°F (32°C), it is necessary to supply a cooling source to the aft cargo overheat temperature switch surface. Temperature switches are installed in the middle of the cargo compartment below the floor.

(c) Push the AFT CARGO HEAT switch-light on the pilots' overhead panel P5 to ON.

1) Make sure ON is shown.

(d) Push the ECS/MSG pushbutton on the P61 panel.

(e) Make sure the AFT CARGO HEAT EICAS maintenance message shows up on the EICAS display.

(f) Push the AFT ARMED switch-light on the aft pilots' control stand P8.

1) Make sure ARMED is shown.

(g) Make sure the AFT CARGO HEAT EICAS message go out of view from the EICAS display.

(h) Push the AFT ARMED switch-light to the disarmed position.

1) Make sure ARMED is not shown.

(i) Push the AFT CARGO HEAT switch-light on the P5 panel to off.

(2) Make sure ON is not shown.

MECH | INSP

L. Check BULK CARGO HEAT inhibit after AFT ARMED switch activation.

NOTE: This procedure applies to airplanes with Bulk Cargo Heat installed.

(1) Do the check that follows to make sure the BULK CARGO HEAT is stopped after the AFT ARMED switch is set:

(a) Make sure these circuit breaker on the P11 panel are closed:

1) 11N26, BULK CARGO HEAT CONTROL

2) 11N27, BULK CARGO HEAT OVERRIDE

(b) Make sure this circuit breaker on the P36 Panel is closed:

1) 36K4, BULK CARGO HEAT VALVE

(c) Supply a cooling source to the bulk cargo temperature switch surface if the cargo compartment temperature is above 40°F (5°C).

NOTE: If a test is done when the temperature in the cargo compartment is more than 80°F (32°C), it is necessary to supply a cooling source to the bulk cargo overheat temperature switch surface. Temperature switches are installed on the right aft sidewall of the bulk cargo compartment.

(d) Push the BULK CARGO HEAT switch-light on the pilots' overhead panel P5 to ON.

1) Make sure ON is shown.

NOTE: Make sure the bulk cargo heat selector on deck is in the NORM position.

(e) Push the ECS/MSG pushbutton on the P61 panel.

(f) Make sure the BULK CARGO HEAT EICAS maintenance message shows up on the EICAS display.

(g) Push the AFT ARMED switch-light on the aft pilots' control stand P8.

MECH | INSP

1) Make sure ARMED is shown.

(h) Make sure the BULK CARGO HEAT EICAS message go out of view from the EICAS display.

(i) Push the AFT ARMED switch-light to the disarmed position.

1) Make sure ARMED is not shown.

(j) Push the BULK CARGO HEAT switch-light on the P5 panel to off.

(2) Make sure ON is not shown.

M. Check Bulk Cargo Vent Fan inhibit after AFT ARMED switch activation.

NOTE: This procedure applies only to airplanes with the Bulk Cargo Vent Fan option installed.

(1) Do the check that follows to make sure the Bulk Cargo Vent Fan stops after the AFT ARMED switch is set:

(a) Make sure this circuit breaker on the P11 panel is closed:

1) 11N26, BULK CARGO HEAT CONTROL

(b) Make sure this circuit breaker on the P37 panel is closed:

1) 37E6, BULK CARGO VENT FAN or 37F7

(c) Push the BULK CARGO HEAT switch-light on the overhead panel P5 to ON.

1) Make sure ON is shown.

(d) Set the BULK CARGO HEAT switch, on right side panel P61, to VENT.

(e) Feel for airflow at the fan air outlet in the bulk cargo ceiling to make sure the bulk cargo ventilation fan is on.

(f) Push the AFT ARMED switch-light on the aft pilots' control stand P8.

1) Make sure ARMED is shown.

MECH | INSP

(g) Make sure the BULK CARGO VENT FAN is stopped (no airflow at fan air outlet).

(h) Push the AFT ARMED switch-light to the disarmed position.

1) Make sure ARMED is not shown.

(i) Set the BULK CARGO HEAT switch, on P61, to NORM.

(j) Push the BULK CARGO HEAT switch-light on the P5 panel to OFF.

1) Make sure ON is not shown.

N. Test AFT lavatory/galley vent fan inhibit after AFT ARMED switch activation.

(1) Do the test that follows to make sure the AFT lavatory-galley vent fan stops after the AFT ARMED switch is set:

(a) Make sure these circuit breakers on the P11 panel are closed:

1) 11P10, EQUIP COOLING AFT FAN EXH 2

2) 11P19, EQUIP COOLING AFT FAN EXH 1

(b) Make sure this circuit breaker on the P33 panel is closed:

1) 33B1, EQUIP COOLING AFT FAN 1

2) 33D6, AFT EXH FAN 1 AC AVAIL

(c) Make sure this circuit breaker on the P34 panel is closed:

1) 34L8, EQUIP COOLING AFT FAN 1

(d) Make sure this circuit breaker on the P36 panel is closed:

1) 36G4, EQUIP COOLING AFT FAN 2

(e) Set the EQUIP COOLING mode selector on the pilot's overhead panel P5 to STBY.

(f) Make sure the AFT fan 2 (B16) operates.

(g) Push the AFT ARMED switch-light on the APU-CARGO FIRE CONTROL panel, M10444, to ARMED.

MECH	INSP

(h) Make sure the AFT fan 2 (B16) stops operation and AFT fan 1 (B15) does not operate.

(i) Release the AFT ARMED switch.

(j) Make sure the AFT fan 2 (B16) operates.

(k) Set the EQUIP COOLING mode selector on the pilot's overhead panel P5 to AUTO.

(l) Make sure the AFT fan 2 (B16) stops operation and AFT fan 1 (B15) operates.

(m) Push the AFT ARMED switch-light on the APU-CARGO FIRE CONTROL panel, M10444, to ARMED.

(n) Make sure the AFT fan 1 (B15) stops operation and AFT fan 2 (B16) does not operate.

(o) Release the AFT ARMED switch.

(p) Make sure the AFT fan 1 (B15) operates.

O. Air Conditioning Packs High Flow Mode After the AFT ARMED Switch Is Pushed

(1) Make sure these circuit breakers on the P11 panel are closed.

(a) 11A13, LEFT PACK FLOW CONT

(b) 11A26, RIGHT PACK FLOW CONT

(c) 11N10, LEFT PACK AUTO PWR

(d) 11N19, RIGHT PACK AUTO PWR

(e) 11N15, RIGHT PACK STANDBY PWR

(f) 11N16, RIGHT PACK STANDBY CONT

(g) 11N24, LEFT PACK STANDBY PWR

(h) 11N25, LEFT PACK STANDBY CONT

(i) EICAS circuit breakers (6 locations)

(j) 11C14, FLAP/STAB POS SENSING - C

MECH	INSP

(k) 11D15, ENG SPEED SENSE L2

(l) 11D16, ENG SPEED SENSE R2

(m) 11D23, ENG SPEED SENSE L1

(n) 11D24, ENG SPEED SENSE R1

(o) 11J26, FLAP/STAB POS SENSING - R

(p) 11S10, AIR SUPPLY L PRIM CONT

(q) 11S11, AIR SUPPLY R ALTN CONT

(r) 11S19, RIGHT ENG BLEED IND

(s) 11S20, RIGHT ENG BLEED CONT

(2) Use an external power source or use two or more internal power sources (L IDG, R IDG, and APU) to supply the electrical power (AMM 24-22-00/201).

NOTE: If only one internal power source is used, the utility busses will shed when flight mode is simulated. Thus, the recirculation fans will be shut down.

(3) Supply pneumatic power (AMM 36-00-00/201).

(a) If you use the APU or ground source air to supply pneumatic power, open these circuit breakers on the P11 panel and attach DO-NOT-CLOSE tags:

NOTE: This is done to simulate that one of the engine bleed PRSOVs is open. This will enable the packs to be in the normal low flow mode.

1) 11S10, AIR SUPPLY L PRIM CONT

2) 11S11, AIR SUPPLY R ALT CONT

(4) Make sure the flaps are retracted (AMM 27-51-00/201).

(5) Push the L and R RECIRC FAN switches, on the P5 panel, to ON.

(6) Move the L and R PACK selectors, on the P5 panel, to AUTO.

MECH	INSP

(7) Push the ECS/MSG switch on the EICAS maintenance panel, P61, to view the ECS maintenance page.

(8) SAS 050-154, 275, 276;

(9) Do these steps on the flight management computer (FMC) to show the ANALOG DISCR 1/3 page.

NOTE: The FMC will be used during this procedure to view the ECS PACK H/L indication which shows the pack flow mode (high flow/low flow).

(a) Push the function mode key INIT REF, just below the FMC.

(b) Push the line select key next to the INDEX prompt on the FMC.

(c) Push the line select key next to the MAINT prompt on the FMC.

(d) Push the line select key next to the DISCRETES prompt on the FMC.

(e) Use the ECS PACK H/L (High flow, Low flow) line entry on the ANALOG DISCR page to show the indicated position of the flow control and shutoff valve.

(f) Make sure the LEFT and RIGHT ECS PACK H/L entries on the ANALOG DISCR page show LO (Low flow).

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILER PANELS. THE SPOILERS CAN RETRACT QUICKLY AND CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(10) Do the deactivation procedure for the spoilers (AMM 27-61-00/201) or move all persons and equipment away from the spoiler panels.

WARNING: MAKE SURE THAT THE FLIGHT MODE SIMULATION PROCEDURE IS DONE CORRECTLY. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR IF THE PROCEDURE IS NOT DONE CORRECTLY.

(11) Do the Flight Mode Simulation procedure for the No. 2 air/ground systems (AMM 32-09-02/201).

MECH | INSP

(12) Move and hold the channel 2 test switches on the left and right Engine Speed Cards, in the electrical systems cardfile panel, P50, to the TEST positions.

(13) Open the ECS bay panels 193NL and 194LR to get access to the visual position indicator on the flow control and shutoff valve for each pack (AMM 06-41-00/201).

(a) Make a temporary mark on the visual position indicator to show the current position of the flow control and shutoff valve (Low flow).

(14) 767-200 AIRPLANES;

Do the steps that follow:

CAUTION: IF THE CIRCUIT BREAKERS IN THE SUBSEQUENT STEP ARE NOT OPENED, THE CARGO FIRE EXTINGUISHER BOTTLES MAY DISCHARGE WHEN YOU DO THE STEPS THAT FOLLOW.

(a) Open these circuit breakers on the main distribution panel, P6, and attach a DO-NOT-CLOSE tags:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(b) Push the CARGO FIRE AFT switch-light, on the pilot's control stand panel P8, to ARMED (ARMED light comes on).

1) Make sure the L and R RECIRC FAN INOP lights come on.

2) Make sure the LEFT and RIGHT ECS PACK H/L entries on the ANALOG DISCR page show HI (High flow).

3) Make sure the visual position indicators on the left and right flow control and shutoff valves move counterclockwise away from the temporary mark towards OPEN (High flow).

(c) Push the CARGO FIRE AFT switch-light, on the P8 panel, to off (ARMED light not on).

1) Make sure the L and R RECIRC FAN INOP lights go out.

MECH | INSP

2) Make sure the LEFT and RIGHT ECS PACK H/L entries on the ANALOG DISCR page show LO (Low flow).

3) Make sure the visual position indicator on the left and right pack flow control and shutoff valves move clockwise to the temporary mark (Low flow).

(d) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(15) 767-300 AIRPLANES;

Do the steps that follow:

(a) Turn the R (L) PACK selector, on the P5 panel, to the OFF position.

1) Make sure the R (L) PACK OFF light comes on.

2) Make sure the LEFT (RIGHT) ECS PACK H/L entry on the ANALOG DISCR page shows HI (high flow).

3) Make sure the visual position indicator on the left (right) pack flow control and shutoff valve moves counterclockwise away from the temporary mark towards OPEN (high flow).

CAUTION: IF THE CIRCUIT BREAKERS IN THE SUBSEQUENT STEP ARE NOT OPENED, THE CARGO FIRE EXTINGUISHER BOTTLES MAY DISCHARGE WHEN YOU DO THE STEPS THAT FOLLOW.

(b) Open these circuit breakers, on the main power distribution panel P6, and attach a DO-NOT-CLOSE tags:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(c) Push the CARGO FIRE AFT switch-light, on the pilot's control stand panel P8, to ARMED (ARMED light comes on).

1) Make sure the L and R RECIRC FAN INOP lights come on.

MECH	INSP

2) Make sure the EICAS message HI FLOW INHIBIT shows on the display.

3) Make sure the LEFT and RIGHT ECS PACK H/L entries on the ANALOG DISCR page show LO (Low flow).

4) Make sure the visual position indicator on the left pack flow control and shutoff valve moves clockwise to the temporary mark (Low flow).

(d) Push the CARGO FIRE AFT switch-light, on the P8 panel, to off (ARMED light not on).

(e) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(f) Turn the L (R) PACK selector, on the P5 panel, to the OFF position and then to the AUTO position.

1) Make sure the L and R RECIRC FAN INOP lights go out.

2) Make sure the EICAS message HI FLOW INHIBIT does not show on the display.

3) Make sure the LEFT (RIGHT) ECS PACK H/L entry on the ANALOG DISCR page shows HI (High flow).

4) Make sure the visual position indicator on the left (right) pack flow control and shutoff valve moves counterclockwise away from the temporary mark towards OPEN (High flow).

(g) Set the L PACK and the R PACK selector to OFF.

(h) Push the L RECIRC FAN and the R RECIRC FAN switch-light to off.

1) Make sure ON is not shown.

(i) Remove pneumatic power if it is not necessary.

P. Return the Airplane to Its Usual Condition

(1) Do the steps that follow to put the airplane back to its' usual condition:

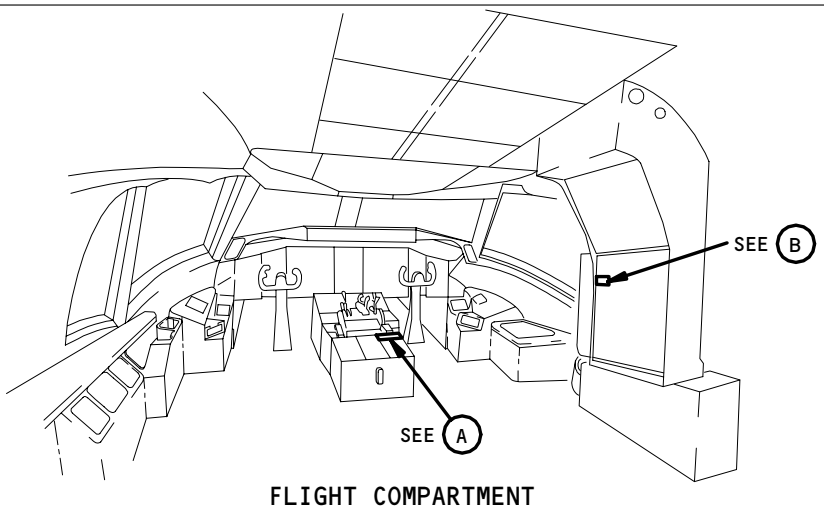
MECH	INSP

(a) Do the EICAS STATUS/MAINTENANCE MESSAGE ERASE procedure (AMM 31-41-00/201).

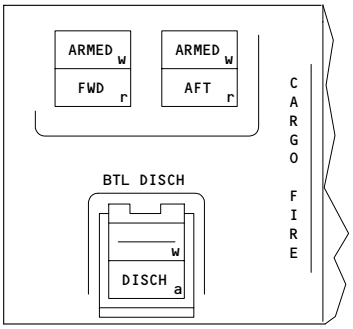
(b) Close the forward door 821.

(c) Close the bulk cargo door 811.

(2) Remove electrical power if it is not necessary (AMM 24-22-00/201).

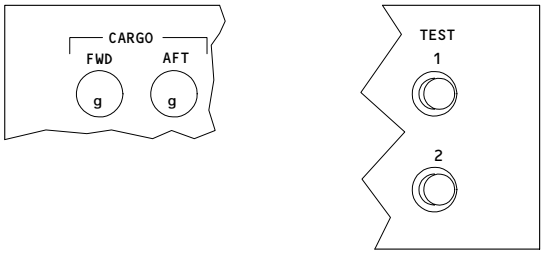


FLIGHT COMPARTMENT



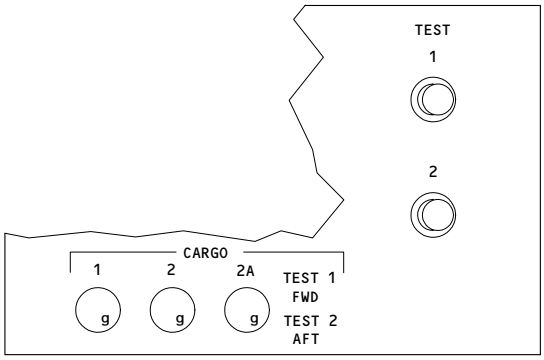
APU/CARGO FIRE CONTROL PANEL

A



SQUIB TEST PANEL

B 1



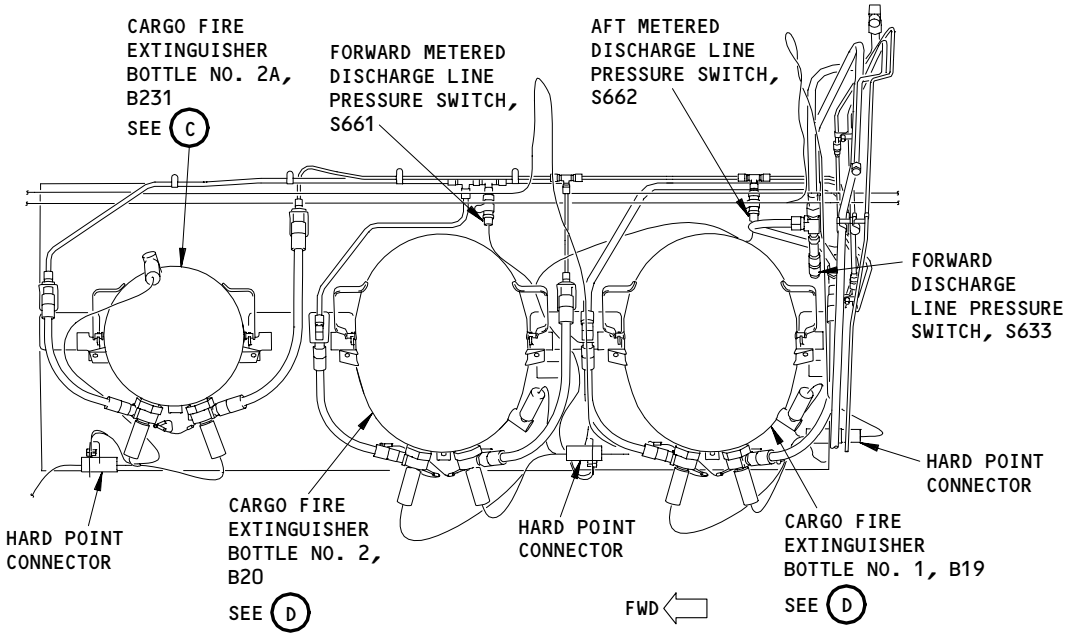
SQUIB TEST PANEL

B 2

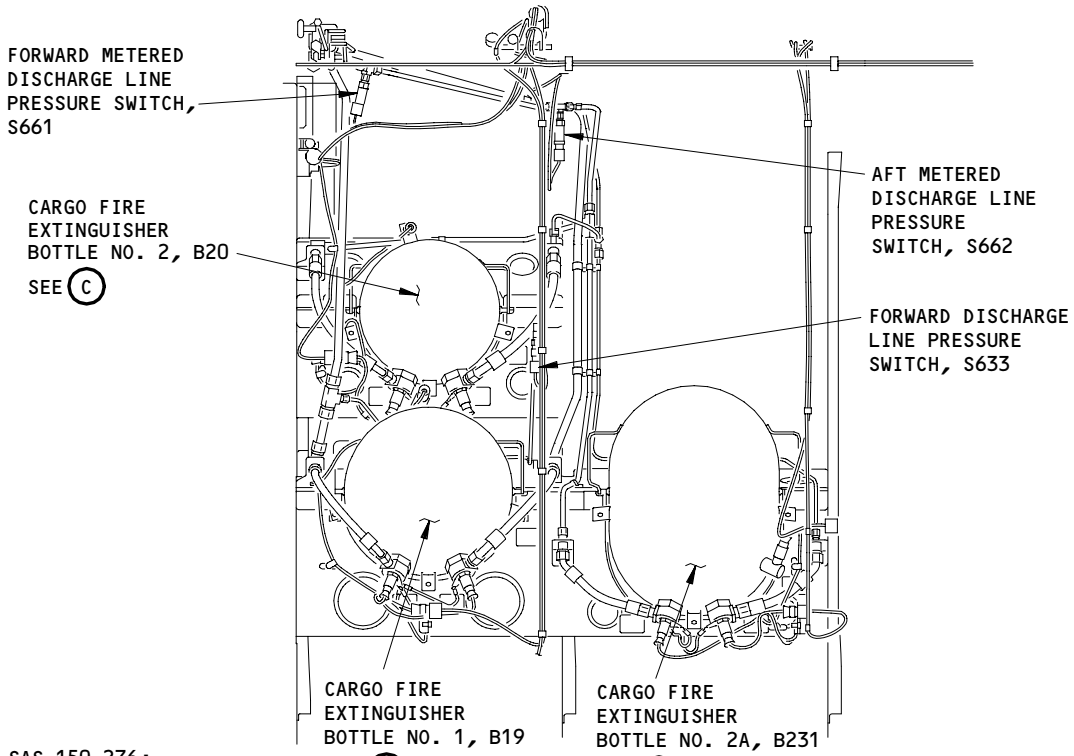
1 AIRPLANES WITH 2 CARGO FIRE EXTINGUISHER BOTTLES

2 AIRPLANES WITH 3 CARGO FIRE EXTINGUISHER BOTTLES

Cargo Fire Extinguishing Armed Switches - Inspection/Check
Figure 601 (Sheet 1)



RIGHT SIDEWALL FORWARD CARGO COMPARTMENT 3

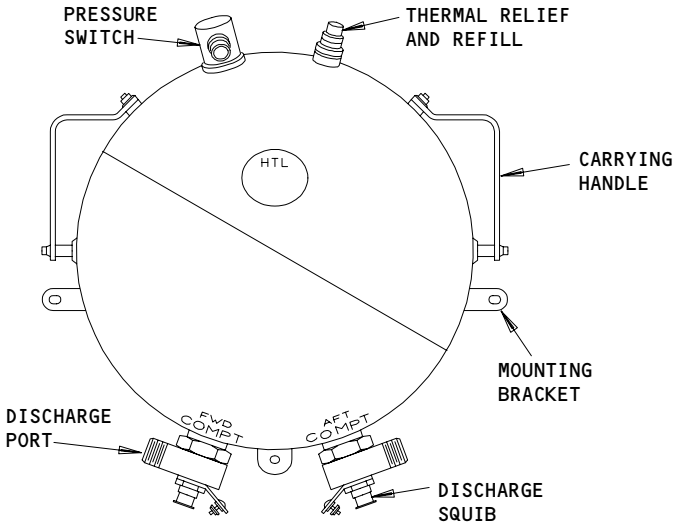


3 SAS 150-276; MTH ALL

4 SAS 050-149

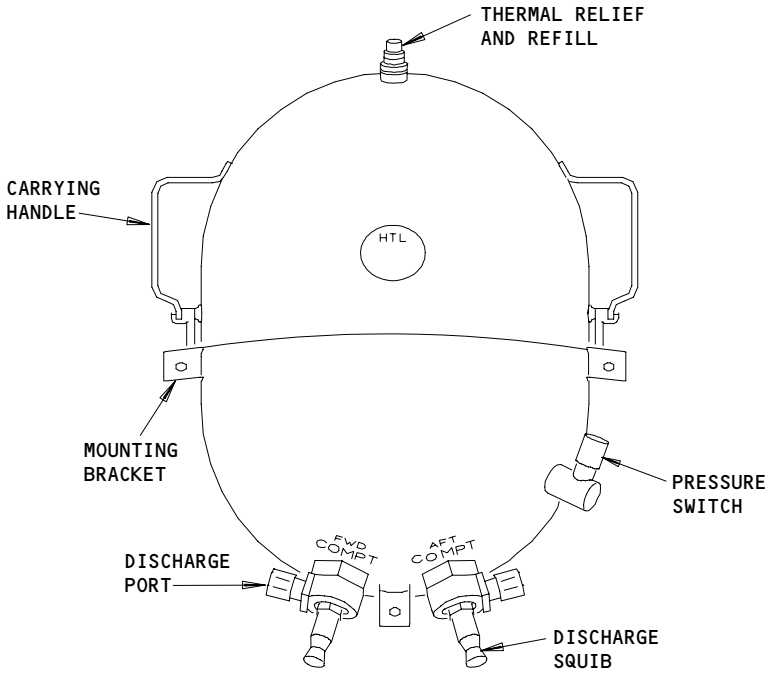
RIGHT SIDEWALL FORWARD CARGO COMPARTMENT 4

Cargo Fire Extinguishing Armed Switches - Inspection/Check
Figure 601 (Sheet 2)



CARGO COMPARTMENT
FIRE EXTINGUISHER/DISCHARGE
CARTRIDGE BOTTLE

C



CARGO COMPARTMENT
FIRE EXTINGUISHER/DISCHARGE
CARTRIDGE BOTTLE

D

Cargo Fire Extinguishing Armed Switches - Inspection/Check
Figure 601 (Sheet 3)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-011-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	FWD CARGO		NOTE	99XXX	012	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	CARGO FIRE EXT BOTTLE (HTL) SQUIB		NOTE	ALL

ZONES	ACCESS PANELS
122	1221 821

MECH	INSP	MPD ITEM NUMBER

REPLACE CARGO COMPARTMENT FIRE EXTINGUISHER BOTTLE SQUIB CARTRIDGES AT MANUFACTURER'S (HTL) LIFE LIMIT. 26-23-02-4A

INTERVAL NOTE: CURRENT SERVICE LIFE LIMIT IS 10 YEARS AND COMBINED SERVICE AND STORAGE LIFE LIMIT IS 15 YEARS. SEE HTL CMM FOR DETAILS.

AIRPLANE NOTE: AIRPLANES WITH HTL CARGO BOTTLES EXCEPT THE 767-400ER.

ACCESS NOTE: SPECIAL ACCESS 1221 REQUIRES REMOVAL OF FORWARD CARGO COMPARTMENT RIGHT SIDEWALL PANELS PER MM REF 25-52-01.
FIRE BOTTLES ARE LOCATED BEHIND ZIPPERED ACCESS PANELS.

1. Remove the Discharge Cartridge (Squib) (Fig. 401)

A. Equipment

(1) Squib Protective Cap (Provided with squibs):

M83723/60-208-AN or AC (forward cap, preferred)
M83723/60-28-AN or AC (forward cap, alternate)
M83723/60-210-AN or AC (aft cap)

B. References

(1) AMM 20-10-33/401, Power Device Cartridge

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

C. Access

MECH | INSP

(1) Location Zones
121/122 Forward Cargo Compartment
153/154 Aft Cargo Compartment

(2) Access Panels
821 Forward Cargo Compartment Door
822 Aft Cargo Compartment Door

D. Procedure

(1) Open these circuit breakers on the main power distribution panel, P6 and attach DO-NOT-CLOSE tags:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(3) Disconnect the electrical connector from the discharge squib as applicable (Ref Table 401).

WARNING: PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS. IF YOU DO NOT PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS, THE FIRE BOTTLES CAN RELEASE THEIR CONTENT SUDDENLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT SHUNT PLUGS ON THE FIRE BOTTLE SQUIBS. THE SHUNT PLUGS CAN CAUSE DAMAGE TO THE SQUIB PINS.

(4) Install the squib protective cap on the squib.

(5) Turn and remove the squib and the ground lug assembly.

(6) Keep the ground lug for when you install the squib.

2. Install the Discharge Cartridge (Squib) (Fig. 401)

A. Equipment

(1) Squib Protective Cap (Provided with squibs):

M83723/60-208-AN or AC (forward cap, preferred)
M83723/60-28-AN or AC (forward cap, alternate)
M83723/60-210-AN or AC (aft squib cap)

B. Parts

(1) SAS 050-149;

Refer to the table that follows:

AMM			AIPC		
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
401	1	Bottle and Valve Assy	26-23-02	08	115
	1	Bottle and Valve Assy		08	116
	1	Bottle and Valve Assy		08	117
	1	Bottle and Valve Assy		08	118
	1	Bottle and Valve Assy		08	119
	1	Bottle and Valve Assy		08	120
	1	Bottle and Valve Assy		08	121
	1	Bottle and Valve Assy		08	122
	1	Bottle and Valve Assy		08	123
	1	Bottle and Valve Assy		08	124
	1	Bottle and Valve Assy		08	125
	1	Bottle and Valve Assy		08	126
	1	Bottle and Valve Assy		08	127
	1	Bottle and Valve Assy		08	123
	6	Cartridge		51	TBD
	6	Cartridge		52	TBD
	6	Cartridge		54	TBD

(2) SAS 155-276;

Refer to the table that follows:

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Bottle and Valve Assy	26-23-02	09	125
	1	Bottle and Valve Assy			126
	1	Bottle and Valve Assy			127
	1	Bottle and Valve Assy			128
	1	Bottle and Valve Assy			129
	1	Bottle and Valve Assy			130
	1	Bottle and Valve Assy			131
	1	Bottle and Valve Assy			132
	1	Bottle and Valve Assy			133
	1	Bottle and Valve Assy			134
	1	Bottle and Valve Assy			135
	1	Bottle and Valve Assy			136
	1	Bottle and Valve Assy			137
	1	Bottle and Valve Assy			138
	1	Bottle and Valve Assy			139
	1	Bottle and Valve Assy			140
	1	Bottle and Valve Assy			141
	1	Bottle and Valve Assy			142
	1	Bottle and Valve Assy			143
	1	Bottle and Valve Assy			144
	1	Bottle and Valve Assy			145
	6	Cartridge		51	TBD
	6	Cartridge		54	TBD

(3) SAS 150-154;

Refer to the table that follows:

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Bottle and Valve Assy	26-23-02	11	110
	1	Bottle and Valve Assy		11	115
	6	Cartridge		54	30
	6	Cartridge		54	40
	6	Cartridge		54	50

MECH | INSP

C. References

(1) AMM 20-10-33/401, Power Device Cartridge

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

D. Access

(1) Location Zones
121/122 Forward Cargo Compartment
153/154 Aft Cargo Compartment

(2) Access Panels
821 Forward Cargo Compartment Door
822 Aft Cargo Compartment Door

E. Procedure

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Replace the packing if it is necessary.

(3) Install the ground lug assembly and squib on the fire bottle.

(4) Tighten the squib to 90-100 pound-inches.

(5) Install lockwire from the squib to the discharge port.

F. Do the Squib Electrical Connection Procedure

MECH | INSP

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Remove the squib protective cap from the fire bottle squib (6).

WARNING: MAKES SURE THERE IS NO VOLTAGE AT THE ELECTRICAL CONNECTOR. IF THERE IS A VOLTAGE AT THE ELECTRICAL CONNECTOR, THE SQUIB CAN ACCIDENTALLY DISCHARGE AND CAUSE INJURY TO PERSONS.

(3) Make sure there is no voltage between pins 1 and 2 of the electrical connector.

(4) If there is voltage between pins 1 and 2, do these steps:

(a) Connect a multimeter across pins 1 and 2.

(b) Connect a 10 kohm resistor across the multimeter to remove any stray voltage from the electrical connector.

(c) Disconnect the multimeter.

(5) Make sure the squib electrical pins are not bent or damaged.

(6) Make sure the electrical connector is not damaged.

NOTE: The squib pins can cause damage to the electrical connector if the pins do not enter the connector receptacles.

(7) Connect the electrical connector to the applicable fire bottle squib (6) (Ref Table 401).

MECH	INSP

(8) Do the steps that follow to make sure you did not not bend or damage the squib pins.

NOTE: This step is necessary because the pins are most likely to be damaged the first time an electrical connector is connected to the squib.

(a) Disconnect the electrical connector from the fire bottle squib.

(b) Make sure the squib electrical pins are not bent or damaged.

(c) Make sure the electrical connector is not damaged.

(d) Connect the electrical connector to the fire bottle squib.

(9) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

G. Squib Test

(1) Supply electrical power (AMM 24-22-00/201).

(2) Push and hold the TEST 1 switch on the SQUIB TEST control panel at the right side panel, P61.

(a) AIRPLANES WITH TWO BOTTLES INSTALLED;
Make sure the squib CARGO FWD and CARGO AFT lights come on.

(b) AIRPLANES WITH THREE BOTTLES INSTALLED;
Make sure the CARGO 1, 2 and 2A lights come on.

(3) Push and hold the TEST 2 switch on the SQUIB TEST control panel.

(a) AIRPLANES WITH TWO BOTTLES INSTALLED;
Make sure the CARGO FWD and CARGO AFT lights come on.

(b) AIRPLANES WITH THREE BOTTLES INSTALLED;
Make sure the CARGO 1, 2, and 2A lights come on.

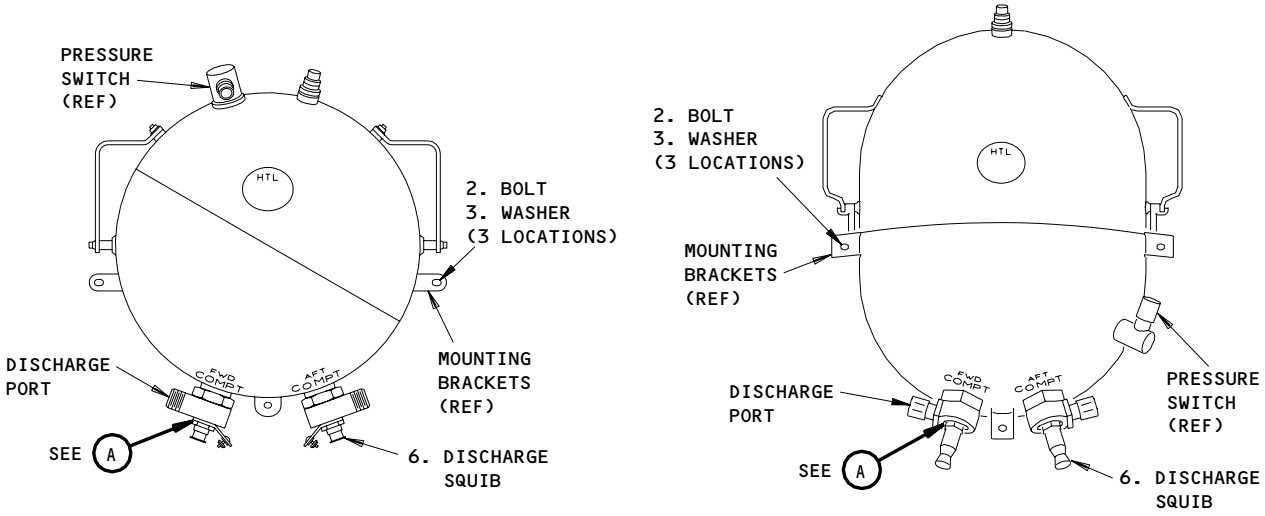
(4) Put the Airplane Back to Its Usual Condition

(5) Remove electrical power if it is not necessary (AMM 24-22-00/201).

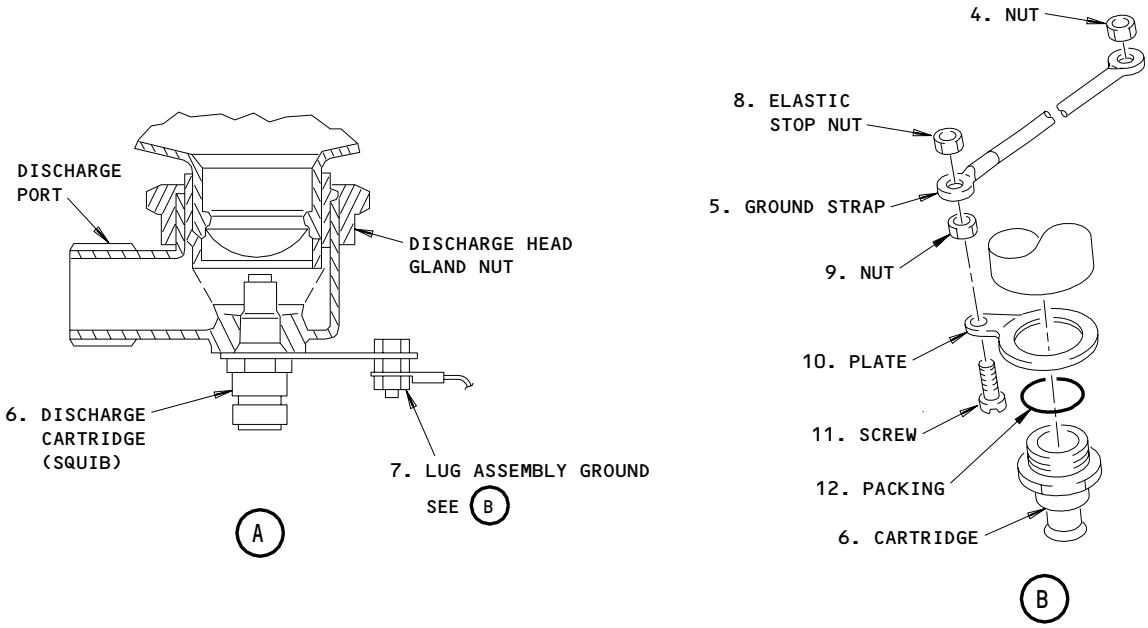
MECH | INSP

TABLE 401 - CARGO FIRE BOTTLE CONNECTION		
Connector	Bottle Connected to:	
D1440 (Yellow)	B19, Bottle 1 - Fwd Cargo Discharge Squib	
D1442 (Blue)	B19, Bottle 1 - Aft Cargo Discharge Squib	
D1450 (Yellow)	B20, Bottle 2 - Fwd Cargo Discharge Squib	
D1452 (Blue)	B20, Bottle 2 - Aft Cargo Discharge Squib	
D10680(Yellow)	B231, Bottle 2A - Fwd Cargo Discharge Squib	*[1]
D10682(Blue)	B231, Bottle 2A - Aft Cargo Discharge Squib	*[1]

*[1] AIRPLANES WITH BOTTLE 2A INSTALLED



1. CARGO FIRE BOTTLE
(EXAMPLE)



Cargo Fire Extinguisher Bottle/Discharge Cartridge Installation
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-012-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	FWD CARGO	W-26-006-01	1C	11212	012	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	CARGO FIRE EXT BTL PRESSURE SWITCHES		NOTE	ALL

ZONES	ACCESS PANELS
122 212	1221 821

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE CARGO FIRE EXTINGUISHER BOTTLE PRESSURE SWITCHES BY MANUAL TEST. 26-23-00-5A

AIRPLANE NOTE: APPLICABLE TO PASSENGER AND GENERAL MARKET FREIGHTER AIRPLANES EXCEPT THE 767-400ER.

ACCESS NOTE: SPECIAL ACCESS 1221 REQUIRES REMOVAL OF FORWARD CARGO COMPARTMENT RIGHT SIDEWALL PANELS PER MM REF 25-52-01.
FIRE BOTTLES ARE LOCATED BEHIND ZIPPERED ACCESS PANELS.

1. Operational Test - Bottle Pressure Switch

A. References

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

(2) AMM 31-41-00/501, EICAS

B. Prepare for the Test

(1) Supply electrical power (AMM 24-22-00/201).

(2) Make sure the EICAS is on (AMM 31-41-00/501).

C. AIRPLANES WITH FIRE BOTTLES WITH MANUAL-OVERRRIDE BUTTON ON THE PRESSURE SWITCH;
Do a Test of the Pressure Switch for Bottle 1

(1) Get access to bottle 1 (B19) in the cargo compartment.

(2) Push and hold the manual override button on the connector cover of the pressure switch (D1448).

MECH	INSP

(a) Make sure the BTL DISCH light on the CARGO FIRE panel (P8) comes on (amber).

(b) Make sure the EICAS message, CARGO BTL 1, shows on the EICAS display.

(3) Release the manual override button.

(a) Make sure the BTL DISCH light goes off.

(b) Make sure the EICAS message, CARGO BTL 1, does not show on the EICAS display.

D. AIRPLANES WITH FIRE BOTTLES WITH MANUAL-OVERRRIDE BUTTON ON THE PRESSURE SWITCH;
Do a Test of the Pressure Switch for Bottle 2

(1) Get access to bottle 2 (B20) in the cargo compartment.

(2) Push and hold the manual override button on the connector cover of the pressure switch.

(a) Make sure the BTL DISCH light on the cargo fire control panel (P8) comes on (amber).

(b) Make sure the EICAS message, CARGO BTL 2, shows on the EICAS display.

(3) Release the manual override button.

(a) Make sure the BTL DISCH light goes off.

(b) Make sure the EICAS message, CARGO BTL 2, does not show on the EICAS display.

E. AIRPLANES WITH BOTTLE 2A INSTALLED AND
AIRPLANES WITH FIRE BOTTLES WITH MANUAL-OVERRRIDE BUTTON ON THE PRESSURE SWITCH;
Do a Test of the Pressure Switch for Bottle 2A

(1) Get access to bottle 2A (B231) in the cargo compartment.

(2) Push and hold the manual override button on the connector cover of the pressure switch.

(a) Make sure the BTL DISCH light on the CARGO FIRE panel (P8) comes on.

MECH	INSP

(b) Make sure the EICAS message, CARGO BTL 2, shows on the EICAS display.

(3) Release the manual override button.

(a) Make sure the BTL DISCH light goes off.

(b) Make sure the EICAS message, CARGO BTL 2, does not show on the EICAS display.

(4) Remove electrical power if it is not necessary (AMM 24-22-00/201).

F. AIRPLANES WITH BOTTLE 2A INSTALLED AND AIRPLANES WITHOUT MANUAL-OVERRRIDE BUTTON ON THE PRESSURE SWITCH;
Do a Test of the Pressure Switch for Bottle 2A

(1) Get access to bottle 2A (B231) in the cargo compartment.

(2) Remove the connector from the pressure switch.

(3) Connect a jumper between pins 2 and 3 of the connector.

(a) Make sure that the DISCH light on the Cargo Fire Control Panel comes on.

(b) Make sure the EICAS message, CARGO BTL 2, shows on the EICAS display.

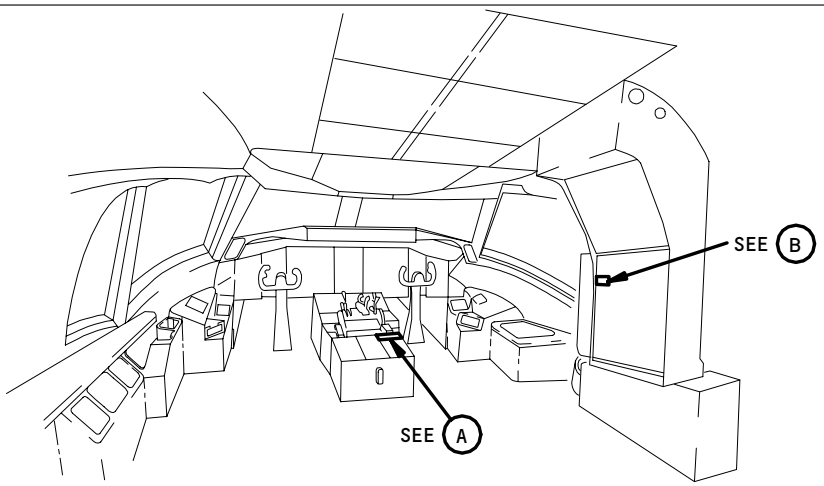
(4) Remove the jumper.

(a) Make sure that the DISCH light on the Cargo Fire Control Panel goes off.

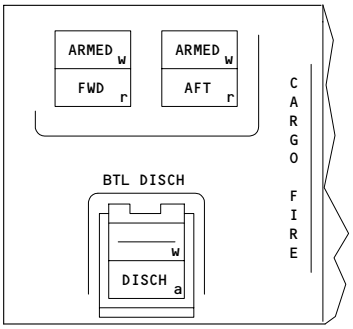
(b) Make sure the EICAS message, CARGO BTL 2, does not show on the EICAS display.

(5) Install the connector on the pressure switch.

(6) Remove electrical power if it is not necessary (AMM 26-22-00/201).

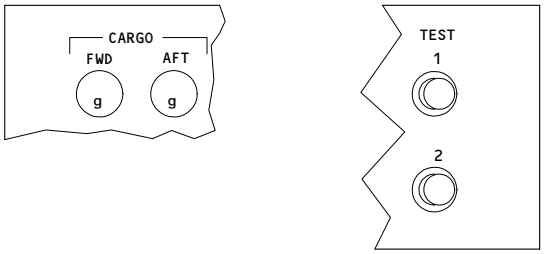


FLIGHT COMPARTMENT



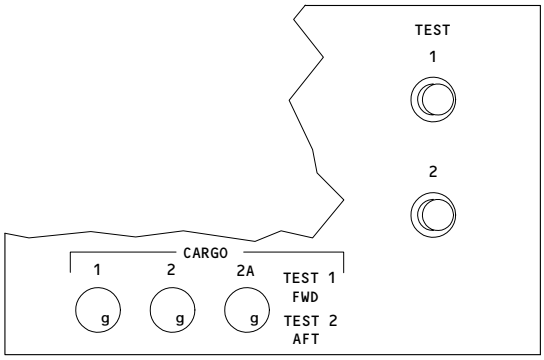
APU/CARGO FIRE CONTROL PANEL

A



SQUIB TEST PANEL

B 1



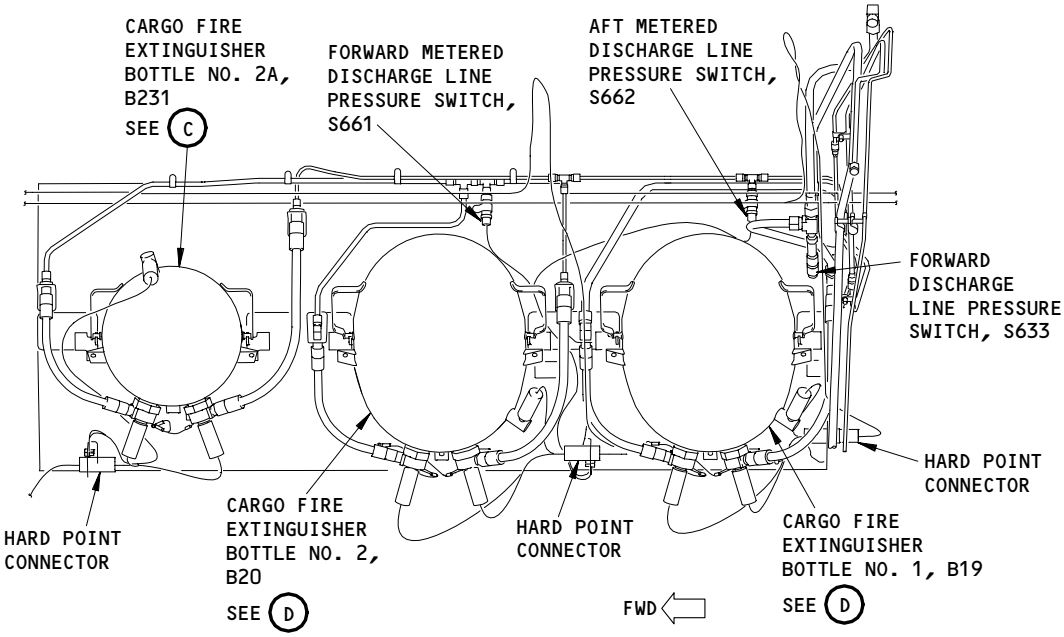
SQUIB TEST PANEL

B 2

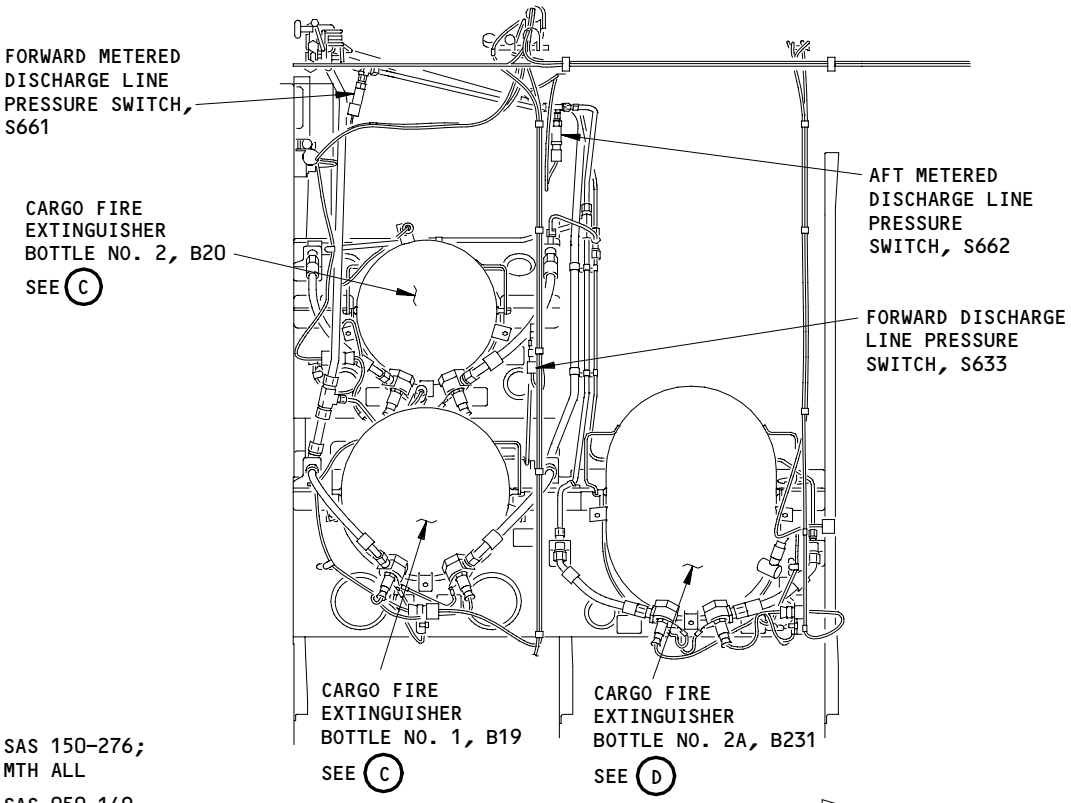
1 AIRPLANES WITH 2 CARGO FIRE EXTINGUISHER BOTTLES

2 AIRPLANES WITH 3 CARGO FIRE EXTINGUISHER BOTTLES

Cargo Compartment Fire Extinguishing System Adjustment
Figure 501 (Sheet 1)



RIGHT SIDEWALL FORWARD CARGO COMPARTMENT 3

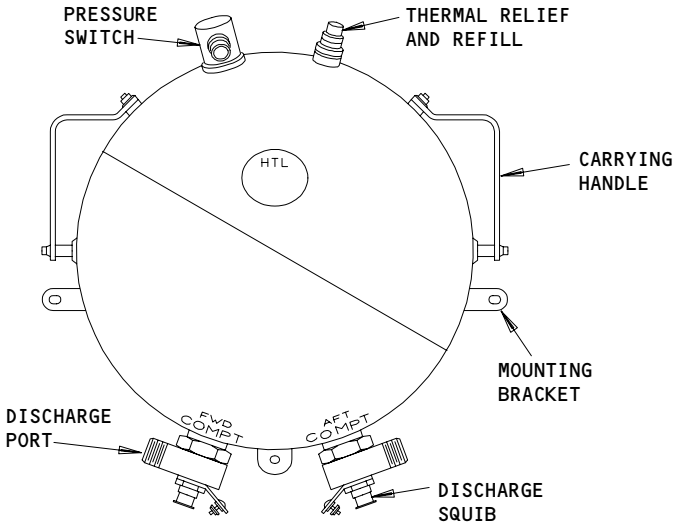


RIGHT SIDEWALL FORWARD CARGO COMPARTMENT 4

3 SAS 150-276; MTH ALL

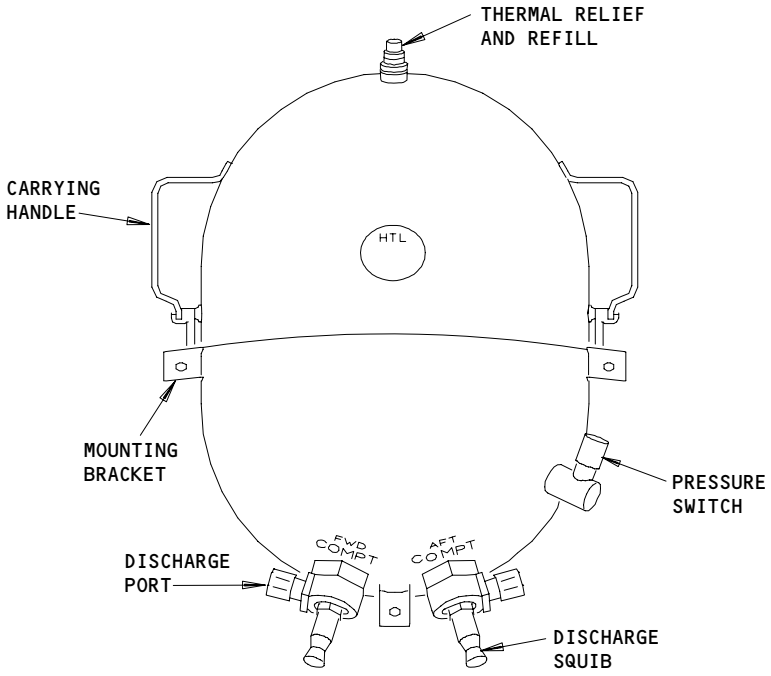
4 SAS 050-149

Cargo Compartment Fire Extinguishing System Adjustment
Figure 501 (Sheet 2)



CARGO COMPARTMENT
FIRE EXTINGUISHER/DISCHARGE
CARTRIDGE BOTTLE

C



CARGO COMPARTMENT
FIRE EXTINGUISHER/DISCHARGE
CARTRIDGE BOTTLE

D

Cargo Compartment Fire Extinguishing System Adjustment
Figure 501 (Sheet 3)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-013-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	ALL CABINS		1C	11212	011	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	PORTABLE HALON FIRE EXTINGUISHERS		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

CHECK PORTABLE HALON FIRE EXTINGUISHER FOR PROPER PRESSURE, WEIGHT AND CONDITION. 26-26-02-6A
AIRPLANE NOTE: IF INSTALLED.

1. Halon Fire Extinguishers - Inspection/Check

A. Procedure

(1) Make sure the instruction decal and the nameplate are in good condition.

(2) Make sure the mounting bracket is attached correctly to the airplane.

(3) Make sure the extinguisher is installed tightly to the mounting bracket.

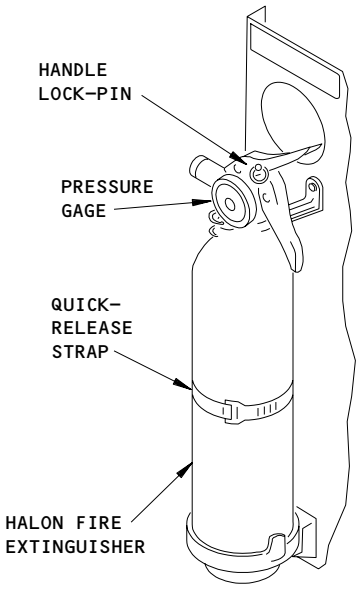
(4) Make sure the lock-pin or lock-wire is correctly installed on the handle.

(5) Examine the pressure gage and make sure the extinguisher has the correct pressure.

(6) Make sure there is no physical damage to the extinguisher.

(7) Make sure the weight of the extinguisher is not less than the weight shown on the extinguisher nameplate.

(8) If there are other manufacturer inspection or maintenance procedures that show on the extinguisher, do these procedures.



Halon Fire Extinguisher Inspection
Figure 601

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-013-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		1A	NOTE	101XX	011	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	PORTABLE WATER FIRE EXTINGUISHERS		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

CHECK THE PORTABLE WATER-TYPE FIRE EXTINGUISHERS FOR CONDITION. 26-26-03-6A

INTERVAL NOTE: MRB FREQUENCY IS 1C.

AIRPLANE NOTE: IF INSTALLED.

1. Water Fire Extinguishers - Inspection/Check

A. Procedure

(1) Make sure the instruction decal and the nameplate are in good condition.

(2) Make sure the mounting bracket is attached correctly to the airplane.

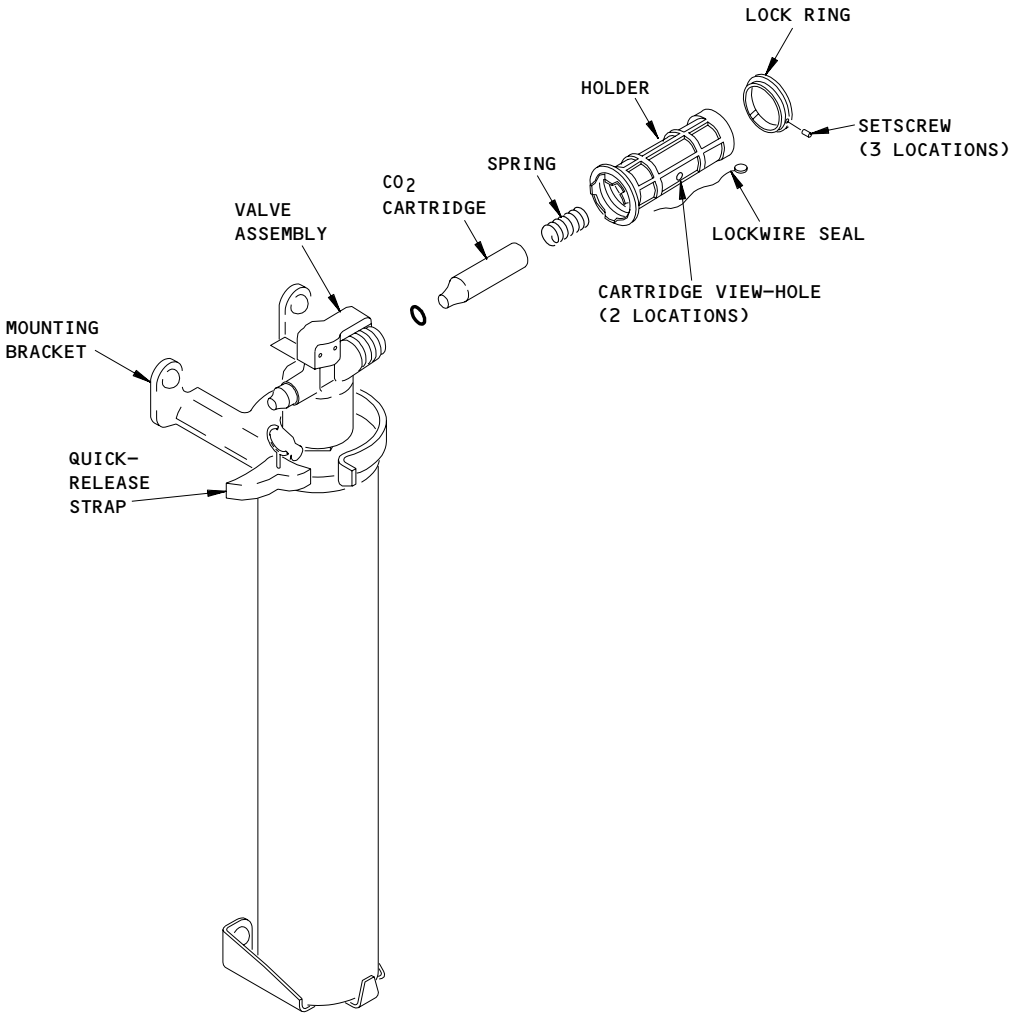
(3) Make sure the extinguisher is installed tightly to the mounting bracket.

(4) Make sure the lockpin or lockwire is correctly installed on the handle.

(5) Make sure there is no physical damage to the extinguisher.

(6) Make sure there are no leaks in the extinguisher.

(7) If there are other manufacturer inspection or maintenance procedures that show on the extinguisher, do these procedures.



FIRE EXTINGUISHER (EXAMPLE)

Water-Type Fire Extinguisher Inspection
Figure 601

STATION		BOEING CARD NO.
TAIL NO.	SAS 767 TASK CARD	26-013-09
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	ALL CABINS		NOTE	99XXX	013	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	PORTABLE WATER FIRE EXTINGUISHERS		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER
		26-26-03-6B

PERFORM CYLINDER INSPECTION AND HYDROSTATIC TEST (OFF-AIRPLANE) OF THE PORTABLE WATER-TYPE FIRE EXTINGUISHERS.

AIRPLANE NOTE: IF INSTALLED.

INTERVAL NOTE: AT VENDOR RECOMMENDATION OR NATIONAL REQUIREMENT.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-014-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	LAVATORIES	W-25-006-01	1C	11212	006	AUG 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	LAV WASTE COMPT FIRE EXTINGUISHERS		NOTE	ALL

ZONES	ACCESS PANELS
220 230 240 250	

MECH	INSP	MPD ITEM NUMBER

VISUALLY CHECK LAVATORY WASTE COMPARTMENT TEMPERATURE INDICATOR OR FIRE EXTINGUISHER FUSIBLE TIPS FOR CONDITION. 26-24-01-2A

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-300 PACKAGE FREIGHTER.

1. VISUALLY CHECK LAVATORY WASTE COMPARTMENT FIRE EXTINGUISHER FUSIBLE TIPS FOR EVIDENCE OF MELTING.

2. CHECK TEMPERATURE INDICATING VINYL PATCHES FOR INDICATION OF EXCESSIVE TEMPERATURE.

1. Automatic Fire Extinguisher Inspection/Check (Fig. 201)

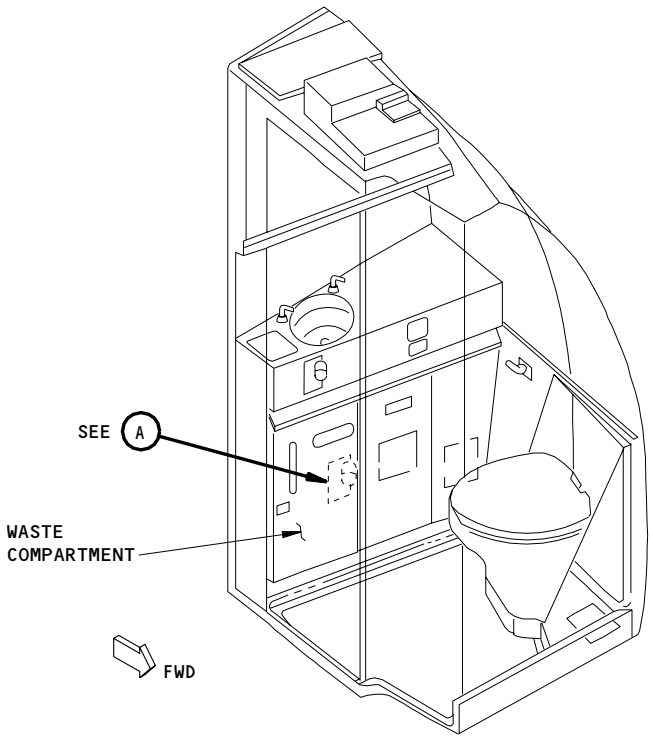
A. Procedure

(1) Open the sink cabinet compartment door and get access to the temperature indicator on the inside of the waste disposal chute.

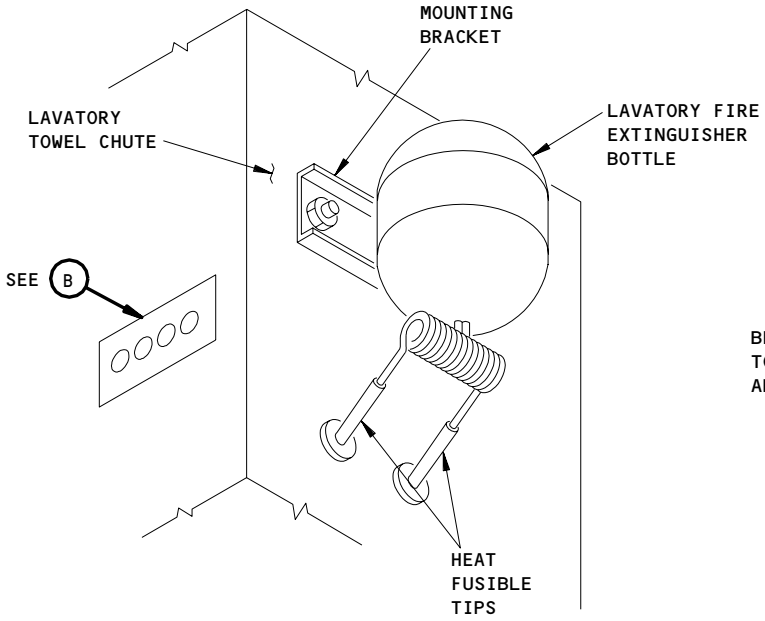
(2) Replace the temperature indicator if the color of any of the indicators has changed from grey to black.

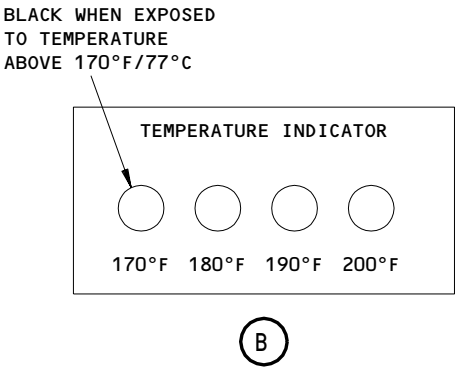
(3) Make sure the fusible tips on the extinguisher discharge tubes do not touch the sidewall of the waste compartment.

(4) Replace the extinguisher and the temperature indicator if the tips are melted.



LAVATORY
(EXAMPLE)





Automatic Fire Extinguisher Installation
Figure 201

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-014-51
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	LAVATORIES		NOTE	13636	011	AUG 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	LAV WASTE COMPT FIRE EXTINGUISHERS		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

CHECK THE LAVATORY WASTE COMPARTMENT FIRE EXTINGUISHERS FOR WEIGHT AND CONDITION. 26-24-01-2B

INTERVAL NOTE: AT MANUFACTURER'S RECOMMENDED INTERVAL.

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-300 PACKAGE FREIGHTER.

THE FOLLOWING CONTAINS BOTH THE REMOVAL/INSTALLATION AND THE WEIGHING PROCEDURES FOR THE AUTOMATIC FIRE EXTINGUISHER BOTTLE.

1. Automatic Fire Extinguisher Removal/Installation (Fig. 201)

   A. Remove the Extinguisher

      (1) Open the sink cabinet waste compartment door.

      (2) Remove the waste container.

      (3) Release and remove the top cover.

      (4) Remove the mounting screws and nuts (2 locations).

      (5) Hold the extinguisher bottle and carefully remove the extinguisher nozzles through the holes in the seal.

   B. Install the Extinguisher

      (1) From the sink side of the waste chute, insert the extinguisher nozzles through the holes in the seal and put the extinguisher over the mounting holes.

      (2) Make sure the extinguisher nozzles point into the waste chute.

      (3) Attach the mounting screws and nuts (2 locations).

MECH | INSP

(4) Install the top cover.

(5) Install the waste container.

(6) Close the sink cabinet waste compartment door.

2. Automatic Fire Extinguisher Bottle Weight Check (Fig. 201)

A. Procedure

(1) Weigh the bottle to measure for leakage. The total weight of the extinguishing agent and the bottle is given on the label of each bottle.

(2) Replace the bottle if the weight is 10 grams less than the weight marked on the bottle.

(3) Examine the bottle for corrosion, scratches, or dents.

(4) Replace the bottle if any dents are deeper than 1/16 inch per inch of average dent diameter or if any scratches are deeper than 0.004 inch.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-015-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ELECT	CREW CABIN		00048 HRS	NOTE	002DY	011	AUG 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	SQUIB TEST CONTROL PANEL		NOTE	ALL

ZONES	ACCESS PANELS
212	

MECH	INSP	MPD ITEM NUMBER

TEST ENG, APU, CARGO, AND EMER ESCAPE (IF INSTALLED) SQUIBS ON SQUIB TEST CONTROL PANEL. 26-21-04-6A

INTERVAL NOTE: 48 ELAPSED CLOCK HOURS.

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-300 PACKAGE FREIGHTER.

SQUIB TEST PANEL - INSPECTION/CHECK

1. General

   A. This procedure does a check of the squibs of the emergency escape actuators. It also does a check of the engines, APU, and cargo fire extinguishing bottles from the squib test panel on P61.

2. The Squib Test Panel Activation Check (Fig. 601)

   A. Reference

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

   B. Prepare to do a test of the Squib Test Panel

      (1) Supply electrical power (AMM 24-22-00/201).

   C. Do a test of the Squib Test Panel

      (1) Push the indicator lights on the SQUIB-TEST panel (P61) to do a test of the bulbs.

      (2) Push the TEST 1 switch on the SQUIB TEST panel.

      (3) Make sure all of the indicator lights on the panel come on (green).

      (4) Release the TEST 1 switch.

MECH	INSP

(a) Make sure the indicator lights go off.

(5) Push the TEST 2 switch on the SQUIB TEST panel.

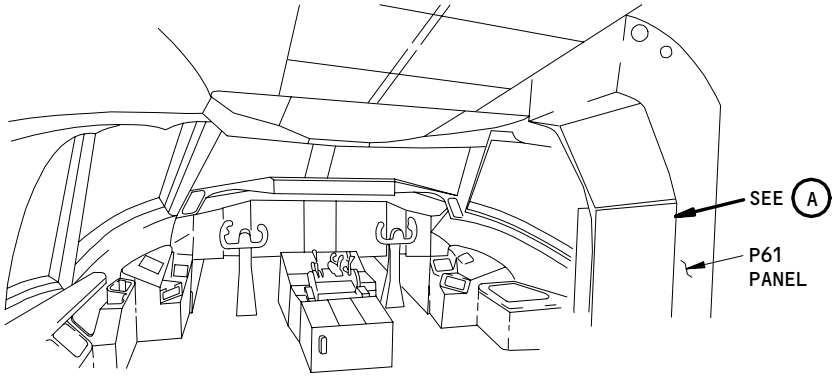
(6) AIRPLANES WITH SINGLE APU FIRE EXTINGUISHER BOTTLE;
Make sure all of the indicator lights on the panel, but not the APU light, come on (green).

(7) AIRPLANES WITH DUAL APU FIRE EXTINGUISHER BOTTLES;
Make sure all of the indicator lights on the panel come on (green).

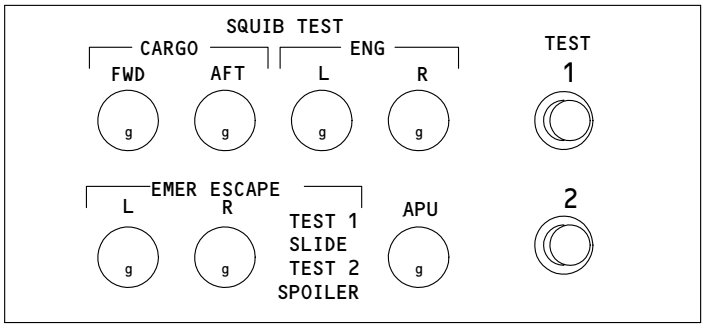
(8) Release the TEST 2 switch.

(9) Make sure the indicator lights go off.

(10) Remove the electrical power if it is not necessary (AMM 24-22-00/201).

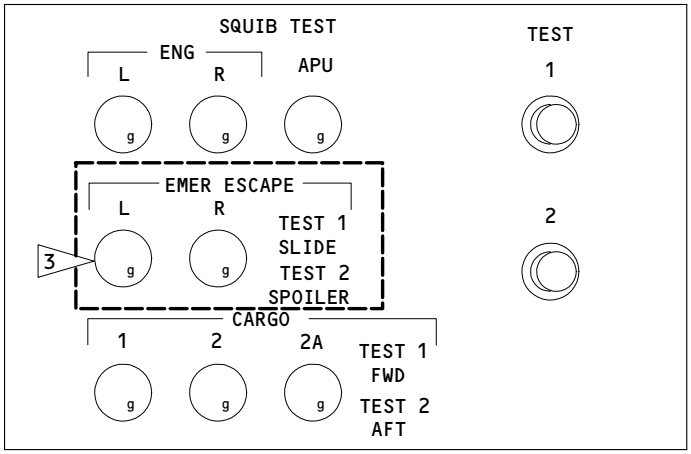


FLIGHT COMPARTMENT



SQUIB TEST PANEL

A 1



SQUIB TEST PANEL

A 2

1 AIRPLANES WITH 2 CARGO FIRE EXTINGUISHING BOTTLES INSTALLED

2 AIRPLANES WITH 3 CARGO FIRE EXTINGUISHING BOTTLES INSTALLED

3 AIRPLANES WITH OVERWING EXITS

Squib Test Component Location
Figure 601

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-015-51
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	CREW CABIN		00048 HRS (#)	002DY	012	AUG 22/06

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	FIRE/OVERHEAT LOGIC/TEST SYSTEM		NOTE	ALL

ZONES	ACCESS PANELS
212	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK AFOLTS (AUTOMATIC FIRE/OVERHEAT LOGIC TEST SYSTEM) WITH ENG/APU/CARGO TEST SWITCH. 26-10-00-6A

(#) CMR FREQUENCY IS 48 ELAPSED CLOCK HOURS.

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-400ER.

1. AFOLTS System Check

A. References

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

(2) AMM 31-41-00/501, Engine Indication and Crew Alerting System (EICAS)

(3) AMM 31-51-00/501, Warning System

B. AFOLTS System

(1) Supply electrical power (AMM 24-22-00/201).

(2) Close these circuit breakers on the overhead circuit breaker panel, P11:

(a) 11B20, FIRE DETECTION LEFT ENGINE 1

(b) 11B21, FIRE DETECTION LEFT ENGINE 2

(c) 11B22, FIRE DETECTION RIGHT ENGINE 1

(d) 11B23, FIRE DETECTION RIGHT ENGINE 2

(e) 11B24, FIRE DETECTION APU 1

(f) 11B25, FIRE DETECTION APU 2

MECH | INSP

(g) 11B26, FIRE DETECTION CARGO 1

(h) 11B27, FIRE DETECTION CARGO 2

(i) 11B29, OVERHEAT DETECT LEFT ENGINE 1

(j) 11B30, OVERHEAT DETECT LEFT ENGINE 2

(k) 11B31, OVERHEAT DETECT RIGHT ENGINE 1

(l) 11B32, OVERHEAT DETECT RIGHT ENGINE 2

(3) Close the six EICAS circuit breakers on the P11 panel (AMM 31-41-00/501).

(4) Push and hold the ENG/APU/CARGO switch, on the aft pilots control stand, P8. Make sure these indications occur:

(a) The fire bell is heard.

(b) The red master WARNING lights on the glareshield panel, P7, come on.

(c) The discrete FIRE warning light, on the captains instrument panel, P1-3, comes on.

(d) The LEFT, RIGHT, and APU fire switch handle lights (P8) come on.

(e) The FWD and AFT CARGO FIRE switchlights (P8) come on.

(f) The L and R fuel control switchlights, on the quadrant stand, P10, come on.

(g) The yellow L and R ENG OVHT lights (P8) come on.

(h) These EICAS messages show on the top display:

1) L and R ENGINE FIRE

2) L and R ENG OVHT

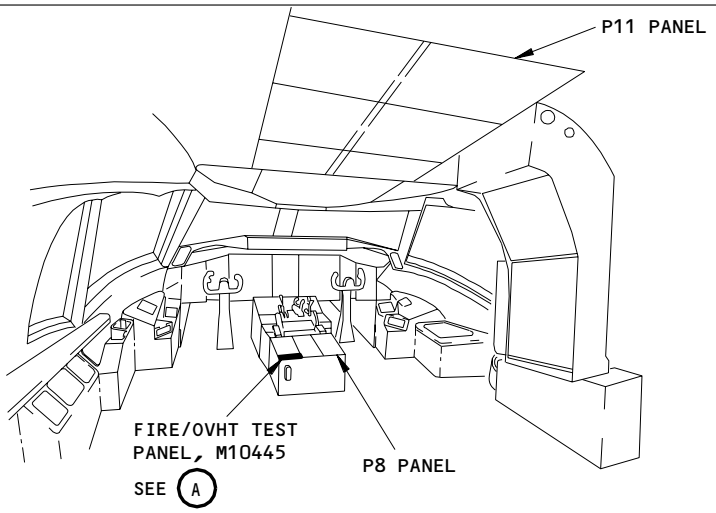
3) APU FIRE

4) FWD and AFT CARGO FIRE

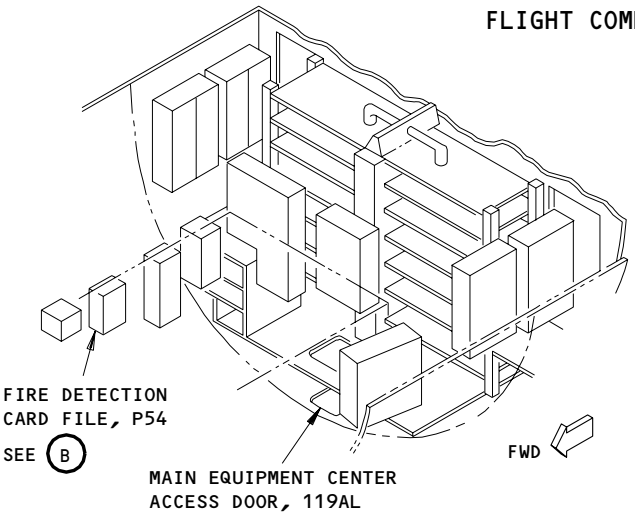
(5) Release the test switch and make sure the above indications stop.

MECH	INSP

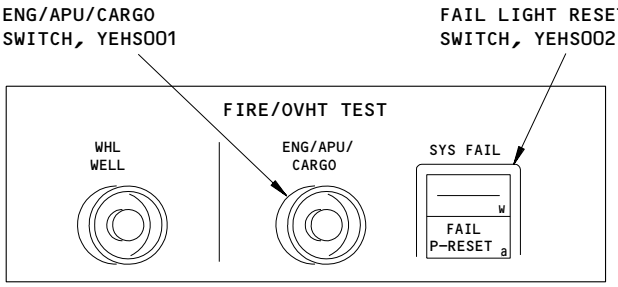
(6) Remove electrical power if it is not necessary (AMM 24-22-00/201).



FLIGHT COMPARTMENT

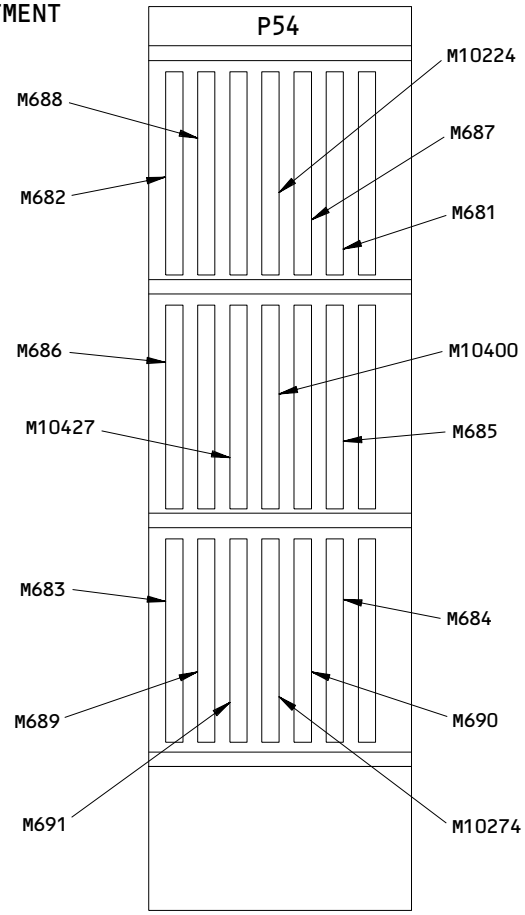


MAIN EQUIPMENT CENTER



FIRE/OVHT TEST PANEL, M10445

A



FIRE DETECTION CARD FILE, P54

B

AFOLTS Fail Light Inspection
Figure 601

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-016-51
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	FWD CARGO		1C	11212	014	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	CARGO FIRE EXT BOTTLE RELAYS		NOTE	ALL

ZONES	ACCESS PANELS
122 211	821

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK CARGO FIRE EXTINGUISHING BOTTLES WITH RELAYS (FWD/AFT LOCK-IN RELAY, 30 MIN. TIME DELAY RELAY, AIR-GROUND BYPASS RELAY). 26-23-03-6A

AIRPLANE NOTE: AIRPLANES WITH BOTTLE TIME DELAY RELAYS.

1. Operational Test - Cargo Fire Extinguisher Bottle Relays

A. Equipment

(1) Multimeter 0-1000 VDC ± 1%, 0-750 VAC, 0-2 amps, 0-2 meg ohms - commercially available

(2) Resistor - 10 kohms or greater

(3) Squib Protective Caps (Provided with squibs)
M83723/60-28-AN or AC
M83723/60-210-AN or AC

(4) Test Box - Time Delay, Cargo Fire Extinguisher Bottle - A26002-54

(5) Adapter Cable Assembly - A26002-36 (2 each)- Optional. Cable is used to adapt between test box and forward squib airplane wiring (cross wire protection)).

B. References

(1) AMM 20-10-33/401, Power Device Cartridge

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

(3) AMM 32-09-02/201, Air Ground System

MECH | INSP

C. Squib Electrical Connection Procedure

NOTE: Do this procedure whenever you connect an electrical connector to a fire bottle squib.

(1) Do the steps that follow to connect an electrical connector to a fire bottle squib.

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(a) Open and attach a DO-NOT-CLOSE tag to these circuit breakers, on the P6 panel:

1) 6H5, FIRE EXTINGUISHING CARGO BTL 1

2) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(b) Remove the protective cap from the fire bottle squib.

WARNING: MAKE SURE THERE IS NO VOLTAGE AT THE ELECTRICAL CONNECTOR. IF THERE IS A VOLTAGE AT THE ELECTRICAL CONNECTOR, THE SQUIB CAN DISCHARGE ACCIDENTALLY AND CAUSE INJURY TO PERSONS.

(c) Make sure there is no voltage between pins 1 and 2 of the electrical connector.

(d) If there is voltage between pins 1 and 2, do these steps:

1) Connect the multimeter across pins 1 and 2.

2) Connect a 10 kohm resistor across the multimeter to remove any stray voltage from the electrical connector.

3) Disconnect the multimeter.

MECH | INSP

(e) Do the steps that follow to make sure you did not bend or damage the squib pins.

NOTE: This step is necessary because the pins are most likely to be damaged the first time an electrical connector is connected to the squib.

1) Disconnect the electrical connector from the fire bottle squib.

2) Make sure the squib pins are not bent or damaged.

3) Make sure the electrical connector is not damaged.

NOTE: The squib pins can cause damage to the connector if the pins do not enter the electrical connector receptacles.

(f) Connect the electrical connector to the fire bottle squib.

D. Prepare for the Test

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Supply electrical power (AMM 24-22-00/201).

(3) Open these circuit breakers on the main power distribution panel, P6, and attach DO-NOT-CLOSE tags:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(4) Make sure the system No. 2 air/ground relays are in the ground mode (AMM 32-09-02/201).

(5) Get access to the lower cargo compartment.

(6) Disconnect the electrical connectors from the fire extinguisher bottles as shown in Table 601:

FIRE BOTTLE CONNECTIONS TABLE 601

Connector	Bottle Connections Table 601
D1440	B19, Bottle 1, FWD Cargo Discharge Squib
D1442	B19, Bottle 1, AFT Cargo Discharge Squib
D1450	B20, Bottle 2, FWD Cargo Discharge Squib
D1452	B20, Bottle 2, AFT Cargo Discharge Squib
D10680 *[1]	B231, Bottle 2A, FWD Cargo Discharge Squib
D10682 *[1]	B231, Bottle 2A, AFT Cargo Discharge Squib

*[1] SAS 155-999;
ALL MTH AIRPLANES

WARNING: PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS. IF YOU DO NOT PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS, THE FIRE BOTTLES CAN RELEASE THEIR CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT SHUNT PLUGS ON THE FIRE BOTTLE SQUIBS. THE SHUNT PLUGS CAN CAUSE DAMAGE TO THE SQUIB PINS.

(7) Put the protective caps on all the fire bottle squibs.

WARNING: DO NOT INSTALL THE ELECTRICAL CONNECTORS TO THE SQUIBS IF THERE IS VOLTAGE AT THE CONNECTOR PINS. IF THE SQUIB FIRES, THE BOTTLES CAN RELEASE THEIR CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

(8) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

MECH | INSP

E. Do a Test of the Relays for the Extinguisher Bottle 2

NOTE: The Test of the Relays for the Extinguisher Bottle will check at first the FWD connections, the test will then be repeated to check the AFT connections. While the check of the AFT connections is done refer to the data enclosed in parenthesis.

CAUTION: OPEN THE CIRCUIT BREAKERS AND DO THE DEACTIVATION PROCEDURE IN AMM 32-09-02/201. DAMAGE TO THE EQUIPMENT CAN OCCUR WHEN YOU OPEN THE AIR/GND SYS CIRCUIT BREAKER AND POWER IS APPLIED TO THE AIRPLANE.

(1) Put the No. 2 air/ground relays into the flight operation mode (AMM 32-09-02/201).

(2) Connect the electrical connector, D1450 (D1452), of bottle 2 (B20), to the connector, J1, on the test box for the time delay relay.

(3) Connect the electrical connector, D1440 (D1442), of bottle 1 (B19), to the connector, J2, on the test box for the time delay relay.

(4) Connect the 28V dc power source to the test box.

(5) Turn the POWER switch, on the test box, to the ON position.

(a) Make sure the power lamp, on the test box, is on.

(6) Push and release the TEST RELAY RESET switch on the test box.

(7) Push and release the timer reset switch on the test box.

(8) Push the FWD (AFT) ARMED switch on the CARGO FIRE panel.

(a) Make sure that ARMED is shown.

(9) Push and release the BTL DISCH switch, on the CARGO FIRE panel, to start the operation of the time delay relay.

(a) Make sure the elapsed time indicator, on the test box, operates.

(b) Make sure the elapsed time indicator stops after 30 ±3 minutes.

(c) Make sure the power lamps stay on.

(10) Push the FWD (AFT) ARMED switch on the CARGO FIRE panel.

(a) Make sure that ARMED is not shown.

(11) Open then close the following circuit breaker:

(a) 6H6, Fire Extinguishing Cargo Btl 2

(12) Disconnect the electrical connectors, D1450 (D1452) and D1440 (D1442), from the test box.

(13) Do the Test of the Relays for the Extinguisher Bottle AFT connection. Use the data shown in parenthesis to do the AFT connection test.

(14) Put the system No. 2 air/ground relays into the ground mode (AMM 32-09-02/201).

F. SAS 150-169;

Do the Squib Connection Test

(1) Do the Squib Electrical Connection Procedure to connect the electrical connector, D1440, to the forward discharge squib of bottle 1.

(2) Close this circuit breaker on the P6 panel and remove the DO-NOT-CLOSE tag:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(3) Push and hold the TEST 1 switch on the SQUIB TEST panel (P61).

(a) Make sure these indications occur on the SQUIB TEST panel:

1) The CARGO FWD squib light come on.

2) The CARGO AFT squib light stays off.

(4) Release the TEST 1 switch.

(a) Make sure the CARGO FWD squib light goes off.

(5) Do the Squib Electrical Connection Procedure to connect the electrical connector, D1442, to the aft discharge squib of bottle 1.

MECH	INSP

(6) Close this circuit breaker on the P6 panel and remove the DO-NOT-CLOSE tag:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(7) Push and hold the TEST 1 switch on the SQUIB TEST panel (P61).

(a) Make sure these indications occur on the SQUIB TEST panel:

1) The CARGO FWD lights come on.

2) The CARGO AFT squib lights come on.

(8) Release the TEST 1 switch.

(a) Make sure these indications occur:

1) The CARGO FWD lights go off.

2) The CARGO AFT lights go off.

(9) Do the Squib Electrical Connection Procedure to connect the electrical connector, D1450, to the forward discharge squib of bottle 2.

(10) Close this circuit breaker on the P6 panel and remove the DO-NOT-CLOSE tag:

(a) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(11) Push and hold the TEST 2 switch on the SQUIB TEST panel (P61).

(a) Make sure these indications ocurr:

1) The CARGO FWD light comes on.

2) The CARGO AFT light stays off.

(12) Release the TEST 2 switch.

(a) Make sure the CARGO FWD light goes off.

(13) Do the Squib Electrical Connection Procedure to connect the electrical connector, D1452, to the aft discharge squib of bottle 2.

(14) Close this circuit breaker on the P6 panel and remove the DO-NOT-CLOSE tag:

(a) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(15) Push and hold the TEST 2 switch on the SQUIB TEST panel (P61).

(a) Make sure these indications occur:

1) The CARGO FWD light come on.

2) The CARGO AFT light comes on.

(16) Release the TEST 2 switch.

(a) Make sure these indications occur:

1) The CARGO FWD light goes off.

2) The CARGO AFT light goes off.

G. SAS 155-999;
ALL MTH AIRPLANES;

Do the Squib Connection Test

(1) Do the Squib Electrical Connection Procedure to connect the electrical connector, D1440, to the forward discharge squib of bottle 1.

(2) Close these circuit breakers on the P6 panel and remove the DO-NOT-CLOSE tags:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(3) Push and hold the TEST 1 switch on the SQUIB TEST panel (P61).

(a) Make sure these indications occur:

1) The CARGO 1 light comes on.

2) The CARGO 2 light stays off.

3) The CARGO 2A light stays off.

(4) Release the TEST 1 switch.

(a) Make sure the CARGO 1 light goes off.

MECH	INSP

(5) Do the Squib Electrical Coneection Procedure to connect the electrical connector, D1442, to the aft discharge squib of bottle 1.

(6) Close these circuit breakers on the P6 panel and remove the DO-NOT-CLOSE tags:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(7) Push and hold the TEST 2 switch on the SQUIB TEST panel (P61).

(a) Make sure these indications ocurr:

1) The CARGO 1 light comes on.

2) The CARGO 2 light stays off.

3) The CARGO 2A light stays off.

(8) Release the TEST 2 switch.

(a) Make sure the CARGO 1 light goes off.

(9) Do the Squib Electrical Connection Procedure to connect the electrical connector, D1450, to the forward discharge squib of bottle 2.

(10) Close these circuit breakers on the P6 panel and remove the DO-NOT-CLOSE tags:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(11) Push and hold the TEST 1 switch on the SQUIB TEST panel.

(a) Make sure these indications occur:

1) The CARGO 1 light comes on.

2) The CARGO 2 light comes on.

3) The CARGO 2A light stays off.

(12) Release the TEST 1 switch.

MECH	INSP

(a) Make sure these indications occur:

1) The CARGO 1 light goes off.

2) The CARGO 2 light goes off.

(13) Do the Squib Electrical Connection Procedure to connect the electrical connector, D1452, to the aft discharge squib of bottle 2.

(14) Close these circuit breakers on the P6 panel and remove the DO-NOT-CLOSE tags:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(15) Push and hold the TEST 2 switch on the SQUIB TEST panel (P61).

(a) Make sure these indications occur:

1) The CARGO 1 light comes on.

2) The CARGO 2 light comes on.

3) The CARGO 2A light stays off.

(16) Release the TEST 2 switch.

(a) Make sure these indications occur:

1) The CARGO 1 light goes off.

2) The CARGO 2 light goes off.

(17) Do the Squib Electrical Connection Procedure to connect the electrical connector, D10680, to the forward discharge squib of bottle 2A.

(18) Close these circuit breakers on the P6 panel and remove the DO-NOT-CLOSE tags:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(19) Push and hold the TEST 1 switch on the SQUIB TEST panel (P61).

MECH	INSP

(a) Make sure these indications occur:

1) The CARGO 1 light comes on.

2) The CARGO 2 light comes on.

3) The CARGO 2A light comes on.

(20) Release the TEST 1 switch.

(a) Make sure these indications occur:

1) The CARGO 1 light goes off.

2) The CARGO 2 light goes off.

3) The CARGO 2A light goes off.

(21) Do the Squib Electical Connection Procedure to connect the electrical connector, D10682, to the aft discharge squib of bottle 2A.

(22) Close these circuit breakers on the P6 panel and remove the DO-NOT-CLOSE tags:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

(23) Push and hold the TEST 2 switch on the SQUIB TEST panel (P61).

(a) Make sure these indications occur:

1) The CARGO 1 light comes on.

2) The CARGO 2 light comes on.

3) The CARGO 2A light comes on.

(24) Release the TEST 2 switch.

(a) Make sure these indications occur:

1) The CARGO 1 light goes off.

2) The CARGO 2 light goes off.

MECH | INSP

3) The CARGO 2A light goes off.

(25) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

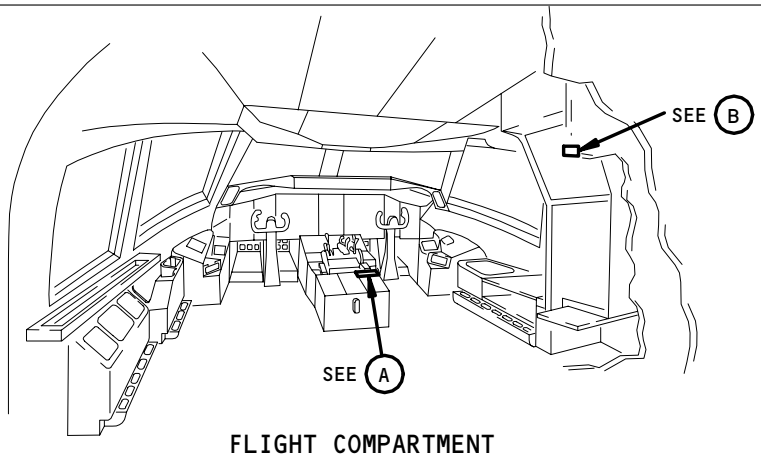
(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

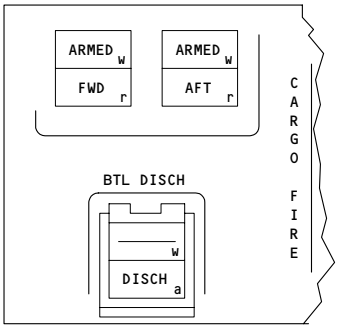
H. Put the Airplane back to Its Usual Condition.

(1) Put the system No. 2 air/ground relays into the ground mode (Ref 32-09-02).

(2) Remove electrical power if it is not necessary (AMM 24-22-00/201).

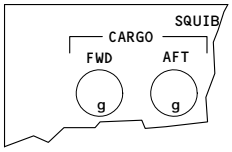


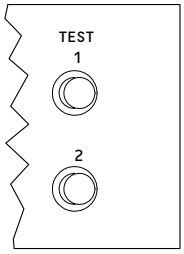
FLIGHT COMPARTMENT



APU/CARGO FIRE CONTROL PANEL

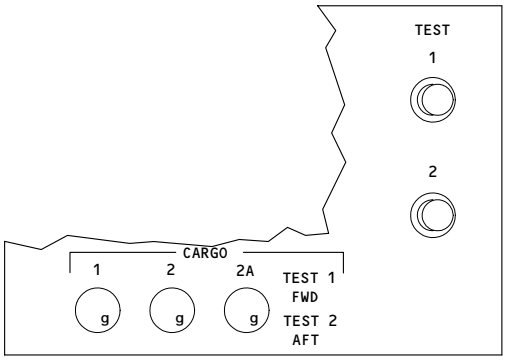
A





SQUIB TEST PANEL

B 1



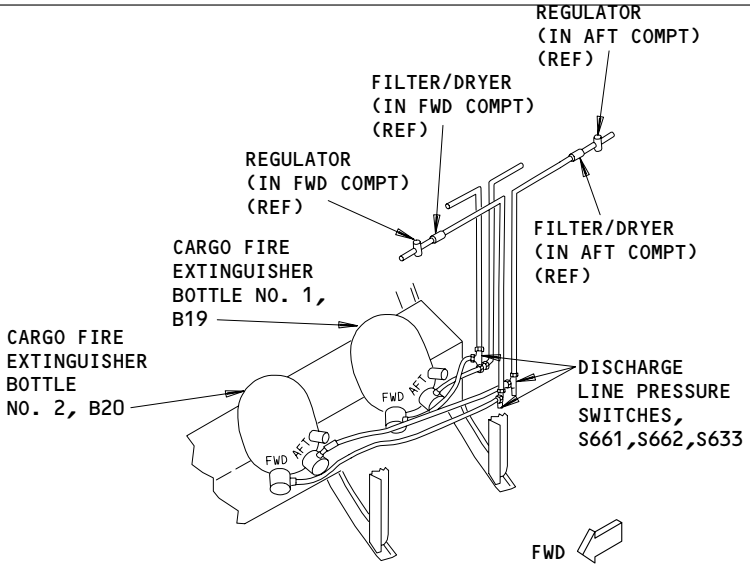
SQUIB TEST PANEL

B 2

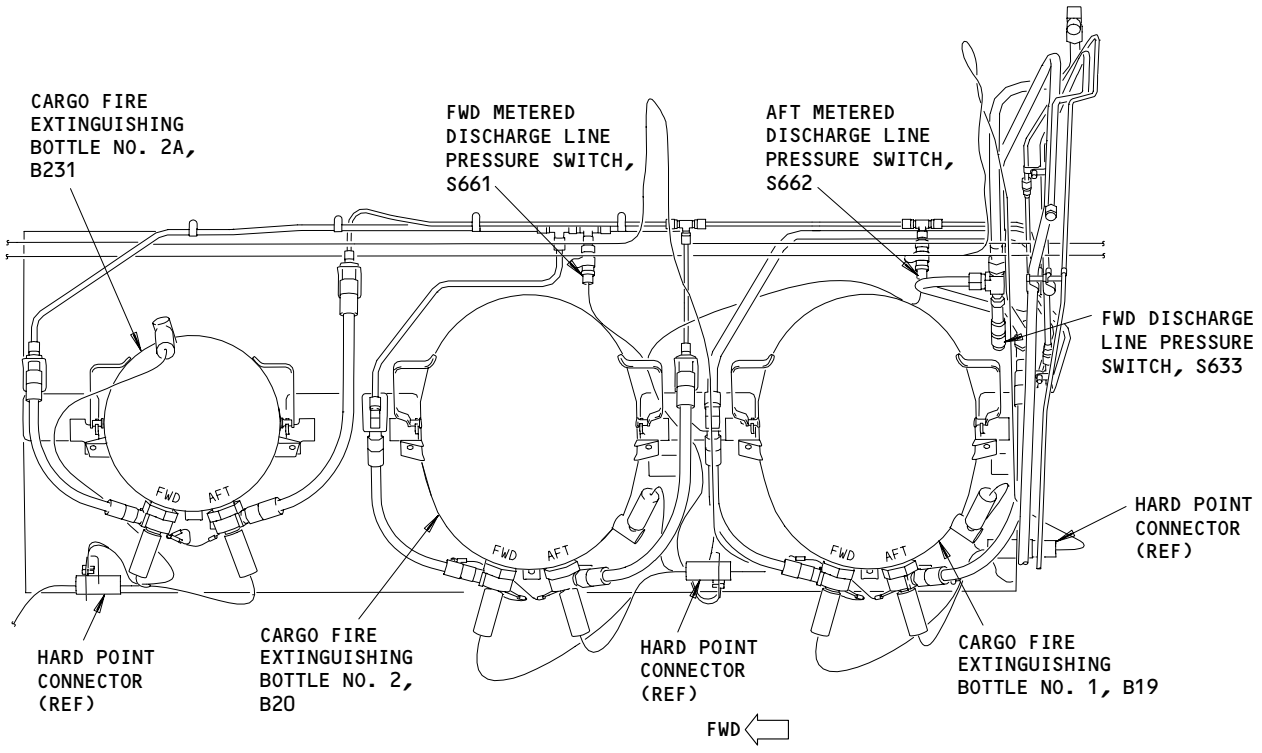
1 AIRPLANES WITH 2 CARGO FIRE EXTINGUISHING BOTTLES

2 AIRPLANES WITH 3 CARGO FIRE EXTINGUISHING BOTTLES

Cargo Compartment Fire Extinguishing System Inspection
Figure 601 (Sheet 1)



RIGHT SIDEWALL FWD CARGO COMPARTMENT 2



RIGHT SIDEWALL FWD CARGO COMPARTMENT 1 3
(LOOKING OUTBD)

Cargo Compartment Fire Extinguishing System Component Location
Figure 601 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-017-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CARGO COMPT		3C	13636	012	APR 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	CRGO SMOKE DET FAN ISOLATION FLAPPER		NOTE	ALL

ZONES	ACCESS PANELS
121 153	1531 821 822

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE CARGO SMOKE DETECTOR FAN ISOLATION FLAPPER VALVE. 26-16-05-2A

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL PASS AIRPLANE MODELS EXCEPT THE 767-400ER.

ACCESS NOTE: SPECIAL ACCESS 1531 REQUIRES REMOVAL OF AFT CARGO COMPARTMENT LEFT SIDEWALL PANELS PER MM REF 25-52-01.

1. Flapper Valve Integrity Check

A. Equipment

(1) Vacuum Gage - Hand-held, 0-10 inches of water, Model 104-10 (or equivalent), DWYER INSTRUMENT INC., Michigan City, Indiana

B. References

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

C. Do the Procedure

(1) Supply electrical power (AMM 24-22-00/201).

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

(a) 11U35, FIRE DET CARGO DC

(b) 11U36, FIRE DET FAN AC

(3) Disconnect the hose from the plenum pressure switch on the forward smoke detector.

MECH | INSP

(4) Connect the hose to a vacuum gage which is calibrated in inches of water.

(5) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:

(a) 11U36, FIRE DET FAN AC

NOTE: The 11U36 circuit breaker supplies AC power to the blowers. Blower 1 will be operating but Blower 2 will not. This is the normal operating condition.

(6) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:

(a) 11U35, FIRE DET CARGO DC

NOTE: The 11U35 circuit breaker supplies DC power needed to activate the time delay relay. As the hose to the plennum pressure switch was removed, the plenum pressure switch will sense low pressure. The plenum pressure switch will then activate the time delay which will shut down Blower 1 and turn Blower 2 on.

(7) After 60 seconds, make sure the operation of SMOKE DET BLOWER 1 stops and SMOKE DET BLOWER 2 starts.

(8) Make sure the vacuum gage shows the minimum value in Figure 202 for the altitude where the airplane is parked.

(9) If the vacuum gage does not show the amount of water indicated in figure 202 at the parked altitude of the airplane, do the Flapper Valve Inspection Check.

(10) Disconnect the vacuum gage from the hose.

(11) Connect the plenum pressure switch to the hose on the forward smoke detector.

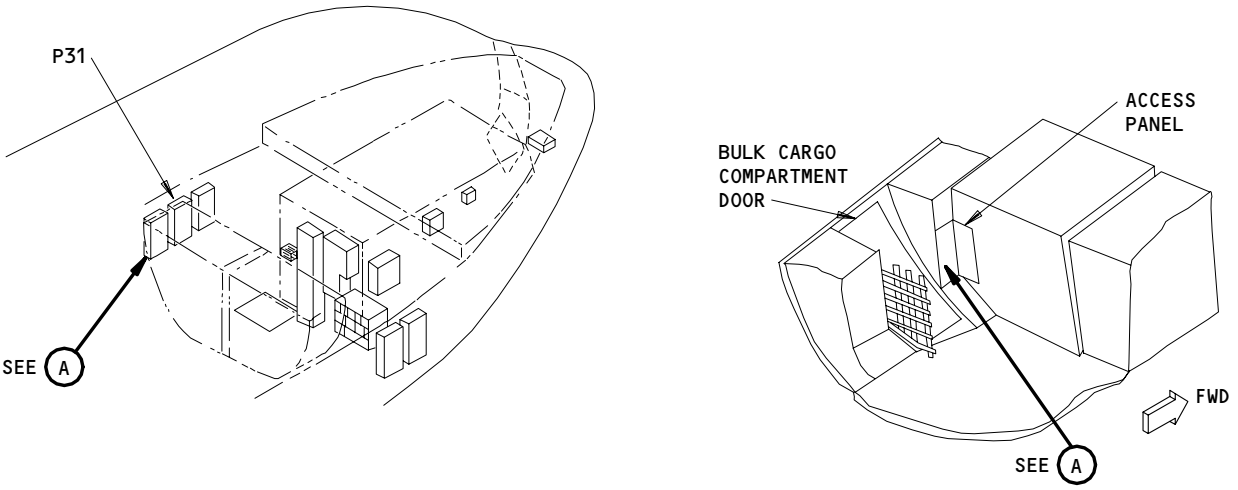
(12) Open and then close this circuit breaker to the reset smoke detector blower system:

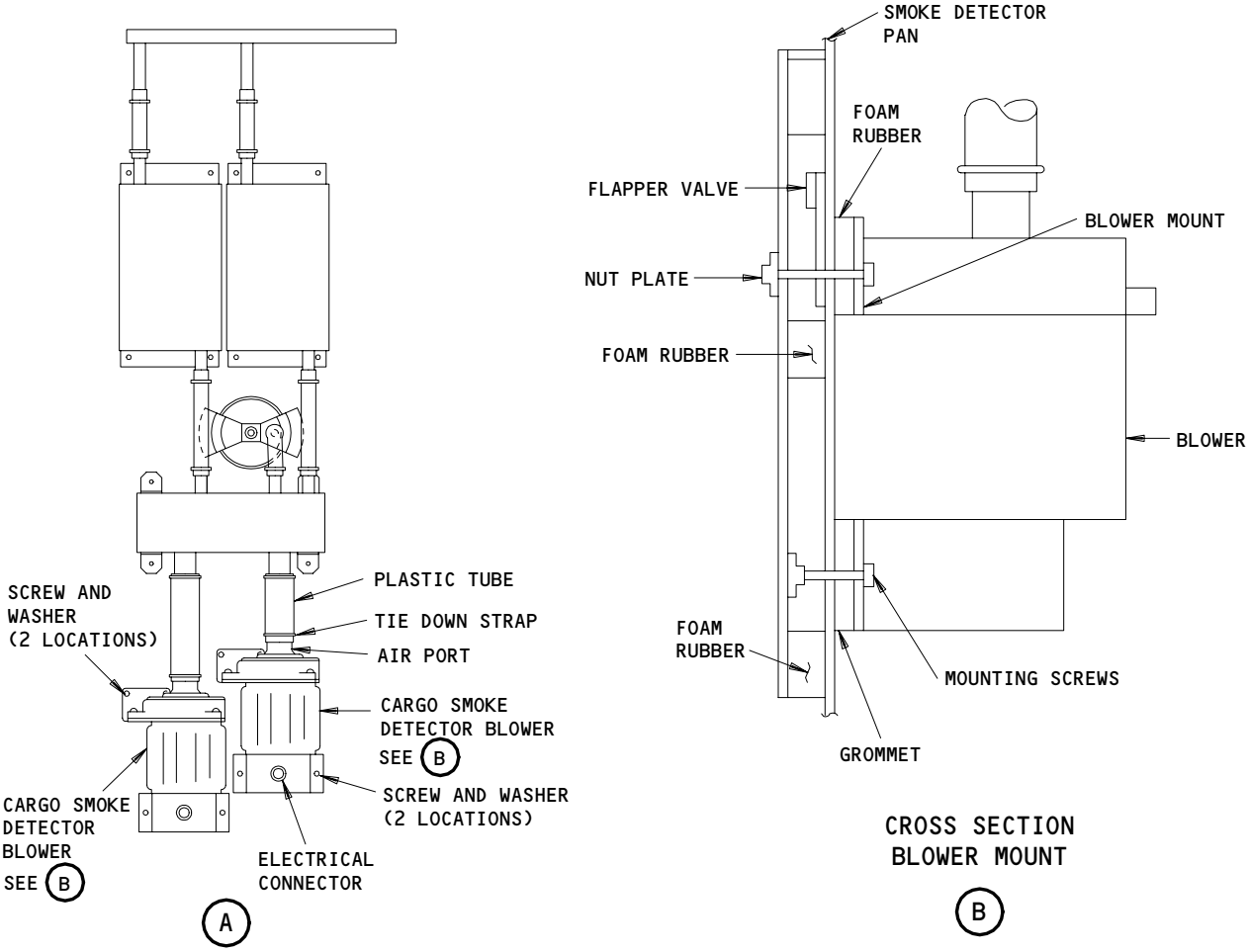
(a) 11U35, FIRE DET CARGO DC

MECH	INSP

(13) Do the check again for the aft cargo smoke detection system. Use blowers 1 and 2.

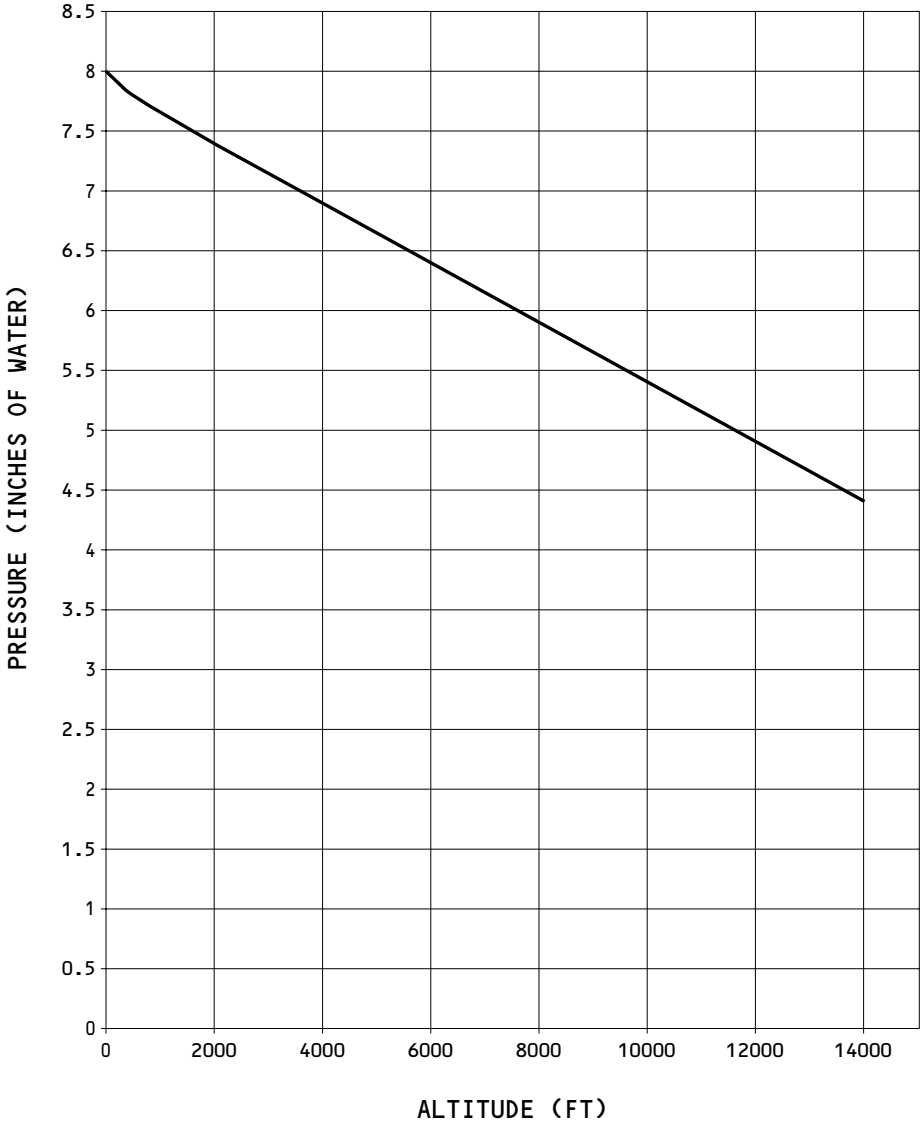
(14) Remove electrical power if it is not necessary (AMM 24-22-00/201).





Smoke Detector Blower Fan Isolation Flapper Valve Inspection/Check
Figure 201

ALTITUDE VS. MINIMUM VACUUM PRESSURE



Minimum Vacuum Gage Required at Respective Altitude
Figure 202

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-017-55
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	FWD CARGO		4C	14848	012	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
FUNCTIONAL	CARGO FIRE EXT DISCHARGE SYSTEM		NOTE	ALL

ZONES	ACCESS PANELS
121 122 212	1221 821

MECH	INSP	MPD ITEM NUMBER

FUNCTIONALLY CHECK THE CARGO FIRE EXTINGUISHING DISCHARGE SYSTEM. 26-23-00-5B

AIRPLANE NOTE: APPLICABLE TO PASSENGER AND GENERAL MARKET FREIGHTER AIRPLANES EXCEPT THE 767-400ER.

ACCESS NOTE: SPECIAL ACCESS 1221 REQUIRES REMOVAL OF FORWARD CARGO COMPARTMENT RIGHT SIDEWALL PANELS PER MM REF 25-52-01.
FIRE BOTTLES ARE LOCATED BEHIND ZIPPERED ACCESS PANELS.

1. System Test - Nonmetered Fire Extinguisher Discharge Lines

A. Equipment

(1) Pneumatic Air Source (capable of supplying 50 psig minimum dry air) (For checking discharge line pressure switch).

(2) Torque Wrench - commercially available with a range of 200-400 pound-inches

(3) Plug, Discharge Nozzle (3) - A26004-2

B. References

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

(2) AMM 31-41-00/501, EICAS

C. Access

MECH | INSP

(1) Location Zones

121/122	Forward Cargo Compartment
211/212	Flight Compartment
820	Lower Half of Fuselage (Right)

D. Test of the Forward Nonmetered Discharge Line (Fig. 502)

(1) Supply electrical power (AMM 24-22-00/201).

(2) Disconnect the forward discharge hose at the FWD discharge port of bottle 1 (B19).

NOTE: Only disconnect the hose from the bottle discharge outlet. Do not disconnect or loosen the connection between the hose and the tube fittings.

(3) Install a protective cap on the FWD discharge port of bottle 1 (B19).

CAUTION: APPLY PRESSURE TO THE TUBES. DO NOT PRESSURIZE THE FIRE BOTTLES. DAMAGE TO THE DISCHARGE PORTS CAN OCCUR.

(4) Connect the dry air source to the forward discharge hose of bottle 1 (B19). Use an applicable connector.

CAUTION: DO NOT APPLY MORE THAN 50 PSIG TO THE DISCHARGE LINE. DAMAGE TO EQUIPMENT CAN OCCUR.

(5) Apply pressure to the distribution line.

(6) Adjust the pressure to measure from 30 to 50 psig.

(a) Make sure the air flows freely from the nozzles in the sidewalls of the forward cargo compartment adjacent to the ceiling.

NOTE: There are three non-metered (dump) nozzles found in the left hand top sidewall of the cargo compartment. Note the locations of each of these nozzles for later installation of nozzle plugs.

MECH | INSP

(b) Make sure no air flows through the nozzles in the aft cargo compartment.

(7) Decrease the pressure to zero.

(8) Loosen the two screws that attach the nozzle assembly to give sufficient access to install the plug assembly.

(9) Install the plug assembly on the nozzle.

(10) Tighten the screws to seal the plug assembly on the nozzle.

(11) Install the nozzle plugs on the nozzles in the sidewalls of the forward cargo compartment, adjacent to the ceiling.

CAUTION: DO NOT APPLY MORE THAN 50 PSIG TO THE DISCHARGE LINE. DAMAGE TO EQUIPMENT CAN OCCUR.

(12) Apply pressure to the distribution line.

(a) Increase the pressure until the BTL DISCH light on the CARGO FIRE panel (P8), comes on.

(b) Make sure CARGO BTL 1 shows on the top EICAS display.

(c) Make sure CARGO BTL 2 does not show on the EICAS display.

(d) Make sure the pressure applied to the tubing is less than 35 psig.

(13) Increase the pressure on the tubing to 50 psig.

(14) Stop the dry air source.

(a) After two minutes, make sure the pressure is not less than 40 psig.

(15) Release the pressure from the tubing to the forward cargo compartment.

(16) Bleed the remaining pressure.

(17) Remove the nozzle plugs from the distribution nozzles.

MECH | INSP

(18) Remove the dry air source from the forward discharge hose of bottle 1 (B19).

(19) Make sure the red reset button on the pressure switch (S633) of the discharge line is extended.

(20) Push the red reset button on the pressure switch (S633) of the discharge line.

(a) Make sure these indications occur:

1) The BTL DISCH light on the CARGO FIRE panel (P8) goes off.

2) The CARGO BTL 1 does not show on the top EICAS display.

(21) Remove the protective cap from the FWD discharge port of bottle 1 (B19).

(22) Connect the discharge hose to the FWD discharge port of bottle 1 (B19). Tighten to 280 pound-inches.

E. Do a Test of the Aft Nonmetered Discharge Line (Fig. 502)

(1) Disconnect the discharge hose at the AFT discharge port of bottle 1 (B19).

NOTE: Disconnect the hose from the bottle discharge outlet. Do not disconnect or loosen the connection between the hose and the tube fittings.

(2) Install a protective cap on the AFT discharge port of bottle 1 (B19).

CAUTION: APPLY PRESSURE ONLY TO THE TUBING. DO NOT PRESSURIZE THE FIRE BOTTLES. DAMAGE TO THE DISCHARGE PORTS CAN OCCUR.

(3) Connect the dry air source to the aft discharge hose. Use an applicable connector.

(4) Apply pressure to the distribution line.

(5) Apply pressure of 50 psig to the tubing.

MECH | INSP

(a) Make sure CARGO BTL 1 does not show on the top EICAS display.

(b) Make sure CARGO BTL 2 does not show on the top EICAS display.

(c) Make sure the air flows freely from the distribution nozzles in the sidewall of the aft cargo compartment adjacent to the ceiling.

NOTE: There are three non-metered (dump) nozzles found in the left hand top sidewall of the cargo compartment. There is one non-metered (dump) nozzle on the right hand top sidewall in the bulk cargo compartment. Note the locations of each of these nozzles for later installation of nozzle plugs.

(d) Make sure no air flows through the nozzles in the forward cargo compartment.

(6) Decrease the pressure to zero.

(7) Loosen the two screws that attach the nozzle assembly to give sufficient access to install the plug assembly.

(8) Install the plug assembly on the nozzle.

(9) Tighten the screws to seal the plug assembly on the nozzle.

(10) Install the nozzle plugs on the nozzles in the sidewall of the cargo compartment, adjacent to the ceiling.

(11) Apply 50 psig of pressure to the tubing.

(12) Stop the dry air source.

(a) After two minutes, make sure the pressure is not less than 40 psig.

(13) Release the pressure from the tubing for the aft cargo compartment.

(14) Bleed the remaining pressure.

(15) Remove the nozzle plugs from the distribution nozzles.

(16) Remove the dry air source from the aft discharge hose of bottle 1 (B19).

(17) Remove the protective cap from the AFT discharge port of bottle 1 (B19).

(18) Connect the discharge hose to the AFT discharge port of bottle 1 (B19). Tighten to 280 pound-inches.

(19) Remove electrical power if it is not necessary (AMM 24-22-00/201).

2. System Test - Metered Fire Extinguisher Discharge Lines

A. Equipment

(1) Torque Wrench - commercially available with a range of 130-400 pound-inches

(2) Pressure Seal Cap (2) - MS21914-10

(3) Gage 0-200 psig (certified) divided by 1 psig minimum with precision of 0.25% (commercially available).
Gage is part of Regulator Test Equipment A26003-7

(4) Gage 0-400 psig (certified, commercially available).

(5) Regulated source of dry nitrogen - (approximately 400 psi)

(6) Regulator Test Equipment - A26003-7 or A26003-10

(7) Nozzle pressure caps (3)

B. References

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

(2) AMM 31-41-00/501, EICAS

C. Test of the Forward Metered Discharge Line (Fig. 502)

(1) Supply electrical power (AMM 24-22-00/201).

MECH | INSP

(2) Get access to the rear of the first nozzle in the forward cargo compartment.

(a) Remove the cargo lining. (You will find the nozzle in the center of the ceiling, 10 feet forward of the forward cargo door.)

NOTE: There are two metered nozzles in the forward cargo compartment. The metered nozzles are both along the ceiling centerline. The forward nozzle is at Station 423, approximately 10 feet forward of the forward cargo door.

(b) Hold the rear of the nozzle to make sure the B-nut does not come loose.

(c) Remove the jam nut from the front of the halon distribution panel.

(d) Seal the nozzle with a nozzle pressure cap.

(3) Get access to the rear of the next nozzle in the forward cargo compartment.

(a) Remove the cargo lining. (You will find the nozzle 18 feet aft of the first nozzle).

NOTE: There are two metered nozzles in the forward cargo compartment. The metered nozzles are both along the ceiling centerline. The aft nozzle is at Station 643, approximately 18 feet aft of the forward nozzle.

(b) Hold the rear of the nozzle to make sure the B-nut does not come loose.

(c) Remove the jam nut from the front of the halon distribution panel.

(d) Remove the nozzle.

(4) Install the nozzle on the end of the regulator test fixture.

(5) Install the regulator test fixture and the gage.

MECH | INSP

(6) Disconnect the forward metered discharge hoses.

NOTE: Disconnect the hose from the bottle discharge outlet. Do not disconnect or loosen the connection between the hose and the tube fittings.

(a) Disconnect the forward discharge hose from the FWD discharge port of bottle 2 (B20).

(b) AIRPLANES WITH BOTTLE 2A INSTALLED;
Disconnect the forward discharge hose from the FWD discharge port of bottle 2A (B231).

(7) Install protective caps on the FWD discharge ports of bottle 2 (B20) and bottle 2A (B231) as applicable.

(8) Connect the dry nitrogen source to the forward metered discharge hose of bottle 2 (B20). Use an applicable connector.

NOTE: If there is not a pressure gage on the source, you must install the 0-400 psi pressure gage between the source and the discharge line.

(9) AIRPLANES WITH THREE CARGO FIRE EXTINGUISHER BOTTLES INSTALLED;
Make sure the forward discharge lines for bottle 2 and 2A are connected together.

CAUTION: APPLY PRESSURE ONLY TO THE TUBING. DO NOT PRESSURIZE THE FIRE BOTTLES. DAMAGE TO THE DISCHARGE PORTS CAN OCCUR.

(a) Apply 50 psig of pressure to the distribution line of the forward cargo compartment.

(b) AIRPLANES WITH BOTTLE 2A INSTALLED;
Make sure the nitrogen flows from the forward metered discharge hose of bottle 2A (B231).

(c) Stop the pressurization.

(d) Install a pressure seal cap on the forward metered discharge hose of bottle 2A (B231). Use an applicable cap.

MECH | INSP

CAUTION: APPLY PRESSURE ONLY TO TUBING. DO NOT PRESSURIZE THE FIRE BOTTLES. DAMAGE TO DISCHARGE PORTS MAY OCCUR.

(10) Apply 280 ±20 psig of pressure to the tubing that goes to the forward cargo compartment.

(a) Make sure there are no leaks in the connections.

(11) Make sure the downstream pressure on the test gage is 102 ±6 psig.

(12) Stop the pressurization.

(13) Remove the regulator test fixture and the gage.

(14) Install the nozzle.

(15) Seal the nozzle with a nozzle pressure cap.

NOTE: Always hold the rear of the nozzle to make sure the B-nut does not come loose. Torque and seal the joint after you install nozzles, caps, or jam nuts.

(16) Make sure the discharge switches in the forward metered discharge lines operate correctly.

(a) Make sure the red reset button on the pressure switch (S661) on the discharge line is not extended.

(b) If the button is extended, reset it.

(c) Apply pressure to the tubing that goes to the forward cargo compartment.

(d) Increase the pressure until the BTL DISCH light on the CARGO FIRE panel (P8) comes on.

1) Make sure these indications occur:

a) The EICAS message, CARGO BTL 1, does not show on the top EICAS display.

b) The EICAS message, CARGO BTL 2, shows on the top EICAS display.

MECH | INSP

(e) Make sure the pressure that comes into the tubing measures less than 350 psig.

(17) Make sure the forward metered discharge line does not leak.

(a) Adjust the pressure to 350 psig.

(b) Close the nitrogen supply valve to keep the air in the tubing.

(c) After 10 minutes, make sure the pressure is not less than 348 psig.

(18) Remove the pressure from the tubing of the forward metered discharge line.

(19) Bleed the remaining pressure.

(20) Remove all the pressure caps from the nozzles.

NOTE: Make sure that the nozzle pressure caps are removed from the airplane. These parts are small and are easily left on the airplane before flight.

(21) Install the jam nuts.

NOTE: Always hold the rear of the nozzle to make sure the B-nut does not come loose. Torque and jam nut to 150 inch-pound. Torque stripe (torque seal) the jam nut.

(22) Adjust the pressure to 350 psig.

(a) Make sure nitrogen flows freely from each of the distribution nozzles (2) in the forward cargo compartment ceiling.

(b) Make sure no nitrogen flows through the nozzles in the aft cargo compartment.

(23) Stop the pressurization.

(24) Remove the dry nitrogen source from the forward discharge hose.

(25) Make sure the red reset button on the discharge line pressure switch (S661) is extended.

(26) Push the red reset button on the pressure switch (S661) on the discharge line.

MECH | INSP

(a) Make sure these indications occur:

1) The BTL DISCH light, on the APU/CARGO FIRE control panel (P8) goes off.

2) The EICAS message, CARGO BTL 2, does not show on the top display.

(27) Connect bottle 2 to the forward discharge hose.

(a) Remove the protective cap from the FWD discharge port of bottle 2 (B20).

(b) Connect the forward discharge hose to the FWD discharge port of bottle 2 (B20). Tighten to 280 pound-inches.

(28) AIRPLANES WITH BOTTLE 2A INSTALLED;
Connect bottle 2A to the forward discharge hose.

(a) Remove the protective cap from the FWD discharge port of bottle 2A (B231).

(b) Remove the pressure seal cap from the forward metered discharge hose of bottle 2A (B231).

(c) Connect the forward discharge hose to the FWD discharge port of bottle 2A (B231). Tighten to 280 pound-inches.

D. Do a Test of the Aft Metered Discharge Line (Fig. 502)

(1) Get access to the rear of the metered nozzle in the aft cargo compartment.

(a) Remove the cargo lining. (You will find the nozzle in the center of the ceiling, 11 feet forward of the aft cargo door.)

NOTE: There are three metered nozzles in the aft cargo compartment. The metered nozzles are all along the ceiling centerline. The forwardmost nozzle is at Station 1142, approximately 11 feet forward of the aft cargo door.

(b) Hold the rear of the nozzle to make sure the B-nut will not come loose.

(c) Remove the jam nut from the front of the halon distribution panel.

(2) Seal the nozzle with a nozzle pressure cap.

(3) Get access to the rear of the metered nozzle in the bulk cargo compartment.

(a) Remove the cargo lining. (You will find the nozzle in the center of the ceiling, 9 feet aft of the aft cargo door.

NOTE: There are three metered nozzles in the aft cargo compartment. The metered nozzles are all along the ceiling centerline. The aftmost nozzle is in the bulk cargo compartment at Station 1440, approximately 9 feet aft of the aft cargo door.

(b) Hold the rear of the nozzle to make sure the B-nut does not come loose.

(4) Remove the jam nut from the front of the halon distribution panel.

(5) Seal the nozzle with a nozzle pressure cap.

(6) Get access to the rear of the metered nozzle in the aft cargo compartment.

(a) Remove the cargo lining. (You will find the nozzle in the center of the ceiling, 2 feet forward of the aft cargo door.)

NOTE: There are three metered nozzles in the aft cargo compartment. The metered nozzles are all along the ceiling centerline. The middle nozzle at Station 1251, approximately 2 feet forward of the aft cargo door.

(b) Hold the rear of the nozzle to make sure the B-nut does not come loose.

(7) Remove the jam nut from the front of the halon distribution panel.

(8) Remove the nozzle.

(9) Install the nozzle on the end of the regulator test fixture.

(10) Install the regulator test fixture and the gage.

MECH | INSP

(11) Disconnect the aft discharge hose from the AFT discharge port of bottle 2 (B20).

(12) AIRPLANES WITH BOTTLE 2A INSTALLED;
Disconnect the aft discharge hose from the AFT discharge port of bottle 2A (B231).

(13) Install protective caps on the AFT discharge ports of bottle 2 and bottle 2A.

(14) Connect the dry nitrogen source to the discharge hose of bottle 2 that goes to the aft cargo compartment.

(15) AIRPLANES WITH THREE BOTTLES INSTALLED;
Make sure that the bottle 2 and bottle 2A aft discharge lines are connected together.

CAUTION: APPLY PRESSURE ONLY TO TUBING. DO NOT PRESSURIZE THE FIRE BOTTLES. DAMAGE TO DISCHARGE PORTS MAY OCCUR.

(a) Apply 50 psig of pressure.

1) Make sure the air flows from the flex hose of bottle 2A.

(b) Stop the nitrogen flow.

(c) Seal the flex hose with a pressure seal cap.

CAUTION: APPLY PRESSURE ONLY TO TUBING. DO NOT PRESSURIZE THE FIRE BOTTLES. DAMAGE TO DISCHARGE PORTS MAY OCCUR.

(16) Apply 280 ±20 psig of pressure to the tubing that goes to the aft cargo compartment.

(a) Make sure there are no leaks in the connections.

(b) Make sure the downstream pressure on the test gage is 102 ±6 psig.

(17) Stop the pressurization.

(18) Remove the regulator test fixture and the gage.

MECH | INSP

(19) Install the nozzle on the nozzle tubing outlet.

(20) Seal the nozzle with a nozzle pressure cap.

NOTE: Always support the rear of the nozzle to make sure the B-nut not come loose. Torque and seal the joint after you install any nozzle, caps, or jam nuts.

(21) Make sure the discharge switches in the aft metered discharge lines operate correctly.

(a) Make sure the red reset button on the pressure switch (S662) on the discharge line is not extended.

NOTE: If the button is extended, reset it.

(b) Apply pressure to the tubing that goes to the aft cargo compartment.

(c) Increase the pressure until the BTL DISCH light on the CARGO FIRE panel (P8) comes on.

1) Make sure these indications occur:

a) The EICAS message, CARGO BTL 1, does not show on the top EICAS display.

b) The EICAS message, CARGO BTL 2, shows on the top EICAS display.

2) Make sure the pressure that goes into the tubing is less than 350 psig.

(22) Make sure the aft metered discharge line does not leak.

(a) Adjust the pressure to 350 psig.

(b) Close the nitrogen supply valve to keep the air in the tubing.

(c) After 10 minutes, make sure the pressure is not less than 348 psig.

(23) Remove the pressure in the tubing of the aft metered discharge line.

(24) Bleed the remaining pressure.

MECH	INSP

(25) Remove all the pressure caps from the nozzles.

NOTE: Make sure that the nozzle pressure caps are removed from the airplane. These parts are small and are easily left on the airplane before flight.

(26) Install the jam nuts.

NOTE: Always hold the rear of the nozzle to make sure the B-nut does not come loose. Torque the jam nut to 150 inch-pound. Torque stripe (torque seal) the jam nut.

(27) Adjust the pressure to 350 psig.

(a) Make sure the nitrogen flows freely from each of the distribution nozzles (3) in the aft cargo compartment ceiling panels.

(b) Make sure there is no nitrogen flow through the nozzles in the forward cargo compartment.

(28) Stop the pressurization.

(29) Remove the dry nitrogen source from the aft metered discharge hose.

(30) Make sure the red reset button on the discharge line pressure switch (S662) is extended.

(31) Push the red reset button on the pressure switch (S662) on the discharge line.

(a) Make sure the BTL DISCH light on the CARGO FIRE panel goes off.

(b) Make sure CARGO BTL 2 does not show on the top EICAS display.

(32) Connect bottle 2 to the aft discharge hose.

(a) Remove the protective cap from the discharge port on bottle 2 (B20).

(b) Connect the aft discharge hose to the AFT discharge port of bottle 2 (B20). Tighten to 280 pound-inches.

(33) AIRPLANES WITH BOTTLE 2A INSTALLED;
Connect bottle 2A to the aft discharge hose.

MECH	INSP

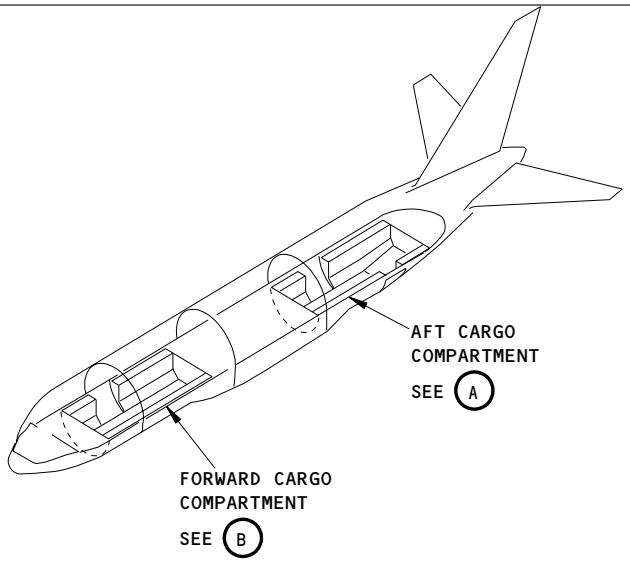
(a) Remove the protective cap from the aft discharge port of bottle 2A (B231).

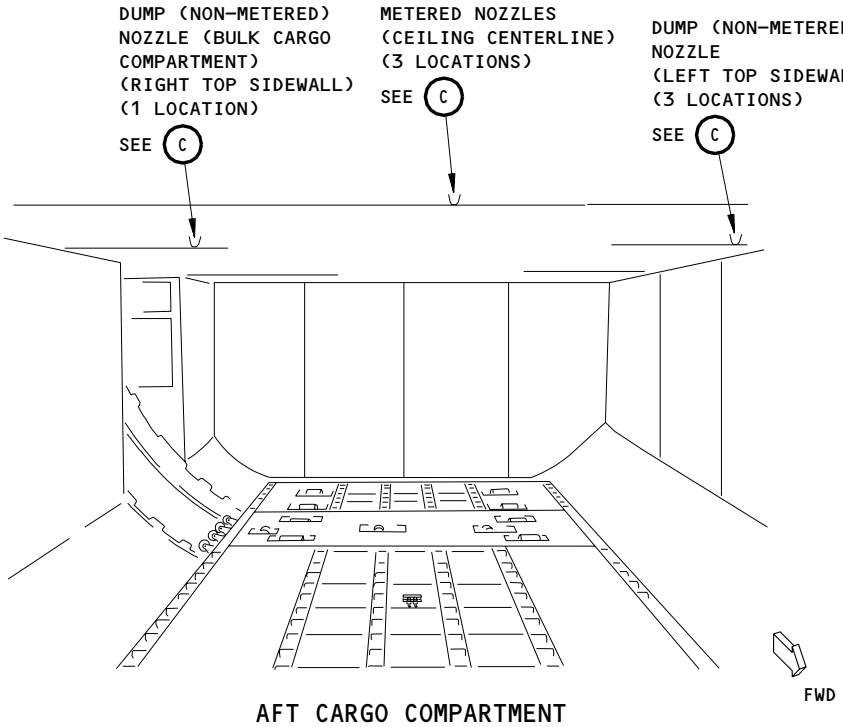
(b) AIRPLANES WITH BOTTLE 2A INSTALLED;
Do the steps that follow:

1) Remove the nozzle pressure cap from the aft metered discharge hose of bottle 2A (B231).

2) Connect the aft discharge hose to the AFT discharge port of bottle 2A (B231). Tighten to 280 pound-inches.

(34) Remove electrical power if it is not necessary (AMM 24-22-00/201).

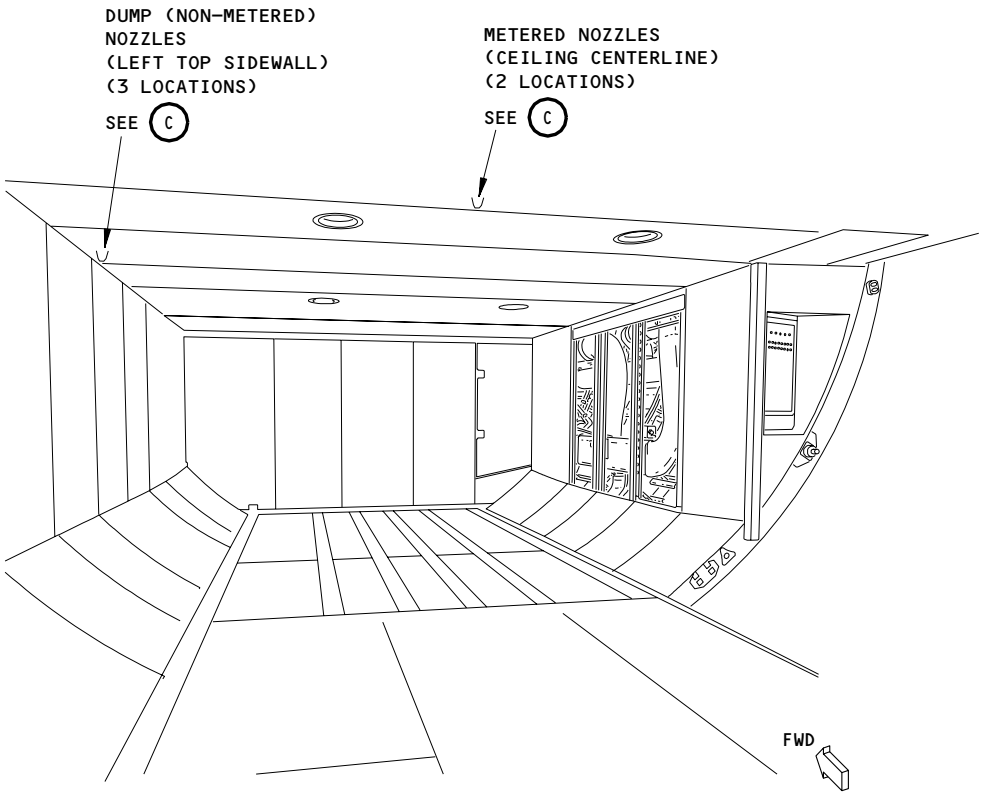




AFT CARGO COMPARTMENT

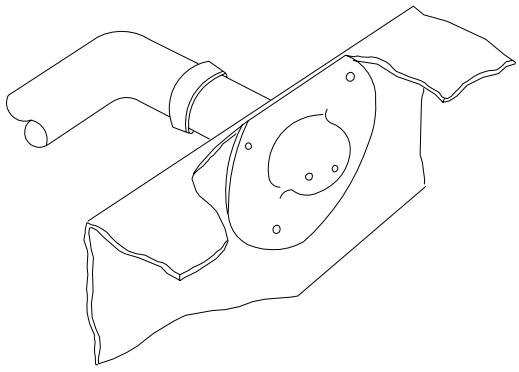
A

Nozzle Locations
Figure 502 (Sheet 1)



FORWARD CARGO COMPARTMENT

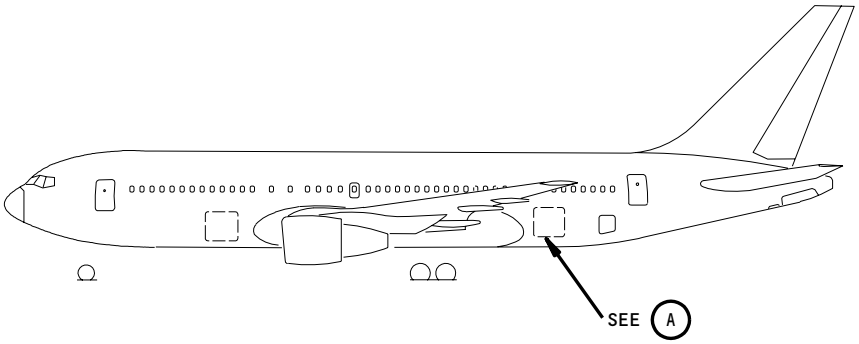
B

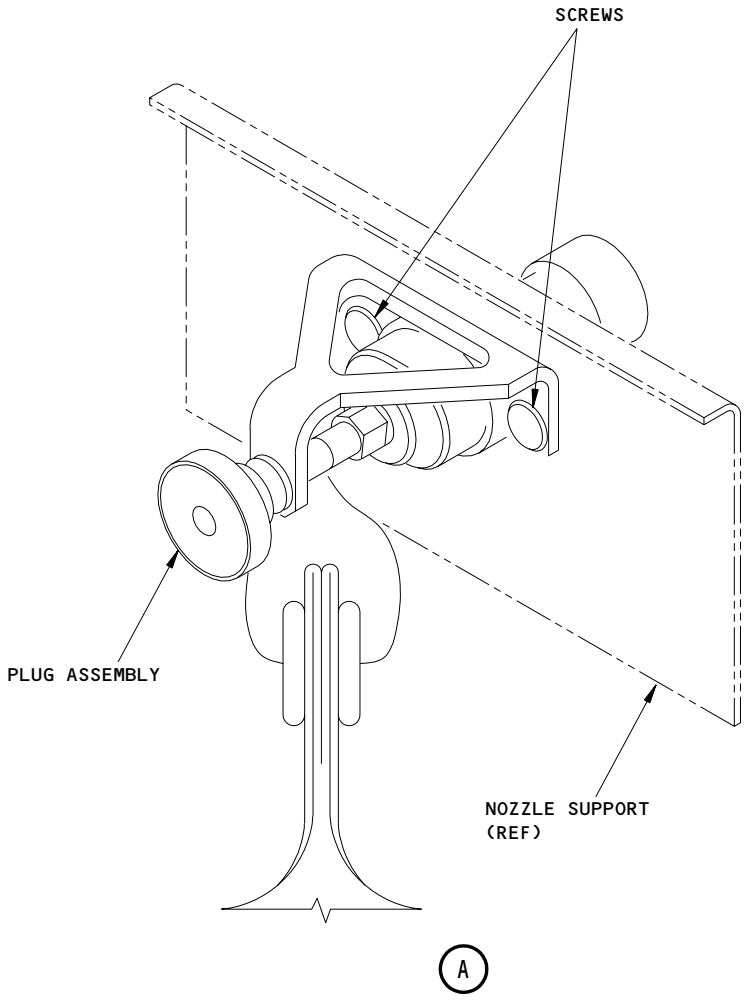


NOZZLE
(EXAMPLE)

C

Nozzle Locations
Figure 502 (Sheet 2)





Nozzle Plug Assembly
Figure 503

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-018-56
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	LAVATORIES		1C	11212	006	AUG 22/01

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	LAVATORY SMOKE DETECTORS		PASS	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE LAVATORY SMOKE DETECTORS. 26-13-00-5A

1. System Test - Lavatory Smoke Detectors

A. Equipment

(1) Rosco Fog/Smoke Machine - Model 1600 or equivalent (Recommended)

Rosco Laboratories Inc.
52 Harbor View Avenue
Stanford, CT 06902
Phone: 800-767-2669 or 203-709-8900
FAX: 203-709-8919

(2) Ventilation Smoke Tube P/N 458481 or equivalent (Alternative)
Mine Safety Appliance Co.
P.O. Box 426
Pittsburgh, PA 15230
Phone: 412-967-3000
FAX: 412-967-3161

B. References

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

C. Prepare for test

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

(2) Make sure the circuit breaker on the overhead circuit breaker panel, P11, is closed:

(a) 11K36, SMOKE DETECTORS

MECH	INSP

(3) Use an approved source to make smoke adjacent to each lavatory smoke detector.

(4) Make sure these indications occur on the FWD (AFT) alarm panel:

(a) The SMOKE DETECTOR light comes on

(b) The location indicator light of the detector that is tested comes on.

(c) The alarm horn is heard.

(5) SAS 164-199;

Make sure this indication occurs:

(a) The smoke warning light (red) outside of each lavatory, come on.

(6) Push the RESET switch at the FWD (AFT) alarm panel.

NOTE: The alarm indications will return if there is still sufficient smoke in lavatory.

(7) Make sure these indications occur:

(a) The alarm horn is not heard.

(b) The SMOKE DETECTOR light goes off for approximately 1 minute.

(c) The location indicator light goes off for approximately 1 minute.

(8) Make sure these indications occur on the AFT (FWD) alarm panel:

(a) The smoke detector light goes off.

(b) The alarm horn is not heard.

(9) SAS 164-199;
Make sure the lavatory smoke warning light (red) outside of the lavatory stays on and will go off in less than 1 minute.

(10) Push the HORN/INTERRUPT switch if it is necessary to stop the alarm horn. The location indicator light will go off if the smoke condition is clear.

MECH	INSP

(11) Remove or blow the smoke away from the lavatory.

(12) Make sure all the alarm indications stop.

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

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-018-57
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	LAVATORIES		1C	11212	006	AUG 22/01

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	LAVATORY SMOKE DETECTORS		PASS	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE LAVATORY SMOKE DETECTORS. 26-13-00-5A

1. System Test - Lavatory Smoke Detectors

A. Equipment

(1) Rosco Fog/Smoke Machine - Model 1600 or equivalent (Recommended)

Rosco Laboratories Inc.
52 Harbor View Avenue
Stanford, CT 06902
Phone: 800-767-2669 or 203-709-8900
FAX: 203-709-8919

(2) Ventilation Smoke Tube P/N 458481 or equivalent (Alternative)
Mine Safety Appliance Co.
P.O. Box 426
Pittsburgh, PA 15230
Phone: 412-967-3000
FAX: 412-967-3161

B. References

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

C. Prepare for Test

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

(2) Make sure these circuit breakers on the overhead circuit breaker panel, P11, are closed:

(a) 11C22, PASS ADRS

(b) 11P34, LIGHTING LAV CALL SMOKE DET SYS

MECH | INSP

D. Do a test of the Lavatory Smoke Detection System

(1) Make sure the green power indicator lamp, on the smoke detector face, comes on.

WARNING: USE AN APPLICABLE CONTAINER TO BURN MATERIAL. USE OF AN INCORRECT CONTAINER CAN PERMIT SPARKS OR FLAMES TO OCCUR. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Use an approved source to make smoke adjacent to each lavatory smoke detector.

(3) Make sure the red alarm indicator lamp, on the smoke detector face, comes on.

(4) Make sure the smoke detector alarm horn is heard.

(5) Make sure the lavatory call light (yellow), installed in the ceiling adjacent to the lavatory, comes on and goes off.

(6) Make sure the attendant chime, adjacent to the lavatory, is heard.

(7) Make sure the master attendant call lights in the passenger compartment come on and go off.

(8) Push the alarm interrupt switch on the smoke detector face with a small screwdriver or other applicable tool.

(9) Make sure the attendant chime and smoke detector alarm horn is not heard.

(10) Make sure the red alarm indicator lamp, on the smoke detector face, goes off when there is no smoke.

(11) Push the attendants lavatory call button in the lavatory module.

(12) Make sure the lavatory call light (yellow) comes on and the attendant call chime is heard.

(13) Push the attendants call reset switch which is external to the lavatory.

(14) Make sure all the attendant call functions stop.

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

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-019-51
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	CARGO COMPT		2A	NOTE	102XX	012	APR 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	CRGO SMOKE DET AIR SAMPLING ORIFICES		NOTE	ALL

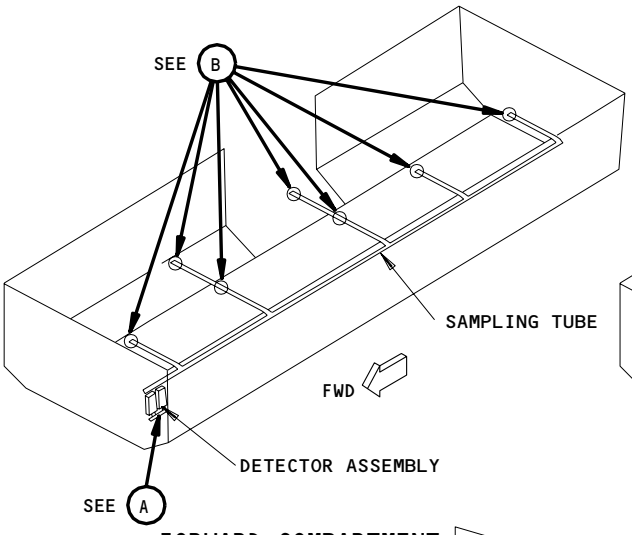
ZONES	ACCESS PANELS
121 122 153 154 161 162	821 822

MECH	INSP	MPD ITEM NUMBER

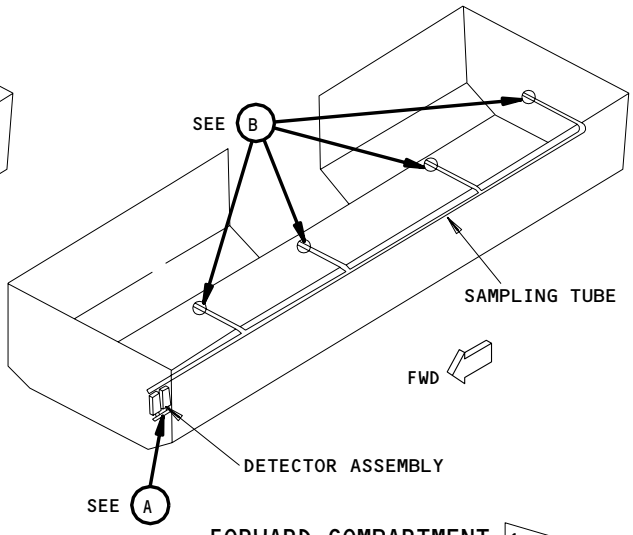
VISUALLY CHECK THE CARGO SMOKE DETECTOR AIR SAMPLING ORIFICES FOR BLOCKAGE. 26-16-00-A

INTERVAL NOTE: MRB FREQUENCY IS 1C.

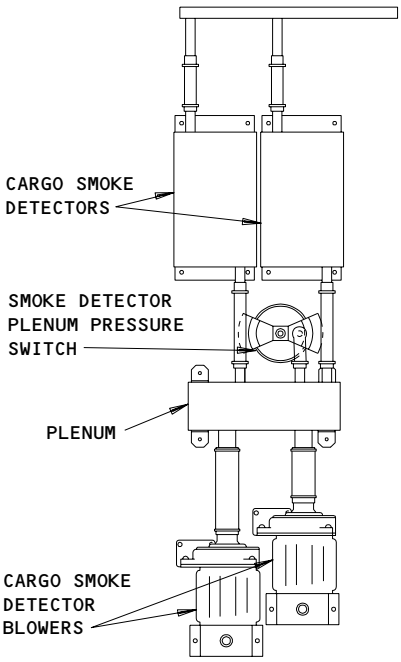
AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL PASS AIRPLANE MODELS EXCEPT THE 767-400ER.



FORWARD COMPARTMENT 2

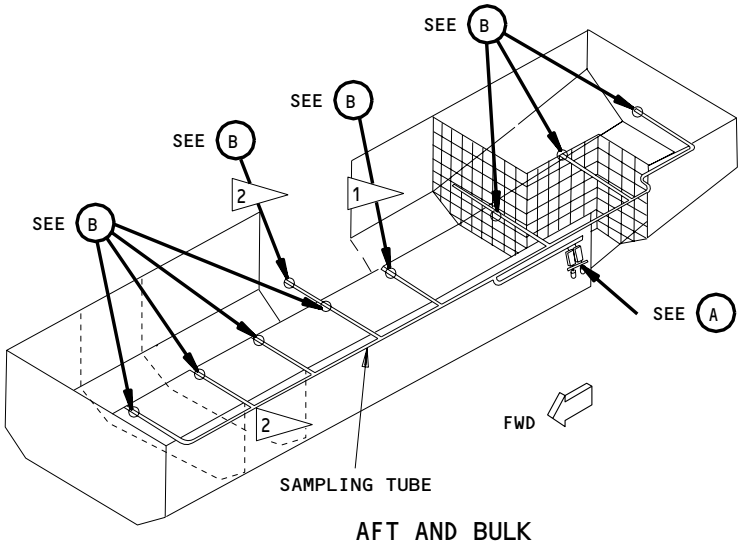


FORWARD COMPARTMENT 1

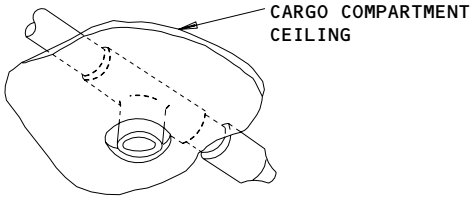


DETECTOR ASSEMBLY
(EXAMPLE)

A



AFT AND BULK
COMPARTMENT



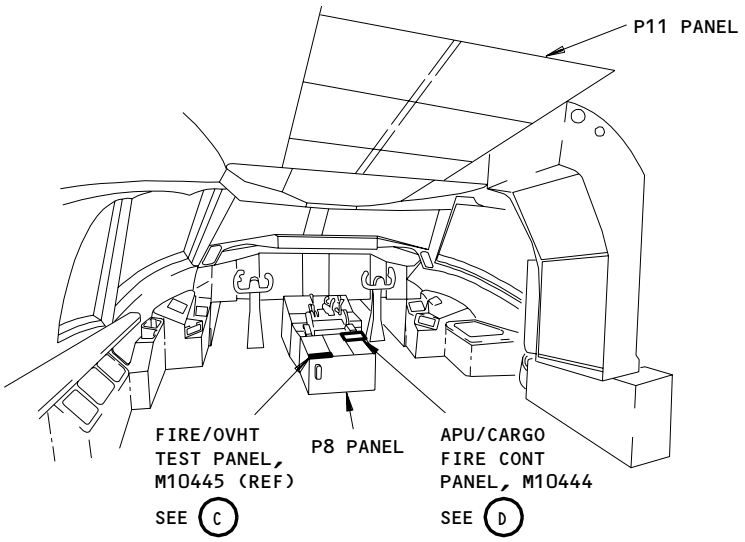
INTAKE ORIFICE

B

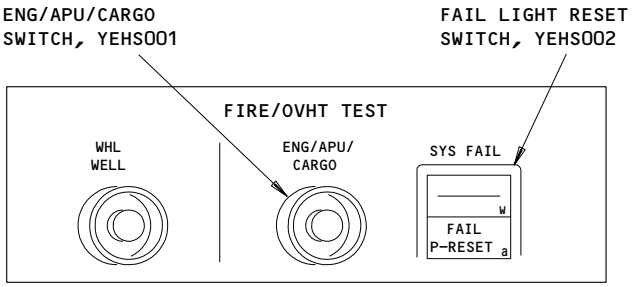
1 767-200 AIRPLANES

2 767-300 AIRPLANES

Cargo Compartment Smoke Detection System Adjustment/Test
Figure 501 (Sheet 1)

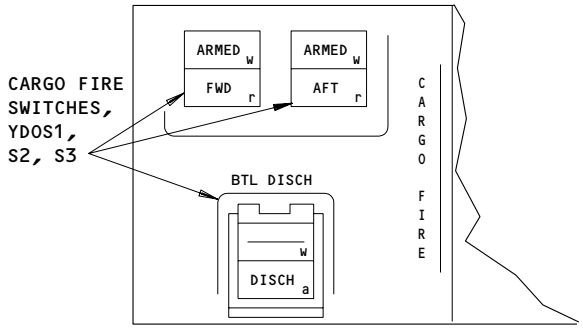


FLIGHT COMPARTMENT



FIRE/OVHT TEST PANEL, M10445

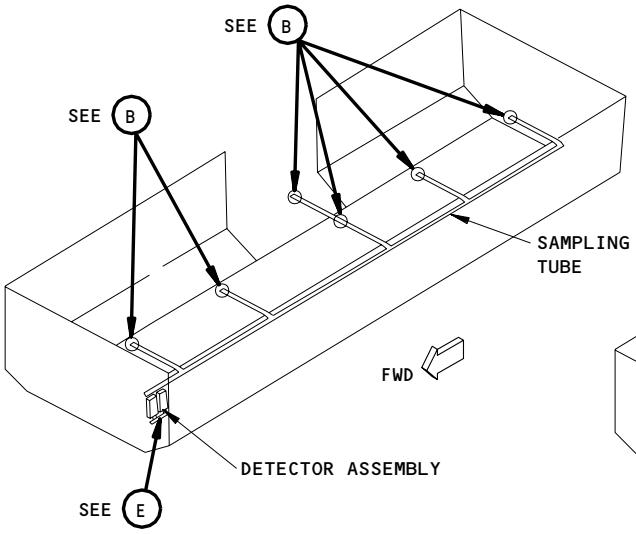
C



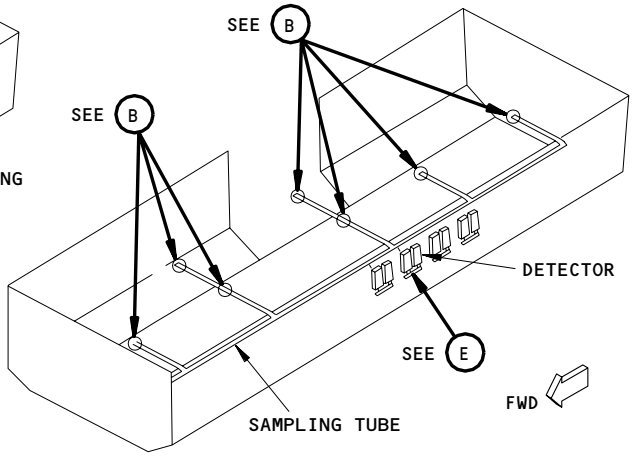
APU/CARGO FIRE CONTROL PANEL, M10444

D

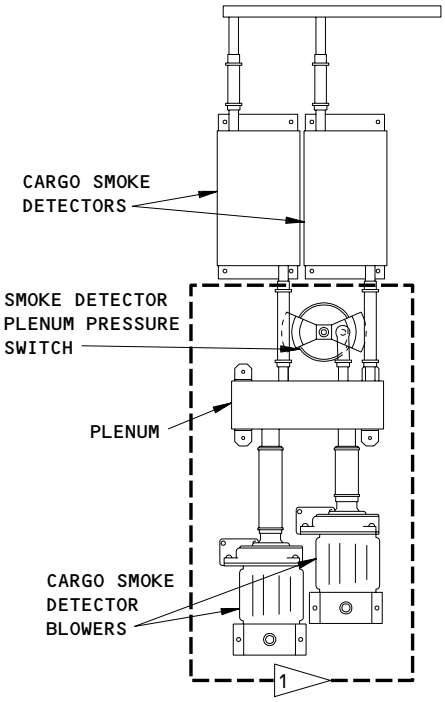
Cargo Compartment Smoke Detection System Adjustment/Test
Figure 501 (Sheet 2)



FORWARD COMPARTMENT 1

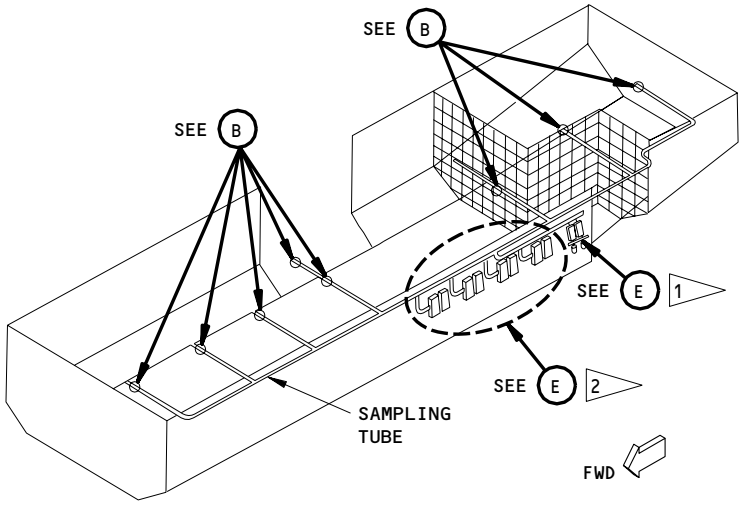


FORWARD COMPARTMENT 2



DETECTOR ASSEMBLY
(EXAMPLE)

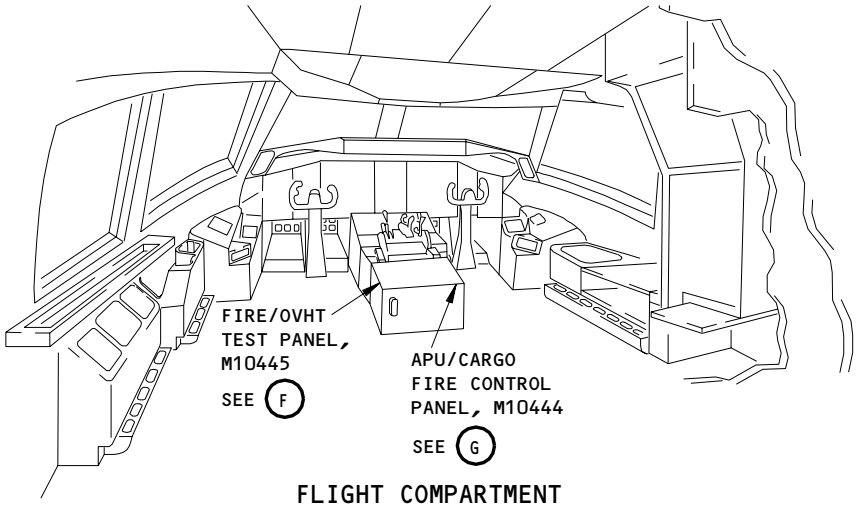
E



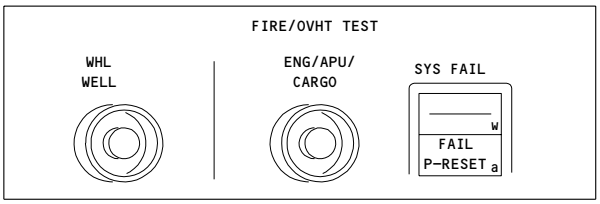
AFT AND BULK COMPARTMENT

1 PASSENGER AIRPLANES
2 FREIGHTERS

Cargo Compartment Smoke Detection System Adjustment/Test
Figure 501 (Sheet 3)

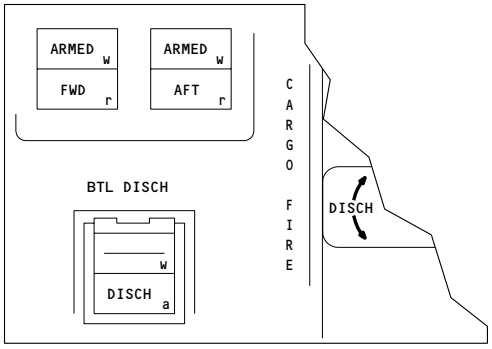


FLIGHT COMPARTMENT



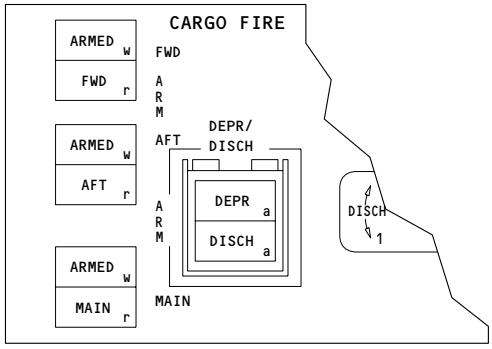
FIRE/OVHT TEST PANEL, M10445

F



APU/CARGO FIRE CONTROL PANEL

G 1



APU/CARGO FIRE CONTROL PANEL

G 2

1 PASSENGER AIRPLANES
2 FREIGHTERS

Cargo Compartment Smoke Detection System Adjustment/Test
Figure 501 (Sheet 4)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-020-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	FUSELAGE		1C	11212	002	AUG 22/04

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	FIRE DETECTION SYSTEM FAIL LIGHT		NOTE	ALL

ZONES	ACCESS PANELS
119 120 161 212	119AL 811

MECH	INSP

MPD ITEM NUMBER

OPERATIONALLY CHECK FIRE DETECTION SYSTEM FAIL LIGHT. 26-10-00-6B

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-400ER.

1. Fire Detection System Fail Light Check (Fig. 601)

A. References

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

(2) AMM 31-41-00/501, Engine Indication and Crew Alerting System (EICAS)

(3) AMM 31-51-00/501, Warning System

B. Do this procedure for the left engine fire detection system. Use printed circuit cards M681 and M682.

(1) Supply electrical power (AMM 24-22-00/201).

(2) Open the circuit breakers, on the overhead circuit breaker panel, P11, listed in the table below for the left engine fire detection system check. Attach DO-NOT-CLOSE tags:

TABLE 1

SYSTEM	CARDS	CIRCUIT BREAKERS

MECH | INSP

TABLE 1

SYSTEM	CARDS	CIRCUIT BREAKERS
L ENG FIRE	M681 M682	11A33, IND LIGHTS 1 11A34, IND LIGHTS 2 11A35, IND LIGHTS 3 11B18, WARN ELEX B 11B19, FIRE SWITCH UNLOCK 11B20, FIRE DETECTION LEFT ENGINE 1 11B21, FIRE DETECTION LEFT ENGINE 2 11J34, WARN ELEX A 11K30, ALTN PWR FIRE DETECTION ENGINE L 11P1, LIGHTING INSTRUMENT & PANEL AISLE STAND 11R29, RIGHT IND LTS 2
R ENG FIRE	M683 M684	11A33, IND LIGHTS 1 11A34, IND LIGHTS 2 11A35, IND LIGHTS 3 11B18, WARN ELEX B 11B19, FIRE SWITCH UNLOCK 11B22, FIRE DETECTION RIGHT ENGINE 1 11B23, FIRE DETECTION RIGHT ENGINE 2 11J34, WARN ELEX A 11K31, ALTN PWR FIRE DETECTION ENGINE R 11P1, LIGHTING INSTRUMENT & PANEL AISLE STAND 11R29, RIGHT IND LTS 2
L ENG OVHT	M687 M688	11A33, IND LIGHTS 1 11A34, IND LIGHTS 2 11A35, IND LIGHTS 3 11B18, WARN ELEX B 11B29, OVERHEAT DETECT LEFT ENGINE 1 11B30, OVERHEAT DETECT LEFT ENGINE 2 11J34, WARN ELEX A 11K34, ALTN PWR OVHT DETECTION ENGINE L 11P1, LIGHTING INSTRUMENT & PANEL AISLE STAND 11R29, RIGHT IND LTS 2

TABLE 1		
SYSTEM	CARDS	CIRCUIT BREAKERS
R ENG OVHT	M689 M690	11A33, IND LIGHTS 1 11A34, IND LIGHTS 2 11A35, IND LIGHTS 3 11B18, WARN ELEX B 11B31, OVERHEAT DETECT RIGHT ENGINE 1 11B32, OVERHEAT DETECT RIGHT ENGINE 2 11J34, WARN ELEX A 11K35, ALTN PWR OVHT DETECTION ENGINE R 11P1, LIGHTING INSTRUMENT & PANEL AISLE STAND 11R29, RIGHT IND LTS 2
APU FIRE	M685 M686	11A33, IND LIGHTS 1 11A34, IND LIGHTS 2 11A35, IND LIGHTS 3 11B18, WARN ELEX B 11B19, FIRE SWITCH UNLOCK 11B24, FIRE DETECTION APU 1 11B25, FIRE DETECTION APU 2 11B34, APU REMOTE FIRE IND 11J34, WARN ELEX A 11K32, ALTN PWR FIRE DETECTION APU 11R29, RIGHT IND LTS 2

(3) Remove printed circuit cards M681 and M682 from the fire detection card file P54. P54 is in the E/E bay, adjacent to the right side of the nose gear wheel well.

(4) Remove the DO-NOT-CLOSE tags and close the circuit breakers which were opened in Table 1.

(5) Make sure the yellow FAIL P-RESET light (P8) is on.

(6) Make sure the EICAS message FIRE/OVHT SYS shows on the top display.

(7) Push the FAIL P-RESET switchlight.

(8) Make sure the switchlight goes off.

(9) Make sure the EICAS message FIRE/OVHT SYS does not show on the top display.

MECH | INSP

(10) Open the circuit breakers which were closed in Table 1 and attach DO-NOT-CLOSE tags.

(11) Install printed circuit cards M681 and M682.

(12) Remove the DO-NOT-CLOSE tags and close the circuit breakers which were opened in Table 1.

(13) Do the procedure again for the right engine fire detection system. Use printed circuit cards M683 and M684.

(14) Do the procedure again for the left engine overheat detection system. Use printed circuit cards M687 and M688.

(15) Do the procedure again for the right engine overheat detection system. Use printed circuit cards M689 and M690.

(16) Do the procedure again for the APU fire detection system. Use printed circuit cards M685 and M686.

(17) Do this procedure for the Lower forward cargo compartment smoke detection system:

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

1) 11B26, FIRE DETECTION CARGO 1

2) 11B27, FIRE DETECTION CARGO 2

3) 11K33, ALTN PWR FIRE DETECTION CARGO

(b) Disconnect the electrical connectors from both of the forward cargo smoke detectors, M324 and M325. The forward cargo smoke detectors are aft of the left generator power panel, P31, in the E/E bay. Get access to the detectors from the E/E compartment, or through the forward bulkhead panel in the forward cargo compartment.

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

1) 11B26, FIRE DETECTION CARGO 1

2) 11B27, FIRE DETECTION CARGO 2

3) 11K33, ALTN PWR FIRE DETECTION CARGO

MECH	INSP

(d) Make sure the yellow FAIL P-RESET light (P8) is on.

(e) Make sure the EICAS message FIRE/OVHT SYS shows on the top display.

(f) Push the FAIL P-RESET switchlight.

(g) Make sure the switchlight goes off.

(h) Make sure the EICAS message FIRE/OVHT SYS does not show on the top display.

(i) Open these circuit breakers on the P11 panel and attach DO-NOT-CLOSE tags:

1) 11B26, FIRE DETECTION CARGO 1

2) 11B27, FIRE DETECTION CARGO 2

3) 11K33, ALTN PWR FIRE DETECTION CARGO

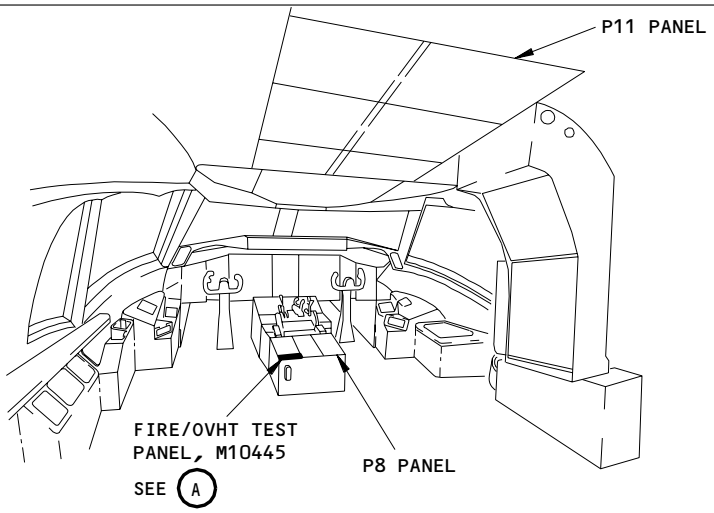
(j) Connect the electrical connectors to forward cargo smoke detectors, M324 and M325.

(18) Do the procedure again for the aft cargo smoke detectors, M326 and M327. The aft cargo smoke detectors are forward of the bulk cargo compartment door. Get access to the detectors through an access panel in the compartment wall.

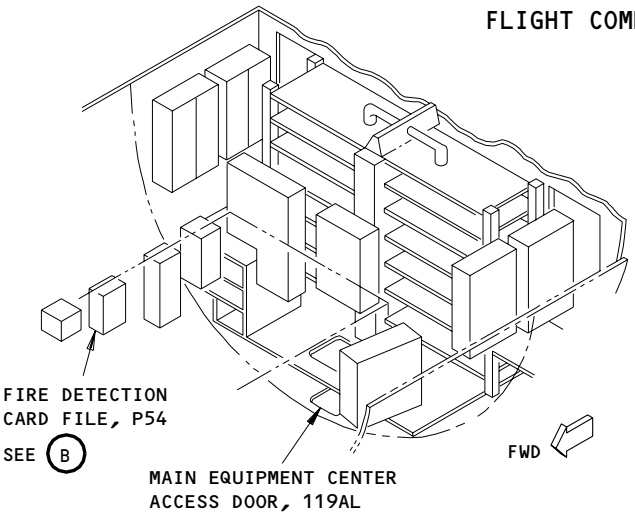
C. Put the airplane back to its usual condition.

(1) Remove the DO-NOT-CLOSE tags and close all circuit breakers.

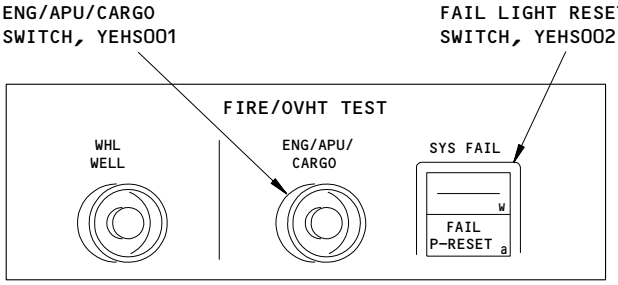
(2) Remove electrical power if it is not necessary (AMM 24-22-00/201).



FLIGHT COMPARTMENT

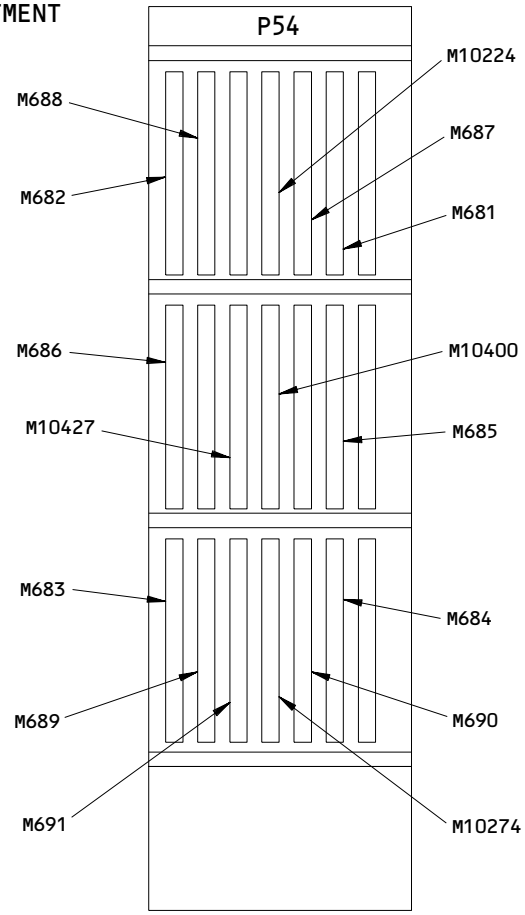


MAIN EQUIPMENT CENTER



FIRE/OVHT TEST PANEL, M10445

A



FIRE DETECTION CARD FILE, P54

B

AFOLTS Fail Light Inspection
Figure 601

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-021-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	CREW CABIN		1A	10101	001	AUG 22/06

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	WHEEL WELL FIRE DETECTION SYSTEM		ALL	ALL

ZONES	ACCESS PANELS
211	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK WHEEL WELL FIRE DETECTION SYSTEM WITH TEST SWITCH. 26-17-00-5A

1. Operational Test - Wheel Well Fire Detection

A. References

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

(2) AMM 31-41-00/501, EICAS

(3) AMM 31-51-00/501, Warning System

(4) AMM 33-16-00/501, Master Dim and Test

B. Access

(1) Location Zones
211/212 Flight Compartment

C. Do a Test of the Wheel Well Fire Detection System

(1) Supply electrical power (AMM 24-22-00/201).

(2) Make sure these circuit breakers on the overhead circuit breaker panel, P11, are closed:

(a) 11B10, WW FIRE/DUCT LEAK

(b) 11B33, WW FIRE IND

(3) Make sure these systems operate:

(a) EICAS (AMM 31-41-00/501)

MECH	INSP

(b) Warning System (AMM 31-51-00/501)

(c) Master Dim and Test System (AMM 33-16-00/501)

(4) Push and hold the WHL WELL test switch on the FIRE/OVHT TEST panel, M10445, on the P8 panel.

(a) Make sure these indications occur:

1) The red WHEEL WELL FIRE light on the P3 panel comes on.

2) The EICAS message, WHEEL WELL FIRE, shows on the top display.

3) The red master WARNING lights on the P7 panel come on.

4) The red FIRE light on the Discrete Warning Display module on the P1-3 panel comes on.

5) The fire bell is heard.

(5) Release the WHL WELL test switch.

(a) Make sure the indications stop.

(6) Remove electrical power if it is not necessary (AMM 24-22-00/201).

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-021-51
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	FWD CARGO		NOTE	99XXX	012	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENGINE FIRE EXTINGUISHER BOTTLE		ALL	ALL

ZONES	ACCESS PANELS
122 212	1221 821

MECH	INSP	MPD ITEM NUMBER

PERFORM CYLINDER INSPECTION AND HYDROSTATIC TEST (OFF-AIRPLANE) OF THE ENGINE FIRE EXTINGUISHER BOTTLE. 26-21-03-4B

INTERVAL NOTE: AT VENDOR RECOMMENDATION OR NATIONAL REQUIREMENT.

THE FOLLOWING PROCEDURE INCLUDES ONLY THE ON-AIRCRAFT PORTION OF THE TASK (REMOVAL/INSTALLATION):

ACCESS NOTE: SPECIAL ACCESS 1221 REQUIRES REMOVAL OF FORWARD CARGO COMPARTMENT RIGHT SIDEWALL PANELS PER MM REF 25-52-01.

A. References

1. Remove the Engine Fire Extinguisher Bottle (1 or 2 as Applicable) (Fig. 401)

A. Equipment

(1) Squib Protective Caps
M83723/60-210-AN or AC
M83723/60-112-AN or AC
M83723/60-108-AN or AC
M83723/60-110-AN or AC

(2) Discharge Port Cap - (Provided with fire extinguisher bottles)

B. References

(1) AMM 20-10-33/401, Power Device Cartridge

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

C. Access

MECH | INSP

(1) Location Zones
121 Forward Cargo Compartment (Left)
122 Forward Cargo Compartment (Right)
153 Aft Cargo Compartment (Left)
154 Aft Cargo Compartment (Right)

(2) Access Panels
821 Forward Cargo Compartment Door
822 Aft Cargo Compartment Door

D. Remove the Engine Fire Extinguisher Bottle (1 or 2 as applicable) (Fig. 401)

(1) If required, remove the pneumatic duct located above the fire extinguishers.

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(3) Open these circuit breakers on the P6 panel and attach DO-NOT-CLOSE tags:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(4) Disconnect the electrical connectors from bottle squibs and pressure switch per Table 401.

ENGINE FIRE BOTTLE CONNECTIONS TABLE 401		
CONNECTORS	BOTTLE CONNECTED TO	DISCHARGE PORT SIZE
D1428 (Red)	B17, Bottle 1 - Pressure Switch	N/A
D1424 (Yellow)	B17, Bottle 1 - Left Engine Discharge Squib	1.25
D1430 (Blue)	B17, Bottle 1 - Right Engine Discharge Squib	1.00
D1434 (Red)	B18, Bottle 2 - Pressure Switch	N/A
D1426 (Yellow)	B18, Bottle 2 - Left Engine Discharge Squib	1.25
D1432 (Blue)	B18, Bottle 2 - Right Engine Discharge Squib	1.00

WARNING: PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS. IF YOU DO NOT PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS, THE FIRE BOTTLES CAN DISCHARGE ACCIDENTALLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT SHUNT PLUGS ON THE FIRE BOTTLE SQUIBS. THE SHUNT PLUGS CAN CAUSE DAMAGE TO THE SQUIB PINS.

(5) Put the squib protective caps, attached to the bottles, on the fire bottle squibs.

(6) Remove the ground strap (5) from the bottle ground lug.

(7) Disconnect the discharge hoses and tubes.

(8) Install the discharge port caps on the bottle discharge ports.

(9) Remove the four nuts (4) and bolts (6) from the mounting lugs.

(10) Remove the fire extinguisher bottle (1).

2. Install Engine Fire Extinguisher Bottle (1 or 2 as applicable) (Fig. 401)

A. Equipment

MECH | INSP

(1) Beam Balance type scale with minimum capacity of 70 pounds, divisions of 0.01 pounds and accuracy of 0.1 percent.

(2) Resistor - 10 Kohms or greater

(3) Voltmeter - 28 Vdc

B. References

(1) AMM 20-10-33/401, Power Device Cartridge

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

C. Access

(1) Location Zones
121 Forward Cargo Compartment (Left)
122 Forward Cargo Compartment (Right)
153 Aft Cargo Compartment (Left)
154 Aft Cargo Compartment (Right)

(2) Access Panels
821 Forward Cargo Compartment Door
822 Aft Cargo Compartment Door

D. Procedure

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

WARNING: DO NOT TOUCH THE BOTTLE WHEN THE DISCHARGE PORTS ARE EXPOSED. KEEP CAPS ON THE PORTS. DO NOT LET THE BOTTLE HIT THE AIRPLANE. BE CAREFUL NOT TO DAMAGE THE BOTTLE. IF THE BOTTLE IS ACCIDENTALLY DISCHARGED, IT CAN CAUSE INJURY TO PERSONS.

MECH | INSP

(2) Do a weight check of the fire extinguisher bottle.

(a) Before the bottle is installed, weigh the bottle per manufacturers instructions and make sure its weight is not more than 0.1 pound than the weight listed on the data plate.

NOTE: Depending on the bottle manufacturer and/or bottle part number, the measured weight marked on the bottle may or may not include some of the protective caps.

NOTE: Do not remove the fill/safety protective cap when weighing the bottle.

(3) Install the bottle mounting lugs to hold the bracket.

(4) Install the mounting nuts (4) and bolts (6) in four places.

(5) Loosen the discharge head gland nut.

(6) Adjust the discharge heads so they provide the best possible hose connections.

(7) AIRPLANES WITH HTL FIRE BOTTLES;
Tighten the discharge head gland nut to 45 to 55 pound-feet (61.0 to 74.6 newton-meters).

(8) AIRPLANES WITH WALTER KIDDE FIRE BOTTLES;
Tighten the discharge head gland nut to 55 to 65 pound-feet (74.6 to 88.1 newton-meters).

(9) Use a lockwire to attach the gland nut to the discharge head.

(10) Remove the protective cap from the thermal relief port and refill port if it is installed.

NOTE: Make sure the Y Fitting discharge hose are connected to each fire bottle 1 and 2. The discharge hoses are the hard yellow tube with 1.25 inch diameter for the left engine discharge port, and the blue flexible tube with 1.00 inch diameter for the right engine discharge port.

(11) Connect the ground strap to the ground lugs.

MECH | INSP

(12) If a protective cap is installed on the squib, remove the protective cap.

CAUTION: IF A SHUNT PLUG IS INSTALLED, PULL THE SHUNT PLUG STRAIGHT OFF THE FIRE BOTTLE SQUIB. IF YOU TWIST OR WIGGLE THE SHUNT PLUG, YOU CAN CAUSE DAMAGE TO THE SQUIB PINS.

(13) If a shunt plug is installed, pull the shunt plug straight off the squib and discard the shunt plug.

NOTE: Shunt plugs should not be used to cover the fire bottle squibs because they can cause damage to the squib pins.

WARNING: MAKE SURE THERE IS NO VOLTAGE AT THE ELECTRICAL CONNECTOR. IF THERE IS A VOLTAGE AT THE ELECTRICAL CONNECTOR, THE SQUIB CAN DISCHARGE ACCIDENTALLY AND CAUSE INJURY TO PERSONS.

(14) Make sure there is no voltage between pins 1 and 2 of the electrical connector.

(15) If there is voltage between pins 1 and 2, do these steps:

(a) Connect the voltmeter across pins 1 and 2.

(b) Connect a 10 kohm resistor across the voltmeter to remove any stray voltage from the electrical connector.

(c) Disconnect the voltmeter.

(16) Make sure the squib electrical pins are not bent.

(17) Make sure the electrical connector is not damaged.

NOTE: The squib pins can cause damage to the electrical connector if the pins do not enter the connector receptacles.

MECH | INSP

(18) Do the steps that follow the first time a connector is connected to a squib to make sure you did not bend or damage the squib pins.

NOTE: This step is necessary because the pins are most likely to be damaged the first time an electrical connector is connected to the squib.

(a) Connect the electrical connector to the fire bottle squib.

(b) Disconnect the electrical connector from the fire bottle squib.

(c) Make sure the squib electrical pins are not bent or damaged.

(d) Make sure the electrical connector is not damaged.

NOTE: The squib pins can cause damage to the electrical connector if the pins do not enter the connector receptacles.

(19) If removed, install the pneumatic duct located above the fire extinguisher bottles.

E. Do a Test of the squib connections of the fire extinguisher bottle 1.

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Supply electrical power (AMM 24-22-00/201).

(3) Make sure these circuit breakers on the P6 panel are open:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

MECH | INSP

(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

WARNING: DO NOT CONNECT THE ELECTRICAL CONNECTORS TO THE SQUIBS WITH VOLTAGE AT THE PINS OF THE CONNECTOR. ACCIDENTAL OPERATION OF THE SQUIBS CAN CAUSE INJURY TO PERSONS.

(4) Connect the bottle squib electrical connector D1424 to the left engine discharge squib (inboard) of bottle 1.

(5) Remove the DO-NOT-CLOSE tags and close this circuit breaker on the P6 panel:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(6) Push and hold the TEST 1 switch on the SQUIB TEST panel (P61).

(7) Make sure the green L ENG squib light on the SQUIB TEST panel comes on and the R ENG squib light does not come on.

(8) Release the TEST switch.

(9) Make sure the L ENG squib light goes off.

(10) Open this circuit breaker on the P6 panel and attach DO-NOT-CLOSE tags:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(11) Connect the bottle squib electrical connector D1430 to the right engine discharge squib (outboard) of bottle 1.

(12) Remove the DO-NOT-CLOSE tags and close this circuit breaker on the P6 panel:

(a) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(13) Push and hold the TEST 1 switch on the SQUIB TEST panel (P61).

(14) Make sure the green R ENG squib light on the SQUIB TEST panel comes on and the L ENG squib light does not come on.

(15) Release the TEST switch.

(16) Make sure the R ENG squib light goes off.

(17) Open this circuit breaker on the P6 panel and attach DO-NOT-CLOSE tags:

(a) 6H3, FIRE EXTINGUISHING ENG R BTL 1

F. Do a Test of the squib connections of the fire extinguisher bottle 2.

(1) Make sure these circuit breakers on the P6 panel are open:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

WARNING: DO NOT CONNECT THE ELECTRICAL CONNECTORS TO THE SQUIBS WITH VOLTAGE PRESENT AT THE PINS OF THE CONNECTOR. ACCIDENTAL OPERATION OF SQUIBS CAN CAUSE INJURY TO PERSONS.

(2) Connect the bottle squib electrical connector D1426 to the left engine discharge squib (inboard) of bottle 2.

(3) Remove the DO-NOT-CLOSE tags and close this circuit breaker on the P6 panel:

(a) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(4) Push and hold the TEST 2 switch on the SQUIB TEST panel (P61).

(5) Make sure the green L ENG squib light on the SQUIB TEST panel comes on and the R ENG squib light does not come on.

(6) Release the TEST switch.

(7) Make sure the L ENG squib light goes off.

(8) Open this circuit breaker on the P6 panel and attach a DO-NOT-CLOSE tag:

(a) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(9) Connect the bottle squib electrical connector D1432 to the right engine discharge squib (outboard) of bottle 2.

MECH	INSP

(10) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:

(a) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(11) Push and hold the TEST 2 switch on the SQUIB TEST panel (P61).

(12) Make sure the green R ENG squib light on the SQUIB TEST panel comes on and the L ENG squib light does not come on.

(13) Release the TEST switch.

(14) Make sure the R ENG squib light goes off.

(15) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

G. Fire Extinguisher Bottle Installation Test:

(1) Push the TEST 1 switch on the SQUIB TEST panel at the right side panel P61.

(2) Make sure the green ENG L and ENG R squib test lights come on.

(3) Push the TEST 2 switch on the SQUIB TEST panel.

(4) Make sure the green ENG L and ENG R squib test lights come on.

(5) Push and hold the ground test pushbutton or turn and hold the hex key clockwise on the bottle's pressure switch casing.

NOTE: Use a 3/32 inch hex wrench.

(6) Make sure the yellow ENG BTL 1 or ENG BTL 2 (as applicable) DISCH light comes on.

(7) Release the ground test pushbutton or hex key.

(8) Make sure the ENG BTL (1 or 2) DISCH light goes off.

MECH	INSP

(9) If the pneumatic duct has been removed and installed during the removal/installation of the extinguisher bottle, do the Air Supply Distribution System Leakage Test (AMM 36-11-00/501).

H. Return the airplane to its usual condition.

(1) Make sure these circuit breakers on the P6 panel are closed:

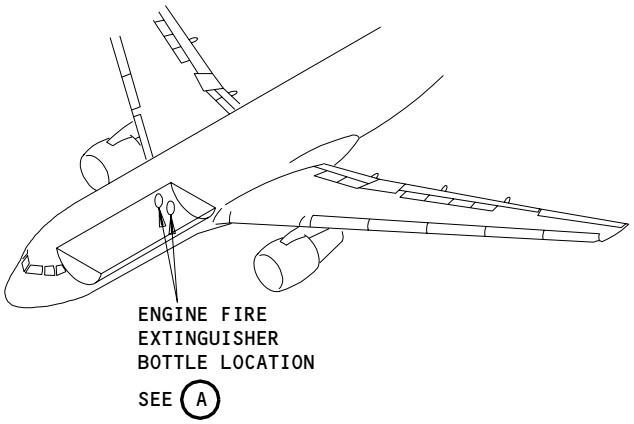
(a) 6H1, FIRE EXTINGUISHING ENG L BTL 1

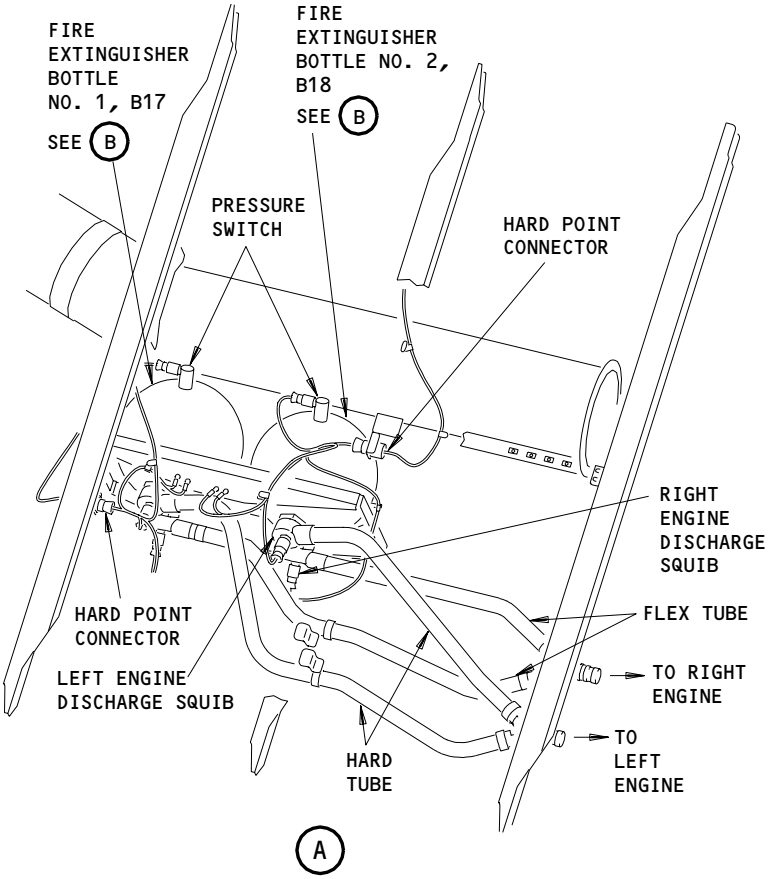
(b) 6H2, FIRE EXTINGUISHING ENG L BTL 2

(c) 6H3, FIRE EXTINGUISHING ENG R BTL 1

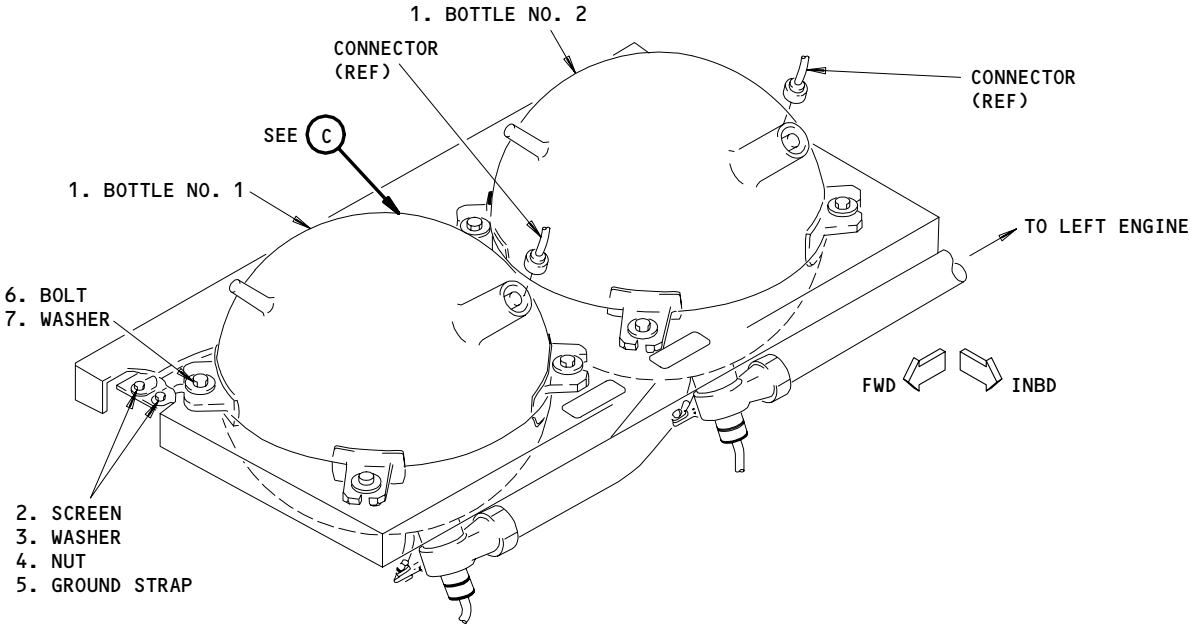
(d) 6H4, FIRE EXTINGUISHING ENG R BTL 2

(2) Remove electrical power if it is not necessary (AMM 24-22-00/201).

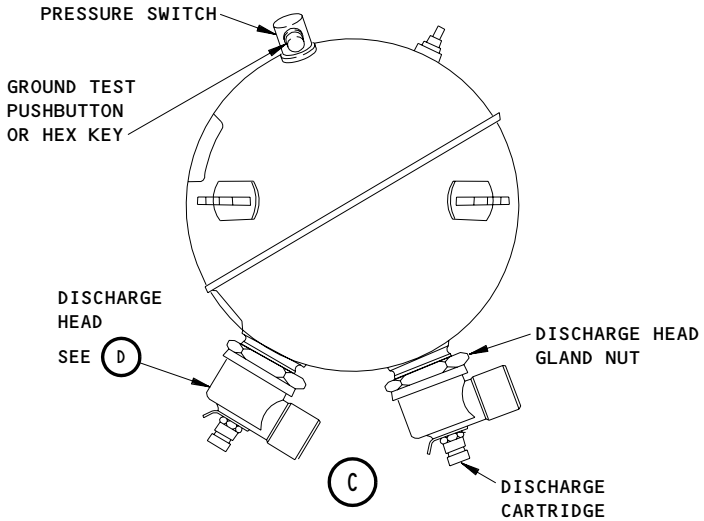


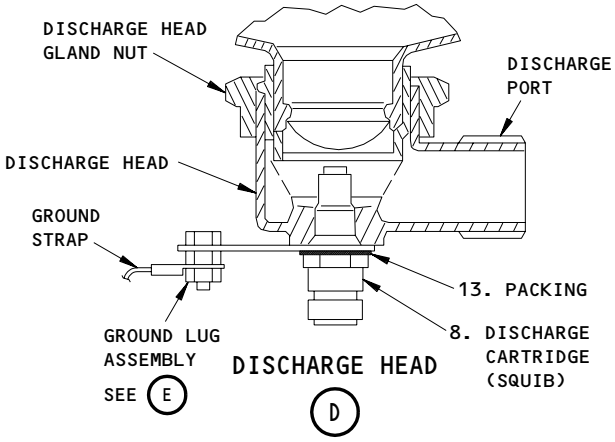


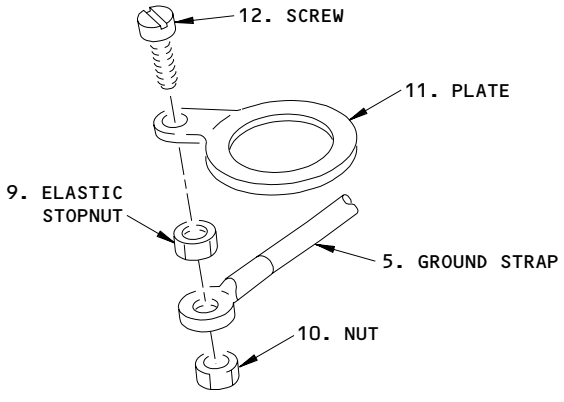
Engine Fire Extinguisher Bottle/Discharge Cartridge Installation
Figure 401 (Sheet 1)



Engine Fire Extinguisher Bottle/Discharge Cartridge Installation
Figure 401 (Sheet 2)







Engine Fire Extinguisher Bottle/Discharge Cartridge Installation
Figure 401 (Sheet 3)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-022-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW REST		1C	11212	011	NOV 10/94

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	CREW REST AREA SMOKE DETECTOR		NOTE	ALL

ZONES	ACCESS PANELS
211 221 232 251 252	

MECH	INSP

MPD ITEM NUMBER

OPERATIONALLY CHECK THE CREW REST AREA SMOKE DETECTOR USING SMOKE SOURCE. 26-14-20-5A

AIRPLANE NOTE: AIRPLANES WITH CREW REST AREA SMOKE DETECTORS.

1. System Test - Cabin Crew Rest Area Smoke Detectors

A. Equipment

(1) Smoke Detector Tester (Aerosol Container)
HOME SAFEGUARD IND.
SECURITIES PRODUCTS DIVISION
P.O. Box 4073
Malibu, CA 90265

B. References

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

C. Prepare for test

(1) Supply electrical power (AMM 24-22-00/201).

(2) Make sure the circuit breaker on the overhead circuit breaker panel, P11, is closed:

(a) 11K36, SMOKE DETECTORS

(3) Use an approved source to make smoke adjacent to each cabin crew rest area.

(4) Make sure these indications occur on the alarm panel:

(a) The SMOKE DETECTOR light comes on

MECH	INSP

(b) The location indicator light of the detector that is tested comes on.

(c) The alarm horn is heard.

(d) ON SAS 164-999;

the cabin crew rest smoke warning light comes on.

(5) Push the RESET switch.

NOTE: Alarm indications will come on if there is sufficient smoke in each cabin crew rest area.

(6) Make sure these indications occur:

(a) The alarm horn is not heard.

(b) The SMOKE DETECTOR light goes off for approximately 1 minute.

(c) The location indicator light goes off for approximately 1 minute.

(d) ON SAS 164-999;

the cabin crew rest smoke warning light goes off for approximately 1 minute.

(7) Push the HORN/INTERRUPT test switch. The horn will stay off until the smoke detector is clear of smoke, the alarm panel is set again, or more smoke is detected.

(8) Remove the smoke from the cabin crew rest area.

(9) Make sure all the alarm indications stop.

(10) Remove electrical power if it is not necessary (AMM 24-22-00/201).

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-022-03
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW REST		1A	10202	011	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	CREW REST AREA SMOKE DETECTOR		NOTE	ALL

ZONES	ACCESS PANELS
211 221 232 251 252	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE CREW REST AREA SMOKE DETECTOR USING SELF-TEST FEATURE. 26-14-20-5B

AIRPLANE NOTE: AIRPLANES WITH CREW REST AREA SMOKE DETECTORS.

1. Operational Test - Cabin Crew Rest Area Smoke Detectors

A. References

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

B. Prepare for Test

(1) Supply electrical power (AMM 24-22-00/201).

(2) Make sure these circuit breakers on the overhead circuit breaker panel, P11, are closed:

(a) 11K36, SMOKE DETECTORS

C. Do a Test of the Cabin Crew Rest Area Smoke Detection System

(1) Make sure the green power indicator light on the smoke detector alarm panel comes on.

(2) Push the SELF TEST switch on the alarm panel.

(3) Make sure these indications come on and then go off two times in less than 10 seconds after the SELF TEST switch has been pushed:

(a) the six location indicators

(b) the alarm horn

(4) Remove electrical power if it is not necessary (AMM 24-22-00/201).

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	STABLIZR BX		NOTE	99NNN	012	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	APU FIRE EXTINGUISHER BOTTLE		ALL	ALL

ZONES	ACCESS PANELS
212 314	313AL

MECH | INSP

MPD ITEM NUMBER

PERFORM CYLINDER INSPECTION AND HYDROSTATIC TEST (OFF-AIRPLANE) OF THE APU FIRE EXTINGUISHER BOTTLE. 26-22-02-4B

INTERVAL NOTE: AT VENDOR RECOMMENDATION OR NATIONAL REQUIREMENT.

THE FOLLOWING PROCEDURE INCLUDES ONLY THE ON-AIRCRAFT PORTION OF THE TASK (REMOVAL/INSTALLATION).

TABLE 401
APU FIRE BOTTLE CONNECTIONS

CONNECTOR	BOTTLE CONNECTED TO:
D1436	B25, BTL 1 - APU Discharge Squib
D1438	B25, BTL 1 - Pressure Switch

1. APU Fire Extinguisher Bottle Removal (Fig. 401)

A. Equipment

(1) Service platform - A51001-19

(2) Squib Protective Caps
M83723/60-18-AN or AC
M83723/60-110-AN or AC

B. References

(1) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels

(2) AMM 20-10-33/401, Power Device Cartridge

MECH	INSP

C. Access

(1) Location Zones
211/212 Flight Compartment
315/316 APU Compartment

D. Prepare for Removal

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Open this P6 panel circuit breaker and attach a DO-NOT-CLOSE tag:

(a) 6G1, FIRE EXTINGUISHING APU 1

E. Procedure

(1) Open the access door, 313AL (AMM 06-42-00/201).

WARNING: DO NOT STAND ON THE ACCESS DOOR, 313AL. YOUR WEIGHT CAN CAUSE THE SPRING LOADED LATCHES TO RELEASE. IF YOU FALL THROUGH THE DOOR, INJURY CAN OCCUR.

(2) Install the service platform above the access door, 313AL.

(3) Disconnect the electrical connectors from the squib and pressure switch (Ref Table 401).

WARNING: PUT A PROTECTIVE CAP ON THE FIRE BOTTLE SQUIB. IF YOU DO NOT PUT A PROTECTIVE CAP ON THE FIRE BOTTLE SQUIB, THE FIRE BOTTLE CAN RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT A SHUNT PLUG ON THE FIRE BOTTLE SQUIB. THE SHUNT PLUG CAN CAUSE DAMAGE TO THE SQUIB PINS.

MECH	INSP

(4) Put a protective cap on the fire bottle squib.

(5) Remove the ground strap from the bottle ground lug.

(6) Remove the lockwire that attaches the squib to the discharge port.

(7) Disconnect the discharge hose.

(8) Install the cap on the bottle discharge port.

(9) Remove the four fasteners from the mounting lugs.

(10) Remove the extinguisher bottle.

2. APU Fire Extinguisher Bottle Installation (Fig. 401)

A. Equipment

(1) Service platform - A51001-19

B. References

(1) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels

(2) AMM 20-10-33/401, Power Device Cartridge

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

C. Procedure

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

WARNING: DO NOT HANDLE BOTTLE WITH DISCHARGE PORT EXPOSED. KEEP PROTECTIVE CAP ON PORT. AVOID BUMPING AGAINST AIRPLANE. CARELESS HANDLING MAY DAMAGE BOTTLE. ACCIDENTAL DISCHARGE OF BOTTLE CAN CAUSE INJURY TO PERSONNEL.

MECH	INSP

(2) Do a weight check of the fire extinguisher bottle.

(a) Before the bottle is installed, weigh the bottle per manufacturers instructions and make sure its weight is not more than 0.1 pound than the weight listed on the data plate.

NOTE: Depending on the bottle manufacturer and/or bottle part number, the measured weight marked on the bottle may or may not include some of the protective caps.

NOTE: Do not remove the fill/safety protective cap when weighing the bottle.

(3) Remove the not used discharge head from the bottle.

(4) Install the cap on the bottle port.

(5) Weigh the bottle again.

(6) Write the new weight on the bottle identification plate.

(7) Install the discharge cartridge.

(8) Install lockwire on the squib to the discharge port.

(9) Align the bottle mounting lugs with the support bracket.

(10) Install the mounting nuts and bolts (four places).

(11) Loosen the discharge head gland nut.

(12) Adjust the discharge head so that the discharge port points inboard.

(13) AIRPLANES WITH HTL FIRE BOTTLES;
Tighten the gland nut to 45-55 pound-feet (61.0-74.6 newton-meters).

(14) AIRPLANES WITH WALTER KIDDE FIRE BOTTLES;
Tighten the gland nut to 55-65 pound-feet (74.6-88.1 newton-meters).

(15) Lock the gland nut to the discharge head with wire.

(16) Remove the discharge port cap.

(17) Connect the discharge hose to the port.

(18) Install the ground strap to the ground lug.

MECH | INSP

(19) Install the electrical connector to the bottle pressure switch. Refer to Table 401.

(20) Do the Squib Electrical Connection procedure to connect the connector to the squib.

D. Squib Connection Test

(1) Bottle 1

(a) Do the Squib Electrical Connection procedure to connect the APU fire extinguisher bottle squib electrical connector, D1436 (BTL 1), to the squib cartridge.

(b) Remove the DO-NOT-CLOSE tag and close this P6 panel circuit breaker:

1) 6G1, FIRE EXTINGUISHING APU 1

(c) Push and hold the TEST 1 switch on SQUIB TEST control panel.

1) Make sure that the green APU squib TEST light comes on.

(d) Release the TEST 1 switch.

1) Make sure that the APU squib TEST light goes off.

E. Fire Extinguisher Bottle Installation Test

(1) Supply electrical power (AMM 24-22-00/201).

(2) Make sure that this P6 panel circuit breaker is closed:

(a) 6G1, FIRE EXTINGUISHER APU 1

(3) Push the pressure pushbutton test switch on the bottle, or insert the hex key in the receptacle on the bottle and turn it clockwise.

NOTE: The APU fire bottle has either a pushbutton test switch or a hex key.

(a) On the APU/CARGO FIRE control panel, make sure that the APU BTL DISCH light comes on.

(4) Release the TEST switch.

MECH	INSP

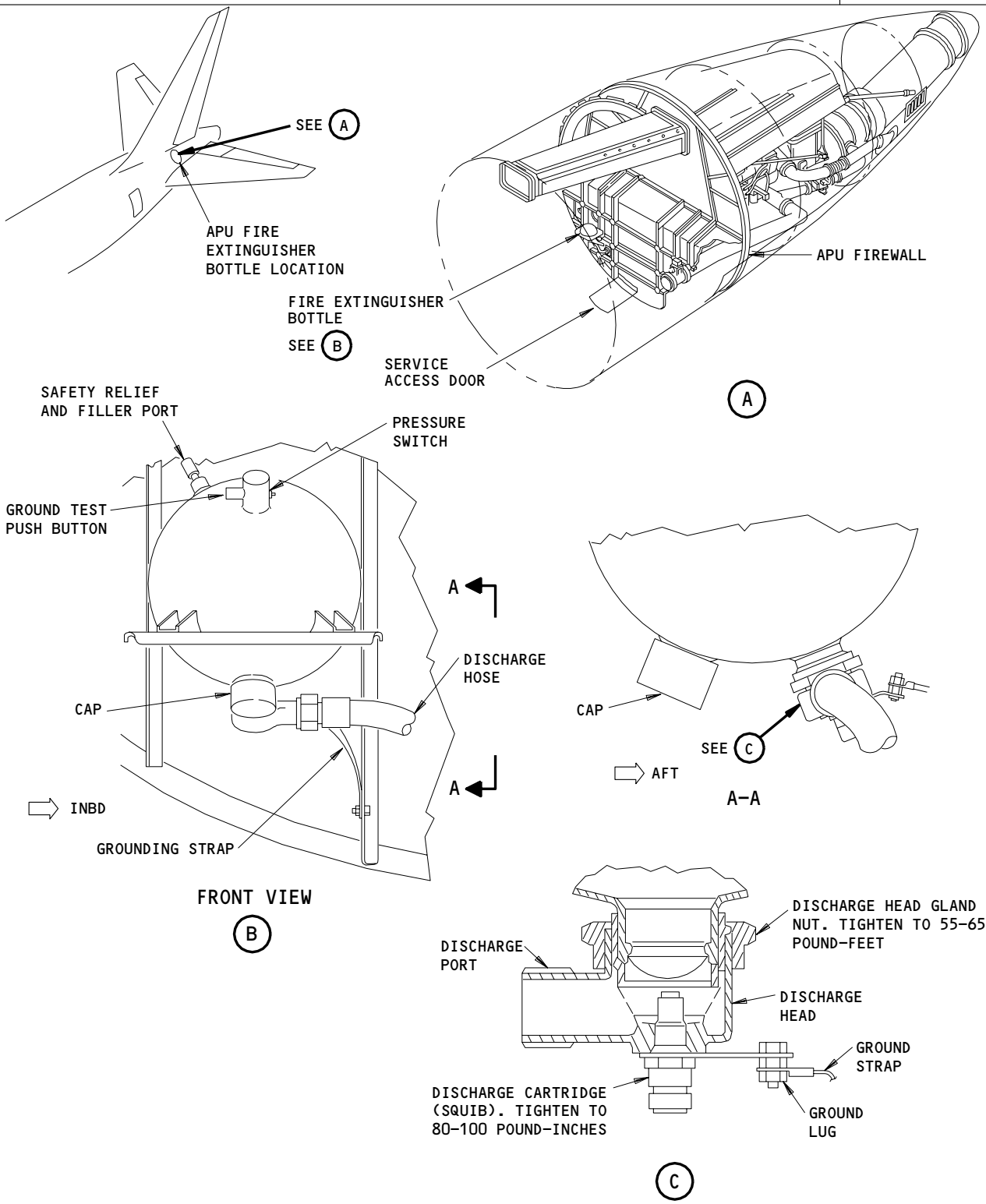
(a) Make sure that the APU BTL DISCH light goes off.

F. Put the Airplane Back to Its Usual Condition

(1) Remove the electrical power if it is not necessary (AMM 24-22-00/201).

(2) Remove the service platform.

(3) Close the access door, 313AL.



APU Fire Extinguisher Bottle/Discharge Cartridge Installation
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS 767 TASK CARD	26-022-53
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	STABLIZR BX		NOTE	99NNN	012	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	APU FIRE EXTINGUISHER BOTTLE		ALL	ALL

ZONES	ACCESS PANELS
212 314	313AL

MECH | INSP

MPD ITEM NUMBER

PERFORM CYLINDER INSPECTION AND HYDROSTATIC TEST (OFF-AIRPLANE) OF THE APU FIRE EXTINGUISHER BOTTLE. 26-22-02-4B

INTERVAL NOTE: AT VENDOR RECOMMENDATION OR NATIONAL REQUIREMENT.

THE FOLLOWING PROCEDURE INCLUDES ONLY THE ON-AIRCRAFT PORTION OF THE TASK (REMOVAL/INSTALLATION).

TABLE 401
APU FIRE BOTTLE CONNECTIONS

CONNECTOR	BOTTLE CONNECTED TO:
D1436	B25, BTL 1 - APU Discharge Squib
D1438	B25, BTL 1 - Pressure Switch
D2064	B138, BTL 2 - APU Discharge Squib
D2066	B138, BTL 2 - Pressure Switch

1. APU Fire Extinguisher Bottle Removal (Fig. 401)

A. Equipment

(1) Service platform - A51001-19

(2) Squib Protective Caps
M83723/60-18-AN or AC
M83723/60-110-AN or AC

B. References

MECH | INSP

(1) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels

(2) AMM 20-10-33/401, Power Device Cartridge

C. Access

(1) Location Zones
211/212 Flight Compartment
315/316 APU Compartment

D. Prepare for Removal

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Open these P6 panel circuit breakers and attach DO-NOT-CLOSE tags:

(a) 6G1, FIRE EXTINGUISHING APU 1

(b) 6G2, FIRE EXTINGUISHING APU 2

E. Procedure

(1) Open the access door, 313AL (AMM 06-42-00/201).

WARNING: DO NOT STAND ON THE ACCESS DOOR, 313AL. YOUR WEIGHT CAN CAUSE THE SPRING LOADED LATCHES TO RELEASE. IF YOU FALL THROUGH THE DOOR, INJURY CAN OCCUR.

(2) Install the service platform above the access door, 313AL.

(3) Disconnect the electrical connectors from the squib and pressure switch (Ref Table 401).

MECH | INSP

WARNING: PUT A PROTECTIVE CAP ON THE FIRE BOTTLE SQUIB. IF YOU DO NOT PUT A PROTECTIVE CAP ON THE FIRE BOTTLE SQUIB, THE FIRE BOTTLE CAN RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT A SHUNT PLUG ON THE FIRE BOTTLE SQUIB. THE SHUNT PLUG CAN CAUSE DAMAGE TO THE SQUIB PINS.

(4) Put a protective cap on the fire bottle squib.

(5) Remove the ground strap from the bottle ground lug.

(6) Remove the lockwire that attaches the squib to the discharge port.

(7) Disconnect the discharge hose.

(8) Install the cap on the bottle discharge port.

(9) Remove the four fasteners from the mounting lugs.

(10) Remove the fire extinguisher bottle 1 or 2, as applicable.

2. APU Fire Extinguisher Bottle Installation (Fig. 401)

A. Equipment

(1) Service platform - A51001-19

B. References

(1) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels

(2) AMM 20-10-33/401, Power Device Cartridge

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

C. Procedure

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

MECH | INSP

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

WARNING: DO NOT HANDLE BOTTLE WITH DISCHARGE PORT EXPOSED. KEEP PROTECTIVE CAP ON PORT. AVOID BUMPING AGAINST AIRPLANE. CARELESS HANDLING MAY DAMAGE BOTTLE. ACCIDENTAL DISCHARGE OF BOTTLE CAN CAUSE INJURY TO PERSONNEL.

(2) Do a weight check of the fire extinguisher bottle.

(a) Before the bottle is installed, weigh the bottle per manufacturers instructions and make sure its weight is not more than 0.1 pound than the weight listed on the data plate.

NOTE: Depending on the bottle manufacturer and/or bottle part number, the measured weight marked on the bottle may or may not include some of the protective caps.

NOTE: Do not remove the fill/safety protective cap when weighing the bottle.

(3) Install the discharge cartridge (squib).

(4) Install lockwire on the squib to the discharge port.

(5) Align the bottle mounting lugs with the support bracket.

(6) Install the mounting nuts and bolts (four places).

(7) Loosen the discharge head gland nut.

(8) Adjust the discharge head so that the discharge port points inboard.

(9) AIRPLANES WITH HTL FIRE BOTTLES;
Tighten the gland nut to 45-55 pound-feet (61.0-74.6 newton-meters).

(10) AIRPLANES WITH WALTER KIDDE FIRE BOTTLES;
Tighten the gland nut to 55-65 pound-feet (74.6-88.1 newtons-meters).

(11) Lock the gland nut to the discharge head with wire.

(12) Remove the discharge port cap.

MECH | INSP

(13) Connect the discharge hose to the port.

(14) Install the ground strap to the ground lug.

(15) Install the electrical connector to the bottle pressure switch. Refer to Table 401.

(16) Do the Squib Electrical Connection procedure to connect the electrical connector.

D. Squib Connection Test

(1) Bottle 1

(a) Do the Squib Electrical Connection procedure to connect the APU fire extinguisher bottle squib electrical connector, D1436 (BTL 1), to the squib cartridge.

(b) Remove the DO-NOT-CLOSE tag and close this P6 panel circuit breaker:

1) 6G1, FIRE EXTINGUISHING APU 1

(c) Push and hold the TEST 1 switch on SQUIB TEST control panel.

1) Make sure that the green APU squib TEST light comes on.

(d) Release the TEST 1 switch.

1) Make sure that the APU squib TEST light goes off.

(2) Bottle 2

(a) Do the Squib Electrical Connection procedure to connect the APU fire extinguisher bottle squib electrical connector, D2064 (BTL 2), to the squib cartridge.

(b) Remove the DO-NOT-CLOSE tag and close this P6 panel circuit breaker:

1) 6G2, FIRE EXTINGUISHING APU 2

(c) Push and hold the TEST 2 switch on the SQUIB TEST control panel.

1) Make sure that the green APU squib TEST light comes on.

MECH	INSP

(d) Release the TEST 2 switch.

1) Make sure that the APU squib TEST light goes off.

E. Fire Extinguisher Bottle Installation Test

(1) Supply electrical power (AMM 24-22-00/201).

(2) Make sure that these P6 panel circuit breakers are closed:

(a) 6G1, FIRE EXTINGUISHER APU 1

(b) 6G2, FIRE EXTINGUISHER APU 2

(3) Insert the hex key in the receptacle on the bottle amd turn it clockwise, or push the TEST switch on the bottle pressure switch.

NOTE: The APU fire extinguisher bottle will have either a hex key or a pushbutton switch.

(a) On the APU/CARGO FIRE control panel, make sure that the applicable APU BTL DISCH light comes on.

(4) Release the hex key or the pushbutton switch.

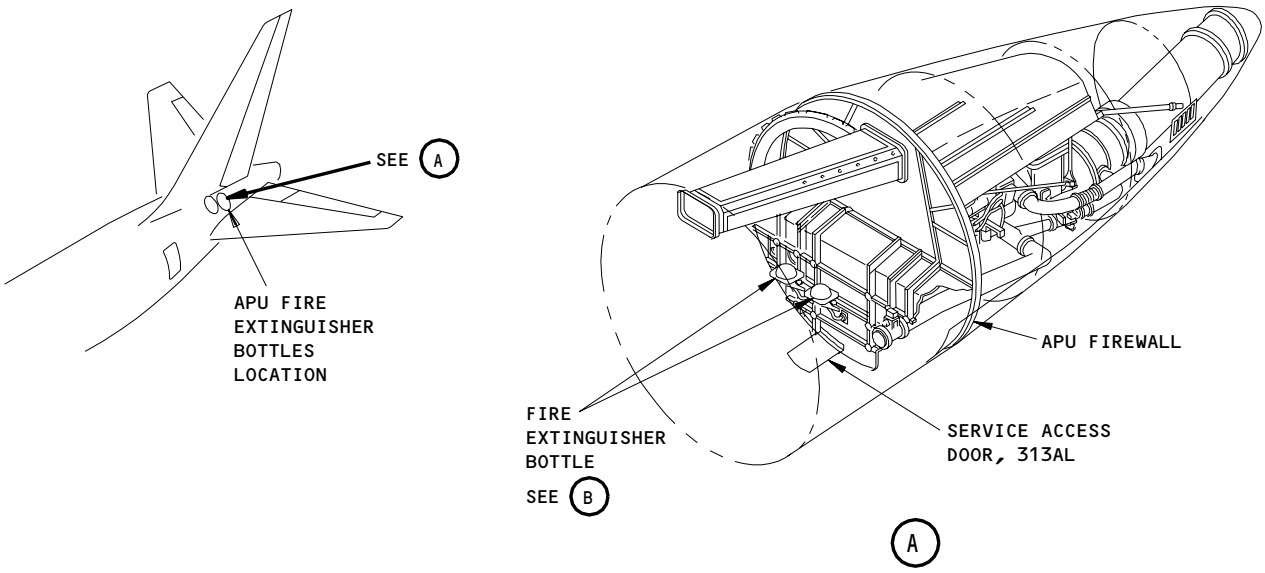
(a) Make sure that the APU BTL DISCH light goes off.

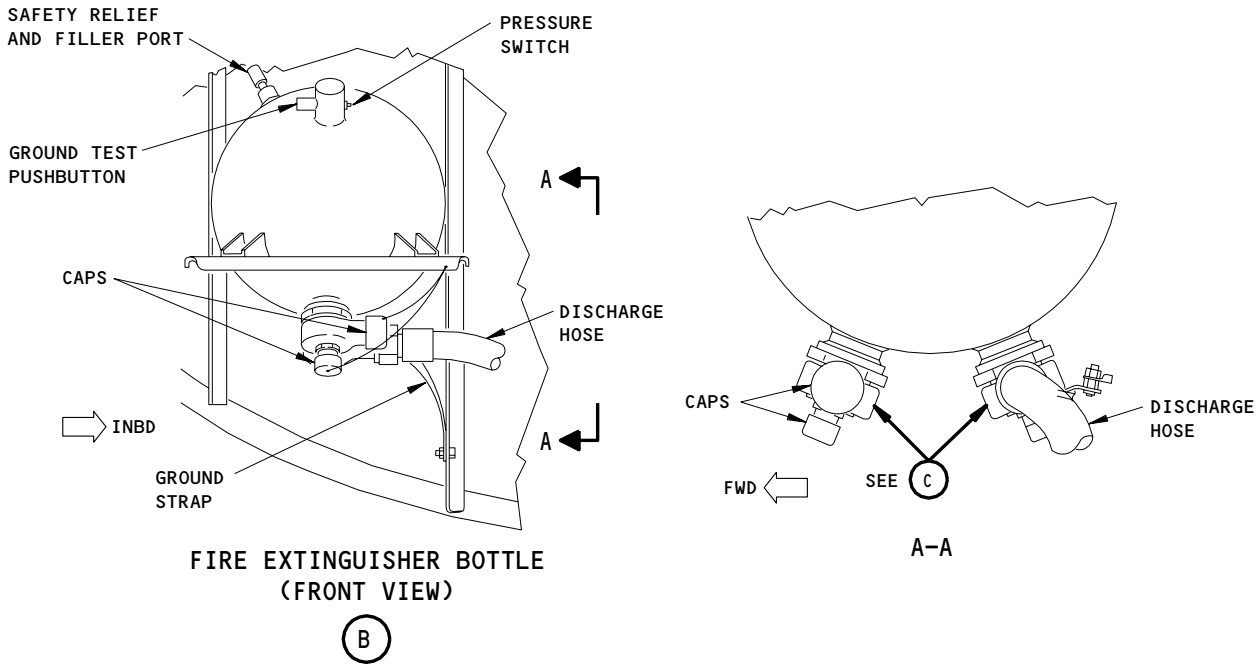
F. Put the Airplane Back to Its Usual Condition

(1) Remove the electrical power if it is not necessary (AMM 24-22-00/201).

(2) Remove the service platform.

(3) Close the access door, 313AL.





APU Fire Extinguisher Bottle/Discharge Cartridge Installation
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-023-51
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	FWD CARGO		NOTE	99XXX	012	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	CARGO FIRE EXTINGUISHER BOTTLE		NOTE	ALL

ZONES	ACCESS PANELS
122 212	1221 821

MECH | INSP

MPD ITEM NUMBER

PERFORM CYLINDER INSPECTION AND HYDROSTATIC TEST (OFF-AIRPLANE) OF THE CARGO FIRE EXTINGUISHER BOTTLES. 26-23-02-4B

INTERVAL NOTE: AT VENDOR RECOMMENDATION OR NATIONAL REQUIREMENT.

AIRPLANE NOTE: APPLICABLE TO PASSENGER AND GENERAL MARKET FREIGHTER AIRPLANES EXCEPT THE 767-400ER.

ACCESS NOTE: SPECIAL ACCESS 1221 REQUIRES REMOVAL OF FORWARD CARGO COMPARTMENT RIGHT SIDEWALL PANELS PER MAINTENANCE MANUAL 25-52-01. FIRE BOTTLES ARE LOCATED BEHIND ZIPPERED ACCESS PANELS.

THE FOLLOWING PROCEDURE INCLUDES ONLY THE ON-AIRPLANE PORTION OF THE TASK (REMOVAL/INSTALLATION).

1. Remove the Cargo Fire Extinguisher Bottle (Fig. 401)

   A. Equipment

      (1) Discharge Port Cap - (Supplied with the fire extinguisher bottles)

   B. References

      (1) AMM 20-10-33/401, Power Device Cartridge

      (2) AMM 26-23-04/401, Filter/Dryer - Removal/Installation

   C. Access

(1) Location Zones
121/122 Forward Cargo Compartment
153/154 Aft Cargo Compartment

(2) Access Panels
821 Forward Cargo Compartment Door
822 Aft Cargo Compartment Door

D. General

(1) When the fire bottles 2 or 2A are discharged, the filter/dryer in the applicable forward or aft discharge line must also be replaced. Look at the airplane log book or the squibs to find if the fire bottles were discharged. Replace the applicable filter/dryer (AMM 26-23-04/401).

E. Procedure

(1) Open these circuit breakers on the main power distribution panel, P6, and attach DO-NOT-CLOSE tags:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(3) Disconnect the electrical connectors and the pressure switch from the applicable fire extinguisher bottle squib. Refer to Table 401:

TABLE 401 - CARGO FIRE BOTTLE CONNECTION		
Connector	Bottle Connected to:	
D1440 (Yellow)	B19, Bottle 1 - Fwd Cargo Discharge Squib	
D1442 (Blue)	B19, Bottle 1 - Aft Cargo Discharge Squib	
D1450 (Yellow)	B20, Bottle 2 - Fwd Cargo Discharge Squib	
D1452 (Blue)	B20, Bottle 2 - Aft Cargo Discharge Squib	
D10680(Yellow)	B231, Bottle 2A - Fwd Cargo Discharge Squib	*[1]
D10682(Blue)	B231, Bottle 2A - Aft Cargo Discharge Squib	*[1]

*[1] AIRPLANES WITH BOTTLE 2A INSTALLED

WARNING: PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS. IF YOU DO NOT PUT THE PROTECTIVE CAPS ON THE FIRE BOTTLE SQUIBS, THE FIRE BOTTLES CAN RELEASE THEIR CONTENT SUDDENLY AND CAUSE INJURY TO PERSONS.

CAUTION: DO NOT PUT SHUNT PLUGS ON THE FIRE BOTTLE SQUIBS. THE SHUNT PLUGS CAN CAUSE DAMAGE TO THE SQUIB PINS.

(4) Install a squib protective cap on the squib receptacles.

(5) Remove the ground strap from the bottle ground lug.

(6) Make a mark on the discharge hoses to identify the FWD and AFT discharge lines.

(7) Disconnect the discharge hoses from the bottle discharge ports.

(8) Install discharge port caps on the bottle discharge ports.

(9) Remove the bolts and washers from the mounting lugs.

(10) Use the service handler to remove the extinguishing bottle.

2. Install the Cargo Fire Extinguisher Bottle (Fig. 401)

A. Equipment

(1) Squib Protective Cap (Provided with squibs):

M83723/60-208-AN or AC (forward cap, preferred)
M83723/60-28-AN or AC (foward cap, alternate)
M83723/60-210-AN or AC (aft cap)

(2) Discharge Port Cap - (Supplied with the fire extinguisher bottles)

B. Parts

(1) SAS 050-149;

Refer to the table that follows:

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Bottle and Valve Assy	26-23-02	08	115
	1	Bottle and Valve Assy			116
	1	Bottle and Valve Assy			117
	1	Bottle and Valve Assy			118
	1	Bottle and Valve Assy			119
	1	Bottle and Valve Assy			120
	1	Bottle and Valve Assy			121
	1	Bottle and Valve Assy			122
	1	Bottle and Valve Assy			123
	1	Bottle and Valve Assy			124
	1	Bottle and Valve Assy			125
	1	Bottle and Valve Assy			126
	1	Bottle and Valve Assy			127
	6	Cartridge		51	TBD
	6	Cartridge		52	TBD
	6	Cartridge		54	TBD

(2) SAS 155-276;

Refer to the table that follows:

AMM			AIPC		
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
401	1	Bottle and Valve Assy	26-23-02	09	125
	1	Bottle and Valve Assy			126
	1	Bottle and Valve Assy			127
	1	Bottle and Valve Assy			128
	1	Bottle and Valve Assy			129
	1	Bottle and Valve Assy			130
	1	Bottle and Valve Assy			131
	1	Bottle and Valve Assy			132
	1	Bottle and Valve Assy			133
	1	Bottle and Valve Assy			134
	1	Bottle and Valve Assy			135
	1	Bottle and Valve Assy			136
	1	Bottle and Valve Assy			137
	1	Bottle and Valve Assy			138
	1	Bottle and Valve Assy			139
	1	Bottle and Valve Assy			140
	1	Bottle and Valve Assy			141
	1	Bottle and Valve Assy			142
	1	Bottle and Valve Assy			143
	1	Bottle and Valve Assy			144
	1	Bottle and Valve Assy			145
	6	Cartridge		51	TBD
	6	Cartridge		54	TBD

(3) SAS 150-154;

Refer to the table that follows:

AMM			AIPC		
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
401	1	Bottle and Valve Assy	26-23-02	11	110
	1	Bottle and Valve Assy			115
	6	Cartridge		54	30
	6	Cartridge			40
	6	Cartridge			50

MECH | INSP

C. References

(1) AMM 20-10-33/401, Power Device Cartridge

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

(3) AMM 26-23-00/501, Cargo Fire Extinguishing System

(4) AMM 26-23-01/601, Cargo Fire Extinguishing Armed Switches

D. Access

(1) Location Zones
121 Forward Cargo Compartment (Left)
122 Forward Cargo Compartment (Right)
153 Aft Cargo Compartment (Left)
154 Aft Cargo Compartment (Right)

(2) Access Panels
821 Forward Cargo Compartment Door
822 Aft Cargo Compartment Door

E. Procedure

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

WARNING: DO NOT MOVE THE BOTTLE WITHOUT A COVER ON THE PORTS. DO NOT LET THE BOTTLE HIT THE AIRPLANE. BE CAREFUL NOT TO DAMAGE THE BOTTLE. IF THE BOTTLE IS ACCIDENTALLY DISCHARGED, IT CAN CAUSE INJURY TO PERSONS.

(2) Do a weight check of the fire extinguisher bottle.

MECH | INSP

(a) Before the bottle is installed, weigh the bottle per manufacturers instructions and make sure its weight not more than 0.1 pound than the weight listed on the data plate.

NOTE: Depending on the bottle manufacturer and/or bottle part number, the measured weight marked on the bottle may or may not include some of the protective caps.

NOTE: Do not remove the fill/safety protective cap when weighing the bottle.

CAUTION: AIRPLANES WITH THE 92-LB FIRE BOTTLE INSTALLED (767-200ER WITH 195MIN CARGO FIRE PROTECTION SYSTEM AND FWD CARGO A/C, OR 767-300 WITH 120MIN CARGO FIRE PROTECTION SYSTEM, OR 767-300ER WITH 195-MIN CARGO FIRE PROTECTION SYSTEM AND FWD CARGO A/C); MAKE SURE THE 92-LB FIRE BOTTLE IS INSTALLED IN THE METERED POSITION (SEE FIGURE 402 FOR LOCATION).

(3) Lift the bottle by the service handles and install the bottle mounting lugs on the support bracket.

(4) Install the mounting washers and bolts.

(5) Loosen the discharge head gland nuts and adjust the discharge heads to give the best possible access to the hose connections.

(6) Tighten the gland nuts to 45-55 pound-feet (61.0 to 74.6 newton-meters).

(7) Attach a lockwire from the gland nuts to the other discharge port on the bottle.

(8) Remove the discharge port caps and connect the discharge hoses to the ports. Refer to the outlet identification above each discharge outlet.

(9) Tighten the discharge hoses to 280 pound-inches for 1/2 inch diameters and 360 pound-inches for 5/8 inch diameters .

NOTE: The diameter is the outer diameter of the hose.

(10) Install the ground straps to the ground lugs.

MECH | INSP

(11) Remove the squib protective covers from the squibs.

(12) Install the electrical connector to the pressure switch (Ref Table 401).

(13) Remove the discharge port cap from the thermal relief and refill port if it is installed.

F. Squib Electrical Connection Procedure

NOTE: Do this procedure to connect an electrical connector to a fire bottle squib.

WARNING: DO NOT TOUCH THE SQUIB BEFORE YOU DO THE PROCEDURES FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE THE FIRE BOTTLE TO RELEASE ITS CONTENTS SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Before you touch the squib, do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-10-33/401).

(2) Remove the squib protective cap from the fire bottle squib (6).

WARNING: MAKES SURE THERE IS NO VOLTAGE AT THE ELECTRICAL CONNECTOR. IF THERE IS A VOLTAGE AT THE ELECTRICAL CONNECTOR, THE SQUIB CAN ACCIDENTALLY DISCHARGE AND CAUSE INJURY TO PERSONS.

(3) Make sure there is no voltage between pins 1 and 2 of the electrical connector.

(4) If there is voltage between pins 1 and 2, do these steps:

(a) Connect a multimeter across pins 1 and 2.

(b) Connect a 10 kohm resistor across the multimeter to remove any stray voltage from the electrical connector.

(c) Disconnect the multimeter.

(5) Make sure the squib pins are not bent or damaged.

MECH | INSP

(6) Make sure the electrical connector is not damaged.

NOTE: The squib pins can cause damage to the electrical connector if the pins do not enter the connector receptacles.

(7) Connect the electrical connector to the applicable fire bottle squib (6).

(a) Disconnect the electrical connector from the fire bottle squib.

(b) Make sure the squib electrical pins are not bent or damaged.

(c) Make sure the electrical connector is not damaged.

(d) Connect the electrical connector to the fire bottle squib.

(8) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:

(a) 6H5, FIRE EXTINGUISHING CARGO BTL 1

(b) 6H6, FIRE EXTINGUISHING CARGO BTL 2

G. AIRPLANES WITH TWO FIRE EXTINGUISHER BOTTLES;
Do a Test of the Squib Test Panel

(1) Disconnect the electrical connector from the discharge squib as applicable (Ref Table 401).

(2) Do the Squib Electrical Connection procedure to connect the electrical connector D1440 (yellow) to the forward squib of bottle 1.

(3) Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 1 switch.

1) Make sure the CARGO FWD squib light, on the SQUIB TEST panel, comes on (green).

2) Make sure the CARGO AFT light stays off.

(b) Release the TEST 1 switch.

1) Make sure the CARGO squib light goes off.

MECH	INSP

(4) Do the Squib Electrical Connection procedure to connect the electrical connector D1450 (yellow) to the forward squib of bottle 2.

(5) Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 2 switch.

1) Make sure the CARGO FWD light, on the SQUIB TEST panel, comes on (green).

2) Make sure the CARGO AFT light stays off.

(b) Release the TEST 2 switch.

1) Make sure the CARGO FWD light goes off.

(6) Do the Squib Electrical Connection procedure to connect the electrical connector D1442 (blue) to the aft squib of bottle 1.

(7) Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 1 switch.

1) Make sure the CARGO FWD and CARGO AFT squib lights, on the SQUIB TEST panel, come on (green).

(b) Release the TEST 1 switch.

1) Make sure the CARGO lights go off.

(8) Do the Squib Electrical Connection procedure to connect the electrical connector D1452 (blue) to the aft squib of bottle 2.

(9) Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 2 switch.

1) Make sure the CARGO AFT and CARGO FWD lights come on (green).

(b) Release the TEST 2 switch.

1) Make sure the CARGO lights go off.

H. AIRPLANES WITH THREE FIRE EXTINGUISHER BOTTLES;
Do a Test of the Squib Test Panel

MECH	INSP

(1) Disconnect the electrical connector from the discharge squib as applicable (Ref Table 401).

(2) Do the Squib Electrical Connection procedure to connect the electrical connector D1440 (yellow) to the forward squib of bottle 1.

(3) Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 1 switch.

1) Make sure the CARGO 1 squib light, on the SQUIB TEST panel, comes on (green).

2) Make sure the CARGO 2 and CARGO 2A lights stay off.

(b) Release the TEST 1 switch.

1) Make sure the CARGO squib light goes off.

(4) Do the Squib Electrical Connection procedure to connect the electrical connector D1450 (yellow) to the forward squib of bottle 2.

(5) Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 1 switch.

1) Make sure the CARGO 1 and CARGO 2 squib lights, on the SQUIB TEST panel, come on (green):

2) Make sure the CARGO 2A squib light stays off.

(b) Release the TEST 1 switch.

1) Make sure the CARGO squib lights go off.

(6) Do the Squib Electrical Connection procedure to connect the electrical connector D10680 (yellow) to the forward squib of bottle 2A.

(7) Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 1 switch.

1) Make sure the CARGO 1, CARGO 2, and CARGO 2A squib lights, on the SQUIB TEST panel, come on (green).

MECH	INSP

(b) Release the TEST 1 switch.

1) Make sure the CARGO squib lights go off.

(8) Do the Squib Electrical Connection procedure to connect the electrical connector D1442 (blue) to the aft squib of bottle 1.

(9) Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 2 switch.

1) Make sure the CARGO 1 squib light, on the SQUIB TEST panel, comes on (green).

2) Make sure the CARGO 2 and CARGO 2A squib lights stay off.

(b) Release the TEST 2 switch.

1) Make sure the CARGO squib light goes off.

(10) Do the Squib Electrical Connection procedure to connect the electrical connector D1452 (blue) to the aft squib of bottle 2.

(11) Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 2 switch.

1) Make sure the CARGO 1 and CARGO 2 squib lights, on the SQUIB TEST panel, come on (green).

2) Make sure the CARGO 2A squib light stays off.

(b) Release the TEST 2 switch.

1) Make sure the cargo squib lights go off.

(12) Do the Squib Electrical Connection procedure to connect the electrical connector D10682 (blue) to the aft squib of bottle 2A.

(13) Check the squib circuit.

(a) At the SQUIB TEST panel (P61), push and hold the TEST 2 switch.

1) Make sure the CARGO 1, CARGO 2, and CARGO 2A squib lights, on the SQUIB TEST panel, come on (green).

(b) Release the TEST 2 switch.

MECH	INSP

1) Make sure the CARGO squib lights go off.

I. Fire Extinguisher Bottle Installation Test

(1) Supply electrical power (AMM 24-22-00/201).

(2) Push the TEST 1 or TEST 2 switch on the SQUIB TEST control panel.

(3) AIRPLANES WITH THREE BOTTLES INSTALLED;
Make sure the CARGO 1, 2, 2A squib test lights come on.

(4) AIRPLANES WITH TWO BOTTLES INSTALLED;
Make sure the CARGO FWD and AFT squib test lights come on.

(5) Push the manual override test switch installed on the pressure switch.

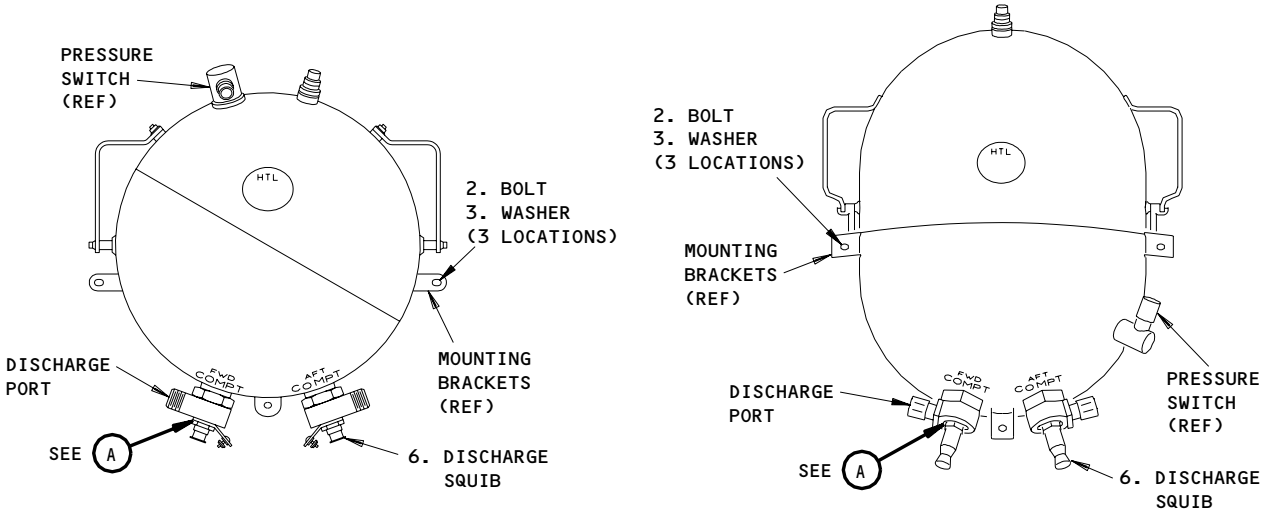
(6) Make sure the BTL DISCH light on the CARGO FIRE CONTROL panel, P8 comes on.

(7) Release the manual override switch.

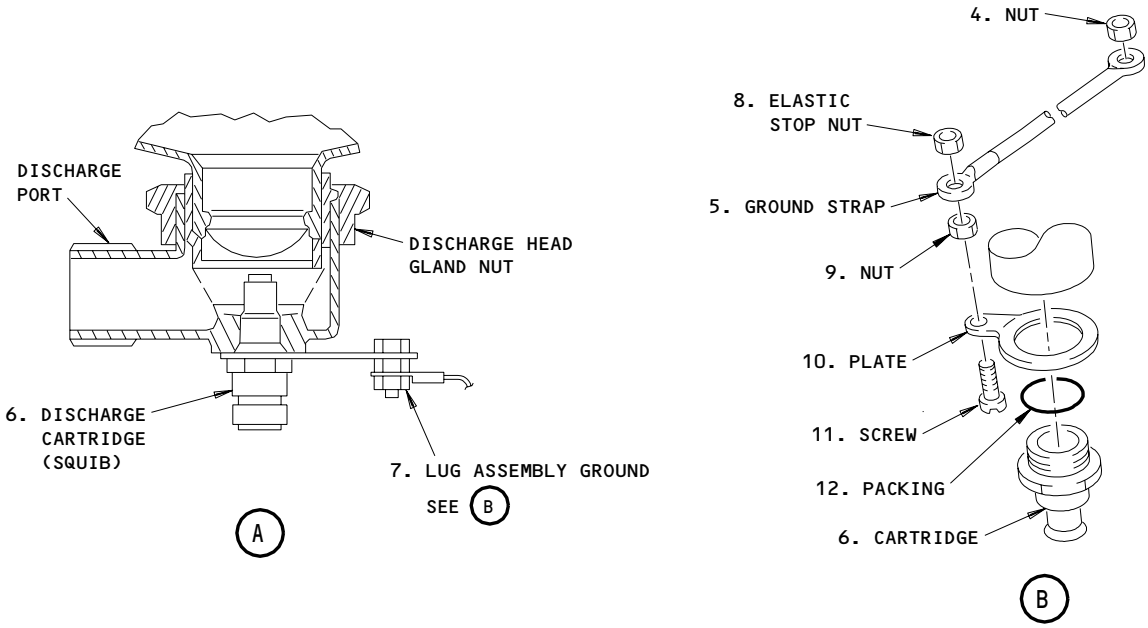
(8) Make sure the BTL DISCH light goes off.

J. Put the Airplane Back to Its Usual Condition

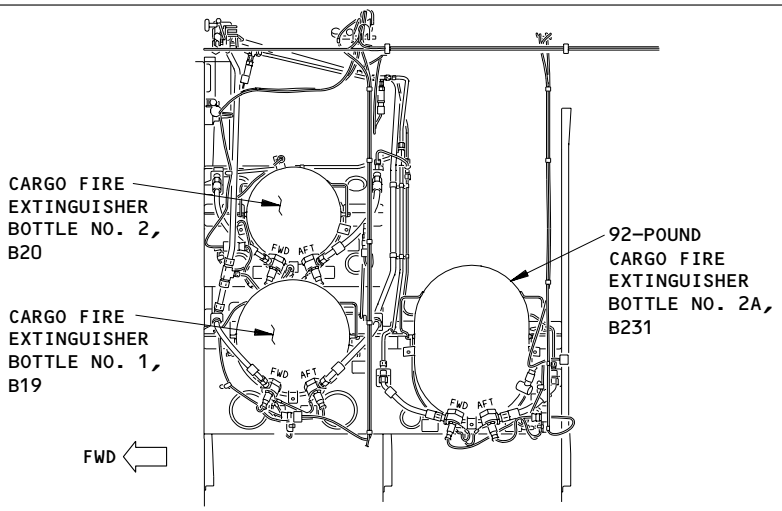
(1) Remove electrical power if it is not necessary (AMM 24-22-00/201).



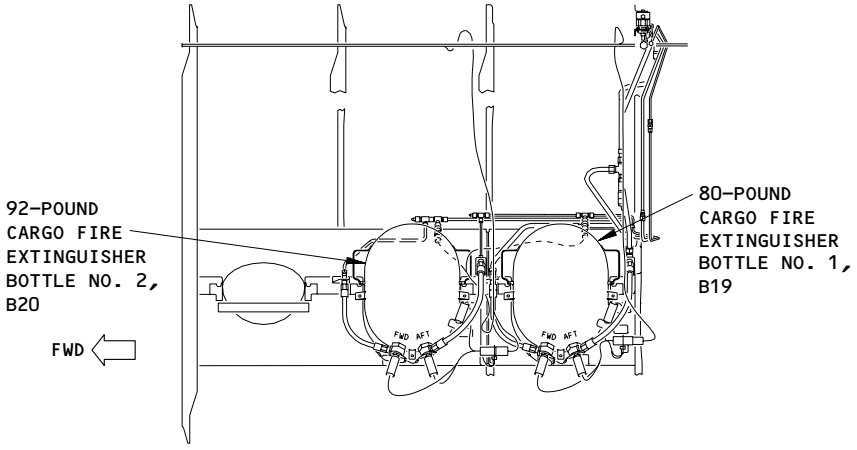
1. CARGO FIRE BOTTLE
(EXAMPLE)



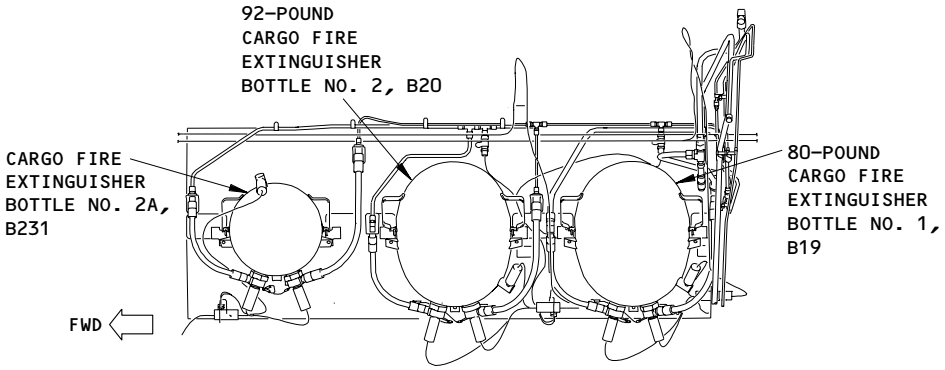
Cargo Fire Extinguisher Bottle/Discharge Cartridge Installation
Figure 401



RIGHT SIDEWALL FORWARD CARGO COMPARTMENT
(767-200, 195-MINUTES FIRE PROTECTION SYSTEM)



RIGHT SIDEWALL FORWARD CARGO COMPARTMENT
(767-300, 120-MINUTES FIRE PROTECTION SYSTEM)



RIGHT SIDEWALL FORWARD CARGO COMPARTMENT
(767-300, 195-MINUTES FIRE PROTECTION SYSTEM)

Cargo Compartment Fire Extinguishing System Installation
Figure 402

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	26-024-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	ALL CABINS		NOTE	99XXX	012	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	PORTABLE HALON FIRE EXTINGUISHERS		NOTE	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER
		26-26-02-6B

PERFORM CYLINDER INSPECTION AND HYDROSTATIC TEST (OFF-AIRPLANE) OF THE PORTABLE HALON FIRE EXTINGUISHERS.

AIRPLANE NOTE: IF INSTALLED.

INTERVAL NOTE: AT VENDOR RECOMMENDATION OR NATIONAL REQUIREMENT.

EFFECTIVITY